APPENDIX 15.2: OUTLINE TRAFFIC MANAGEMENT PLAN

TANGY IV WIND FARM
OUTLINE TRAFFIC MANAGEMENT PLAN

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1 INTRODUCTION

This outline Traffic Management Plan (TMP) sets out the approach that will be taken by SSE Generation Ltd ('the Developer') to manage the potential impacts of construction traffic during the construction phase of the proposed Tangy IV Wind Farm ('the Development'). This outline TMP has been developed to accompany the application for consent for the Development, located on the west coast of the Kintyre Peninsula, Argyll and Bute, Scotland.

This document sets out a number of common control measures and sets out the standards and procedures for managing the impact of heavy goods vehicle (HGV) traffic during the construction period, including localised road improvements necessary to facilitate the safe use of the existing road network.

1.1 Scope and Purpose of the Outline Traffic Management Plan

This outline TMP sets out a preliminary series of construction vehicle management controls in one cohesive document for the Wind Farm and will aim to formalise any commitment made to the relevant planning authorities and statutory consultees in the Environmental Report (ER) .

This document focusses on the construction phase of the Development. High volumes of traffic will not be required during operation of the Development and therefore has not been considered. This outline TMP should be considered as the draft TMP for approval and subject to further consultation and has been developed for information and/or review by the following consultees:

- The Argyll and Bute Council Planning (ABC) and Roads Authorities;
- Transport Scotland; and
- BEAR Scotland

This document is also intended to provide clear guidance to the Principal Contractor (once appointed) and all sub-contractors regarding access routes to the site, maintenance requirements for the existing public road, restrictions to vehicle access, speed limits imposed for the duration of the works and identification requirements for all vehicles involved in the project.

1.2 Health and Safety

The Health and Safety of the local community and all personnel that may be involved in the project is of the highest importance. All traffic management works involving work in the public road are considered potentially dangerous activities, requiring rigorous health and safety processes to be in place at all times.

It is important that all traffic management works should be flexible and adaptable to take account of the general public / other road users, changing conditions, particularly in relation to weather, road and traffic conditions that may be encountered during the works.

2 GENERAL PRINCIPLES

2.1 Traffic Management Plan

Chapter 15 Access, Traffic and Transport of the ER assessed the environmental impact of traffic on the routes within the project study area across a range of effects, namely:

- Accidents and Safety;
- Driver delay;
- Pedestrian amenity; and
- Severance.

The assessment was predicated on a TMP being implemented as embedded mitigation that would manage the daily delivery profiles and control movements and routing. The assessment concluded that appropriate TMP measures would ensure that the environmental impacts would not be 'significant'.

This outline TMP provides a level of detail as to the traffic management measures that would be implemented to control HGV movements during the construction phase. In doing so, this document details the standards required of the principal contractor for the project.

The access strategy is predicated on using the most efficient payload vehicle for delivery of materials (e.g. 20 tonne payload for stone deliveries) and therefore negates the need to downsize to smaller vehicles and double handle materials, minimising potential HGV movements on the road network.

2.2 Monitoring

2.2.1 Monitoring Strategy

The HGV movements associated with the works will be continuously monitored through the use of a delivery monitoring system defined by the Principal Contractor. This will require the Principal Contractor to keep an up to date record of deliveries and exports from the development site.

The information will be made available to ABC upon request, for checking against the application profile.

2.2.2 Stakeholder Input

The Developer and their appointed contractors are committed to providing clear communication to local residents and would manage public relations with local residents and businesses that may be affected by construction traffic. Construction information relating to the type and timings of works involved, the transport routes associated with the works, the hours of likely construction traffic movements and key traffic management measures would be provided in the form of posters and at community council meetings. These meetings would deal with specific issues such as avoiding any overlap with local events

Contact names, addresses and telephone numbers will be provided to community councils and local liaison groups in case of complaint or queries. All enquiries will be logged, investigated and rectifying action will be taken when deemed appropriate.

2.3 Enforcement

The consequences of not complying with the Traffic Management Measures contained within this outline TMP may result in an increase in HGV traffic on the road network and road safety concerns, potentially impacting on sensitive receptors, leading to significant environmental effects.

