

## **Appendix 1**

### **Supplementary information regarding the proposed cycle track at Hoblingwell Recreation Ground**

**(the numbering below follows the numbering system of the Committee report)**

#### **Background**

- 3.1 The increase in 2018 of youth crime/Anti-Social Behaviour in the Cray Valley West Ward included arson attacks in St Pauls Cray Recreation Ground and Sandway Park.

250 children aged 9-11, from 6 primary schools were consulted during July 2018 as part of the Intervention Programme, these included:

- St Peter & St Paul's Catholic School
- Grays farm Academy
- Midfield Primary School
- Leesons Hill Primary
- Poverest Primary
- Manor Oak Primary

When consulted, pupils felt there were insufficient age-relevant activities in their local area. Pupils were asked what their preference would be, which identified the following, in order of demand:

- Outdoor Urban Art Area (Graffiti Wall).
- BMX track
- Youth Centre
- All weather multi use 3G pitches x 2 (Girls football team)

The feasibility of different proposals was analysed by Officers in terms of:

- cost
- on-going maintenance required
- appropriateness of setting
- ability to engage users and thus provide a satisfactory diversionary activity
- availability of funding opportunities
- wider appeal
- added community value

Existing facilities include skate equipment at Church House Gardens, Crystal Palace Park, Biggin Hill, Tubbenden and Coney Hall Recreation Grounds, plus also an informal BMX track through Mottingham Woods.

- 3.2 Access Sport ([www.accesssport.org.uk](http://www.accesssport.org.uk)) is a London-based charity whose strategic objective is to drive change in the way sport is delivered locally in the UK,

dramatically improving access to sport and all its benefits for vulnerable children and young people.

Access Sport's Making Trax programme helps create new community clubs, tracks, coaches, volunteers and competitions, delivering directly to community partners such as schools, pupil referral units and disabled people's organisations. See Access Sport's [2018 Impact Report](#) and [Case Studies](#) on individuals benefitting from the programme. The programme is run in conjunction with their partners including Sport England, British Cycling and London Marathon Charitable Trust.

In contrast to the overall cycling boom, Sport England's Active People Survey shows that cycling is actually in decline amongst young people. Many believe that the current cycling offer for young people is not exciting, engaging or sufficiently diverse. BMX is a popular Olympic sport that has a unique appeal to young people. The activity provides an excellent tool to engage and develop a lifelong love of cycling.

BMX cycling has natural attributes that make a contribution to getting more people cycling:

- It has the 'cool' factor compared to many other activities
- It is suitable for all ages and abilities, from balance bikes for toddlers to adults
- A low level of skill & fitness is required to start
- For most people BMX is a totally new activity so there is more of a level playing field
- It is safe, off-road and in many cases free to access
- People can participate individually or as part of a group
- It is inclusive of disabled people, including trikes for physically disabled

### **Rationale for proposed location**

- 3.3 The initial proposed site at Midfield Open Space was rejected due to its proximity to large areas of housing, plus also the costs associated with the initial infrastructure required to support a facility and increased on-going maintenance costs, mindful that this is currently not a publicly accessible open space.
- 3.5 Based on a review of the site, the preferred location identified by the Landscape Architect in the Site Appraisal (Appendix 3) document, was Option 4 which is located at the top of the site. This option would include an improved path network around the play area to the new facility, connecting the new cycle track to the playground and hub facilities and providing a good connection from the Chorleywood Crescent entrance across the site from north to south. Virtually level access will also be obtained from the carpark for those with limited walking capabilities. This location does not dramatically compromise any key views, compared to other locations on the site, and offers the opportunity to extend the existing tree planting across the site. This location also has the least impact on both the more natural western area of the site and still allows for maximisation of the eastern area for pitches. A potential downside of this location is a limitation on the size of the facility. However, Access

Sport has consulted expert track designers who have confirmed a high quality facility could still be constructed in this location.

To offset any installation, the proposed location provides an opportunity to strongly increase the biodiversity of the site by introducing further native species and trees, including an orchard, which will also help with views mitigation by creating a buffer zone.

