

**PROJECT BUSINESS CASE**  
**arqan high school mountain bike club**  
**Dyemill Skills Trails Project**

Rev 07 - 05th December 2021





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## Introduction

Over the last six years, mountain biking on Arran has made considerable progress. It has been shown that through a unique Island approach Arran High School Mountain Bike Club (AHSMBC) can work in effective partnerships that deliver practical projects of significant social impact to our wider Island community. We can introduce new inclusive opportunities for more people to try off-road cycling, making more of the potential of our Islands natural assets to contribute to positive health outcomes while reducing their impact on the environment. The estimated economic impact of mountain biking to the Scottish tourism market in 2025 is £155m per year which Arran 'the jewel in North Ayrshire's crown' currently doesn't receive much of a share of. The Island has huge potential to complement and contribute towards Scotland's mountain biking product. We can become a part of Scotland's growing international reputation as a centre of excellence in mountain biking for recreation, competitive sport and in business, innovation and skills. We can ensure that more people responsibly enjoy Arrans most valuable asset, its amazing outdoor spaces, and that this natural asset is sustainably maintained and improved for future generations.

## Arran High School Mountain Bike Club

Arran High School Mountain Bike Club (AHSMBC) is a Scottish Charitable Incorporated Organisation (SCIO) registered with the Office of the Scottish Charity Regulator (OSCR). The clubs Scottish charity number is SC046453. AHSMBC began as a community group on the 1st October 2014 and transitioned into its current legal form on 21 March 2016. The Organisation has been formed to benefit the community of Arran High School (AHS), which includes pupils, parents, or guardians of pupils and staff (the "Community"), with the following purposes (the "Purposes"):

- To deliver regular opportunities for Arran High School pupils to participate in Mountain Biking.
- To encourage Arran High School pupils to choose cycling as an alternative travel option.
- To benefit the defined community by providing recreational facilities, or organising recreational activities, with the object of improving the conditions of life for the persons for who the facilities or activities are primarily intended.

Trustees (as of Jan 2021)

- Robert McNeice - Chair
- Stephen Garraway - Treasurer
- Kim Toogood - Secretary

### Affiliations and Endorsement

AHSMBC is an affiliated club of our sports national governing body, Scottish Cycling. The club is also a member of Arran Community Sport Hub / KA Leisure. Arran High School, North Ayrshire Council and North Ayrshire Active Schools endorse AHSMBC. The club is a previous winner (2016) of Developing Mountain Biking in Scotland (DMBinS) club of the year and has been shortlisted every year since. At the 2020 Scottish Mountain Biking Summit, AHSMBC was a case study on what school clubs can achieve.

### Achievements and Performance

- Catering for differentiation of ability, fitness and aspirations with four separate sessions each week. Including a girls only group as an inclusive response to inequalities in an underrepresented group.
- Participation rate is currently 50 pupils', which represents over 20% of the school role of 240.
- Nurturing resilience through riding throughout the darker winter months with night riding when most other outdoor activities stop.
- We encourage wider community volunteering through annually hosting Arran's IMBA (Europe) Take Care of Your Trails month.
- We were showcased as an example of good practice at the Scottish MTB Gathering 2020.
- Continuing to build on the development opportunities we offer our young people, we achieved Scottish Cycling's Level 1 Accredited Centre status.
- Encouraging a love of cycling with our Islands younger children by visiting all of our seven feeder primaries delivering coaching and free bike repairs.
- Responded to Covid19 lockdown with offer of free bike repairs to all of Arran's children and young people.
- Nurture teamwork and resilience with Strathpuffer 24hr winter MTB challenge.

- Boosting cohesion and a sense of belonging with a minimum of two annual mainland residential mountain biking trips.
- Free bike repairs each week for pupils through park tool school increasing our club member's capacity to sustainably maintain their own bikes.

### Plans For the Future

- In addition to working towards completion of this Dyemill Skills Trails project;
- We are working towards adding Scottish Cycling Level 1 Cycle Coach training to our young level 1- mountain bike leaders opportunities to add coaching qualifications to their leadership award.
- We have booked UKCC mountain bike coaching training for our leaders to add value and respond to members' requests for more skills coaching.
- We will kit out our large box trailer as a mobile workshop for wider community use in response to identified need.
- We will continue to train more mountain bike leaders to respond to annual increase in numbers of young people wishing to participate.



## Project

### Proposal

Arran High School Mountain Bike Club propose to build manage and maintain an accessible, inclusive and safe, all weather environment to grow and develop our Islands cycling community, inspiring Arran to cycle. The facility will encourage residents and visitors to engage in cycling in many forms, regardless of their background, gender, age, ethnicity or ability. With this new facility our Islands cycling community will benefit from being able to grow and develop local competition and event opportunities in addition to providing a safe and accessible area for coaching and skills development. The safe and accessible facility will provide an ideal area within cycling distance of Arran High School for our young leaders and coaches to deliver mountain biking sessions safely to their younger peers. The link between physical activity, contact with the natural environment and improved mental and physical health is well established. By improving the accessibility of mountain biking on Arran we can play a major role in improving our communities health and wellbeing. To ensure the recreational area is utilised by as many of our community as possible we will develop the site for family and school use with outdoor learning opportunities while improving the sites biodiversity.

### Vision

Through increasing and diversifying participation in cycling our islands community experiences reduced health inequalities, improved physical and mental health and wellbeing, reduced social isolation in addition to a strengthened Island economy through an increase in cycling's economic impact on tourism.

### Aims

- Reduce the financial barrier to participation in cycling
- Increase opportunity to participate in cycling
- Increase sharing of community resources
- Increase in community bikes maintained and repaired
- Increase use of off road core paths for access

- Increase in community members able to maintain and repair their own bikes
- Increased use of off road core paths for access
- Increase in young people trained and volunteering in MTB leadership, cycle coaching and trail maintenance
- Increase in young people and community members volunteering
- Increase in adults trained and qualified as MTB Leaders, coaches and in trail maintenance
- Increased and more diverse participation in cycling regardless of age, gender, disability, ethnicity, sexuality or socio-economic status
- Increase in young people cycling for recreation, active travel and cycling competition
- Increase in community trail maintenance volunteering
- Increase in transferable trail maintenance skills benefiting Arrans wider multi-user trail network
- Increase in people exercising responsible outdoor access with reduction in unauthorised trail building
- Increase in job opportunities in the cycling sector
- Increase in young peoples accessible introductions to cycle racing
- Increased community access to a quality outdoor recreation and learning environment in close proximity to Arran High School

### **Need Through Disadvantage**

Children and young people growing up on Arran are disadvantaged through geography as they do not have the same access to purpose built cycling facilities as those on the mainland. A costly and time-consuming journey is often required by boat and car and often involves an overnight stay for any cycling trip of significance. The proposed Dyemill trails will allow Island residents, who may not be able to travel to ride, access to all weather maintained bike trails and the multitude of benefits they bring. A safe and inclusive facility to build a cohesive cycling community on Arran will help encourage the further volunteering required to deliver more cycling opportunities to our Islands young people. Social isolation, health inequalities and access deprivation to services are all problems young people on Arran experience. To ensure young people on Arran are not disadvantaged we need to improve their access to an inclusive entry level cycling facility in addition to building a healthy and supportive cycling community on Arran.

### **Need through Covid-19 Recovery**

With the devastating financial impact of Covid-19 on the tourism industry on Arran it would be of significant benefit if Arran could diversify and tap into the mountain biking tourism market in a similar way to the 7Stanes project saving many rural farming economies suffering from the foot and mouth outbreak. Estimates from the Arran Recovery Group show tourism income on Arran is down £35 million. They cite working to retain the balance between community, environment and the economy, all the things that make Arran a special place, as the key to recovery.

### **Need Through Scottish Cycling Accredited Centre Level 1 Route**

Our current designated level 1 route is pushing the boundaries with what is acceptable and because of its exposure and elevation we have risk assessed it to be led in teams of two leaders rather than the normal one. The intended participants would be primary school children and beginners. Because of the elevation our existing level 1 route is far from ideal and may serve to put beginners off the sport, as it demands a reasonable level of strength and conditioning. By offering short, repeatable routes at Dyemill our young leaders would be able to deliver accessible and inclusive introductions to the sport for a range of levels in safety.

## Outcomes Framework and Outline Action Plan

Action Areas		Actions	Short-term Outcomes	Medium-term Outcomes	Vision
Building sustainable facilities that create opportunities	1.1	Install mountain bike skills trails, floodlit asphalt pump track and bike trials area	<ol style="list-style-type: none"> <li>1. Reduced financial barrier to participation.</li> <li>2. Increased opportunity for participation in cycling</li> <li>3. Increased sharing of community resources</li> <li>4. Increase in community bikes maintained and repaired</li> <li>5. Increase in community members able to maintain and repair their own bikes</li> <li>6. Increased use of off road core paths for access</li> <li>7. Increase in young people trained and volunteering in MTB leadership, cycle coaching and trail maintenance</li> <li>8. Increase in young people and community members volunteering</li> <li>9. Increase in adults trained and qualified as MTB Leaders, coaches and in trail maintenance</li> <li>10. Increased community access to a quality outdoor recreation and learning environment in close</li> </ol>	<ol style="list-style-type: none"> <li>11. Increased and more diverse participation in cycling regardless of age, gender, disability, ethnicity, sexuality or socio-economic status</li> <li>12. Increase in young people cycling for recreation, active travel and cycling competition</li> <li>13. Increase in community trail maintenance volunteering</li> <li>14. Increase in transferable trail maintenance skills benefiting Arrans wider multi-user trail network</li> <li>15. Increase in people exercising responsible outdoor access with reduction in unauthorised trail building</li> <li>16. Increase in job opportunities in the cycling sector</li> <li>17. Increase in young peoples accessible introductions to cycle racing</li> </ol>	<p>Through increasing and diversifying participation in cycling our islands community experiences reduced health inequalities, improved physical and mental health and wellbeing, reduced social isolation in addition to a strengthened Island economy through an increase in cycling's economic impact on tourism</p>
	1.2	Install a youth build your own trail area			
	1.3	Install a group shelter and outdoor furniture			
	1.4	Install a bike wash, bike repair station, eBike charger and spares vending machine			
	1.5	Install outdoor gym equipment			
	1.6	Install a bike library of free to use bikes, skateboards and scooters			
	1.7	Install free to use community bike workshop			
	1.8	Install free to use trailer of trail tools and equipment			
	1.9	Improve access to the pond for outdoor learning			
Deliver a diverse range of opportunities to our Islands young people	2.1	Continue to deliver group youth MTB rides for free			
	2.2	Deliver youth MTB coaching for free			
	2.3	Deliver local youth MTB race series			
	2.4	Deliver Ayrshire schools MTB competitions			
	2.5	Deliver 'overnight on a school night' bivvy sessions			
	2.6	Continue delivering training and qualifications in Association of Trail Builders Trail Maintenance, Scottish Cycling Level 1 MTB leadership, Scottish Cycling Level 1 Cycle Coach, Sport Scotland's Child protection and Wellbeing, Emergency Outdoor First Aid and Park Tool School trail side mechanics.			
Deliver opportunities to our wider community that strengthen our Island	3.1	Deliver monthly community pump track jam			
	3.2	Deliver annual cycling event			
	3.3	Deliver facility opening festival.			
	3.4	Deliver free Dr Bike sessions and teach bike mechanic skills to our wider community.			
	3.5	Deliver training and qualifications in Association of Trail Builders Trail Maintenance, Trail Maintenance Volunteer Coordinator, Scottish Cycling Level 1, 2 and 3 MTB leadership, Scottish Cycling Level 1 and 2 Cycle Coach, Sport Scotland's Child protection and Wellbeing, Emergency Outdoor First Aid and Park Tool School trail side mechanics.			
	3.6	Deliver volunteering opportunities in trail maintenance, MTB leading and coaching			

Promotion that improves positive outcomes	4.1	Promote other off-road cycling routes on Arran	proximity to Arran High School		
	4.2	Promote a diverse and inclusive use of the facility			
	4.3	Promote facility as a family friendly area with more than just mountain biking			
	4.4	Promote responsible access and the rights and responsibilities of mountain bikers with a culture of trail stewardship			
	4.5	Promote a culture of community volunteering with transferable trail maintenance skills			
	4.6	Promote opportunities for AHSMBC, Arran Bike Club and other key local partners to collaborate more easily on developing and growing cycling in our wider community			
	4.7	Promote Arran's cycling product putting the Island back on the map for cycling			
	4.8	Promote outdoor learning initiatives for children. For example: foraging, bush craft and outdoor cooking			

Theme 1 - Facilities					
	Action	Partners	Short-term outputs	Timescale	Short-term outcomes supported
1.1	Install mountain bike skills trails, floodlit asphalt pump track and bike trials area	AHSMBC	Community Asset Transfer Planning permission Tender process Engage contractor	Jun 2022	2, 10
1.2	Install a youth build your own trail area.	AHSMBC	Consultation and pre planning	Jun 2022	2
1.3	Install a group shelter and outdoor furniture	AHSMBC / AES	Develop and share design brief and specification	Jun 2022	2
1.4	Install a bike wash, bike repair station, eBike charger and spares vending machine	AHSMBC / AES	Consultation with AES	Jun 2022	1, 3, 5, 6, 10
1.5	Install outdoor gym equipment	AHSMBC / NAAS	Consultation with PCS&C	Jun 2022	1, 2, 10
1.6	Install a bike library of free to use bikes, skateboards and scooters	AHSMBC / AYP	Consultation with wider community	Jun 2022	1, 2, 3,
1.7	Install free to use community bike workshop	AHSMBC	Develop induction process	Jun 2022	1, 2, 3, 5, 6
1.8	Install free to use trailer of trail tools and equipment	AHSMBC	Develop induction process	Jun 2022	1, 2, 3, 9
1.9	Improve access to the pond for outdoor learning	AHSMBC / AHS	Install disabled access path and clear area surrounding pond	Jun 2022	2, 10



Theme 2 – Youth activities, training and qualifications.					
	Action	Partners	Short-term outputs	Timescale	Short-term outcomes supported
2.1	Continue to deliver group youth MTB rides for free	AHSMBC	Train more volunteer leaders	On-going	2, 6, 10
2.2	Deliver youth MTB coaching for free	AHSMBC	Re-schedule booked group level 2 coach training	On-going	2, 6, 10
2.3	Deliver local youth MTB race series	AHSMBC / NAAS	Develop format	On-going	2, 10
2.4	Deliver Ayrshire schools MTB competitions	AHSMBC / NAAS / SC	Build working partnerships	On-going	2
2.5	Continue to deliver 'overnight on a school night' bivy sessions	AHSMBC	Develop designated area	On-going	2, 10
2.6	Continue delivering training and qualifications in Association of Trail Builders Trail Maintenance, Scottish Cycling Level 1 MTB leadership, Scottish Cycling Level 1 Cycle Coach, Sport Scotland's Child protection and Wellbeing, Emergency Outdoor First Aid and Park Tool School trail side mechanics	AHSMBC	Book next years courses	On-going	2, 4, 5, 7, 8, 10
2.7	Deliver Scottish Cycling's Rock up and Ride programme of free school bikes for school aged children who cannot afford a bike.	AHSMBC / SC / NAAS	Run pilot programme in primary schools	On-going	1, 2, 5

