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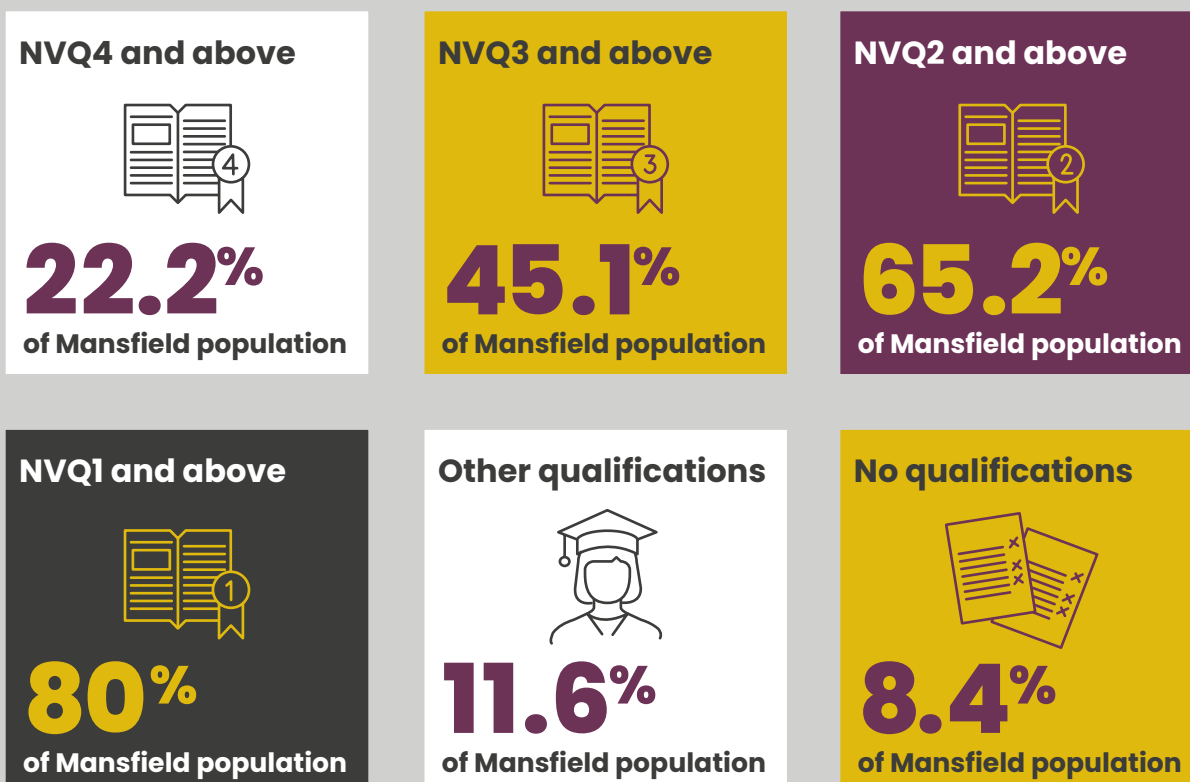
# Evidential Framework



# Education Attainment:

Mansfield is ranked in the top 10% of most deprived places for education, skills and training, contributing to a low skill, low wage economy.

Mansfield has half the number of people qualified to Level 4 compared to the national average and with a higher percentage of people with no qualifications.



## Qualifications (Jan 2019–Dec 2019)

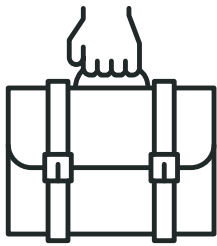
	Mansfield (Level)	Mansfield (%)	Great Britain (%)
NVQ4 and above	14,600	22.2	40.3
NVQ3 and above	29,600	45.1	58.5
NVQ2 and above	42,900	65.2	75.6
NVQ1 and above	52,700	80.0	85.6
Other qualifications	7,600	11.6	6.7
No qualifications	5,500	8.4	7.7

## Local Economy:

Mansfield is heavily dominated by small and medium sized enterprises, particularly micro businesses (0-9 employees), which make up 86.5% of businesses.

The workforce is predominately low skilled and low paid compared to the rest of the UK. The town's ambition is to raise per capita earning levels and encourage high-growth sectors to the area to improve job prospects for people in the district.

