

A Planning Application by
CROUDACE HOMES LIMITED

In respect of
**Roundwood GA1 Development,
STEVENAGE**

Technical Note – Monitor and Manage

2105-037/TN/03 Rev A | May 2025



Document Management

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Document Review

	Status	Author	Checker	Approver	Date
01	Draft	GM	IB	IB	11 03 25
02	Issue	GM	IB	IB	21 05 25

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1 Introduction

- 1.1 Land at Roundwood (The Site) is allocated for development within the North Hertfordshire Local Plan in Policy GA1 for 330 homes.
- 1.2 A planning application (24/02889/FP) for a development of 281 homes was submitted in January 2025, which was accompanied by a Transport Assessment (2105-37/TA/02) prepared by Transport Planning Associates and dated 08th January 2025. Following this submission a consultation response has been received from the highway authority (Hertfordshire County Council) which indicated that the highway authority did not wish to restrict the grant of planning permission, subject to S106 obligation and a number of planning conditions.
- 1.3 Proposed Planning Conditions 8, 9 and 10, as outlined in the consultation response relate to the provision of a Temporary Traffic Regulation Order and Monitor and Manage strategies to cater for the operation of buses along Mendip Way and the level of traffic utilising Calder Way. The relevant proposed planning conditions are listed below:

"8) Temporary Traffic Regulation Order

Prior to the commencement of the development hereby permitted any Temporary Traffic Regulation Orders (TTROs) that are required for the temporary parking restrictions as indicated on drawing 2105-037 PL110 Rev - must be secured in place, unless rendered unnecessary by the details approved as part of the Construction Management Plan details.

9) Monitor & Manage - Mendip Way

No development shall commence until a monitoring programme to ensure the smooth operation of buses along Mendip Way shall be submitted to and approved in writing by the Local Planning Authority and a management plan with appropriate mitigation measures agreed to ensure where necessary an operational bus service along Mendip Way.

10) Monitor & Manage - Calder Way

No development shall commence until a monitoring programme to assess the level of traffic utilising Calder Way shall be submitted to and approved in writing by the Local Planning Authority and a management plan with appropriate mitigation measures agreed."

Monitor and Manage

- 1.4 'Monitor and Manage' is a mechanism whereby works to mitigate the impact of a proposed development can be assessed following the start of the construction of the development. It allows the true impact of a development to be determined using surveys that are conducted during and following the construction of that development. Should the impact of the development be considered unacceptable, then mitigation will be implemented to offset the impact of the development, with the mitigation funded from money that will be deposited prior to the development being operational.
- 1.5 In the past, the standard approach to mitigating the impact of a development has involved forecasting the highways impact of a development, using previously collected data at similar sites. These forecasts are usually made at the planning application stage and allow any mitigation to be provided before the development is constructed or an alteration to the highway is made. This may result in unnecessary highway works, as the impact of the development in the local context is based on a forecast of the impact and not the actual impact itself.
- 1.6 The Monitor and Manage approach allows the impact of a development to be mitigated by utilising the results a series of surveys, which are conducted during the period where the development is being constructed and occupied or following the implementation of alterations to the highway.
- 1.7 In this instance mitigation will be brought forward, should there be an unacceptable impact on the local highway network recorded in these surveys. This means that appropriate mitigation can be implemented in accordance with the actual impact of the development, rather than being based on forecasts of the impact made at the planning stage.
- 1.8 The Monitor and Manage methodology requires the developer to deposit a financial S106 obligation with the highway authority, which can be drawn down upon to implement mitigation measures, should the results of monitoring surveys indicate that these would be necessary.
- 1.9 If based on the results of the surveys, no works or mitigation is deemed to be necessary, or if a proportion of the deposited amount remains unspent at the end of the monitoring period (usually 5 years following the development being completed), then the remaining amount of the obligation would be returned to the developer.

Scope of the Report

- 1.10 Following this introduction, this report will outline the suggested methodology to Monitor and Manage both the implications of the parking restrictions on Bray Drive, Mendip Way and Haybluff Drive and the increase on traffic flows on Calder Way and Back Lane.

- 1.11 The Monitor and Manage approach will be required under an appropriately worded planning condition imposed by the highway authority.