It is therefore essential that the Developer and their appointed contractor can identify any breaches and implement corrective processes. This section therefore provides a summary of the mechanisms that would ensure that the outline TMP is effectively enforced.

2.3.1 Potential Breaches

To ensure that the measures outlined in this document can be effectively enforced it is important to define what would constitute a breach. The outline TMP therefore considers that the following would constitute a breach whereby corrective measures would be required:

- Failure to implement or use the agreed traffic management measure;
- Failure to follow the agreed delivery routes;
  Exceeding the agreed freight and delivery profiles as set out within the Environmental Report and subsequent Local Authority agreements; and
- Failure to record deliveries and departures for plant and materials with the proposed monitoring system.

2.3.2 Corrective Process

On receipt of a report of a potential breach the Developer would investigate the circumstances and compile a report for the relevant authorities within seven working days. The report would outline the outcome of the investigation and what corrective action (if necessary) had been implemented.

A two stage correction process is proposed:

Stage one – This would be a formal warning to the Principal Contractor at this stage. The Principal Contractor would be responsible for identifying the individuals/sub-contractors/suppliers and passing on the formal warning.

Stage two – If a further material breach is identified the Principal Contractor would be given a further warning and required to involve individuals/sub- contractors/suppliers to produce an action plan to outline how the issue would be rectified and any additional mitigation measures proposed. The action plan should identify a strategy with a duration of not more than seven working days to correct the breach.

Failure to follow the performance standards (including the correction process) or continued breaches would be addressed by formal dispute procedures of the contract between SSE Generation Ltd and the Principal Contractor.

3 COMMON CONTROL MEASURES

3.1 Construction Vehicle Routing

The 'Route Plan' to site from Campbeltown Harbour, Figure 15.1, is included in Appendix A. This route will be used by all abnormal load vehicles for the delivery of turbine components and is anticipated to be used by the majority of other construction vehicles approaching the site as detailed below.

3.2 Abnormal Loads

3.2.1 Delivery of turbine components

Turbine components will be transported by sea to the port best suited to accessing the site, in this case Campbeltown Harbour.

The turbine delivery route is summarised below:

- Exit the harbours forwards along Hall Street;
- Turning right onto Kinloch Road heading northbound;
- Turn left onto Aqualibrium Avenue before;
- Turning right onto Millknow Road and then joining the A83;
- Travel along the A83 until its junction with the unnamed road at Drum Farm.
- Follow the Unnamed Road to the Site Entrance.
- Follow the site access track(s) into the site; and
- Follow on-site access tracks to each turbine location.

3.2.2 Turbine Delivery Vehicles

Turbine and transport vehicle dimensions will be defined once the candidate turbine supplier is identified. This information will define the finalised tower, blade and component delivery vehicle dimensions. These will used to define the final clearance envelope required along the delivery route.

Roads, bridges and access tracks along the access route will be required to withstand loads and a maximum overall weight of the Turbine Delivery Vehicles.

An Abnormal Loads Route Assessment (ALRA) has been undertaken for the maximum anticipated vehicle in terms of delivery dimensions.

3.2.3 Cranes

Two cranes are generally required to lift the turbine sections and blades into place on site. The main installation crane is likely to be the most onerous non turbine Abnormal Load Vehicle (ALV) to use the public road network.

A typical main installation crane (*e.g.*, Liebherr LG 1750) is 19 m long and 3 m wide with a travelling weight of 96 tonnes. The crane would be driven to site along with several support vehicles carrying various components and ballast. A smaller support crane would also be required to assist with installation.

3.3 Heavy Goods Vehicles

Construction materials will be imported to the site. It is envisaged that the majority will access will be via the same route identified for abnormal loads, accessing the site from the south via Campbeltown Harbour via the A83. Some HGV construction traffic may approach from the north via the A83 and the traffic assessment within the ER has considered the impact of this scenario.

3.4 Construction workers and Light Goods Vehicles

In general, it is envisaged that vehicles transporting construction workers will utilise the same route as the construction traffic. However, the route used by construction workers may vary depending on their point of origin. Consequently no designated route or time restrictions are proposed for these types of vehicles, although travel planning measures will be taken to ensure that the increase in traffic associated with the construction workers is minimised.

