



PROJECT BUSINESS CASE

Rev 07

Deeside Bike Collective

2nd September 2019



INTRODUCTION

Deeside Bike Collective (DBC) are a Scottish registered charity founded with the objective of creating an outdoor woodland recreational area in Banchory, with bike trails as its primary focus. The trails will be accessible by bike, foot and car. They will be sustainable in design and build and will provide a safe and controlled environment for the community and visitors to the area to ride bikes and develop their skills. The trails and site will provide an ideal location for families and friends to enjoy the outdoors, exercise and appreciate the local woodland.

OUR STORY IN BRIEF

Banchory Mountain Bike Club

Formed in response to local community concern around rouge trail and jump building in Corsee wood and on and around Scolty hill

2012

2013

increasing input from Local community and Forestry Commission to develop plan

Deeside Bike Collective became a constituted Group within the Banchory & District Initiative Ltd. Group
Corsee Woods identified as preferred trails location through consultation with Community and Forestry Commission
 Feasibility Study completed

2014

2017

Banchory Bike Trails included within the Banchory Community Plan
 Planning application submitted
 Environmental Study commissioned

Deeside Bike Collective becomes a Scottish Charitable Incorporated Organisation
Planning Permission Approved

2018

2019

Apply for the- **Community Asset Transfer** of Land from Forestry Commission
Acquire & Build Fundraising programme
 Tender for work
 Continued Community Engagement

Continued **Acquire and Build** Fundraising
 Q1 Select contractor.
 Finalise trail design
Community Asset Transfer
 Q3 Build and commission trails
Trails open Q4

2020

OBJECTIVES

The DBC's objective is to provide a recreational area in Banchory with professionally designed and built bike trails that are accessible to all the community and visitors to the area.

To ensure the recreational area is utilised by as many of the community as possible, the trails will be sympathetically designed and built around the local walking trails, preserving areas of archaeological interest and indigenous flora. We wish to create an area that allows fun, relaxation, outdoor learning and promote the development of the land's biodiversity and history. Our management plan will look to actively improve and preserve the diversity of the habitat and wildlife through community led initiatives.

The key objectives of the DBC bike project are;

- To provide a bike trails and skills in Banchory town for bike riders of all ages and abilities to utilise. The proposed area is located within Corsee Woods west of Glen O'Dee hospital. Ref OS map 406, Long 68 Lat 96. Refer to appendix 2 & 3.
- Manage and maintain the trails so that they are available to the Banchory area for the community and visiting cyclists (including families) to enjoy in a controlled environment and for generations to come.
- Provide a recreational activities area which is outdoors and encourages health, fitness and wellbeing.
- Improve the biodiversity of the site & surrounding area.
- Promote outdoor learning initiatives. For example: outdoor workshops for children.
- Provide access to bike trails for the local youth who would not otherwise receive this opportunity
 - Cycling often requires access to vehicles to get to and from purpose-built trails. This will allow people, who may not be able to travel distances to ride, access to maintained bike trails.
- Ensure that most people who use Banchory Bike Trails can reach them through existing walking/cycling pathways.
- Reduce unauthorised "rogue" trail building within the local area. Create sustainable trails.
- Create an area accessible to clubs that can be used for cycle coaching and youth cycle events.
- Help put Banchory on the map for cycling! The trails will be an added asset to the local amenities.
- Reduce travel to other bike trail areas in the Deeside Area, benefiting environment and safety.

HOW WE WILL ACHIEVE OUR OBJECTIVES

DBC will need to raise circa £250k to acquire the land and to design and build the trails.

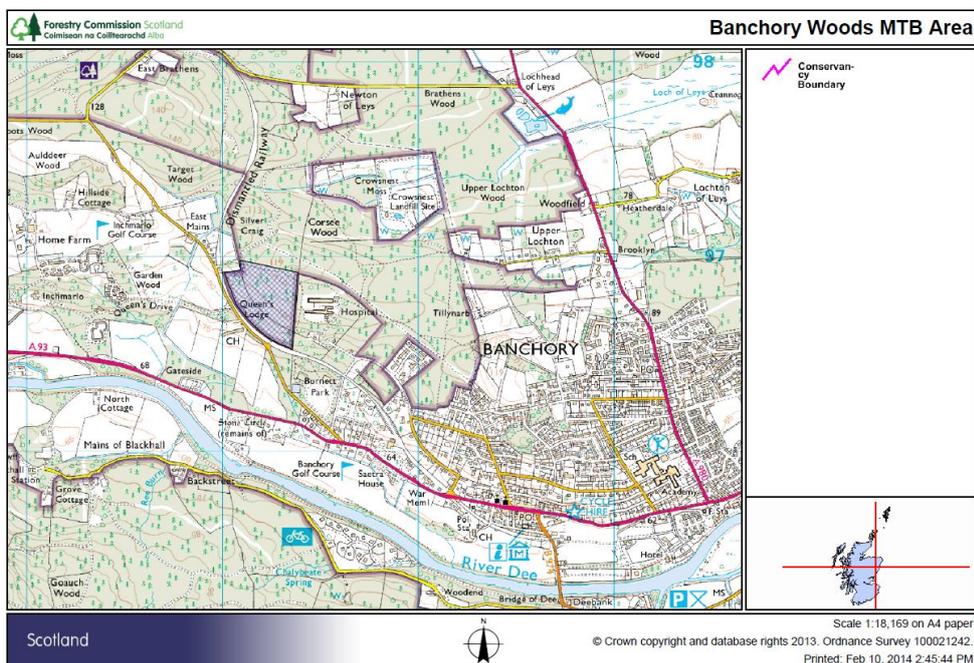
- Our Acquire and Build fundraising programme aims to raise the required funds through; Scottish Rural Development Programme (LEADER), Lottery Funding (Scottish Land Fund), Sportscotland, local trusts and charitable funding groups, as well as through community-based initiatives
- Engage with community charities, associations and clubs, such as wildlife, youth outdoor projects, orienteering, rambler and walking clubs, Banchory Path Association, Archaeological Groups, gardeners and outdoor learning associations so we maximise the diversification of use
- Engage with existing UK bike parks to identify lessons learned, feedback on design and build contractors
- During tender process ensure that great suggestions and ideas are incorporated into final design
- Have an online presence that will promote the fundraising programme and thereafter maximise the utilisation of the facilities

PROPOSED SITE & TRAILS

The area will have four trails catering for varying biker abilities on an all-weather type surface. The site shall be professionally designed and built to the required standards and regulations, with the appropriate signage and detailing of trail types and grading. The trails will have easy and practical access back to a safe start point with necessary signage. The material and equipment for the trails will be sourced and hired from local contractors and materials for neighbouring quarries.

