

## Executive Summary

The Belmont Area Mountain Association (BAMBA) have been active in the Belmont Regional Park since 2009, creating and maintaining many of the trails prior to the felling of the Danzig forest block. Now that the felling has been completed the group has been able to review the state of the area and produce a proposed 'Trail Network Plan' that is designed to meet the varying needs of the park users. This document is intended to be a 'living document', being updated as new information come to light, such as community feedback, makeup of the park users, and consultation with Greater Wellington Regional Council (GWRC).

The philosophy of the network plan is to have varying level of trails that will suit beginning riders (grade 1 and 2), intermediate riders (grade 3), advanced riders (grade 4), and expert riders (grade 5 and 6). The grading has been completed in accordance with the Mountain Bike Track Grading Systems (refer to Grading Guide in the Appendix for more information). The plan takes into account existing trails and roads, as well as the proposed 4 Degrees uphill replacement for Danzig, trying to create intersection hubs, which will allow riders to mix and match their ride, choosing different sections and loops, to keep the experience interesting.

The plan is divided into two sections. Firstly, trails that have already been built by BAMBA, however that may not have all of the required approvals from GWRC or DoC:

- Bull-a-varde
- Bull Run
- Naked Flame
- Borderline, including Borderline Jumps Deviation, and Borderline Mahoe Deviation

Secondly, the proposed new trails in a priority order:

- Downhill skills area
- New Big Weta
- Taupo Rock Loop
- 4 Degrees Connector
- Lower Danzig Easy Downhill
- New Choppers
- The Slide
- Lower Choppers
- Hill Road Uphill
- Mid Viewpoint
- Dam/Trig Connector
- Stratton to Trig Midpoint
- Korokoro Catchment Loop
- Reservoir to Korokoro Stream

## Existing Trails Requiring Official Signoff

There are a number of trails that have been constructed by BAMBA and community volunteers prior to an official MOU or AEE being signed off. BAMBA would like to ensure that these trails have been incorporated into any appropriate documentation to be signed off.

### Bull-a-varde

This easy grade 2, 460m, bidirectional, trail crosses a saddle point between two hills, Sweetacres goes around the southern side of one hill, while the view point spur of Hill Road Views ends is at a prominent power pylon directly north of the saddle point. The western end of this track starts with a set of climbing switchbacks up to the Bull-a-varde hub. Near the midway point of this track the more advanced Bull Run trail dives off down the valley towards Hill Road. After traversing a sharp ridge, the track rolls up and down fairly sharply. Finally, it sweeps down to meet Sweetacres near another saddle point. The track's name was inspired by the large bull that took up residence during construction.

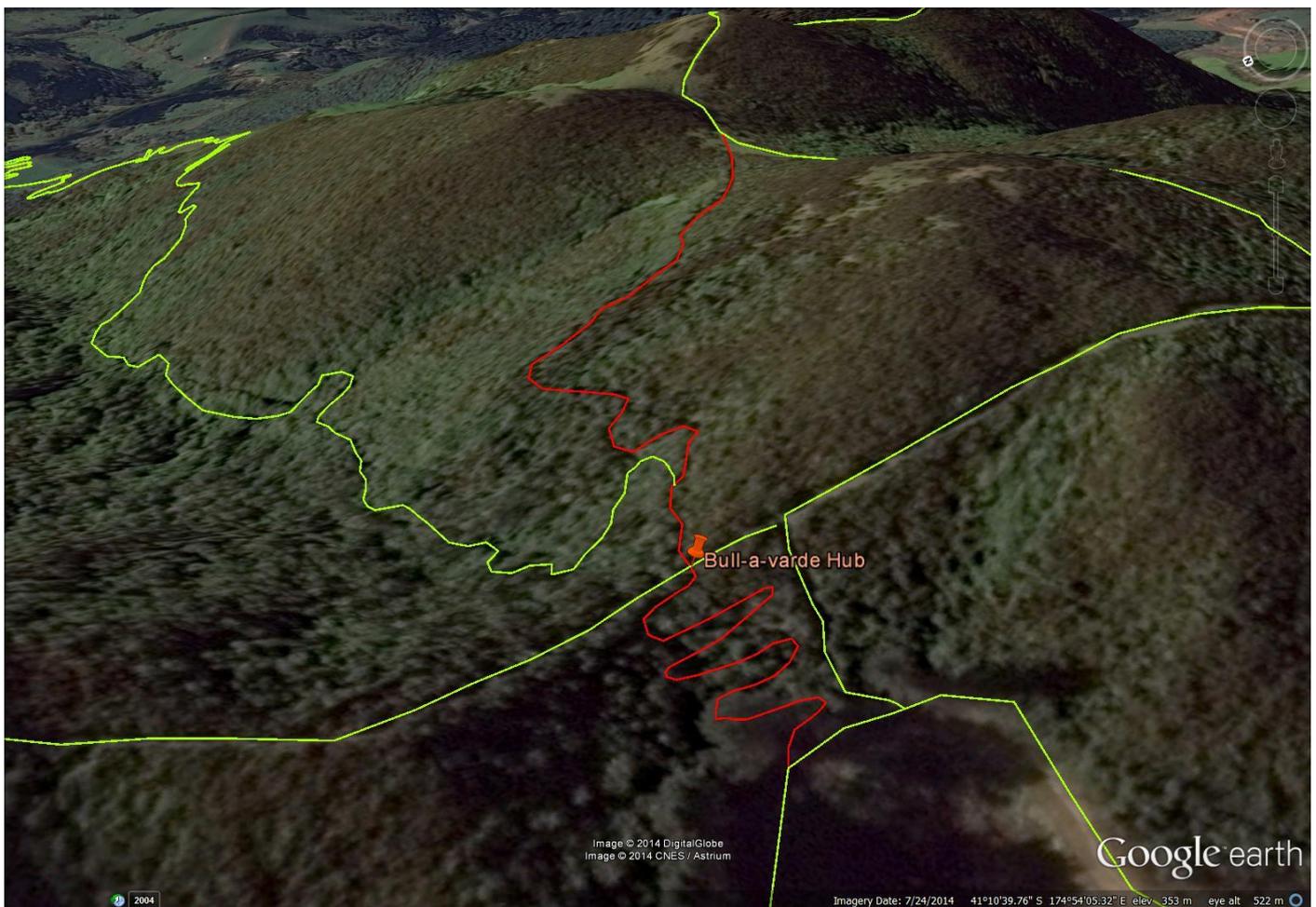


Figure 1 - Bull-a-varde trail map

# Trail Network Plan

## Naked Flame

This intermediate grade 3, 250m, downhill only, trail follows the subterranean gas pipe which was recently cleared of gorse by gas line workers. Naked Flame starts at the View Point power pylon, descending quickly along a ridge heading south, flattening out as it nears its connection with Bull-a-varde.

