

DofE Purpose



By Sam, Ben, Sienna, Caitlin & Isla

Planning

Planning:Isla

Location:

When choosing our location to do our hike we looked at various options and decided on the timber trail. The reasons for choosing this particular track is because it was at the correct level of difficulty, correct length days to meet the duke of ed silver requirements and not to far of a drive. The only concerns when choosing this option were the dangers of other bikers on the track and mapping out the 3rd day that was not within the timber trail.

Route Cards:

One requirement of duke of edinburgh is completing route cards prior to the hike. This helped us to estimate how far we would be walking, amount of incline and the amount of time it would take us so that we could plan when to leave in the morning. Some other things included in route cards was general direction, coordinates, and allocating times for rests.



Lap	From	To	General direction bearing	Distance in km	Height climbed in m	Time allowed for descending	Time allowed for ascending	Total time for lap	Estimated time of Arrival	Setting out time
1	180A8	57144		220	14	40				
2	307A	57144		178	11	40				
3	3080	57141		157	0.9	-80				
4	18065	57145		250	1.6	80				
5	8055	57140		230	1.1	0				
6	8056	57130		180	1	-60				
7	8049	57123		229	1.1	40				
8	18040	57113		231	1	60				
9	8028	57109		240	1.3	20				
10	18025	57114		290	1.7	0				
11	18001	57117		173	1.2	0				

Generally: 3km per hour / 1 min for every 10 vertical meters climbed / 10 min an hour for stops etc. etc.
1km = 6min per 100, 60min per 1000m / 2km = 3min per 100m, 30min per 1000m / 3km = 2 min per 100m, 20

Planning:Sienna

Menu:

During our three-day hiking expedition, sustaining ourselves with nutritious yet conveniently portable food became crucial. In our previous experiences, we found that simplicity in meals is key, provided they contain lots of protein to fuel our journey and keep us going. In our previous hike where we opted for pita pockets, salami, and cheese, we found this wasn't a good enough meal. Therefore, this time, we opted for tuna and crackers. This alteration not only minimized space utilization in our packs but also upgraded our lunch to a more nutritious meal. The better taste was also an added bonus, as the switch ensured our food remained intact, free from crushing or staleness.

Breakfast:

Items:

- Porridge Sachets, Qty:10
- Waffles, Qty: 6

Prices:

- \$6.40 (Countdown) x2
- \$6.00 (Countdown) x2

Dinner:

Items:

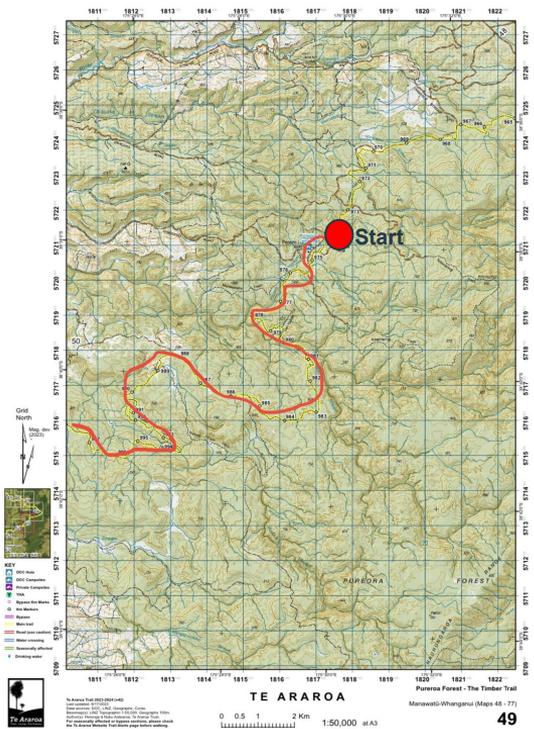
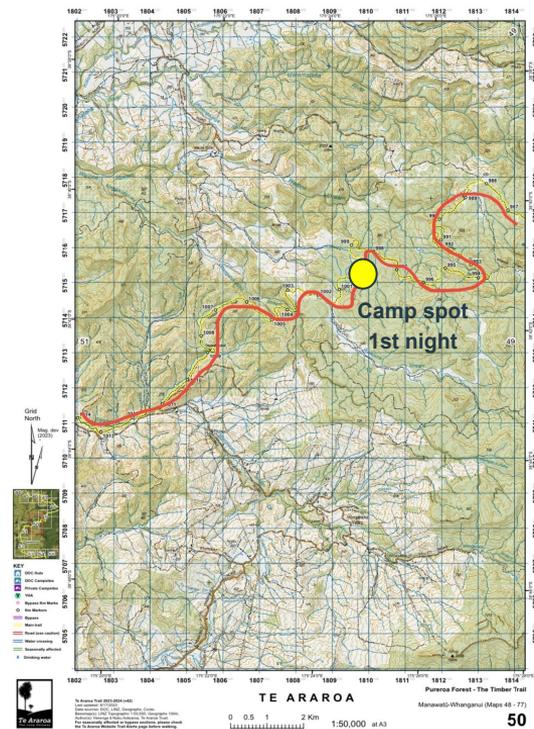
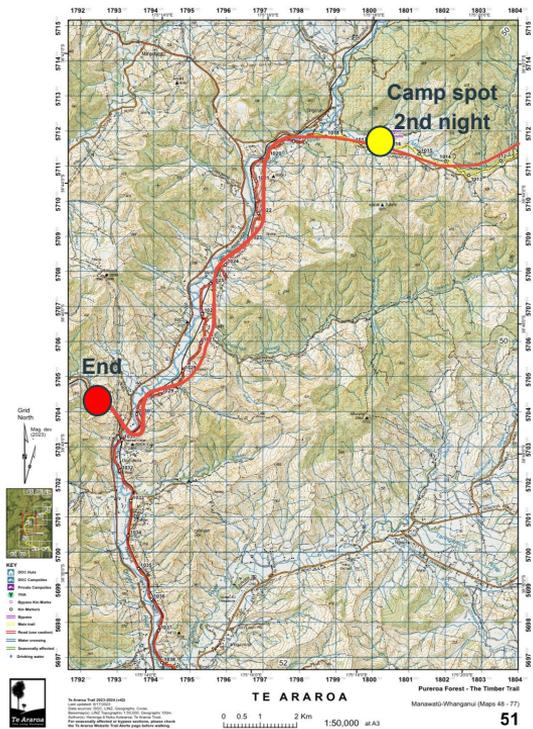
- Back Country Cuisine:
 - Vegetarian Stirfry
 - Beef Teriyaki
 - Chicken Tikka Masala
 - Beef Stroganoff
 - Nasi Goreng
 - Beef Roast
- Instant mashed potato

Prices:

- \$16.99 (Torpedo7) x5
- \$5.99 (Torpedo7) x2

Maps:Caitlin

To ensure we didn't get lost on the trail we used maps from the Te Araroa Trail to plan distances, timings and camping spots for each



Across the 3 days we hiked a total of roughly 60km.

Budget (Estimated cost): Sam

For gas our two leaders Mike and James drove us there and back for our hike which in total costed \$600 which was then halved to separate it into two groups which led to the total cost of \$300 per group when traveling from Auckland to The Timber trail which was around 277km and though gas was very expensive it was the most effective and efficient use of our money.

For our menu Sienna had it all sorted out but we had some room for flexibility and so that as we scavenged through the countdown we had the option to change a few things in the menu but the overall cost of the original menu was \$158.52 these food items were well thought out as we compared it to what was good and bad about the previous hike menus and we combined them all together to make a much better menu.

And then the accommodation we booked was free because we stayed at a scout hall on the first night and the second night we freedom camped next to the bathrooms located within the trail and the campsite we stayed at for our final night was also free.

In total our group had a (estimated) Budget cost of \$458.52



Budget (Actual cost): Ben

After all expenses had been paid, our total cost was \$556.40, which amounts to \$111.28 per person.