Theme 2 – Community activities, training and qualifications.					
	Action	Partners	Short-term outputs	Timescale	Short-term outcomes supported
3.1	Deliver monthly community pump track jam	AHSMBC / ABC	Monthly pump track jam	On-going	1, 2
3.2	Deliver annual cycling event	AHSMBC / ABC	Annual cycling event	On-going	2, 3
3.3	Deliver facility opening festival	AHSMBC / ABC	Opening festival to coincide with UCI World Championships 2023	Aug 2023	2, 3
3.4	Deliver free Dr Bike sessions and teach bike mechanic skills to our wider community	AHSMBC / ABC / AES	Dr Bike sessions	On-going	1, 3, 4, 5, 8, 9
3.5	Deliver training and qualifications in Association of Trail Builders Trail Maintenance, Trail Maintenance Volunteer Coordinator, Scottish Cycling Level 1, 2 and 3 MTB leadership, Scottish Cycling Level 1 and 2 Cycle Coach, Sport Scotland's Child protection and Wellbeing, Emergency Outdoor First Aid and Park Tool School trail side mechanics	AHSMBC / ABC	Book training and advertise opportunity	On-going	1, 2, 3, 4, 5, 8, 9
3.6	Deliver volunteering opportunities in trail maintenance, MTB leading and coaching	AHSMBC / ABC	Advertise opportunities	On-going	1, 2, 3, 4, 5, 8

Theme 4 – Promotion					
	Action	Partners	Short-term outputs	Timescale	Short-term outcomes supported
4.1	Promote other off-road cycling routes on Arran	AHSMBC / ABC	Build online content	On-going	2, 6
4.2	Promote a diverse and inclusive use of the facility	AHSMBC / ABC / AYF	Build online content Community outreach and advertising	On-going	2, 4, 5
4.3	Promote facility as a family friendly area with more than just mountain biking	AHSMBC / ABC	Build online content Community outreach and advertising	On-going	2, 4, 5
4.4	Promote responsible access and the rights and responsibilities of mountain bikers with a culture of trail stewardship.	AHSMBC / ABC / AAT	Trail maintenance training and group volunteering opportunities	On-going	3, 6
4.5	Promote a culture of community volunteering with transferable trail maintenance skills	AHSMBC / ABC / AAT	Trail maintenance training and group volunteering opportunities	On-going	8
4.6	Promote opportunities for AHSMBC, Arran Bike Club and other key local partners to collaborate more easily on developing and growing cycling in our wider community	AHSMBC / ABC	Regular and frequent gatherings	On-going	2, 3, 4, 5, 6, 9
4.7	Promote Arran's cycling product putting the Island back on the map for cycling	AHSMBC / ABC	Build online content and promotional video(s)	On-going	2, 6
4.8	Promote outdoor learning initiatives for children. For example: foraging, bush craft and outdoor cooking	AHSMBC / AHS / APS	Schools outreach	On-going	2, 3, 10

### Abbreviations - Partner organisations

(AHS : Arran High School) (APS : Arran Primary Schools) (AYF : Arran Youth Foundations)  
 (AES : Arran Eco Savvy) (AAT : Arran Access Trust) (ABC : Arran Bike Club)  
 (NAAS : North Ayrshire Active Schools)

### Monitoring and Evaluating Outcomes

We will annually measure achievement of desired project outcomes through a variety of means including;

- We will use an infrared trail counter to record; Number of site visits.
- We will use an online booking form to record; How many times our trail tools are borrowed, how many times the bike workshop trailer is used and how many times the bikes, skateboards and scooters are used.
- We will encourage the use of a feedback questionnaire found on our website and other social media platforms.
- We will annually use survey monkey to delve deeper into our projects harder to measure outcomes.
- We will regularly monitor Trail Forks and Strava to gain insight on usage.
- We will tracking and monitor; Young peoples additional qualifications and adults' additional qualifications.
- We will use and develop social connections to listen to and encourage word of mouth sharing of opinions and feedback.

Annually we will formally analyse results of our facilities data and online feedback to inform future provision and developments.

## Existing Cycling Community and Evidence of Demand (People)

### Education and Coaching & Clubs

There are a range of guiding, leading and coaching providers in the area which include:

- Ride Arran, (Guiding, Leading and Coaching)
- Wally's Wheels, (Leading)
- Arran Outdoor Education Centre (Leading, can supply bikes)
- Lochranza Centre (Leading, can supply bikes)

Arran currently has around 4500 residents with 250 pupils at high school.

**AHSMBC** (described in the introduction) are the only school club on Arran. There is no primary club yet. They currently have 50 young people regularly participating in their activities which include weekly after school rides, developing young level 1 mountain bike leaders and coaching, community volunteer trail maintenance sessions delivering free public bike repair sessions and going on overnight residential mainland trips.

**Arran Bike Club** was established in 2002 by a few local mountain bikers, not only to structure and grow club cycling but also to create a formal body to help lobby and work with agencies in creating safe cycle infrastructure and resources. They have over 30 active adult members and many more who dip in and out of mountain biking and monthly trail maintenance sessions. Their website is Arran's premier information resource for all things cycling on Arran, representing all styles of cycling. Its 'Routes' and 'Calendar' pages are informative and their route maps are available in a paper leaflet available around the island. Their Facebook page has info regarding riding on Arran and currently has nearly 700 members.

**Lochranza Centre CIC** has primary and secondary school children in North Ayrshire as clients and offer mountain biking as an activity. Although it is a 17mile drive to the facility from Lochranza, the added value it offers would see it being used regularly.

**Arran Outdoor Education Centre** offer mountain biking to their residential groups and is located in Lamash. The proposed facility would be used and utilised by the Centre whilst providing outdoor residential experiences for young people throughout North Ayrshire and wider afield.

**Arran Junior Triathlon Club** could use the facility for cycle skills coaching and training.

**Arran Youth Foundations**, based behind Arran High School, have plans to train volunteer mountain bike leaders to add to their youth programme and would use the facility.

**Arran Gravel Riders**, meet weekly and would use the facility as a meeting point for many of their extended forest rides.

**Belles on Bikes (Arran)**, would use the facility for learning skills and coaching

**Isle of Arran Velo Club** and **Isle of Arran Cycling Club**, would use the facility for broadening their cycling experiences and use the facility for skills coaching and development.

It should be noted that many children, young people and adults **out-with any recognised club or group** on Arran also cycle and/or mountain bike.

**Island Visitors** do not currently represent large numbers however there is a large untapped market for mountain biking tourism. The tourism family market on Arran is large and most bikes travel to Arran on the back of cars and are looking for safe places to ride as off road as a family. Visit Arran are keen to encourage visits without cars.

### **Bike Hire and Sales Businesses**

There are a range of bike hire, sales and maintenance providers in the area which include:

- Brodick Cycles, Brodick (Sales, Maintenance,)
- Wally's Wheels, Mobile (Maintenance)
- Auchrannie Mountain Bike Hire, Brodick (Bike Hire)
- Arran Bike Hire, Brodick (Bike Hire)

Families on Arran have long relied on Internet shopping for most things including bikes. There has been to date a lack of accessible maintenance facilities and spare parts for aspiring riders and therefore there is an opportunity to develop this provision on Arran.

### **Accommodation**

Local accommodation to the site is abundant, as Arran is predominantly an Island revolving around tourism. The Island offers a range of accommodation from holiday cottages to bed and breakfast and has scope to provide a wider offering to meet demands.

### **Off-Road Cycling Events**

Grinduro, the international mountain bike enduro / gravel grinder race staged their Scotland stage on Arran with their 'event village' at Arran High School in 2018 and 2019.

Most of Scotland is covered by a **Regional Youth MTB Series**. The series takes young riders around their region to compete on both formal and informal (but marked) courses within a mini race series. Scottish Cycling/DMBinS and local businesses normally support the series. The region that is unfortunately missing from this provision is Ayrshire and Arran, creating an obvious gap in provision.

### **Additional Business or Tourism Potential**

Although the proposed facility is small, it has potential to generate work opportunities or support the existing work of leaders/coaches and event organisers in the local area who currently have no other, custom built facility on which to take groups/events. It can be estimated that if 4 coaching sessions occupied the site for 2hrs per week then at least 0.2 FTE job would be created or supported directly from the scheme. Local bike related businesses might see an increased trade in parts and servicing with an uptake in the activity by younger riders in particular. Local cafes and other service providers may also see a small rise in footfall.

## Existing Local Provision (Place)

### Dyemill

Dyemill forest is linked to the main village of Lamlash via the Core Path Network on an off road route via Glenkiln Farm. The existing Urie Loch trail and Lagaville trail are walking trails but prove popular with young mountain bikers. There is inevitable multi user conflict, which our adjacent facility will resolve.

### Dyemill to Kilmory Cycle Route

Dyemill is sited at the start of Arrans only designated cycle route, which is a Forestry & Land Scotland route of little more than 9 miles. It is ungraded and solely uses a working forest road with no singletrack.

### Scottish Cycling Level 1 route

The Dyemill from Arran High School via Glenkiln farm including the 'Owl House' loop is a Scottish Cycling certified Level 1 MTB route for qualified leaders operating out of Arran High School.

### Dyemill.5

There is a small 0.5km loop of twisting singletrack adjacent Dyemill car park built and maintained by Arran Bike Club.

### Unauthorised Build

Unauthorised rogue trail building of both fall line and contour single track is becoming extensive on Arran. They are unfortunately unsuitable or safe for beginner and intermediate cyclists.

### Skate Park(s)

There are two small skate parks on Arran, one in Lamlash and one in Brodick which do not meet the needs of cyclist's, as their metal construction is very slippery for bike wheels when wet.

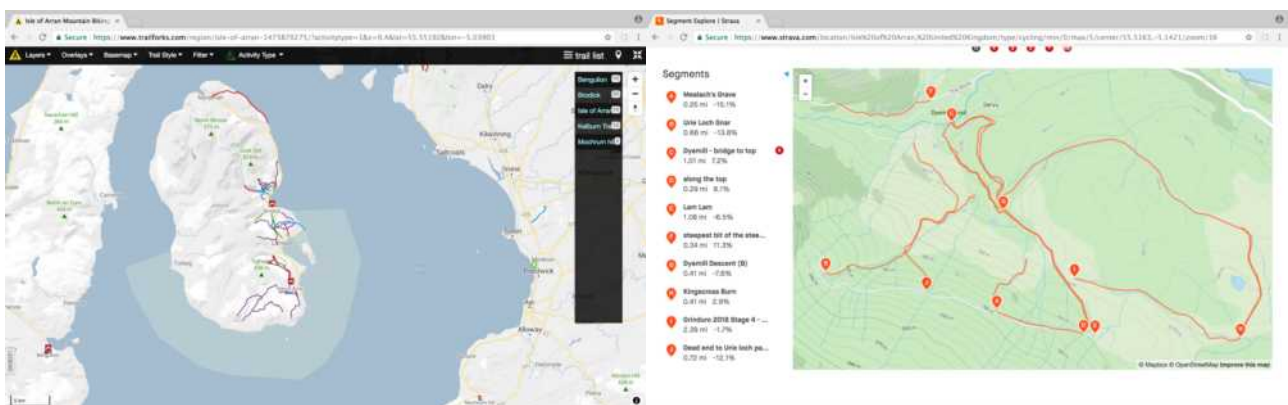
### Brodick and Lamlash Link

There is a wider desire for more off-road cycling routes and links with one such route between the ferry in Brodick and Lamlash is at the feasibility study stage with expected funding from Sustrans.

### Arran Bike Club Suggestions

DMBinS website lists Arran as a promoted trails destination with a link to Arran Bike Clubs website. Arran Bike Club promotes and produces a trail map of suggested routes using existing multi user paths and forest trails.

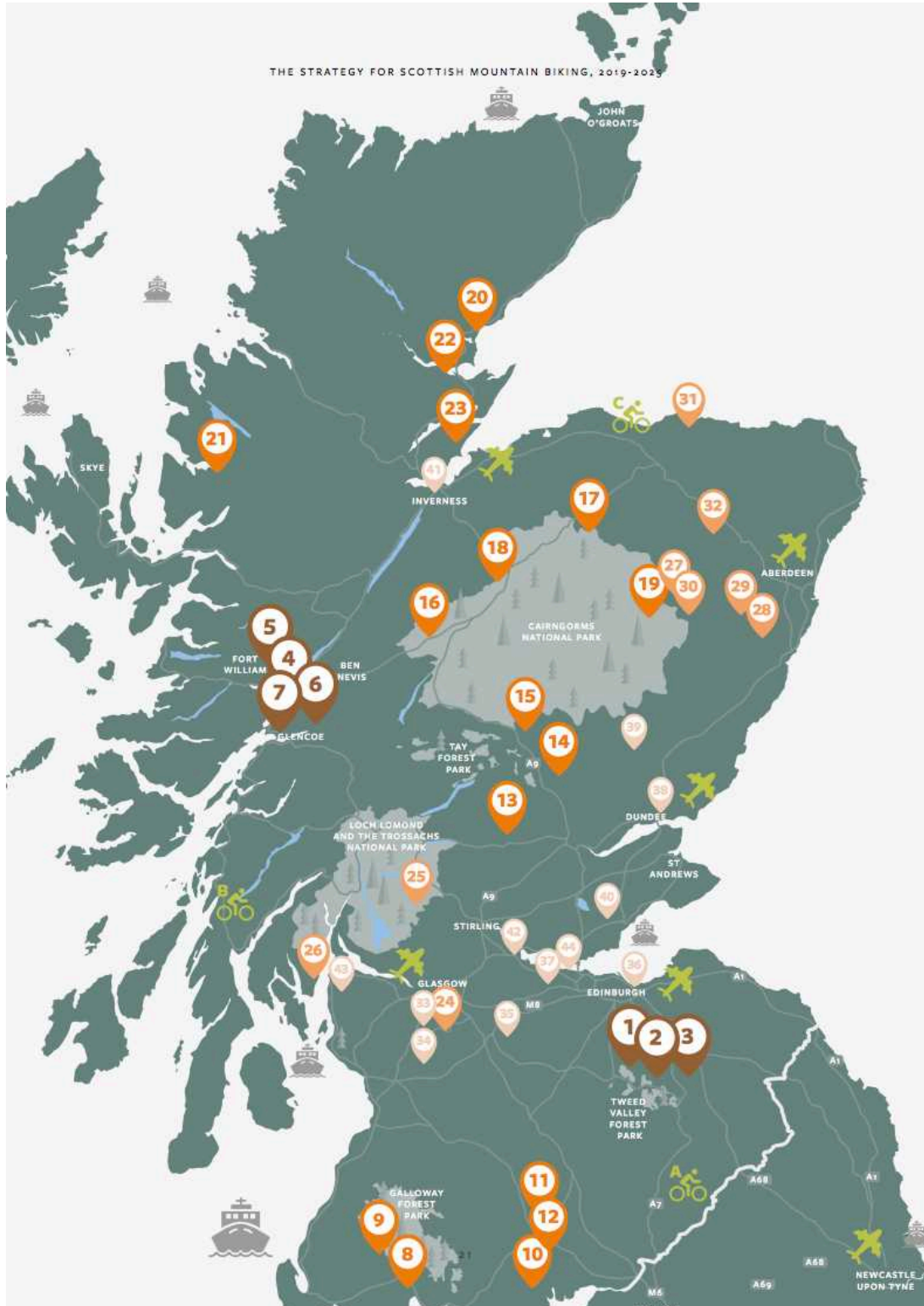
### Strava and Trailforks



Strava segments and Trailforks trails evidence a developing cycling community on Arran with much potential. Most segments and trails are on forest road and multi user paths advertised as footpaths. There is however nothing for entry-level cyclists and mountain bikers and no purpose built facility

## Existing Wider Regional Provision (Place)

Arran does not feature within Scotland's current national strategy for mountain biking in Scotland, 2019 to 2025. Our Island did, however feature within the original framework launched in 2010 and refreshed in 2016 to 2018. Historically, Arran used to be on the map for cycling but has fallen behind the world-class provision found elsewhere in Scotland through lack of investment. Our aims are not to duplicate or compete with wider provision but to complement them and add to Scotland's mountain biking reputation as world class. We aim to fill the gap in provision our Island community experiences through travel barriers. In spite of a lack in investment in facilities our Islands cycling community has grown in strength however there is significant room for improvement and in particular the diversification of participation.