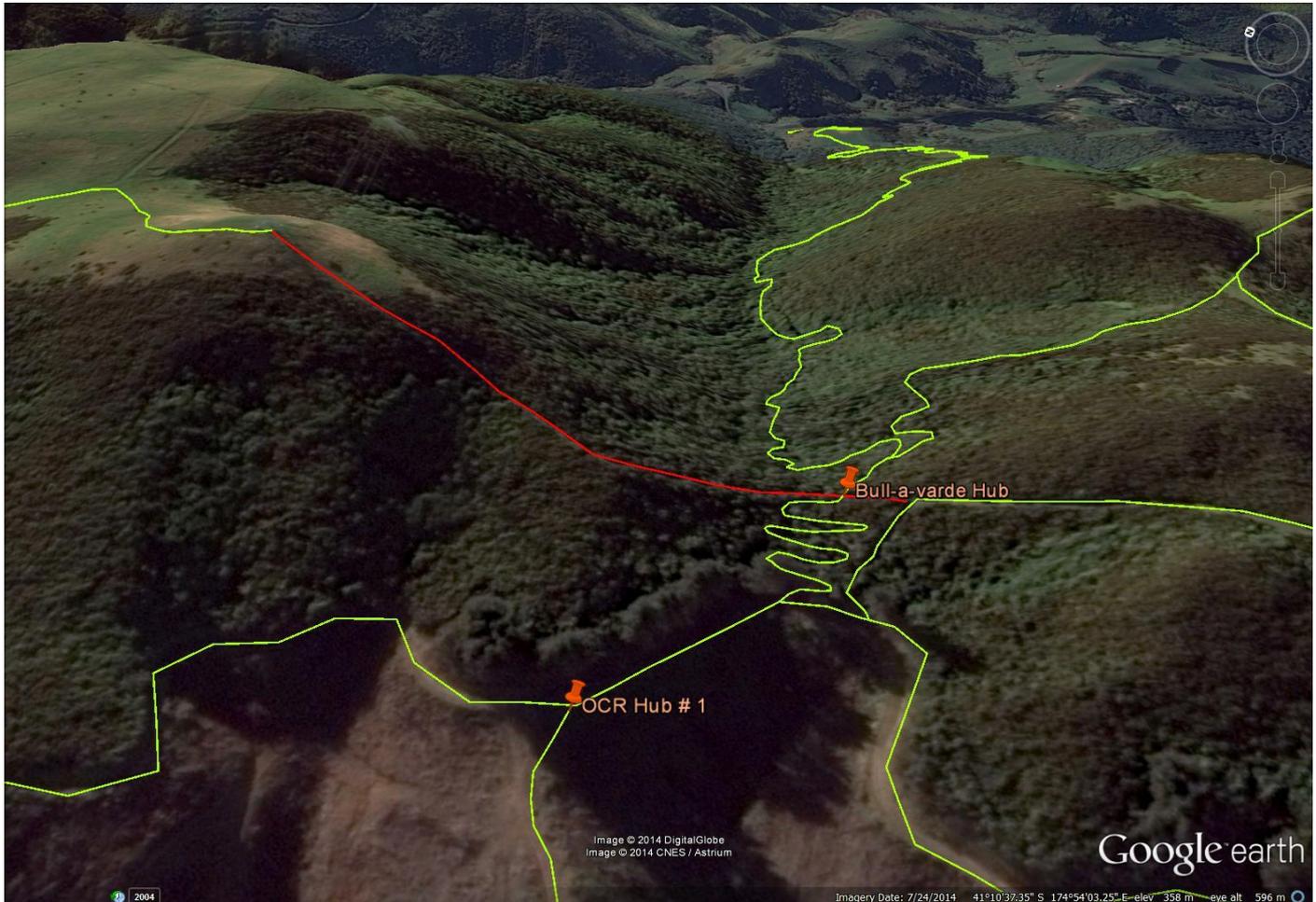


Figure 2 - Naked flame trail map

# Trail Network Plan

## Bull Run

This intermediate grade 3, 1.2 km, downhill only, trail drops off the side of Bull-a-Varde and weaves its way down a bush-clad valley. Along the way there are plenty of twists and turns so there isn't much opportunity to admire the rugged scenery. Although there are a few places along the way where you may stop and view over the Western Hills towards Haywards. The mid-section sees you twisting through ferns and mahoe. There is a short 'rock garden' prior to a small uphill section followed once again by another downhill section which is mostly in the open and consists of clay with open wide mini berms.



Bull Run has an average gradient of around 12%, descending 147m and has occasional drops, steps, tight turns and other challenging sections. It is best enjoyed whilst dry, however most of the trail has been armoured with gravel and withstands most weather.



Figure 3 - Bull Run trail map

# Trail Network Plan

## Borderline

This advanced grade 4, 1.0km, downhill only, trail descends quickly from Old Coach Road to the Woolshed on Stratton Street. There are some fairly mellow sections, which means that the fall of 171m and an average gradient of 16% is packed into a couple of relatively steep sections.



The trail has a main line, however a number of deviations can be incorporated depending on the skill of the rider. An easy deviation into a patch of mahoe midway down allows riders to miss a fast flowing gully, while a deviation at the bottom into a jumps sections allows expert riders to get some air.

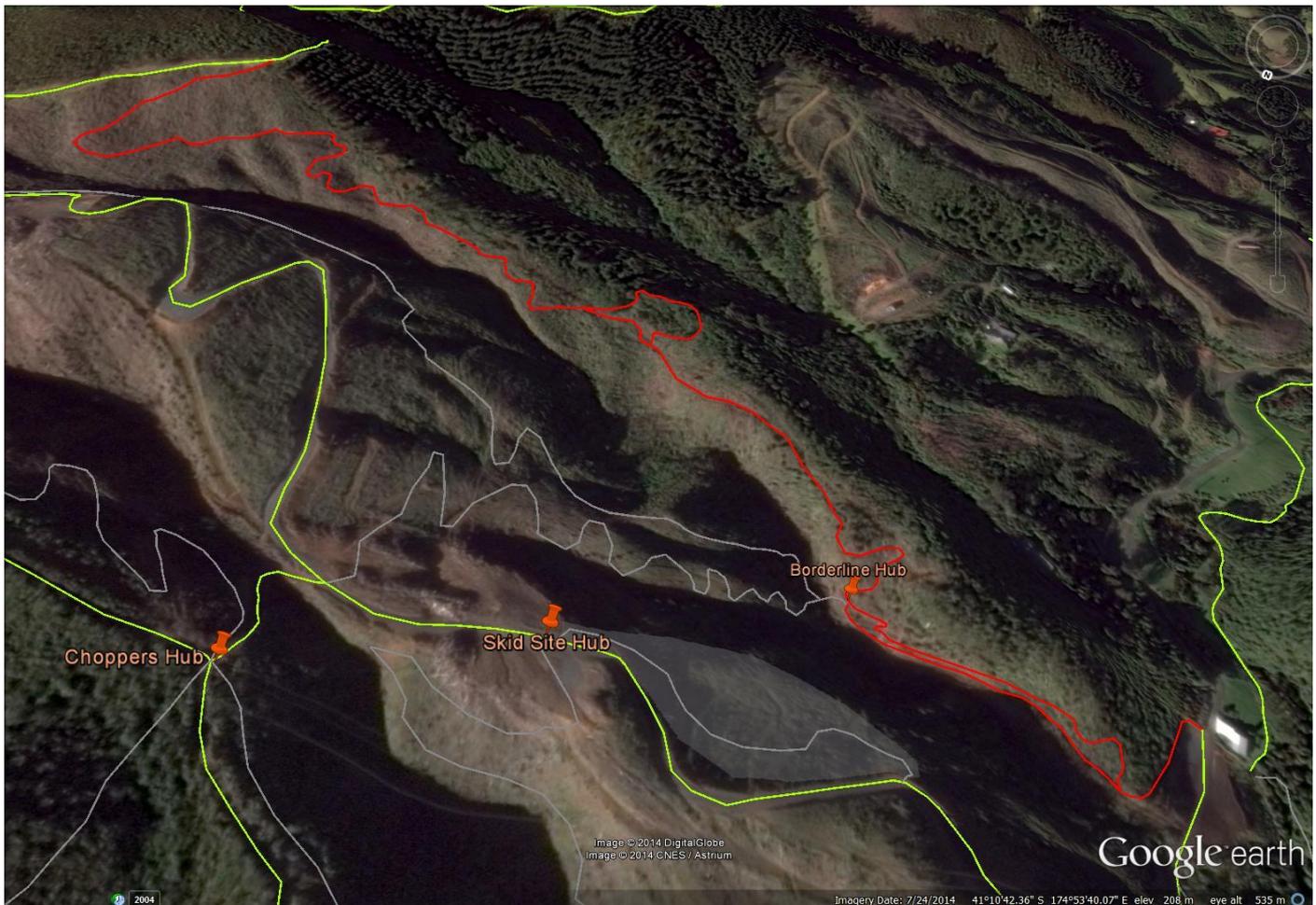


Figure 4 - Borderline trail map

## Proposed Trails

The trails proposed in this section are a guide only and have not been formally mapped. BAMBA will undertake a more detailed mapping exercise in consultation with GWRC before proceeding with any trails.

The plan takes into account existing trails and roads, as well as the proposed 4 Degrees uphill replacement for Danzig, trying to create intersection hubs. These hubs will allow for riders to mix and match their ride, choosing different sections and loops, to keep the experience interesting. Below shows the main six hubs, which are also likely to be use for trails not yet proposed in the trail network plan.



Figure 5- Hub Map

While the immediate plan is to develop the area in and around the Danzig block, BAMBA also sees potential in creating connections to other areas of the park. Of particular interest is the Belmont Trig and Korokoro stream areas, which currently only have indirect linkages.