3.5 Management of Junctions to and Crossing the Public Road

3.5.1 Site Access Junctions

Construction access to the site is restricted to the junction with the unnamed road south of High Ballevain. Access improvements will be constructed using a bitumen pavement construction. A temporary over-run area for abnormal loads will form a widened junction arrangement when approaching from the south. The existing radii junction arrangement retained for all other vehicles. Existing vegetation growth within the visibility splay will be suitably trimmed to ensure sufficient sight lines for vehicles using the access.

3.6 Road Upgrading Works for Tangy IV

Areas of public road will require to be upgraded to facilitate delivery access for the proposed turbines the ALRA broadly identifies the areas required. Detailed design of these improvements will likely be completed by the Principal Contractor once appointed.

Accommodation works to street furniture, including the replacement of existing traffic signal units with demountable forms, will likely be required along the proposed turbine delivery route.

3.7 Timing of Movements

It is anticipated that a planning condition will stipulate the timing of deliveries to site or hours of working. For the purposes of this outline TMP, deliveries in this context relate to HGV vehicles.

Current good practice should ensure that during construction periods deliveries and loading / unloading should only occur between the following hours:

- 08:00-18:00 Monday to Friday; and
- 08:00-13:00 Saturday.

Deliveries may also be restricted during school opening and closing times, which are anticipated to be from 08:30-09:00 and 15:10-15:30 respectively. During school holiday periods this restriction would not apply. Therefore during school term time construction deliveries will likely take place between the following hours:

- 08:00 – 08:30, 09:00 – 15:10, and 15:30 – 18:00 on weekdays; and
- 08:00 – 13:00 on Saturdays.

These restricted hours will be adopted where routes are in close proximity to schools, except as may otherwise be agreed in writing with ABC.

Due to the nature of concrete pouring for the turbine foundations a continuous supply of concrete must be provided for the duration of the pour (up to 24 hours). This is expected to occur on 16 non-consecutive days during construction of the Development. On these days concrete wagons will be required to operate unrestricted. All other deliveries during these days will adhere to the aforementioned timings.

ALV movements will be further restricted. The authorities normally restrict abnormal load movements to between 09:30 and 15:30 to ensure daylight and maximum visibility, with

early mornings and evening being considered only in exceptional circumstances. Taking school opening and closing times during term time into consideration, abnormal load movements will take place between 09:30 to 14:30. If required, off peak movements, from 18:00 onwards, can be arranged subject to the necessary approvals. The relevant roads authorities will be consulted in respect of obtaining transport permits.

4 TRAFFIC MANAGEMENT

The principal contractor shall ensure that the following general traffic management procedures are implemented for the duration of construction:

- Drivers of site and construction traffic vehicles will be made aware of route and contingency measures during the induction period. Drivers of HGV's and abnormal loads will also be inducted and good road practice will be made clear prior to any traffic movements;
- The contractor will be required to implement induction procedures and promote road safety and awareness;
  Where possible, arrangements will be made for site workers to share transport and minimise unnecessary traffic movements locally;
- ABC as the Roads Authority will be consulted in respect of obtaining the relevant transport permits;
- The site access junction will be kept clear at all times and on site staff will ensure no vehicles attempt to use this for parking; and
- A summary of do's and don'ts to be issued to all drivers. A copy of this is included in Appendix B of this document for reference.

Specific traffic management considerations relating to individual elements of the Development are detailed in the following subsections.

4.1 Details of Escorts of Abnormal Loads

Police Scotland, and other relevant stakeholders will receive written notice in advance of turbine component deliveries. This could involve daily and weekly communication in advance of vehicles leaving the port.

It is recommended that pilot escort vehicles be used to provide an escort for all abnormal load vehicles travelling from Campbeltown Harbour to site. The general preference in these situations is to employ a convoy system, with a vehicle at the front and rear to warn oncoming vehicles of the approaching load. Drivers responsible for operating the convoy should be fully briefed on the route, where and when to make any pre-defined stops, and be aware of all contingency measures in place in the event of an incident occurring.

All ALVs and lead traffic management staff shall be in contact via two-way radios for the duration of the delivery.

