

Argyll Timber Transport Group.

Timber Traffic Management Plan: for the ATTG Consultation Route on the UC 244 Red Road from Blackthird Farm entrance onto the UC 84 Darleith Road to its junction with A814 Cardross – Helenburgh Road .

Only the short stretch of UC 244, to access Darleith Road, should be used for timber traffic. Direct exit via Red Road to A814 at Lyleston is not permissible, due to road and junction configuration.

Refer to Council webpage at www.argyll-bute.gov.uk/transport-and-streets/timber-transport as indicated.

Pre-conditions: The following schedule relates to the sensitive Council roads detailed above. The UC 244 and UC 84 are both narrow, with weak verges, sharp corners in places and with limited passing places. 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 Lorries fitted with CTI would be the preferred option but if this is not practicable 3 axle wagon and drag 44 tonnes gvw, with twin tyres should be used, no super single tyres. 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 with school run times during term time avoided 08:30 – 09:30 and 14:30 – 15:30 hrs.** 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 excess of parked vehicles at the Cardross end of Darleith road.

Seasonal/Weather condition 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 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 A814 junction.

Local sawmill traffic Deliveries to Riding Sawmills (Cardross) Ltd from this route should only be made by turning left at the bottom of Darleith Road onto the A 814 and then right turn onto Station Road to the mill.

Monitoring. Road conditions are subject to **fortnightly 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) should 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.

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.

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