

# Annex Q - Routing Report

September 2022



**Route Report for the delivery  
of a  
109.65 Tonne Transformer  
from  
Grangemouth Docks  
to  
SSE Substation Criag Murrial**



Issue	Reason for Issue	Date	Prepared By	Approved By
00	Issued for comment	10/03/22	AC	DA

**A Complete Road Transport, Multimodal Logistics and Specialist Project Service**



## Route Report

### CONTENTS

1. Report Outline.....	4
1.1 Introduction.....	4
1.2 Definition of Abnormal Indivisible Load (AIL).....	4
1.3 Legislation.....	4
2. Transport Requirements.....	5
2.1 Cargo Dimensions.....	5
2.2 Transportation Arrangements.....	5
2.3 Goldhofer Modular Trailer.....	6
3. Route Summary.....	7
4. Route Survey.....	8

## ALLELYS GROUP - ROUTE REPORT

Allelys Group  
The Slough  
Studley  
Warwickshire  
B80 7EN

01527 852 408

[www.allelys.co.uk](http://www.allelys.co.uk)

## CONTACTS

David Allely	Allelys Group	01527 852 408 (op.3)	<a href="mailto:david.allely@allelys.co.uk">david.allely@allelys.co.uk</a>
Anthony Callachan	Allelys Heavy Haulage	01527 852 408 (op.3)	<a href="mailto:Anthony.callachan@allelys.co.uk">Anthony.callachan@allelys.co.uk</a>

Report prepared by:

Anthony Callachan

Project Manager, Allelys Projects

Report approved by:

David Allely

Projects Director, Allelys Group

## 1. REPORT OUTLINE

### 1.1 Introduction

This route feasibility study reviews and assesses the road transportation of a 109.65 Tonne Transformer from Grangemouth Docks to SSE Substation Criag Murrial

The transport options considered are:

- 12 Axle Modular (flat top) Drawbar Trailer

This report will examine the above options and determines the transport route and what works will be required to deliver the load.

### 1.2 Definition of Abnormal Indivisible Load (AIL)

Transport Scotland state that the strict definition of an AIL refers to a load which cannot, without undue expense or risk of damage, be divided into two or more loads for the purpose of carriage on roads which, owing to its dimensions or weight, cannot be carried on a vehicle which complies in all respect with the 'standard vehicle regulations' these are:

The Road Vehicles (Construction and Use) Regulations 1986 (as amended)

The Road Vehicles (Authorised Weight) Regulations 1998 (as amended)

The Road Vehicles Lighting Regulations 1989 (as amended)

All equipment should be stripped of their ancillaries before they are transported. Transport Scotland will only accept that further dismantling is not required where it cannot be economically achieved due to the requirement for its construction within factory environments or where extremely high tolerances have to be maintained.

### 1.3 Legislation

Conventional heavy goods vehicles have an operating weight limit of 44 tonnes. The category known as (AIL) covers those vehicles where the gross weight exceeds 44 tonnes. An Abnormal Load is defined as that which cannot be carried under Construction and Use (C&U) Regulations. Items which, when loaded on the load carrying vehicle exceed the weights encompassed by the C&U Regulations, but do not exceed Special Order Permission Limits are governed by Special Types General Order (STGO) categories 1 to 3 depending on size. Where dimensions exceed 6100mm in width, 30000mm in rigid length or 150 tonnes gross weight, Special Order from Highways England is required.

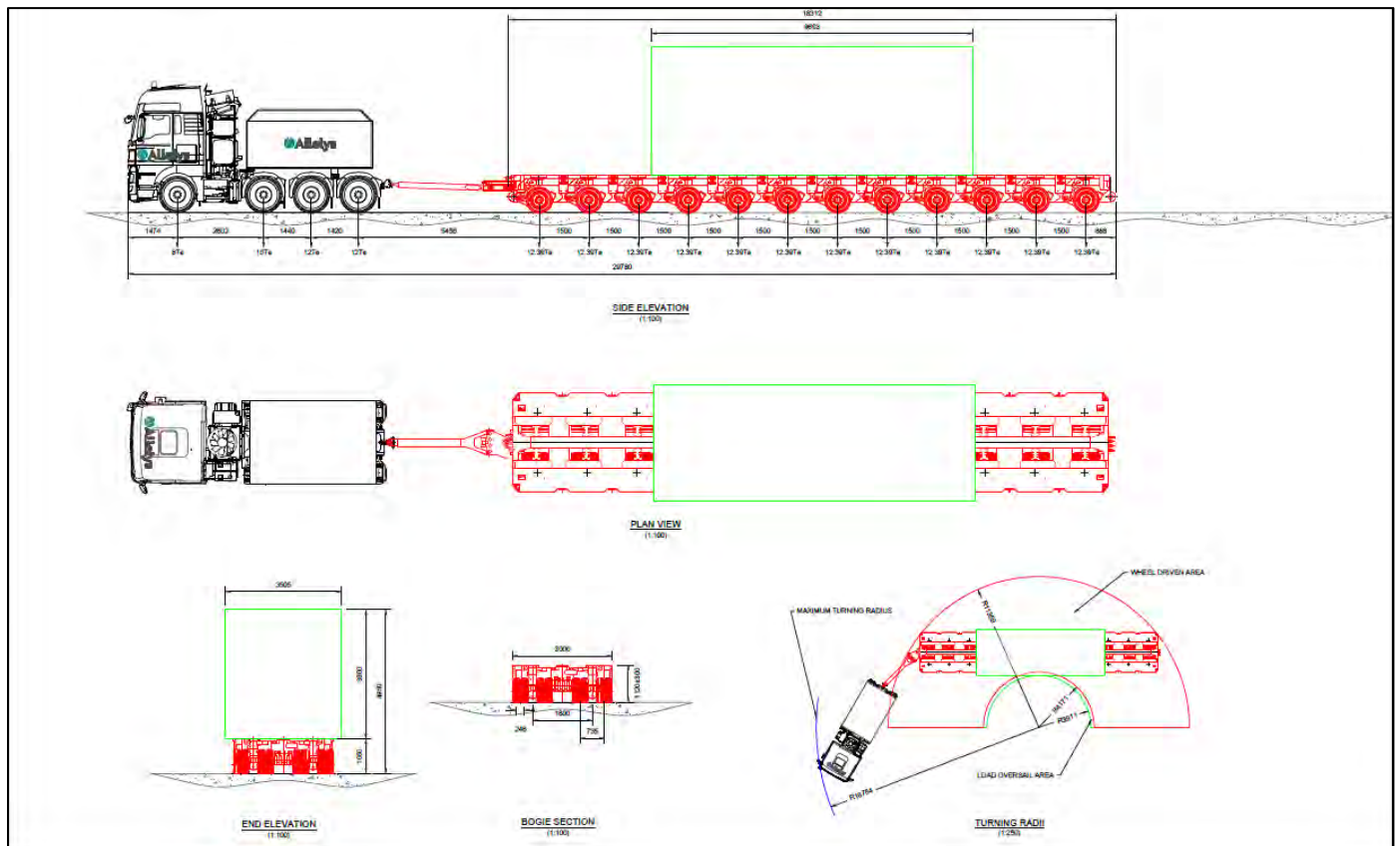
Special Order category AIL movements are authorised by the Transport Scotland Abnormal Loads Team on behalf of the Secretary of State for Transport.