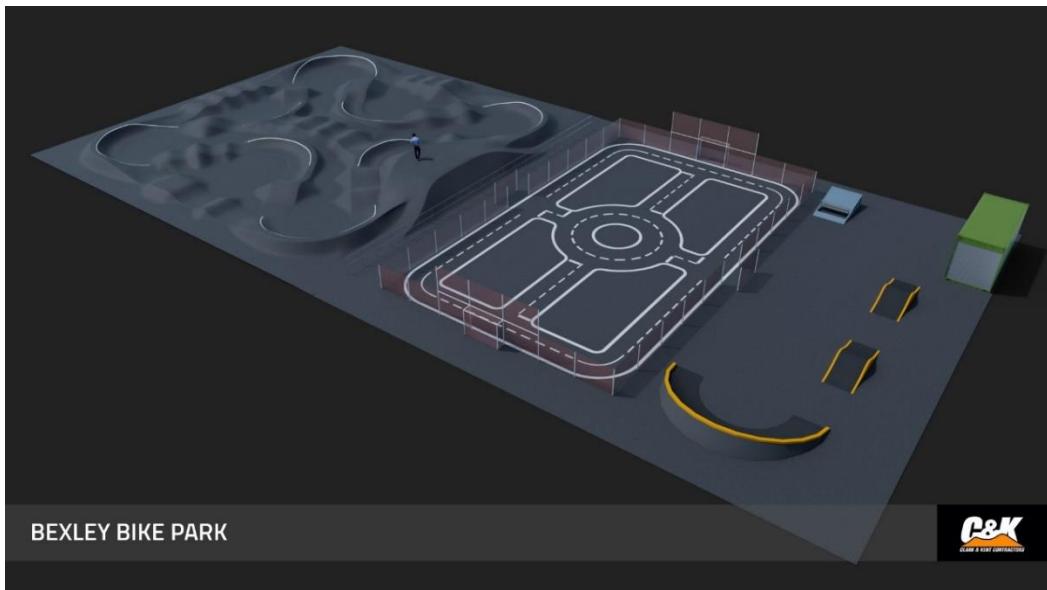
The investigation into the history of the site shows that this area was once wooded and the concept of introducing further parkland planting re-connects the site with its original character. Parkland style planting, where groups of high canopy trees are placed sparingly within the landscape, will help maintain the visual permeability of the site, plus retain sight lines under the canopy of the trees contributing to a sense of safety.

### **Proposed design**

- 3.5 The design of the facility will be exciting and challenging for all abilities, from beginners to experienced riders. Attracting the older, skilful riders is important when recruiting passionate volunteers, while also ensuring that the site is accessible to all, including those with disabilities (the design also includes a DDA compliant path).

The all-wheeled surface means that the facility can be used by any bikes, scooters or skateboards and requires little maintenance. Unlike skate or scooter parks there will be no sharp edges or sheer drops, making it safe and suitable for all. The track will be built following RoSPA guidelines and the images below show what similar BMXs track look like; the current masterplan and supporting site specific information can be found in Appendix 4.





Whilst floodlighting has been discussed, it has not been included within the proposals i.e. the track will be unlit.

### **Initial engagement and feedback**

- 3.6 Local partners include SNT Cray Valley West, local Ward Councillors, Clarion Housing, St Barnabus Church, PlayPlace (who could potentially provide additional diversionary activities for target audiences on the site), local schools and businesses (letters support available on request).

An initial engagement session was also held in October 2019 in conjunction with idverde and stakeholders from the proposed Hoblingwell site including the Friends of the Park and Park Run. Whilst the session identified concerns regarding exacerbation of existing issues with motorbikes etc. on the site; loss of open space and potential conflict with Park Run, there were a number of supportive comments around the benefits of the new facility and the positive effect this could have on the site and wider community.

In addition to the above, comments from the December 2020 wider engagement session included the need for sufficient funds to enable reinstatement, should vandalism occur; leaving sufficient space for dog walkers (the proposed extended meadow area was therefore removed); a request for the Friends group to be involved in the planting design of the proposed landscaping; concerns around permeability of hard services and requests to restrict vehicle movements during the construction phase as much as possible. These comments have been fed into the current design.

## **Formal consultation results**

From the March 2020 consultation, When asked ‘How often do you use Hoblingwell Wood Recreation Ground?’ 136 people responded, 57% (78 people) of respondents said they used the ground on a daily or weekly basis (21% on a daily basis and 36% on a weekly basis). However, 10% (13 people) of respondents said that that they never use the site.

