

# **Hillcrest and land at Tussocks, The Causeway, Therfield**

## **Construction Method Statement – Condition 21 of 24/0137/FP**

Development of 7no Houses

**TMP NO 01**

|                                        |                                                 |                                                    |
|----------------------------------------|-------------------------------------------------|----------------------------------------------------|
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# 1 Overview

## 1.1 Introduction

This Traffic Management Plan (TMP) has been prepared to support the proposed residential development at **Hillcrest & Tussocks, The Causeway, Therfield**. The scheme comprises the construction of seven new dwellings with associated access, parking, and landscaping.

The purpose of this plan is to set out the measures that will be implemented to ensure the safe and efficient movement of vehicles, pedestrians, cyclists, and other road users during the construction phase of the development. It also considers the operational impacts on the surrounding highway network and identifies provisions to minimise disruption to local residents, businesses, and community facilities, including Therfield First School.

This TMP will be reviewed and understood by all site operatives and contractors. It forms part of the project's wider commitment to safety, sustainability, and compliance with statutory requirements. The measures detailed within this document will be implemented throughout the construction period and will be monitored to ensure their continued effectiveness.

## 1.2 Purpose of this Plan

The purpose of this Traffic Management Plan (TMP) is to provide a clear framework for how traffic associated with the construction and operation of the development at **Hillcrest & Tussocks, The Causeway, Therfield** will be managed safely and efficiently.

This plan seeks to:

- Ensure the **safety of all road users**, including pedestrians, cyclists, residents, and construction operatives.
- Minimise disruption to the **local highway network**, particularly along The Causeway and surrounding village roads.
- Establish clear procedures for **site access, egress, and parking arrangements** for construction vehicles, staff, and visitors.
- Protect and maintain **access for emergency services, residents, and local businesses** at all times.
- Support the **wider construction management plan**, ensuring compliance with planning conditions, highway authority requirements, and health and safety legislation.

The TMP is a live document and will be reviewed regularly to reflect the progress of the works, any changes in site logistics, and feedback from stakeholders.

## 1.3 Legislative Requirements

This Traffic Management Plan (TMP) has been prepared in accordance with current national and local requirements governing highway safety, traffic management, and construction activities. The following legislation, standards, and guidance documents are particularly relevant:

- **Highways Act 1980** – placing duties on developers and contractors in relation to works affecting the public highway.
- **Traffic Management Act 2004** – ensuring works are planned and coordinated to minimise disruption to the travelling public.

- **Construction (Design and Management) Regulations 2015 (CDM 2015)** – requiring duty holders to manage health, safety, and welfare throughout construction works.
- **Manual for Streets** and **Manual for Streets 2** – providing design guidance for streets and junctions to ensure safe and appropriate access.
- **Safety at Street Works and Road Works (Red Book, 2013)** – Department for Transport guidance on the signing, lighting, and guarding of temporary works.
- **Local Highway Authority Requirements** – including Hertfordshire County Council’s standards for temporary works, permits, and Section 50 licences (for works in the highway).

Compliance with these legislative requirements ensures that the TMP supports the safe execution of construction works while protecting the public, minimising disruption, and maintaining the integrity of the highway network.

## 2 Project Overview

The proposed development at **Hillcrest & Tussocks, The Causeway, Therfield** comprises the construction of **seven new dwellings** together with associated private driveways, on-plot parking, landscaping, and connections to existing services.

### 2.1 Works Overview

The scope of works covered by this Traffic Management Plan includes:

- Site clearance and preparation, including temporary construction access arrangements.
- **The intention is to use the permanent access for construction, which a Section 278 has already been submitted.**
- Formation and surfacing of the new site access onto **The Causeway**.
- Internal construction works for plots 1–7, including excavation, foundations, superstructure, and finishes.
- Installation of drainage, utilities, and service connections, including works within the public highway under a **Section 50 licence**.
- Provision of footways, driveways, and boundary treatments.
- Final surfacing and landscaping works.

The works will be delivered in phases to minimise disruption to the surrounding road network and local community. All construction vehicle movements will be carefully managed in line with this TMP to maintain safety and efficiency.