## 2. TRANSPORTATION REQUIREMENTS

### 2.2 Transport Dimensions

Load	Length (m)	Width (m)	Height (m)	Weight (Te)
Transformer	9.7	3.5	3.9	109.65

### 2.3 Transportation Arrangements Considered

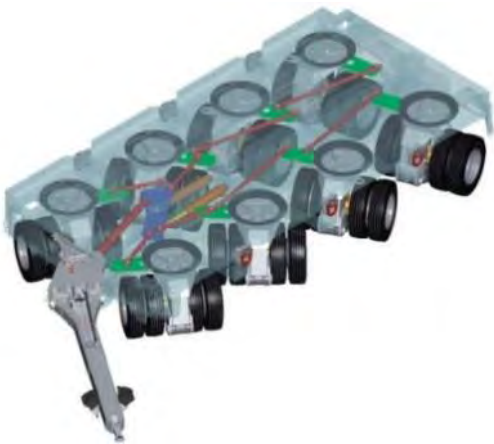


### 12 Axle Drawbar Trailer

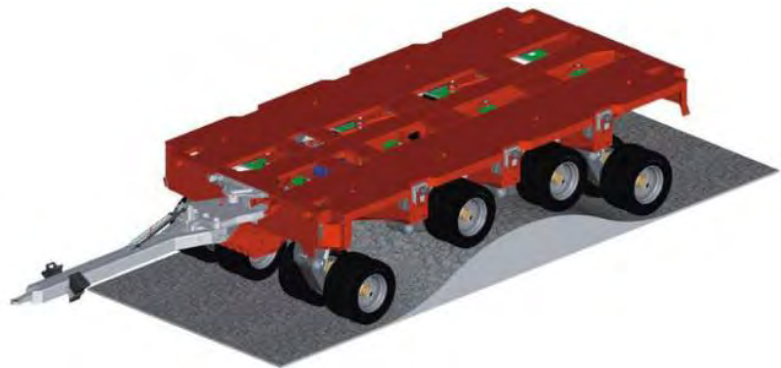
### 2.3 Goldhofer Modular Trailer

For the road transportation of the transformer, Allelys propose to use Goldhofer Modular Trailers.

These specialist trailers can support a payload of 30Te / axle line when the route permits. Bed width of Allelys modular trailer is 3000mm, creating a larger block ground loading area ultimately reducing the ground bearing pressure. Standard running height is nominally 1120 mm  $\pm$ 300 mm, allowing the travelling height for the trailer and load to be lowered or raised when required. Axles are spaced at 1500 mm between centres and each axle load is divided over a total of 8 wheels, reducing the point loads further. Any number of axles can be connected together to reduce axle weights when the route or site requires. A maximum steering angle of 60° is achievable on the front and rear inside axles of the trailer allowing greater manoeuvrability.



