

Timber Transport Operations on Public Roads in Argyll & Bute

Introduction

The Argyll Timber Transport Group (ATTG) is a voluntary body supported by the timber industry, Scottish Forestry and Local Authority as a means to agree mitigation measures and avoid potential damage arising from timber haulage on public roads. Agreements are made in a spirit of co-operation to sustain the network to allow access by the majority of users.

The Agreed Routes Map (ARM) is the primary working document for use by all interested parties to indicate the status of the majority of public roads and their capacity to sustain standard fully loaded haulage vehicles. The map is configured to indicate Agreed Routes as well as other routes designated in order of capacity as "Consultation Routes", "Severely Restricted Routes" and "Excluded Routes" for the purposes of indicating the likelihood that any haulage operation will require mitigation to avoid damage to the network in excess of that considered sustainable. To avoid clutter on the ARM, not all roads are designated but users should be aware that all minor roads must be considered as Consultation Routes.

Agreed Routes are generally the Council "A Class" network with a few exceptions for areas of limited structural capacity and also other lower class routes where substantial strengthening has been carried out. The majority of other B and C Class routes are designated as Consultation Routes, where generally the capacity is sufficient to cope with regular usage in normal conditions but where some seasonal restrictions may be required.

Where Routes are "Excluded" these are generally:

- Where the structural capacity of the route is limited. This may include routes where a weight restriction traffic order exists.

- There are alternative routes of a suitable nature to take traffic.

- There are local co (te)5.g/TT1 1 (i)-1 (ty)3.8 (c)-1.8 (on-)JTJ 0 -e7 (e l/f>ty)3.8 on-

All timber haulage road users will be expected to accommodate the plan that has been developed for the route. This will require a degree of liaison when harvesting operations are likely to overlap.

Control/Monitoring/Reviewing. It is advisable that all parties will be actively involved in ensuring this agreement is fulfilled, and may also enlist the Group or a representative to help arbitrate in the control, monitoring or reviewing of this agreement. If road conditions continue to deteriorate beyond acceptable levels, despite the above mitigating measures, a more stringent scheme will be devised and implemented as prevailing conditions dictate. Conversely where improvements are made on a route, future plans may relax some measures, or it may be possible to remove the need for a TTMP altogether.

The purpose of this local agreement is to ensure that reasonable access is maintained for the forest owner, and their neighbours in a sustainable fashion and in accordance with regional and national forest strategy.

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