

Places to Ride Programme

Stage 2 | Application Form

Before completing your submission, please read the following information regarding Freedom of Information, Data Protection and Counter Fraud. You should only proceed if you are happy to comply with the requirements.

FREEDOM OF INFORMATION

As Sport England is a Public Body we must comply with The Freedom of Information Act 2000. The Act gives members of the public the right to request any information that we hold. This includes information received from organisations such as:

- grant applicants
- grant holders
- contractors
- people making a complaint

Some information is exempt from The Act, such as personal details. If information is requested under the Freedom of Information Act we will release it. If you think that information you are providing may be exempt from release, you should let us know when you apply.

DATA PROTECTION

When you submit an application, you will be required to supply some personal data to allow us to contact you and your organisation about your application. This personal data will be limited to name, organisation, and contact details.

Personal data is collected by Sport England who are the Data Controller.

Your personal data will be handled carefully, and in accordance with the General Data Protection Regulation and associated national legislation, including the Data Protection Act 2018

We will use the information you give us on the application form and in supporting documents for:

- Assessing applications
- Monitoring and managing your grant
- Evaluating our funding programme and the impact achieved
- Reporting anonymised statistics to Government

If it is lawful, necessary and proportionate for us to do so, we will share information with other individuals and organisations such as:

- Accountants, auditors and evaluators
- Other organisations or groups involved in delivering funded projects
- Other Lottery distributors and Government departments
- Other organisations for the prevention and detection of fraud.

If you have provided personal data about anyone other than yourself, please make sure the individual is aware that you are sharing their data with us.

More detailed information about the personal data we collect and use as part of the application process, including the rights you have in relation to your data can be viewed at the link below:

<https://www.sportengland.org/privacy-statement/>

Sport England take its role in preventing and detecting fraud very seriously and take a zero tolerance approach to those who seek to commit an act of fraud, theft, corruption or bribery against us.

We might use personal information provided by you in order to conduct appropriate identity checks. Personal information that you provide may be disclosed to a credit reference or fraud prevention agency, which may keep a record of that information.

It is the responsibility of the Organisation applying to ensure all information contained in the application is accurate. If you provide false or inaccurate information in your application or at any point in the life of any funding we award you and fraud is identified, we will provide details to fraud prevention agencies to prevent fraud and money laundering. If you are a company this will include the names of the Company Directors at the time of the fraud. You must undertake to inform all Directors, Trustees and Committee members of this notice.

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Application Process

The application submission should be accompanied by agreed supporting evidence submitted. Timeframes for submission will be agreed with Sport England

Please review your Action Plan template and contact your Case Manager for more information on the programme objectives, aspirations and the criteria for decision-making.

SECTION 1 | YOUR ORGANISATION

This section requests general contact details for your organisation and is essential for the accurate assessment and administration of your submission.

Organisation name	Newark and Sherwood District Council
Address (please note all correspondence in regard to this application will be sent to this address)	Castle House, Great North Road, Newark Nottinghamshire NG24 1BY
Organisation status	Local Authority
Company Number (if applicable)	
VAT Registration Number (if applicable)	118 1156 95

Lead Contact for Submission

(This will be the lead officer responsible for managing and reporting on any award offered, and for ensuring effective delivery of the submission.)

Name	Richard Huthwaite
Position in Organisation	Business Manager – Tourism
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Telephone	07866 008748

Second Contact

(Organisation decision-maker, i.e. Director, CEO, etc)

Name	Matt Lamb
Position in Organisation	Director – Planning & Growth
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Telephone	01636 655842

SECTION 2 | YOUR Project

Please describe your project, providing an overview of the scope of your project:

Project Description

The project will develop a family-oriented recreational cycling facility for all. Thoresby Vale, Edwinstowe (formerly Thoresby Colliery, the Midlands' last deep mine to close) is positioned in the heart of Sherwood Forest and forms part of a regionally significant regeneration programme by Harworth Group Plc. The cycling project will be delivered by Newark and Sherwood District Council and Harworth as master land developer, forming a central part of a new development that will have a total anticipated gross development value of approximately £170m on completion.

The Thoresby Vale development proposes 800 new homes, a new primary school, a new local centre (incorporating a retained Workshop heritage building), leisure employment uses, Country Park and zip wire. The country park comprises a 350 acre restored colliery tip, which will accommodate cycling trails. Delivery of the wider development has commenced, with the first homes to be occupied in December 2020. The wider development is scheduled to complete within the next decade.

Specific cycling facilities that will be developed through this major regeneration programme, designed to appeal to all ages and making the most of the sites natural assets, include the following:

- Family recreational cycling, walking and running trails;
- Cycling hub with bike hire and café overlooking learn to ride area (Modular Solution)
- Animated 'Learn to ride area' with progression designed into it
- Green Trail with some Blue opt in sections;

The trails will be almost a 'trim trail' for cyclists which will be accessible to all.

Additionally, it is proposed the Workshop heritage building – an historic retained asset, built during the Colliery's heyday - will accommodate complementary uses such as a bouldering/climbing wall for all abilities and a collection point for the Zip Wire which is envisaged to travel down from the summit of the Workshop heritage building.

Following an initial feedback call with British Cycling and Sport England the project team have reviewed the proposed scheme.