4.2 Temporary Warning Signage

All contractors will be monitored to ensure they follow the correct routes identified and that all routes are clearly signposted. The Principal Contractor will develop a 'Construction Phase Signage Plan' in conjunction with the roads authorities to illustrate where the signage is to be placed.

In the vicinity of the redesigned site access junction, pedestrian and road user safety will be enhanced via the installation of signage and the maintenance of sight lines. Slow moving abnormal load vehicles will be turning in this area managed by an appropriate escort.

4.3 Management of Approach Route to Site Entrance

The unnamed road between the A83 and site entrance is too narrow for opposing vehicles to safely pass, furthermore passing places are infrequent and informal. A number of residential properties and farms are located on this road which are likely to require unrestricted access. Section 15.7 of the ER predicts that there is a potential for a severe adverse and significant effect to occur on this route as a result of increased traffic during construction.

The principal contractor is required to maintain smooth and safe operation of this road throughout construction of the Development and to ensure that local residents and farms have unrestricted access to the route. The requirement to operate this route safely is an element of mitigation specified in the ER and therefore is an essential requirement of the overall planning permission of the Development. The contractor must ensure the following principles are met in order to satisfy these requirements:

- Local residents and farm users must maintain unrestricted access to the route throughout construction of the Development; and
- The road must not become blocked by any vehicles associated with the Development; this includes deliveries and staff vehicles operated by the principal contractor, all subcontractors and any other visitors to the site.

In order to satisfy these requirements the following mitigation measures should be considered:

- The construction of temporary or permanent passing places at intervisible locations on the route should be considered. This may allow the route to operate unrestricted throughout construction; alternatively
- Banksmen may be stationed at the junction between the unnamed road and the A83, and at the site entrance, for the duration of construction to control vehicle flow into and out of the site to ensure that opposing vehicles do not meet on the road. An appropriate holding area would need to be located at the A83 junction to ensure that vehicles waiting to proceed up the unnamed road do not wait on the A83. Local residents and farm users would be provided with a method of contacting the controlling banksman to ensure their safe use of the road.

4.4 Contingency Plan

A contingency plan will be designed to provide additional safety in the event of unplanned circumstances such as transport delay or impedance of traffic through vehicle breakdown. In particular it will focus on the potential for blockage to the public road network through breakdown to the abnormal load vehicle (ALV) or HGVs.

Should these unlikely circumstances occur, escort personnel would be on hand to manage the traffic, set up arrangements around the breakdown (local diversion) and liaise with police. Vehicle service personnel would be readily available for immediate repair.

4.5 Construction Traffic Management

During all phases of construction approximately 50 personnel would be employed on site every day. This is anticipated to result in an average of 37 cars/vans arriving and exiting the site during the AM and PM peak hours respectively.

Given the nature of this type of project the materials and turbine components that will be transported to site are known and will require the notification of 8 abnormal loads per turbine.

Some loads have potential to be classed as abnormal loads (although at this stage this is considered unlikely) depending upon detailed specification by the appointed contractor:

- Cranes (may not be abnormal load); and
- Crane Ballast and Rigging Trucks (may not be abnormal load).

General site and general construction traffic will not require the presence of an escort when travelling to and from site. Drivers should however be aware of route and contingency measures as pre-defined at induction stage.

All general site traffic and construction vehicles, including concrete related deliveries, will run to coincide with the hours defined in section 3.7 of this outline TMP.

4.5.1 Indicative Construction Traffic Programme

The indicative construction programme and associated vehicle numbers are provided in Appendix C Indicative Construction Phase Traffic Programme.

4.6 Mitigation Measures at Glenbarr and Runahaorine Primary Schools

The predicted increase in traffic during the 16 non-consecutive concrete pouring days on the A83 at Glenbarr and Runahaorine Primary Schools has the potential to result in a moderate adverse and significant effect on pedestrian amenity for staff and students walking to school. The Developer and their appointed principal contractor must take appropriate mitigation measures in order to reduce this adverse effect during these days.

