

## **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](http://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

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.**