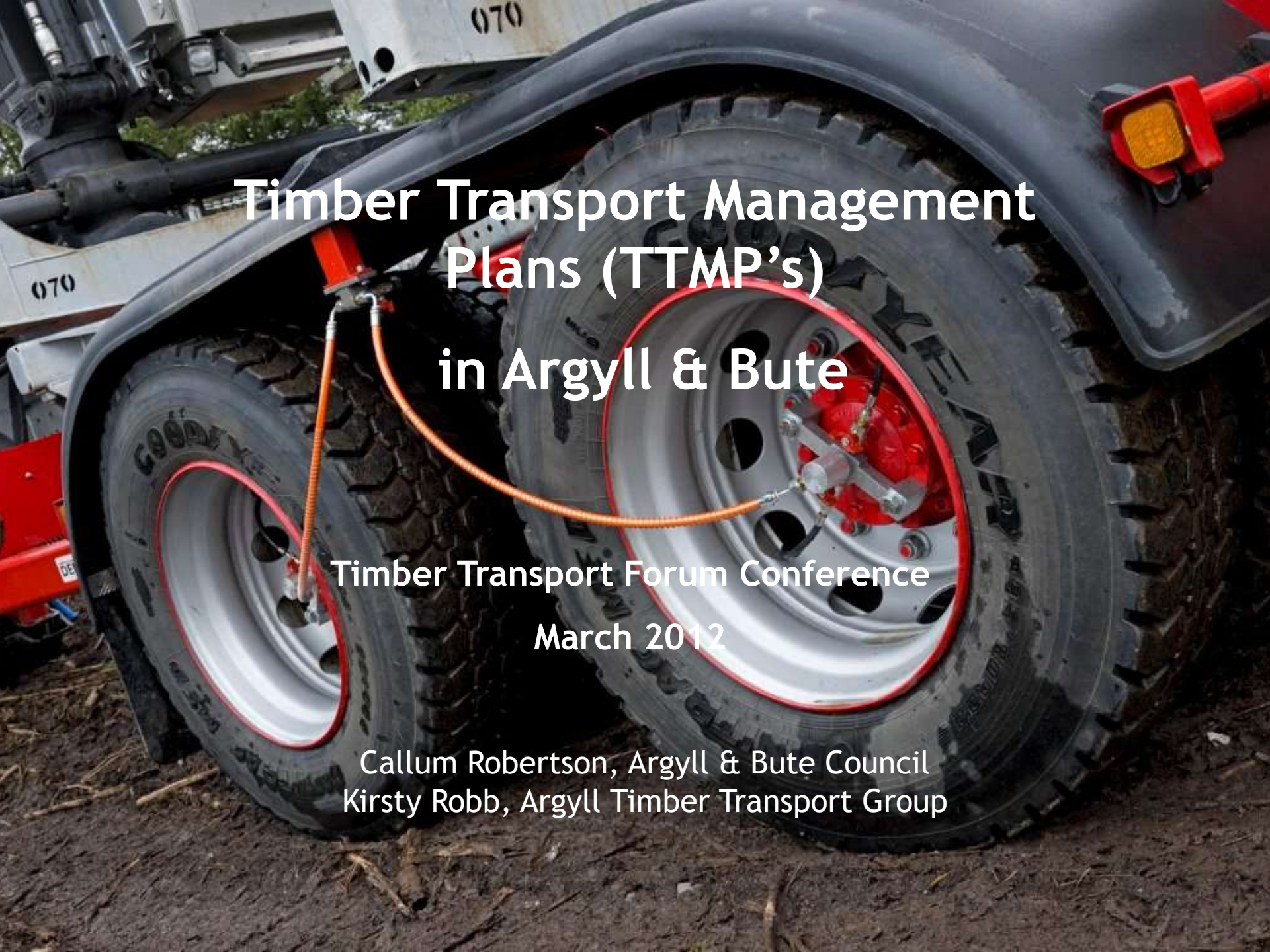




Timber Transport Management Plans (TTMP's) in Argyll & Bute

Timber Transport Forum Conference
March 2012

Callum Robertson, Argyll & Bute Council
Kirsty Robb, Argyll Timber Transport Group



Background

ARM review in Argyll & Bute with associated protocols

Adding value - TTMP's

Background



Ian Arnold used a Timber Traffic Management Plan in Argyll in 2004

An aerial photograph of a two-lane asphalt road. A large, dark, irregularly shaped pothole is visible in the center of the road, slightly to the right of the center line. The road is flanked by green grass and some trees. The pothole appears to be filled with loose gravel or dirt.

