



transport planning practice

J Murphy and Sons Limited

Newark Road, Ollerton
Murphy Employment site
Travel Plan

February 2024



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1 INTRODUCTION

1.1.1 Transport Planning Practice has been appointed by J Murphy and Sons Limited (Murphy) to provide transport planning advice in relation to the proposed redevelopment and expansion of the existing Murphy Group Depot and offices at Newark Road, Ollerton. The redevelopment would combine the pipe manufacturing facilities from Long Causeway, Leeds with Ollerton depot facilities and include a new training academy.

1.2 Background

1.2.1 The Newark Road site is located about 1km to the southeast of New Ollerton town centre and there are a range of shops, local facilities, schools and bus stops to the north on Forest Road.

1.2.2 Pedestrian, cycle and vehicle access to the site is from Newark Road. This has a 30mph speed limit adjacent to the site. The site location is shown on Inset 1.1.

Inset 1.1 - Site Location



1.2.3 The existing site provides a range of services for Murphy Group Limited including workshops, storage and offices. The redevelopment would combine the Ollerton Newark Road operations with those at Long Causeway, Leeds to create a new regional hub for Murphy Group who are an important employer in the area.

1.2.4 The description of development is as follows:

'Reconfiguration and extension of existing depot to provide new industrial and storage facilities (Use Class B2 and B8), a new office and training facility (Use Class E), additional car-parking, a designated pylon training area, and associated hardstanding and landscaping following demolition of some of the existing buildings.'

1.3 Travel Plan Overview

1.3.1 This Framework Travel Plan has been prepared in accordance with the Nottinghamshire County Council Guidance for the Preparation of Travel Plans In support of Planning Applications. This Travel Plan has been prepared at the concept design stage. The Full Travel Plan is expected to be secured by condition. The remainder of this report is structured as follows:

- **Section 2: Site Accessibility** – Describes the accessibility of the site by a range of different transport modes.
- **Section 3: Travel Plan Aims and Objectives** – Sets out the aims of the Travel Plan and objectives against which it will be assessed.
- **Section 4: Travel Plan Measures** – Sets out the proposed measures to encourage future occupants, visitors and delivery companies servicing the site to travel using sustainable modes.
- **Section 5: Indicative Travel Mode Split** – Sets out the current mode split for the area from the 2021 Census.
- **Section 6: Targets and Monitoring** – Outlines the methods for setting targets and monitoring the progress of the Travel Plan.
- **Section 7: Securing the Travel Plan and Funding** – Sets out how the Travel Plan will be secured and funded.

- **Section 8: Action Plan** – Provides an action plan for implementing the Travel Plan.

2 SITE ACCESSIBILITY

2.1 Introduction

2.1.1 This chapter provides a summary of accessibility to the site by walking, cycling and public transport as well as providing details of the highway network.

2.2 Site location

2.2.1 The location of the Site is on the southeastern outskirts of Ollerton, situated about 1km to the southeast of New Ollerton's centre and approximately 800m east of the A616.

2.2.2 The closest supermarket is Tesco which is located about 900m to the northwest of the site and there are a range of local facilities in New Ollerton, these include a range of local shops, supermarkets, post office, pharmacies, and restaurants.

2.2.3 The closest train stations are Mansfield which is a 20-25 minute drive to the southwest, and Newark Northgate, which is a similar distance to the southeast. The closest bus stop is Tuxford Road (Newark Road stop) located approximately 900m (11-12 minute walk) north of the site and is served by bus routes 14, 15, 15A, 305 and SA Sherwood Arrow. A bus stop, a similar distance, is also located outside Tesco on Rufford Avenue and provides access to route 31.

2.2.4 The A616 passes south of the site, offering an east-west route to nearby locations. The primary road in the area is the A614, which provides a connection to other towns in Nottinghamshire.

2.2.5 Pedestrian, cycle and vehicle access to the site is from Newark Road. This has a 30mph speed limit adjacent to the site. The site location is shown on Inset 2.1.