### Economically active



**81.1%**

of Mansfield population

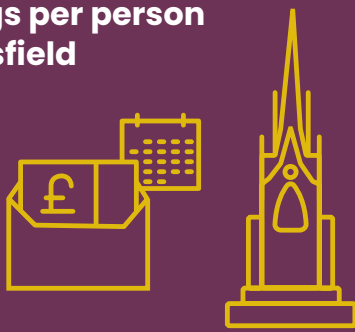
### Unemployed



**18.9%**

of Mansfield population

### Earnings per person in Mansfield



**£22,000**

per person

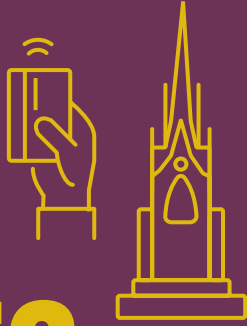
### Earnings per person in Great Britain



**£30,800**

per person

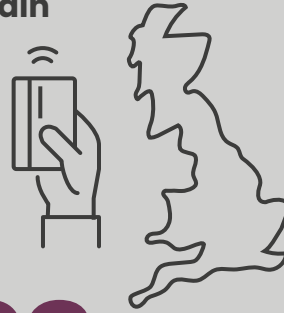
**Disposable income  
in Mansfield**



**£452**

per week

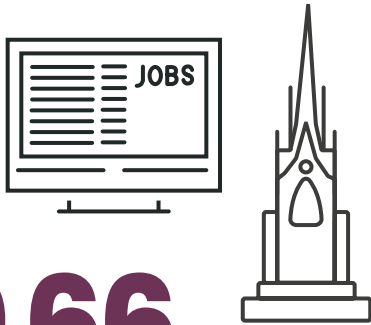
**Disposable income  
in Great Britain**