In a multiple choice question regarding why people visit Hoblingwell, the majority of people stated that they are using the recreation ground for play and sports, with 46% (60 people) of respondents visiting to use the play areas, and 39% using for sport (51 people), closely followed by 37% (48 people) visiting for family time. 28% (37 people) said they visited to appreciate the natural environment and 26% (34 people) stated that they were dog walking.

When asked if they supported the bike track proposals, out of 157 responses, 125 were in support of the All Wheel Bike Park (80%) and 15 objected (9%). 17 people were not sure (11%).

Seven main themes emerged, in order of popularity these were:

	No. of responses
1. Good for the kids/something for the kids to do	32
2. Place for children to practice cycling/learn to cycle.	20
3. Good for the area/community cohesion	19
4. It's good exercise for children to keep healthy	16
5. Attracts people to park/Good for the park	11
6. Liked everything about the proposals	6

The fact that the bike park is ‘something for the kids to do was the most common supportive comment, with 32 of the 120 of supportive comments mentioning this reason. This was followed by the fact that it is It provides a place for children to practice cycling or learn to cycle (20 people), and this was closely followed that it is good for the area/community cohesion, with 19 people raising this issue. Comments included:

“Good for kids”

“Good for the kids for something to do”

“Keeping children off streets”

“More activities in the park

“It will be somewhere for myself and overs to go as I am also teenager”

“Everything”

"It's a brilliant idea"

"It would be a great place to come with the kids on their bikes

4 main areas of concern arose from consultees, including:

	No. of responses
1. Motorbikes	13
2. ASB/Vandalism	10
3. Maintenance	4
4. Unsupervised nature of the track	3

Some examples of the concerns received included:

"Motorbikes/quad bikes will use it, including late at night which currently happens in the park."

"Will it be regularly visited by local police patrols?"

"The area being under left unsupervised too much so it becomes overrun by youths"

"Yes. There tends to be regular use of dirt motorbikes currently, with an actual track it will only attract more. This will need to be properly monitored at the early stages with perhaps police presence to deter motorbikes for using and abusing the track"

Of the other infrastructure that people would like to see associated with the new facility, rubbish bins were the most common item with 101 people out of the 128 (79%) who answered this multiple-choice question. This was followed by seating with 92 people (72%) requesting this amenity, closely followed by a Learn to Ride Area with mentioned 92 people (72%). Of the other amenities that people requested that did not fall into the most popular categories - 5 people suggested a café and 4 people suggested toilets.

Out of 138 people that answered the question in the survey, 49% were female, 44% said they male and 7% of people chose not to answer the question. 29% of respondents were completing the questionnaire on behalf of children, with 71% completing it on their own behalf. Out of the 129 people who gave their post codes 100% came from a Bromley post code, with 72% (93 people) from BR5.

## **Club development**

3.11 The role of the community club will be to:

- **Maximise the use of the facility** - running open, accessible club sessions and facilitating outreach to schools, youth clubs, Pupil Referral Units (PRUs) etc. during working hours when most sports facilities are unused. This is especially important during the winter when short daylight hours reduce use to weekends.
- **Help to maintain the facility**
- **Promote the new facility**

- **Provide coaches and specialist equipment**
- **Ensure safety standards are met**
- **Ensure inclusion** - through specialist equipment, sessions and coaches to outreach to various community groups including Disabled People's Organisations. Access Sport have a number of established programmes which will target different groups e.g. women and girls and disabled people.

#### Example timetable for Bromley BMX

	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
Morning	School Outreach	Women On Wheels			School Outreach	Bromley Club Wingz session (disability)	
Afternoon	School Outreach	School Outreach		School Outreach	School Outreach	Bromley Club session	Rock Up and Ride
After school		Mixed after-school club		Girls after-school club			
Evening	Race training		BMXercise				

An integral element of the cycle training that local young people will receive at the club from qualified British Cycling coaches is Bikeability, which will link in with the work of Bromley's Road Safety Team. Young people will also be taught how to look after their bikes so they are safe and roadworthy.

The Club will also offer opportunities for youth leadership training such as the British Cycling Young Volunteers Award as well as access to a variety of qualifications. Access Sport will work with the local community to upskill volunteers with coaching qualifications to enable them to lead formal engagement activities with schools etc. while also providing opportunities for casual employment as part of their coaching pool. These costs will be incorporated within the 115k match funding from Access Sport initially provided, going forwards, it is expected that the Club will be led by volunteers.