Inset 2.1 – Site location



2.2.6 In summary the site is located close to the town centre and local services and has good access to the strategic road network. It also has access to local bus services located on Tuxford Road. There are a large number of people living within walking distance of the site with a local population of approximately 10,800 people in Ollerton as recorded in the 2021 Census.

2.3 Walking

Local facilities

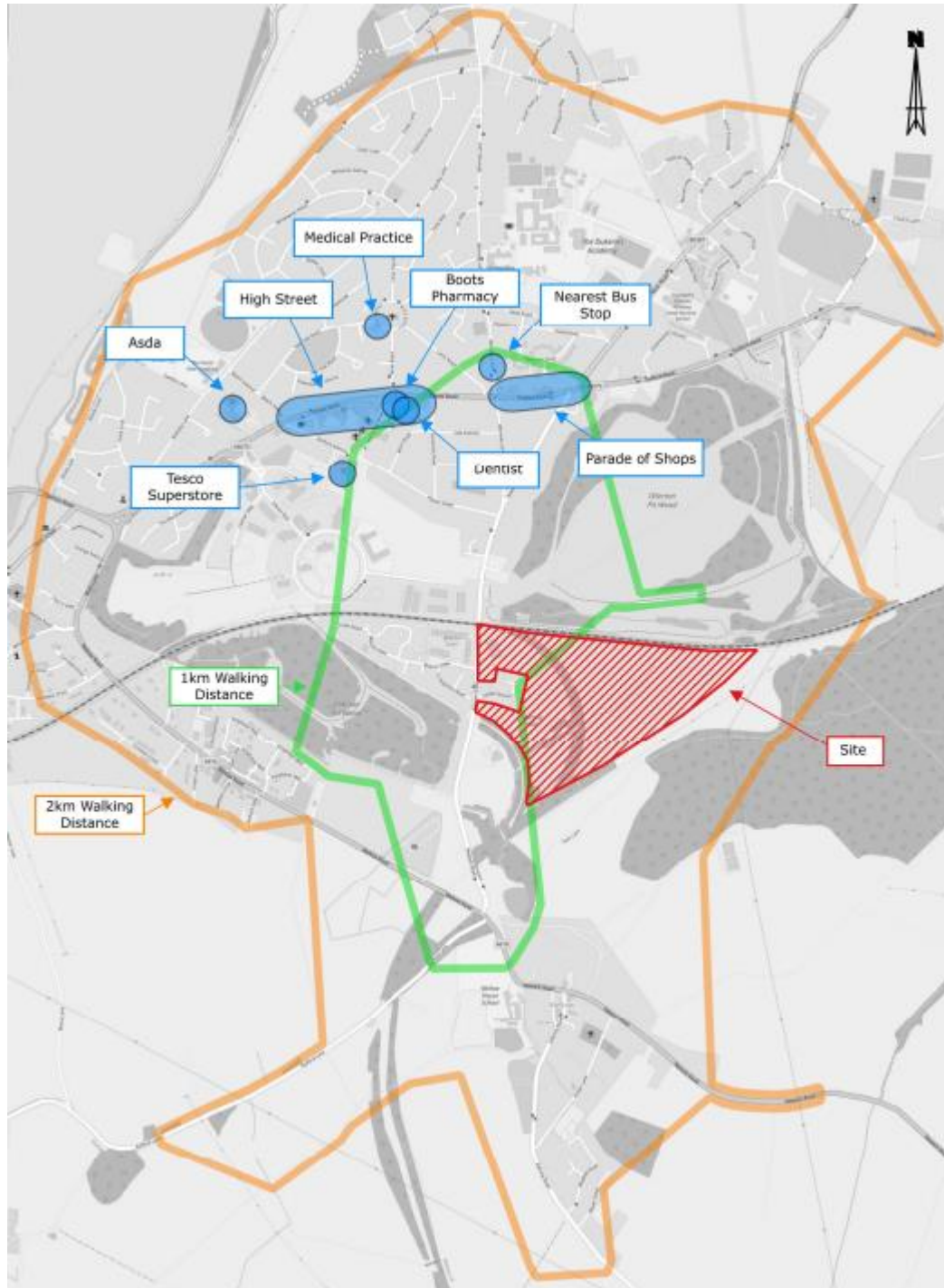
2.3.1 The site is within walking distance of local shops, the town centre, public transport and other facilities. The walking and cycling distance and times to some of these facilities are summarised in Table 2.1 below. The walking time is based on 80-100m per minute and the cycle time based on a speed of 16kph. The town centre has a range of shops, restaurants, pubs and other services.