The elements of the initial scheme have now been revised taking into consideration the feedback received and the movement between stage 1 and our stage 2 proposed scheme are illustrated in the table below:

Stage 1 Cycling specific elements	Stage 2 Cycling Specific elements (revised scheme)
<ul style="list-style-type: none">- Family recreational cycling, walking and running trails;- Cycling hub with bike hire and café overlooking learn to ride area (refurb of	<ul style="list-style-type: none">- Family recreational cycling, walking and running trails;- Cycling hub with bike hire and café overlooking learn to ride area (Modular

<p>‘Workshop Heritage Building’</p> <ul style="list-style-type: none"> - Learn to ride area for young children - Pump/play track for progression; - Green, blue and red cycle trails; - Skills area; - Dual/slalom downhill (Not currently available in the East Midlands); - Accessible for all cycling trails (Currently liaising with disability groups) 	<p>Solution)</p> <ul style="list-style-type: none"> - Animated ‘Learn to ride area’ for balance bikes. - Small mini-road layout with a progressive straight. - Small Pump Track - Skills Zone - Green Trail with some Blue opt-in sections; which will be accessible to all including an out and back section to the hub building.
<p>Stage 1 Funding Application</p> <ul style="list-style-type: none"> • £750,000 	<p>Stage 2 Funding Application</p> <ul style="list-style-type: none"> • £150,000

For the purpose of the stage 2 elements outlined above the project team wishes to convey that whilst the conversion of the ‘Workshop’ building would have been a good area to house the cycling hub the costs of such a refurbishment would have escalated the total project costs significantly which is why a modular solution has now been favoured.

Whilst the project has been rationalised the project team do not think that this will detract from the overall scheme nor does the project team think these reductions in scale will impact negatively on the outputs this project will achieve.

In the fullness of time the ‘Workshop’ building will be refurbished and house a number of complimentary leisure offers which will only enhance the cycle hub and drive lots of people to site to participate in activity.

The project team wishes to express to the Places to Ride programme board that due to the timing of this large scale development on the Thoresby Vale site that this project has capacity to be able to achieve a much grander cycling project should additional funding become available. Due to the timing of the delivery of the on-site infrastructure being in its infancy this means that the overall development remains fluid and flexible. Newark and Sherwood District Council and Harworth Group have the appetite to scale this project up should any additional funding become available through the Places to Ride Fund.

Programme Objectives

- **Inspired to Ride**
Encourage more people from a range of different backgrounds regardless of gender, age, ability or ethnicity to engage with cycling in all its forms. We want to provide more opportunities for people to enjoy riding a bike in an accessible and inclusive environment; focusing especially on provision that responds to the needs of women and girls and people with a disability.

The 'Learn to Ride' area and graded perimeter trail with opt in features will provide a variety of cycling opportunities for 'all'. The trails will be carefully considered and designed to allow cyclists of all abilities (including people with a disability) to enjoy time and time again. The project team have engaged with national cycling charity 'Cycling Projects' to ensure that this facility caters for all user types. As with Cycling Projects we will also gain input at design stage from Craig Grimes of Experience Community who facilitates slightly more technical off road disability cycling for the adventure cyclist.

From research and consultation the project team are acutely aware that some of the inherent barriers to participation are not the specific 'cycling' facilities but quite often the ancillary facilities such as toilets, café, storage, guidance and somewhere to keep warm and dry. In order to encourage participants from different backgrounds, gender, age ability or ethnicity the ancillary provision needs to be as good if not better than cycling offer. This is particularly prevalent when trying to encourage women and girls or people with a disability.

The project team will therefore endeavour to provide facilities that not only cater for the cycling needs but also wider needs of participants in order to provide a 'Best First Time Experience'.

As part of the cycling development plan for this facility a number of opportunities for both women and girls/people with a disability are being incorporated therefore this project will be established as strong community facility with opportunities for all.

- **Connecting the community**

Invest in opportunities that connect local communities and address barriers to engaging with cycling. Recognise the wider benefits of riding a bike to enable societal benefits such as community cohesion, reducing social isolation and health and wellbeing.

Harworth will develop 800 new homes, a country park and community centre at Thoresby Vale, thereby developing an entirely new active community at the heart of the Sherwood Forest.

An opportunity therefore exists to develop social capital and community cohesion through cycling as an activity. Cycles and cycling are present in most people's lives in the UK without there necessarily being a formal link to 'sport' – the same cannot be said of any other sports. Therefore, as a societal force for good, cycling offers a unique opportunity to engage with a significantly larger section of the UK population than any other physical activity. In research carried out in May, we determined that recent sales of cycles (and gym equipment) have risen by over 600%. Whilst it is unlikely that these levels will be sustained in the long-term, retailers do expect sales of cycling equipment to remain at historically high levels. Cycling also has direct relevance to other key policy agendas ranging from transport, spatial planning and public health.

Cycling is emerging as a likely fore-runner in the Government's plans to support community sport and physical activity as part of post Covid-19 planning. This focus is not sport-led, rather a pragmatic response to social distancing challenges whilst using public transport. It is reasonable to assume that cycling infrastructure, cycling programmes and cycling promotion will play a much bigger part in public life and formal Government sport-policy over the coming years.

Beyond the new residential developments on site this facility through the 'cycling development plan' will engage with other neighbouring communities such as Edwinstowe, Ollerton and Boughton where barriers are already being broken down by the programmes that Active 4 Today (NSDC Leisure arm) are delivering around public health and well-being.

Whilst the aim will be to run some formalised programmes on site for various groups this site will, for the majority of the time be open access therefore the aim will be to create opportunities whereby people will engage in social activity through a self-starter style approach.

- **A Lasting Legacy**

Ensure we deliver a lasting legacy of active environments that provide high quality and affordable opportunities to engage with cycling now, that will continue to be deliverable in the future.

As this facility is based on the edge of Sherwood Forest and incorporated as part of a new residential zone the trails and learn to ride area will be open and accessible for people to enjoy for free. The facility will be able to be booked for regulated activity but this will be at significantly reduced affordable rates to remove many of the barriers associated to regulated activity; one being cost.