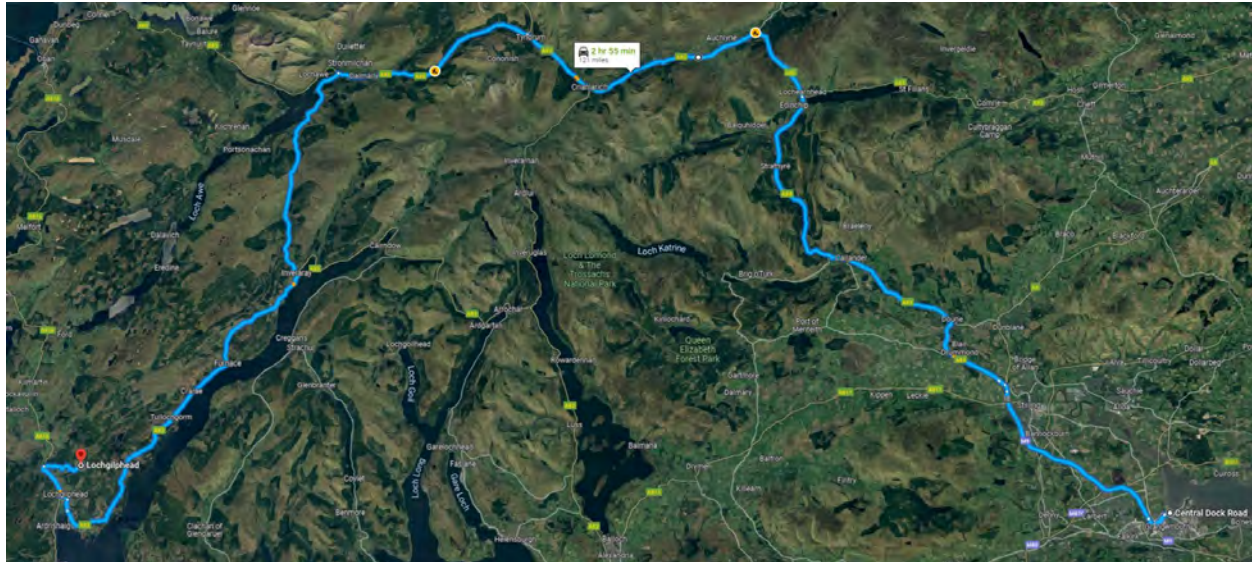
Goldhofer Steering Geometry



Goldhofer Self-Levelling Suspension

### 3.0. ROUTE DETAILS

#### 3.1 Route Summary



1. Exit Grangemouth Docks, negotiate local roads to M9 junction 6
2. Negotiate M9 Northbound between junctions 6 & 10
3. Negotiate A84 to Doune
4. Negotiate A84 / A85 from Doune to Crianlarich
5. Negotiate A85 / A82 from Crianlarich to The Green Welly Stop
6. Negotiate A82 / A85 from The Green Welly Stop to A819, Dalmally
7. Negotiate A819 Southbound to Inverary
8. Negotiate A83 Inverary to Lochgilphead
9. Negotiate A816 to site access road
10. Negotiate site access roads



#### 4.0. ROUTE SURVEY



**1a. Exit Grangemouth Docks via the West gate.**

**1 x post to be removed by Forth Ports, Grangemouth**



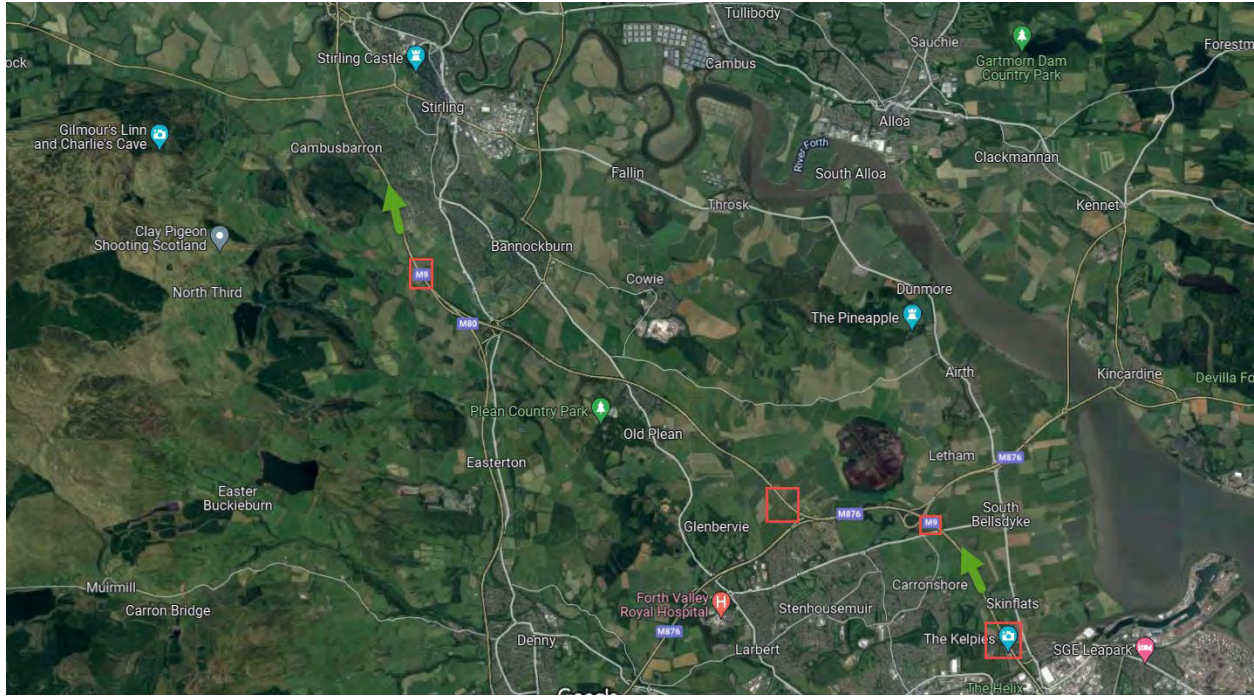
**1b. At the roundabout, take 3<sup>rd</sup> exit onto A904.**