Table 2.1 - Local facilities

Facility	Distance	Walking time (mins)	Cycling time (mins)
Tesco foodstore/ café / pharmacy	900m	9 to 12	3-4
Newark Road bus stop	900m	9 to 12	3-4
Seacrest Fish Bar	950m	10 to 12	3-4
New Ollerton Post Office	1,100m	11 to 13	4
Dr H E Ward - Middleton Lodge Practice	1,200m	12 to 14	4-5
Ollerton Pit Wood	240m	2 to 3	1
Opticians	1000m	10-13	4
Butchers	1000m	10-13	4
Boots Pharmacy	1000m	10-13	4
Sandwich Bar	1000m	10-13	4
Pizza	1,200m	12 to 14	4-5
Library	1,100m	11 to 13	4

2.3.2 The site is also accessible for potential employees by walking from the local area. The proposed development is within walking distance of the local residential population of approximately 10,800 people. Inset 2.2 indicates the area within 2km/20 to 25mins walking distance of the site.

Inset 2.2 - 2km walk isochrone

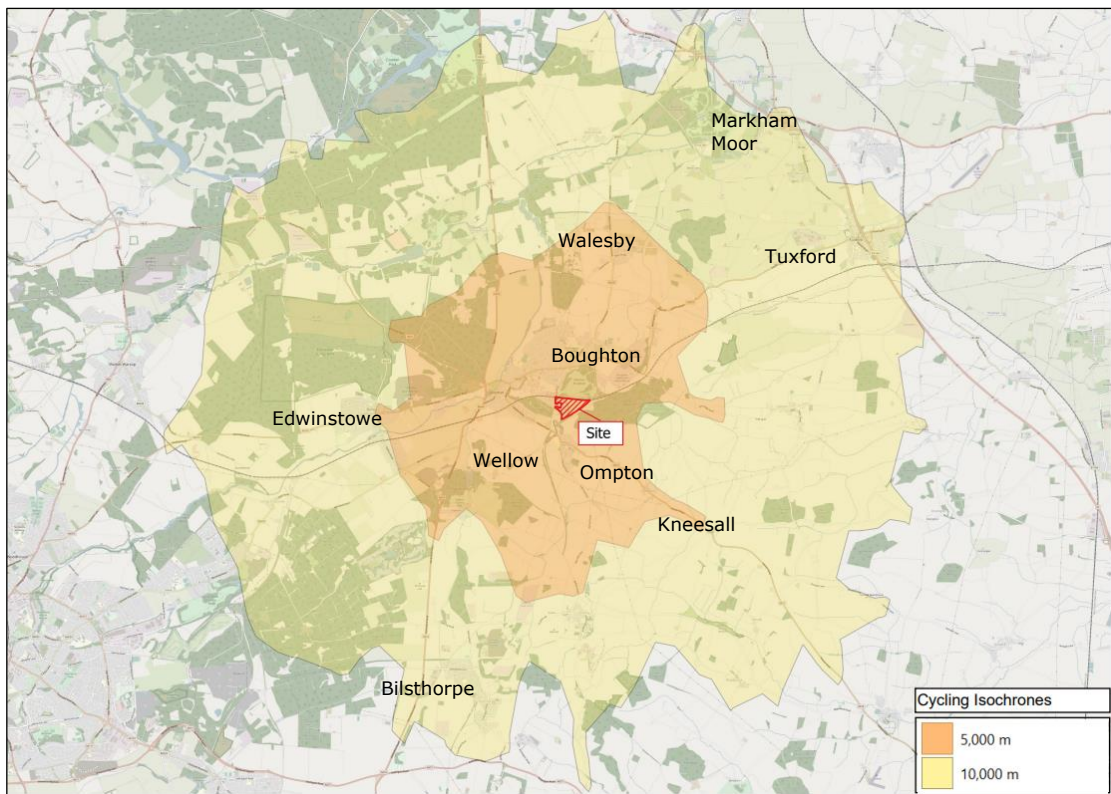


2.3.3 Newark Road provides a pedestrian route to the north and south of the site access. It is lit, with footway on both sides, outside the site and to the south, and on the eastern side only, to the north of the site entrance. The footpaths are in reasonable condition and provide a continuous route between the site and town centre.

2.4 Cycling

- 2.4.1 The site is accessible to a high number of potential employees and employment centres by cycling in the local area. Within 10km of the site, which is a reasonable cycling distance for commuting (approximately 37mins at 16kph), there are a number of towns including Tuxford, Elkesley, Markham Moor, Walesby, Laxton, Edwinstowe, Eakring and Clipstone. Inset 2.3 indicates the area accessible by bike within 10km of the site.
- 2.4.2 The proposed Murphy regional hub development would provide secure covered cycle parking in accordance with Council's standards as well as lockers, showers and changing facilities to encourage cycling.
- 2.4.3 The site is also accessible to the local area by cycling being within easy cycling distance of all the local facilities including the town centre, shops and restaurants.
- 2.4.4 There is a signed shared cycle/footway along Forest Road through New Ollerton town centre, which is approximately 770m from the site.

Inset 2.3 - 10km isochrone



- 2.4.5 In summary the site is accessible to the local area and a number of towns by cycling providing a wide range of facilities within cycling distance and a catchment

