

## **Argyll Timber Transport Group.**

### **Timber Traffic Management Plan:** C38 Kilmichael Glen Road

This Timber Traffic Management Plan (TTMP) has been prepared so that the structure of the roads named and associated verges are protected during operations associated with in-forest road construction or upgrading as well as timber haulage operations while preserving them for the use of local residents, agriculture and other forestry users. The purpose of this local agreement is specifically to ensure that reasonable access is maintained for the forestry owner/s and their neighbours, but in a sustainable fashion and in accordance with regional and national forest strategies. Refer to [www.argyll-bute.gov.uk/transport-and-streets/timber-transport](http://www.argyll-bute.gov.uk/transport-and-streets/timber-transport)

**Pre-conditions:** The following schedule relates to the sensitive Council road, the C38 Kilmichael Glen Road which is designated as a Severely Restricted Route in this area. This road has a thin construction which has been susceptible to deformation in the past causing damage to the surface. Proposed haulage operations must be discussed with the council at least one month in advance of commencement, especially if there is a need to supply to shipping at Ardrishaig Pier.

**Lorry Configuration:** 3 axle wagon and drag 44 tonnes GVW with twin wheel or maxi tyre units only, with a strong preference for CTI equipped vehicles. The use of super single tyre units is prohibited. The use of full length articulated trailer units is not permissible due to the added risk to verge over-run and edge damage associated with the longer swept paths.

**Frequency & Timing:** The time between loaded vehicles travelling on this road should be no less than one hour, maximum of eight vehicles per day, to allow a degree of carriageway recovery. Timber traffic capacity shared between all sites using this road. Hauliers wishing to increase this frequency should consult with the A&BC Technical Officer for Mid Argyll & Kintyre listed in contacts on the webpage. An assessment of the road and weather conditions, in conjunction with any proposed mitigation measures such as CTI, will determine suitability of an increase in load frequency.

**Seasonal & Weather Condition Restrictions:** Haulage restricted to the summer months between May and September, to avoid the frost/thaw conditions which this road is particularly susceptible to. Consultation with the Area Roads Team as above would be required if haulage was planned outside this operational period, or in conditions of continuous heavy rain or winter weather.

**Driver Awareness & Speed Limits:** Drivers involved with the haulage must be familiar with the nature of the road and should have read and be in possession of this management agreement, prior to operating on this route. The maximum speed (loaded or empty) should be restricted to 20 mph until reaching A816. This may be reduced to 15 mph during excessively wet periods; speed when in the village of Kilmichael Glassary near the school should be 10 mph maximum. . Due to the proximity of the primary school at Kilmichael, due consideration must be given to pedestrians on the road. Where practicable, operations should be planned for periods when the School is not in use. Where this is not possible, vehicle movements should be restricted to periods when pedestrians are least likely to be using the road. e.g avoiding school opening and closing times and lunch time period.

### **Access points/Loading:**

These should be agreed with the A&BC prior to any haulage being carried out and should meet standard requirements, [detailed in protocols](#) and guidance on the webpage.

**Monitoring & review:**

Road conditions are subject to periodic inspections by Council staff during the period of operations. Parallel inspections by the ATTG Project Officer will be carried out when practicable. Any deterioration of the road surface observed by interested parties (hauliers, land owner, agents etc.) must be notified to the local Council Roads Operations office as soon as practicable.

Haulage should be suspended immediately if there is any doubt that significant damage is evident or likely to occur and only resumed after consultation with A&BC Technical Officer- OLI.

Prepared by ATTG / Council

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