As this site is well placed within in a key strategic area for NSDC this location currently drives around 400,000 visits a year to neighbouring facilities within the vicinity of the forest corner. An expectation therefore exists that based on this throughput the facility will be well used by visiting customers and participants also, this will aid the sustainability of the facility and thus allow the operator to keep accessible to all in the way it is intended. In turn, the facility will complement and enhance the existing offer of Sherwood Forest for residents and visitors, helping to increase visitor numbers and dwell time to area, thus contributing to the strategic aim of boosting the local visitor economy

Programme Aspirations

- Deliver cycling facilities that are accessible by walking and cycling and are integrated into the local cycle network. This should be evidenced through the link to or inclusion in the Local Cycling and Walking Infrastructure Plan (CWIP) or other local sustainable transport strategy.

This project aims to provide a multi-use facility that connects newly developed infrastructure and residential, providing employment and physical activity opportunities introducing prospective cyclists from across the borough through engagement with Newark and Sherwood District Council, Active 4 Today and Active Notts initiatives; therefore increasing travel and activity opportunities for residents in surrounding communities.

Newark and Sherwood District Council and Harworth are committed to providing Active Travel links to and from the Thoresby Vale site and working with Nottinghamshire County Council. Providing quality links with wayfinding to surrounding communities such as nearby Edwinstowe, Ollerton and Boughton. The latter two are identified as target areas for Active Notts to increase physical activity among the 16+ category.

This project is also aligned to Nottinghamshire County Council's Local Cycling and Walking Infrastructure Plan (LCWIP). Active Notts have also corroborated that this facility aligns to their plans to make destination facilities more accessible to local community and wider population through appropriate wayfinding and messaging (Ref: Section 3. Document 3.2).

As part of the planning conditions for this development a 'Travel Planning co-ordinator' (TPC) has been appointed for this project. The role of the of the TPC has many different responsibilities such as; being a central point of contact for developers, residents and other stakeholders in relation to all travel planning, creating awareness to relevant stakeholders and deliver all the inherent benefits associated with a reduction in single occupancy journeys, deliver an overarching travel choices behaviour change campaign in order to encourage people to change perceptions around car use and sustainable travel; work with all stakeholders to ensure that full range of sustainable travel options are attractive and accessible including resident engagement and all the operators of the facilities on site.

Some of the specific areas of focus around Active Travel will be along the following points:

Active Travel

- Travel Welcome Packs, given to residents by the Travel Plan Manager upon occupation;
- Arrange discount for residents of any on site hire schemes and services to encourage use and to raise awareness of their provision and everything going on at the Cycling hub
- Create opportunities to incentivise both residents and other local community users to participate in activity at the Cycling Hub facilities.
- Engage with local schools and or local education authority to highlight the benefits of the opportunities at this facility in order to drive participants to site.
- Working with the appointed operator of the cycling hub (yet to be confirmed), Active 4 Today and NSDC to ensure that specific elements of the cycling development plan are fulfilled and supported such as the annual cycling festival events and sportive
- Promotional information on the benefits of walking, cycling, public transport use, and car sharing, and the social, environmental and economic costs of each mode.
- A cycle route map to key destinations, with distances and journey times. The map will also show the location of any public cycle parking facilities, the cycle hub, routes and the learn to ride area.
- Organise biannual active travel promotion events on site in conjunction with NSDC, local cycling clubs, local bike shops etc to encourage cycling and create the mode as a social norm;
- Negotiate with key local small businesses to provide discounts for residents who travel to the store by sustainable modes;
- Organise and promote cycling maintenance course on site for residents run by local professional mechanic. If space is unavailable TPC will look for suitable local cycle shops;
- Encourage active travel to school and work amongst families and children through gamification challenges and provision of incentives;
- Deliver route planning sessions for residents and promote and deliver cycle training in conjunction with NSDC or a local provider;
- Provide residents with discounts for local cycle shops or national organisations e.g. Evans Cycles or Decathlon on bikes, servicing and equipment.
- Liaise with housebuilders and the Developer to remove barriers to cycling within the masterplan; Removal of severances, provision of secure internal or external cycle storage at each unit etc;

It is also envisaged that as part of the ongoing 5G work there will be an autonomous bus service that will travel from Ollerton bus depot which will allow people who are unable to access Active Travel opportunities or who do not own a car still to access the onsite facilities at Thoresby Vale.

As this site will include a new primary school the proposal is to engage with this school and other surrounding schools to promote activity, Active Travel through the usage of this onsite cycling hub.

- Support projects which prioritise creating opportunities to engage people who are new to cycling, especially considering access for women and girls, young people and people with a disability.

As already outlined in the 'Inspired to Ride' objective above this project whilst catering for all user types; we will specifically work with British Cycling's regional team and other partners to ensure that this facility specifically engages with and support the needs of women and girls, young people and people with a disability.

The project aim is to provide all round exceptional cycling facilities that remove some of the intimidation barriers associated with formal sport therefore making it suitable for newcomer's right through to experienced participants, with the expectation that this will increase the number of end users that will benefit from the scheme.

- Double the investment in community cycling facilities through working with projects that can contribute partnership funding to grow the investment in the activity and their local community.

With the wider development totalling £170m, including the creation of a brand new country park in which this facility sits, the opportunity to drive a positive return on social capital to the new residential zone and the wider community is embedded in this heart of this project.