of potential employees for the Murphy regional hub and employment opportunities for residents.

2.5 Public Transport

Buses

2.5.1 The closest bus stop is located approximately 900m (10-12 minutes' walk) on Tuxford Road (Newark Road stop) north of the site and is served by bus routes 14, 15, 15A, 305 and SA Sherwood Arrow. Newark Road bus stop is equipped with a shelter. In addition, there are other bus stops in the vicinity on Whinney Lane and Briar Road that are also served by the same bus services. There is also a bus stop with shelter outside Tesco on Rufford Avenue which provides access to route 31.

Table 2.2 - Bus services

Route	Frequency	Destinations
14	1 per peak hour	Kirton Playing Fields
	1 per peak hour	Mansfield Bus Station
15	1 per peak hour	Walesby Manor Close
	1 per peak hour	Mansfield Bus Station
15A	4 services per day	Walesby Manor Close
	4 services per day	Mansfield Bus Station
305	1 service per day	Dukeries Academy
	1 service per day	Old Clipstone
SA Sherwood Arrow.	1 per peak hour	Nottingham
	1 per peak hour	Worksop

2.5.2 Table 4.4 shows there are a range of bus services close to the site which provide services to broad range of destinations. Bus services 14 and 15 provide transportation from Ollerton to Mansfield train station.

Railway station

2.5.3 The closest train station is Mansfield which is a 20 -25 minutes' drive southwest. The station is on the Robin Hood Line and is served by East Midland Railway services and has various facilities available for passengers and visitors.

2.5.4 The station offers one service each way during the morning peak hour and two services each way during the afternoon peak hour with services northbound to Worksop and southbound to Nottingham.

2.5.5 Newark North Gate Station is located approximately 25 minutes' drive to the southeast with services operated by London North Eastern Railway (LNER). Trains run between London King's Cross and locations to the north including Doncaster, York, Lincoln and Edinburgh. There are two trains per hour in each direction between London King's Cross and Newark North Gate, with a travel time of approximately 1hr 25mins providing good links between the site and Murphy's head office in North London for staff travelling on business between the two offices.