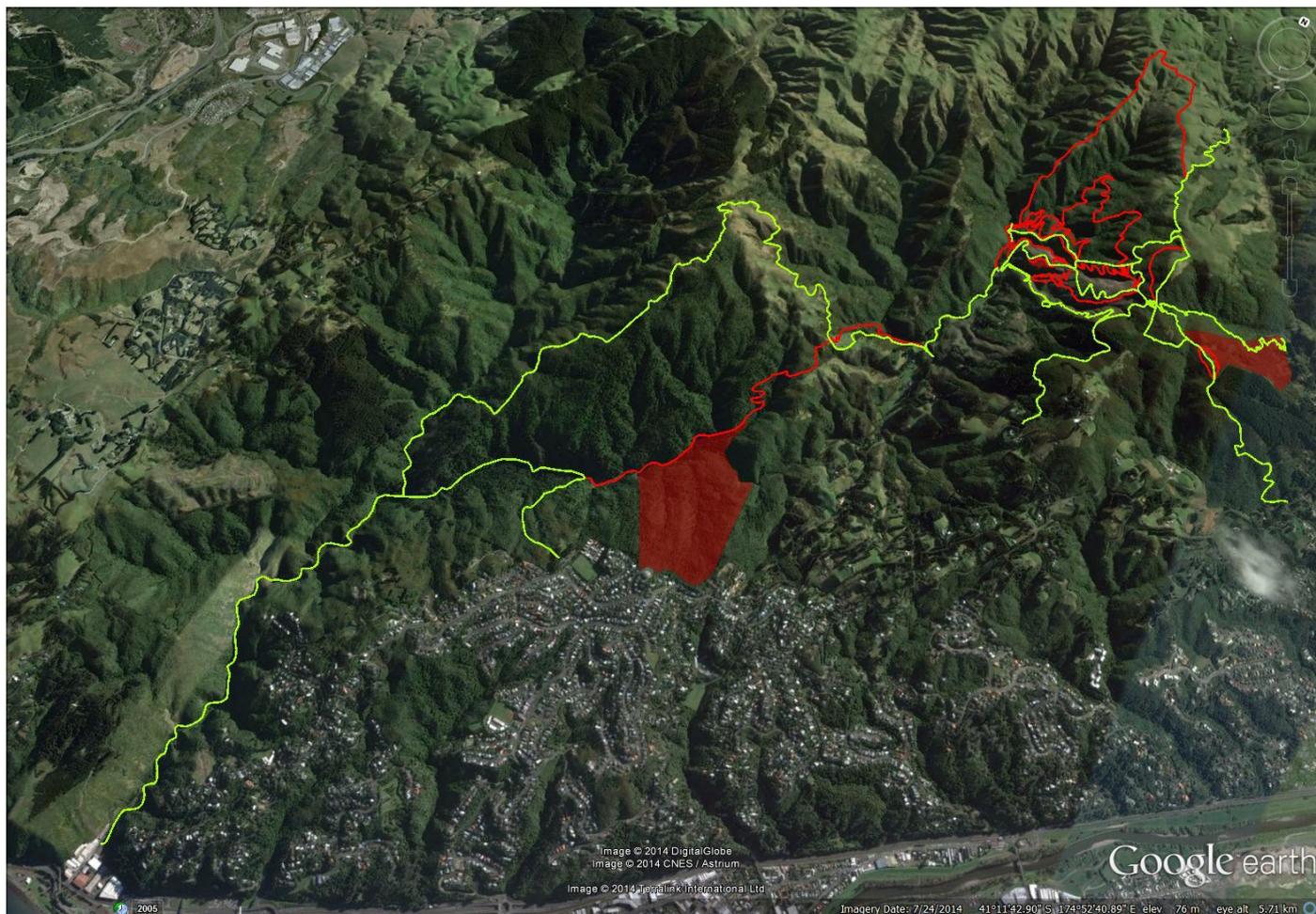


Figure 6 - Full trail map

For the following section, the maps are colour coded to distinguish the proposed trail/area being discussed (**red**), other proposed trails (**grey**) and existing trails (**green**). Also note that the maps are to give an indication of the approximate path, rather than that exact GPS coordinates and not all existing trails are shown.

# Trail Network Plan

## Trail 1 - Downhill Skills Area

An expert grade 5, downhill only, skills and jumps trail for confident riders looking for airborne opportunities. The 200m - 400m track will begin with an entry off the 4WD logging track adjacent to the skid site, and will terminate with a short uphill back onto the 4WD logging. The final short uphill will moderate the speed of riders when they join back to the 4WD road.



It is envisioned that this is an ongoing project, constantly add and realigning multiple lines incorporating various sized features, not exceeding 9m in length. Features will include gap jumps, step downs/drop-offs and step-ups. Berms will be utilised for corners however these are secondary to the main purpose of the trail, which is to provide airtime and improve riders' jumping skills. The difficulty of the track will lie in the size and technicality of features, rather than the technicality of the trail.

The features will be built using hand tools and materials made available from the recent felling of the pine forest, such as logs and rocks. Some features, will likely be created using H3 treated timber to ensure sustainability of the structure, however appropriate resource consents will be pursued during detailed planning. Efforts will be made to preserve the natural state of the land by exploiting the contours of the track area to suit the desired track character rather than artificializing a path. The character of the track will be similar to the current jump track at Tunnel Gulley. Members of BAMBA will construct the trail with assistance from volunteers.

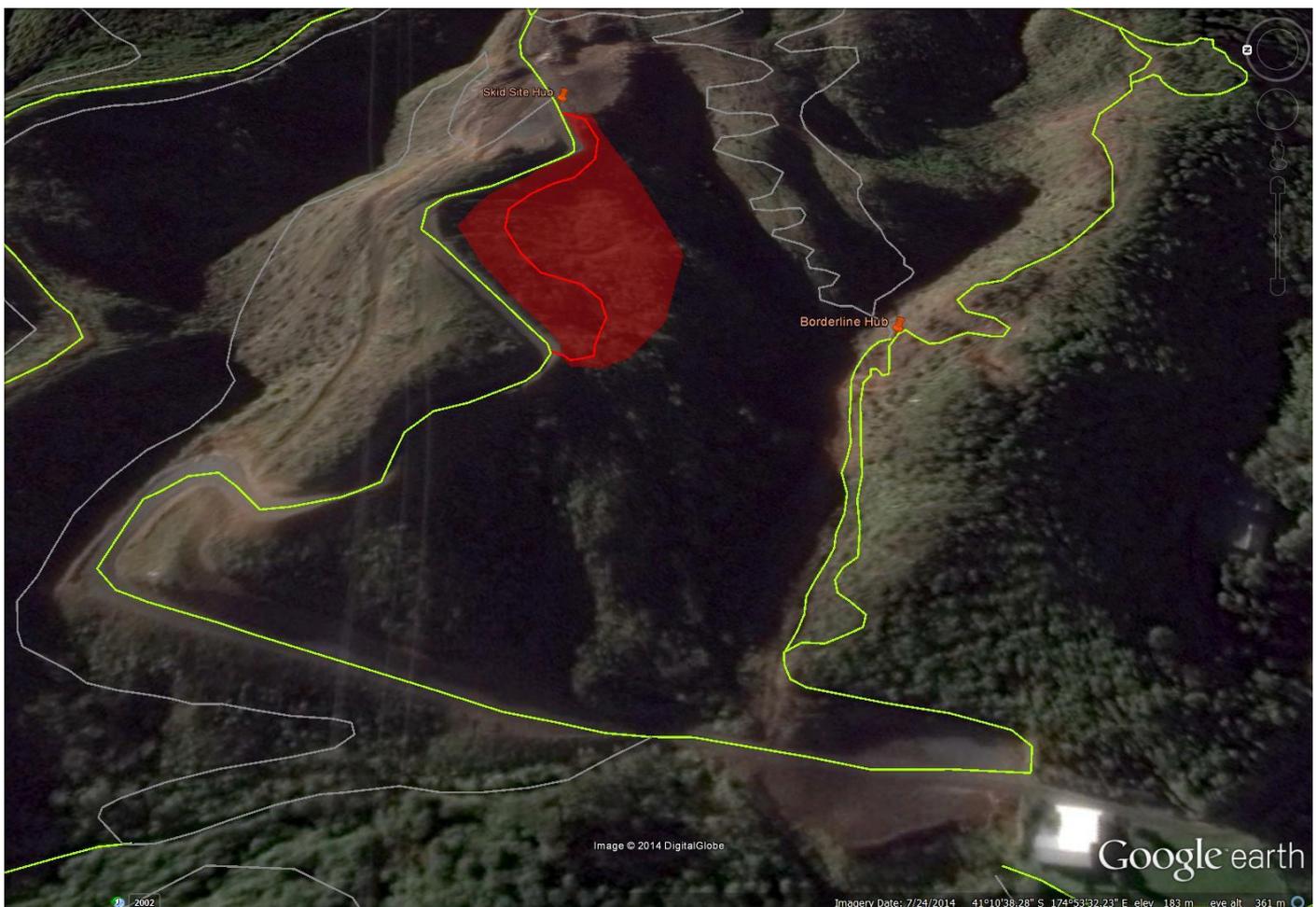


Figure 7 - Downhill Skills Area map

# Trail Network Plan

## Trail 2 – New Big Weta

This intermediate grade 3, downhill only, trail will look at reviving the character of the old Big Weta which was a popular trail prior to the trees coming down. Utilising one of the few mellow ridges in the lower area between the 4WD and Borderline. Trail will cross over creek once near where the Borderline Jumps Deviation starts, allowing riders to join either the jumps or mainline of Borderline.