PROPOSED SITE LOCATION IN BANCHORY

Planning permission was granted with 8 conditions in August 2018 for the trails to be built in the Corsee Woods west of Glen O'Dee hospital. Application reference number: APP/2017/2447 Ref OS map 406, Long 68 Lat 96.

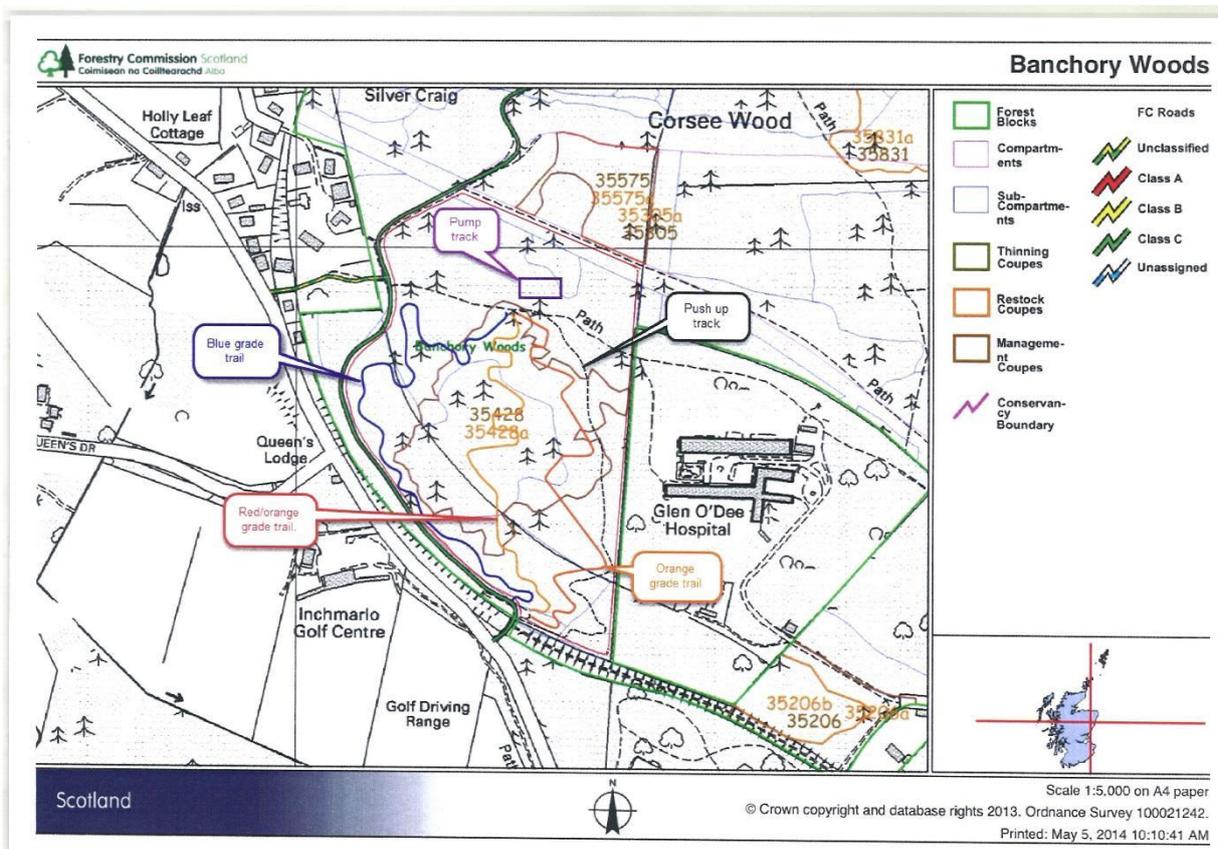


THE BANCHORY BIKE TRAILS

The approved plan is to comprise of:

- An easy to moderate skills line through the existing trees on the site with mellow berms and progressive jumps. (blue grade trail)
- A technical line; tight back to back berms, hip jumps, table tops. (red / orange grade trail)
- The challenge line; large jumps, drops, step ups & step downs, berms and table tops. The intention of this line is to allow bike riders that already have the required skills to develop their techniques and abilities further. (orange grade)
- Pump track; a flat loop consisting of banked turns and rollers. Increasing popular, multi-discipline, cycle activity. The group are also considering a flat skills area for balance biking, coaching and early learning skills.

The trails will be sustainable and manufactured from local sourced material and made to withstand the Scottish seasons, making them suitable for all year-round use.



SUPPORTING AMENITIES

There are multiple points of access to the trails via the core path network within the Corsee Wood. Banchory Paths Association upgrade and maintain these paths. The DBC group will work with BPA to ensure the paths are sustainable and fit for multi user use. These paths are commonly used by walkers, runners, dog walkers and cyclists for exercise in Corsee Wood and surrounding neighbourhoods.

There will be carparking for eight cars at the site located at the base of the trails just off the Glassel Road. To comply with planning conditions, visibility from the site access must be managed. This will be inspected bi-monthly and any vegetation preventing good line of sight will be removed.

Other nearby parking options will be identified on the site map once released. These include; Burnett Park, Burnett Terrance and Upper Lochton

The Tee Room at Inchmarlo Golf Club is approx. 100 meters from the base of the trails and sells food from early morning to evening. This restaurant is independently managed from the golf club and would welcome all trade.

The trails are located one mile from the Banchory High Street which has numerous shops and facilities.