## Supporting Local Amenities and Car Parking



### Car Parking

There is ample existing parking space at the Dyemill forest and we do not intend to add to this, as we will encourage visitors and regular users to park in Lamlash. The Dyemill forest is an inspiring outdoor space that deserves to have limited access by unsustainable vehicles that damage the environment. However, we do recognise that to be inclusive, some may need to drive as close as they can to the Dyemill for a variety of reasons and if parking becomes an issue we will endeavor to address this.

### Local Amenities

It is our intention to complement and support existing local business. The centre of Lamlash is a five-minute cycle from the Dyemill via the main road or the off road farm track core path. The centre of Lamlash has a community run public toilet at the pier, ample car parking, a CO-OP, a garage, petrol pumps, newsagent, post office, sports field, tennis courts, chemist, cafes, bars, restaurants, cafes, gift shops and further visitor attractions including the COAST visitor centre. We will install a map on-site highlighting local amenities including toilets, water bottle fill points, car parking and other pertinent information.

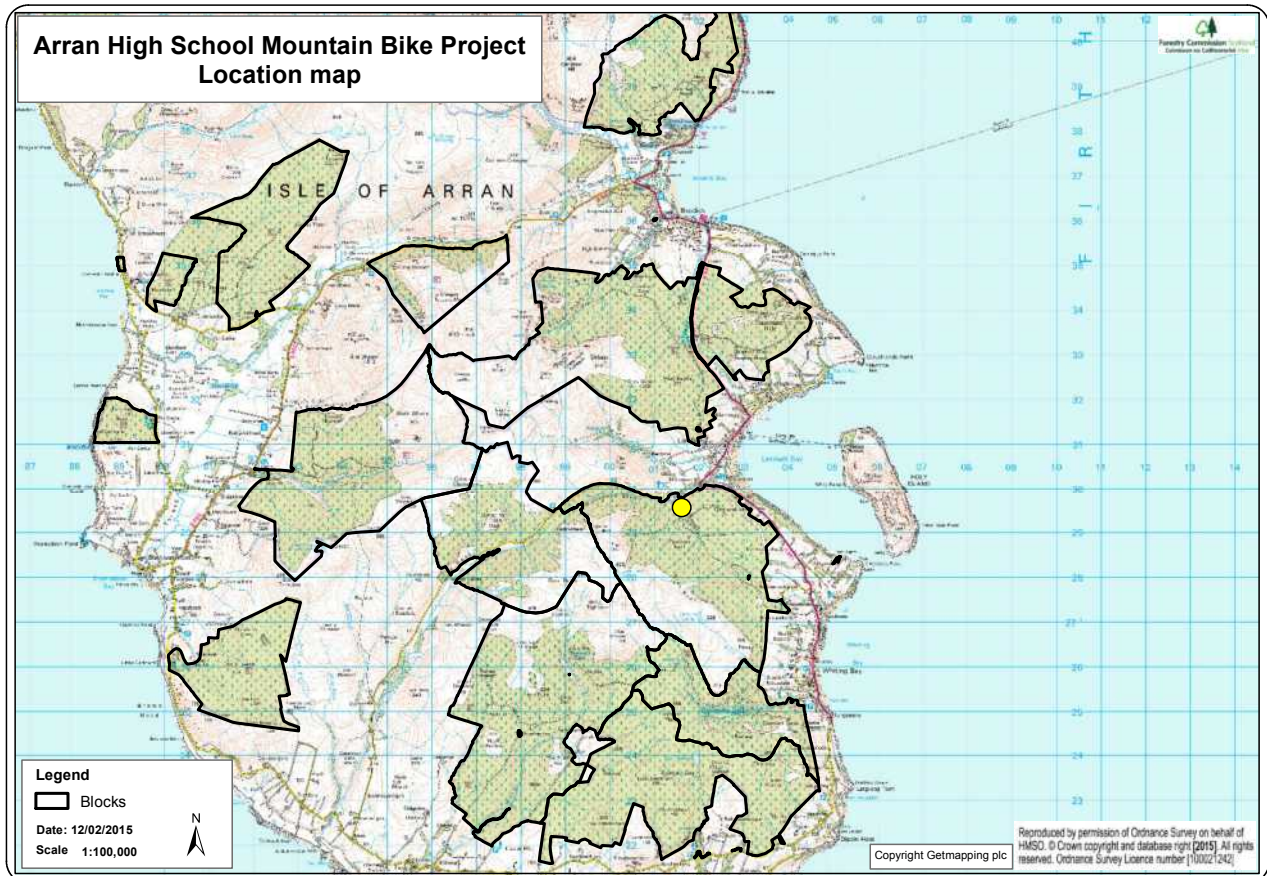
### Arran Community Sport Hub / KA Leisure

Arran Community Sport Hub is housed within the Arran High School building and has changing rooms and showers. There is a perfect opportunity for users to park here and use the changing facilities and showers while cycling too and from the Dyemill facility. The sport hub also has a grass sports field, all weather floodlit synthetic grass pitch, gym, sport hall and dance hall. Outside the building there is a bike shelter and AHSMBC have installed a public bike repair station.

## Proposed Site Location

### Isle of Arran

Often referred to as Scotland in miniature for a variety of reasons. The Island has a long history as a cycling destination because it is possible to do a road circuit on a day trip. Arran is recognised as one of the best Island destinations on the planet. It's combination of community and environment foster well-being, which in turn feeds a thriving economy based on tourism and the food and drink sector. With a resident population of around 4500 people, Tourism directly employs 1200 with a further 300 indirectly employed through support services. There are approximately 2000 full time employees on Arran. This tourist sector drove £69m in revenue in 2019 directly and indirectly. Agriculture, forestry, logistics and construction are also significant sectors on the island.



### Dyemill

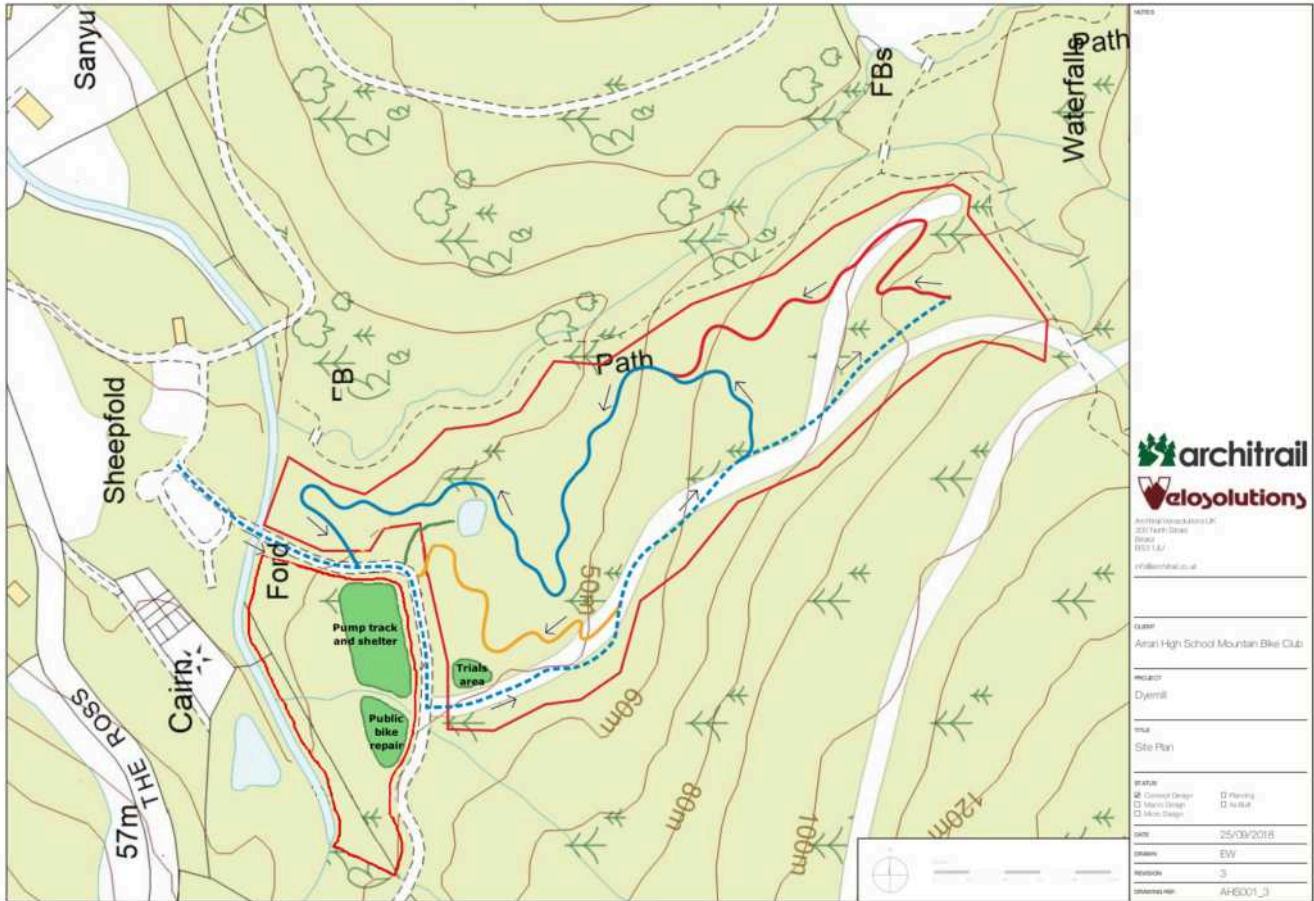
Dyemill Forest is situated to the west of Lamlash on the Isle of Arran. The main access to the proposed MTB trails site is via the forestry car park off the B road named 'The Ross'. It is roughly one kilometer from Arran High School. Linked with the centre of Lamlash via an off road farm track which is a designated core path. It is 7.5 kilometer from Brodick ferry terminal via an entirely off road cycle route. Brodick to Lamlash is currently the subject of a Sustrans feasibility study for a potential multi user off road path.

### Potential for Future Developments

Architrail and F&LS have confirmed the proposed site has extensive opportunity for future expansion beyond its existing boundary if required.



# Macro Layout Design and Boundary





The area at Dyemill lends itself to short, fun and repeatable trails. Emphasis has been put on learning and progression of bike handling skills for a wide range of users. The Macro layout indicates where each of the MTB trail facilities, which are described below, will be located. The facility will have three descending 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.

The approved plan is to comprise of:

- A re-surfaced up-trail utilising the unused existing quad trail.
- A beginners/improvers jump line with a variety of lines for learning and progression.
- A blue graded easy skills line with mellow berms and progressive rollable jumps.
- A red graded technical line; tight back to back berms, hip jumps, table tops and other technical trail features

### **Climbing Trail**

This is an existing section of quad track, which is to be upgraded to a safe and sustainable finish. This 418m section of track will take riders up the hill to join the skills trail, blue trail and red trail sections. The climbing trail is to be re-graded and topped with a layer of crushed stone.

### **Jump Line**

This 215m section of trail should be ride-able safely by all users with an emphasis on learning and progression. Consideration should be given to multi ability options. All jumps should be rollable without the requirement for 'air'.

### **Blue Grade Mountain Bike Trail**

This section of approximately 595m blue grade cross-country mountain bike trail is designed for beginner and improving riders. The trail is accessed by climbing beyond the skills trail and peels off the climb on a plateau through some deciduous trees on a plateau. The trail flows down the hill with blue grade features with speed controlled by the trail shape. Grade reversals, rollers and berms are typical features on this trail. Please see the above Macro Layout Design showing the proposed layout. This shows the trail starting further up the climbers trail from the beginners/Improvers Skills Track, before traversing and descending with a variety of corners and features.

### **Red Grade Mountain Bike Trail**

This section of approximately 327m red grade cross country mountain bike trail provides a more technical descent than the blue grade trail. The descent should be feature rich and provide an additional challenge to the blue trail. This trail is at the highest elevation of all the trails and climbs from the upgraded quad track onto a spur overlooking the mountain bike trail area. Here an area should be allocated for riders to regroup and instructors to teach. The trail then descends to link in with the blue trail. Please see the above Macro Layout Design.

## Pump Track



A pump track is an off road cycling facility defined as a closed loop with closely spaced rollers and rolling features with tight, bermed corners. They provide a technical learning facility for the different disciplines and are considered a place where riders go to relax, ride themselves but also to watch other riders and socialise. A learning rider will initially pedal around the loop, but as their speed and skill increases, they are able to generate speed from the corners and rollers without pedaling, which is the overall concept behind a pump track. Once a rider is able to do this they can progress to manualing and jumping between features in various combinations limited only by their ability and creativity. This highlights the inclusive nature of a pump track and their appeal to the widest possible range of rider abilities and bike users. They can be used by all ages and abilities, with the opportunity for users to progress their skills the more they practice. Asphalt pump tracks can also be ridden with skates, scooters, skate boards and are also ideal areas for introducing children to balance bikes increasing their inclusiveness. All features on the track are relatively low in elevation and the speeds involved are low too, keeping the safety risk factor to a minimum, whilst offering an exciting facility to ride. Riding a pump track involves using not only your legs, but also works your upper body and core muscles. Although riding without pedaling sounds easy, it is physically much more tiring than pedaling alone. Indeed, for riders who have mastered any given pump track, the number of laps possible is then usually only limited by their own fitness. The pump track will have a shared start hill for observing and socialising, which is important for these types of facility. Riders can spend a larger proportion of time observing and coaching others than riding themselves, so provision of areas to safely spend time is important. Coupled with an adjacent shelter and within easy reach of short repeatable and fun skills trails this would serve as the hub for many cycling groups to share. It would be the perfect meeting point for cycles further afield. Made from asphalt, pump tracks are very hard wearing, weather proof and require very little maintenance.