Members of BAMBA will construct by hand the trail with assistance from volunteers. Some berms may need to be retained, however the trail will be kept as natural as possible, with most of the work in benching. A crossing of the creek will be required, therefore a culvert, ford, or bridge (possibly salvaged from the old Big Weta Bridge) will be constructed based on advice from GWRC.



Figure 8 - New Big Weta trail map

# Trail Network Plan

## Trail 3 – Taupo Rock Loop

This easy grade 2, bidirectional, trail is intended for both walkers and riders. This will be a scenic path to a historic massive rock, thought to be from a Taupo volcanic eruption (confirmation needed) and will connect to the similarly graded Bull-a-varde, allowing for easy access for beginners and kids.



The construction of the trail consists mainly of moderate benching, therefore could be undertaken by community group under the guidance of BAMBA. There is also a possibility for collaboration with Friends of Belmont to install a picnic area, chair or table to take advantage of the view.

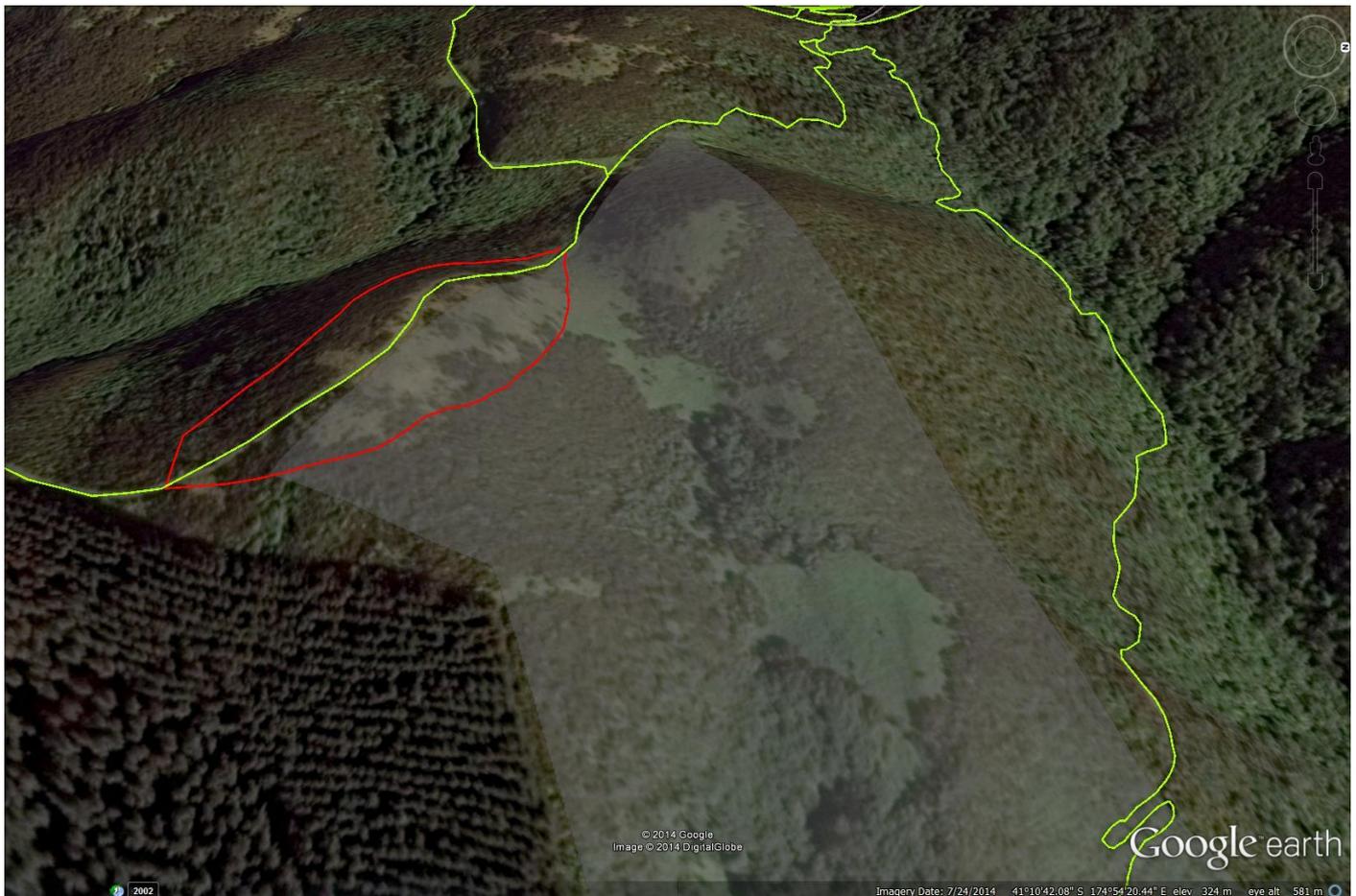


Figure 9 - Taupo Rock Loop

# Trail Network Plan

## Trail 4 – 4 Degrees Connector

This easy grade 2, uphill only, trail connects the midpoint of 4 Degrees to the Choppers hub. This hub will become a central intersection joining 4 – 5 other trails.



The connector will allow riders to ride half way up 4 degrees, then cut across to Choppers hub or Skid Site hub to descend on any of the other trails. This is likely to be popular for beginning riders or kids who may not have enough endurance to climb the full length of 4 Degrees as well as experienced riders who want to gain access to the more technical downhill trails from Skid Site hub.

Members of BAMBA will construct by hand the trail with assistance from volunteers. Some berms may need to be retained, however the trail will be kept as natural as possible, with most of the work in benching.

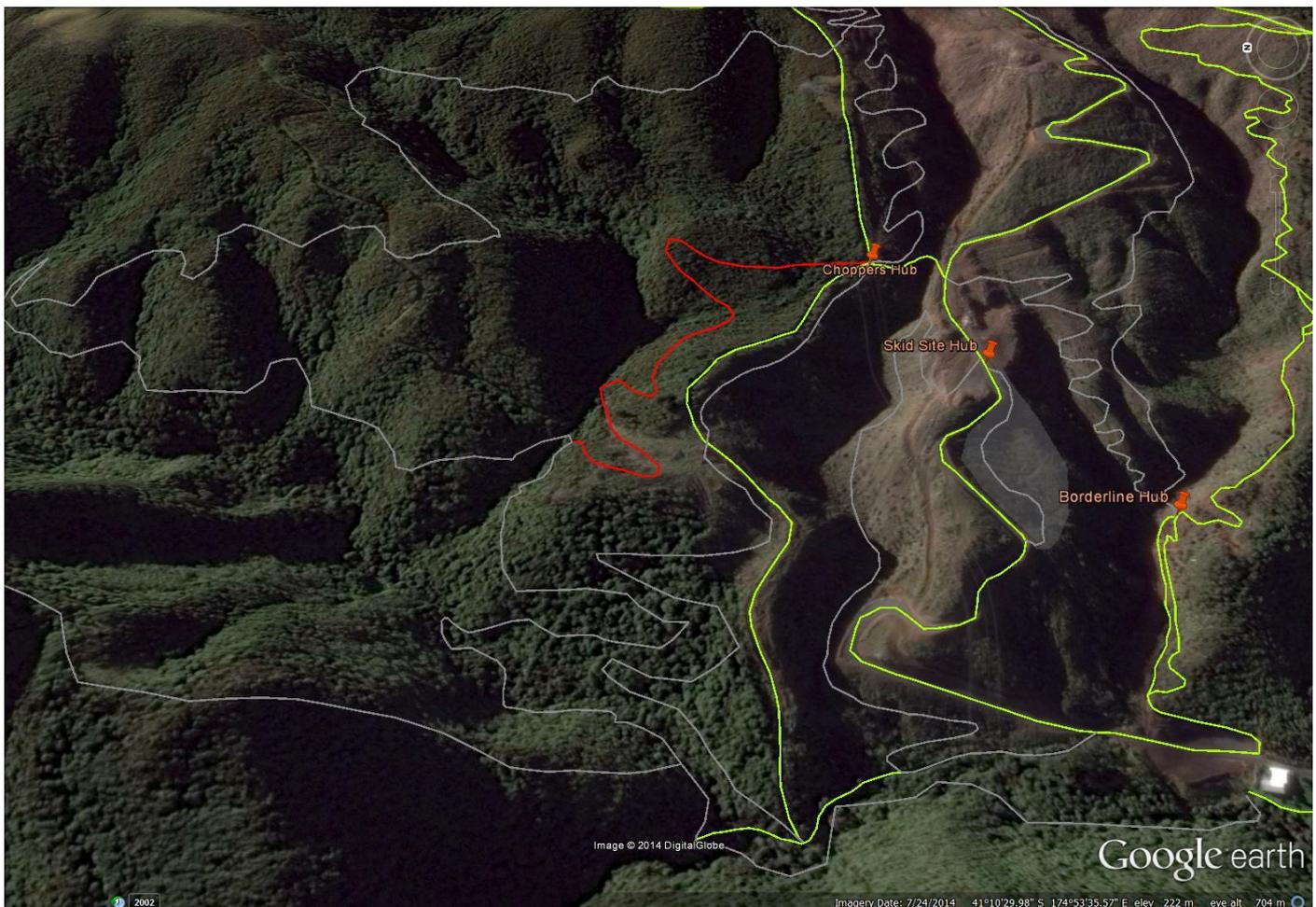


Figure 10 - 4 Degrees Connector

# Trail Network Plan

## Trail 5 – Lower Danzig Easy Downhill

This easy grade 2, downhill only, trail will traverse from the Skid Site hub down to the Stratton Street woolshed, with the bottom part following where the old Danzig trail was. Track is aimed kids and beginners who will complete half of the 4 Degrees, use the 4 Degrees Connector, and then back down, creating a shorter easy grade 2 loop.