As part of the outputs delivered by the grants applied for, participatory activities will include a focus on target audiences. To achieve these outputs, Access-Sport will deliver innovative programmes and initiatives to engage inactive and underrepresented groups, including:

- Community outreach - Access-Sport has developed a bespoke 12 week BMX-cycling outreach-programme that encompasses bikeability, bike maintenance and BMX track skills. Working with numerous local gatekeeper organisations (including schools, pupil referral units and disabled people's organisations) allows the programme to specifically target underrepresented groups and those currently inactive or at-risk of social exclusion.
- BMXercise – fun, friendly, fitness-based BMXing for women. A variable cycling fitness programme based around BMX-track training and designed specifically for women.
- “Wingz” Inclusive Cycling sessions – designed specifically to appeal to and cater for young disabled participants

Access Sport suggest a Service Level Agreement between Bromley and the cycle club is created to set out how the track should be managed and maintained. The track will be an open access public facility throughout the year, available for free casual use as well as structured school sessions and for training by the BMX club. Activities delivered by the Club will be covered by the Club's public liability insurance of up to £10million and the Club will have contents insurance for its equipment. All users will be using the facility at their own risk. Bromley will install appropriate signage at the BMX track to ensure that users understand how to safely use the track while also providing information about joining the club. The Club will be expected to forge links with the new on-site Delegated Sports Manager. Either party will be able to terminate the SLA by giving three months' notice in writing. Should the Club end the agreement the Council will seek to work in partnership with Access Sport to find another Club (see Legal Implications).

It is envisaged that the community Club will have access to the track free of charge (for the purpose of running the Club, delivering training, activities and open days etc.) and will not pay any rent for use. The Club may charge users e.g. schools, its members etc., a small fee, this is not for the hire/use of the track, but for access to coaching and use of equipment. The Club will be a not for profit community sports club affiliated to British Cycling as the national governing body for cycling. Any income generated by the club will be used to sustain its activities, including maintaining equipment for community use and training new volunteers. With casual use, users can bring their own bikes and therefore access the track free of charge. To ensure access for all, and to ensure compliance with funder requirements, it is not intended that Bromley will receive any income from exclusive hire to third parties.

The Access Sport fee of 20k is not at full cost and represents a small contribution towards the Access Sport team who have already been working to develop the project and will continue to deliver the project over the next 18 months (including the track delivery and establishment of the Club, which will be self-managed going forwards after 2022) in partnership with idverde and LBB.

### **On-going maintenance**

- 3.8 Professional and experienced track builders, who have worked in partnership with Access Sport previously to deliver successful schemes, will ensure that the track is

durable and long-lasting, with minimal maintenance. Access Sport's recommended model involves the volunteer community club working in partnership with the Council to maintain and care for the track. Overall inspection and maintenance responsibility of the track will remain with the Council at all times, for a minimum of 7 years and up to a maximum of 25 years (dependent on final funder terms and conditions).

In particular:

- Basic routine maintenance will be undertaken by the cycle Club on a volunteer basis. Club volunteers and coaches will inspect the facility prior to delivering any activity, removing any loose material and reporting any major issues to Bromley.
- The construction contract will include a requirement for the facility builders of the track to visit annually to conduct an inspection and service of the facility for the first 3 years at a cost of c£500 per annum. This work will consist of a surface wash with a pressure washer to return it to full condition.
- Annual specialist maintenance from the end of year 3 onwards will be provided by the Council via specialist facility builders at cost of c£500 per annum.

On-going maintenance tasks for the full asphalt facility include:

- Brushing of the asphalt
- Cleaning/washing of the asphalt
- Cutting back of edges of vegetation/turf to maintain full facility width
- Cleaning/rodding of drainage system
- Grass mowing of exterior banks
- Strimming of interior areas
- Litter picking plus extra litter bin collection
- Informal inspections plus annual Inspection Report from professional facility designer

These costs have been incorporated into the 43k of on-going maintenance as highlighted in the main report.

### **Addressing Anti-social behaviour**

3.12 Greenwich BMX in Hornfair Park, Charlton provides a good example of a BMX track helping to rejuvenate a park suffering from anti-social behaviour into a healthy, active park. The community cycle club that will be developed at Hoblingwell will bring regular, structured activity to the park. As in other parks, any ASB would be regulated in the normal way by bylaws with pro-active management by Park Security, the local police and club volunteers and coaches and the on-site Friends group. Increased eyes and ears will help to report any incidences.

