

## **Argyll Timber Transport Group.**

**Timber Traffic Management Plan: for the ATTG Consultation Route from the Highlandman's Wood Rhu to the Dumbarton Arrochar (A 814), Gareloch Road. The route utilises the unclassified public roads of Station Road and Pier Road, Rhu to the junction of the A 814 opposite Rhu Marina.**

Refer to Council webpage at [www.argyll-bute.gov.uk/transport-and-streets/timber-transport](http://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. From the north travelling in a south westerly direction which connects onto the public road at Torr Cottage is narrow, with weak verges, a sharp corner after passing over the Upper Helensburgh Railway line with limited passing places. Thereafter at the junction with Lineside Walk the road increases in width which allows non HGV traffic to pass in each direction. This section of Station Road to the junction with Pier Road and Manse Brae is steep with a footway on the west side, however, there are a number of concealed driveways with restricted sightline visibility on the east side.

At the junction of Station Road / Pier Road/ Manse Brae the forward sightline visibility is restrictive due to the almost 90 degree change in road alignment with the road now heading in a south eastern direction on Pier Road. The top section of Pier Road levels off with footway provision in parts on each side. The lower section approaching the A 814 is steep with a section shared with pedestrians this delineated with road markings. Again in general Pier Road has the width to accommodate non HGV traffic to pass in each direction.

**Lorry Configuration** Due to the alignment, width of carriageway and limited structural strength of this road, **Only** wagon and drag configurations with six wheel trailer and double or "maxi-tyre" configuration, up to a maximum loaded weight of 44 tonnes are permitted. Lorries fitted with CTI are preferred for timber haulage on this road. The use of super single tyre units is prohibited. 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 8 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. School run times should be avoided between 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 no places for two lorries to pass.

**Seasonal/Weather condition restrictions.** The top section of this route 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 A 814 junction.

**Monitoring.** Road conditions are subject to 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.

Date: 11/10/2017

Name ATTG: Kirsty Robb, Regional Project Officer.

Name A&BC: Campbell Divertie, Technical Officer, Helensburgh & Lomond Area.