**1c. Continue on A904.**

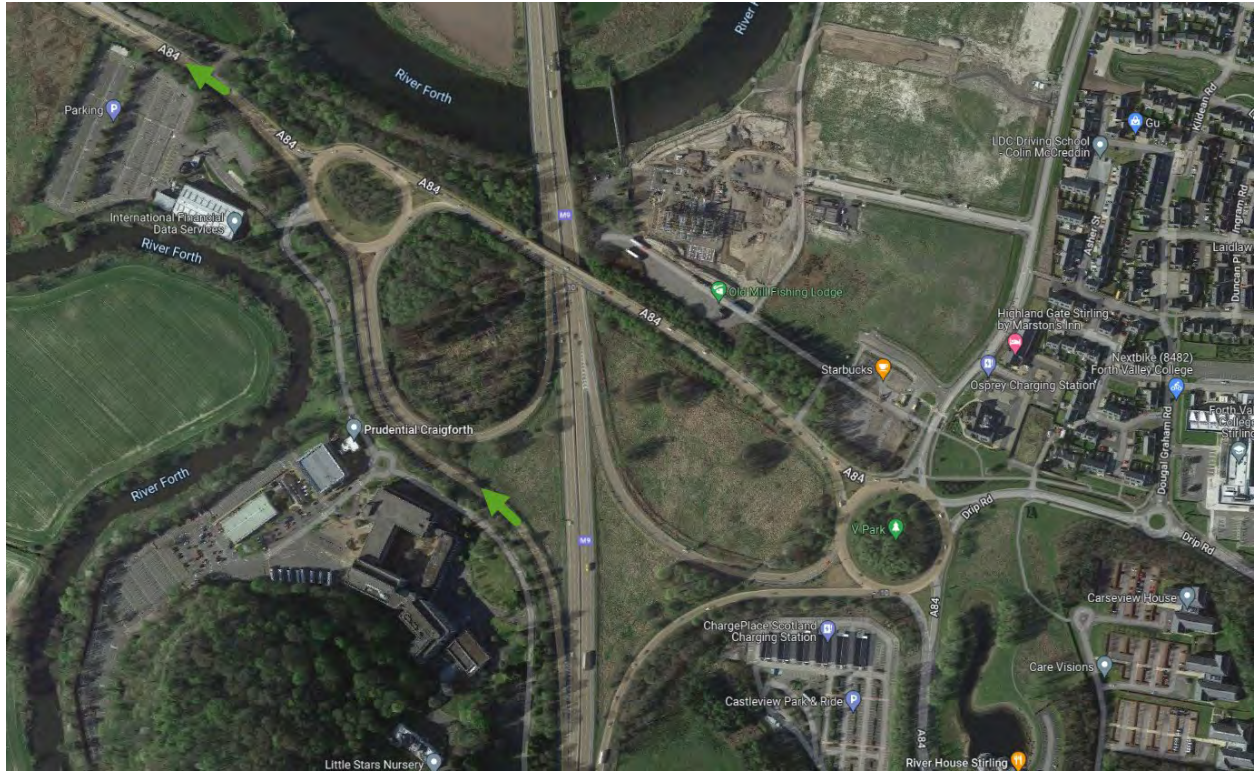


**1d. At the roundabout, take the 4<sup>th</sup> exit and join the M9 North bound.**



**2a. Continue on M9 for 13 miles, exit at junction 10.**

**Various structures to be checked by BEAR Scotland, including the River Carron Bridge (above).**



**2b. Exit M9 at junction 10. At the roundabout, take the 2<sup>nd</sup> exit onto the A84.**



**3a. Continue on A84 for 0.3 mile. Cross River Forth Bridge – to be checked by BEAR Scotland.**



**3b. At the roundabout, take the 2<sup>nd</sup> exit and continue on A84.**

**No street furniture removal requirements.**





**3c. Continue on A84 for 5.2 miles.**

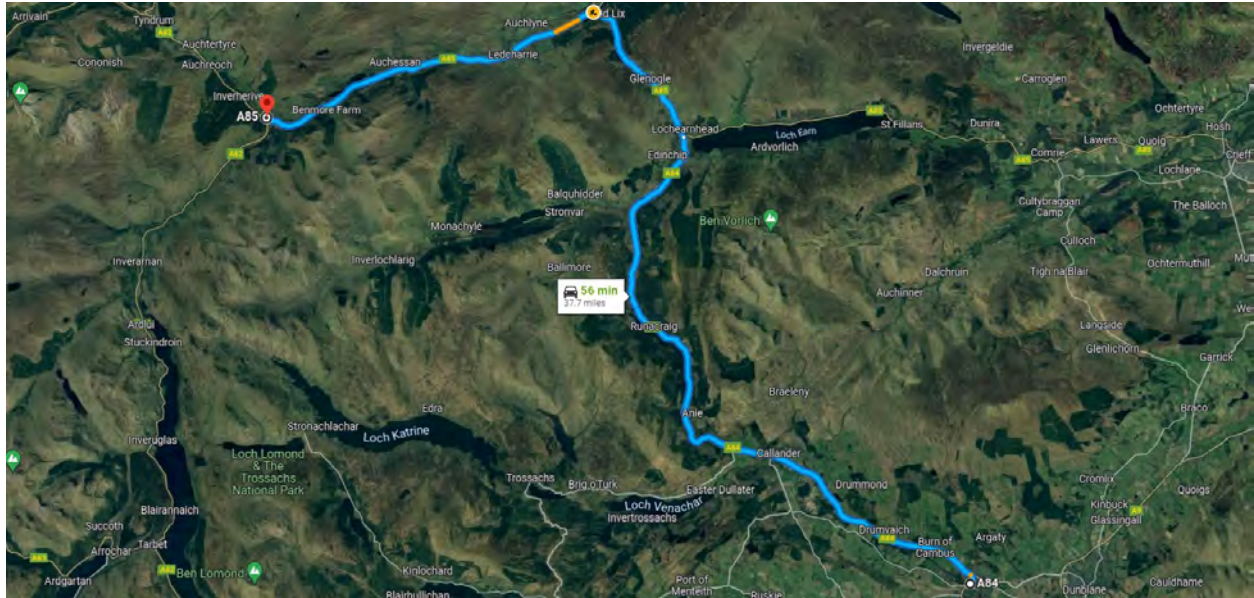
**Multiple culverts will need to be cleared by BEAR Scotland.**



**3d. Cross River Teith Bridge – Bridge will need to be cleared by BEAR Scotland.**



**3e. SWA required on exit of River Teith Bridge. PRI may be required.**



**4a. Continue on A84/A85 for 37.7 miles.**

**Various small span structures will need to be cleared by BEAR Scotland**



**5a. Negotiate Crianlarich Rail Bridge.**

**Full land survey and SWA recommended.**



**5b. At the roundabout, use the wrong carriageway to turn right and join A82.**

**1 x bollard to be removed.**



**5c. Continue on A82 for 4.5 miles.**

**Various small span structures to be cleared by BEAR Scotland.**



**5d. Cross bridge at the Green Welly Stop. Structure to be cleared by BEAR Scotland.**





6a. Continue on A82 for 200 meters, then bear right onto A85.



