

Design and Access Statement, Dalby Forest

Location

Dalby Forest lies on the southern slopes of the North York Moors National Park, and is both a popular visitor attraction and important habitat for wildlife. A £4.3 million investment (2003-2007) has resulted in the remarkable transformation of Dalby forest into a Regional Centre of Excellence for sustainable economic activity. With an attractively refurbished courtyard, a sustainably constructed Visitor Centre, and a vast network of cycle trails, Dalby Forest is proving to be a valuable asset in the region, giving the local economy a much needed boost by drawing in tourists from far and wide.

Proposed Development

Building on this investment, and the reputation for mountain biking, Dalby held 2 World Cup XC races. We propose to construct a length of technical (red grade) trail to increase the amount of single track trail within the existing overall red grade distance currently available. This can be done by constructing a section of single track trail parallel to a forest road currently used as part of the Red grade trial.

The objectives of this project are to:

- ❑ Provide more technical grade single track to continue the opportunity for riders to progress their skills from beginner to technical rider.
- ❑ Remove the Red cycle trail the Forest Road and create a safer riding line in the plantation.
- ❑ Allow these visitors to enjoy the landscape and the health benefits of exercise outdoors.

Design

It is our intention to create a fast, flowing trail with bermed corners, rollers and rock features.

The trail will be an average of 1m wide and constructed of mainly locally available materials; Won from site Sandstone for the sub base and locally quarried limestone for the wearing surface. The design will generally follow the International Mountain Bike Association guidelines for sustainable trail construction, now the industry standard.

Culverts where required will be twin wall plastic.

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Access

During the construction phase, access will be via the adjacent forest road.

Legislation

Whilst not designed as a DDA trail it will incorporate the ability for users of adaptive bikes at this grade of trail to use it by ensuring that the entry and exit corals are negotiable by some adaptive off road bikes, such as hand bikes.

Conclusions

This section will increase the amount of technical trail users have available, this will improve their skills before tackling the more 'extreme' trails in Dalby and other forest centres. This proposed section will be the first new Red grade trail built in Dalby since the trail originated in 2007. The flowing nature of this section of trail is designed to blend seamlessly into the landscape, and future vegetation management will ensure the trail continues to blend into the forest environment.

Difficult (Red) Trail Specification

1. The trail width will vary according to the terrain, trail gradient and ground conditions, but is expected to be not less than 900mm and not more than 1200mm.
2. The trail design follows the International Mountain Biking Association drainage model with the trail gradient not exceeding 50% of the slope that it is crossing. The max trail gradient is 10%. Steeper sections are acceptable, but will be deemed to be Technical Trail Features (TTF). The side batters will be cut to a stable and even angle of repose free of overhangs loose rock to the satisfaction of the Engineer.
3. At intervals not exceeding 75m there will be a system to divert surface water flow off the trail to the out slope. These will take the form of a “Grade Reversal”, steepened camber or a water bar built with the approval of the Engineer.
4. The formation will be achieved by full bench cut to expose the mineral soil. This will be shaped and compacted to the agreed line and specification for drainage. Compaction will be by vibrating plate or pedestrian roller to achieve a bound and sealed surface to the satisfaction of the Engineer.
5. Where additional material is needed to construct the trail, this may be borrowed locally along the line of the trail with agreement of the Engineer.
6. Capping layer will be determined by ground conditions with a minimum of 100mm of 75mm to dust (quarried or as dug). Base or wearing course (trail tread) will be a minimum 80mm of 40mm crusher run (quarried or as dug). Sections of natural surface can be used such as rocks or roots, as a TTF complying with max drops and step up as described below.
7. Where hairpins are required either on climbing or descending sections they will be constructed with regard to the details in the IMBA Trail Solutions Handbook. .
8. Acceptable features expected on a red grade trail would be, rollers, table tops, drops with a max vertical drop of 500mm, so that they can be rolled if needed.
9. Berms, step ups and step downs, rock pavements, stone pitched root sections are all acceptable features with in the previous parameters.
10. Any timber features will need to be agreed by the District RPA lead with a rationale and designed by a competent person, such as the DCE.

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