

## **Argyll Timber Transport Group.**

### **Timber Traffic Management Plan: UC 15 Glenmassan Road from junction w. A815 at Invereck to Stonefield Farm.**

#### **Pre-conditions for the use of this road:**

The following schedule relates to the Council road UC15 its junction with the A815 at Invereck to Stonefield farm and interface with the forest road network. The plan is to protect this narrow road and its verges, preserving 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.

**Duration.** Timber haulage on this road should avoid times when frost is coming out of road.

**Frequency.** The time between **loaded vehicles** travelling on this road should be no less than **45 mins**, maximum of sixteen vehicles per day, to allow a degree of carriageway recovery. Operations are to be planned for a maximum of 5 out of 7 day period. Hauliers wishing to increase this frequency should consult with the A&BC Technical Officer for Cowal & Bute 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.

**Rate.** Haulage shall not exceed **16 loads per day**. At the programmed rate of production and given the constrained stacking space haulage is not expected to be at this level for prolonged periods if at all. Total loads per week should not exceed 60 without consulting the T.O. as above.

**Lorry Configuration.** 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. Vehicles equipped with CTI or equivalent low ground pressure systems are preferred for timber haulage on this road.

**Driver Awareness.** 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.

**Awareness and Engagement.** The route has adjacent housing and an appropriate stakeholder engagement process is advisable.

**Speed Limit.** The maximum speed (loaded or empty) will be **20 mph**. This may be reduced to 15 mph during excessively wet periods.

**Forest access.** The interface between the UC15 and the forest road network should be as agreed with A&B Co. prior to any haulage being carried out and should meet standard requirements, detailed in **protocols and guidance** on the webpage.

**Monitoring.** Road conditions are subject to regular inspection 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) should be notified to the local Council Roads Operations Office as soon as practicable. Electronic distance, speed and volume survey equipment may be deployed for monitoring purposes as required.

The purpose of this local agreement is specifically to ensure that reasonable access is maintained for the Forestry Owner, and their neighbours, but in a sustainable fashion, in accordance with regional and national forest strategy.

Prepared by ATTG / Council. January 16<sup>th</sup> 2019.

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