

## **Argyll Timber Transport Group.**

### **Timber Traffic Management Plan:** UC 33 Auchanlochan Back Rd, Tighnabruaich, 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](http://www.argyll-bute.gov.uk/transport-and-streets/timber-transport)

**Pre-conditions:** The following schedule relates to the sensitive Council road, (newly classified on the Agreed Routes Map as Severely Restricted) the UC33 Auchanlochan Back Road, Tighnabruaich from its junction with A8003 Agreed Route adjacent to Tighnabruaich School. The route is exceptionally narrow and runs adjacent to residential properties. There are no passing places and the verges are weak. The shortest journey to an agreed route dictates a northbound exit.

**Lorry Configuration:** Although this road would normally be considered unsuitable for industrial use, due to the short distance of affected road to reach the agreed route, haulage by CTI equipped vehicles, with double wheel or Maxi tyres would be acceptable.

**Frequency & Timing:** Loaded vehicles should not leave the forest at an interval less than 1 hour. Operators wishing to increase this frequency should consult with the A&BC Technical Officer for Bute and Cowal listed in contacts on the webpage.

**Seasonal & Weather Condition Restrictions:** Haulage should ideally be carried out May– September, with due consideration given to school term times.

**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 on this haulage route (loaded or empty) will be **20 mph, reduced to 10mph in the proximity of the school**, until reaching A8003 main Road.

#### **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.

**Engagement:** Public Consideration. Due to the proximity of the Tighnabruaich primary school, due consideration must be given to other road users. 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 and others, are least likely to be using the road. e.g avoiding school opening and closing times and lunch-time period.

#### **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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