

Argyll and Bute Council / Argyll Timber Transport Group

Guidance Notes for Timber Industry Operations on or adjacent to Public Roads

Further to the protocols for designation of roads on the Agreed Routes Map and the process for consultation with local roads management teams of proposed operations and also the recently issued Timber Transport Management, best practice guide.

Argyll and Bute Council has a duty as the Road Authority to ensure the road network is available for use by the travelling public. The following advice and guidance is issued by the Roads Authority to assist timber operators to make a proper assessment of their commitments to ensure the public road network does not suffer excessive or undue deterioration.

Consultation

All A-Class roads are agreed routes, without restriction on haulage, unless otherwise specified on the ARM (<https://timbertf.maps.arcgis.com/apps/webappviewer/index.html?id=4a23d4910e604b71872956441113c83c>). All other roads require consultation with the local Roads Teams prior to any haulage taking place.

To allow the assessment of a route and the development of a TTMP, the Timber Operators must ensure there is sufficient lead-in time provided. Timber Traffic Management Plans are specific to a particular route, not an individual operation and the permitted number of loads per day may need to be shared amongst live sites. A reasonable attempt must be made to avoid convoys and loaded pass frequency on the route. Where possible, the parties should consider phasing operations.

Permits to construct entrances

Where presently informal or new in-forest roads join the public road, a fully constructed and bituminous (or concrete, as agreed) surfaced bellmouth entrance must be constructed in advance of any major haulage operation. An application for a road opening permit must be made to the local Area Roads Office in advance of the works. Contractors must hold the appropriate HAUC / RAUC certification.

Timber Loading and Haulage Operations on the Public Road Network

The Public Road must be kept open to all users and at all times, unless an application is made for Temporary Traffic Regulation Order to restrict traffic for health and safety considerations to allow operations to be completed; for example, when the operation requires roadside loading or where there is a risk of falling timber.

Where traffic management is required, application must be made to the Council as roads authority to allow the works to be recorded appropriately on the Scottish Road Works Register. Only suitably trained and qualified operators are approved by the Council to control traffic on the public road. Positive control by manual stop/go boards or traffic lights must be utilised for this purpose.

Warning signs alerting road users to works on or adjacent to the public road must be of proper specification for temporary road signs. Signs must not be placed in such a manner adjacent to the road that their meaning could be misconstrued to refer to restrictions to the right of passage on the public road.

Operational considerations and requirements for Timber Operations on public roads

- Timber stacking must not interfere with the structure of roadside verges, drainage ditches and pipe work or unduly restrict sightlines. No timber should be stacked closer than the 2m service strip adjacent to the running surface of a public road.
- Loading of timber onto vehicles standing on the live carriageway is not permitted. Where there is no other feasible option, roadside loading may be permitted under the control of a Traffic Regulation Order and appropriate traffic management arrangements.

- Temporary un-surfaced lay-bys for timber loading may be permitted after discussion with local roads management, with appropriate drainage considerations.
- The public road surface must be kept clean of all mud and debris. If construction or haulage traffic is likely to cause this hazard, the timber operator must allow for road sweeping or mud clearance within his operational costs. Failure to remove mud and other material as soon as is reasonably practicable is an offence under section 95 of the Roads (Scotland) Act 1984.
- Where in-forest routes cross single track surfaced roads, the construction of two opposite bell mouths with longitudinal joints may be substituted by surfacing over the width of the public road with two transverse joints at either end. Notwithstanding this, the preferred arrangement would be for staggered junctions.
- Only rubber tyre vehicles or rubber tracked machines are permitted to drive over bituminous surfaced roads. Steel tracked machines are not allowed to cross or travel along surfaced roads without suitable boards, mats or similar protection in place and removed thereafter to allow the public free progress.
- Any damage to the existing road surface or adjacent structure must be reported to the local roads office as soon as practicable. Where excessive damage is caused, the TTMP may be suspended until remedial works can be completed.
- Haulage contractors should respect the confines of the running surface as much as practicable to avoid over-running of verges. Where passing places are too small to allow haulage vehicles to enter, drivers should wait opposite and allow smaller vehicles to approach and seek refuge.
- Temporary maintenance of ditches and offlets in verges by the Timber Operator is permitted, to avoid flooding damage to the structure of the road or adjacent land.

A&BC / ATTG

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