However, since Sienna did most of the shopping, she had already paid \$235.33, so she received a refund of \$124.05. Additionally, Samuel spent \$11 on a can of gas for the hike, so only had to pay \$100.28 at the end, instead of \$111.28. The money that we had to pay at the end was for the petrol (\$235.45), a shuttle for the leaders to get their cars at the end (\$60) and breakfast in Te Kuiti (\$14.62), as well as transferring money back to group members who had already purchased other items required for our hike i.e food and gas.

The estimated budget was pretty accurate, estimating a total cost of \$546.33 or \$109.27 per person, which compares to the actual costs of \$556.40/\$111.28 per person. We did go a little over budget (~\$10) since we did not account for the breakfast in Te Kuiti, but apart from that it was pretty accurate, as we had allocated \$300 to fuel and shuttle (for leaders), and it cost \$295. Furthermore, we also knew how much our food was going to cost in advance, which added to the accuracy of the budget.



Purpose

What is our purpose and how we measured it: Caitlin

Journey aim: Our overall journey purpose for this hike was aimed at recording the track conditions and biker safety which included monitoring the track terrain, width and quality as well as tallying the total cyclists and helmet usages we saw per day on the track.

Why we chose this purpose: We chose this purpose because it helps to inform future hikers on what to expect from this track (eg. it's difficulty) whilst also providing some stats on bike safety on the timber trail.

How we measured our purpose: We measured our purpose through tally sheets across the 3 days which allowed us to gather specific evidence and provided an overview of the track quality and biker safety as a whole.

Terrain/quality/width: As a part of this journey purpose, we recorded the type of terrain and the overall condition of the terrain. Throughout the 3 day hike we travelled over various terrains like gravel, dirt, loose stone, mud, grass and wood. While some of these were in excellent condition, some areas were especially muddy, slippery and therefore added extra difficulty to the walk. We also recorded the width and quality of the trail every km to give us a wider perspective on the overall track condition.

Bike Safety: We recorded bike safety through tallying the total numbers of cyclists we saw each day and compared it to the amount of reflective gear and helmet usage we found, creating a rough estimate on how many precautions bikers were taking to remain safe.



Day 1 Results: Ben

Track conditions on day one were good, and we noted that most of the time the track was a 'moderate' width, meaning that there was enough room for cyclists and walkers to be able to use the track in both directions at the same time.

However, there were some sections of the track that were slippery which could be a potential danger for cyclists. We found that the track was slippery at lower elevation, for about 2-3 kilometres at a time, where rain from previous days had run down the hills.

Throughout the entirety of the first day, and the track as a whole, there was plenty of signs showing where the track went and which direction cyclists and walkers should go. For example, there were posts every 1 km that showed the distance traveled, informing users of the trail they were still on the track. Furthermore, there were signs that informed people that certain areas were "no access" and "private property".

Finally, there were hazard signs to ensure cyclists and walkers would not endanger themselves. For example, there were "no stopping" signs in areas with rocky hillside above, which prevented users of the track stopping underneath potentially unstable rocks.



Day 1 Spreadsheets

Day \ Track Width	Thin	Narrow	Medium	Wide	Very wide
1			✓	✓	
2					
3		✓			
4	✓		✓		
5			✓		
6				✓	
7		✓	✓		
8			✓		
9			✓		
10			✓		
11			✓		
12			✓	✓	
13				✓	
14		✓			
15			✓		
16		✓			
17				✓	
18		✓			
19			✓		
20		✓			
21			✓		
22			✓		
23			✓		
24				✓	
25					✓