## Trials Area



Bike trials is a discipline of cycling in which the rider attempts to pass through an obstacle course without setting foot to ground. Transferable skills taken from trials riding can be used practically on any bicycle for balance, for example controlled braking and track standing, or balancing on the bike without putting a foot down. Sited near the shelter and pump track these features can double as outdoor furniture. Being in a central location will encourage the features first time use and promote the benefits of the disciplines and its importance within the many mountain biking niches. All features will be sustainable, locally sourced stone or wood, and should blend into their natural forest environment. Bike Trials Scotland and Duncan Shaw, a former national champion, have offered to assist in the design of the trials area(s). There is opportunity for an innovative design that encourages cross discipline use.

## Multi Discipline Facility

The design of the Dyemill trails facility provides opportunities for people to participate in more than one cycling discipline in one place. The facility is designed to cater for many niches within cycling including Balance Bike, XC, Enduro, Gravel, DH, BMX and trials. Each discipline will have features or specific trails to practise and be coached on. With the combination of the facility being linked with the core path network, at the start of an existing off road forest cycling route, having a multi use pump track, trials area, and a variety of feature rich small repeatable loops, the facility offers something for everyone.

## Trail Building 'Graffiti Wall'

We will provide an area specifically for local youth to build and ride their own bike trails. Functioning similar to a graffiti wall this areas desired outcome will be reduced unauthorised trail building elsewhere on Arran and a deeper understanding of responsible trail stewardship. This will initially exist as a trial run with its possible continuation based on evidence of successful outcomes. The delivery of this specific project will require significantly increased management and inspection.

# Signage

Signage will be used to guide, educate and warn riders of the risks of the activity. Signs are a necessary component of trail management and provide the user with information that will allow them to make informed choices. Interpretation signage will focus on the educational role particularly with regard to the safe riding of different technical features and control of speed on the trail. The signage, construction with sustainable materials where possible, will contain information on safety and trail grading and a code of conduct.



## Skills

**7 stanes** MOUNTAIN BIKE TRAILS

**Practice makes perfect!**  
These guidance notes are to help you improve your riding technique.

**Need some coaching?**  
Would you go skilling without getting lessons?  
Mountain biking is just the same – the more you put into it to learn the correct techniques, the more you'll get out of it too.

**Ever get fed up of falling off or walking round tricky sections? Want to be faster on the descents? Or would you like to learn a few cool skills for the freeride to get more air?**

**If you really want to progress and improve, we recommend getting some skills training. Check out the links from [www.7stanes.com](http://www.7stanes.com) for information on local skills schools, or ask at a local bike shop.**

**Attack position**  
The attack position is the 'ready for anything' position. Your centre of mass, and body position, should not be over the bike. The feet are flat on every mountain bike (MTB) technique.

**Weighting and un-weighting**  
Use the technique right and you will improve your bike skills. It's all about getting your weight on the right bike. If you're not ready, that's OK, you can wait and un-weight.

- As you approach the bump get into the attack position.
- Keep your weight forward as you take contact (Ph 1).
- As you land the bump, your weight should be in the middle (Ph 2).
- Continue to move back on the bike as it lands over all of the bump (Ph 3).

One of the essential techniques of mountain biking.

**Rear wheel lifts**  
Being able to when your front wheel goes up, you should still have your feet on the pedals. It's not about the weight of the bike, it's about the weight of the rider. The rider should be in the middle of the bike.

- As you approach the bump, get into the attack position.
- As you take contact, your weight should be in the middle (Ph 2).
- As you land the bump, your weight should be in the middle (Ph 3).
- Continue to move back on the bike as it lands over all of the bump (Ph 4).

**Perfecting the turn.**  
Remember your goal is to stay in the attack position. Don't let your weight go back. Keep your weight forward. Keep your feet on the pedals. Keep your body straight. Keep your head up. Keep your eyes on the trail.

**Drop lifts**  
This is a technique for the most demanding of your jumps and drops.

- Position your body over the bike.
- As you approach the drop, get into the attack position.
- As you take contact, your weight should be in the middle (Ph 2).
- As you land the drop, your weight should be in the middle (Ph 3).

**Trackstands**  
This is a technique for the most demanding of your jumps and drops. It's all about staying in the attack position. Don't let your weight go back. Keep your weight forward. Keep your feet on the pedals. Keep your body straight. Keep your head up. Keep your eyes on the trail.

**Power assisted rear wheel lifts**  
This is a technique for the most demanding of your jumps and drops. It's all about staying in the attack position. Don't let your weight go back. Keep your weight forward. Keep your feet on the pedals. Keep your body straight. Keep your head up. Keep your eyes on the trail.

**Controlled braking**  
Remember your goal is to stay in the attack position. Don't let your weight go back. Keep your weight forward. Keep your feet on the pedals. Keep your body straight. Keep your head up. Keep your eyes on the trail.



## Floodlights

We intend to cover the pump track area with sustainable LED floodlights powered, initially, by a silent generator housed in discrete and secure storage. In collaboration with Arran Eco Savvy, we will explore sustainable energy systems to power the floodlights as they evolve and reduce in cost. There is an opportunity for the use of the floodlights to be accessed with a pre paid card or coin operated timer if wider community demand requires. From our clubs experience, the appeal of continuing to head outside on bikes during our cold dark Scottish winter would be increased significantly with an all weather floodlit facility like this. There are no outdoor facilities on Arran that are floodlit other than the artificial grass pitches in Lamblash and Brodick. To date, all after school outdoor pursuits stop during winter with the exception of mountain biking. Floodlights would increase the inclusive opportunity for those who prefer BMX, skates, scooters or skateboards.

## Nature Pond

There is an existing pond on site within only 30meters of the main forest access road. We will re-generate this to improve biodiversity while acting as an accessible educational resource with interpretation panels. A wheelchair accessible path will be installed to ensure inclusive use. We will also install outdoor furniture including picnic benches. The regeneration of this pond is an ideal opportunity for an outdoor learning project for Island school groups.



## Overnight on a School Night Area

The forest site will provide opportunity to develop a safe environment for our club and other youth groups to bivvy or wild camp with outdoor cooking while respecting and minimizing their impact on nature. The big appeal in this location for an overnight is its proximity to school as our clubs previous overnights further afield made getting back to school in the morning a difficult challenge.



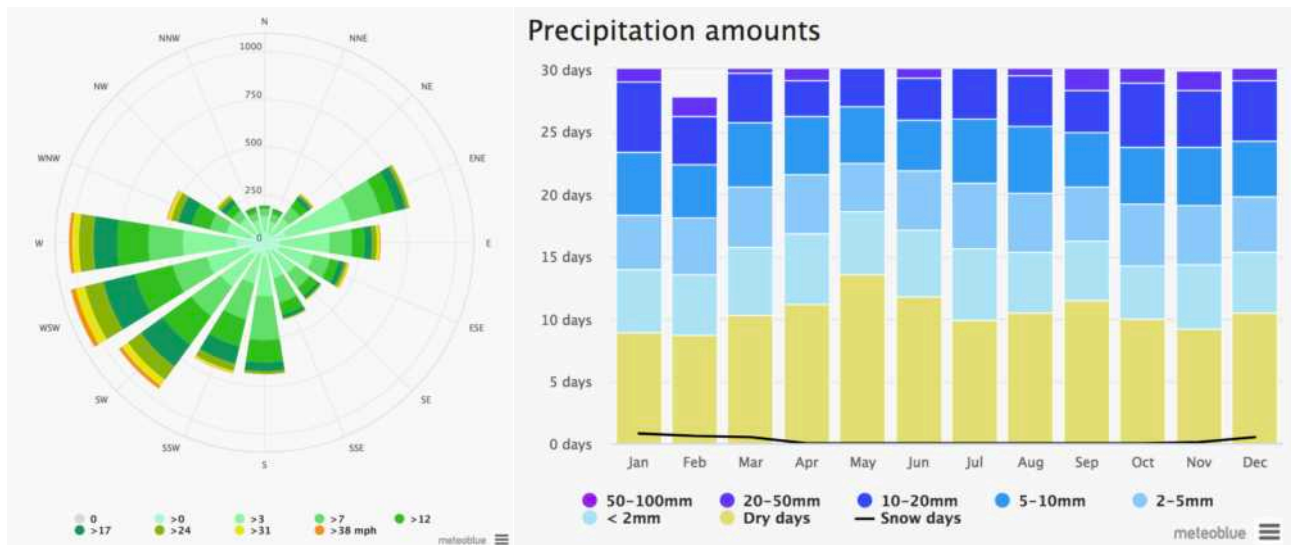
## Shelter and Associated Outdoor Furniture

Local school pupils under supervision and instruction will build an eco friendly shelter using local sustainable materials. The design and construction of this will offer a leadership opportunity for a group of school pupils to make decisions and manage the project with support. The design of this shelter will be set as an open competition aimed at university architecture students. The shelter should be large enough for groups of twenty, open to all and serve as a focal point and social hub. We anticipate it will be used to avoid heavy downpours, visiting outdoor education groups eating lunch, families gathering and relaxing by the pump track. We will site the bike repair station and other features nearby.



## Weather

The Dyemill forest is sheltered from the prevailing wind by hills to the west. Meteoblue's wind rose for Isle of Arran (illustrated) shows how many hours per year the wind blows from the indicated direction and at what speed. Rainfall as illustrated in Meteoblue's precipitation diagram, evidences the need for a shelter and all weather sustainable trails.





## Ancillary Products



### Public Bike Maintenance Resources

We will install and maintain a public bike repair station, solar powered spares vending machine and solar powered eBike charger which will also have USB sockets for charging phones which we consider essential safety devices. We will also install an eco bike wash sustainably harvesting rainwater. The bike wash will be accompanied with an interpretation board educating on biosecurity issues and promoting the use of the bike wash to clean all bikes and feet when leaving the site. Our bike wash sign will also promote the use of eco bike lubricants and bike wash detergents by linking the waste run off into Lamlash bay and the extended South Arran Marine Protected Area. COAST and Arran Eco Savvy could collaborate with school children in designing this sign. If we can secure a mains water supply to the site we will install a water bottle fill point but would not use this for washing bikes.

### Community Bike and Trail Maintenance Resources

We will complete the conversion of our large box trailer into a mobile bike repair workshop. The primary function of this trailer is to continue our annual visits to our Islands seven primary schools. We will park it on site and ensure access is available to any member of the community through constituted groups like Arran Bike Club or Isle of Arran Velo Club. We will also make our extensive resource of trail maintenance tools available in a trailer parked on site. These will be available for any of our Island community groups for voluntary path repair and maintenance. We will include a community bike parts recycling box.



## History Education

We will install interpretation boards charting Arran's history from early Neolithic period, through Viking occupation, clearances and industrial revolution to modern day farming and tourism. There is opportunity for our young people to collaborate with Arran Heritage Museum in the research and design of these.



## Wildlife and Nature Biodiversity Education

In addition to restoring the small nature pond we will further increase biodiversity on site through installing nesting boxes for bats, owls and other birds. Local school pupils will lead the design and manufacture of these during outdoor learning. We will install freestanding interpretation boards throughout the site to provide further information and insight into nature and wildlife. We will encourage Arran Bee Group to manage a hive on site and to link this with primary school outdoor learning visits.

We will install an eco friendly bike wash, which will harvest rainwater and be gravity fed. This will primarily be a focal point to educate users on biosecurity and the deadly threat to our forests from *Phytophthora ramorum*, which can infect a range of host species, causes particularly damaging infections on larch trees. We will encourage facility users to help slow the spread by following biosecurity advice to 'Keep it Clean' and wash their bikes and shoes before leaving the site.

We will plant native trees including the native Arran Whitebeam (*Sorbus arranensis*), which is one of the rarest and most endangered trees in the world. We will fence these trees off, as deer love to eat them. Henry Murdo who is a local wood expert will supply the saplings and help our young people plant them in addition to other native species like Aspen. These trees will be fenced to protect them from deer. We will also plant more trees that bear fruit and nuts for birds and the native red squirrel to feed from.



## Planned Inclusive Opportunities for Those Under-represented in Cycling

### Minority Groups

We will continue developing our weekly 'girls only' after school activity and annual 'girls give it a go' sessions in collaboration with North Ayrshire Active Schools.

### Reducing Financial Barriers to Participation

We intend to increase diverse participation through reducing barriers. Recognised barriers to voluntary participation in mountain biking for children and young people generally relate to time, cost and location. By providing all our organised activities including coaching and leading for free and the provision of kit, bikes and facilities for free we will reduce any financial barrier to participation.

### Geographical Access

Children and young people growing up on Arran, due to geography don't currently have the same opportunities of access to cycling facilities as those on the mainland. By locating the facility near the high school where free extra curricular buses are provided, the accessibility of the location is increased.

### Free to Use Bike Library

We will purchase and maintain a small fleet of bicycles suitable for the pump track along with scooters, skateboards and balance bikes. These will be offered free to use to other community groups like Arran Youth Foundations and Arran Bike Club. They will be used during our public events, give it a go sessions and weekly by AHSMBC. The bikes will also be suitable for active travel use.

### Open Access

The facility will be open all year round free to use with no restrictions to access. It is anticipated that due to a reduced level of exposure and remoteness the facility will be safer so taking part in organised activity with a leader will become less of a necessity. The facility will cater for and be inclusive of those who do not for whatever reason take part in organised activity and prefer to go it alone or with friends.

### Young Leaders and Coaches

With a further 6 young level 1 leaders and level 1 coaches anticipated each year we will have the opportunity to begin a weekly primary club. Evidence of the demand for this is in our survey and from many direct parental requests.

### Adult Volunteer Leaders and Coaches

We will also continue to train more adult volunteer leaders and coaches to offer more coaching and leading sessions more often to a more diverse participant group.

### Arran Youth Foundations

The award winning youth group Arran Youth Foundations based adjacent Arran High School, who have a popular LGBT group, plan to train volunteer leaders to deliver mountain biking to their participants. We have previously supported AYF with mountain biking opportunities and will continue to do so.

## Youth Development

### AHSMBC Youth Council

Taking advantage of additional leadership opportunities and empowering our young people to have a say and be heard, we have assembled a diverse group of young club members. They collectively represent our young peoples voice and help the clubs existing management structure with key decisions.

### Planned Leadership and Coaching Opportunities

We currently have six young people qualified as Scottish Cycling Level 1 MTB Leaders able to lead groups on a designated off-road route to and from the Dyemill forest and onwards on a circular route via 'the owl house'. This opportunity will be repeated for another 6 young people every year. The suite of qualifications includes emergency outdoor first aid training; trail side mechanics, child protection and wellbeing training. We intend to develop this opportunity to include the same young people qualifying as Scottish Cycling Level 1 Cycle Coaches. This national governing body coaching will be delivered at our proposed Dyemill skills trails, as it will be a safe and accessible facility.

## Providing a Route into Cycle Sport

### Coaching and Development

We currently have one volunteer MBLA coach and six Scottish Cycling Level 2 Mountain Bike Coaching Award trainees. We will look to add opportunities for cycle coaching awards for any suitable volunteer. Our young Level 1 MTB Leaders will add Scottish Cycling level 1 Cycle Coaching qualifications to their arsenal. The combination of the facilities coaching specific trails and numerous qualified coaches we will give aspiring participants and athletes the best opportunity to develop and learn regardless of growing up on a remote Scottish Island.