OUR ACQUIRE & BUILD PROJECT PLAN

COMPLETED TASKS

- Establish DBC within Limited Company for insurance and fundraising purposes -
 - Completed on 30th January 2014 when DBC joining BDI – Banchory and District Initiative.
- DBC to engage trail building consultant for design feasibility. Completed April 2014
- Recognised reaction project within Banchory Community Council Action Plan. Q2 2017
- Environmental study. Jan 2018. Complete
- Submit planning application to Marr Planning Office. Q3 2017. Complete
- Constitution of group. SCIO application to OSCR Q1 2018. Complete

PROJECT TIME LINE



PROJECT MILESTONES.

- Project funding applications. Q3 2019 through to Q2 2020. On going
- Community Asset Transfer Scheme submission to FCS. Q4 2019. On going
- Finalise trail design and tender for work. Q1 2020
- Complete work and commission trails. Q3 2020 – Q1 2021

DESIGN AND SELECTION

The DBC is engaged with four potential companies to design and construct the trails. The final decision on the selected contractor will be determined by considering three key factors; cost, quality of design and workmanship and availability.

A Feasibility study was completed by Cycle Therapy in 2014 then revised in 2017 which formed the bases of the planning permission has been based on this layout. We are currently engaging with Trail Designers/Bike Parks from all over the UK and Ireland so that we build the best trails for the community.

To date the group are obtained quotes for the trails from:

- Cycle Therapy – Scotland
- CR Contracting – Scotland
- Back on Track – Wales
- MTB Skills – Scotland

The tender process we'll bring together the vision and expertise from previous UK projects to allow the DBC to develop a Scope of Work that clearly describes what we want designed and built, whilst leaving flexibility for the companies to introduce fresh ideas and creative ingenuity.

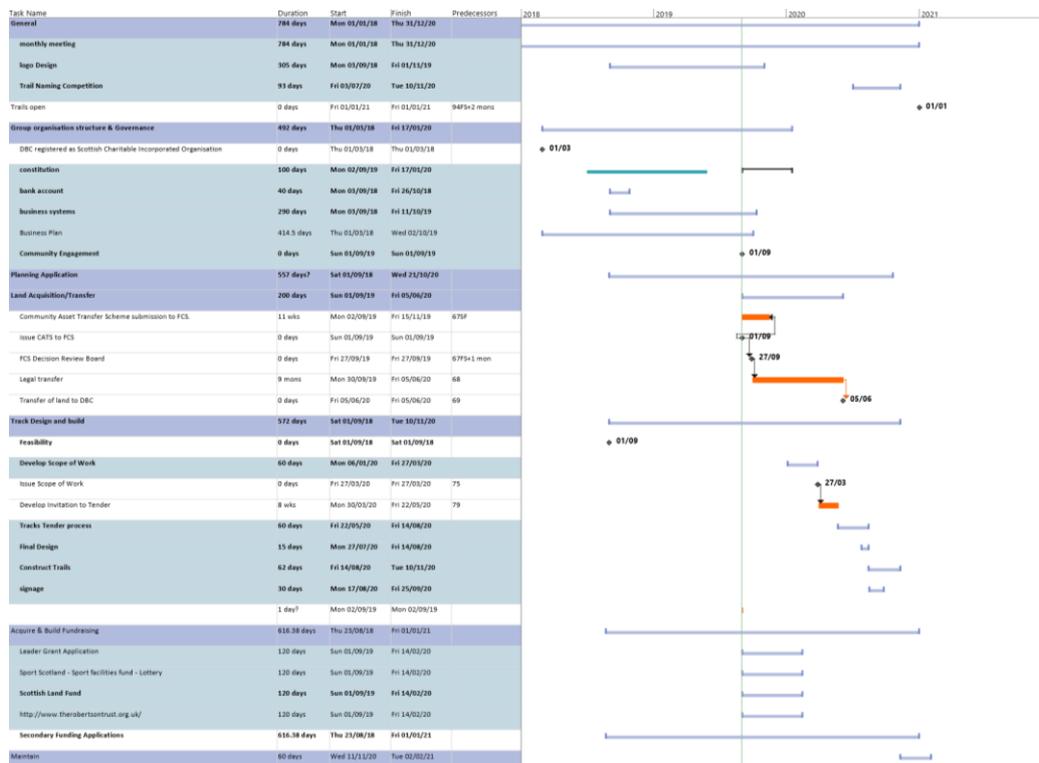
We will follow a formal tendering process to ensure we get the best trails and the best value for money. The Design and Selection process is expected to be completed by Q2 2019

BUILD

We expect the construction phase to start in Q3 2020, once we have raised the required funds, gone through the legal process of land transfer and selected the right contractors. The building of the trails is likely to take 2-3 months. Much of the trail build needs to be completed out with hard winter months.

The potential tenderers have indicated that the construction will utilise local materials and labour as much as possible with design and construction provided from their company base.

LEVEL 2 PROJECT PLAN.



PROMOTE

Deeside Bike Collective website: <https://www.deesidebikecollective.co.uk/>

Deeside Bike Collective Facebook page - <https://www.facebook.com/deesidebikecollective/>

Community awareness of Banchory Bike Trails and diversity in how they are used form the basis of the Deeside Bike Collective's constitution. Having a high degree of awareness will allow us to build support for the trails and adapt to the community needs.

There are two distinct phases to promoting Banchory Bike Trails.

- Acquire and build programme promotion
 - During the Acquire and build programme our main objectives are to ensure the community can contribute financially with ease to the project, as well as ensuring we have community support and input into the trail design.
- The opening and continued utilisation of the trails (legacy plan)
 - When the trails have been built and are available for use the support requirements will shift from prioritising fund raising to promoting trails, so the community knows:
 - That they commissioned and available for use. What
 - Location and how to get there?
 - What the site offers in the way of trails and their grading
 - Will the tracks be suitable for me / my children to use?
 - Obtain feedback from site users
 - Volunteering for trail maintenance days
 - Create and improve habitats for indigenous species

The Group has found that our most effective online presence so far has been having a Facebook page and linked to our website. However, we believe this will be insufficient for both these phases and have teamed up with Google for Non-profits to create a more effective online presence.

Google for Non-profits allows us free access to Google products so we administer the charity efficiently, advertise in a targeted manner, build a web page, create a YouTube channel, online merchandising, give people directions to the trails and most importantly allow people to make charitable donations with ease and that all their contribution goes to fund the trails.