The cycling elements that form part of this bid are the beginning of a larger scheme where the vision is to increase the volume of trails on site and the inclusion of other leisure uses such as a Zip wire, climbing wall, a series of walks and other uses including birdwatching; these uses remain at the core of the future developments at Thoresby Vale.

- **Support a balanced geographical spread of facilities across England.**

The project team have researched other facilities for cycling in the vicinity; the team are acutely aware that other locations such as Sherwood Pines and the National Trust Clumber Park site also offer cycling facilities of varying degrees.

Firstly the team would like to express that during our community consultation for this project some of the feedback leaned towards the fact that Sherwood Pines was often 'overused' and did not offer enough variation for all users.

Secondly, the project team have consulted directly with both Sherwood Pines and the National Trust about the plans for Thoresby Vale and we have developed a varied cycling offer that is different to both of those facilities and also will not detract from their offer; in fact in both cases it will complement what is proposed on both those sites.

Given the proximity of Sherwood Pines it is possible to travel between both facilities completely off-road through traffic free trails therefore we have opened up dialogue with Forestry England about creating the opportunity to share 'bike hire' facilities at both sites. The detail is yet to be finalised but essentially the idea being that participants that hire bikes at Thoresby Vale could off-hire them at Sherwood Pines and vice versa.

During our discussions with both sites they have been extremely supportive which has been documented through emails of support (provided in our submission) and Graham Clark (Cycling Lead for the National Trust) has confirmed that this will support the ongoing development at the Clumber Park site.

- **Align with the 2019 UCI Road World Championships event delivery – creating inspiration and engagement opportunities linked to the major event.**

The 2019 Road World Championships have clearly been and gone and whilst Newark and Sherwood has hosted stages of the Tour of Britain in the past; so there is an appetite to possibly host large scale events in the future this facility is about inspiring people of all ages and abilities to get out and ride a bike.

The project team are discussing the opportunity to host some para-cycling trials on site periodically. Given that the design of this facility will be accessible and inclusive to all, the British Cycling Regional team are keen to explore the opportunity to host some development opportunities for the para-cycling athletes on funded programmes. Competitive opportunities for para-cycling athletes are few and far between therefore providing entry level events for these groups would suit the design of this facility and also the regional team at British Cycling.

- Support a diverse range of projects including those which offer innovative solutions that respond to the needs of different consumers.

NSDC and Harworth Group plc are also project partners in the recently announced DCMS 5G rural testbed fund and this development will be 5G enabled. Opportunities exist through innovation with 5G technology in the area, further improving the value for money of this proposal and DCMS' original pilot programme.

Centred around the ancient Sherwood Forest, the focus of the 5G Connected Forest project will be to explore the potential for 5G applications in the preservation of forests and their environment, and in enhancing the experience of visitors to the forest and surrounding area.

From robotic environmental management and non-intrusive live monitoring of the health of a forest, to live AR and VR experiences for visitors of all ages, and inspiring public transport users; the project will also investigate business models that can enable operators to boost rural connectivity and create innovative applications with the potential for commercial development.

The project team are engaged with Ceren Clulow (Head of Digital) at Nottingham County Council and Nottingham Trent University to explore how the 5G testbed pilot can be embedded within this facility to assist with Data Capture and potentially in the fullness of time animating or activating the site to enhance its digital offer (Ref: Section 2 Document 2.6).

- Support projects that embrace efficiency and appeal to a broader consumer base through co-location with different sports or community facilities responding to local needs

As the cycling hub will be located in a new country park, along with 800 residential homes that will have direct cycle access to this facility the Thoresby Vale project is creating opportunities for 'Active Lives' through the creation of an active environment on this development. Along with the cycling hub the intention, in the fullness of time is to fill the 'Workshop' building with mixed leisure uses (climbing wall, soft play, café's, bar/eatery and zip wire) and some slightly more traditional community uses. The potential to also develop a medical practice on site is also still under discussion so opportunities to incorporate public health outcomes directly on site are still very much part of the vision and also form part of the 'Cycling Development Plan'.

Why is your project needed?

Please provide a summary of why your project is needed.

This is simply why you have been motivated to apply. It will mean telling us more about your situation, the people you engage with through your organisation and who live in your community, and what they need. If you are asking for a large-scale request this should include information on the strategic need for your project.

This project is needed to emphasise the 'active' nature of Thoresby Vale's new community - providing the residential development, surrounding communities and diverse wide ranging visitors with engaging new opportunities to be active. Cycling is widely regarded as an activity for

all the family to enjoy together, with significant benefits for physical and mental health and wellbeing. It provides many opportunities for progression and talent pathway. It also provides a range of opportunities for volunteers.

Covid - 19

The global pandemic has highlighted the many benefits cycling presents to support people's physical and mental wellbeing. Judging by the success of the government's heavily over-subscribed *Fix Your Bike Voucher Scheme*, significant numbers of people are returning to cycling or indeed are taking it up for the first time. Many will be unfamiliar to cycling on the highway which, even during quieter periods, can be off-putting and act as a barrier.

Mental wellbeing has come to the fore during the pandemic. There is no shortage of research demonstrating the benefits to mental wellbeing of regular physical activity.

Many other local authorities up and down the country are also encouraging people to cycle to work as an alternative to public transport and to driving.

NSDC's Community Plan 2019-23 (Ref: [Section 2. Document 2.0](#)) sets out the strategic framework and its current policies. Spatial Policy 5 confirms the development of four strategic sites (including Thoresby Colliery) to meet the housing and employment needs of the District over the period. Policy ShAP4 allocates land at Thoresby Colliery as a strategic site for housing, employment land uses (10ha), a community centre comprising leisure, community and retail to meet local needs, and associated green transport and other infrastructure.