2.6 Highway Access

2.6.1 The site is well-connected by roadways to nearby towns and cities. Approximately 800m to the south of the site, the A616 provides access to the A614 to the west and A1/A46 to the southeast, enabling heavy vehicles to use these strategic routes minimising the impact on local residents. The major roads in the vicinity include:

- A614: This primary route connects New Ollerton to other towns in Nottinghamshire.
- A1: The A1 (Great North Road) is one of the major arterial routes in the UK, and it is located east of the site. It provides access to further destinations including cities like Nottingham and Derby to the south, and Leeds and Newcastle upon Tyne to the north.

2.6.2 Local roads within the town typically provide access to residential areas, local amenities, and businesses. These roads are not strategic routes but rather smaller streets that serve the local community.

3 TRAVEL PLAN AIMS AND OBJECTIVES

3.1.1 The purpose of this Travel Plan is to encourage more sustainable travel patterns of employees at the proposed development. The main objective is to reduce the reliance of those travelling to and from the site by forms of travel that have highest environmental impact.

3.1.2 The main objectives of the Travel Plan are set out below.

- Increase the mode share of employees and other users walking and cycling to and from the site.
- Encourage the users of the site to move up within the sustainable transport hierarchy.
- Ensure the development does not lead to on-street parking or servicing.
- Monitor travel patterns and identify opportunities to encourage travel by bus, rail, walking and cycling to further reduce car driving mode share.

4 TRAVEL PLAN MEASURES

4.1 Introduction

4.1.1 A number of measures will be implemented to influence employees and visitor travel patterns. This includes design measures and the provision of information with the aim to achieving the targets set out by the Travel Plan.

4.2 Travel Plan Co-ordinator

4.2.1 To ensure the delivery and on-going management of the Travel Plan, the development will appoint a Travel Plan Coordinator (TPC). The TPC's role will be funded by the occupiers of the development. It will be their role to promote the Travel Plan and ensure that key stakeholders are aware of the Travel Plan's purpose and objectives. The TPC's responsibilities include:

- Promote the Travel Plan to employees and visitors.
- Encourage employees and visitors to travel sustainably.
- Be first point of contact for employees to discuss transport issues.
- Actively encourage travel by walking and cycling and provide appropriate up to date public transport information.
- Monitor travel patterns and periodically review the Travel Plan measures and targets.
- Ongoing liaison with Nottinghamshire County Council (NCC) as required.

4.3 Provision of Travel Information

4.3.1 Informing future employees and other visitors of the range of travel choices available to them as well as the Travel Plan measures which will be implemented at the development will be key for its success. The way in which travel information will be provided is detailed below.

Travel Information Packs

4.3.2 Employees will be provided with Travel Information Pack's (TIP) upon commencing employment. Electronic versions could be made available. The Travel Pack will contain travel information.

- Provide an explanation of the Travel Plan, its purpose, aims, objectives and measures.
- Contact details of the TPC.
- Information on the health benefits of walking and cycling.
- Information on planning journeys by foot, cycle and public transport.
- Bus network maps and timetable information.
- Links to journey planner websites including Traveline.

Noticeboards

4.3.3 It is important to provide up to date and accessible information about travel options available for site users. Noticeboards could be provided within the lobbies and staff rooms, which will be kept up to date by the TPC. This information will include:

- Pedestrian and cycle route maps.
- Bus and rail maps.
- Information on any major changes on public transport services.

Website

4.3.4 Information on how to get to the site by all modes of transport can be provided on Murphy's website. This will allow new members of staff and visitors to explore a range of travel choices to access the site.

4.4 Initiatives to encourage walking

- 4.4.1 Showers and locker rooms would be provided to make walking more convenient. In addition to further encourage walking as a main mode of transport for local trips, the following measures could be implemented by the TPC.

Promotional material

- 4.4.2 Walking will be promoted in the TIP's, which will be issued to employees. This could include the health benefits of walking and highlight the network of walking routes in the local area.