2 Monitor and Manage – Parking

- 2.1 The submitted Transport Assessment provided information in relation to the on-street existing parking patterns of residents in the Great Ashby area that surrounds the application site.
- 2.2 To provide a policy compliant development, the highway authority has indicated that public transport services that would operate within 400m of all residents living in the proposed development. Following extensive discussions with the highway authority it has been determined that it would be most appropriate to provide a new bus service (SB12) which would eventually operate along the full length of Bray Drive and Mendip Way to serve both the GA1 and GA2 developments. This service will provide a link, by public transport, from Great Ashby to Lister Hospital and the town centre.
- 2.3 This service will initially be introduced to serve the GA1 development only and will terminate at the Haybluff Drive roundabout, with the service turning at the roundabout before returning on Mendip Way and Bray Drive.
- 2.4 Prior to the implementation of the bus route, construction traffic would also be required to utilise Bray Drive, Mendip Way and Haybluff Drive to deliver materials to the site.
- 2.5 To allow for the new bus service and also to facilitate construction vehicles to access the site from Haybluff Drive, restriction in parking will be required to allow safe movements of construction vehicles along Bray Drive, Mendip Way and Haybluff Drive.
- 2.6 These parking restrictions would initially be introduced by the provision of the temporary TRO that is required under proposed planning condition 8 (as indicated in the highway authority's response to the planning application), with the indicative restrictions that would be imposed through this order being presented in TPA drawing **2105-037/PL110**.
- 2.7 An imposition of the temporary TRO would mean that there would be a reduction in the number of vehicles that could park on-street on these roads, with these vehicles displaced into the surrounding streets or into on-plot car parking and where possible into the car parking courts, which are present close by.
- 2.8 The temporary TRO will operate for the period that construction access was required to/from Haybluff Drive and would include any parking restrictions on Haybluff Drive, necessary to ensure that construction traffic could utilise the road safely.

Monitor

- 2.9 To monitor the impact of the parking restrictions and the consequent displacement of parked vehicles, the following surveys are proposed.

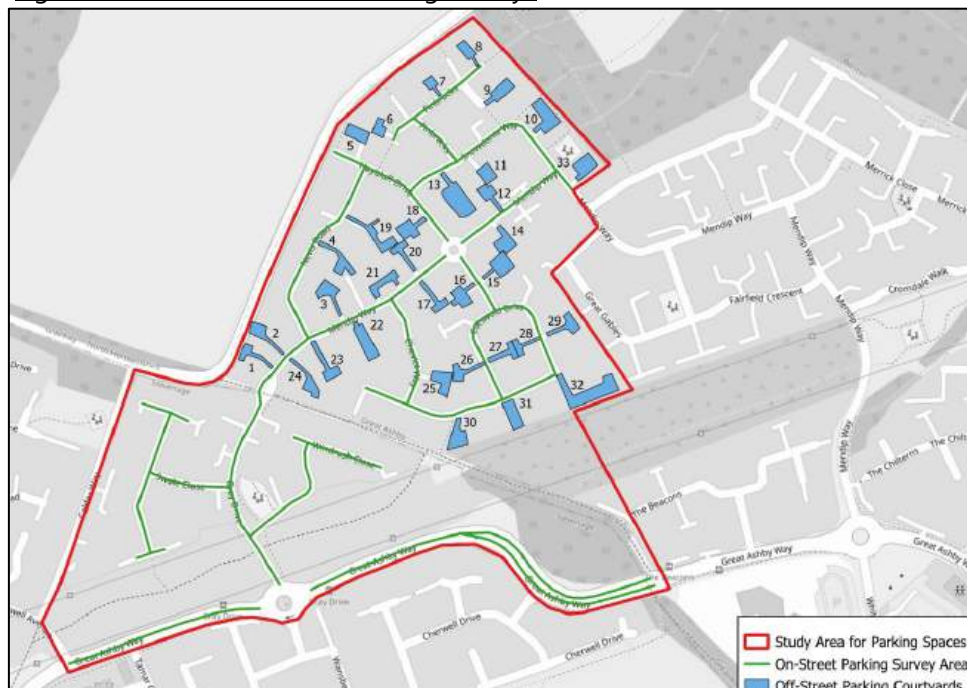
On-street parking surveys

- 2.10 On street parking stress surveys will be conducted overnight in neutral months, with the counts undertaken between 22:00 and 24:00 to ensure that the maximum number of overnight parked vehicles are recorded.
- 2.11 These surveys will record the number of vehicles parked and calculate the parking stress in relation to the available length of parking of each of the roads in an agreed study area. In addition to the car parking stress the location of each of the parked cars will be separately plotted on plans which will also record the location of parking restrictions and drop kerbs on each road.