### Local Youth Race Series

We will begin a regular and frequent series of races taking in a variety of disciplines for our Islands young people giving meaning and direction to further training and development. However, we will tread carefully as a key part of AHSMBCs successful inclusive participation is its chilled out relaxed vibe. We recognise structure and seriousness can provide a barrier to participation. Any coaching and delivery of racing opportunities will come with an emphasis on fun.

### Regional School Race Opportunities

We will explore with our Scottish Cycling Regional Development Officer and North Ayrshire Active Schools Coordinator further opportunities to engage those further afield in Ayrshire. There is opportunity to develop a North Ayrshire or wider Ayrshire Schools MTB series.

### Sport timing chips for local, regional and national use

We will invest in a timing chip system to provide instant and accurate timed results. This will be used for training and for competitions. It will be made available to borrow by other groups including Arran Junior Triathlon and as a Scottish Cycling regional resource. Depending on numbers taking part in our competitions we may need to add to the number of timing chips.

## Community Bike Repair

We will continue to visit our seven Islands primary schools each year before their iCycle Cycling Proficiency training. We will also continue to evolve our offer of free community bike repair by doing so from a mobile workshop parked at the facility. We will develop this to include sharing the use of the workshop with our wider community. Through further public consultation and research we will decide whether this should be offered free to use or should be used to generate funds for the sustainable maintenance of the facility.



## Planned Activities and Events to Retain and Grow Participation

In addition to opportunities for races and competitions we will deliver open and inclusive opportunities for a range of levels designed to recruit and retain facility users. We will engage with other local community groups, associations and clubs, such as Arran youth Foundations, Arran Eco Savvy, Arran Access Trust, North Ayrshire Active Schools and others to maximise the diversification of use. We will advertise local guides and coaches as progression from self-use of the facility. We will recruit, retain and develop further volunteers to sustainably maintain our proposed activities and events. We have a strong track record of young people and adults volunteering and will seek to build upon and expand this.

Existing participants without facility	Totals
Activities that sustainably retaining current levels of participation.	
Continue existing annual AHSMBC overnight on a school night bivy	20 young people
Continue existing AHSMBC weekly group rides including girls only group, beginners, intermediates and expert.	50 young people
Continue existing annual AHSMBC residential trips	25 young people
Continue twice annual open bike workshop days	30+ adults
<b>Totals</b>	
The total number of current users without the proposed facility.	50 young people

Additional users because of facility	Totals
Some of the additional users identified below already cycle. We have identified them as additional users as the facility is a unique place to learn, practice, improve, repair and maintain, and volunteer. It is much more than just a cycle trail. If we did not have this facility some may still cycle but they would not have the targeted opportunity to contribute towards the growth of our cycling community through education, repair and maintain, and volunteering.	
Around 4,000 people live on Arran with 260 of primary school age and 240 of secondary school age. 20% of our secondary school role currently benefit from our extra curricular MTB activity. We believe we will grow this by another 20% with the addition of an all-weather, beginner friendly multi discipline facility.	48 young people
Annual Ayrshire schools race competition(s)	100 young people
Grow participation in existing AHSMBC weekly group rides by 20%	10 young people
Develop additional weekly primary school coaching and guiding sessions delivered by our young leaders	70 children
Double annual AHSMBC weekend residential trips	25 young people
Expand annual AHSMBC overnight on a school night bivy	60 young people
Develop regular and frequent local youth races	60 young people
Monthly pump track jams with floodlights when required open to all potentially with food theme nights	80 children, young people and adults
Support Arran Bike Club to grow membership	80+ adults
Annual festival/event/gathering	300 children, young people and adults
Annual outdoor learning visits from Arran High School	150+ young people
Annual outdoor learning visits from Arran Primary schools	200+ children
Our opening event will coincide with the UCI World Cycling Championships coming to Scotland in 2023.	500+ children, young people and adults
Double annual open bike workshop days	60+ children, young people and adults
Free to use bike workshop	60+ adults
Monthly trail maintenance community volunteer days	60+ young people and adults
Arran Youth Foundations MTB groups	25+ young people
There are pupils at Arran High School engaged in MTB not associated with club activities that will benefit from the facility.	20 young people
A survey completed by 200 high school aged pupils indicates that 82 currently cycle and a total of 130 young people would use the facility regularly.	130 young people
Our activities do not currently impact upon younger children within our community. We will target a further 20% of primary aged children to regularly	52 children

use the facility.	
Regular club bivy overnights on a school night experiences.	<b>40 young people</b>
An annual regional youth race will bring an additional non-resident to Arran.	<b>100 young people</b>
Annual outdoor learning visits from Arran High School.	<b>150 young people</b>
Annual outdoor learning visits from Arran Primary Schools.	<b>200 children</b>
We will host an opening event, which will coincide with the UCI World Cycling Championships coming to Scotland in 2023.	<b>500 people</b>
Free to use bike workshop	<b>50 adults</b>
Group visits from Arran Outdoor Education Centre and Lochranza Centre groups.	<b>2,000 children</b>
Arran Belles on Bikes, Arran Bike club and Isle of Arran Cycle Club members would use the facility.	<b>70 adults</b>
In terms of tourism it is not anticipated that the facility would attract a significant quantity of people traveling to Arran specifically to use the facility. The current volume and demographic of visitors coming to Arran with bikes would however undoubtedly use the facility as there is nowhere else specifically geared towards families of cyclists. We are confident this is the case especially as it will be family friendly, multi discipline and free to access. Visitor numbers to Arran in 2018 were over 400,000 generating £61million for the islands economy, though CALMAC, or no other group, record the number of visitors with bicycles. 12% of people in Scotland participated in cycling within the 4 weeks prior as identified in Cycling Scotland's Annual Cycling Monitoring Report 2019. If we use this 12% as an indicative figure of visitors with bicycles on Arran that would equal 48000. Averaging 6 ferry crossings to Arran each day not including the Lochranza route would average 2190 each year. 22 bikes per ferry journey with some ridden and some carried on cars. Brodick Port Staff interviewed agreed this would be a reasonable estimate. If half of these are road cyclists then 24,000 visitors with bikes coming to Arran would very likely use the facility.	<b>24,000 visitors</b>
<b>Totals</b>	
The total number of additional users benefiting from the facility as highlighted above.	<b>27,235</b>

## Community Benefit

<b>Estimated 'monetised' benefit to community</b>	
<b>Additional annual volunteering valued at £15 per hour</b>	
Our clubs annual volunteer hours are recorded at 300 on average not including weekend trips. With a minimum increase in Level 1 MTB leading we anticipate an increase in 200 volunteer hours.	<b>£3,000</b>
Additional 20 people volunteering for two hours each month for trail maintenance. This will represent an additional 480 hours.	<b>£7,200</b>
It is anticipated that through training youth and adults in trail maintenance on site while advocating for wider trail maintenance that volunteers will use their skills further afield on Arran with Coastal way, Arran Access Trust and various Community improvement groups including Shiskine Valley Trust. The additional hours spent volunteering on Arran will be upwards of ten people delivering four, 2 hour sessions a year.	<b>£1,200</b>
Annual regional youth race will involve ten volunteers for 8 hours.	<b>£1200</b>
Additional volunteer cycle maintenance workshops open days twice a year for 6 hours with five mechanics.	<b>£450</b>
<b>Additional annual community savings</b>	
Our free to use cycle maintenance workshop will save upwards of fifty island residents expensive bike repair bills	<b>£2500</b>
<b>Additional annual qualifications</b>	
Eight Level 1 MTB leader qualifications	<b>£600</b>
Eight emergency outdoor first aid qualifications	<b>£900</b>
Eight mental health first aid qualifications	<b>£900</b>

Eight Sport Scotland's child wellbeing and protection qualifications	£200
Eight trail maintenance volunteer coordinator with trail inspection qualifications	£1,600
<b>Additional annual spend within community</b>	
With 100 youth race entries taken by non-residents, they will contribute to Arrans economy through spend on food and transport.	£1,000
Local bike related businesses will see an increased trade in parts and servicing with an uptake in the activity by younger riders in particular. There are different wants, needs, abilities and wealth from those who require their bikes to be repaired. Some are wealthy but have the time, the tools and the skills to do it themselves. Some cannot afford the tools or the repairs and do not have the skills. The result is that we anticipate a broad-spectrum of demographics requiring bike repairs. Some will wait for our free bike MOTs with repairs, some will use our free bike workshop and tools and some will increase the trade of local business by paying for repairs. One additional £50 repair each of the 52 working weeks per year would equal £2600 extra per annum for local bike repair business.	£2,600
Local cafes and other service providers will see a small rise in footfall particularly as we will encourage parking within Lamlash. If we expect 27,260 additional users it is not unreasonable to assume that 1000 of these would spend £1 at minimum each within Lamlash.	£1000
<b>Additional annual job creation</b>	
Additional 0.2FTE cycle coaching/leading jobs created annually. Consultation with Matt Webb of RideArran MTB guiding identified that similar Scottish MTB companies have benefited in an increase in custom when advertising through and at a designated and recognisable MTB centre or destination. The guiding, leading and coaching often come secondary to place. Repeat custom is also to be expected as the facility affords opportunity for skills progression.	£10,312
<b>Additional community assets</b>	
Box trailer community bike workshop with comprehensive set of tools	£16,000
Free to use box trailer of trail maintenance tools for community groups on Arran.	£6,660
Construction of bike trails and associated infrastructure	£261,469
<b>Totals</b>	
Additional Volunteering	£13,050
Additional Community spend	£4,600
Additional qualifications	£4,200
Additional Community savings	£2,500
Additional community assets	£284,129
Additional jobs created	£10,312
<b>Total</b>	<b>£318,791</b>

## External Communication and Publicity

### AHSMBC

AHSMBC currently use the following for club communication and publicity;

- **Facebook** - [https://www.facebook.com/ahsmbc/?ref=py\\_c](https://www.facebook.com/ahsmbc/?ref=py_c)
- **Twitter** - <https://twitter.com/AHSmtbc>
- **YouTube** - [https://www.youtube.com/channel/UCUQb\\_2Kf1gf8LSfrNL8CLiw](https://www.youtube.com/channel/UCUQb_2Kf1gf8LSfrNL8CLiw)
- **Google Classroom** is used for internal communication with club members, which is invite only.
- **Arran Banner** with a circulation of just over 3,000 copies each week not including their online version frequently report on our projects, particularly the ones of significant wider community impact.

### Brand Identity

It is recognised that AHSMBC is primarily an after school club and our publicity will not be of interest to some who are interested mainly in the Dyemill trails. We will therefore develop and refine a separate marketing and communication strategy specific to the facility. We will consult the community to establish a name for the facility and commission the facilities brand identity with a competition aimed at university graphic design students. We will ensure consistent brand representation and message across all mediums.

### Website and Social Media

We will create a Dyemill trails website to be used for promoting the facility, online merchandising, giving people directions to the trails and allowing people to make charitable donations with ease. A website will also afford the opportunity for feedback and reviews and provide a portal for reporting of accidents and near misses. We will also maintain a Facebook and Twitter page.

### Community Awareness

Having a high degree of community awareness will allow us to build support for the trails and adapt to the community needs. There are two distinct phases to promoting the Dyemill skills 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 facilities design.
- **The opening and continued utilisation of the facility (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 are open and available for use.
  - 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.

### Merchandise

We will produce merchandise for sale to help raise funds, create further publicity and nurture belonging. This will be for sale online and in local shops.

### System for Continued Evaluation and Feedback

We will pin at the top of our social media pages an easily accessible feedback form. We will also encourage its use and where to find it on site.

### System for Reporting Accidents and Near Misses

Through onsite signage we will encourage anyone who has an accident or near miss to report it to us through an easily accessible feedback form found on our website. Our social media pages will have a link directing people towards this feedback form. We will then record it in our accident log. This information will allow us to identify any further work to be completed or required trail design changes.



**Maximising Use.**

Once the trails have been built and commissioned, AHSMBC will maximise the use of the facility through community promotion and publicising its existence through many advertising routes aimed at Island visitors including Visit Arran's website and social media platforms. The group will also engage with other Island community groups, such as Arran Eco Savvy, Duke of Edinburgh, Arran Youth Foundations, Arran Access Trust and primary school outdoor learning leads so we maximise the diversification of use. We will collaborate with Arran Bike Club to cross promote local opportunities.

**Regular Organised Events**

We will also develop a local youth race series, an open to all monthly pump track jam, annual cycling festival and explore opportunity for beginning regional school race opportunities with key partners.

**Opening Event**

We aim to time our official opening event around the UCI World Championships 2023. Our event will complement the World Championships coming to Scotland and while celebrating the humble bike having the power to help with so many aspects of everyday life, whether it's physical and mental health, easing congestion on the road or helping the environment, we will look to make the most from the anticipated economic benefit the additional tourism and promotion of this outdoor recreational facility will bring to Arran. This event will offer additional opportunity for young peoples leadership opportunities.

## Community Engagement

In 2014 after our clubs first mainland residential trip to Nevis Range in Fort William our club members began to communicate their desire for MTB trails built on Arran that they would want to ride. Since then we have listened to our club members and have been working towards fulfilling their desires.

In January 2015 Architrail ran a consultation event with members of AHSMBC alongside other stakeholders including Arran Outdoor Education Centre to gauge their views on the trail development and inform the design. Discussions and opinions on trail types and ideas were discussed to help steer the designs.

Our survey monkey was open from 20/11/2020 through to 03/01/2021. A link was shared initially on our clubs Facebook and Twitter pages. It was then shared over 38 times on Facebook pages including; Arran Community Forum, Arran Bike Club, Wally's Wheels Cycle Repairs, Cottages on Arran, Events Happening on Arran, Shiskine Valley Community Forum, Arran locals, Ride Arran MTB Guiding and Hamilton Cottages amongst many personal pages. The survey was also shared Arran High School parents newsletter and posters were also located at the Dyemill car park. A total of 424 responses were refined down to 378 to represent only those living on Arran. Our survey response represents approximately 8% of our defined community as in the 2011 Census Arran had a population of 4,629.

## Survey Responses

### Summary

Our survey identifies that 94.44% of 378 respondents support the project. 378 respondents constitute 8.4% of our Island population. Those that are undecided or do not support the project have apparently misinterpreted the published map and are concerned over conflict of users on the existing walking trails which we are in fact moving mountain bikers away from. A significant number of Island residents would regularly use the facility as evidenced in our survey. 219 residents would use it once or twice a week, 89 once or twice a month and 29 once or twice a year. 16 of these people are under 10, 138 are aged between 11 and 18, 76 are aged between 18 and 40 and 148 are aged 40 and over. 34 respondents do not ride a bike, 45 are beginners, 84 are novice, 155 are intermediate and 59 are experts.