The group will launch an Instagram account during the construction phase of the project. This visual communication source will be utilised to promote the project and to communicate and connect with intended users who rely on social media as their primary source of information.

MAINTENANCE AND INSPECTION

The bike trails will be inspected on a bi-monthly basis by a certified inspector. When maintenance work is required to a trail, the trail will be closed with immediate effect until the work is performed and the issue rectified. Inspection of the trails will be documented along with the necessary work performed. Risk assessments for specified tasks will be completed when required. This will be in addition to the general risk assessment covering the bike trails and site.

Users of the trails will be encouraged to immediately report any trail hazards or issues found on the trails or site to the DBC. This will be channelled through the social media page or the DBC contact email address. If work is required on the trails and site that cannot be completed manually with hand tools, a suitably qualified contractor will be appointed to perform the work.

COMMUNITY ENGAGEMENT

Deeside Bike Collective website: <https://www.deesidebikecollective.co.uk/>

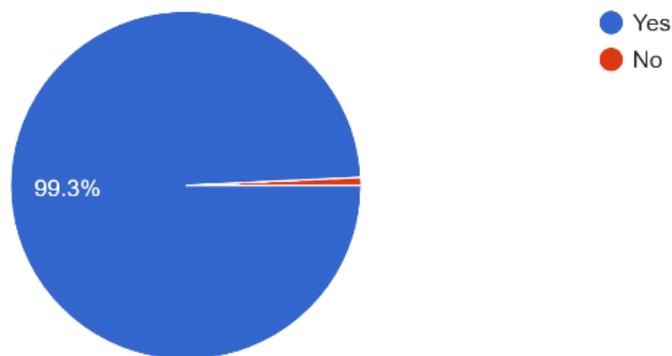
Deeside Bike Collective Facebook page - <https://www.facebook.com/deesidebikecollective/>

In May 2019 We created a Local Public Consultation survey on our web paged, which we advertised on our Facebook page, directly to our members own networks, local schools and on Banchory Swap sell site on Facebook marketplace.

The survey results are as follows:

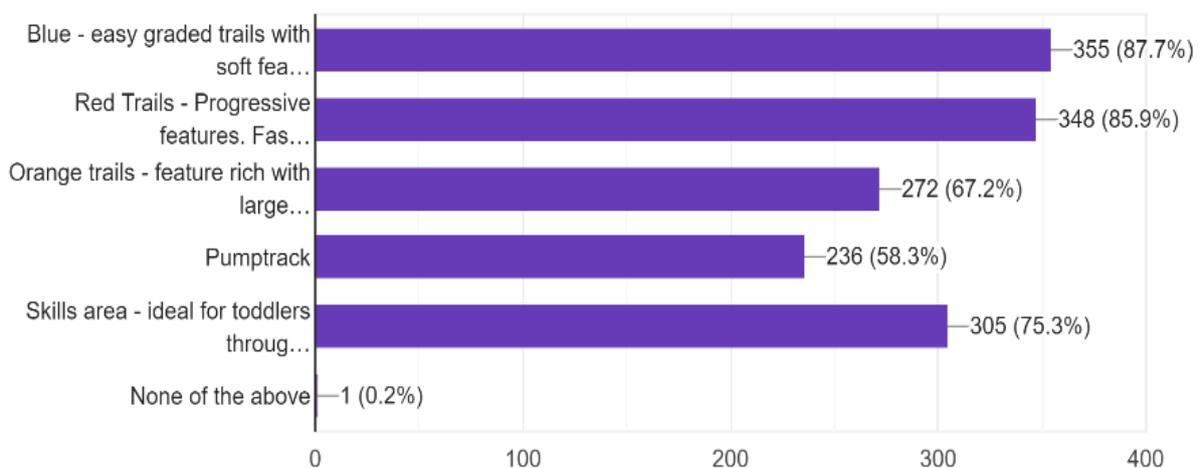
Do you support the Banchory Bike Trails project?

405 responses



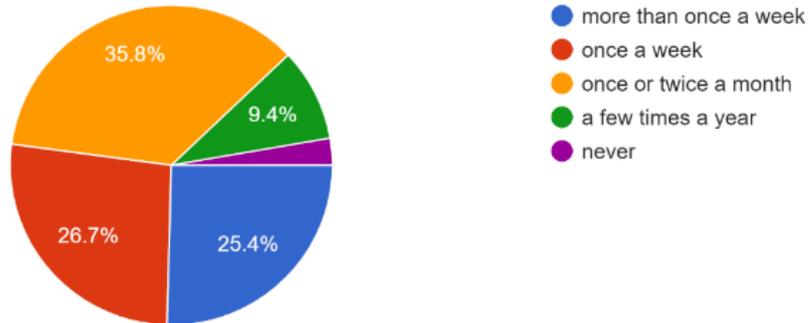
What type of trails would you want? (check all that apply)

405 responses



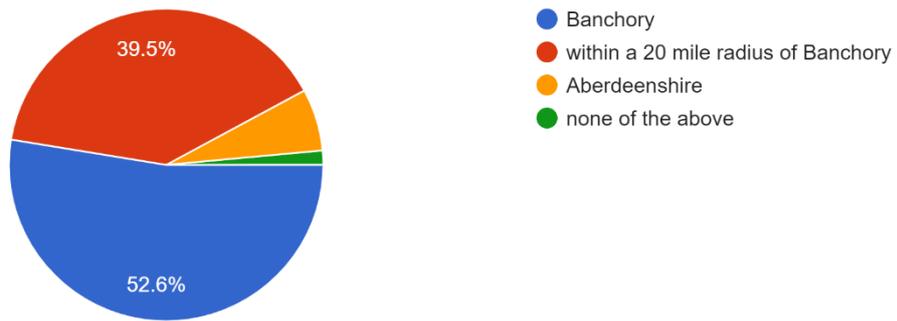
how often would you use the trails?

405 responses



where do you live? (choose the one most applicable).