Crunch Time

B 8000
Typical frost heave
damage exacerbated
by timber haulage

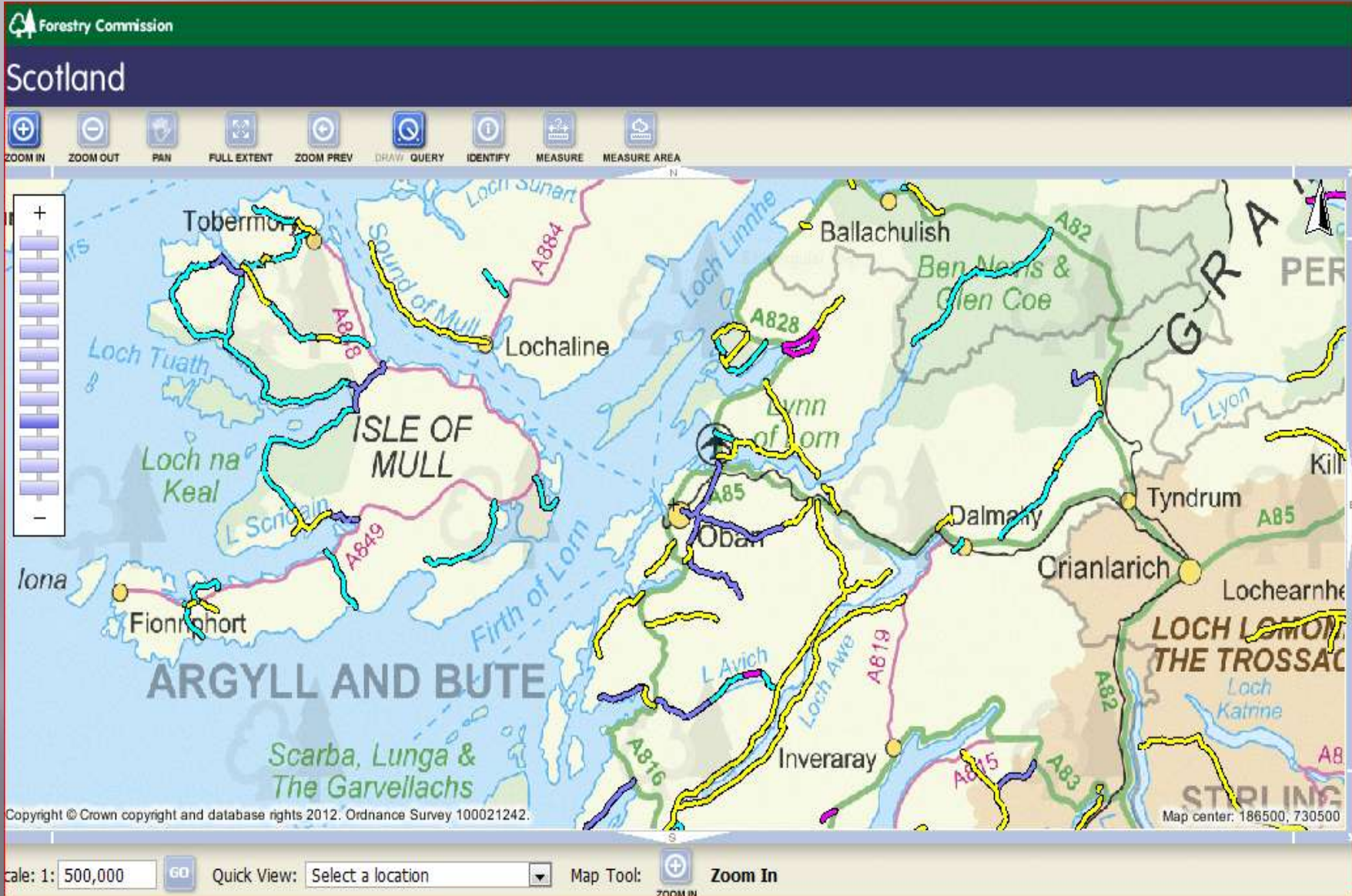
An aerial photograph of a two-lane asphalt road, similar to the one in the left image. A large, dark, irregularly shaped pothole is visible in the center of the road, slightly to the right of the center line. The road is flanked by green grass and some trees. The pothole appears to be filled with loose gravel or dirt.