Parking Court Surveys

- 2.12 In conjunction with the on-street car parking surveys, where access is possible, counts will also be undertaken to understand the occupation of the car parking courts within the study area. These surveys will record the number of vehicles within each parking court and the total number of spaces, so that the overall occupation can be determined.
- 2.13 The location of the car parking surveys are presented in **Figure 2.1**.

Figure 2.1 Location of Car Parking Surveys



Review of Personal Injury Accident Data

- 2.14 In conjunction with the parking surveys a review of personal injury accident data will be undertaken to determine whether the implementation of the parking restrictions has any implications in relation to highway safety. This analysis will be carried out over the entire extent of the car parking surveys.

Bus Surveys

- 2.15 Once the new bus service is introduced, additional surveys will be conducted to monitor the reliability and usage of the proposed new bus route. These surveys will record the time that buses arrive and depart at the new Mendip Way bus stops and record the number of passengers boarding and alighting at each of these stops.

Survey Schedule

- 2.16 The final survey schedule will be agreed with the highway authority prior to the implementation of the Traffic Regulation Order. This monitoring may be aligned with the surveys that would be associated with the monitoring of the Travel Plan, but the schedule will be provided with the Construction Management Plan or through an appropriately worded planning condition.

- 2.17 The surveys will continue until 5 years after the final occupation of the site, with any unspent money from the S106 monitor and manage contribution being returned on the 5th anniversary of the final occupation, should no works be necessary.

Manage

- 2.18 The parking surveys identified above will demonstrate the impact that the temporary car parking restrictions will have on the parking patterns of residents in the local area.
- 2.19 Following the completion of each of the surveys identified above, the highway authority will review the findings of the survey to determine if remedial works are required to offset the impact of the parking restrictions. The highway authority may also take into consideration other factors, such as residents comments and the views of local councillors and councils.
- 2.20 Should the highway authority consider that remedial works are required, they would look to draw down on the deposited S106 funding to implement mitigation measures. The proposed mitigation that may be implemented has been the subject of considerable discussion with the highway authority.
- 2.21 These discussions have shown that a technically deliverable solution involving in-verge parking bays could be constructed on Mendip Crescent and Bray Drive to increase the number of vehicles that could be parked, whilst still allowing the bus to safely operate and sufficient width for construction vehicles. This solution has not been pursued from the outset at the request of the highway authority, who wish to aim for a parking restriction-led solution in the first instance. The proposed sum for the Section 106 monitor and manage money to deposit is based on the estimated cost of these deliverable works, but the highway authority would be able to spend the money or part of it on alternative interventions at its discretion.
- 2.22 Should mitigation be implemented, then following the final monitoring survey, a Traffic Regulation Order will be progressed which would either make the restrictions imposed in the temporary order permanent or would reflect the parking restrictions that are considered to be appropriate, following the implementation of any remedial measures.
- 2.23 If the highway authority consider that alternative arrangements are appropriate, then they could also draw down on the deposited S106 sum to implement these, as an alternative to the in verge car parking bays.
- 2.24 If following a review of the results of the parking surveys, the highway authority do not consider mitigation in the form of additional car parking bays are required, then a permanent TRO should be

implemented which would make the parking restrictions that are necessary to facilitate the operation of the bus permanent.