Active Travel Apps

- 4.4.3 Active travel and way finding mobile apps will be promoted in the TIP. Active travel / way finding mobile apps help employees plan their journeys while on the move, such as Google maps.

4.5 Initiatives to encourage cycling

Cycle parking, showers and locker rooms

- 4.5.1 Secure and covered cycle parking spaces will be provided for the employees and visitors. The bike store will be signed and well-lit and lockers, showers and changing facilities will also be provided.
- 4.5.2 The cycle parking provision will allow for safe and convenient access for all employees and visitors. The usage of cycle parking will be monitored as part of the overall monitoring strategy on the site.

Cycle training

- 4.5.3 Free Bikeability cycle training is offered by the Department for Transport. As well as three levels of cycle training for children and schools, they offer courses aimed at teenagers and adults, and families. These lessons are delivered by qualified instructors.
- 4.5.4 The TPC can promote these cycle training sessions and if there is enough interest could organise groups sessions at the site.

Cycle map and routes

- 4.5.5 Cycle information, including access to local cycle maps showing key routes would be available to staff in the Travel Packs. Cycle maps are available from Cyclestreets Interactive Mapping and Sustrans.

Cycle to work scheme

- 4.5.6 The occupiers J Murphy and sons already offer the cycle to work scheme to their staff, which provides interest free loans for staff to purchase a tax-free bike. This will be continued at the developed site.

4.6 Initiatives to encourage public transport

- 4.6.1 Staff will be made aware of local bus services through the following measures:

Promotional material

- 4.6.2 Public transport information, such as access to route maps, timetables, and fares could be included in the TIP.

Journey planners

- 4.6.3 Links to public transport journey planner live bus tracking websites and smartphone applications will be promoted within the TIP including Google Maps Traveline and Nottsbus on Demand. The use of these apps would allow employees and visitors to plan specific journeys.

Season ticket loans

- 4.6.4 J Murphy and Sons provide employees with interest free loans to purchase season tickets. The loan is then paid back through the employee's salary.

4.7 Promotion of sustainable delivery practices

- 4.7.1 The following measures could be implemented to make the servicing operations more sustainable for office consumables etc. that are in addition to the industry specific deliveries. The following measures could be promoted by the TPC.
- Consolidating deliveries: Consolidating deliveries would involve combining and reducing the number of vehicle trips where feasible.

- Green vehicles: The use of hybrid, electric and other low carbon emission vehicles that are less harmful to the environment.

4.8 Electric charging facilities

4.8.1 The development will provide Electric Vehicle Charging Points within the car parks. Passive Charging Spaces will also be provided to increase future provision if required.

5 INDICATIVE MODAL SPLIT

5.1.1 The indicative modal split for staff has been based on the 'Method of Travel to Work' mode share for the work day population from the 2021 Census for the Middle layer super output area for Newark and Sherwood 001 & 003. The indicative workplace mode share is shown in Table 5.1 below.

Table 5.1 - Indicative modal split

Mode	Workday population
Car driver	73.8%
Car passenger	11.6%
Bus	2.3%
Taxi	0.3%
Motorcycle	0.8%
Bicycle	2.2%
Train	0.2%
On foot	8.9%
Total	100.0%

5.1.2 The above modal split is based on the 2021 Census and will be recalculated following the baseline travel surveys. Future travel surveys will be undertaken yearly for five years after the baseline surveys.

6 TARGETS AND MONITORING

6.1.1 A Travel Plan requires monitoring, review and revision to ensure it remains relevant to those using the site. This chapter sets out the targets of the Travel Plan and the monitoring and review process. Monitoring and review will be the role of the TPC.

6.2 Aim

6.2.1 The main aim of the Travel Plan is to minimise single-occupancy car trips by promoting and supporting alternative modes.

6.3 Targets

6.3.1 Nottinghamshire Travel Plan guidance sets out that Travel Plan targets should be:

- Should be SMART; **S**pecific, **M**easurable, **A**ttainable, **R**ealistic and **T**ime-bound, and should link to the Travel Plan objectives.
- Should be either an **aim** (i.e reduce the number of people driving by x%) or an **action** (i.e make cycle training available to all employees).
- Targets should be informed by the Transport Assessment and agreed with the Council.

