

Argyll and Bute Council / Argyll Timber Transport Group
Guidance Notes for Timber Industry Operations on or adjacent to Public Roads.

Further to the protocols for designation of roads on the Agreed Routes Map and the process for consultation with local roads management teams of proposed operations and also the recently issued Timber Transport Management, best practice guide.

The following advice and guidance is issued by Argyll and Bute Council to assist timber operators to make a proper assessment of their commitments to fully comply with the requirements of the Council as Road Authority to protect the public road network from excessive or undue deterioration.

Consultation and Permits to construct entrances.

The protocol indicates that contact should be made with local Roads Management Teams in advance of any proposed operations to discuss haulage routes on the public road network and the likely effect on the condition of the surface and associated structure. Where an existing Timber Traffic Management Plan does not exist for a consultation or severely restricted route, this must be agreed in advance of the works.

It is the Timber Operators responsibility to ensure there is sufficient notice and lead-in time to allow this assessment work to be done in advance of any road haulage. Timber Traffic Management Plans are specific to a particular route, not an individual operation. Multiple operations on single Consultation routes should be avoided where possible or a phased operation must be agreed between operators, so as not to exceed the maximum constraints of the TTMP for the roads affected.

Where presently informal or new in-forest roads join the public road, a fully constructed and bituminous (or concrete) surfaced bell mouth entrance must be constructed in advance of any major haulage operation. Only properly approved contractors in possession of current HAUC certification are permitted to carryout construction work which immediately abuts the public road. An application for a road opening permit must be made to the local Area Roads Office in advance of the works.

Timber Loading and Haulage Operations on the Public Road Network.

Remote single track un-classified roads on the periphery of the network which are still part of the public road demand the same consideration as other main routes. This must not be forgotten where these interface with in-forest routes. Roads must be kept open to all lawful users, at all times, unless specific application is made for Temporary Traffic Orders to restrict traffic for health and safety considerations to allow operations to be completed.

Where traffic management is required, application must be made to the Council as roads authority through the Symology system for lane occupancy of the public road. Only suitably trained and qualified operators are approved by the Council to control traffic on the public road. Positive control by manual stop/go boards or traffic lights must be utilised for this purpose.

Warning signs alerting travellers to works on or adjacent to the public road must be of proper specification for temporary road signs. Small scale Forestry signs must not be placed in such a manner adjacent to the road that their meaning could be misconstrued to refer to restrictions to the right of passage, on the public road.

Operational considerations and requirements for Timber Operations on public roads

Timber stacking must not interfere with the structure of roadside verges, drainage ditches and pipe work or unduly restrict sightlines. No timber should be stacked closer than the 2m service strip adjacent to the running surface of a public road.

Loading of timber onto vehicles standing on the live carriageway is not permitted.

Temporary un-surfaced lay-bys for timber loading may be permitted after discussion with local roads management, with appropriate drainage considerations.

The public road surface must be kept clean of all mud and debris. If construction or haulage traffic is likely to cause this hazard, the timber operator must allow for road sweeping or mud clearance within his operational costs. Failure to remove mud and other material as soon as is reasonably practicable is an offence under section 95 of the Roads (Scotland) Act 1984.

Where in-forest routes cross single track surfaced roads, the construction of two opposite bell mouths with longitudinal joints may be substituted by surfacing over the width of the public road with two transverse joints at either end.

Only rubber tyre vehicles or rubber tracked machines are permitted to drive over bituminous surfaced roads. NO steel tracked machines with grousers should be allowed to cross or travel along surfaced roads without suitable boards, mats or similar protection in place and removed thereafter to allow the public free progress.

Any damage to the existing road surface or adjacent structure must be reported to the local roads office as soon as practicable. If a delay in reporting faults results in excessive damage, the TTMP may require review or total revocation until remedial works can be completed.

Haulage contractors should respect the confines of the running surface as much as practicable to avoid over-running of verges. Where passing places are too small to allow haulage vehicles to enter, drivers should wait opposite and allow smaller vehicles to approach and seek refuge.

Temporary maintenance of ditches and offlets in verges by the Timber Operator is permitted, to avoid flooding damage to the structure of the road or adjacent land.

If any temporary road repairs are carried out by the Timber Operator, there must be a bituminous top surface to any running lane. Loose material should be avoided as this will exacerbate the requirement to keep surfaces clean.

A&BC / ATTG

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