

## **ECONOMIC DEVELOPMENT COMMITTEE**

**18 NOVEMBER 2020**

### **PLACES TO RIDE APPLICATION**

#### **1.0 Purpose of Report**

To provide the Economic Development Committee with an update on our application for British Cycling grant funding for a new recreational cycling scheme at Thoresby Vale, Edwinstowe.

#### **2.0 Background Information**

2.1 Members previously agreed to submit a stage one expression of interest to British Cycling for potential grant funding for a proposed cycling scheme that will form part of the Thoresby Vale residential-led regeneration scheme on the 181 Ha former Thoresby Colliery site.

2.2 Officers worked with partners at Harworth Group PLC to submit a proposed outline scheme. The stage one submission can be seen at **Appendix A**. The family-oriented, inclusive facility aligns clearly with our objective in the Community Plan 202-23 to “Improve the health and wellbeing of local residents”.

2.3 The scheme also matches key aims of both the Nottinghamshire County Council’s Visitor Economy Strategy and the Newark & Sherwood District Council Visitor Economy Strategy to “develop Edwinstowe / Forest Corner as a major visitor hub for Sherwood Forest” and deliver “an engaging and distinctive green and active countryside experience” appealing to a growing market seeking “active, family-friendly pursuits”. The proposed scheme will complement the developing Sherwood Forest offer of connecting people with the natural environment and the historic forest landscape, helping to improve the experience for residents and visitors.

2.4 We also engaged with Active Notts and the proposed scheme aligns with their vision which is “to make physical activity the norm for people who live and work in our communities by ensuring everyone can easily take part, volunteer and engage in sport and activity as part of their everyday life”.

2.5 The proposed scheme site is adjacent to Ollerton and Boughton, which is one of Active Notts’ priority areas as one of the most deprived areas in the country. Health deprivation data for the area in which the site is to be located shows that it is within the lowest half and nearby Ollerton is within the lowest 20%. Sport England’s Active Lives Survey shows that the development area is within the second lowest quintile (25.8%), and Ollerton and Boughton is within the first lowest quintile (30.6%) for the number of people (16 years+) who are currently physically inactive.

2.4 In October, we received notification from British Cycling that they had reviewed our stage one application and were pleased to invite us to proceed to the second stage as they believed it had the potential to help them achieve the objectives and aspirations of the Places to Ride programme. Progression to stage two does not guarantee that any proposed scheme will subsequently receive grant funding.

### **3.0 Proposals**

- 3.1 Stage two of the process requires us to submit a more detailed application and business plan, building upon the outline proposals submitted successfully for stage one, to British Cycling prior to Christmas (exact date tbc).
- 3.2 Guided by an allocated Investment Manager on behalf of Sport England and a Cycling Delivery Manager at British Cycling, we will work with our partners at Harworth Group PLC to develop and submit a stage two proposal between now and then. The proposed scheme has an estimated cost of £695,000. We are seeking British Cycling grant funding of £150,000 (22%). If successful, the remaining costs would be met from Harworth PLC. It has been made clear that the Harworth contribution should not be funded via the Thoresby Vale S106 contributions, unless otherwise agreed separately by this Council.
- 3.3 British Cycling anticipate being in a position to announce their decisions regarding grant funding for proposed schemes in January 2021 (exact date tbc). Schemes that are subsequently awarded grant funding will need to be delivered by the end of March 2022. The Thoresby Vale development would be able to accommodate our proposed scheme's delivery within this timeframe.

### **4.0 Equalities Implications**

- 4.1 A key feature of the proposed scheme is that it will be fully accessible and inclusive in line with its purpose to promote recreational cycling for all.

### **5.0 Digital Implications**

- 5.1 In developing the proposed scheme, we will consider potential links with the forthcoming 5G Connected Forest hubs at Thoresby Vale and Forest Corner.

### **6.0 Financial Implications (FIN20-21/71444)**

- 6.1 If the proposed scheme is ultimately successful in securing British Cycling grant funding the Council will be the Accountable Body for the funding.
- 6.2 It is anticipated that Harworth Group PLC will deliver the project and the Council will passport the £150,000 grant funding to contribute to the scheme. Whilst this would not be Council expenditure, it is still capital in nature and would therefore need to be added to the Council's Capital Programme.
- 6.3 Should the second stage of the application be successful a further update report will be brought to this Committee and a report seeking approval to add the scheme to the Capital programme will be presented to Policy and Finance Committee.

### **7.0 Community Plan – Alignment to Objectives**

- 7.1 The aims of the scheme align clearly with our vision in the Community Plan 2020-23 (“...to enable local residents and businesses to flourish and fulfil their potential as well as encouraging more visitors to enjoy all that Newark and Sherwood has to offer”) and the objective to “Improve the health and wellbeing of local residents”.

## **8.0 RECOMMENDATION**

**That Members note the progression beyond the stage one funding requirements and support the progression of a stage two application in conjunction with Harworth Estates and local stakeholders.**

### **Reason for Recommendation**

**To enable the progression of a funding opportunity to enhance cycling provision for the area.**

### **Background Papers**

Nil.

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