The requirement to consider an element of mitigation is specified in the ER and is therefore is an essential requirement of the overall planning permission of the Development. The Developer and their appointed contractor must ensure the following principles are met in order to satisfy these requirements:

- The Developer and their appointed contractor must provide written notice to these schools in advance of concrete pouring days and indicate that there is a potential for an effect on pedestrian amenity; and
- The Developer and their appointed contractor must consult with these schools to identify any specific mitigation measures which might be adopted on concrete pouring days, this would be likely to include the employment of a crossing attendant or installation of temporary signalised crossing points during these days.

Given the location of each of these schools on the A83, and their small size, it is reasonably possible that no staff or students walk to school. If is established that this is the case then no mitigation measures are likely to be required.

It is also possible that some or all concrete pouring days may occur during school holidays, in which case mitigation will not be required.

4.7 Operational Traffic

During the operational phase of Tangy IV Wind Farm, it is anticipated that the trip generation associated with the maintenance of the Development will be minimal.

It is anticipated that the majority of maintenance vehicles will be light vehicles, with HGVs or ALVs only being required if it becomes necessary to replace turbine components. For blade inspections a crane may be required.

As a result of the low number of vehicles expected during the operational phase of the Development no specific traffic management procedures are proposed.

4.8 Decommissioning Traffic

At the end of the wind farm's 25 year operational life the wind turbines and all associated above ground equipment will be completely removed. Turbine towers and blades are likely to be dismantled into smaller sections prior to their removal to ease transport requirements.

At this stage, it is not possible to forecast quantitatively the traffic effect during decommissioning of the Development, as projections of the baseline data 25 years into the future would not be valid. However, prior to decommissioning of the Development, a further traffic assessment will be undertaken and traffic management procedures agreed with the local authority. The levels of traffic associated with the decommissioning will be lower than that during construction since the below ground elements will be left in situ and the access tracks may be retained for use by the landowners.

4.9 Enforcement

All contractors will be monitored (through regular spot-checks) to ensure they follow correct routes. Routes identified will be clearly defined in all sub-contracts and clearly signposted. Any contractor not adhering to the relevant route guidance and the over-arching Traffic Management Plan will be disciplined and may be removed from the project; this will be contractually specified where practical to do so.

The site access junctions will be kept clear at all times during construction and the area will be monitored by on-site staff to ensure vehicles do not attempt use for parking.

4.10 Notifications

A full list of key contacts for this outline TMP is included in Appendix D.

4.10.1.1 Emergency Services

Consistent with the procedures defined through previous and ongoing consultation; the Police will be given written notice of turbine deliveries.

Weekly and daily communication will be necessary in advance of the vehicles leaving port by road.

SSE Generation are committed to working with the police and other emergency services to ensure that the essential deliveries associated with the development do not cause any detriment to emergency service response locally.

4.10.1.2 Roads Authorities

The relevant Roads Authorities will be consulted as required in respect of the relevant transport permits.

SSE Generation and their appointed contractor will work with the relevant roads authorities to identify planned engineering or other works/events which might conflict with the delivery route times. Discussion will then take place in order to establish appropriate measures which will minimise the potential for associated disruption to local communities.

Transport of significantly large or 'out of gauge' loads (classed as such on account of their abnormal length, width, height or weight) will require notification to Transport Scotland.