**(Survey Question 12) Is there any other complementary recreational or educational provision you would like to see in addition to bike skills coaching trails?**

### Survey answers grouped by reference to good suggestions:

- Skills training or coaching for youngsters
- Tracks suitable for Primary pupils
- Events and races
- grassroots races
- Bike repair
- Bike repairs and maintenance,
- A shelter or two
- Give it a go sessions
- Regular events
- Child/pram friendly
- Nature trail
- On-road safety awareness for cyclists , when journeying between trails
- Club for younger kids to build skills
- Scooter to loan or hire just to try it
- Free to use bikes? Events and competitions
- Benches and bike rack
- shelter, bike wash and interpretation boards. Also regular events and organised activities
- Bike wash facilities in the car park.
- A shelter from the weather and picnic benches Public bike repair/service station Spares
- Picnic benches for families and a shelter for all weather. Maybe the wee pond reinstated for biodiversity and education
- Trail maintenance training and qualifications

- Would be good to have some bike repair/maintenance provision too.
- MTB mechanic/skills sessions. Dedicated mtb downhill run.
- Information about the surrounding area. Boards showing tree names, the type of birds / wildlife the area supported. Make people aware of littering & looking after the immediate environment. Making users aware of other people in the area, re disturbance etc. Boards / instructions for beginners showing how to use the pump / skills park & its' features.
- Opportunities for primary children to learn skills or have a club
- vending machine Bike wash
- Bike maintenance stations
- Bike maintenance skills. Bike building and design.
- Grounds maintenance / land skills possibly?
- Educational need for the benefits of trees & looking after a forest
- Cafe
- bike wash and water bottle fill point
- Map board showing other routes in the area.
- Something for my mum and dad to do while I use the pump track

### **Our response;**

Simply, yes to all of the above good ideas in one form or another. Once up and running we will undertake further surveys to see if we need to develop further provision for family members who are not cycling. We hope to install a water bottle fill point but this will depend on mains water access.

### **Survey answers grouped by reference to more trails**

- More bike trails (maintained) across forestry land. Like any of the seven Staines
- jump line
- More tracks
- JUMP LINE□
- The trails are very good and fun to ride, a jump line would be soo fun.
- Some wooden north shore style features. It would be nice to also have a shuttle ride up to the top.
- All weather please, less mud and puddles
- MTB mechanic/skills sessions. Dedicated mtb downhill run
- Monthly uplifts, and a replica trail of A-line

### **Our response;**

It is natural for every mountain biker to always want more but we need to be careful not to install more than we can maintain. We will listen to demand and monitor retention of volunteers before we consider adding more trails. We hope the pump track, red and blue will have enough opportunity to get 'air' while remaining inclusive of beginners an developing cyclist without a dedicated jump line. We will avoid wooden features due to their increased demand on ongoing maintenance. The trails will be constructed to be ridden in all weather with little impact on maintenance. No mud and no puddles. The site unfortunately does not afford the opportunity for a vehicular uplift.

### **Survey answers grouped by miscellaneous reference**

- first aid support for those using the trails/pumptrack
- Public swimming pool for everyone to use. May be attached to the High School.
- Communal BBQ area Picnic area
- Bins at the trailhead!
- Development of a location for a field archery course/storage of targets and coaching support.
- Horse riding gallups
- Fitness classes?
- A big advert for Ride Arran MTB Guiding (and coaching) ;-)

### **Our response;**

We want to encourage the public's use of local guides, coaches and mechanics to help build our Islands cycling community. Adverts for services could help fund maintenance but the best value would be in volunteering time with our children and young people. Horse-riding gallups exist in the large indoor equestrian centre at Glenkiln farm and surrounding fields. It is unlikely horse riders would prefer to ride on these features out-with the existing local provision. We want to welcome all our visitors with clean and tidy facilities and we will ask you to try as hard as you can to **leave no trace**. The maintenance burden of providing refuse bins is not one we would gladly accept. We would like you to view the facility like any other

forest where you should take out everything you take in. If you can carry in a full water bottle it is likely you can carry out an empty water bottle. A public swimming pool attached to the high school would be of benefit but it would duplicate provision in Brodick and Blackwaterfoot and be costly to build, manage and maintain. We will think carefully and do further research regarding permitting or encouraging BBQs and open fires on the forest site. It may be a case of providing a safe place to do so minimises risk but either way we will leave the decision to F&LS as our immediate neighbours. The picnic area is a good idea and we will install benches and outdoor furniture. We cannot provide on site immediate first aid support for any of the facility but we will endeavour to install and maintain an easily accessible automated external defibrillator on site. All medical emergencies will be sign posted to contact the emergency services. We are happy to create and maintain an area for field archery if another community group were to manage the activity and make the opportunity available to children and young people. A fitness class area is a good idea and we hope the area creates an opportunity for developing this. We will install outdoor gym equipment that will cater for the need of cyclist's strength and conditioning.

#### **Survey answers grouped by reference to cafe or toilets**

- Bike repairs and maintenance, coffee cabin with cakes and sandwiches. Composting toilet
- Toilet facilities, rest areas with benches and check play tables for elderly.

#### **Our response;**

We do not intend on installing a coffee cabin as we would like to be of benefit to existing local business who can provide this service. The facility will not be of the scale where a cafe or coffee shop should be expected. A composting toilet would be of benefit but to begin with we need to keep the management and maintenance of the facility within our grasp. A toilet will require daily cleaning at minimum and we would need to evidence a sustainable source of volunteers for this first. There are public toilets a short cycle away in Lamlash but we will keep this additional provision in mind as the project develops.

#### **Survey answers grouped by reference to skate boarding**

- Mini half pipe or concrete skate park. I know the high school has a skate park but it's dangerous as all the ramps and rails are all too close together and not really set out too well.
- Half pipe, quarter pipe, grind box, etc.
- It would be nice to have some kind of concrete/wood skatepark addition to the pumptrack, for example a small skate bowl
- Small skatepark section or mini ramp (small half-pipe)
- Make the skatepark better
- Upgrade the skatepark
- Make it some or parts of track suitable for skate skateboards and scooters to get most use out of it
- Skatepark section
- Something for those that don't cycle
- not sure but it would be amazing if you could skateboard round the pump track, I'm in full support!

#### **Our response;**

We believe that by installing an inclusive multi user asphalt pump track we will represent best value for money as all disciplines can use and benefit from it including skate boards, scooters and bikes.

#### **Survey answers grouped by arguments against project**

- Dyemill loop is a super walk for kids. Waterfalls and forest within easy access and only a short walk from the car park. Please don't take this away from the community. Please find something else not so valuable to the walking public and you g children.
- It should be part of a wider keep road lice off the road initiative. If they have somewhere else to go it will help keep roads clear for road tax payers ;)
- I would like the dyemill to be left alone. More and more spaces being reduced for walkers, not to mention the destruction of trees etc.
- Do this on School property

#### **Our response;**

There is no better location for this facility than the proposed unused patch of forest at the Dyemill and the school does not own property suitable for this type of outdoor access. It is not our intention to negatively impact on the existing multi user paths frequented by dog walkers and others. It is our intention to provide cycle specific trails away from these paths that will reduce conflict by separating different groups. We do not anticipate that cyclists will never use the existing Dyemill trails again but their use will be vastly reduced, as the new cycle trails will be more appealing. We will not destroy trees and the Forest will be managed in

accordance with the principles of sustainable forest management (SFM), as set out in the UK Forestry Standard. We acknowledge spaces are being reduced for walkers and hope our trail maintenance activity creates a positive impact on our communities capacity to sustainable maintain existing and future paths. We develop our young peoples confidence, fitness and skills capable of tackling our Islands challenging off road cycle routes and encourage the use of bikes for active travel. We do not support cyclists using the road being referred to as a sub species and less than human or the misguided assumption that vehicle excise duty pays for the roads. We will continue to educate our young people and nurture an attitude of respect and understanding for all road users.

### **(Survey Question13) Any other comments?**

#### **Survey answers grouped by positive comment**

- I think this is great if it takes mountain bikers away from the existing dyemill trails I use for walking my dogs
- This would be great as our islands kids have to travel and stay overnight to Use mainland facilities
- It will be beneficial for all mountain bikers and safer to have one designated area away from walkers and riders.
- It is an awesome idea
- No
- I don't mountain bike but would give it a go on a site like this. I don't think there's anywhere else on Arran safe to practice as a beginner
- I like that it the cycle trails will give cyclists somewhere to use away from the busy dog walking trails
- No
- No
- Wholly supportive of this type of facility. There are limited sports and active lifestyle facilities within easy access on Arran. I believe this will help increase access, opportunity and inclusivity for the young people of Arran.
- Ahsmbc is cool, I love mountain biking with them
- I think it will be good because it will give mountain bikers a space to bike. Taking off the walking path.
- This is really great!
- I think this is great
- I think its a great idea and will benefit the children on arran massively
- It would be a fantastic development and i am sure it would be well used
- Nope
- No
- This sounds like an amazing project and I can't wait for it!
- No
- Nah
- No
- Great idea, hope this goes ahead
- Nothing
- No
- I think this is an absolutely fantastic proposal and would be very well utilised by islanders and toutists. Could maybe think about having an area for snacks, changing room and suchlike.
- Great idea
- Would definitely use think its a great idea for community and kids
- Great work on keeping the trails in good condition, great trails for all levels of riders. Well done ☐☐
- No
- I love the idea of this
- Very exciting opportunity for the community and it would be fabulous to see
- Nope
- Happy to donate for use of pumptrack.
- It sounds like a great facility that would encourage new cyclists and allow experienced cyclists to I.prove their skills
- No
- Great range of activities to encourage healthy outdoor lifestyles
- No
- Just that I think it's a great idea
- Amazing initiative, well done. The Arran children and young adults will love this.
- I welcome this project. It will be well used and serves to address social and health priorities at local and

national level. It will prove to be a fantastic community asset for our young people and for visitors to Arran. 100% support.

- GREAT WORK !!!!
- Good luck
- 'Mon the bikes!!
- N/a
- No
- No thanks
- no
- [REDACTED]@gmail.com drop me a email about volunteering
- Naw
- N/A
- Good luck with the project!
- I fully support this project
- This sounds like a fantastic resource for young people on Arran, not just for cycling but also in terms of the learning opportunities in the development and maintenance involved. Fully support this. Would hope that access for walkers would not be affected/taken into consideration.
- No
- Great idea and would be well used. Kids spend too much time on games consoles and phones, this would definitely get them out more and I would love to get some bikes out on the pump track!
- No
- I am really looking forward to see this idea go ahead
- As a cyclist/mtber myself, I think this is a fantastic idea for otherwise under utilised areas! I would take my child often as there is nowhere else on Arran suitable for especially young children.
- Good luck
- Great idea. I am probably too old to take up skateboarding or resume roller skating, but would have loved this facility when I was younger.
- Think it is a great idea for a growing sport on the island
- A great opportunity for all. Thank you for sharing the invitation to contribute.
- Would be a great asset to Arran and I'd love to see it go ahead
- I think it would be amazing if Arran got its own MTB trails and pumptrack. we go to the mainland to do this stuff and i would like it if i could do it here too.
- Great idea and would attract many folk.
- Best wishes and good luck with your proposal
- As well as myself, my two young children and wife would also use it.
- Good luck!
- N/A
- This is a fantastic project!
- No
- No
- Fantastic idea. My youngest son is already hooked with the mountain bike club.
- Great project, look forward to it. Good luck and I'll help any way I can :-)
- A brilliant idea
- This is a fantastic opportunity for all - whether young or old. It is accessible, which is good.
- Young people will get the chance to be responsible citizens and also exercise, hugely important when we are worried about obesity and the associated health problems it causes.
- I think this is a great idea for pupils and the wider community. Much safer having a designated area for cyclists away from the roads.
- My children loves MTB and it's always better when they have place to ride
- No. But great idea and job though.
- This project would be a fantastic addition to the cycling experience on Arran especially for getting youngsters into the sport in a safe environment.
- Get it done

#### **Our response;**

Thank you all for the support. We will be back in touch with volunteering opportunities!

#### **Survey answers grouped by additional suggestion**

- Picnick benches and shelter and floodlights for using pump track in winter
- AHS MBC is a fantastic group. Might be good to get involved with Cycling without age for another inter

generational aspect to the club.

- Has there been any thought towards further trails or developing this in the future?
- Is there room to expand further in the future?

### **Our response;**

Picnic benches, a shelter and floodlights will all form key parts of our project. The Cycling Without Age is a fantastic movement and one we would love to see happen on Arran. It is not appropriate for this particular projects location but we hope that by contributing to building a strong cycling community on Arran we will see more volunteering opportunities and different groups working together. We welcome any new volunteers to get in touch. Architrail and F&LS have both confirmed there is room to expand in the future. However we need to evidence need and the ability to maintain what we build.

### **Survey answers grouped by miscellaneous comment**

- As above, ban road lice. fix roads, send lice to tracks and mainland :)
- Can I run on the MTB trails?
- Undecided until I can understand a, precisely where this is planned relative to current walkers trails. b, until it is confirmed that this will reduce or do away with current cycle traffic on walkers trails.
- Can we get a better map please, we would like to see if this is going to interfere with the existing Dyemill circular track, nwhich is not showed on the map.
- Access to this needs to be off of existing paths.
- Do this project on School property or behind the school in those hills not in an area where there are many dogs that daily use this proposed area. Would spoil the area
- My dog says bark off
- I MTB in the area each week and the main route back to the Carpark is a multi used trail shared with dog walkers. Sometimes dogs are off The lead and not always under control. It would be good to safely separate these user groups and have an independent MTB route back down to the Carpark.
- If this replaces existing walking routes I do not support it. If it separates walking routes and MTB routes I do support it.
- As above this loop is so picturesque and accessible for low level walkers please do not take it away.
- There are already plenty of areas to learn bike skills on Arran. There are also already plenty of tracks /areas to cycle, at all levels off-road. This isnyet another waste of money. It is a barely hidden ruse aimed not at helping Islanders but at drawing , yet more, cyclists from the mainland.
- Will this project interfere with the existing paths in the Dyemill area. If so, I am dead against it.
- This will completly ruin a beautiful ad peaceful place. Please buy a field to build it in.
- Please leave our diminishing forest paths for leisurely walks where dogs can be off leash safely without fear of bikes bombing round the corner and crashing into us. This area is very popular with walkers and we use it every day. I have no objection to cyclists having trails but please don't it them in a designated area that is ocular with dog walkers and easily accessible to those of us who may now be less mobile than before. This area is perfect for easier walks in pleasant surroundings. Cyclists could surely go that wee bit further ?

### **Our response;**

There appears to be confusion in some over where we intend to build the facility. It will be built on an unused area of forest and will give cyclists an alternative and more appealing area to cycle on away from the existing Dyemill footpaths. We cannot say that cyclists will never use them again but we do promote and encourage responsible access with our young people sharing the trail with others. We have a long history of maintaining our communities trails and we intend to continue doing this. Referring to cyclists as road lice is not welcome and the attitude towards a vulnerable road group that it encourages is dangerous. We can all share the roads and respect each other's needs. AHSMBC would like to see more use of our Islands existing off road paths. These paths are only accessible with a reasonable level of fitness and adequate skills as they are technical in some places. Our proposed facility will go a long way towards enabling much more of our Islands community to access the existing off road paths that link the main villages and more. The topography of the Hills behind the school is far too steep for entry-level trails. We can confirm this is not a barely hidden ruse aimed not at helping Islanders but at drawing, yet more, cyclists from the mainland. We do not doubt that some cyclist will be drawn to visit from the mainland but we do not view this as a bad thing and it will help strengthen our Islands fragile economy. Our primary target is, however, as a school mountain bike club, our Islands children and young people and when our children benefit, the whole island benefits. There are few areas to learn some bike skills on Arran but these are not accessible and inclusive. For those less mobile than before we will be improving access to a low-level nature pond and installing accessible outdoor furniture.