Due to the ease of access for a digger, this could be used to complete the trail more quickly. Either community funding, or assistance from GWRC will be sought. The top piece near the Skid Site will likely require to be hand built by members of BAMBA.

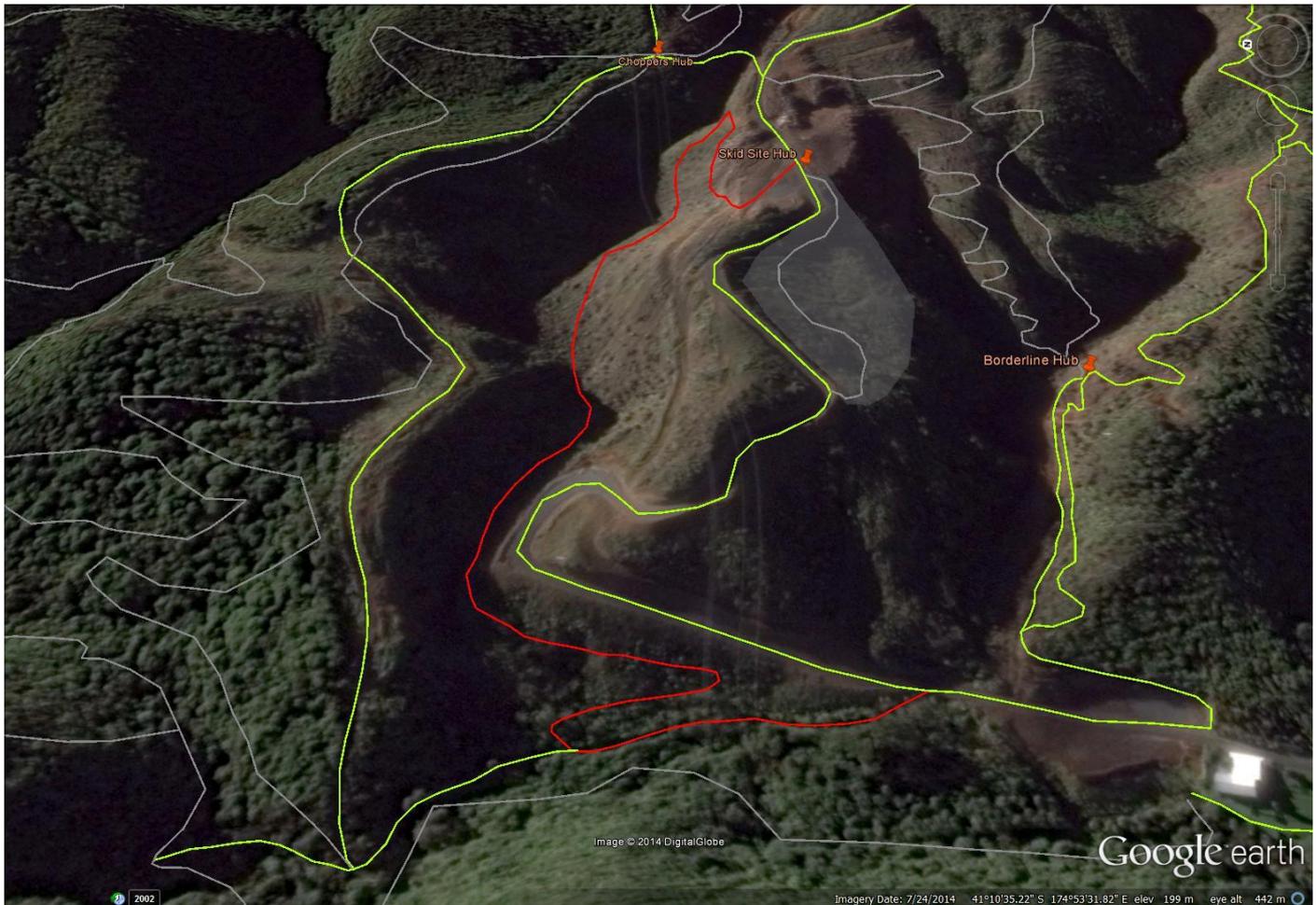


Figure 11 - Lower Danzig Easy Downhill trail

# Trail Network Plan

## Trail 6 – New Choppers

This intermediate grade 3, downhill only, trail will descend from Old Coach Road down to Choppers hub. During the construction of this trail it will be determined if it can be downgraded to an easy grade 2, therefore allowing a full Stratton Street to Old Coach Road loop for beginners and kids.



Members of BAMBA will construct by hand the trail with assistance from volunteers. Some berms may need to be retained, however the trail will be kept as natural as possible, with most of the work in benching.

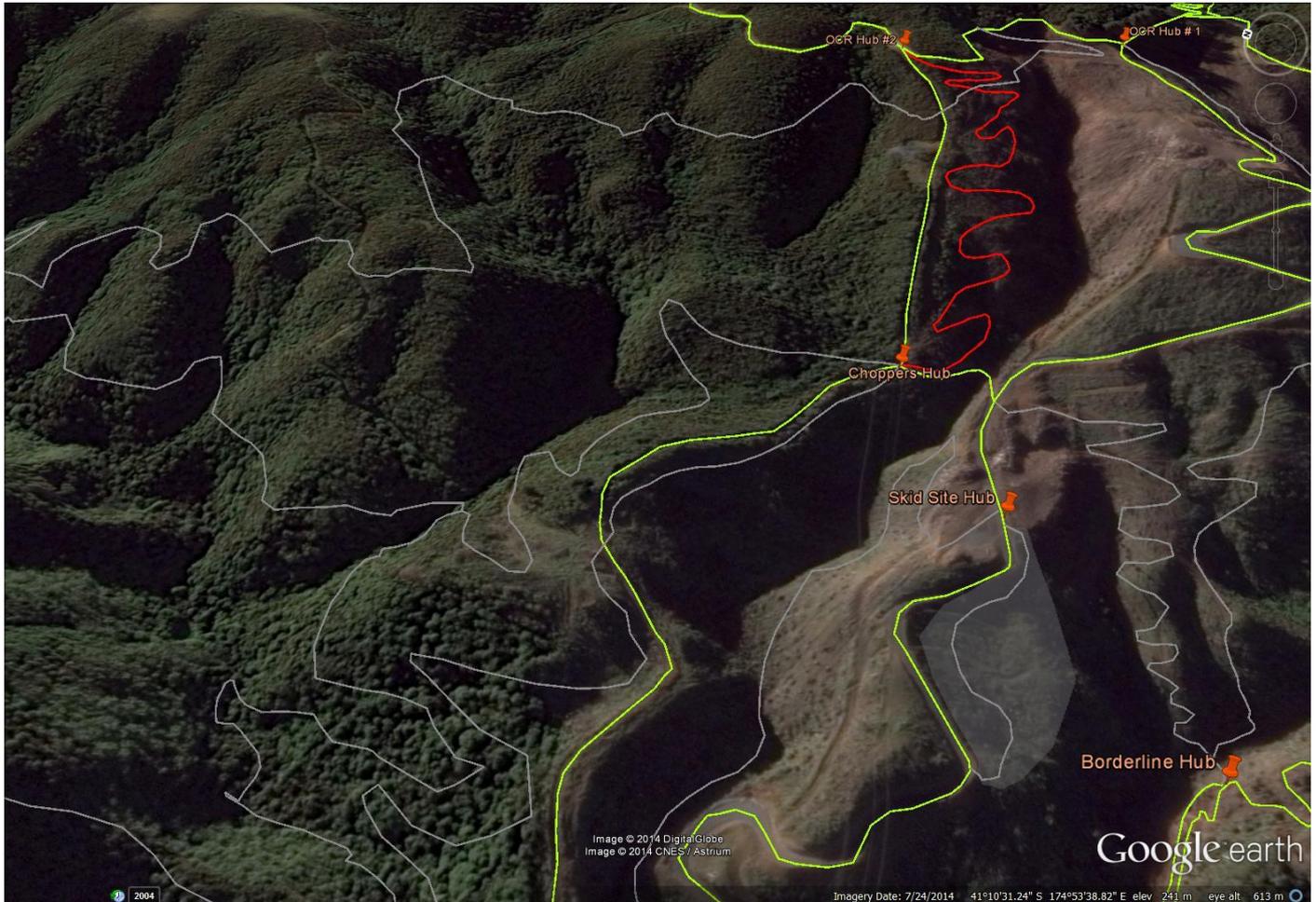


Figure 12 - New Choppers trail map

# Trail Network Plan

## Trail 7 – The Slide

This expert grade 5, downhill only, trail will endeavour to keep a natural and raw character, utilising the steeper part of the hill that will not be suitable for easier graded trails. This will be a fast, straight trail from Old Coach Road to the start of the Borderline Jumps Deviation, crossing the creek at the same point as the New Big Weta.