3 Monitor and Manage – Calder Way and Back Lane

- 3.1 To the south of the site, Calder Way intersects Back Lane. Calder Way is a single carriageway road with an average width of 4m, benefitting from traffic calming in the form of traffic humps along its length. The road is currently the signed route from Great Ashby to the village of Weston and is also used, predominantly at peak times, by residents of the Great Ashby area, to access Back Lane, which is utilised as a route to areas to the north of Stevenage, such as Baldock, Letchworth and Royston.
- 3.2 The proposed development will comprise of two distinct parcels, with 96 homes access from Calder Way and Back Lane and 185 dwellings off Haybluff Drive. The majority of the residents from the smaller development parcel, would utilise Calder Way to access areas with Stevenage, with a small proportion of the traffic to/from the Haybluff Drive access, utilising Calder Way to gain access to areas to the north of Stevenage. The additional development traffic would therefore increase traffic flows along Calder Way.
- 3.3 Given the constrained nature of the road, it is considered that monitoring of the level of traffic flows is required to determine if mitigation would be required to offset the level of the development traffic that would utilise Calder Way.

Existing Traffic Flows on Calder Way

- 3.4 The level of existing traffic flows on Calder Way were presented in the Transport Assessment that accompanied the planning application. The peak hour traffic flows recorded in May 2022 on Calder Way are presented in Table 3.1, with the flows recorded on Back Lane presented in Table 3.2:

Table 3.1 Peak Hour Traffic Flows on Calder Way

	Morning Peak		Evening Peak	
	Southbound	Northbound	Southbound	Northbound
Calder Way	35	164	72	60

Table 3.2 Peak Hour Traffic Flows on Back Lane

	Morning Peak		Evening Peak	
	Eastbound	Westbound	Eastbound	Westbound
Back Lane (west)	3	65	25	17
Back Lane (east)	104	32	50	54

- 3.5 Table 8.15 of the submitted Transport Assessment also provides the forecast of the impact on the traffic flows Calder Way and Back Lane as a result of the proposed development. The increase in traffic flows was considered from both parcels of the development, with the additional traffic from the eastern side of the development, directly using Calder Way for access and a proportion of traffic from the western side of the development, utilising Calder Way to access Back Lane to routes to the north of Stevenage.
- 3.6 The number of development peak hour trips utilising Calder Way is presented in Table 3.3, with the impact on Back Lane presented in Table 3.4.

Table 3.3 Total Number of Development Trips Using Calder Way

Access	Morning Peak		Evening Peak	
	Southbound	Northbound	Southbound	Northbound
Haybluff Drive	2	5	4	3
Back Lane	34	14	22	26
Total	36	19	26	29

Table 3.4 Total Number of Development Trips Using Back Lane

Access	Morning Peak		Evening Peak	
	Eastbound	Westbound	Eastbound	Westbound
Back Lane (west)	3	7	5	5
Back Lane (east)	3	7	6	4

Monitor

- 3.7 It is firstly important to note that planning guidelines contained in the National Planning Policy Framework (NPPF) will only permit mitigation in relation to planning applications that directly relates to the impact of that development. Therefore, if the number of vehicles utilising Calder Way and Back Lane is altered by other development in the area, this should not be considered when determining if measures should be implemented to offset the impact of this development alone.
- 3.8 For this reason the highway authority may wish to eventually extend the study to include the impact of the GA2 development, which may also increase traffic flows on Calder Way and Back Lane. This would require a the S106 contributions to be pooled to provide the possible mitigation that could be implemented.
- 3.9 For the reasons above the monitoring surveys have been designed to determine the impact of the additional traffic associated with the GA1 development, as well as determining the overall level of traffic flows and delay that are experienced by traffic using Calder Way.
- 3.10 The traffic surveys that would be conducted may include a Full Manual Turning Count or ANPR surveys which will allow the vehicle journeys that have been generated from the development to be isolated from the total traffic flows along Calder Way and Back Lane. It may also be possible to introduce continuous monitoring surveys, which will record traffic flows on Back Lane and Calder Way, as well as the traffic generated by the development on a daily basis. Surveys would also include the number of movements to/from the Haybluff Drive access.
- 3.11 These surveys would allow the number of vehicles directly generated by the development to be determined and the travel time of vehicles to pass through Calder Way and Back Lane to also be calculated. The travel time of vehicles passing through Calder Way, would be considered to be the most accurate indication of how Calder Way is operating, given that the junctions at either end of the road are unlikely to be over-capacity, even at peak times.
- 3.12 The provisional location of the surveys are presented in **Figure 3.1**.