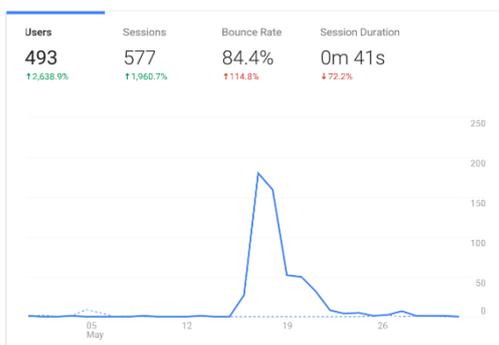
405 responses



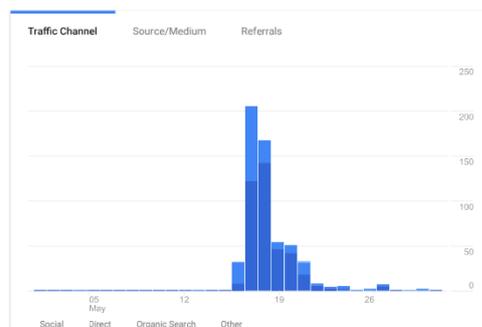
Website analysis over May show the User activity and how they accessed our website and the survey.

Banchory has a population of circa 8000, at least 2.5% (circa 200) of the town responded.

Google Analytics Home



How do you acquire users?



As part of the planning application DBC ran a poll on Facebook between 21st Sept and 1st Oct 2017 to obtain feedback from the community. The question asked was - Do you support the transfer of land from Forest Enterprise Scotland to the DBC.

The response to this is shown on the screen shot below. Comments can be found on the groups Facebook posts page. Or refer to documents titled DBC Facebook Poll, Banchory Bike Trails.

Deeside Bike Collective created a poll.
Published by Chris Mutch [?] · 21 September at 14:34

Question: Do you support the transfer of land from Forest Enterprise Scotland to the Deeside Bike Collective?

Subject: The DBC are looking to secure the woodland west of the Glen O'Dee Hospital from Forest Enterprise Scotland. The land will be used to create a recreational area primarily for cycle trails and a pump track for public use.

Please share this post. Your vote will help with our application.

Yes No 5%
 This poll has ended. 316 Votes

3,996 People reached 92 Engagements 590 Clicks
 Boost Unavailable

21 6 Comments 45 Shares

Like Comment Share

Performance for your post

3,996 People Reached

92 Likes, Comments & Shares

32 Likes	21 On Post	11 On Shares
14 Comments	13 On Post	1 On Shares
46 Shares	45 On Post	1 On Shares

590 Post Clicks

0 Photo views	0 Link clicks	590 Other Clicks
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NEGATIVE FEEDBACK

1 Hide Post	1 Hide All Posts
0 Report as Spam	0 Unlike Page

Reported stats may be delayed from what appears on posts

Planning application, reference number APP/2017/2447. <https://upa.aberdeenshire.gov.uk/online-applications/applicationDetails.do?keyVal=OWTX5PCAG6O00&activeTab=summary>

From the open public consultation, which was published in the local newspaper, the group received one public comment and eight consultee comments. For the group response to the public comment refer to documents titled "Banchory Community Council (BCC) Response 23rd March".

The group will continue to engage with the public and trails users during the design, construction and running of the trails.

ACQUIRE & BUILD FINANCIALS

Budget for the Acquire and Build of the trails has been determined as £250,000. The Group are looking to various funding sources to raise the required finance along with internal project funding activities.

MAIN PROJECT SOURCES OF FUNDING AND PROJECTED FUNDS RAISED.

Main Project Fundraising	£ 246k
Leader Grant Application	£ 60k
Sport Scotland - Sport facilities fund - Lottery	£ 50k
Scottish Land Fund	£ 85k
Mid hill Wind Farm fund	£ 7k
Marr Area Committee	£ 4k
Coop funding	£ 4k
Tesco funding	£ 4k
Capacity grant (excel fund) - Aberdeenshire council	£ 1k
Roundtable	£ 2k
Rotary	£ 4k
Local business sponsorship	£ -
Company sponsorship - donations	£ 8k
Local Funding Events	£ 10k
Online Funding Routes	£ 4k
Paths for All active travel grants	£ 3k

ACQUIRE AND BUILD BUDGET

Main Project Costs	£ 245k
Track Design	£ 15k
Construction Costs	£ 120k
PM Costs	£ 20k
Planning	£ 2k
Land Cost	£ 86k
Signage	£ 10k
legal	£ 7k
Training	£ 5k

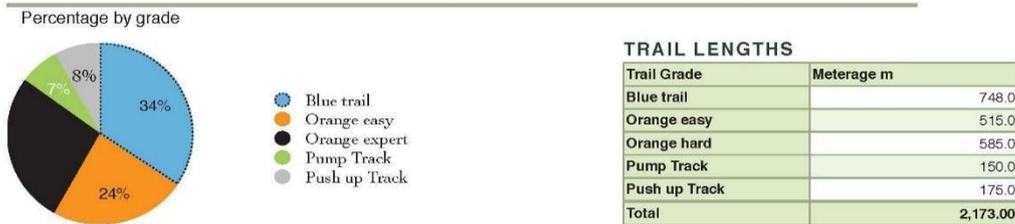
BUDGET ASSUMPTIONS:

- It is assumed that the funding source applications listed may not all be successful and that additional sources will be required.
- The build costs are preliminary, and the final build will be adapted to the available budget.
 - Original feasibility was provided by Paul Masson of Cycle Therapy in May 2014, then revised in June 2017 to include accurate project costs. As of September 2018, 4-off companies are

currently working with the group to develop the design and costings, the work is reflected within the build costs stated above

- During the construction phase an appropriate contingent budget shall be retained to cover emergent costs.