**£592**

per week

**Jobs density in Mansfield**



**0.66**

jobs per active person

**Jobs density in Great Britain**



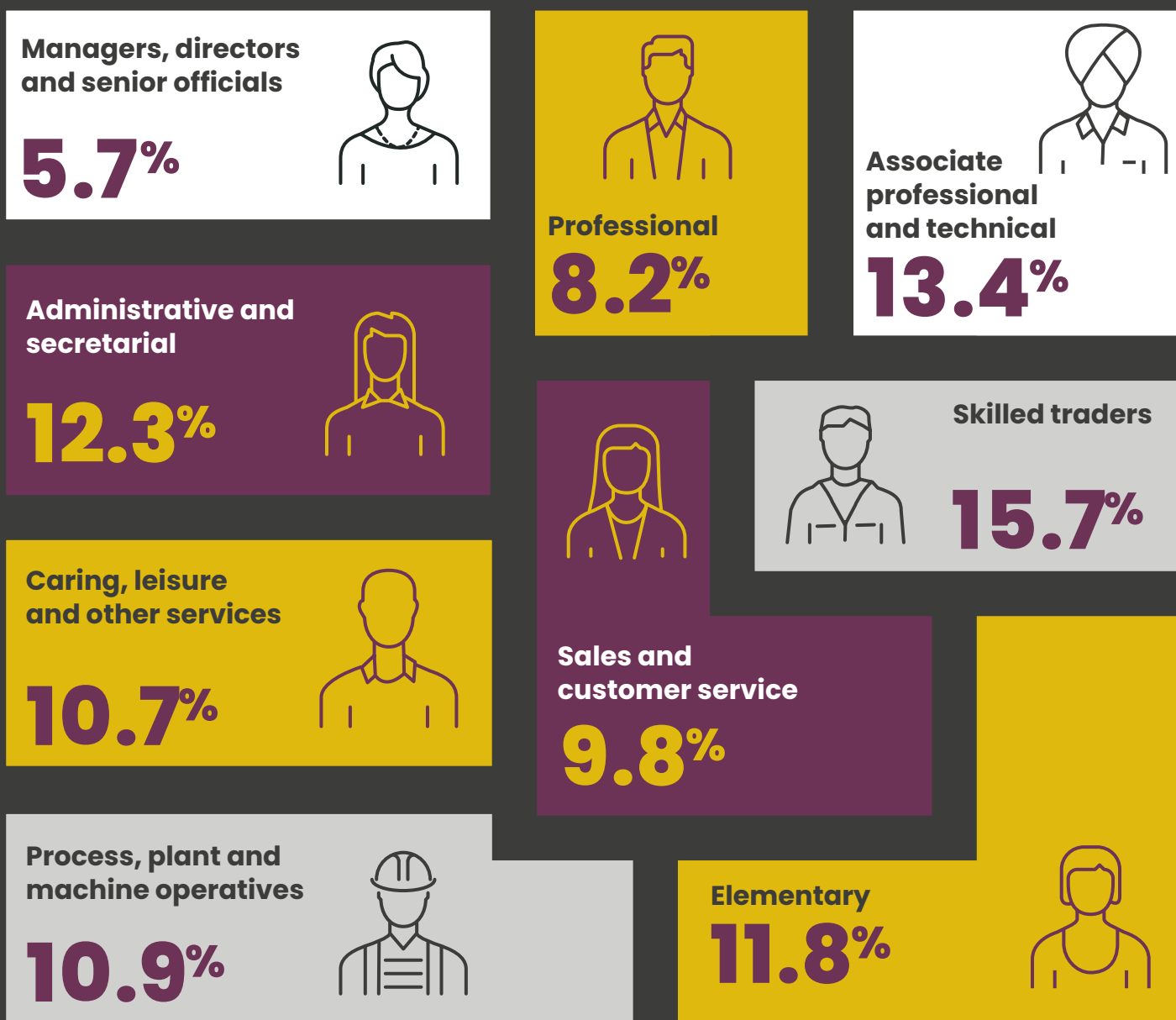
**0.86**

jobs per active person

## Employed and unemployed

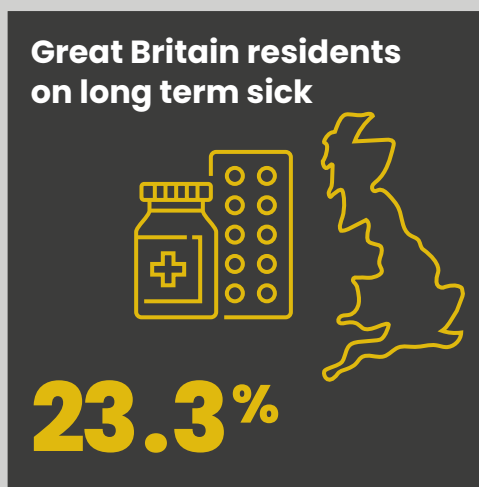
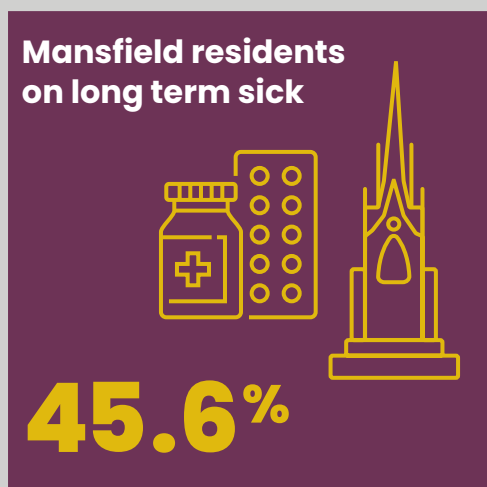
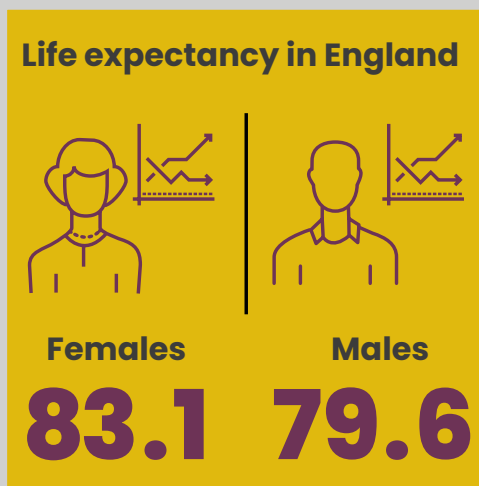
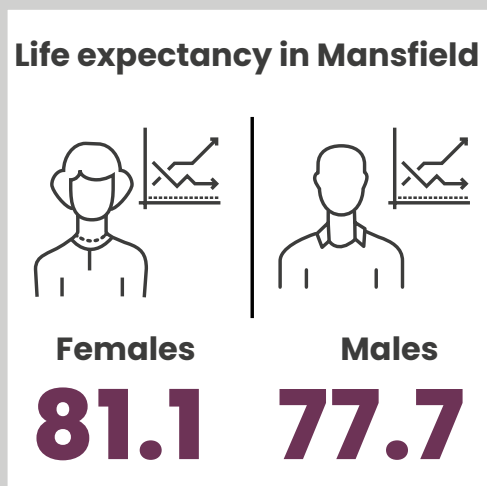
	Mansfield (Numbers)	Mansfield (%)	Great Britain (%)
Economically active	54,800	79.6	79.1
In employment	52,600	76.4	76.0
Employees	47,900	70.8	64.9
Self employed			10.8
Unemployed	2,100	3.9	3.9

