



This document outlines Majura Pines Trail Alliance's plans for the redevelopment of the Majura Pines trail network, excluding the Jindabyne Landscaping scope of work, and ongoing trail maintenance. This document is a living document and will be updated as final details are refined.

**Majura Pines Trail  
Redevelopment Plan 2015**  
Majura Pines Trail Alliance (MPTA)





## Overview

Majura Pines have been designated a recreation area by the ACT Government. A volunteer group, Majura Pines Trails Alliance (MPTA), has been tasked with the redevelopment and maintenance of the trail network within the recreation area, with the key downhill and beginners' trails being designed and built under contract by Jindabyne Landscaping.

This document outlines MPTA's plans for the redevelopment of the trail network, excluding the Jindabyne Landscaping scope of work, and ongoing trail maintenance. This document is a living document and will be updated as final details are refined.

MPTA will be working within the parameters of the [Majura Pines Recreation Concept Master Plan](#) adopted by the ACT Government.

## Principles

Where possible:

- All trails should be hand-cut
- Existing old trails (i.e. pre- Majura Parkway and forest thinning) should be retained, recovered and updated to IMBA standards as necessary
- XC trails should be rideable in both directions to maximise the limited space available in Majura Pines,
- Existing natural features and terrain, such as rocks, tree roots and gullies, should be incorporated into trail design.
- Majura Pines should be challenging to ride. Trails will be graded as follows:
  - Beginners' trail – IMBA green
  - Main XC loop – IMBA blue or green
  - Other XC trails – IMBA blue or black
  - DH trails – IMBA black

Majura Pines remains a working pine forest and will be logged in the future. As such, trails should be built to be sustainable but should not unnecessarily be over-engineered.

## Governance

MPTA is a collective of volunteers operating as a Parks and Conservation Services (PCS) Landcare group and is covered by the appropriate insurance.

## Priorities

The Government has proposed the opening of the recreation area in March or April 2015. CORC has scheduled the solo 24-hour Nationals for the first weekend of April 2015 (Easter). PCS has set the following priorities:

- The DH trails and XC trails in compartments A to C (Winery Hill) and M to N (Boy Wonder area) (see attached map) (Jindabyne Landscaping)
- The main XC loop through the central corridor of compartments E to K (MPTA)
- The beginners' trails to the east of Majura Parkway (Jindabyne Landscaping)

All other trail development is secondary.

Following MPTA trail days in compartments I to K on 30 November 2014 and 14 December 2014, the western trails of the main XC loop through the central corridor are essentially complete, incorporating new trail and existing trail, such as Lincoln, Pitt St, Dew Drop In, Mata Hari and MudHoneys. Most of these trails are in good condition and will require only minimal remedial work once MPTA commences its maintenance program.

The next priority for MPTA will be the completion of the eastern trails of the main XC loop (as per the Master Plan). This will require extensive realignment of most of the recently built trails and the reclamation and upgrading of old existing trail in most compartments.

The final priority will be linking the MPTA trails and the Jindabyne Landscaping trails.

### **Future development opportunities**

The following numbers refer to the labels on the attached map and do not necessarily represent the order of priority. Detailed plans and trail alignments for each opportunity will be developed before proceeding.

1. There is widespread agreement that New Year's Resolution / Car Body / Auto Alley (compartment G) needs to be resurrected in spirit as a challenging technical (IMBA black) XC trail.
2. The gully running east-west in compartment C. This could be an alternative link between the Winery Hill trails and the main XC loop. This gully previously had a number of crossings at the eastern end and there is an opportunity for a number of more technical crossings at the western end. Jindabyne Landscaping may incorporate this gully into the link trail from the Winery Hill XC trails.
3. Previously there was a small loop trail to the west off Mudhoneys in compartment F featuring a number of small gully crossings that could be resurrected or extended.
4. There is a large area to the west of Pitt St in compartment H that could accommodate an alternative link trail to Dew Drop In.
5. The majority of compartment M to the north of Boy Wonder and the DH trails is available for redevelopment. Previous trails included 52 Girls and Rock Lobster. There is opportunity to develop a number of traversing technical XC trails, both climbing and descending, in this area once the DH trails are completed.
6. The Master Plan allows for a jumps park area in compartment K although no government funding has yet been allocated to its development. Development will be driven by MPTA, through Rykie Hill-Wright, once funding had been approved and legal issues resolved.
7. Creating a flowing trail like the old 'Intestinal Tract'. The most likely location would be the southeast corner of compartment K, depending on location of the jumps park, but this is to be confirmed.

### **Detailed trailwork by compartment (refer attached map)**

Detailed trail alignments will be determined on the ground by the MPTA steering group.

**Compartment A** – intermediate XC climbing and DH trails to be built by Jindabyne Landscaping. There will be an opportunity for MPTA to build a second climbing and descending loop to the northeast of the Jindabyne Landscaping trails.

**Compartment B** – linking XC trails to be built by Jindabyne Landscaping.

**Compartment C** – Primarily a linking corridor to Winery Hill, this is essentially a Greenfields area due to clearing and storm damage. Linking trails are needed between Winery Hill and the main XC loop.

The Mount Majura Vineyard is also keen to improve access to the winery from the Pines. Link trails could be provided within this compartment (and compartment B) to the winery gates.