## 3 Location of Works

The development site is located at **Hillcrest & Tussocks, The Causeway, Therfield, Hertfordshire**. The site sits to the **west of The Causeway**, close to Therfield First School, with existing residential properties adjoining to the north and south.

The site is accessed directly from **The Causeway**, which is a local distributor road providing links between Therfield village centre, Police Row, and Pedlars Lane. The surrounding area comprises a mix of residential dwellings, a school, and open fields.

### 3.1 Road Occupancy Approval

No permanent occupancy of the public highway will be required for the construction of the dwellings themselves. However:

- A **Section 50 licence** will be obtained for works to connect drainage and utilities within the public highway.
- Short-term temporary traffic management measures (e.g. signage, cones, banksman control) may be required to manage construction deliveries and ensure safe turning into/out of the site.
- Advance notification will be provided to **Hertfordshire County Council** and emergency services where works may impact the public highway.

The location of the works and site access points are shown on the approved **Location and Block Plan (Drawing No. 478.01 Rev A)**

## 4 Existing Conditions

The site at **Hillcrest & Tussocks, The Causeway, Therfield** is currently undeveloped garden land associated with existing residential properties. Access is gained from **The Causeway**, a two-way village road of limited width that serves residential dwellings, Therfield First School, and local amenities.

Traffic levels on The Causeway are generally light, although they increase at school drop-off and collection times. On-street parking occurs close to the school and along nearby residential frontages. Visibility at the proposed access point is considered acceptable in both directions, subject to the management of boundary vegetation.

Pedestrian movement is concentrated near the school, where children and parents regularly walk along The Causeway. At present, the provision of continuous footway is limited, with some sections requiring pedestrians to walk adjacent to the carriageway. Cyclist usage of the route is also noted, although volumes are low.

There are no known ongoing highway works, events, or restrictions in the immediate area that would affect the implementation of this Traffic Management Plan. However, care will be required to manage:

- **Traffic flow** at the site entrance during deliveries.
- **Access and egress** of construction vehicles, particularly larger plant and delivery lorries.
- **Mud and debris** from site vehicles exiting onto the public highway.

These baseline conditions form the starting point for the impact assessment and traffic management measures described in the following sections.

### 4.1 Main entrance

The main entrance to the development will be taken from **The Causeway**, at the point identified on the approved location and block plan. This entrance currently serves as a private access to existing dwellings but will be upgraded to accommodate construction and residential traffic.

The following existing conditions and potential impacts have been identified at the entrance:

- **Traffic Flow** – The Causeway carries local traffic, including school-related movements. While flows are generally moderate, peak times coincide with school drop-off and collection.

- **Access and Egress** – The width of The Causeway is constrained, and care will be required to manage turning manoeuvres for delivery and construction vehicles.
- **Surface Condition** – There is potential for mud and debris to be transferred from the site onto the carriageway; wheel washing and road sweeping will be implemented as needed.
- **Visibility** – Sightlines at the access are acceptable but must be maintained by controlling vegetation and ensuring parked vehicles do not obstruct views.  
This location will therefore be the key focus for traffic management measures, with banksmen provided for larger vehicles and advance signage placed on The Causeway to alert approaching drivers.

## 4.2 Roadway

The Causeway is a local village road providing access to residential properties, Therfield First School, and surrounding lanes. The carriageway is of limited width, with no formal traffic calming features in the immediate vicinity of the site. There are no marked cycle lanes, and pedestrian provision is inconsistent, with footways present in some sections but absent in others.

The following existing conditions and potential impacts have been identified along the roadway:

- **Access and Egress** – Construction traffic entering and leaving the site will need to slow when turning into the access. Vehicle turning movements, particularly for larger delivery vehicles, may temporarily impede the free flow of local traffic.
- **Traffic Volumes** – General traffic levels are low to moderate but increase significantly during school peak hours. This coincides with periods of high pedestrian movement.
- **Added Vehicles** – The introduction of construction vehicles, including HGVs, will temporarily increase traffic volumes along The Causeway. This may cause minor disruption at peak times, although no long-term road closures are anticipated.
- **Parking Behaviour** – Informal on-street parking takes place near the school and along Police Row, which can reduce available road width and affect traffic flow during peak times.