## Chart of % of working population by occupation group

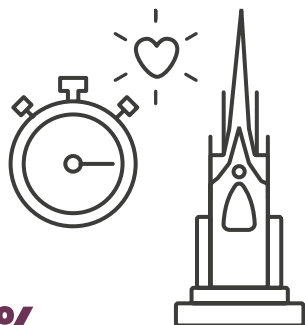


# Health and Wellbeing

According to Mansfield's health profile published on 4 July 2020 by Public Health England, the health of people in Mansfield is generally worse than the England average. Our aspiration is for Mansfield to be a place where people can be happy and healthy. In order to achieve this we must tackle health inequalities and provide opportunity for improved wellbeing.



### Activity figures for Mansfield



**31.9%**

of adults over 16 do less than 30 mins exercise per week

### Activity figures for Great Britain

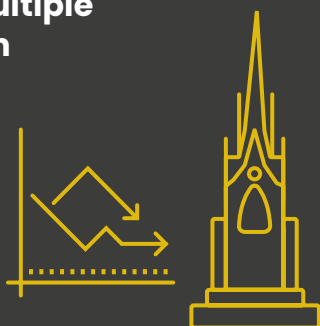


**25.5%**

of adults over 16 do less than 30 mins exercise per week

Mansfield has a significantly higher than average amount of people doing minimal exercise. It is also the worst in the East Midlands.

### Index of multiple deprivation



Mansfield is in the top

**20%** of most deprived districts in the country

## Town Centres:

The Mansfield catchment area has a population of 325,134, with a total of £1,042.3m available to spend on comparison goods.

Of this, the town retains 24.1%, with the rest spent within the wider catchment area or leaking out, largely to Nottingham, Sheffield and Newark.

Available convenience spend stands at £686.4m, with the town retaining only 1.5% of this. For food and drink related activities, there is £292.7m available, with 34.8% retained.



**Available convenience spend stands at £686.4m, with the town retaining only 1.5% of this.**





# Town centres

## Mansfield

Mansfield is fairly well represented by national retailers and has over 200 independent retailers, however, the high street requires investment to encourage diversification and growth.

Vacancy rates are high and post COVID-19 it is expected that, without investment, rates will remain depressed.