The gully running east-west could be an alternative link between the Winery Hill trails and the main XC loop. This gully previously had a number of crossings at the eastern end and there is an opportunity for a number of more technical crossings at the western end. Jindabyne Landscaping may incorporate this gully into the link trail from the Winery Hill XC trails.

**Compartment D** – Grunters is still largely intact but needs some work to address erosion points. Can be done as part of our future maintenance program.

There is a mish-mash of recent trails criss-crossing this section that would benefit from some planning, realignment work and/or new trail. This will be dependent on discussions with PCS.

**Compartment E** – Some existing trail and recent trail work. Existing trail needs recovery to close main XC loop. Links also needed to Winery Hill.

**Compartment F** – Western trails – Mata Hari, Mudhoneys and Bogs & Logs – are largely intact and in good condition. Eastern trails are mostly recent and require extensive realignment to complete the eastern side of the main XC loop.

Previously there was a small loop trail to the west off Mudhoneys featuring a number of small gully crossings that could be resurrected or extended.

**Compartment G** – The old New Year's Resolution / Car Body / Auto Alley to be resurrected in spirit as a challenging technical (IMBA black) XC trail. Significant damage was caused by the thinning operation so significant trail work will be required.

**Compartment H** – Western trails – Pitt Street and Dew Drop In – largely intact and in good condition.

The old eastern trails are intact but require remedial work to address erosion damage. These trails can be used for the eastern side of the XC loop with the addition of a link trail in the north-east corner of the compartment. We will also look at a link trail to connect to the underpass trail from the Majura Road carpark.

The trail in the south-eastern corner needs extensive realignment to replicate the previous flowing descending/climbing trail that exited adjacent to the Innabaanya corner and separate it from the Pitt Street trail.

There is a large area to the west of Pitt St in compartment H that could accommodate an alternative link trail to Dew Drop In, although safe crossing of a steep gully would have to be established first.

**Compartment I** – Innabaanya. The recently built western trail is intact and flows reasonably well.

The rebuilt Innabaanya trail in the east of the compartment needs extensive realignment to restore it to its former glory and comply with the requirement in the Master Plan that any trail adjacent to the Innabaanya girl guide camp must be at least 10 metres in from the treeline.

There are also a number of east-west linking trails that need rationalisation.

**Compartment J** – Lincoln is largely intact and in good condition. The linking section in the north-west corner has been upgraded to link to the western Innabaanya trail.

The eastern trail is patchy and needs some realignment to complete the eastern side of the XC loop.

There is a gully running east-west to the north of this compartment, which previously had a trail – Ain't No Limberger - traversing it. Suggest we run a link trail traversing this gully from Lincoln in the north-east corner of the compartment to the eastern trail (with an alternative B line).

**Compartment K** – The trail in the north-west corner has been completed.

The alternative central trail has had some work done to improve flow, however any further work has been suspended as it is likely DH1 will cut through this trail.

Once DH 1 has been completed we can complete the eastern side of the XC loop taking full advantage of the space available on the eastern side and in the south-east corner of the compartment. The eastern trail will also have to leave space for the proposed jumps park.

**Compartment L** – An existing XC climbing trail and two fall line DH trails branching off it in the south of the compartment. The XC trail will require some realignment work while the DH trails will require extensive realignment to avoid erosion and possible rationalisation.

**Compartment M** – Boy Wonder has been restored and will require some minor erosion prevention work. Jindabyne Landscaping will be building two DH trails through the centre and the southern section of the compartment.

The majority of the compartment to the north of Boy Wonder and the DH trails is available for redevelopment. Previous trails included 52 Girls and Rock Lobster. Once the DH trails are completed, there will be ample opportunity to develop a number of traversing technical XC trails in this area, including a climbing trail adjacent to the firetrail bordering the western border of the compartment into compartment M to link to the intermediate DH trail.

**Compartment N** – an intermediate DH trail flowing into compartment N will be built by Jindabyne Landscaping. There is a need to build a climbing trail into this compartment to link to the top of the intermediate DH trail.

### **Implementation**

Volunteer trail days will be held regularly – generally every second Sunday – to restore and build trail.

Trail planning site meetings will be held in advance by the MPTA steering group to mark out proposed trail alignment.

### **MPTA Work Schedule**

Immediate priorities in tentative order are:

1. Primary objective is the completion of the eastern side of the main XC loop through the central corridor of compartments E to J, working north from compartment J.
2. The eastern trail through compartment K to complete the XC loop once DH 1 is completed.
3. The linking trails from XC 4 on Winery Hill to the main XC loop, possibly in co-operation with Jindabyne Landscaping.
4. The small gully loop off Mudhoneys in compartment F.
5. Refreshing of the XC climbing/descending trails in compartments L and M (Boy Wonder)
6. The gully trail in the north of compartment C, if it is not built by Jindabyne Landscaping.
7. The link trail through the south-west corner of compartment H.
8. Compartment G – the resurrection of New Year's Resolution, Car Body and Auto Alley.
9. Compartment M – the development of the Boy Wonder slopes.

### **Future maintenance program**

To be determined once the initial trail redevelopment has been completed.

### **Promotion**

The Majura Pines MTB trails, MPTA and the MPTA trail work will be promoted via a website (<http://www.majurapines.org>), Facebook (<https://www.facebook.com/majurapines>), a volunteers' e-mail group via [majurapinestrails@gmail.com](mailto:majurapinestrails@gmail.com) and signage at the major entrances into Majura Pines.