**6b. Continue on A85 for 12.8 miles.**

**Various small span structures and culverts to be cleared by BEAR Scotland.**

**No issues with trailer position or manoeuvrability.**



**6c. Turn left onto A819.**



**7a. Continue on A819 for 14.3 miles.**

**Various small span structures and culverts to be cleared by Argyll & Bute Council.**



**7b. Turn left into Inveraray Castle. End of day 1.**

**2x bollards to be removed.**

**Transport to lay-up in Inveraray Castle car park over night.**

**Inveraray Castle to be contacted regarding project deliveries.**



**7c. Use Inveraray Castle roads to avoid Inveraray Arch.**

**1 – culvert in road may require further checks and/or protecting.**



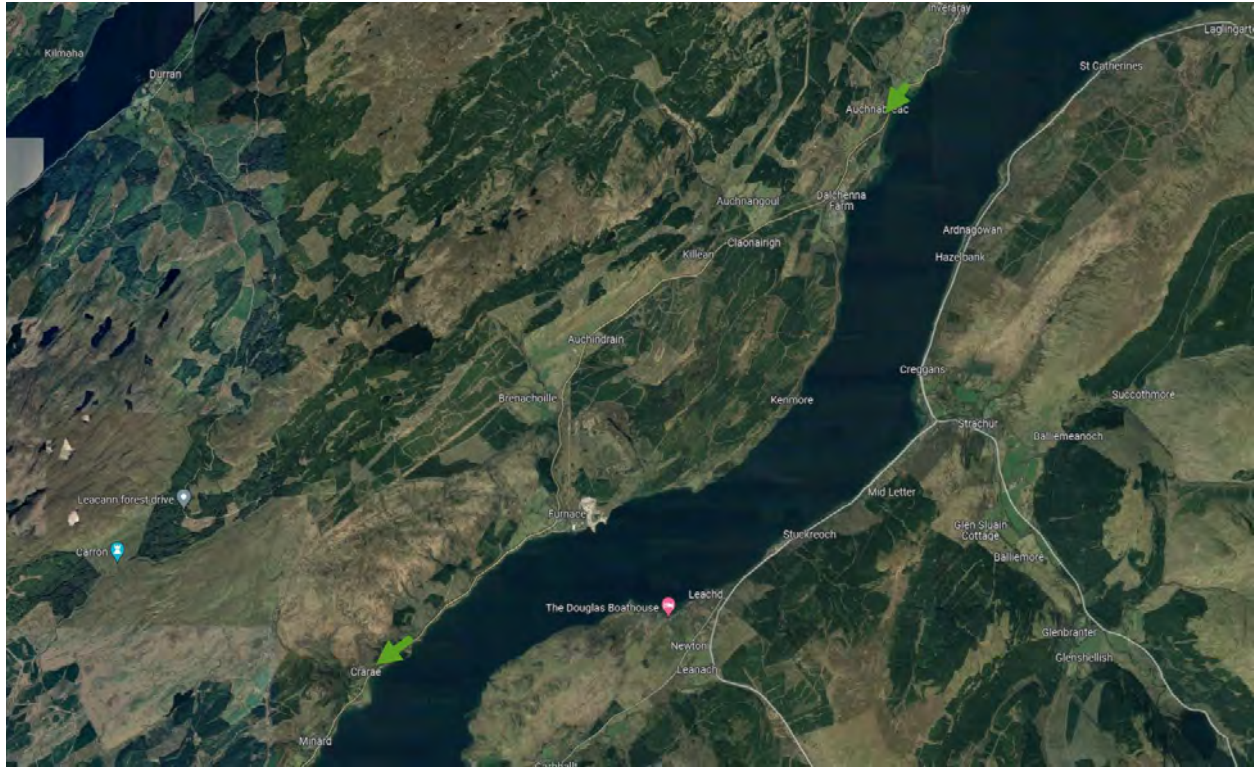
**7d. Turn right onto A83.**



**8a. Negotiate A83 through Inverary.**

**SWA required at Church.**





**8b. Continue on A83 for 11.4 miles.**

**Single carriageway throughout.**

**Multiple structures to be cleared by BEAR Scotland.**



**8c. Negotiate traffic calming at Minard.**

**Trailer may need to use pavement.**

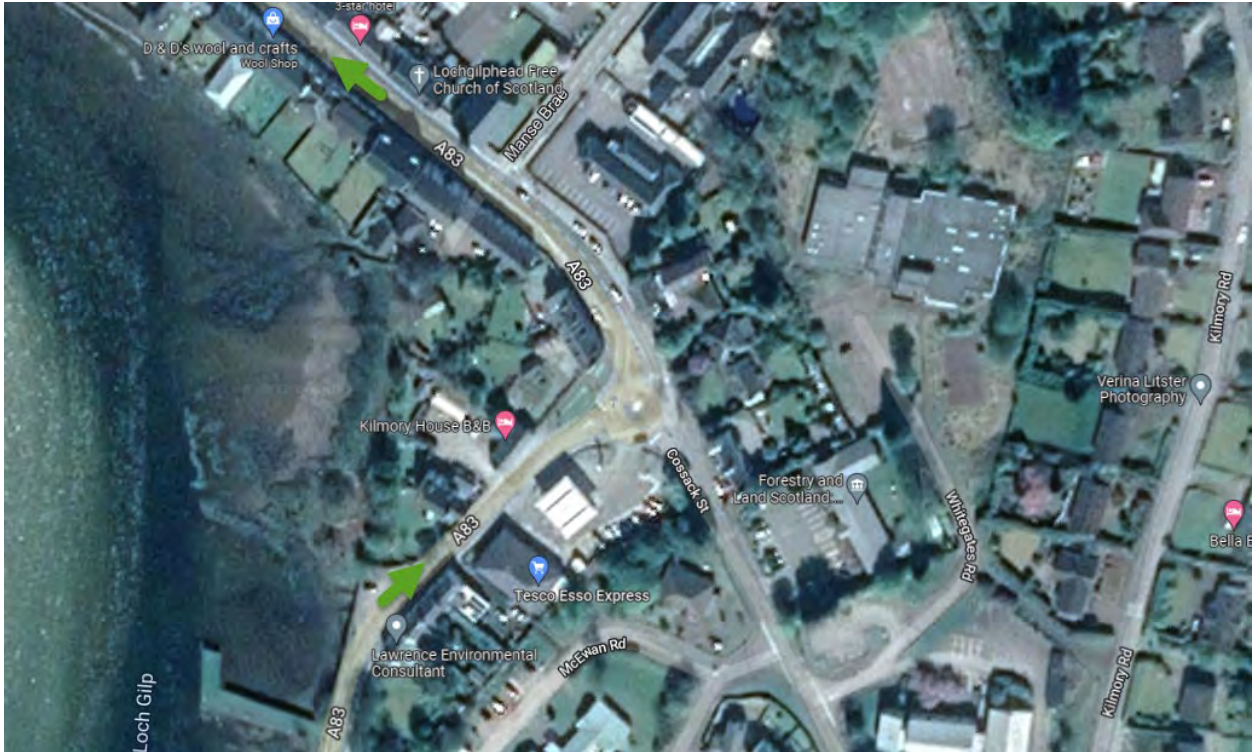