6.3.2 The key targets for the proposed development are to increase bus use, walking and cycling trips and reduce single occupancy car trips. The proposed interim targets are intended to help meet the objectives set out earlier. These targets are as follows:

- Target 1 – Raising awareness
 - Aim to make 100% of survey respondents aware of the Travel Plan through the Travel Information Pack, or noticeboards that will be displayed in the development.
- Target 2 – Maximise the number of employees and visitors walking or cycling
 - Increase walking or cycling by 5% within a five year period.
- Target 3 – Increase the number of employees and visitors who car share

- Aim to increase the number of car sharers by 5% in a 5 year period.
- Target 4 – Increase the use of electric cars
 - Aim to increase the number of electric cars by 5% in a 5 year period.

6.4 Monitoring

6.4.1 The monitoring regime for the development has been determined with reference to the Nottinghamshire guidance and is set out below.

6.4.2 The TPC will organise the initial full multi-modal travel survey to be undertaken when the development is 50% occupied. The specification of the multimodal travel survey will be arranged with NCC prior to being undertaken. However it is likely to comprise the following:

- Business questionnaires to identify site specific details of operations with respect to employees and goods vehicles (to be completed by the site management).
- Pedestrian and vehicular counts at the access to the site.
- Questionnaire/interview surveys of employees and visitors within the site to identify the main mode of transport.

6.4.3 Travel surveys should be undertaken from 50% occupation and then on an annual basis, usually for 5 years. An annual progress report would be submitted to NCC to ensure the Travel Plan is being implemented effectively.

6.4.4 Precise dates of the future surveys will depend on the date of the baseline survey, which will be undertaken from 50% occupation. The surveys will form the basis of the monitoring reports which will be prepared by the TPC and submitted to NCC annually for 5 years.

Review

6.4.5 The Travel Plan itself will be a 'living' document. As such, this will be reviewed and evaluated after three years and made available to the District and County Councils. The requirement for a Travel Plan governing the management of trips to and from the site will continue to operate beyond the formal monitoring period, however voluntary monitoring will be considered every two years thereafter.

7 SECURING THE TRAVEL PLAN

- 7.1.1 The Travel Plan will be secured through a Section 106 agreement for the development.
- 7.1.2 All measures implemented prior to the development being occupied will be funded by J Murphy and Sons, including the production of marketing material. The costs associated with the monitoring reports, surveys and measures required by the TPC will also be funded by J Murphy and Sons.

8 ACTION PLAN

8.1.1 The Action Plan outlines the programme for the implementation of the Travel Plan measures, as and when they are brought forward for development.

8.1.2 The Action Plan will set out tasks, intended implementation dates and funding sources. It is intended to be a live document which will be updated to reflect the outcome on consultation with the local authority, once the first multi-modal survey has been completed. The Action Plan for the development proposal at this stage can be seen in Table 8.1 below.

Table 8.1 - Development Action Plan

Objectives	Measures/Actions	When	Responsibilities
Increase the mode share of employees and visitors walking and cycling from the site	Cycle parking, lockers and changing facilities	Prior to occupation	Developer
	Travel Information Pack	Following occupation	TPC
Encourage users of the site to move up within the sustainable transport hierarchy	Cycle parking, lockers and changing facilities	Prior to occupation	Developer
	Public transport information and cycle training	Following occupation	TPC
	Cycle to work scheme	Following occupation	Occupier
	Public transport season ticket loans	Following occupation	Occupier
Ensure there is no excess on-street parking and servicing	The development provides sufficient parking to prevent overspill parking	Prior to occupation	Developer
	Promote sustainable delivery practice	Prior to occupation	TPC
Monitor travel patterns	Undertake baseline surveys	50% occupation	TPC
	Undertake surveys	Annually for 5 years	TPC



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