Members of BAMBA will construct by hand the trail with assistance from volunteers. Some berms may need to be retained, however the trail will be kept as natural as possible, with most of the work in benching.



Figure 13 - The Slide trail map

# Trail Network Plan

## Trail 8 – Lower Choppers

This advanced grade 4, downhill only, trail will run parallel to the northern firebreak for half of its length, then veer away to allow for a shallower gradient down to the bottom of the Bridleway, with similar character to Borderline. Assessment of the junction with Bridleway will be needed to determine if a bollard or a slow section will be needed to slow riders.



Members of BAMBA will construct by hand the trail with assistance from volunteers. Some berms may need to be retained, however the trail will be kept as natural as possible, with most of the work in benching.



Figure 14 - Lower Chopper trail map

# Trail Network Plan

## Trail 9 – Hill Road Uphill

This easy grade 2, uphill only, trail will be designed to take walkers off the Bull Run as well as provide a better uphill alternative for riders than Hill Road and Barking Dogs, which is closed during lambing, or riding on Sweetacres Road. The exact path of the trail is yet to be determined, however it will connect the bottom of the Bull Run to either Sweetacres, Bull-a-varde or Taupo Rock Loop trails.



Planning for this trail is important as there is DoC land to the north and private land to the south as well as some wet areas in the gully. BAMBA proposes that this trail would be built by machine with community/GWRC funding.

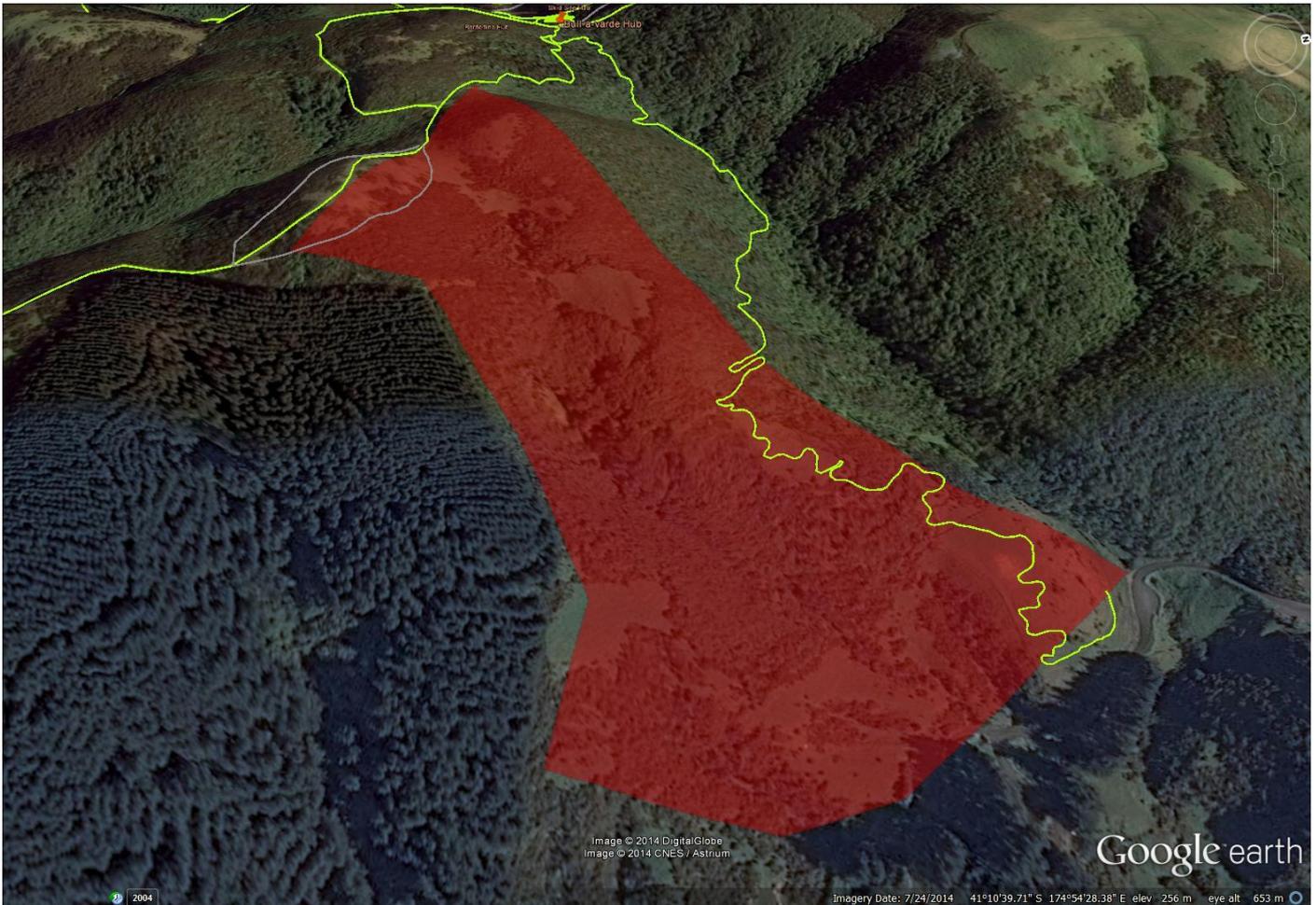


Figure 15 - Hill Road Uphill

# Trail Network Plan

## Trail 10 – Mid Viewpoint

This easy grade 2, bidirectional, trail from Bull-a-Varde to mid-way up View Point is designed to be rideable by kids and beginners as part of the easy upper network with Bull-a-Varde, Taupo Rock Loop and Old Coach Road.



Members of BAMBA will construct by hand the trail with assistance from volunteers. Some berms may need to be retained, however the trail will be kept as natural as possible, with most of the work in benching.