**8d. Continue on A83 for 10.3 miles.**

**Various small span structures and culverts to be cleared by BEAR Scotland.**



**8e. At the roundabout take the 1<sup>st</sup> and continue on A83.**



**8f. Continue on A83 for 0.7 miles. At the roundabout, take the 1<sup>st</sup> exit and continue on A83.**

**SWA required to confirm if any street furniture requires removal.**



**8g. Continue on A83 for 300 meters. At the roundabout, take the 1<sup>st</sup> exit and continue on A83.**



**8h. Continue on A83 for 500 meters. At the roundabout, take the 2<sup>nd</sup> exit onto the A816.**

**1x structure to be cleared by BEAR.**



**9a. Continue on A816 for 2.2 miles.**





**9b. Turn right onto site access road.**



**10a. Continue on site access road for 1.7 miles.**

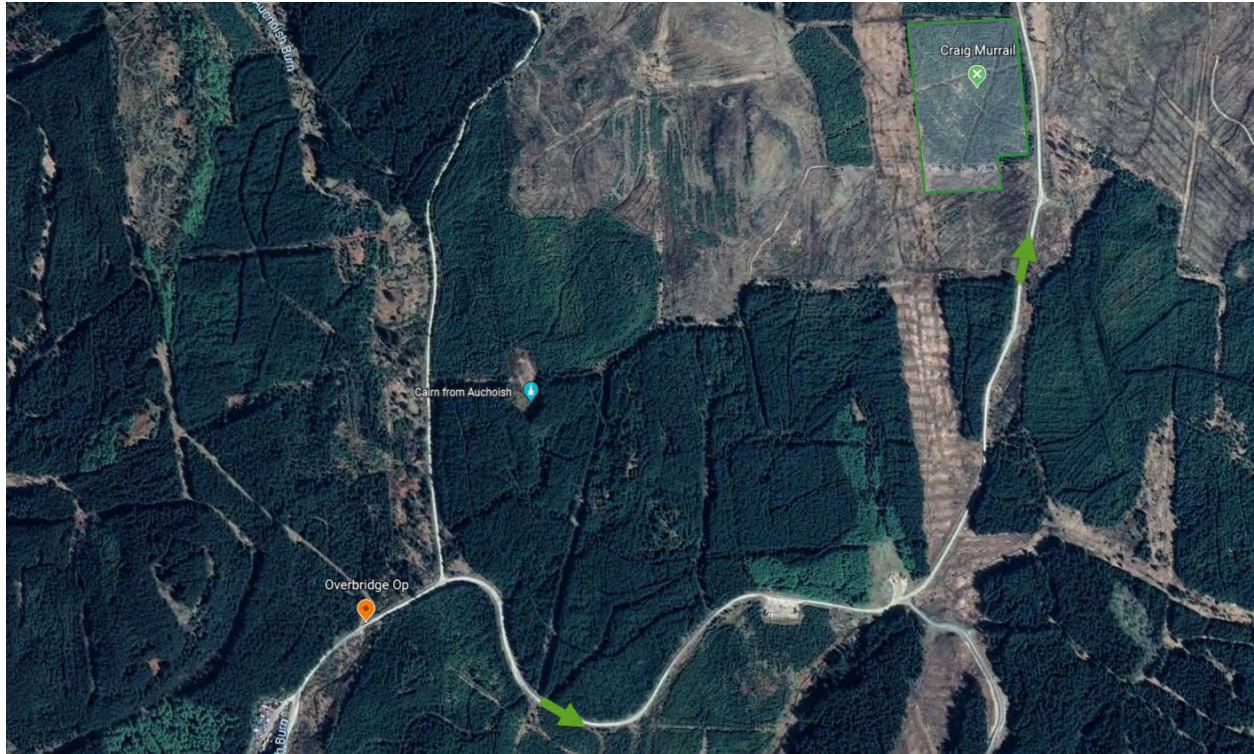
**Good road/tracks. Gates on route – 4.3m wide.**