### **Pre-Planning Notification**

A second public consultation took the form of sharing an online Microsoft Survey as part of our pre planning consultation. In addition to being shared widely within our island community we shared this with Nature Scot, F&LS, Our three local Councilors, Arran Community Council and Historic environment Scotland. We had 73 responses with all but 2 supporting the project. One was undecided based on unknown floodlight hours which we have addressed and the other undecided as he could not see the relationship between existing trails and proposed trails.



## National and Local Development Policy

Contribution to national strategies	
Strategy	Fit with project
OUR RIDE - AN EQUALITY, DIVERSITY AND INCLUSION STRATEGY FOR BRITISH CYCLING	We create an inclusive culture at Arran High School Mountain Bike Club. We work towards increasing participation of groups underrepresented in cycling including through our 'girls only' group. We will develop our membership, our cycling offer and services and in particular aim to increase our entry-level opportunities.
SCOTLAND'S FORESTRY STRATEGY 2019-2029	The facilities woodland will be sustainably managed. The facility recognises wider land-use objectives and will enhance the woodlands environmental benefits. More people within our community and businesses will be involved in the creation, management and use of the facilities woodland.
TOURISM SCOTLAND 2020 (2012)	As a country sport and as adventure tourism - the facility is focused on growing participation. Mountain biking/cycling is the second most popular outdoor activity in Scotland.
ACTIVE SCOTLAND OUTCOMES FRAMEWORK	We encourage and enable the inactive to be more active. We encourage and enable the active to stay active throughout life. Our activities develop physical confidence and competence. The facility will improve our islands active infrastructure people and place. We support wellbeing and resilience in our community through physical activity and sport. We improve opportunities to participate, progress and achieve in sport.
SCOTTISH CYCLING STRATEGY (2019) DEVELOPING A NATION OF CYCLISTS	Lead, grow, support and partner. We are regularly used by SC as a positive example of a club doing things differently for the benefit of their community. Providing this facility will lead the way in how clubs can deliver growth.
MENTAL HEALTH STRATEGY 2017-27	While physical and mental health is linked, we will provide sustainable preventative solutions to periods of mental ill health. We will deliver mental health first aid training to eight young people each year.
A CONNECTED SCOTLAND: SCOTLANDS SOCIAL ISOLATION STRATEGY (2018)	Our project will promote community building while creating a central location where our islands cyclists will use as a hub. Young people growing up on Arran will benefit from a multi discipline facility that brings people together.
THE SUSTAINABLE DEVELOPMENT OF MOUNTAIN BIKING IN SCOTLAND – A NATIONAL STRATEGIC FRAMEWORK	We will be contributing as much as our community can towards the vision of increasing participation in mountain biking and increasing mountain biking tourism.
THE STRATEGY FOR SCOTTISH MOUNTAIN BIKING, (2019-2025) LEADING EUROPEAN MOUNTAIN BIKING	We will contribute towards Scotland being recognised as the leader of European mountain biking through innovative product development and tourism, participation and sport development, and sustainable trail development and management. Scottish Cycling and DMBinS as an innovative and responsible approach to sustainable trail development will showcase our project.
ONE SCOTLAND – A PROGRAMME FOR GOVERNMENT 2018-19 (SCOTTISH GOVERNMENT, 2018)	Our project will help create economic sustainability; valuing our islands natural capital; tackle physical inactivity, with a particular focus on encouraging more women and girls to take part in sport.

LONG-TERM VISION FOR ACTIVE TRAVEL IN SCOTLAND – 2030 (TRANSPORT SCOTLAND, 2014)	Encouraging more people to cycle for leisure, sport and travel.
THE PHYSICAL ACTIVITY DELIVERY PLAN FOR SCOTLAND	Increasing participation in mountain biking can contribute across all Active Scotland outcomes, particularly Outcome 4 (improving our active infrastructure – people and places).
CYCLING ACTION PLAN FOR SCOTLAND (2013)	Promoting cycling for young people for leisure, travel and fun.
REACHING HIGHER – THE NATIONAL SPORTS STRATEGY	“If we are to achieve our vision, the challenge will be to deliver two key outcomes: Increasing participation, improving performance.” Our facility and activities will contribute towards both.
ENJOYING THE OUTDOORS: SUPPORTING PARTICIPATION AND SHARING THE BENEFITS	“Path networks and green-space should be developed close to home to provide communities throughout rural and urban Scotland with opportunities to enjoy the outdoors.”
LET’S GET SCOTLAND MORE ACTIVE: A STRATEGY FOR PHYSICAL ACTIVITY	A 20-year plan that sets national targets to achieve ‘50% of all adults aged over 16 and 80% of all children aged 16 and under meeting the minimum recommended levels of physical activity by 2022’. The strategy recognises the importance of “having access to a range of physical activities including...cycling”.
THE NATIONAL TRANSPORT STRATEGY	“By investing in better infrastructure links between community facilities such as health centres, transport hubs and schools, we believe that cycling and walking as travel options are realistic alternatives to using the car for journeys to work, school and for leisure purposes.”

<b>Contribution to regional and local strategies</b>	
<b>Strategy</b>	<b>Fit with project</b>
NORTH AYRSHIRE HEALTH AND SOCIAL CARE PARTNERSHIP (ORGANISATION DEVELOPMENT STRATEGY 2018-2021)	Our project will contribute to priorities including tackling inequalities, engaging communities, prevention and early intervention, Improving mental health and wellbeing.
NORTH AYRSHIRE COUNCIL OPEN SPACE STRATEGY (2016-2026)	‘North Ayrshire will be recognised by the high quality and accessibility of its excellent publicly accessible open spaces, promoting economic prosperity, healthy lifestyles and biodiversity through the provision of greater opportunity for outdoor recreation for residents and visitors.’
NORTH AYRSHIRE LOCAL OUTCOMES IMPROVEMENT PLAN	A Working North Ayrshire, A Healthier North Ayrshire, A Safer North Ayrshire, A Thriving North Ayrshire – Children and Young People.
NORTH AYRSHIRE TOURISM ACTION PLAN (2018 - 2022)	“The next five years will see North Ayrshire and the islands come together to deliver unique and memorable coastal and island experiences for the community and the visitor.”
ECONOMIC DEVELOPMENT & REGENERATION STRATEGY REFRESH NORTH AYRSHIRE (2016 – 2025)	Our facility will contribute towards a sustainable diversification of Arrans outdoor pursuits product. contributing towards inclusive growth through innovation.
NORTH AYRSHIRE ENVIRONMENTAL SUSTAINABILITY & CLIMATE CHANGE STRATEGY (2017-2020)	This key priority is linked to the Brundtland Report definition of sustainable development - “development which meets the needs of the present without compromising the ability of future generations to meet their own needs” Our project will deliver an exemplar of off sustainable off-grid infrastructure while promoting active travel and

	improving our islands cycle maintenance capacity.
NORTH AYRSHIRE - YOUTH CITIZENSHIP & PARTICIPATION STRATEGY (2015 - 2019)	Delivering significant opportunity for our young people to play an active role in their school and community.
NORTH AYRSHIRE COUNCIL TREE AND WOODLAND MANAGEMENT POLICY	Exemplifying the benefits woodlands attach to the environment greatly extend beyond perceived visual amenity and including; Social, educational and, communal benefits through connecting people with nature regularly and frequently.
AYRSHIRE AND ARRAN FOREST AND WOODLAND STRATEGY 2014	Trees and woodland make a unique contribution to the environment and economy of Ayrshire and Arran. Comprising around 23% of land cover, they provide a key resource for biodiversity and deliver a wide range of environmental benefits that help to support the region's communities. We will improve community access and the sites biodiversity.
AYRSHIRE & ARRAN MENTAL HEALTH & WELLBEING STRATEGY (2014 - 2026)	Mental health and wellbeing is affected by a wide range of factors that we experience in our lives, such as forming and sustaining relationships, going to work and school, being able to participate in leisure activities and feeling part of the wider community. Our project has our young peoples mental health and wellbeing at its heart. Eight young people will be trained as mental health first aiders each year.
ARRAN RECOVERY & BEYOND: DRAFT - ARRAN RECOVERY GROUP	Community and environment make Arran a leading island destination. This in turn is the basis of our tourist economy, support sectors and business in general. Covid-19 has reinforced these assets and the well-being they foster. They will be at the core of our economic renewal.
NORTH AYRSHIRE COUNCIL COMMUNITY WEALTH BUILDING STRATEGY (2020-2025)	Enhancing local wealth and the creation of fair jobs, and maximising the potential of all our places through working in partnership with our communities and businesses. We will increase opportunities for jobs within the cycling sector.

## Contributing to Scottish Governments National Performance Framework

Contribution towards National Performance Framework	
NPF Outcome	Projects contribution
People grow up loved, safe and respected so that they realise their full potential	Young people will grow up respected and loved by their wider community due to their wider volunteering and contribution to a positive island life. They will feel less like growing up on an island holds them back and appreciate the positives. The accessible facility will improve the safety of entry-level cyclists.
People live in communities that are inclusive, empowered, resilient and safe.	Our inclusive cycling community will feel empowered and supported with their voice listened to. They will actively improve their islands resilience with training, qualifications, free to use cycle tools and trail maintenance tools. They will improve their resilience in safety by cycling outdoors all year round. An increased number of cycling clubs and informal groups will contribute towards a healthier and stronger community. The facility will provide a focus for our island community, young and old, to work together. The facility will improve people's use of their community assets. More volunteering opportunities will encourage connections between generations.
People are creative and their vibrant and diverse	The family friendly multi discipline facility will offer

cultures are expressed and enjoyed widely.	opportunity for personalisation and choice whether on a bike or off it. A closely monitored and supervised build your own area will nurture creativity.
People have a globally competitive, entrepreneurial, inclusive and sustainable economy.	Growing Arran tourism by creating a marketable MTB product. Helping local cycling related businesses by develop a sustainable market. Developing our rural Island economy and promoting inclusive growth.
People are well educated, skilled and able to contribute to society.	Continuing and expanding delivery of training and qualifications for both our young people and adult volunteers is key to the projects sustainable success. Encouraging volunteering beyond the facility widens our impact. Outdoor learning opportunities will be developed with the High School and Primary Schools and early year classes.
People value, enjoy, protect and enhance their environment.	More people accessing the outdoors responsibly. Sustainably built and managed trails. More opportunities to volunteer in trail repair and maintenance, which helps to sustain wider trail networks. We will work with Arran Eco Savvy to develop sustainable solutions to our bike wash water supply and energy for eBike battery charger and floodlights. There is opportunity for innovation and the facility to be a positive example of off-grid sustainability.
People have thriving and innovative business, with quality jobs and fair work for everyone.	Supporting sustainable economic growth by providing job opportunities in the cycling sector and its broader supply chain.
People are healthy and active.	Greater participation means more physical activity. Creating a healthy network of volunteer and paid leaders, coaches and instructors. Increasing use of bikes for active travel. Sustainable development of cycling facilities. Every day contact with nature will be encouraged for its health benefits.
People will respect, protect and fulfill human rights and free from discrimination.	Reducing health inequalities by increasing participation in cycling, particularly in under represented groups.
People are open, connected and make a positive contribution internationally	Contributing to the pride in Scotland's status as a world-class nation for mountain biking. Continuing to be endorsed and promoted by Scottish Cycling and DMBinS as a positive example of innovative and sustainable practice.
People tackle poverty by sharing opportunities, wealth and power more equally	We will share our trail maintenance tools and resources and our cycle maintenance tools and resources. The facility will be free to use reducing any financial barrier to participation and we will maintain a fleet of free to use bikes.

## Design and Selection

In January 2015 AHSMBC tendered the design stage and received quotes from well-known MTB trail designers, Architrail, Backontrack and Collectivetrax. Architrail were chosen as the preferred contractor based on the quality of their proposal and extensive portfolio of work. Architrail completed a Macro design in 2015. This has been revised in 2021 taking into account design developments with pump tracks and recent public consultation. At present our budget is based on a revised quote from Architrail. Architrail will complete a Micro design with an accurate bill of quantities before putting the construction out to tender. We will follow a formal tendering process of obtaining a minimum of three nationally recognised trail building companies. The final decision on the selected contractor will be determined by considering three key factors; cost, quality of workmanship and availability to ensure we get the best trails and the best value for money.

## Planning Permission

Planning permission would be required for the project. A pre-planning enquiry has been made with North Ayrshire Planning Services on 20th January 2021 (21/00046/PREAPP Dyemill, Lamblash). Our pre planning consultation period of 12 weeks has expired and a full application has been submitted on Friday 12th November 2021.

The most relevant policy in the Local Development Plan (Adopted Local Development Plan (north-ayrshire.gov.uk) is Strategic Policy 1: the Countryside Objective which allows that tourism and leisure uses which promote economic activity, diversification or sustainable development can accord with the LDP particularly where they develop the coastal tourism offer or infrastructure. Strategic Policy 2: Placemaking has relevance to all development proposals and the design/layout of the facility should be appropriate to the landscape, welcoming and accessible in this regard. Policy 4: Leisure Uses on Arran also supports developments, which have significant social or economic benefits to the island, and this aspect should be clarified in an application. Policy 15 relates to Landscape Protection.

## Acquire & Build Project Plan

### Project Milestones

Jan 2015	Tender for trail design
Jan 2015	Macro design
Mar 2016	AHSMBC register as SCIO
Dec 2020	Public consultation
Mar 2021	AHSMBC change of constitution
Mar 2021	Micro design
Mar 2021	F&LS Environmental study
Mar 2021	Tender for construction
Apr 2021	Funding applications begin
Nov 2021	DVO site valuation
Dec 2021	CAT submission to F&LS
Jun 2022	CAT decision
Nov 2022	Transfer of land completed
Nov 2022	Phase 1 construction begins
Mar 2023	Phase 1 construction complete
	Phase 2 construction is dependant on bridge being repaired/replaced by F&LS
May 2023	Facility open to public
Aug 2023	UCI Cycling World Championships in Scotland.
Aug 2023	Facility opening festival

## Budget

Budget for the acquire and build of the trails has been determined as £388,769. The Group is looking to various funding sources to raise the required finance along with internal project funding activities. Totals are inclusive of VAT.