Traffic management measures, including controlled delivery times and use of traffic marshals, will be implemented to minimise the impact on the roadway during construction.

## 5 Project Impacts to Traffic & Transport

The construction of **seven new dwellings at Hillcrest & Tussocks** will generate additional vehicle movements along The Causeway. These movements will be associated with deliveries, construction operatives, plant, and service connections. The following subsections identify the likely impacts and the measures proposed to manage them.

### 5.1 Work Hours to be Mon-Fri 8-5

- Construction activities will generally take place **Monday to Friday, 08:00–17:00**, with occasional Saturday working if required.
- No works will be carried out on Sundays or Bank Holidays unless agreed in advance with the Local Planning Authority.
- **Construction traffic movements will be restricted during peak school hours:**  
Morning: 07:30 to 09:30  
Afternoon: 14:30 to 16:30

- Deliveries will be scheduled outside school drop-off and pick-up times (08:15–09:00 and 14:45–15:30) to minimise disruption.

## 5.2 Operating Conditions

- The site will operate under a **banksman system** for all HGVs and larger deliveries.
- A strict **5 mph speed limit** will apply within the site.
- Construction vehicles will be confined to designated haul routes and access points.

## 5.3 Impact on Traffic Flow

- No permanent road closures are proposed.
- Short delays may occur on The Causeway during manoeuvring of large vehicles into or out of the site.
- Temporary traffic management (signage, cones, and stop/go control) will be deployed if deliveries coincide with peak pedestrian or school traffic.
- Any traffic management measures implemented on the public highway must be carried out by an accredited Traffic Management company.
- Please refer to swept path analysis drawing 2212-005 SP12 A showing swept path analysis for construction access onto The Causeway. The swept path analysis is based on a 10m rigid (18ft) vehicle, which is the maximum size of vehicle entering the site during construction.
- Please refer to swept path analysis drawing 2212-005 SP11 A showing how construction vehicles can safely navigate the turn at the junction between Baldock Road (A505) and Therfield Road junction without causing damage to the highway verge.

## 5.4 Impacts on Transport

- Local bus services operating along The Causeway will be unaffected.
- Access for refuse and service vehicles will be maintained at all times.

## 5.5 Parking

- Parking for construction operatives and visitors will be provided within the site boundary.
- No construction parking will be permitted on The Causeway or surrounding village roads.

## 5.6 Emergency Services

- Full access will be maintained for emergency vehicles at all times.
- The site team will notify emergency services in advance of any works that could temporarily impact the carriageway (e.g. utility connections).

## 5.7 Pedestrians

- Pedestrian movements near the school and across The Causeway are high at peak times.
- Special care will be taken when vehicles are entering or leaving the site; a banksman will be positioned at the access during deliveries.

## 5.8 Cyclists

- Cyclists using The Causeway will not be significantly affected.
- All drivers and site operatives will be briefed to remain vigilant for cyclists when turning in/out of the site.

## 5.9 Heavy Vehicles

- Deliveries by HGV will be scheduled to avoid conflict with school traffic.
- All HGVs will be escorted by a banksman when reversing or manoeuvring at the site entrance.

## 5.10 Resident/Business Impacts

- Disruption to residents and businesses will be minimised by restricting noisy or disruptive works to standard working hours.
- Advance notice will be provided for any highway-related works (e.g. drainage connections).

## 5.11 Construction Site Entry/Exit

- Entry and exit will be via the new access from The Causeway. Construction vehicles will drive in from The Causeway, then reverse under banksman supervision towards the designated offloading area. Vehicles will then exit via the marked 'Way Out' route without the need to turn around inside the site. Clear advance signage will be installed. Wheel washing facilities will be provided to prevent mud being transferred onto the public highway.
- Vehicles will be required to turn in and out in a forward gear where possible.
- Wheel washing facilities will be provided to prevent mud being transferred onto the public highway.