**10b. Overbridging operation required of structure.**

**11m span, 3.7m width restriction at curbs.**

**Bridge survey required to confirm overbridging requirements.**



**10c. Continue on site access road for 1.2 miles.**

**Road to be widened where possible.**

### Notes

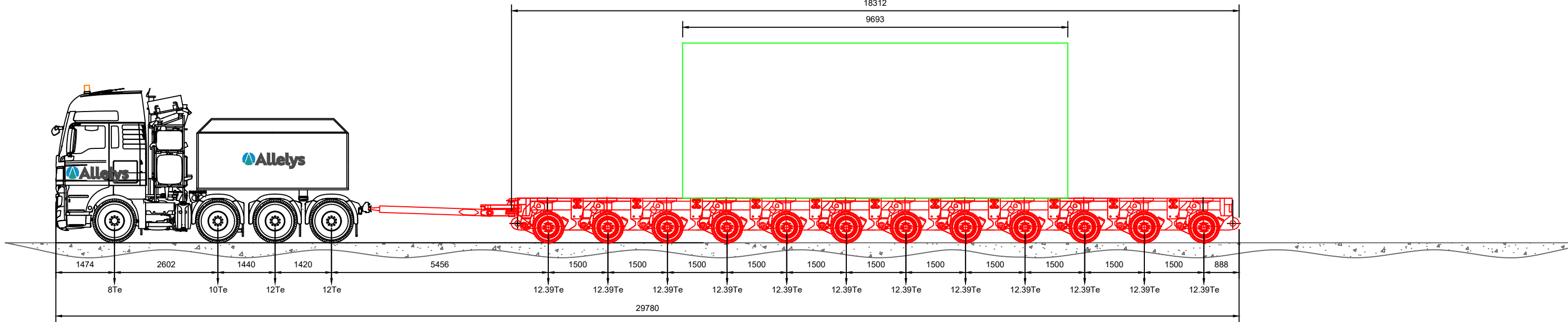
- Large number of structures on routes, which will need to be cleared by the relevant consultants.
- Police escort will be required.
- Delivery to site will take two days. Lay-up point at Inverary Castle to be investigated.
- A905, A84, A85, A82 & A819 and A83 and A816 are single carriageway roads. Possible road closures and Police Escort requirements to be discussed with Police Scotland.
- Overbridging operation will be required.

CLIENT: SSEN  
PROJECT: Argyll Peninsula – Criag Murrial  
Ref: A210160

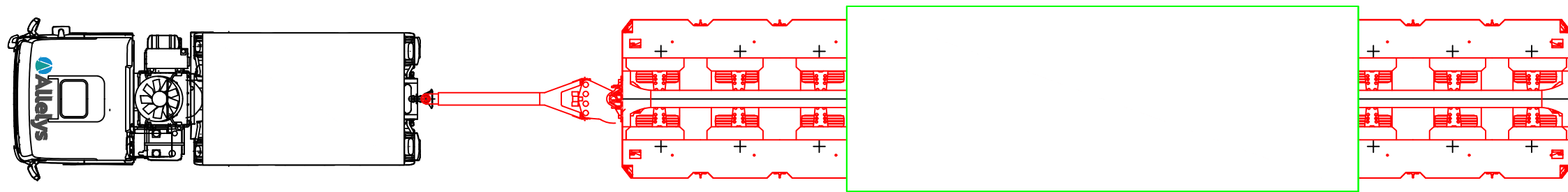
---



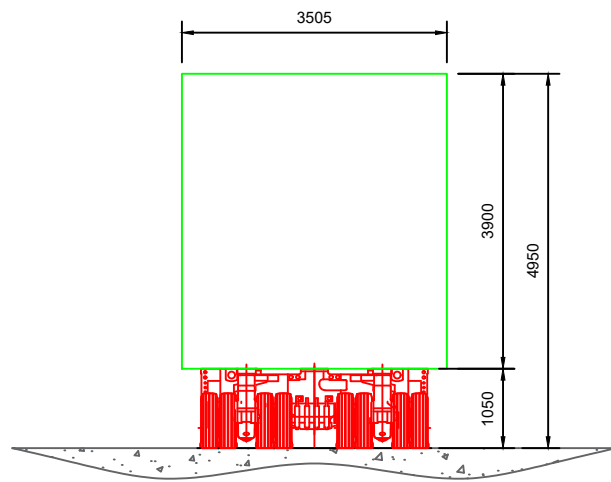
## Appendix A – Drawings



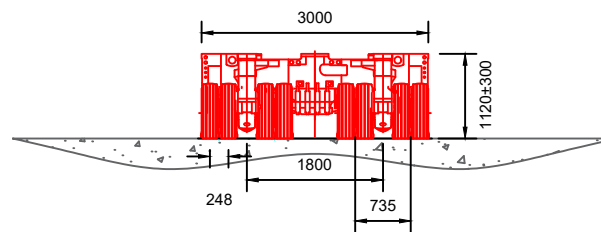
**SIDE ELEVATION**  
(1:100)