4.10.1.3 Local Communities

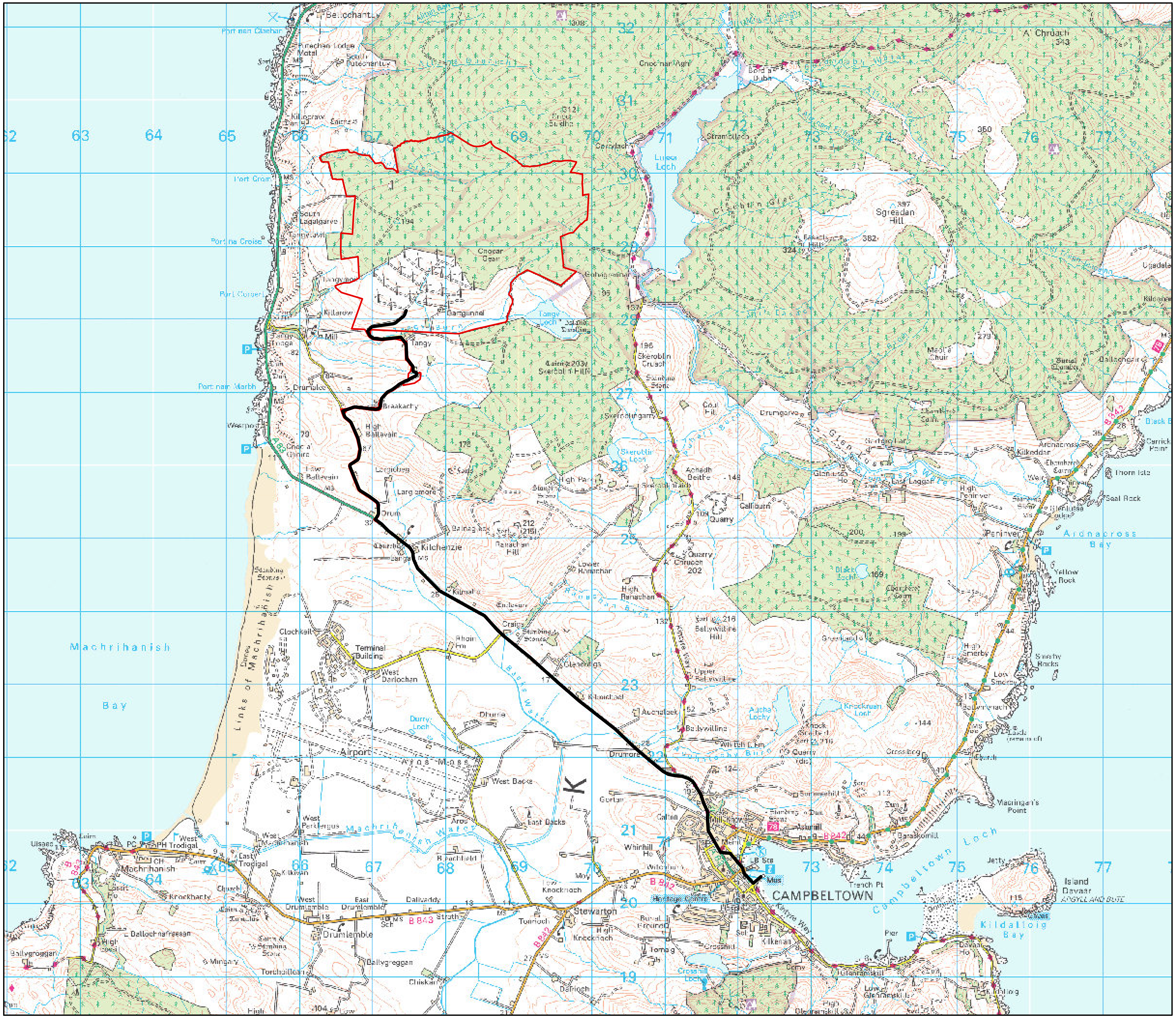
SSE Generation and their appointed contractor will maintain close liaison with local community representatives (via the Community Liaison Forum), landowners and statutory consultees throughout the construction period. This would include circulation of information about ongoing activities and in particular those which could have potential to cause disturbance. A telephone number will be made available to the Community Liaison Forum during operational hours with access to persons with the appropriate authority to respond to calls and resolve any problems that occur.

SSE Generation and their appointed contractor will liaise with the relevant local authority and community to identify major events in the area and to programme the construction works so that they not disrupt the local road network on these days.

Information on proposed construction deliveries and in particular abnormal load deliveries will be communicated through the Community Liaison Forum.

Additionally as the project progresses regular public notices will be given out through the project website, local newspapers and local radio.

APPENDIX A – ROUTE PLAN



Key

- Abnormal Load Route
- Site Boundary

Scale 1:50,000 @ A3

0 0.5 1 Km

N

TA15.2 Appendix A

Route Plan

Tangy IV Wind Farm

EIA Report

APPENDIX B – SUMMARY FOR DELIVERY DRIVERS

Instruction
Construction traffic will access the site from the south on A83, unless prior agreement has been reached with the client and Principal Contractor.
Deliveries and loading / unloading of HGVs are restricted to 08:00-08:30, 09:00 to 15:10 and 15:30 to 18:00 on Monday to Friday and 08:00-13:00 on Saturday during construction periods.
Abnormal Load Deliveries to site are restricted to between 09:30-14:30 only.
All construction traffic should avoid deliveries and movement during the periods of school opening and closing times, 08:30-09:00 and 15:10-15:30 respectively.
The site access junction must be kept clear at all times and on site staff will ensure no vehicles attempt to use this for parking.
Drivers should be aware of the delivery routes defined in the TMP and contingency measures as pre-defined at induction stage.