NSDC also have other strategic documents that support the top level objective in the NSDC Community Plan "*Improve the health and wellbeing of local residents*"; these strategic documents are as follows:

- NSDC Physical Activity and Sport Plan 2018 – 2021 – The ambition is to "*improve access and participation for all and make physical activity and sport a part of everyone's life*" (Ref: [Section 2 Document 2.2](#))
- Other related documents are the 'Forest Corner Masterplan' which is an emerging masterplan devised with the aim of improving facilities and visitor experiences in the vicinity of the Forest Corner (including Thoresby Vale). Tourism Strategy 2020 – 2023 which also re-enforces the importance of this area in terms of providing destination facilities for people to be active and visit the area which supports the local economy. Activity and physical well-being plays a huge role in this given the extent of the visitor attractions in the region.

Subsequently Notts County Council have also identified that this facility is aligned to their strategic document '*Getting Active Together 2017 – 2021*' (Ref: [Section 2 Document 2.3](#)). NSDC has also received a letter of support from the Strategic Director (Kerryn Chamberlin) at Active Notts outlining how this proposal also aligns to the strategic aims of Active Notts (See [Letters of Support Folder 2.8](#)).

Nearby Ollerton and Boughton sit within the top 10% and 30% most deprived areas of the country respectively ([REF Section 2 Document 2.11](#))

This project builds on the benefits that the site's wider redevelopment will produce over the next decade:

- Onsite development of 800 new homes which will predominantly be aimed at family housing, with a 7.5% affordable housing mix across the site. This project will provide safe,

traffic-free opportunities for families, young people, people with disabilities and the vulnerable to be active;

- Improved experience for regional, national and international visitors to the area, complementing the visitor offer of Sherwood Forest as a destination;
- Nearby Sherwood Pines MTB trails will be complemented by Thoresby Vale due to its topography and terrain. Working with the British Cycling Regional Team to ensure the two facilities complement and support one another, for example in the fullness of time Thoresby Vale will provide opportunities for gravity/downhill riders whereas Sherwood Pines doesn't; this project will include a simple, fun learn to ride area where children on balance bikes can learn the basics in line with British Cycling's Ready Set Ride programme. Therefore, the two centres will not directly compete with each other as they will offer different yet complementary active opportunities. An opportunity exists to also be able to rent a bike at Thoresby Vale and then drop it off at Sherwood Pines therefore giving participants the flexibility to off hire bikes and equipment at other locations. This would also be a flexible offer given to the operators at Sherwood Pines; this has been discussed and further details will be required once Thoresby Vale has an appropriate operator in place; and
- Connecting local communities via better infrastructure. Harworth, NSDC Planning department and Nottinghamshire County Council Highways department will work together to ensure best practice is met when developing suitable cycling and walking infrastructure on-site. Equally, NSDC and Harworth are actively engaging with stakeholders in the area including RSPB, Nottinghamshire County Council and Thoresby Estate to ensure that the site is connected to the wider communities of Edwinstowe and other local destinations such as RSPB Sherwood Forest Visitor Centre, which has benefited from significant investment in recent years.

Connected to the UK's four grand challenges, there is significant evidence that physical activity such as cycling can help to remedy many critical public health issues (e.g. sedentary behaviour, obesity and mental illness). However, public open space is often not fully utilised in association with new residential developments. This project challenges, through a user-centred approach, the benchmark for new public open spaces on developments across the UK.

Community Consultation:

Newark and Sherwood District Council have carried out a wide ranging detailed community consultation to understand what the surrounding community want and need. An overview of the findings are below and the full results are detailed in *(Folder; Section 2 Document 2.7)*

- The vast majority of respondents identified as members of the public
- Most respondents already cycle a few times per week
- Access to a local, traffic-free cycling facility would definitely increase respondents' participation in cycling
- Current cycling facilities in the Sherwood Forest area are rated mainly as 'Satisfactory' or 'Good'
- Respondents mainly said they would use any new cycling facilities in the Sherwood Forest area 'Regularly' or 'Occasionally'
- Respondents' main motivations to become users of a new local cycling facility would be 'To improve my health and wellbeing' or 'To spend time with my family and friends'

- The majority of respondents would prefer to get involved in 'Casual recreational rides'
- The most important additional facilities would be 'Toilets'; 'Accessibility for all'; 'Car parking'; 'Safe cycle storage / parking'
- Respondents completing the survey on behalf of a group, club or organisation thought their members would use new cycling facilities in the Sherwood Forest area 'Very regularly'
- The main motivations for their members would be 'To improve their health and wellbeing' or 'To gain cycling confidence in a safe, traffic-free environment'
- Their members would potentially get involved in 'Organised recreational rides' or 'Casual recreational rides'
- The most important additional facilities for their members would be 'Accessibility for all'; 'Toilets'; 'Bike and equipment hire for all abilities'; 'Food and drink outlets'
- 29 free text comments were also provided.

The consultation also returned a number of additional comments and when we asked "What would be your main motivations to become a user of a new local cycling facility?" the following additional comment was returned:

"Mountain bike trails are the imperative here! Sherwood Pines is over run and too busy, the audience for high quality engaging single track MTB trails is enormous and Thoresby pit tip has the elevation to create something really useful and attractive. Alongside high end red and black trails, blue and green trails would cater for families and children but importantly allow them to progress as their skills and confidence develops. There are loads of excellent trail centres in the UK, come of the first centres every created (in the world) are ours, we have a tradition and Sherwood Forest deserves to have more than just the Pines as a go-to trail centre."