Figure 3.1 Location of Calder Way and Back Lane Surveys



Multi-Modal Surveys

- 3.13 Once the development is occupied multi-modal surveys will be conducted to determine the trip generation of the residents of the dwellings. These surveys would be conducted either by household interviews or by multi-modal surveys at all access points into and out of the site.

Survey Schedule

- 3.14 Each of the surveys mentioned will be carried out following agreement with the highway authority, with the agreement of the survey schedule contained in the Construction Traffic Management Plan, or through a suitably worded planning condition. The monitoring may be provided by using continuous monitoring, such as the Vivacity system or by surveys conducted at regular intervals through the construction period.

- 3.15 The monitoring of the impact on Haybluff Drive, Calder Way and Back Lane would also be aligned with the monitoring of the Travel Plan, which would be conducted at the same time of year as the initial surveys to avoid seasonal variations in traffic flows

Monitor

- 3.16 Based on the results of the surveys it will be possible to determine if there would be an overall increase on traffic flows and delay over time on Calder Way and Back Lane, as well as determining how the level of GA1 traffic utilising these roads would compare to the forecasts of traffic generation presented in the Transport Assessment and replicated in Tables 3.1 to 3.4.
- 3.17 Following these surveys the highway authority may wish to consider mitigation measures to improve the capacity of Calder Way and Back Lane or to reduce the overall number of background traffic utilising Back Lane at peak times

Calder Way Measures

- 3.18 The available road space along the length of Calder Way is limited, with the road characterised by hedging on both sides of the road, which further restricts the width available for vehicles, especially in the summer months.
- 3.19 However, there would be potential within the existing highway boundary to widen the carriageway, at both the northern and southern end, with the widening of the carriageway at the northern end to 5.5m and at the southern end to 5.5m. This would shorten the single carriageway section of the road from approximately 210m to around 150m, improve the forward visibility along the length of the road and allow vehicles to queue further into the road. This would limit the number of vehicles trying to pass along the length of the road, which is considered to be the primary reason for the delay experience for vehicles passing through the road.
- 3.20 It may also be possible to slightly widen the carriageway adjacent to the existing driveways to facilitate slightly easier passing of vehicles along the length of the road.
- 3.21 The widening of both ends of Calder Way, would also result in additional stacking space for queuing vehicles, which would reduce the possibility of the queue backing up onto Orwell Avenue at peak times. It would also potentially allow traffic signals to be installed to fully control the movement of vehicles along the single carriageway section of the road and remove the potential for the conflict of vehicles along the length of the road, which is largely responsible for the delays that are currently encountered.

- 3.22 The highway authority may also wish to imposing restrictions on the type of vehicles that would be to utilise Calder Way to restrict larger vehicles from utilising the road.

Back Lane Measures

- 3.23 Similarly, it would be possible to introduce passing places on Back Lane to improve that ability for vehicles to pass each other, especially on the section to the west of the development, between Stevenage and Graveley.
- 3.24 Conversely, the highway authority may also wish to limit the flow of traffic, which is not associated with the development, along Back Lane, by introducing traffic calming measures or other measures along the route and through the village of Weston.

GA 2 Development

- 3.25 Whilst S106 funding will be deposited to cover the cost of the works, it should be noted that the GA2 development is also likely to commence during the monitoring period. This may have an impact on the parking patterns further to the east on Mendip Way and also the amount of traffic that utilises Calder Way. Flexibility, must therefore be included within the monitoring programme to allow the scope of the surveys to be altered and the cost of any surveys and mitigation to be assigned proportionately to the impact of each development.

