

This agreement relates to the **B8001 'Consultation Route' NW, specifically from Cnoc an Devora forest entrance (NR 83980 60588) to its junction with the A83(T) route.** **Pre-conditions:** The road has a thin construction and poor underlying strata in places which has proven susceptible to deformation with resulting surface damage. Constraints may be subject to review if undue damage to the structure, surface or associated road infrastructure becomes evident. Timber haulage operations must be consulted upon at least one month prior to proposed commencement date. Timber traffic capacity is for the road, not per site. Should exceptional short term increase in loaded-pass frequency be desirable, contact the Project Officer for the ATTG to consult with the MAKI T&D team ([contacts](#).) An assessment of the road and weather conditions, in conjunction with any additional mitigation measures will determine the acceptable, (if any) increase in load frequency. **Forest access and loading points** must meet standard requirements and be agreed with A&BC prior to any haulage being carried out. See [protocols and guidance](#)

Lorry Configuration: 3 axle lorry and trailer configurations with twin wheel or maxi tyre units equipped with CTI system. No super single tyres on trailed axles are permitted Reduce tyre pressures according to manufacturer's specifications as conditions require, ref TTF 'tread softly' guidance.

Frequency & Timing: The period between loaded passes will be no more than **one per hour**, to a maximum of **eight loads per day**

Driver Awareness & Speed Limits: All drivers engaged on the route must have been briefed on the TTMP conditions and should hold a copy in the cab, in electronic or paper form. Speed is restricted to **20mph**, and in heavy rain where the surface is waterlogged, reduced to max **15mph**.

Seasonal & Weather Condition Restrictions: 8 loads per day, May to September. Continuing operations into the 'shoulder' months may be approved following consultation with ATTG/A&BCo T&D team. In conditions of continuous heavy rain or unseasonal wintry weather, reduce speed to max 15mph. There will be **no timber haulage during thawing conditions**.

Signage Erect approved FISA [signage](#) 'Timber Lorries Using Narrow Roads', 'Timber Lorries Turning'

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 (drivers, land owner, agent) must be notified to the A&B Council MAKI Operations Team as soon as is reasonably practicable and where there is any doubt, haulage should be suspended immediately and only resumed after consultation.

This Timber Traffic Management Plan (TTMP) has been prepared to protect the structure of the named roads and associated verges during timber haulage operations and associated works (such as in-forest road construction or maintenance,) preserving them for all users. The purpose of this local agreement is specifically to ensure that reasonable access is maintained for the forestry owner/s and their neighbours 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

Prepared by Argyll Timber Transport Group / Argyll & Bute Council

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