BANCHORY INDICATIVE COSTS



CONSTRUCTION COSTS

Section	Meterage m	contractor costs (machinery and labour) £1208 / day	Materials Type1 £17.50/ton	Materials Dust £17.50/ton	Trail Designer Costs £450/day allows for accommodation	Signage and Interpretation boards	Totals £
Blue trail	748.0	16,456.00	2,618.00	1,636.25	1,800.00	400.00	£ 22,910.25
Orange easy trail	515.0	13,905.00	1,802.50	1,126.56	2,250.00	400.00	£ 19,484.06
Orange expert trail	585.0	20,475.00	2,559.38	1,279.69	2,250.00	2,400.00	£ 28,964.06
Pump Track	150.0	18,120.00	656.25	328.13	2,250.00	250.00	£ 21,604.38
Push up track	175.0	3,325.00	510.42	382.81	450.00	250.00	£ 4,918.23
Totals	2,173.0	72,281.00	8,146.54	4,753.44	9,000.00	3,700.00	£ 97,880.98
VAT							£ 19,576.20

1

- If the budget is not fully utilised the projects maintenance and development phase shall benefit.
- Planning: Application fee is £660. The environmental survey fee is £550, The archaeological survey (report and invoice pending) is expected to cost £700 to £900.
- The Land Costs are based on the DVS site Valuation report assessment of the market value of £95k (as of March 2018) with an, Forestry Commission indicated, acceptable level of deduction in lieu of community benefit.
- Signage costs are for professionally designed and manufactured signage, based on Tarland Trails costs of £5,300, increased by £2.4k as there will be more access points than Tarland and a 30% contingency has been applied.
- Legal costs are preliminary and are in the main for the facilitation of the land transfer. DBC will look to reduce these through seeking sponsorship/charitable donations of services
- Training costs are preliminary and include track maintenance/build and first aid training. Approx. £700
- Costs for a secure lock-up containing tools etc. for trail maintenance will be incorporated within the budget. Approx. £1,100

We are working to obtain four pricing estimates for the design and feasibility of the trails, as show here –

 Banchory Bike Trails Trail Design and Construction Cost					
Track / Pump Track / Paths	Meterage (m)	Cycle Therapy	Contractors (design, management & construction)		
			Back on Track	MTB Skills	CR Contracting
Blue Trail	748		£22,910.25	£22,440.00	
Red / Orange Trail	515		£19,484.06	£30,900.00	
Orange Trail	585		£28,964.06	£38,025.00	
Pump Track			£21,604.38	£60,000.00	
Push Up Track	175		£4,918.23	£5,250.00	
Core Path (east to west boundary)	125				
	Total		£97,880.98	£156,615.00	£0.00

LEGACY PLAN

LEGACY GROUP ACTIVITY AND STRATEGY

Once the trails have been built and commissioned, Deeside Bike Collective shall maximise the use of the biking trails through community promotion (in schools talks etc.) as well as leveraging its online presence through the utilisation of Google Not For Profit tools. Deeside Bike Collective have registered with Google to allow targeted advertisement as well as the creation of its own YouTube channel, online merchandising and fundraising tools.

The Group will also engage with community charities, associations and clubs, such as Wildlife, orienteering, rambler and walking clubs, Banchory Path Association, Archaeological Groups, gardeners and outdoor learning associations so we maximise the diversification of use.

Deeside Bike Collective have developed a 1,5,10 and 25-year plan to ensure the long-term future of the trails.

The Plan considers Group Governance, fundraising, trail maintenance and forestry management.

1,5,10 AND 25 YEAR PLAN

YEAR 1 AND ANNUALLY THEREAFTER

- Annual Trail Survey
 - Assessment of completion of construction including: tread, corridor, drainages.
 - Assessment of naturalisation – is the landscape returning following construction
 - Tread, and 'line' maintaining original integrity
 - Structures Assessed for degradation of hard wear, transition w/ natural tread surface
- Assessment by local Groups and associations of environmental impact and site utilisation.
- Establish Group training programme so we have sufficient trained personnel with Trail Maintenance, Forestry Management and Forest Safety capabilities
- Review Forestry plan for completeness as well as whether any emergency forestry intervention is required as identified in annual Forestry survey
- Annual Forestry survey
- Discrete trail closure (as assessed by job risk assessment) to allow emergency removal of unsafe trees

5 YEAR

- Potential temporary site closure to allow part deforestation of mature and unsafe trees, subject to Forestry survey this may be extended to 10-year window.
- Incorporate any trail redesign features to be built during the closure period
- Annual activities as well as:
 - Assessment of completion of naturalisation
 - Assessment of condition of tread degradation
- Structures Assessed for degradation of material, est. time of replacement

10 YEAR

- Plan for a temporary site closure to allow part deforestation of mature and unsafe trees.
- Incorporate any trail redesign features to be built during the closure period
- Annual activities

25 YEAR

- Assessment of completion of naturalisation
- Assessment of condition of tread degradation
- Structures Assessed for degradation of material, est. time of replacement

LEGACY BUDGET

An annual budget of £6 k is required for general upkeep of the trails including yearly liability insurance at circa £600 per annum, trail maintenance courses at £180 per person, material for maintenance of the trails and some spare funds for any unforeseen situations like wind damage.

- Key mechanisms for annual fundraising include:
 - Utilisation of Not for Profit systems and fundraising facilities
 - Planned regular fundraising activities
 - Junior competitions
 - Fun days etc.
 - Point of Use fund raising (potential for QR & Barcode scanner facility)
 - Establishment of Cycling clubs
 - Merchandising
- Trail redesign & upgrades
 - any trail redevelopment and upgrades out with the legacy strategy will require inclusion in the 5-year plan and the necessary fund raising strategy developed.
- A small reserve of money will be kept in the group account to accommodate for the cease of use of the land, should the group cease to operate, and the trails need to be removed or adapted.

FORESTRY MANAGEMENT PLAN

Refer to document titled “Forest Management Plan Nov 18”

SITE EXIT STRATEGY

If the bike trail area is ceased to be used by the DBC group as a bike trail area an exit strategy for the trail area is required. In summary, the strategy would consist of:

- Retention of funds within the DBC bank account assigned for the removal of the main trail features by mechanical means. The costs of this shall be assessed during tender stage when a non-binding assessment shall be requested of all tenderers.
- Decommissioning. The main trail features within the site would be removed or smoothed over leaving four paths within the site. This would be performed by a local landscaping contractor. Most of work can be done with hand tools. A mini excavator might be required to remove the larger features.
- Signage would be removed as would any other features relating to the site.
- Potential option is: the trails are adopted by another group for bike related use or other activities.