# 6 Traffic Control Devices

## 6.1 Signage and Infrastructure

- Advance warning signage will be placed on **The Causeway** in both directions, advising drivers of site access and turning construction traffic.
- Directional signage will be used within the site to direct deliveries, operatives, and visitors.
- Site entrance signage will clearly identify the construction site and provide contact details for the site manager.

- Any traffic management measures implemented on the public highway must be carried out by an accredited Traffic Management company.

## 6.2 Line Marking

- No permanent line marking changes are proposed.
- Any carriageway markings disturbed during service connection works will be reinstated to Hertfordshire County Council standards.

## 6.3 Speed Zoning

- The Causeway will retain its existing speed limit during construction.
- A 5 mph speed limit will apply to all vehicles within the site boundary.

## 6.4 Intelligent Transport System (ITS) Devices

- **Traffic Signal Modifications** – Not required.
- **Temporary Traffic Signals** – Not anticipated; however, stop/go control may be used on The Causeway for short-term utility connections.
- **Variable Message Signs (VMS)** – Not required for this project.
- **Radar Activated Speed Signs** – Not proposed.
- **Live Tracking Resources** – Not required.

## 6.5 Incident Response / Management

- In the event of an incident affecting the public highway, the site manager will coordinate directly with Hertfordshire County Council Highways and emergency services.
- The access point will remain clear at all times to allow emergency vehicles to enter the site if necessary.
- A log of all incidents, near misses, and remedial actions will be maintained as part of the site's health and safety record.

# 7 Risk Assessment

(see attached)

# 8 Communications Strategy

## 8.1 Worksite Communications

Effective communication is essential to ensure that traffic management measures are clearly understood and consistently applied throughout the project. This section sets out how communication will be maintained between the site team, stakeholders, and the public.

## 8.2 Stakeholder Works Notifications

- All operatives and subcontractors will receive a site induction covering traffic management arrangements, including vehicle routes, speed limits, and pedestrian safety protocols.
- Toolbox talks will be delivered regularly to reinforce traffic management requirements.

- Banksmen and traffic marshals will be equipped with two-way radios for use during vehicle manoeuvres.
- The Site Manager will maintain a daily log of vehicle movements, incidents, and stakeholder feedback.

### 8.3 Emergency Services Notification

- Advance notification letters will be issued to local residents and businesses before the start of works and ahead of any activities likely to cause temporary disruption (e.g. service connections in the highway).
- Clear site signage will provide contact details for the Site Manager in case of enquiries or complaints.
- Updates will be provided to Therfield Parish Council and the Local Planning Authority as required.

### 8.4 Emergency Services Notification

- Hertfordshire Police, Fire & Rescue, and Ambulance services will be informed of the construction programme and site access arrangements prior to works commencing.
- Any temporary traffic management affecting The Causeway will be communicated in advance to emergency services.
- The site entrance will display an emergency contact number to ensure rapid access if required.

## 9 Contact Details

### 9.1 Key Contacts

| Name         | Position       | Contact #   |
|--------------|----------------|-------------|
| Liam Austen  | Site manager   | 07854841455 |
| James Hanson | Director/owner | 07730533075 |
|              |                |             |
|              |                |             |
|              |                |             |
|              |                |             |

### 9.2 Onsite Contacts

| Name         | Position                       | Contact #   |
|--------------|--------------------------------|-------------|
| Fred Hudson  | Groundworker                   | 07743195817 |
| Daniela Saiz | Assistant Construction Manager | 07491965462 |
|              |                                |             |
|              |                                |             |
|              |                                |             |
|              |                                |             |

## 10 Figure: Site Access and Vehicle Movements



Figure X: Site Plan (Drawing 478.03J) – Access from The Causeway, reversing into offloading area, and forward exit via 'Way Out'.

## 11 Off-Site Pedestrian & Access Works (Drawing 2212-005 SK01B)

The following Transport Planning Associates drawing (SK01B) shows proposed off-site pedestrian infrastructure improvements along The Causeway, including new footways, carriageway narrowing, and dropped kerbs. This plan is referenced in the Stage 1 Road Safety Audit.