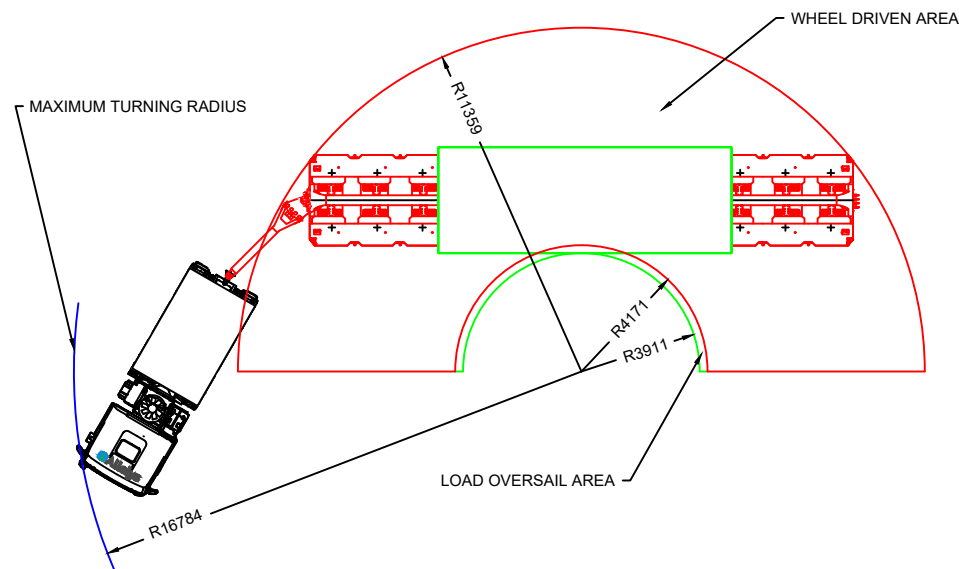
**PLAN VIEW**  
(1:100)



**END ELEVATION**  
(1:100)



**BOGIE SECTION**  
(1:100)



**TURNING RADII**  
(1:250)

**DRAWING NOTES:**

- All dimensions are in mm unless otherwise stated.
- All weights are in metric tonnes unless otherwise stated.
- All details are provisional and are subject to confirmation.
- Tractor unit(s) dimensions and axle spacing's may vary depending on the type of tractor unit(s) used.

**TECHNICAL NOTES:**

- Suitable trailer lashings to be applied, not drawn.

Load Table	
Applied Load Weight (Te)	109.65
Trailer Tare Weight (Te)	38.98
Auxiliary Steel Work (Te)	0.00
Trailer Gross Weight (Te)	148.63
Load per Axle (Te)	12.39
Block Ground Loading (Te/m <sup>2</sup> )	2.75

Rev.	Date	Drawn	Checked	Amendments
0	09/02/22	TWP	AC	Issued for Comment

		The Slough, Studley, Warwickshire, B80 7EN, Tel: +44 (0) 1527 852 408, e-mail: enquiries@allelys.co.uk	
Client	SSE		
Project	Argyle		
Title	109.65 Te Unit		
12 Axle Modular Drawbar Trailer Transport Arrangement			
Scale (A3)	1:100, 1:250	Drawn	TWP
		Checked	AC
Dwg. No	A210107-00	Sheet	1 of 1
		Revision	0

## Appendix B – Obstacle List



**ROUTE SURVEY / OBSTACLE LIST**  
**PROJECT:** Criag Murrial  
**ROUTE:** Grangemouth Docks to Criag Murrial

Seq. No.	Type of Obstacle	Location (e.g. road-no.)	Identification of structure (e.g. bridge name, no., year of constr.)	Relevant Photo(s) (page No.)	Responsible Authority / Ownership	Technical Information on Obstacle (e.g. bridge span, type of construction)	Expected required measure(s)	Permit applied for on: DD/MM/YY	At Licencing Authority	Permit granted on (with requirements): DD/MM/YY	Required Measure(s) (by Authority, e.g. static calc., geological survey)	Executing Contractor	Starting Date of Works: DD/MM/YY	Finishing Date of Works: DD/MM/YY	Re-submission f. approval of measure (Y/N)	Remarks
1	Bridge	M9	River Carron	Page 12	BEAR	98m span	TBC	TBC	Higheays England							
2	Bridge	M9	A9 (plean)	Page 12	BEAR	20m span	TBC	TBC	Higheays England							
3	Bridge	A84	River Forth	Page 14	BEAR	80m+ span	TBC	TBC	Higheays England							
4	Bridge	A84	River Teith	Page 17	BEAR	40m+ span	Survey and PRI	TBC	Higheays England							
5	Bridge	A84	Alt a' Choire Bhric	Page 19	BEAR	40m+ span	TBC	TBC	Higheays England							
6	Bridge	A84	River Dochart	Page 19	BEAR	8m+ span	TBC	TBC	Higheays England							
7	Rail Bridge	A85	OBN1/003	Page 20	Network Rail	4.5m high 6m wide	Survey and PRI	TBC	Higheays England							
8	Bridge	A82	River Fillian	Page 22	BEAR	15m+ span	TBC	TBC	Higheays England							
9	Bridge	A82	River Fillian	Page 22	BEAR	6m+ span	TBC	TBC	Higheays England							
10	Bridge	A819	Teatle Water	Page 27	Argyll & Bute Council	12m+ span	TBC	TBC	Higheays England							
11	Bridge	A819	River Aray	Page 27	Argyll & Bute Council	12m+ span	TBC	TBC	Higheays England							
12	Bridge	A819	Erallich Water	Page 27	Argyll & Bute Council	12m+ span	TBC	TBC	Higheays England							
13	Bridge	A819	River Aray	Page 27	Argyll & Bute Council	15m+ span	TBC	TBC	Higheays England							
14	Bridge	A819	River Aray	Page 27	Argyll & Bute Council	14m+ span	TBC	TBC	Higheays England							
15	Culvert	Inverary Castle Rd	TBC	Page 29	Argyll & Bute Council	14m+ span	TBC	TBC	Higheays England							
16	Bridge	A83	Roman Bridge	Page 32	BEAR	14m+ span	TBC	TBC	Higheays England							
17	Bridge	A83	TBC	Page 32	BEAR	14m+ span	TBC	TBC	Higheays England							
18	Bridge	A83	TBC	Page 32	BEAR	13m+ span	TBC	TBC	Higheays England							
19	Bridge	A83	Loch Clip	Page 54	BEAR	13m+ span	TBC	TBC	Higheays England							
20	Bridge	Site road	Auchoish Burn	Page 58	TBC	11m span	Overbridge	TBC	Higheays England							
21																
22																
23																
24																
25																
26																
27																
28																
29																