FEASIBILITY AND OPINION SURVEY

LEARNINGS FROM OTHER LOCAL TRAILS

TARLAND TRAILS

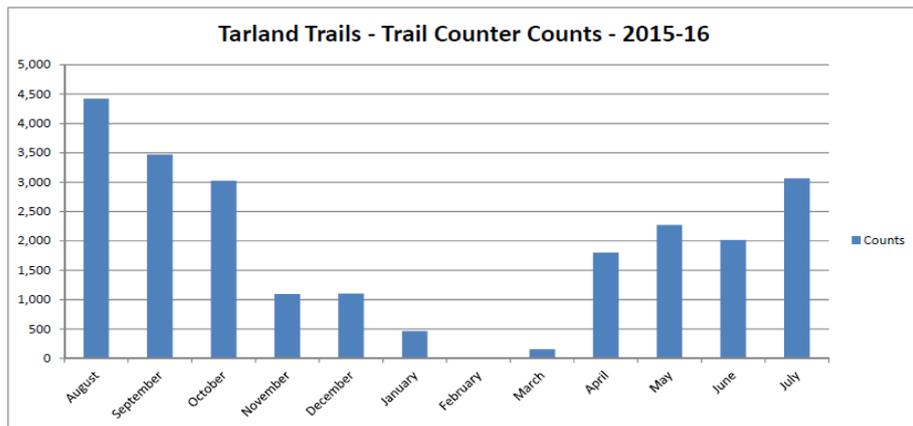
Chris Redman is the person responsible for the creating and maintaining the Tarland Trails. He has monitored through put from mid-2015 to mid-2016 using an infrared counter fitted to the head of the trail, the start points. This figure shown below provide an accurate figure of the number of users on the trails per month. These figures do not consider people using the pump track or bikers using the trails and starting at a lower point on the trail.

Based on Tarland location and distance from larger surrounding town, we would anticipate that the trails in Banchory could see triple the usage of the Tarland Trails – see diagram 1. This is based on geographical location of Banchory attracting bikers and families from; Torphins, Drumoak, Durriss, Strachan, and other surrounding towns. A large amount of the Banchory population (circa 7,500) and surrounding area are families with children and adults that are bike users who may use the trails. The expected users will also come from visitors to Aberdeenshire who are keen to try the designated cycle areas offered by the North East. This is expanded on below in section 7.1.

Also, due to the proposed location of the trails area and that fact that the trails are weathered we would also expect to see considerably more users throughout the winter months when hill rides for bikers are not so attainable.

DIAGRAM 1

Months	Counts
August	4,422
September	3,470
October	3,025
November	1,095
December	1,102
January	464
February	5
March	155
April	1,799
May	2,270
June	2,014
July	3,064



ABERDEENSHIRE CLUSTER GROUP

The DBC will also look to the knowledge gained, learning experiences and best practices from; Aboyne Bike Park at Bellswood, Glenlivet, and NECTO’s Durriss recreational site proposal. The group has representatives attending the bi-monthly Aberdeenshire Cluster meetings. These meetings and communication forums allow for very beneficial information sharing between other trail groups, Aberdeenshire Council, The National Trust, land owners and other business’s related to the mountain bike industry.

APPENDICES

AREA ECOLOGICAL SUMMARY

Refer to document titled “Baseline Ecological Survey. Corsee Wood, Banchory” performed by Alison Espie MCIEEM on January 2018

PROJECT FEASIBILITY STUDY

Refer to document titled “Banchory MTB Trails” performed by Paul Masson of Cycle Therapy

ARCHAEOLOGICAL SURVEY

Refer to document titled “TBC”. Waiting report from Cameronarch

INDEPENDENT SITE SURVEY

Refer to document titled “Determination of market value valuation report for Corsee Wood near Banchory AB31 5SA” performed by Yvonne leslie BLE (Hons) of DVS Property Specialists

COMMUNITY SURVEY - PROJECT RELATED QUESTIONS

FEEDBACK COMMENTS TO QUESTIONNAIRE CIRCULATED WITHIN THE LOCAL BANCHORY AREA.

1 - Who is this application from? Banchory Paths Association? BDI?

The application is submitted by the Banchory District Initiative and the Deeside Bike Collective.

2 - What is this group's management structure and how does it relate to your group?

At present the DBC group has 15 active members, all contributing to the working of the group tasks. There is no hierarchy within the group, with Chris Mutch acting at the project lead.

The group meets every six weeks in Banchory to discuss actions and to delegate out activities and tasks. Certain members within the group are focusing more on project funding whilst others are looking at social media and group marketing.

The group will be launching a Facebook page in March 2017. This will be a tool used to increase the awareness within the community and to gauge feedback and allow for regular progress updates to those interested in the project but not attending the group meeting.

3 - Can the plans submitted by Paul Masson for cycle therapy be changed?

The feasibility study provided by Paul Mason was based on input provided by C Mutch and John Fletcher as to what they felt suited the local communities' needs.

The plan is still to stick to the three trails types; blue then two orange trails; one of the orange trails pushing the envelope of trail design and the other offering flow and progression of bike skills.

A pump track or skills area is also under consideration and is likely to be included in the project scope

There is scope for a forth trail in the future if funding and planning was available. We would see this as an addition to the blue trail directed at youth and family fun.

The Corsee Wood area also has potential scope for further development. Through the questionnaire feedback received, about 30% percentage of people commented that cross country type trails are something they would like to see. A cross country / cycle cross type trail would lend itself to this type of wood land so is something to think to in the future to grow the trail network. This is not in the current project scope but is a possibility for future development within area.

4 - How will the group manage these trails? Inspections? Maintenance? Will it be a defined area? What qualifies you to inspect trails such as these?

DBC will have a few qualified members of the group to inspect and maintain the area. These group members will attend an accredited trail maintenance course, this will happen once planning is approved and the work scheduled. Developing Mountain Biking in Scotland provides accredited courses.

The area will be defined with boundary markers, but no ring fence. Signage will also be very important and has been factored into the project cost.

Inspection of the trails will take place on a regular basis and will be logged.

If maintenance is required than this will either be carried out voluntarily, by a local contractor or by professionals – it depends on the nature and scale of the work required.

The budget for the project includes funds to train group members on trail maintenance. There will also be money set aside of long term maintenance of the trails and the tools required to perform work.

5 - What is your exit plan? If the group folds / can't get funds how do you ensure any liabilities do not end up with FC?

No defined exit plan. Money will be kept in reserve for expenditure if an exit is required from the site. This would be used to flatten the main trail features to convert the trails to basically gravel paths. Signage would be removed.