B 8000

B839 Hell's Glen



Solution



The Arm Review Process

- Jan 2011 - Consultation with local roads engineers to identify potential problem roads.
- Jan - Mar 2011 Re-designation of roads which were considered particularly susceptible to damage from heavy vehicles.
- Apr - May 2011 Revised ARM and associated protocols issued to the forest industry for feedback.
- June-July 2011 ARM & Protocol further revised to take into consideration the feedback from the industry (copy of consultation and protocols in in your Conference Pack)
- August 2011 ARM & Protocols reissued
- October 2011 formally adopted at ATTG AGM

Next Step

- ▣ ATTG is now trialling the use of the ARM and protocols since introduction
- ▣ Providing the process is as successful as indicated to date, formal adoption of the process by Argyll & Bute Council will be undertaken this year as part of new policies and procedures in the Roads Asset Management Plan.



The Protocols

The ARM and associated protocols are working documents to be used on an operational level and provide an early warning system.

It is important to recognise the categorisation of roads and the required haulage regime that should be implemented:

- Agreed Route
- Consultation Route (TTMP may be desirable)
- Severely Restricted Route (TTMP required)
- Excluded Routes (unsuitable for timber haulage)

Adding Value -TTMPs

Timber Transport Management Plans: -

1. Are voluntary agreements to sustain timber haulage on vulnerable roads
2. Have been developed in partnership with representatives from the Local Authority and timber traffic road users
3. Contain a suite of mitigating measures which include: -
 - ✓Seasonal restrictions
 - ✓Frequency of loads
 - ✓Driver education and awareness
 - ✓Lower tyre pressures
 - ✓Wheel and tyre configurations
 - ✓Axle weight restrictions
 - ✓Vehicle and trailer configurations

Adding Value -TTMPs

<http://www.argyll-bute.gov.uk/transport-and-streets/timber-transport-management-plans>

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Timber transport

We work with the timber industry, the Forestry Commission and local businesses to ensure that any timber being transported on our roads is done according to agreed principles and protocols.

Agreed routes map

The Agreed Routes Map 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.

The ARM is a live document and will be amended on a regular basis as in-forest routes and changes in the condition of the public network dictate. We would be grateful for any comments or suggestions you have regarding any of the routes indicated.

Argyll Timber Transport Group

The Argyll Timber Transport Group (ATTG) is a voluntary body supported by the timber industry, Forestry Commission and Local Authority as a means of minimising problems 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 role of the ATTG has become particularly significant recently following extensive freeze/thaw damage suffered to the local road network as a result of two severe winters, which has highlighted the fragility of the roads and the need for timber traffic management to sustain the roads essential for access by the wider community. The ATTG has championed best practice and the use of technology such as central tyre inflation (CTI) which has resulted in local hauliers making considerable investments to their fleet with a view to sustaining the local road network.

[Contact details](#)

Protocols and Guidance

Protocols have been established to set out the procedures for notifying the Local Authority of the intent to harvest timber and transport to market over public roads and agreeing sustainable levels of haulage and monitoring of conditions whilst operations are underway. Where necessary a Timber Transport Management Plan will be produced well in advance so that the owner, purchaser, harvester and haulier are all aware of the requirement to manage haulage movements in a network sustainable manner and the effect on the economics of the exercise.

[Guidance notes for Timber Industry Operations on or adjacent to public roads](#)

[Protocol for Timber Transport Operations on public roads in Argyll and Bute](#)

[Forestry access from public roads - design guidelines](#)

Felling licences

You will need to apply for felling licence from the Forestry Commission before you can cut down trees in our forests. You can apply for a licence using this link to the [Forestry Commission website](#).

