

Argyll Timber Transport Group.

Timber Traffic Management Plan: C10 GLEN STRIVEN – COWAL

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

Pre-conditions: The following schedule relates to the sensitive Council road, the C10 Glen Striven road, from P.O.L Depot, North to the end of the public road. The plan is to protect this narrow road and verges, and preserve it for the use of local residents, agriculture and forestry. Notification to the council roads department of the intent to start haulage operations must be made one month in advance of commencement.

Lorry Configuration: The C10 north of POL Depot is subject to a weight restriction traffic order, restricting vehicles to a maximum 18t GVM unless subject to exemption. This section of road is subject to a trial of CTI configured Timber vehicles. #Due to the geometry of the road, only Wagon and Drag configurations with six wheel trailer and double or “maxi-tyre” configuration, up to a maximum loaded weight of 44tonnes are permitted during the trial period. Only vehicles carrying specific exemption notices are permitted to travel north of POL Depot. Applications must be made to Argyll and Bute Council for each period of operation and each vehicle programmed to operate on this road.

Frequency & Timing: Loaded vehicles should be at a frequency of no more than one per hour.

Seasonal & Weather Condition Restrictions: Haulage should only be carried out May– September, this road is particularly susceptible to the impact of frost/thaw damage. Consultation with the council would be required if haulage was required outside this operational period and is unlikely to be endorsed.

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.

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.

Awareness & engagement:

Maintenance of Forest Road Entrances:

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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