This comment re-enforces the 'need' for additional, complementary facilities in the area and demonstrates that existing facilities are often too busy which detracts away from the customer experience; often putting people off from participating in cycling as an activity.

The National picture

Public Health England, the NHS, Sport England, Active Notts, Newark and Sherwood District Council all have strategic documents which extol the benefits of cycling to the general population and the potential cost savings to the Exchequer of a healthier nation.

Furthermore, British Cycling states that it wants to continue, "to ensure that cycling is truly inclusive."

Following unprecedented levels of walking and cycling across the UK during the COVID-19 pandemic, in May 2020 the Government announced a [£2billion package to create new cycling and walking initiatives](#) to relieve the pressure on public transport to boost greener, active transport.

In November 2020 the Government announced a further [£175 million to create safe space for cycling and walking](#) as surveys and independent polls show strong public support for high-quality schemes. These will give people more opportunities to choose cycling and walking for their day-to-day journeys, as part of wider government plans to boost active travel.

This project will help support the Government's aim to get more people cycling as part of their everyday lives thereby helping to reduce carbon emissions and improve health.

Bicycle ownership amongst children, cycling to school and disability cycling statistics

Just 6.6% of people with no disability cycled three times a week, compared to only 2.6% with a limiting disability.

In England 83% of children aged 5-10 own a bicycle, higher than for any other age group. (National Travel Survey 0608, figures from 2016/18). However less than 4% of them travel to and from school on a bicycle.

Just 2% of 5-10-year-olds, and only 4% of aged 11-16-year-olds cycled to and from school. For all 5-16-year-olds, just under 3% cycled to and from school. This is a higher figure than it has been since 1995/97 – it has ranged from 1% to 2% over this period – but involves so few children that year-on-year fluctuations should be viewed with some caution.

Statistics from [2019 National Travel Survey and Active Lives Survey](#).

Cycling Projects *(See Letters of Support Folder 2.8)*

We have spoken in detail with Ian Tierney of Cycling projects (A national disability cycling charity for Inclusive cycling) who have expressed that the this area of the East Midlands is of strategic importance for them to deliver ‘Wheels for All’ programmes. Cycling Projects are in the final stages for delivering a pilot for ‘Inclusive Bikeability’ tuition. Cycling Projects would ideally like to run this pilot on a traffic free facility similar to Thoresby Vale. Cycling Projects have run sessions based at Harvey Hadden Cycle Circuit in Nottingham; however this has not been as successful as it could be therefore they have identified this area being of Strategic need.

Experience Community *(See Letters of Support Folder 2.8)*

Similar to Cycling Projects we have engaged with Craig Grimes of Experience Community (a dedicated off road inclusive cycling organisation catering for the slightly more technical aspect of disability cycling. Experience Community have set up a dedicated facility at Leeds Urban Bike Park however; Experience Community is also looking to set up satellite facilities at strategic locations across the UK. Craig Grimes has again similarly to Cycling Projects identified this area of the East Midlands as being of strategic importance. This facility would provide both Cycling Projects and Experience Community with the necessary facilities to deliver their respective disability cycling programmes.

Volunteers

As part of the ongoing work included in the Cycling Development Plan the aim will be, at some point to create a community recreational cycling club attached to the facility. This will create opportunities for volunteers. It is noted from research carried out that one volunteer enables up to eight participants to be active. Volunteering is also linked to an increase in one’s self-efficacy, self-esteem, emotional well-being and resilience. As well as the opportunity to create a community club other opportunities for volunteers will be prevalent at this facility as a lot of the activity will be self-generated; British Cycling’s Breeze Champions, for example will be able to access these facilities to start and finish social female only rides which are all completely reliant on volunteers with input from British Cycling. Clubs will be able to host training and events at this facility which will also create opportunities for volunteers.

Through the work that Active4Today (A4T) facilitates with local communities they are engaged on a multitude of levels to embrace and encourage people to volunteer to support their local community in any way they can. A4T currently employs an Active Lifestyles Officer and an

Inclusion Officer and developing volunteers to support activity across the District.

What will you achieve as a result of the project?

Please provide a summary of what you hope your project will achieve.

This is about the difference your project will make. It will mean telling us more about how the project will benefit the people you want to engage and the community. You'll describe what you want to do and how that will meet the identified needs.

The opportunity exists to create a family-oriented recreational cycling facility for all (young children, novice first timer's right up to experienced cyclists); the hub is also proposed to be fully accessible for users with complex needs.

There are currently 17 British Cycling affiliated clubs ([Section 3 Document 3.1](#)) within a fifteen mile radius of the site, with approximately 1,400 members - of which four are Accredited Go-Ride Clubs (specifically set up to cater for children and be more family-friendly) with a combined membership of 552. We are working with British Cycling's East Midlands Cycling Delivery Manager and Regional team to ensure that we not only sustain these clubs but also grow them in line with the Delivery Manager's regional aims and objectives.

This project is predominantly a family-oriented, recreational (mass market) facility to encourage people to take up or rediscover cycling. The site also lends itself to some challenging off road cycling, due to the gradients which allows for some gravity-style events (downhill or dual slalom). This places the facility as the only one in the East Midlands (according to British Cycling representatives) with the ability to offer this type of cycling, which differentiates it from and complements existing nearby facilities.

As well as a cycling provision, the project will also create a very friendly unthreatening social gathering environment for friends, families and visitors of all ages and abilities with opportunities for people to be active who would perhaps not otherwise have had the propensity to do so. Working with British Cycling and other stakeholders, we will provide volunteering opportunities through club sessions or events. Sport England research suggests that one volunteer enables eight participants into activity. Volunteering supports increased self-efficacy, self-esteem, emotional wellbeing and resilience.