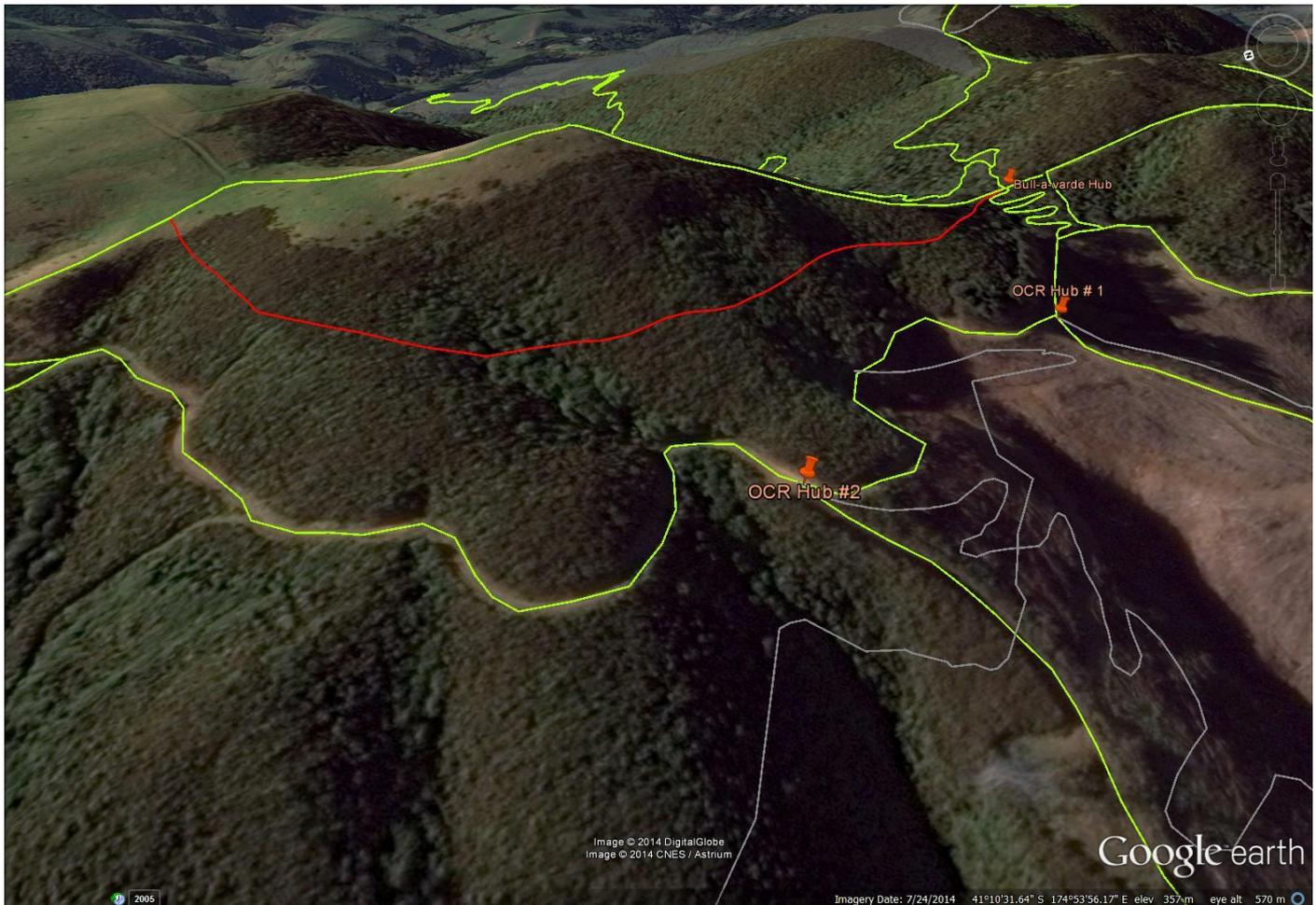


Figure 16 - Mid Viewpoint trail map

## Trail 11 – Dam/Trig Connector

This intermediate grade 3, bidirectional, trail will connect the Korokoro dam to the midpoint on the Belmont Trig trail. Connecting the Cornish Street entrance to the Stratton Street entrance would allow for a multi-hour mountain bike rider all on single track, taking in the pristine bush and historic features of the area. Plan would be to utilise 75% of the current lightly used walking trail (if permissible by GWRC), adding lower gradient trail where needed, especially on the trig end of the trail. It is envisioned that the trail will be similar to Baked Beans Bend, Cornish Street, and Oakleigh Street trails.



This would best be completed as part of the GWRC or community funded initiative, with consultation with BAMBA.

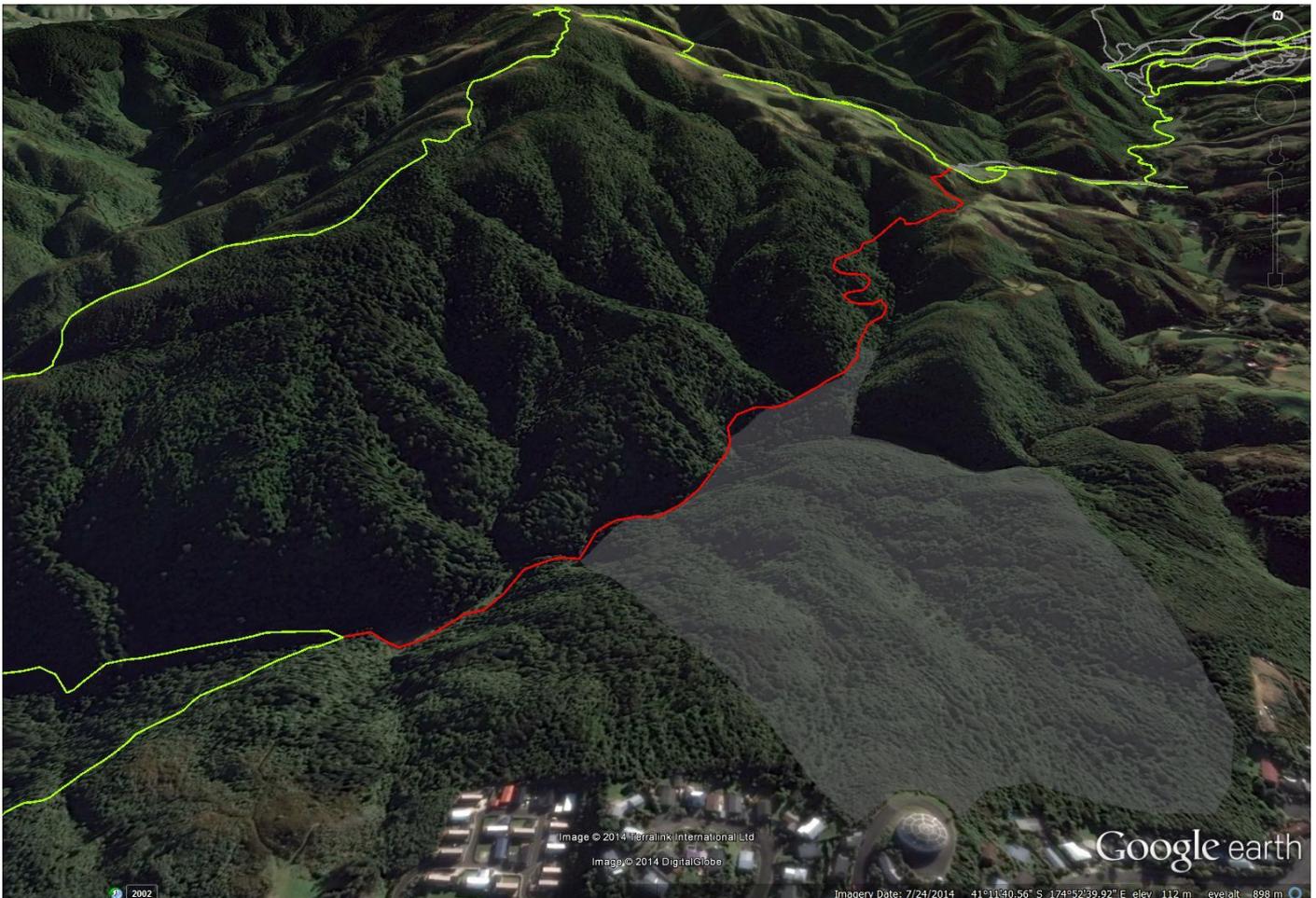


Figure 17 - Dam/Trig Connector trail map

# Trail Network Plan

## Trail 12 – Stratton to Trig Midpoint

This intermediate grade 3, bidirectional, trail will join the Dam/Trig Connector trail to the creek trail at the end of Stratton Street, start of Belmont Trig Track.

This would best be completed as part of the GWRC or community funded initiative, with consultation with BAMBA.



Figure 18 - Stratton to Trig Midpoint

# Trail Network Plan

## Track 13 – Korokoro Catchment Loop

This intermediate grade 3, bidirectional, trail would be best traversed anticlockwise from Old Coach Road to the bottom of 4 Degrees. It is intended that this be a shorter loop than the ‘Dress Circle’ loop from Old Coach Road to the Belmont Trig.



This was a trail suggested by to BAMBA by current park ranger, Jeremy Patterson, as it closely follows the new fence and will be on land that is due for retirement in 2016. This would best be completed as part of the GWRC or community funded initiative, with consultation with BAMBA.