APPENDIX C - INDICATIVE CONSTRUCTION PHASE TRAFFIC PROGRAMME

Appendix C: Indicative Construction Phase Traffic Programme

Activity	Month 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	Total
	HGVs Excluding Concrete																						
Forestry Mobilisation	4																			4			8
Forestry Keyhole			541	541	541	541	271																2435
Forestry Clear Fell							270	541	541	541	541	541	541	541	541	541	541	541	534				6755
Site Mobilisation/Demobilisation							159															159	318
Access Tracks									12	4	4	4	4	4	4	4	12						52
Rebar Delivery													14	26	26	26	26						118
WTG Decommissioning (AIL)															38	72	72	38					220
WTG Decommissioning (HGV)															31	63	63	31					188
Substation Construction (HGV)													3	5	5	5	5	5	5	5	2		40
Substation Construction (AIL)																		2		2			4
Electrical Cabling														6	6	6	6	6	6	6	6		48
WTG Installation (AIL)																	24	52	52	52	52	24	256
WTG Installation (HGV)																	4	6	6	6	6	4	32
Crane Delivery																	27					27	54
Fuel Delivery							1		1		1		1		1		1		1		1		8
Total Abnormal Load	0	0	0	0	0	0	0	0	0	0	0	0	0	0	38	72	96	92	52	54	52	24	480
Sub-Total	4	0	541	541	541	541	701	541	554	545	546	545	563	582	652	717	781	681	604	75	67	214	**10536**
	Concrete Delivery																						
Concrete Delivery													576	576	576	576	576						2880
Sub-Total	0	0	0	0	0	0	0	0	0	0	0	0	576	576	576	576	576	0	0	0	0	0	**2880**
	Cars and Vans																						
Site Mobilisation/Demobilisation							15															15	30
WTG Decommissioning															76	144	144	76					440
Substation Escort																		4		4			8
WTG Escort																	52	102	102	102	102	52	512
Staff							1324	1324	1324	1324	1324	1324	1324	1324	1324	1324	1324	1324	1324	1324	1324	1324	21184
Sub-Total	0	0	0	0	0	0	1339	1324	1324	1324	1324	1324	1324	1324	1400	1468	1520	1506	1426	1430	1426	1391	**22174**
Total Excluding Concrete Delivery	4	0	541	541	541	541	2040	1865	1878	1869	1870	1869	1887	1906	2052	2185	2301	2187	2030	1505	1493	1605	32710
Overall Total	4	0	541	541	541	541	2040	1865	1878	1869	1870	1869	2463	2482	2628	2761	2877	2187	2030	1505	1493	1605	35590
Daily Average (26 Day Month)	0	0	21	21	21	21	78	72	72	72	72	72	163*	163*	169*	174*	179*	84	78	58	57	62	1369

*Additional 90 HGVs per day for 16 non-consecutive days (total) of concrete delivery

APPENDIX D – KEY CONTACTS

Police Scotland

Address: TBC.

Tel:

Scottish Fire and Rescue Service

Address: TBC.

Tel:

Campbeltown Hospital

Address: Ralston Road, Campbeltown, Argyll, PA28 6LE

Tel: 01586 552224

Argyll and Bute Council Roads Authority:

Address: Argyll and Bute Council, Kilmory, Lochgilphead, Argyll, PA31 8RT

Tel: 01546 605522

Transport Scotland

Address: Buchanan House, 58 Port Dundas Road, Glasgow, G4 0HFC.

Tel: 0141 272 7100

BEAR Scotland North West Trunk Road Unit

Address: BEAR Scotland Limited, BEAR House, Inveralmond Road, Perth, PH1 3TWC

Tel: 01738 448600

SSE Generation

Address: TBC.

Tel:

Principal Contractor

To Be Appointed