With a new primary school being built on the site in the fullness of time, we will be engaging with them throughout to ensure that cycling/active travel is embedded from the outset with cycling provision and connected routes to and from the school (these are already outlined in the site masterplan), the cycling hub and residential housing.

The Thoresby Vale masterplan is currently being updated and Harworth are keen to investigate how Active Travel opportunities can be embedded throughout the site masterplan and, specifically, how Sport England's Active Designs principles could be integrated. Increasing the use of the site through physical activity will ultimately make the wider development more popular, helping to deliver one of the North Midlands' largest regeneration schemes. The project has also, as part of a planning condition, appointed a Travel Planning Co-Ordinator (TPC) in this case is an

organisation called Mosodi. The TPC has many different responsibilities such as; being a central point of contact for developers, residents and other stakeholders in relation to all travel planning, creating awareness to relevant stakeholders and deliver all the inherent benefits associated with a reduction in single occupancy journeys, deliver an overarching travel choices behaviour change campaign in order to encourage people to change perceptions around car use and sustainable travel; work with all stakeholders to ensure that full range of sustainable travel options are attractive and accessible including resident engagement and all the operators of the facilities on site.

Some of the specific areas of focus around Active Travel will be along the following points:

Active Travel

- Travel Welcome Packs, given to residents by the Travel Plan Manager upon occupation;
- Arrange discount for residents of any on site hire schemes and services to encourage use and to raise awareness of their provision and everything going on at the Cycling hub
- Create opportunities to incentivise both residents and other local community users to participate in activity at the Cycling Hub facilities.
- Engage with local schools and or local education authority to highlight the benefits of the opportunities at this facility in order to drive participants to site.
- Working with the appointed operator of the cycling hub (yet to be confirmed), Active 4 Today and NSDC to ensure that specific elements of the cycling development plan are fulfilled and supported such as the annual cycling festival events and sportive
- Promotional information on the benefits of walking, cycling, public transport use, and car sharing, and the social, environmental and economic costs of each mode.
- A cycle route map to key destinations, with distances and journey times. The map will also show the location of any public cycle parking facilities, the cycle hub, routes and the learn to ride area.
- Organise biannual active travel promotion events on site in conjunction with NSC, local cycling clubs, local bike shops etc to encourage cycling and create the mode as a social norm;
- Negotiate with key local small businesses to provide discounts for residents who travel to the store by sustainable modes;
- Organise and promote cycling maintenance course on site for residents run by local professional mechanic. If space is unavailable TPC will look for suitable local cycle shops;
- Encourage active travel to school and work amongst families and children through gamification challenges and provision of incentives;
- Deliver route planning sessions for residents and promote and deliver cycle training in conjunction with NSC or a local provider;
- Provide residents with discounts for local cycle shops or national organisations e.g. Evans Cycles or Decathlon on bikes, servicing and equipment.
- Liaise with housebuilders and the Developer to remove barriers to cycling within the masterplan; Removal of severances, provision of secure internal or external cycle storage at each unit etc;
- Generating a British Cycling Membership package to form part of the residential benefits package for new home owners. British Cycling have launched a Commuter Membership package and tailor something towards families to promote activity on site. This has been discussed between Chris Taylor (TPC) of Mosodi and Steve Johnson (BC Regional Delivery Manager) and is being progressed through the British Cycling Membership Team currently.

The site also falls within the proposed introduction of 5G and is a partner in this government pilot scheme. The site will potentially accommodate a 5G innovation hub within the Workshop heritage building, this site has the opportunity to be innovatively activated. Data Collection of participants through 5G tech is an attractive proposition for the collection of both quantitative and qualitative monitoring and evaluation purposes.

The project team are engaged with Ceren Clulow (Head of Digital) at Nottingham County Council and Nottingham Trent University to explore how the 5G testbed pilot can be embedded within

this facility to assist with Data Capture and potentially in the fullness of time animating or activating the site to enhance its digital offer (Ref: Section 2 Document 2.6).

Centred around the ancient Sherwood Forest, the focus of the 5G Connected Forest project will be to explore the potential for 5G applications in the preservation of forests and their environment, and in enhancing the experience of visitors to the forest and surrounding area.

From robotic environmental management and non-intrusive live monitoring of the health of a forest, to live AR and VR experiences for visitors of all ages, and inspiring public transport users; the project will also investigate business models that can enable operators to boost rural connectivity and create innovative applications with the potential for commercial development.

Opportunities to work more closely with community amenities will help to address some of the health and wellbeing inequalities identified across the authority, referenced in the Newark & Sherwood District Council Community Plan 2019 - 2023.

Should we progress to through the process then a detailed business case, cycling development plan will be made available.

As a well-known and popular recreational destination, Sherwood Forest attracts 400,000 – 500,000 people per year. Although we would not assume that the cycling facility would receive this volume of visits, certainly within its first year, it is reasonable to assume that a proportion of approximately 20% of this volume of visits would also frequent the Thoresby Vale Cycle Hub and associated facilities given its proximity and opportunities for promotion. It is worth noting that the facility will be promoted to residents and visitors through NSDC's established destination marketing programme for Visit Sherwood Forest (<https://visitsherwoodforest.co.uk/>), particularly as part of its Get Active (<https://visitsherwoodforest.co.uk/get-active/>) offer. This means it will be promoted through the destination website, social media channels and included in regional and national multi-media promotional campaigns. To take full advantage of these marketing opportunities, NSDC, Harworth and the appointed operator will work together to create an appealing attraction brand identity for the facility.

