

Timber Traffic Management Plan: C69 Glen Douglas

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 agreement relates to C69 Glen Douglas road from the woodlands east of Tullich Farm to its junction with A82 Glasgow – Inverness Trunk Road at Inverbeg. The C69 is narrow, with weak verges, sharp corners in places and with limited passing places. All traffic shall be restricted to the eastern section of Glen Douglas with no traffic permitted to travel west onto the A814. However, in order to negotiate the cattle grid and sharp bend near the Inverbeg Art Gallery it will be necessary to leave the public road network and use the temporary link access created to accommodate the construction of the hydro scheme and thereafter return to the public road. Normal use by agricultural traffic is manageable but increased traffic due to Timber Operations requires a degree of Traffic Management to prevent excessive damage to the network.

Lorry Configuration:

Due to the alignment, width of carriageway and limited structural strength of this road, only wagon and drag configurations with six wheel trailer and double or “maxi-tyre” configuration, up to a maximum loaded weight of 44 tonnes are permitted. Lorries fitted with CTI are preferred for timber haulage on this road. The use of super single tyre units is prohibited. Lorry configuration on this route may be subject to review if damage to the road becomes evident.

Frequency and timing:

Loaded lorry movements should not be more than one per hour with a maximum of 10 loads in a 24 hour period, 50 loads per week. Lorry movements will be restricted to the hours of 07:00 – 19:00 hrs each day. It should be noted that MOD Glen Mallon employee vehicle movements are between Mon – Thurs 7:00 - 8:00 and 16:30 – 17:30hrs and Fri 7:00 - 8:00 and 13.00 – 14.00hrs, if possible these times should be avoided.

Timber lorry drivers must communicate and implement a system so that no timber lorries are travelling on this route in opposite directions as there are very few places for two lorries to pass. Weekend and public holiday working is **not permitted** due to the tourist visitor traffic using this scenic route.

Seasonal & Weather Restrictions:

This road may be particularly susceptible to the impact of frost/thaw damage. Haulage is generally restricted to the period May– September, however operations are permissible October – April provided consultation with the council takes place on a regular basis.

Driver Awareness & Speed Limit: Driver Awareness and Speed Limit. 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 on this haulage route (loaded or empty) will be 20 mph until the A 82 junction.

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- H&L.

Prepared by ATTG / Council

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