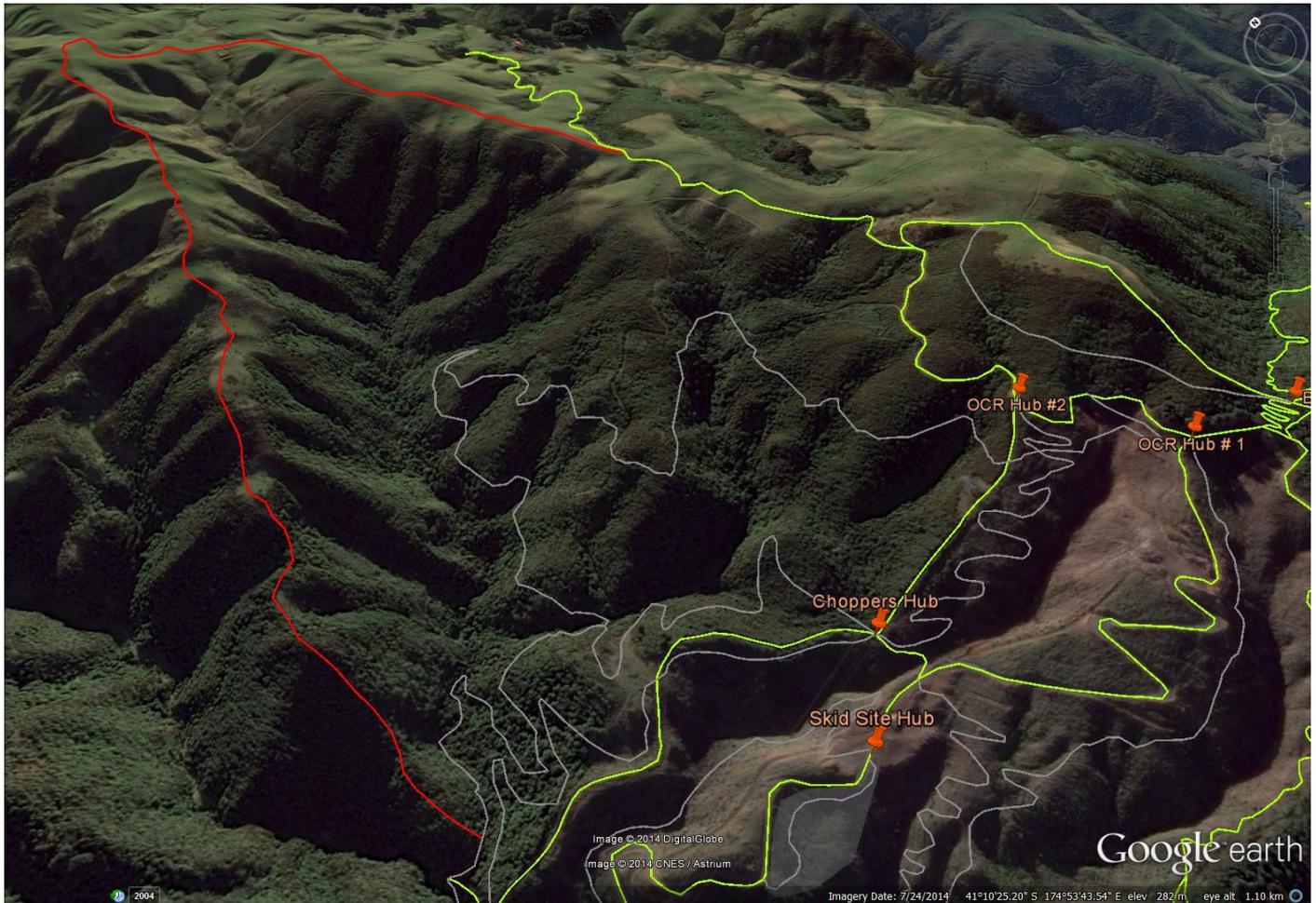


Figure 19 - Korokoro Catchment Loop trail map

# Trail Network Plan

## Track 14 – Reservoir to Korokoro stream

This intermediate grade 3, downhill only, trail from Maungaraki Reservoir to the Dam/Trig Connector would allow bypassing the current Oakleigh to Korokoro Dam trail, which is often congested with runners, walker and dogs. Having another route down would better use the landscape and reduce the risk to park users. The exact path of the trail will need to be investigated as there are other walking trails to the south and private land to the north.



This would best be completed as part of the GWRC or community funded initiative, with consultation with BAMBA.

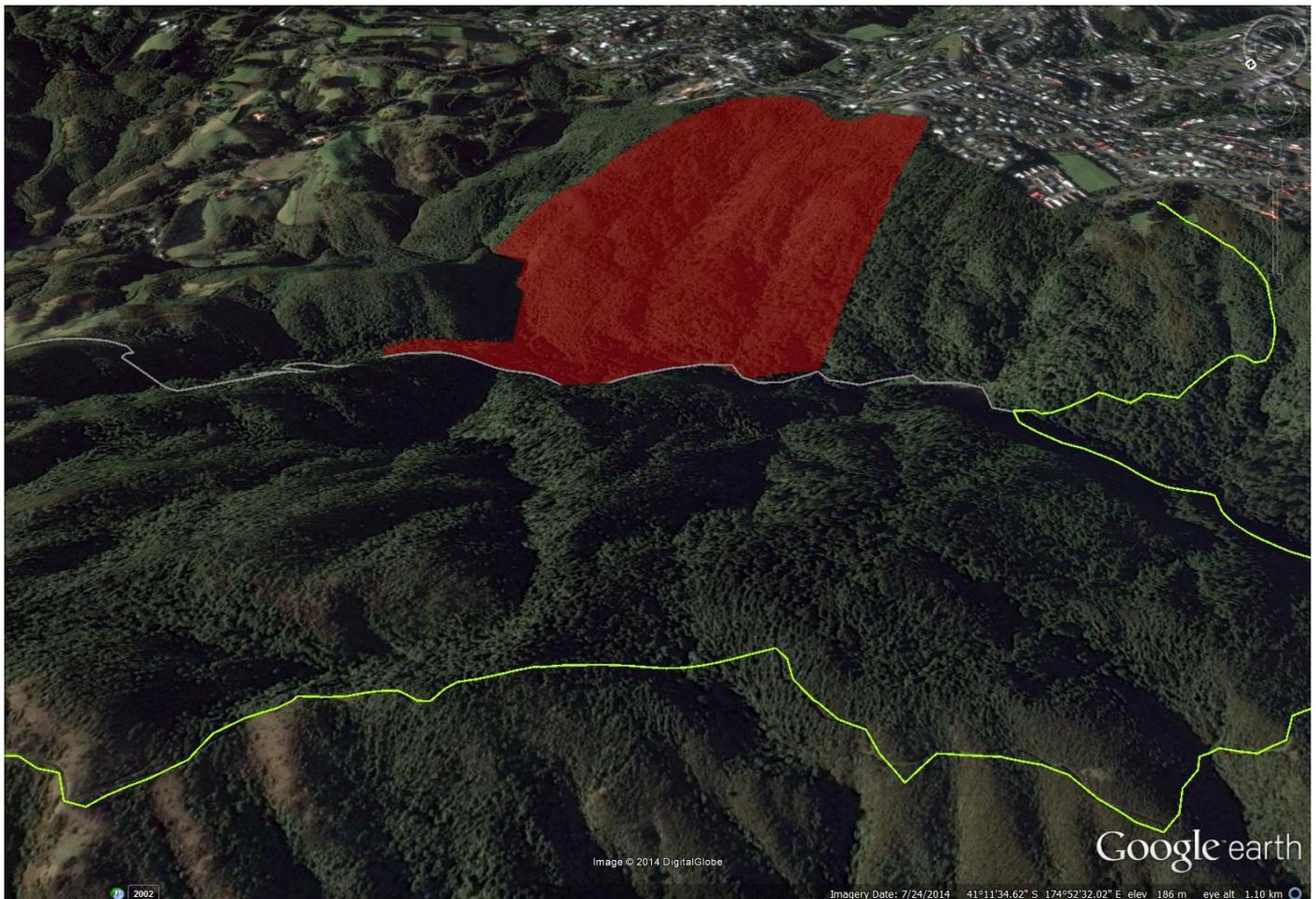


Figure 20 - Reservoir to Korokoro Stream trail map

## Appendix

### Grading Guide

Grading below is based on the Mountain Bike Track Grading Systems<sup>1</sup> guidelines, which is consistent with other mountain bike parks in the Greater Wellington region. During the detailed planning and build phase the trails will be reassessed using the more detailed Viastrada Cycle Trail Design Guide 2<sup>nd</sup> Edition<sup>2</sup>.

Symbol	Grading
	<b>Easiest/Grade 1:</b> Fairly flat, wide, smooth track or gravel road.
	<b>Easy/Grade 2:</b> Mostly flat with some gentle climbs on smooth track with easily avoidable obstacles such as rocks and potholes.
	<b>Intermediate/Grade 3:</b> Steep slopes and/or avoidable obstacles possibly on narrow track and/or with poor traction. There may be exposure at the track's outside edge.
	<b>Advanced/Grade 4:</b> A mixture of long, steep climbs, narrow track, poor traction and obstacles that are difficult to avoid or jump over. Generally exposed at the track's outside edge. Most riders will find some sections easier to walk.
	<b>Expert/Grade 5:</b> Technically challenging. Giant climbs, narrow track and numerous hazards including dangerous drop-offs, sharp corners and difficult obstacles. Expect walking and possibly bike carrying.
	<b>Extreme/Grade 6:</b> Downhill/free ride specific tracks. Extremely steep sections with large drop-offs and other unavoidable obstacles. May include man made structures and jumps.

<sup>1</sup> <http://www.doc.govt.nz/parks-and-recreation/tracks-and-walks/mountain-bike-track-grading-system/>

<sup>2</sup> <http://viastrada.co.nz/sites/viastrada.co.nz/files/Cycle-Trail-Design-Guide-2011-MED.pdf>