Also working with NSDC arm's length leisure charity 'Active 4 Today' (A4T) the ambition is to deliver regular activities as per some of the other facilities across the portfolio that Active 4 Today operate and therefore again Thoresby Vale will be marketed and advertised via a series of social media channels that will drive footfall and participants to site.

Active 4 Today has also supported a local Primary Academy in the development of a full size sports hall building, which is available for school use, and in partnership with A4T secured funding to open the building up to the community. The funding application to Sport England included software and court markings which would enable the building to be used by community clubs and organisations in the evenings and weekends. Now, A4T manages the administration of all the bookings as well as supporting the user groups from a sports development angle, with coaching, volunteering, club development support.

A4T sports development team provide support and officer time to a local voluntary sports forum, Newark and Sherwood Sports Council. This is a forum where all district based sports clubs can share ideas, resources and ultimately raise the profile of sport and physical activity in the district.

The work experience and VISPA volunteering schemes is a crucial tool to recruit new volunteers into sports activities both in clubs and leisure centres. This is particularly focussed on the 14+ age group, encouraging young people to get involved in volunteering in their community and gaining

valuable experience and qualifications to potentially secure a job in the sports and leisure industry.

Performance Impact	Baseline	Year 1	Year 2	Year 3	Year 4	Year 5
Participants	n/a	90,488	95,012	101,663	111,830	125,249
Throughput	n/a	137,972	168,832	202,465	240,683	283,143
Volunteers	n/a	15	16	17	19	21

How will you make it happen?

Please provide a summary of how you will manage the capital delivery and ensure the long-term objectives of the project are achieved.

This will mean explaining how you will deliver the project build as well as providing information on how the project will be able to keep going over the longer term, including how it will help to develop cycling in your community over a period of time.

Newark and Sherwood District Council is working in partnership with Harworth Group Plc who are delivering the overall Thoresby Vale development scheme; other stakeholders include:

- British Cycling Regional Delivery Manager: - to ensure that what is developed on site fits with the Regional Delivery Plan for the East Midlands. This will evolve into a more detailed Cycling Sports Development Plan as the project progresses.
- Bike Track:- The project team has also had extensive design input from recognised trail building company, Bike Track, to develop a concept design and this will continue as the project progresses. Bike Track was involved in the Award Winning (MTB Trail of the Year) Leeds Urban Bike Park project and is familiar with what we are trying to achieve at Thoresby Vale.
- Nottinghamshire County Council: - Acting as adjacent land owner and highways authority, to assist in delivering the wider connection and consistent wayfinder signage.
- RSPB: - Maintain and operate adjacent Sherwood Forest Country Park and Sherwood Forest Visitors Centre. The project is conducive with the district and county tourism strategy to enhance the visitor experience at Sherwood Forest and with implementing the wider connections.
- Nottinghamshire County Council and Nottingham Trent University:- 5G Connected Forest project team being led by Ceren Clulow Head of Digital at Nottinghamshire County Council.
- Active 4 Today: - the arm's length leisure charity for Newark and Sherwood District Council has been extensively involved in the Cycling Development Plan and ensuring that some of the targets outlined in that document are achievable. Active 4 Today will remain engaged in this project and will review the Cycling Development Plan periodically with input from the

Operator of the facility and indeed British Cycling’s regional team.

- To date the project team have identified 4 potential operators for this facility. Two are commercially focussed, one is a leisure charity and the other is a Community Interest Company. At this stage it is envisaged that this facility will be operated similarly to the Leeds Urban Bike Park and all who have expressed an interest share this thought process. The benefits of having a more commercially focussed operator could lend itself well to the sustainability of a facility of this nature. More details around the operator can be seen in the ‘Business Case’ contained within section 4 of this application.
- Experience Community:- Deliver an off road disability offer. Whilst Bike Track have experience in delivering many trail centre projects nationally, the purpose of engaging with Experience Community is to specifically ensure that all facets of this project meet with the needs of the off road disability community which are imperative if the project is to be accessible to all.
- Cycling Projects:- engagement with Ian Tierney of Cycling Projects who are looking at delivering the ‘Wheels for All’ programme at this venue which will bolster the Cycling Sports Development plan and long term sustainability of the project.
- House Builders:- Barratt Homes and Blossom Homes are

The above identified stakeholders have and will continue to feed into the development plan and business plan which will allow us to identify the best operating model. Newark and Sherwood District Council and Harworth Group will work in partnership to continue to identify a suitable operator; we are currently in discussions with 4 potential operators. Plans will be subject to approval through Newark and Sherwood District Council’s Committee process.

The wider development of Thoresby Vale is being delivered by Harworth Group PLC who has extensive experience of delivering regeneration projects of this scale and is extremely well-placed to offer guidance when necessary to ensure this project is delivered on time and on budget.

SECTION 3 | Financial Information Summary

Total Project Cost	£1,323,873
Award Request	£150,000
Partnership Funding	1,173,873

Please provide details of the sources for partnership funding for your project:

Partnership funding Source	Amount	Cash / In-kind	Confirmed Y/N
Harworth Group plc	£1,173,873	Direct Investment	Y
Harworth Group plc (Over the duration of the project Harworth	£50,000	In-kind through nil-cost staffing contribution	Y

<p>Group will be investing in Mosodi; the appointed Travel Planning Co-ordinator. Mosodi have been actively feeding into the Cycling Development Plan to assist with activating the Cycle Hub and generating revenue for initiatives to be run at the Cycle Hub alongside Active 4 Today, Newark and Sherwood District Council. It is envisaged that other initiatives (including Active Travel) around the housing development and local including generating a benefits package for new residents to utilise the new Cycle Hub and cycling facilities on site).</p>			