Timber Transport Management Plans (TTMP's)

[Printer-friendly version](#)

Contact us

- Phone: 01546 632127
- Fax: 07504635738
- Online contact form
- Comment on this page

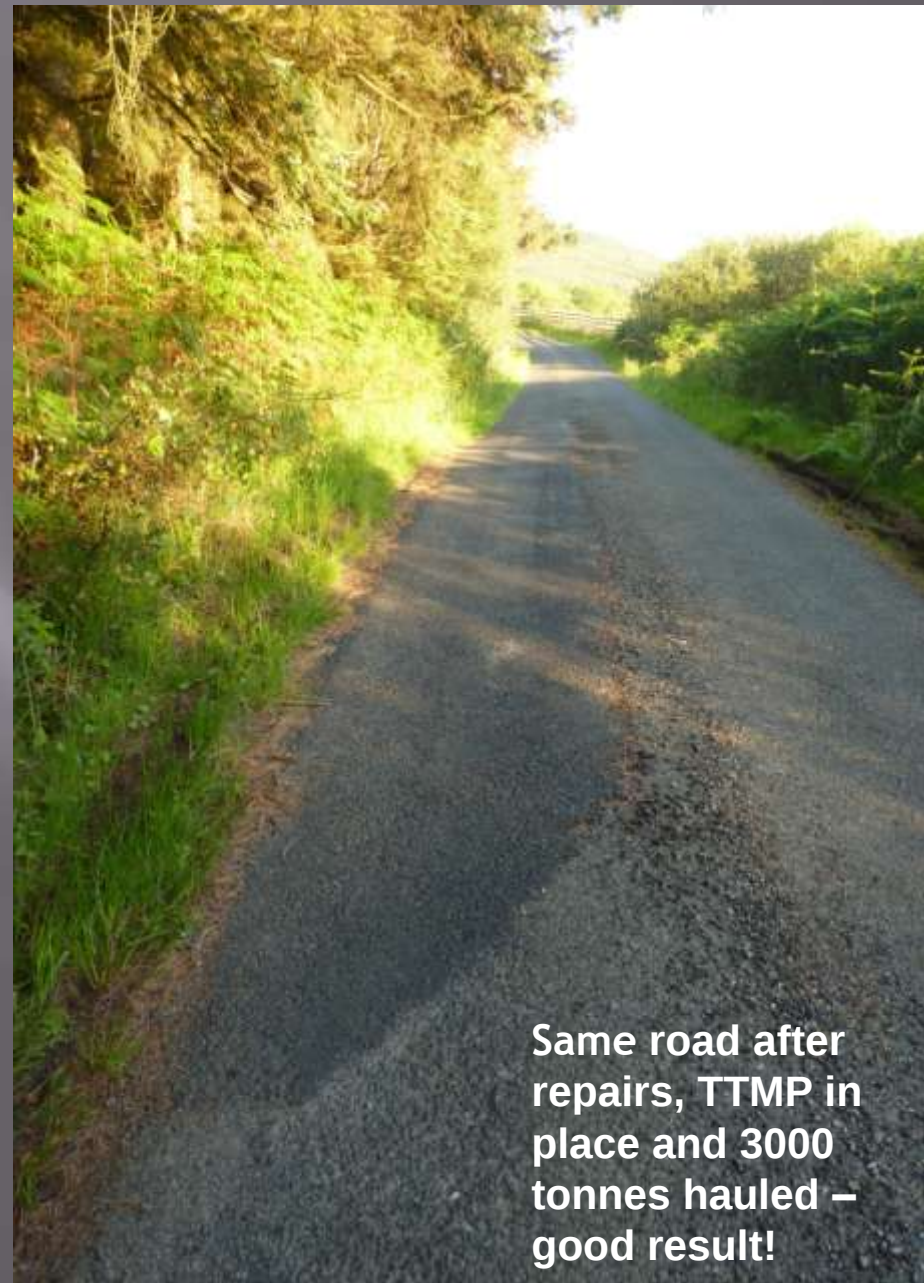
Why TTMP's are important

Harvesting operation adjacent to public road - a TTMP may have prevented the damage?





Glen Striven C10
Crunch again.....



Same road after
repairs, TTMP in
place and 3000
tonnes hauled –
good result!

Summary

- ▣ Be comfortable that your ARM is accurate and reviewed on a regular basis
- ▣ Have a published protocol that explains the requirement for TTMP's
- ▣ TTMP's need to be accessible preferably with web access.