S106 Money

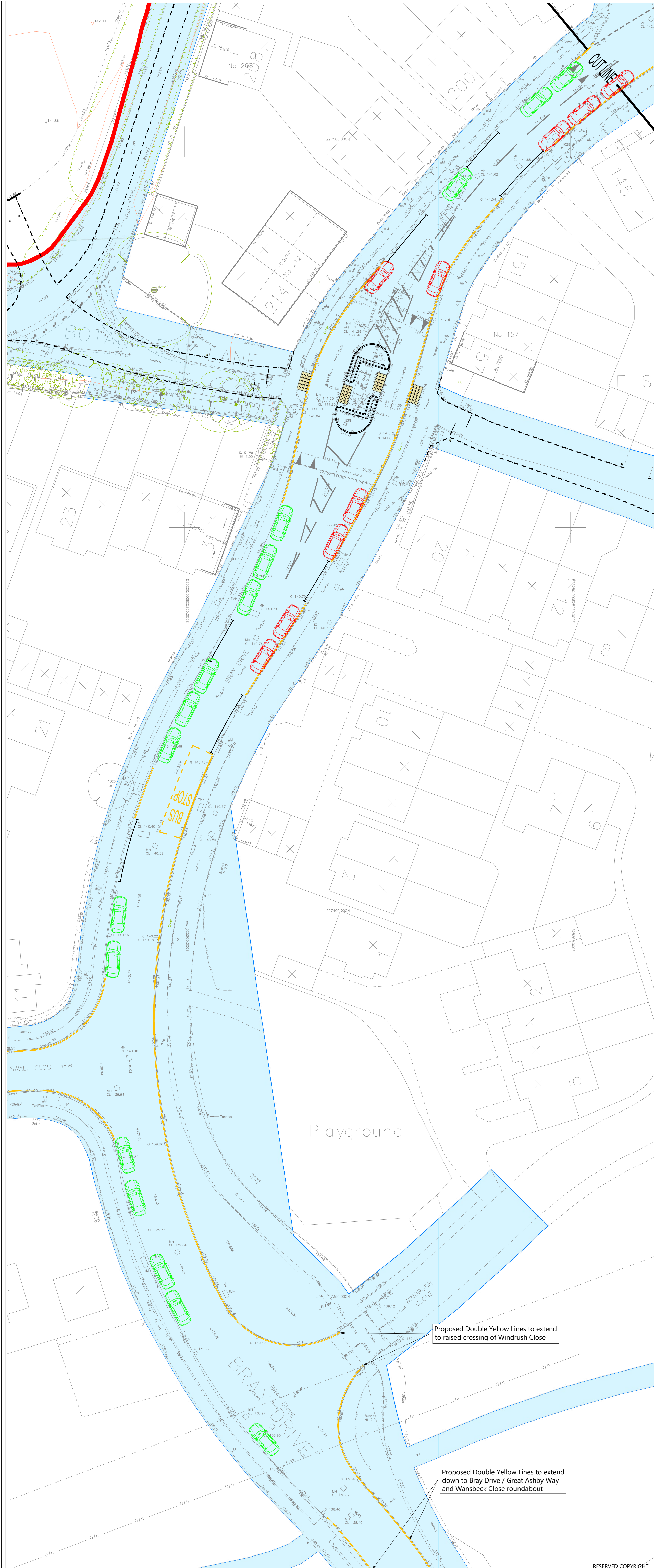
- 3.26 As previously mentioned, any mitigation that is deemed necessary following the surveys, will be funded from money that will be deposited with the County Council before construction on the site begins.
- 3.27 Following a review of the possible cost of the mitigation measures including the provision of in verge parking bays, widening of Calder Way and improvements on Back Lane and through Weston a sum of £400k is proposed.

Unspent S106 Monies

- 3.28 Any unspent S106 monies at the end of the agreed monitoring period should be returned to the developer.

DRAWINGS

A0
ORIGINAL
PLOT SIZE



NOTES:
1. Based on Topographical Survey.
2. Approximate location of parked cars based on KCC Traffic Information.
3. Consultancy parking survey conducted on 17.01.23 @ 2200.
4. Highway Boundary interpreted from information supplied by Hertfordshire County Council and based on OS Mapping.

KEY
Indicative Site Boundary.
Highway Boundary maintainable at public expense.

Parking KEY
52 Retained Parking Spaces.
29 Removed Parking Spaces.

tpa
Transport Planning Associates

CLIENT:
croudacehomes

PROJECT:
Roundwood,
Back Lane,
Stevenage

TITLE:
Construction Car
Park Restrictions

STATUS:
PLANNING

SCALE:	DATE:	DRAWN:	CHECKED:	APPROVED:
1:250	16.12.24	NR	IB	IB

JOB NO:	DRAWING NO:	REVISION:
2105-037	PL110	-

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