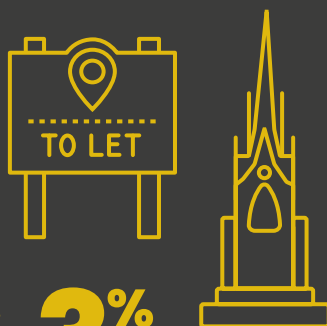
### Footfall



**30%**

decline in 9 years

### Vacancy rates in Mansfield



**16.3%**

empty units

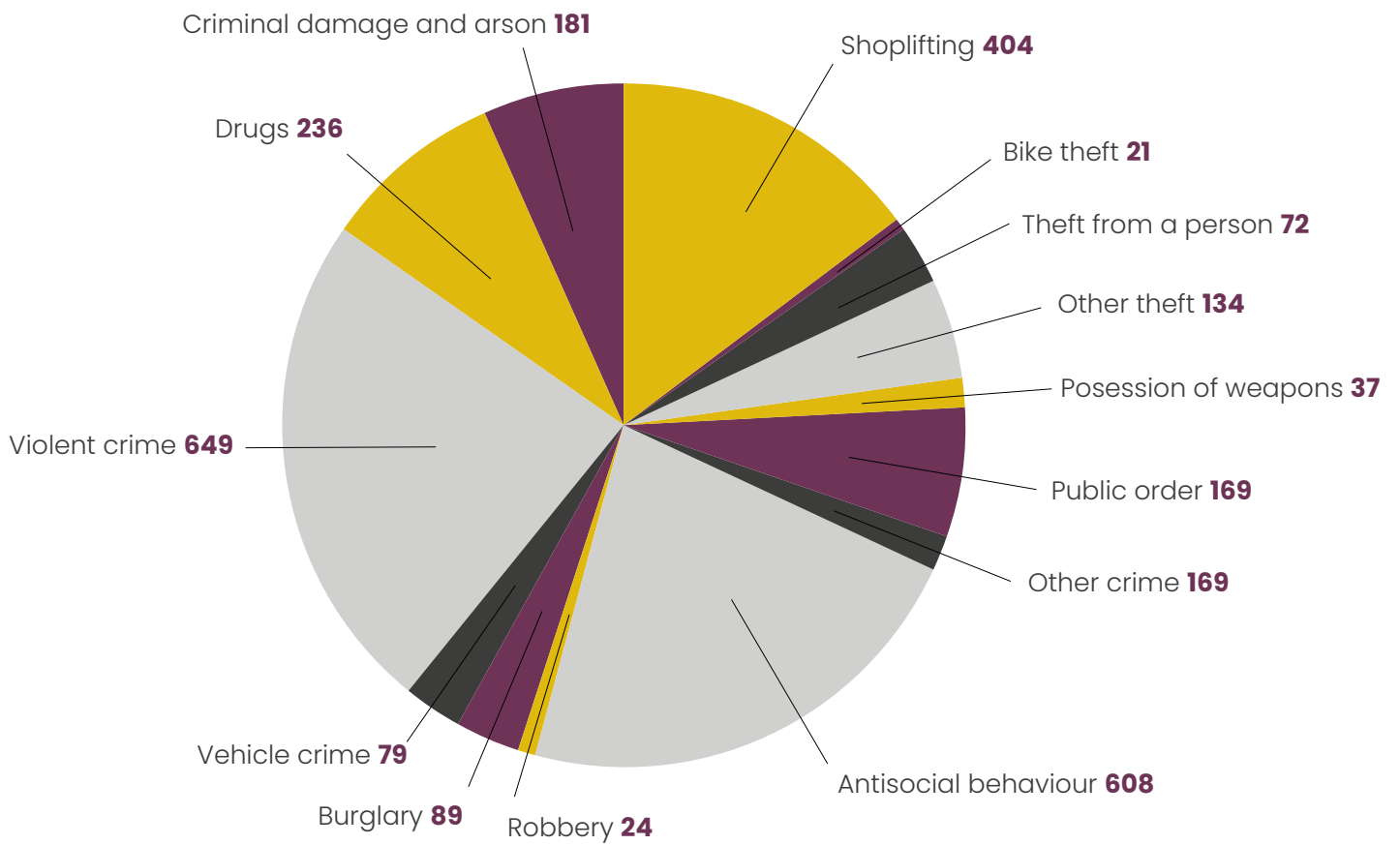
### Vacancy rates in Great Britain



**12.5%**

empty units

**Crime breakdown: September 2019 – August 2020**



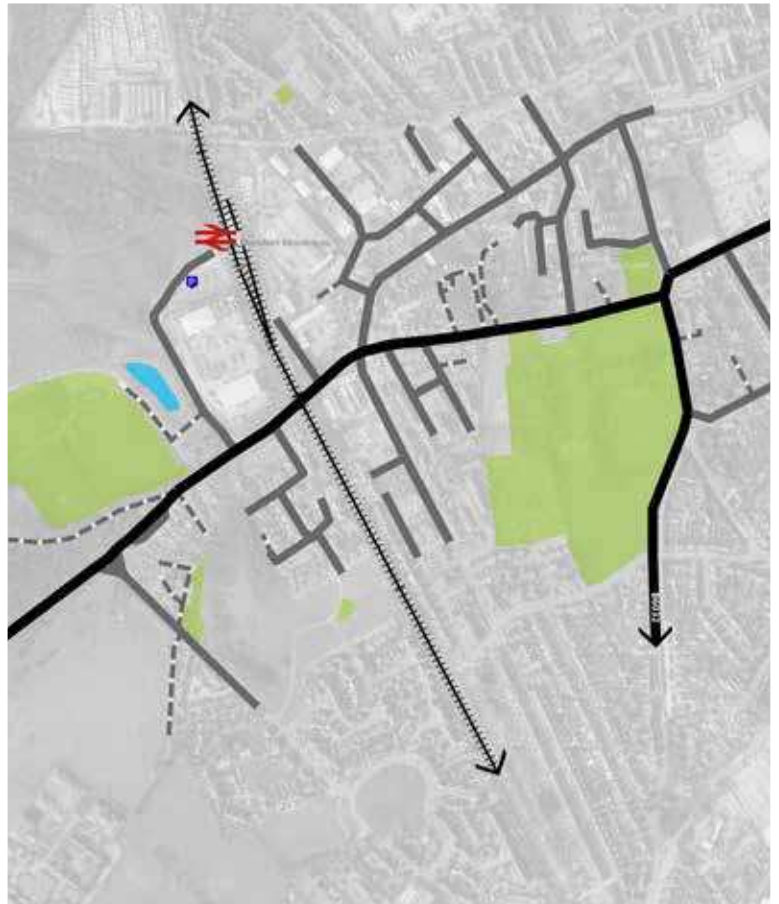
# Town centres

## Mansfield Woodhouse

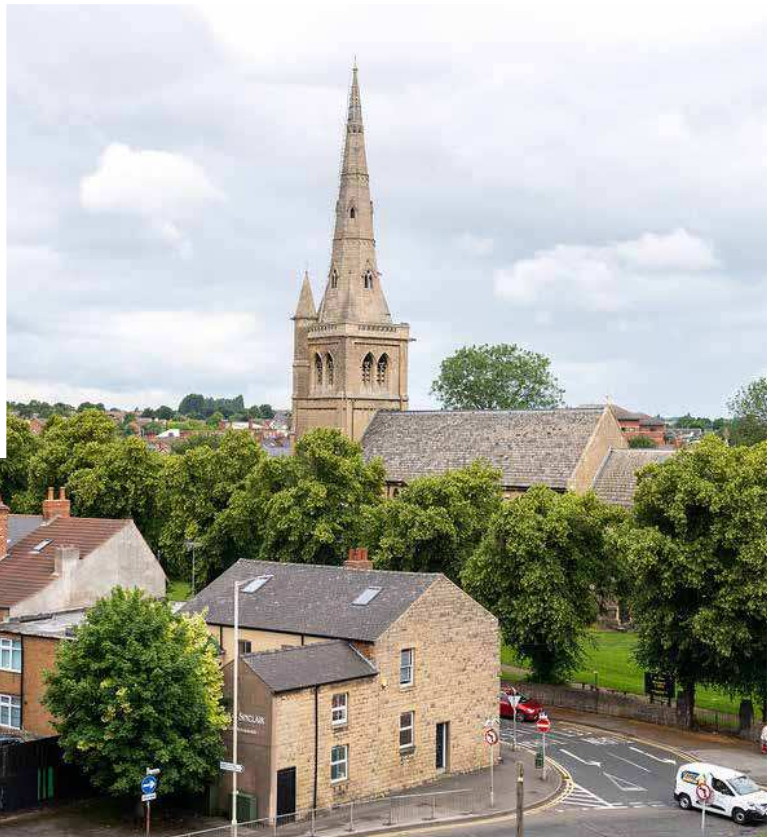
**Mansfield Woodhouse is located north of Mansfield town centre and is directly linked via the A60.**

It is primarily a residential area of around 20,000 people, and although now absorbed into the Mansfield urban area, the settlement has retained a special character of its own.

Most of the district centre is designated as a conservation area, and many shops are located in old stone buildings, which were formerly houses. As a consequence, they have architectural or historical interest and townscape value. It is a popular residential area with a fairly strong range of shops, a supermarket and local services that meet the needs of the local community.