Plan and build expenditure 2021 - 2022	
Inner tube / spares vending machine	£1,50
Bike stand	£500
Public bike repair station	£450
Rain water harvesting bike wash	£2,550
Pump track bikes and trials bikes if useable for active travel	£10,000
Kitting out the mobile work station box trailer	£5,000
Track Concept Design	£7,333
Land Cost	£1
Additional interpretation signage	£2,000
Legal	£5,000
Outdoor gym	£5,000
Disabled access pond access path (crushed stone only)	£200
MTB Trails including trials area construction	£64,797
Pump track construction	£105,939
Floodlights and generator	£10,000
Shelter	£12,000
Access cycle path	£5,000
Picnic benches / outdoor furniture	£3,000
Automated External Defibrillator	£1,200
Access path from Ross road	£2,000
District Valuer Service (50% share of total)	£500
Trail signage, (is included in build quote)	£0
Pond regeneration by volunteers	£0
<b>Total out</b>	<b>£243,970</b>

Manage and maintain 2022 onwards					
Expenditure	Year 1	Year 2	Year 3	Year 4	Year 5
<b><i>Additional training and activities</i></b>					
Training trail inspection and trail maintenance volunteer coordinator	£1,600	£1,600	£1,600	£1,600	£1,600
Training mental health first aid	£600	£600	£600	£600	£600
Training (Scottish Cycling Level 1 leaders)	£600	£600	£600	£600	£600
Training (Level 1 Leader first aid)	£900	£900	£900	£900	£900
Training (Level 1 Leader Child Wellbeing and Protection)	£200	£200	£200	£200	£200
Opening event	£0	£2,000	£0	£0	£0
Annual event competition	£0	£1,000	£500	£500	£500
<b><i>Additional facility only</i></b>					
Insurance (Scottish Cycling affiliated club)	£40	£40	£40	£40	£40
Crushed stone	£100	£100	£100	£100	£100
Two brush cutters and associated PPE	£0	£0	£0	£0	£0
Fuel and maintenance for brush cutters	£50	£50	£50	£50	£50
Tools/ Equipment	£0	£0	£0	£0	£0
Forestry Management - Tree thinning/harvesting/planting	£0	£0	£0	£0	£0
Reserve funds (restricted) to remove trails in future if required	£0	£100	£100	£100	£100
Wacker/compactor plate	£0	£0	£0	£0	£0
Trailer for trail maintenance tools	£0	£0	£0	£0	£0
Infrared trail counter	£0	£200	£0	£0	£0
Website - WordPress.com	£0	£0	£0	£0	£0
Fleet bikes maintenance	£0	£100	£100	£100	£100

<b>Total expenditure</b>	£4,090	£7,490	£7,140	£7,790	£4,790
<b>Income</b>	<b>Year 1</b>	<b>Year 2</b>	<b>Year 3</b>	<b>Year 4</b>	<b>Year 5</b>
General fundraising	£1,000	£3,000	£1,000	£1,000	£1,000
On site donations	£500	£500	£500	£500	£500
Locality Participatory Budgeting	£1,000	£1,000	£1,000	£1,000	£1,000
North Ayrshire Green Health Development Fund	£1,000	£1,000	£1,000	£1,000	£1,000
NAC Youth Participatory Budget	£1,000	£1,000	£1,000	£1,000	£1,000
NAC Community Benefit Fund	£1,000	£1,000	£1,000	£1,000	£1,000
NAC Outdoor Access Grant	£500	£500	£500	£500	£500
<b>Total income</b>	<b>£6,000</b>	<b>£8,000</b>	<b>£6,000</b>	<b>£6,000</b>	<b>£6,000</b>
<b>Annual surplus/deficit</b>	<b>£1,910</b>	<b>£510</b>	<b>£1,210</b>	<b>£1,210</b>	<b>£1,210</b>
<b>Rolling surplus/deficit</b>	<b>£1,910</b>	<b>£2,420</b>	<b>£3,630</b>	<b>£4,840</b>	<b>£6,050</b>

<b>Funding sources</b>		
<b>Fund</b>	<b>Notes</b>	<b>Amount</b>
NAC locality PB	<b>SECURED</b> Successful Participatory budgeting application.	£1,112
Arnold Clark Community Fund	<b>SECURED</b> Affected by Coronavirus pandemic.	£1,000
The Ideas Fund Delivered by the British Science Association (BSA) and funded by Wellcome.	To promote diversity and inclusion by supporting great, innovative ideas that focus on improving mental wellbeing - particularly in rural or minority ethnic communities or amongst young marginalised or socioeconomically disadvantaged people who have been overlooked in the past.  We will help communities tackle the problems that matter to them by connecting them with research professionals so they can work together to bring their ideas to life and both build new skills and relationships.  With positive feedback from round one we anticipate a successful application in round two.	£90,000
Youth Philanthropy Initiative	Annual high school funding competition.	£3,000
Sport Scotland Cycling Facilities Fund (65% max of total assets)	<b>SECURED (IN PRINCIPLE)</b> . Successful registration of interest. Project supported by Scottish Cycling and DMBinS and classed as High/Med priority with June 2022 funding submission deadline. Working with Sport Scotland designated funding support officer.	£169,000
Cycling Scotland Cycling Friendly Community Development Fund	Previously unsuccessful application but we have received in depth feedback which will likely result in a successful bid in the next round.	£20,000
North Ayrshire Community Investment Fund	<b>SECURED</b> Funding available immediately for land purchase and/or as match funding for remainder of project.	£59,000
North Ayrshire Green Health Development Fund 2022	We are previous recipients of a £5,000 award for another project and one of very few youth groups in North Ayrshire advocating the health benefits of every day contact with Nature.	£10,000
Arran Trust	<b>SECURED</b> Awarded in 2015 to begin design of cycling facility project. Covid19 has hit tourism and Arran Trusts visitor gifting scheme hard with low funds available for community projects. However they are keen to continually support our project should we need	£7,333

	them again.	
Co-op community fund	We are previous recipients of this funding and evidence shows that other community groups have received multiple awards over recent years.	£10,000
Bank of Scotland Reach	Suitable for charities that can demonstrate they address disadvantage or social exclusion.	£25,000
Inspiring Scotland Healthy Islands Fund	Funding will contribute to delivery of Strategic Objective 7 of the National Islands Plan, which aims to improve and promote health, social care and wellbeing for those living in Scottish Island Communities. An application has been submitted and awaits a decision.	£50,000
Calmac Community Fund	We are previous recipients of this funding for a separate project.	£2,000
Go Fund Me page	Will be set up with a target once we are in ownership of the land.	£10,000
Local Funding Events	Parent volunteers have offered to help fundraise with bake sales and other fundraisers.	£1,000
Scottish Cycling Rock up and Ride development funding	<b>SECURED</b> Club development grant from Scottish Cycling's Rock up and Ride Pilot Project.	£2,500
Arran High School Mountain Bike Club fundraising through bike repairs	<b>SECURED</b> and on going. Averages around £2000 annually. Although we offer free MOTS with repairs, these often attract donations.	£1,500
ASDA	<b>SECURED</b>	£1,000
NAC Youth Participatory Budget	As previous recipients we anticipate a successful bid.	£1,000
NAC Community Benefit Fund	As previous recipients we anticipate a successful bid.	£1,000
NAC Outdoor Access Grant	As previous recipients we anticipate a successful bid.	£500
IMBA (Europe)	<b>SECURED</b>	£500
Local business sponsorship	Multiple island-based businesses could be approached for trail naming rights or advertising spaces.	£1,000
Company sponsorship	National and/or International MTB business could be approached for trail naming rights or advertising spaces.	£1,000
Onsite donations	Estimate based on Mountain Rescue post-annual donations.	£500
The Ayrshire Community Trust	To deliver programmes and projects that make a difference to peoples lives by encouraging, supporting, and promoting community action. We are previous recipients of smaller value awards.	£10,000
ALDI sports fund	As previous recipients we anticipate a successful bid.	£1,000
Magic Little Grants	<b>SECURED</b>	£500
<b>Total cost</b>		<b>£243,970</b>
<b>Total possible</b>		<b>£479,945</b>
<b>Total very likely</b>		<b>£266,612</b>
<b>Total secured in principle</b>		<b>£169,000</b>
<b>Total secured already</b>		<b>£73,945</b>

#### Funding notes:

Any shortfall in funding can be addressed with local fundraising and a targeted GoFundMe campaign. We have identified a number of funders that we cannot submit an application to until we are in ownership of the land. We could still deliver with a lower level of funding as the project could be delivered in stages with on-



going fundraising or immediately with smaller trails and or pump track. However, it appears our total funding target will be successfully secured.

We anticipate an annual average cost of £390 to manage and maintain the facility in good order, which we can confidently secure through on site fund raising. The additional annual fee for training and activities averages £4400. Small NAC funding routes like participatory budgeting, which are successful, tried and tested funding routes for us will cover this annual expenditure.

We consider all financial barriers to participation should be reduced or removed which ensures we go beyond our equality or equity of access aims. We will always rule out membership fees or charging for the facilities use.

If we cannot find the funding for the activities and training we can put them on hold until funds allow but still manage and maintain the facility.

## Woodland Management Plan

The facility will be managed in accordance with the principles of sustainable forest management (SFM), as set out in the UK Forestry Standard. A 10 year Woodland Management plan will be produced.



## Facility Management Plan

The bike trails will be formally inspected on a bi-monthly basis by a qualified trail inspector. Inspection of the trails will be documented along with the necessary work performed. Risk assessments for specified tasks will be completed when required in addition to the general risk assessment covering the bike trails and site. Users of the trails will be encouraged to report any issues found on the trails or site to AHSMBC as soon as possible. This will be channeled through our social media pages, website or email. 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. Under the supervision of a qualified trail maintenance volunteer coordinator we will take every opportunity for our young club members to be involved in inspection and maintenance. We will also organise regular trail maintenance sessions open to volunteers from the wider community. We will regularly develop our trail maintenance activities with guidance from the Association of Trail Builders (ATB) and our young people will learn and develop their maintenance skills at this facility and wider Dyemill area with landowner permission. We will take them to volunteer further on Arran's more remote and neglected multi user trails in collaboration with Arran Access Trust to ensure our impact is strategic. It is our hope that this complementary activity will evolve into an additional group not necessarily linked to mountain biking therefore diversifying its participation and becoming a more inclusive activity. In addition to our club developing its own trail maintenance training with certificates of competence we intend on annually investing in 8 young people taking part in ATB Trail Maintenance Basics training. We will also invest in adult ATB Trail Maintenance Volunteer Coordinator group training as and when demand requires.

### Volunteers

We will recruit retain and develop volunteers to maintain our project sustainably. Our survey has identified 259 Island residents would volunteer for regular organised trail maintenance sessions. Our existing club activities include regular and frequent trail maintenance and volunteering for community bike workshop sessions and we would continue these.

### Ongoing Management

We will review and respond to changes in our community to ensure the project continues to meet its objectives. We will monitor and manage ongoing financial requirements and budgets for maintenance and future developments.

## **Implement Regular Inspections and Maintenance Programme**

Implement inspection process and create and maintain records of inspection and maintenance. Organise volunteering opportunities and 'dig days' in collaboration with Arran Access Trust and Arran Bike Club. Our recent survey evidences 259 people would like to volunteer for regular organised trail maintenance sessions.

## **Maintenance Costs**

Regular maintenance will make sure the trail stays in good condition; the saying 'a stitch in time saves nine' is especially true of mountain bike trail maintenance. The cost of trail maintenance will inevitably be higher as the trails age. Importantly the trails should need very little maintenance for the first 2 years and only a small amount of maintenance within the first 5 years. It is important to note that the maintenance schedule will need also to react to the number of users on the trail with large amounts of users causing more requirements for maintenance. Within the designs every effort has been made to ensure that the maintenance of the trails is low as possible whilst respecting the need for a top class mountain bike facility, which will never be 100% maintenance free. It is anticipated that minimum maintenance for this site will annually be around £500 for materials and equipment.

## **Maintenance Inspection**

Using a maintenance checklist it is expected that the following tasks will also be undertaken;

- Inspect trail for safety and quality, to verify grade and to ensure sustainability
- Inspect signs for presence and condition
- Inspect constructed features (e.g. Culverts) for structural integrity
- Inspect trail corridor including extended forest.

AHSMBC have developed a 1,5,10 and 25-year facility management plan to ensure the long-term future of the facility. The plan considers group governance, fundraising, trail maintenance and forestry management.

## **Year 1 and annually thereafter**

- Annual trail survey.
- Assessment of completion of construction including: tread, corridor, and drainages.
- Assessment of naturalisation - is the landscape returning following construction.
- Tread, and 'line' maintaining original integrity.
- Structures including shelter assessed for degradation and transition with natural tread surface.
- Assessment of environmental impact and site utilisation.
- Establish group-training programme so we have sufficient trained personnel with trail maintenance and forestry management 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.
- Trail closure to allow emergency removal of unsafe trees.
- Assessment and review of projects desired outputs measurements.

## **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.
  - Assessments of condition of tread degradation.
  - Structures assessed for degradation of material.

## **10 year**

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

## **25 year**

- Assessment of completion of naturalisation.
- Assessments of condition of tread degradation.
- Structures assessed for degradation of material.

## Capacity to Deliver

### **Experience of Responsible Trail Management and Maintenance**

A qualified club volunteer (CTC Trail Maintenance Inspection and Trail Maintenance Volunteer Coordinator) has regularly been recording inspection and maintenance on the existing multi user trails we use. This experience has given our club a good insight into the practicalities of managing planned and reactive trail maintenance. Meallachs grave, in Lamlash, was built and is managed and maintained by AHSMBC with landowner consent. Unauthorised building including some unsafe features have been removed and made safe by us. An unauthorised large gap jump with unsafe landing near the Dyemill car park area was removed and made safe after discussion with the landowner. By positively working with the landowner we are improving our communities capacity to respond and responsibly manage unsafe unauthorised builds. Another unauthorised build near the Dyemill car park with a blind exit onto a walking trail has also been removed and made safe by AHSMBC. Numerous unauthorised builds during lockdown were made safer. In particular, care and attention was given to protruding branches at eye and body level and crash zones.

### **Experience of Engaging Wider Community**

AHSMBC has hosted Arran's own IMBA (Europe) Take Care of Your Trails each year since 2017. Engaging our wider community in volunteering where possible, this annual event has helped evolve our trail maintenance to a little often approach which now sees our club members participating in voluntary trail maintenance with land owner permission each time they are out mountain biking.

### **Home Base with Comprehensively Equipped Cycle Maintenance Resource**

We operate out of a garage space in Arran High School as a Scottish Cycling Level 1 Accredited Centre with a comprehensive bike workshop as our designated base. With a minibus, large box trailer, twenty-bike trailer and shipping container for additional secure storage.

### **Maintaining Resources**

We continue to manage and maintain over thirty mountain bikes as free to use assets along with all the helmets, waterproof jackets, gloves and associated kit in order to make our outdoor adventures fun and safe.

### **Existing Comprehensive Collection of Trail Maintenance Resources**

We own a significant quantity of hand tools and equipment including 10 digging hoes, 10 MacLeod's, 10 pick/mattocks, 2 rakes, 10 taper mouthed digging shovels, 4 wheel barrows, 30 gorilla tubs, 1 pinch/pry bar, 1 sledge hammer, 2 club hammers, 10 loppers, 10 bow saws, 2 long reach pole saws and plenty PPE.

### **Insurance**

Scottish Cycling has confirmed our annual affiliated club insurance will cover the public liability of the facility and the publics' use of our mobile bike repair workshop.

## Site Exit Strategy

In the unlikely situation where AHSMBC ceases to use the facility an exit strategy is required for the area. In summary the strategy will consist of:

- Retention of funds within AHSMBC bank account assigned for the removal of the trails and associated infrastructure and put back as close to possible to original forest state.
- Desired primary option would be to offer adoption of facility to any other interested group for similar use. The group could be an existing one or newly created for this purpose.

## Contact

If you have any questions about this project, please get in touch:

Robert McNeice [REDACTED]