If the DBC can't get funding, then we don't commence with the project.

The group will need a budget for yearly maintenance which will be managed and banked through our account, which is active.

6 - How will you pay for it? Capital and maintenance.

See sections 6 of business case.

7 - What level of protection for yourselves are you going to seek (ie insurance etc)?

Insurance has been investigated and looks to be around £600 a year. Similar policy to what Aboyne hold for Bellswood. Again, something to confirm in more detail later but has been factored into the project.

The level of insurance is something the group must follow up on.

Yearly costs for insurance have been considered and will set aside during the fund-raising stage of the project.

8 - Will the bike trails affect current Corsee Wood users?

Like any construction project they will be a small amount of disruption during the execution phase of the trails builds. This is scheduled to take around 5 weeks and will likely occur during Q1 2017.

The proposed trails area is not used for walking, running or other forest activities, as at present there are no paths on the site.

One of the objectives on the group is to improve the surrounding path network that feed into the site, so once completed users of the woods would benefit from the path upgrades – 2.2 meter wide surfaced paths. Its anticipated that upgrades will improve recreational use of the forest and even allow families to take buggies along the paths.

9 - Do the Banchory trails clash with what the NETCO group are aiming to achieve in the Aberdeenshire area.

Yes, the DBC trails project has some similarities with what NETCO are looking to achieve in the NE as they are both project to add bike trails to the local area, however that is where the similarities end. NETCO's vision is to create a trail centre to rival the best in Scotland and the UK, to serve the NE and to attract visitors from other areas of the country to the NE. Their project budget 15 times that of the DBC and the scale is vastly greater.

As previously stated the Banchory trails project is aimed at growing the recreational facilities within the local area and encouraging outdoor use by youth and families, as well as providing professionally design trails to suit a varied range of biking abilities.

10 - Question regards how the use of the trails will affect other forest users – horse riders.

Was just wanting to clarify regarding the main forestry track as there are a couple of horse owners in the area. We use it all the time for hill work, getting our horses fit for Eventing by cantering up the hill. Would it being used as the main route for the cyclists to get back up to the top of the trails once they have come down and will we still be able to use it?

Answer through Facebook - I had a lengthy conversation last week with the Banchory Paths Association focusing on the upgrade of the path network work in the Corsee Wood. The Paths Association are looking to carry out path upgrades through the wood running from the Hillcroft / Sun Set Seats area through to the back of the Inchmarlo houses – funding dependant. This aligns with what the Bike Trail Project want to achieve around the Glen O’Dee area to improve the accessibility to the wood and bike trails. Hopefully both the path upgrades and bike trails would be completed by early Q2 2018. The DBC will be working closely with the Paths Association to make these improvements happen. With regards the bike trails themselves, apart from some increase in woodland users these trails should not affect any established activities in the woods. The proposed area for the bike trails assigned is currently unused land. All created trails will be signed accordingly with: riders code of conduct, identifying shared paths, emergency contact details and site map.

11 - Parking for the trails.

Car parking will be identified on the trail signage and project marketing material as the pre-existing locations around the Corsee Wood area.

TRAIL QUESTIONNAIRE

Comments collected through local area questionnaire carried out in 2017 -

Any purpose built facility would be a great addition, and close to the town. There is good access to this area from multiple locations. Ability to expand at a later date would be good.

Sounds a great idea - one thing - how ~~do~~ can the area be shared with dog-walkers? It's very popular and they might not take kindly to being asked to just go somewhere else.

A small trail centre to the West of Banchory would be an asset to the local community and also a positive attraction that would make people travel to Banchory - it would also be near the bus route - some of the buses seem able to take bikes in their storage areas. This type of area and the more extensive riding around Scolty would be a good mix.

I have a young child, so am very keen to see a local trail centre where I can introduce her to the sport and develop her skills as she grows. I personally enjoy very technical trails and am disappointed that there are not more black/orange grade 'official' trails.

My only concern would be that the NETCO initiative would impact usage levels if both developments were to get the go ahead.

Introducing something like this can only be a good thing for the community. As you referenced before, Tarland trails have been a major success and that's without the population of Banchory right on it's door step.

Sounds a great idea - one thing - how ~~do~~ can the area be shared with dog-walkers? It's very popular and they might not take kindly to being asked to just go somewhere else.

I am from Perth but would take the family up for holidays if there were more like this in the area.

A good quality jump park ranging from beginner to expert sized jumps would be a great beneficiary to the area and is what is missing in the North East area.

Would be a great for introducing kids (or beginners) to mountain biking, developing their skills in a local, dedicated and purpose built facility.

I was not aware of the group - but would see good potential as Banchory is already a very good hub for populous of people, good transport links and good facilities within the town. I run the same areas and I am always amazed by the network of tracks available. Would there be appetite to sign some other loops within the natural road boundaries of the wood for walking / running tracks. Like a lot of smaller woods initially its easy to get lost. Perhaps this would expand the appeal for more users to the bike area as well if the other family members can explore.

Pump track at Tarland is good, but rollers are too high for 8 and below, younger riders / shorter bikes, observed a lot of younger riders struggling with the relative scale at Tarland & other pump tracks. Suggest a lower roller height if you make a pump track.

If you need any local parental, or other support, more than willing to offer it. Great cause, and a great addition to an already very popular MTB destination.

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ANY ADDITIONAL FACILITIES TO BANCHORY ARE ALWAYS WELCOME.

ABOYNE HAS MANAGED, TARLAND HAS MANAGED.
BANCHORY SHOULD BE GRANTED PERMISSION, AS WE ALREADY HAVE BIKERS FLOCKING HERE FOR SCOLTY.

The inclusion of a small picnic area would be well received.

ABBREVIATIONS AND DEFINITIONS

DBC – Deeside Bike Collective

BBT – Banchory Bike Trails

BDI – Banchory & District Initiative Ltd

FCS – Forestry Commission Scotland

BCC – Banchory Community Council

NETCO – North East Trail Centre Organisation

DMBinS – Developing Mountain Biking in Scotland

Q1 – Quarter 1 etc.

NE – North East (of Scotland)

MTB – Mountain Biking

- DOCUMENT END -