**Most of the district centre is designated as a conservation area, and many shops are located in old stone buildings, which were formerly houses.**



# Town centres

## Market Warsop

**Market Warsop is located 2.5 miles from the main urban area and is connected to the main conurbation through public transport.**

It is a traditional and historical town centre located within a conservation area. A range of local shops and services provide most of the daily and weekly requirements for the population.

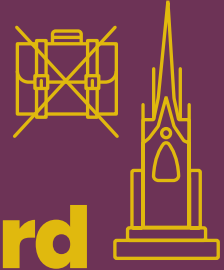
Locally, there is a sense that Market Warsop has been overlooked in terms of previous investment. Through the Towns Fund we are looking to re-balance this investment district-wide.



There are  
**3,609**  
families living there



**35%**  
of Market Warsop  
residents have no  
qualifications



Nearly a  
**third**  
of all residents are  
economically inactive



**56%**  
of people had not taken part  
in sport or active recreation  
within the previous 28 days



**69%**  
of existing households experience  
at least one form of deprivation (the  
four types being housing, education,  
health and employment)

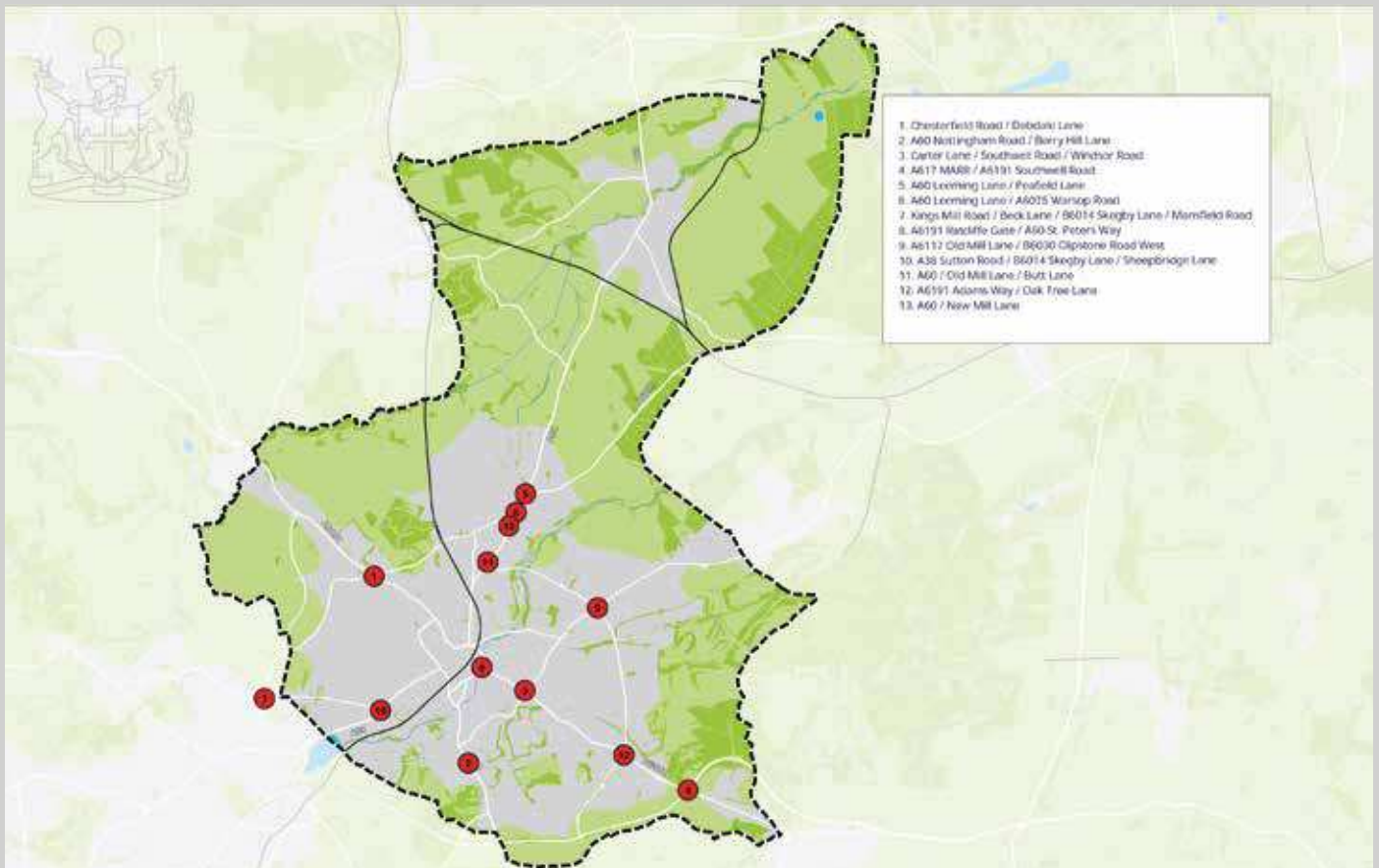
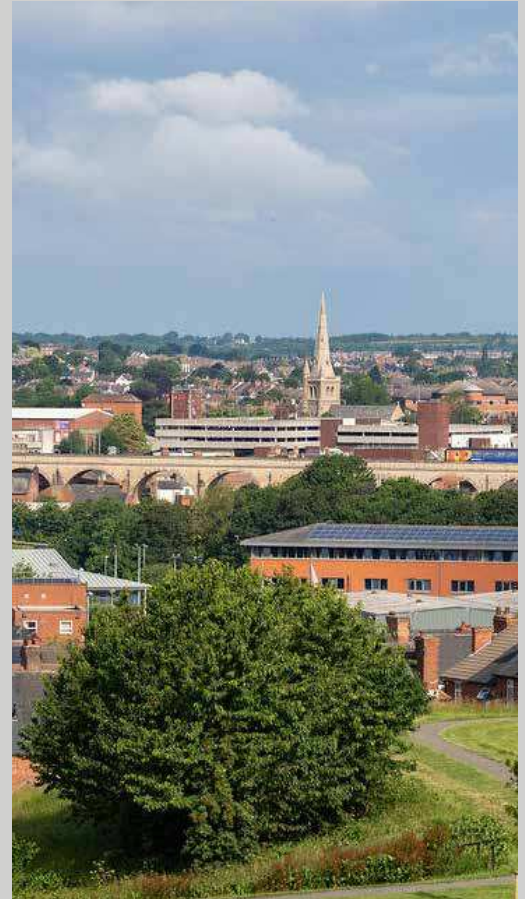
# Transport and Connectivity:

Mansfield's travel to work area includes all the district, a large part of north Nottinghamshire and part of eastern Derbyshire. A high proportion of people both live and work within the town.

There is a high reliance on the use of private cars. Levels of walking and cycling are low despite the town centre being compact with many residential areas within walking and cycling distance thresholds.

## Road Issues:

Mansfield Local Transport Plan identifies that many key junctions within and around the district, particularly around the town centre are at or nearly at capacity and require improvements for them to operate without excessive queues and delays. These are highlighted in the graphic below:



A number of highways improvement schemes are required to bring forward the housing and employment land allocations within the district as set out in the Local Transport Plan. The council is currently updating its Local Infrastructure Investment Transport Plan with highways schemes to support these developments and considers different funding mechanisms to support them with viability.

### **Sustainable transport:**

The adopted Local Transport Plan proposes that sustainable travel be encouraged and existing sustainable transport networks should be supported. The Access Audit and Strategy highlights the following potential interventions:

- **Pedestrian/cycling routeing.**
- **Opportunities for greater pedestrian/cycling priority.**
- **Signage and wayfinding.**
- **Public transport infrastructure.**
- **Public transport timetable improvements.**
- **Electrical vehicle charging points.**
- **Use of SMART digital technologies to improve mobility.**
- **Creation of new entry points to the oneway system.**



**The council is currently updating its Local Infrastructure Investment Plan with highways schemes to support these developments and considers different funding mechanisms to support them with viability.**



This is supported by Nottinghamshire County Council's Local Transport Plan (2011-2026) which identifies improvement schemes for Mansfield including:

- **Intelligent transport systems to improve the efficiency of existing networks.**
- **Bus improvements schemes to improve waiting facilities, integrated ticketing and public transport information.**
- **Improved rail connections and services.**



**There are also a number of highways improvement schemes, which are required to bring forward the housing and employment land allocations within the district as set out in the Local Plan.**

