

Argyll Timber Transport Group

Timber Traffic Management Plan: for the ATTG Consultation Route from the Highlandman's Wood, Rhu to the Dumbarton Arrochar (A814), Gareloch Road. The route utilises the unclassified public roads Station Road and Pier Road, Rhu to the junction of the A814 opposite Rhu Marina.

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

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, the road is narrow with weak verges, a sharp corner after passing over the Upper Helensburgh Railway line and has 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 A814 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, wagon and drag configurations with six wheel trailer and double or "maxi-tyre" configuration, with CTI system fitted, up to a maximum loaded weight of 44 tonnes are strongly preferred for timber haulage on this road. A maximum of two articulated lorry journeys may occur on any day. 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 45 minutes with a maximum of 8 loads in a 24 hour period, 50 loads per week. Lorry movements will be restricted to the hours of 06:00 – 19:00 hrs each day. School run times should be avoided between 08:30-09:30 and 15:00-16:30 hours.

Seasonal/Weather condition restrictions: The top section of this route may be particularly susceptible to the impact of frost/thaw damage.

Period: 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. There are no places for two lorries to pass on much of this route. Drivers must communicate and implement a system so that heavy forestry traffic doesn't meet on the route.

Some residential sections of this route have no footpaths. Pedestrians may be expected to be in the road at any time, but particularly at school gate/ school bus times. Where lorries and pedestrians unavoidably share the road corridor, drivers must proceed safely, exercising all reasonable caution. In such circumstances drivers would be expected to limit vehicle speeds as much as is practically

possible so that the driving speed is as close to the speed of the vulnerable party as possible. Eg. where no physical or temporal separation of pedestrians and vehicles is possible, then the expectation will be that vehicles reduce their speed to as close to walking pace as possible.

Monitoring. Road conditions are subject to periodic 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.) must 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.

This Timber Traffic Management Plan (TTMP) has been prepared to protect the structure of the named roads and associated verges during timber haulage operations and associated in-forest road construction or upgrading and to minimise disruption to residents and other road users.

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

Prepared by ATTG / Council

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