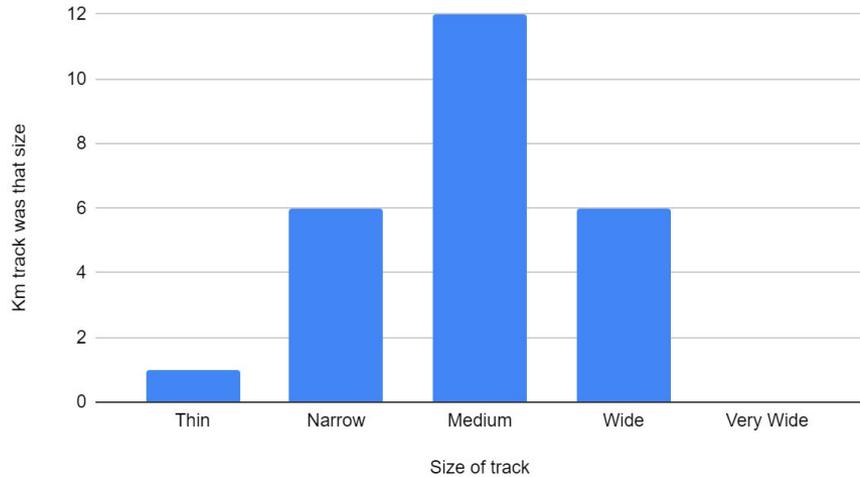
Track condition for bikes per 1km (tick the box which most fits the condition of the trail)

Day \	Great	Good	Average	Bad	Unusable	Slippery track?
1		✓				✓
2	✓					✓
3				✓		✓
4				✓		✓
5			✓			
6		✓				
7				✓		
8			✓			
9			✓			
10				✓		
11			✓			
12		✓				
13		✓				
14				✓		✓
15		✓				
16			✓			✓
17			✓			✓
18				✓		✓
19			✓			
20		✓				
21			✓			
22				✓		
23				✓		
24		✓				
25				✓		

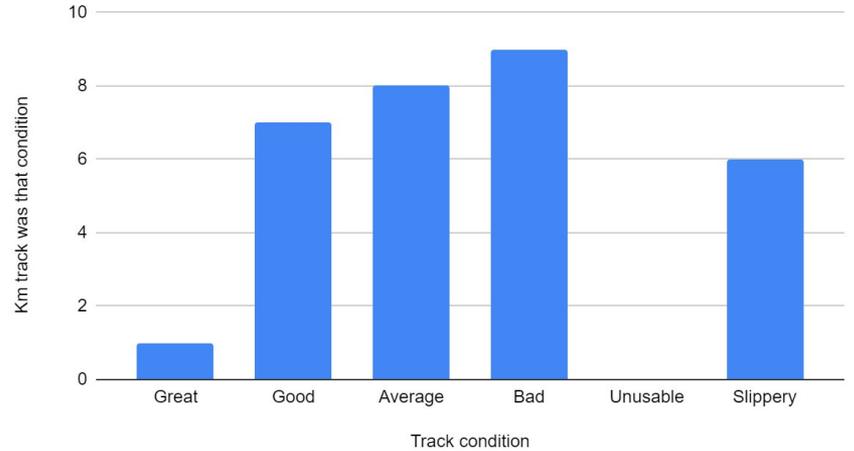
Day \	Clear and Signs	Helmets	Reflective gear	Route signs	Warning signs (track condition etc)
1		✓	✓	✓	✓
2		✓			
3		✓	✓	✓	
4		✓	✓	✓	
5		✓	✓	✓	
6		✓	✓	✓	
7		✓	✓	✓	
8		✓	✓	✓	
9		✓	✓	✓	
10		✓	✓	✓	
11		✓	✓	✓	
12		✓	✓	✓	
13		✓	✓	✓	
14		✓	✓	✓	
15		✓	✓	✓	✓
16		✓	✓	✓	
17		✓	✓	✓	
18		✓	✓	✓	
19		✓	✓	✓	
20		✓	✓	✓	
21		✓	✓	✓	✓
22		✓	✓	✓	
23		✓	✓	✓	
24		✓	✓	✓	
25		✓	✓	✓	
26		✓	✓	✓	
27		✓	✓	✓	
28		✓	✓	✓	
29		✓	✓	✓	
30		✓	✓	✓	
31		✓	✓	✓	

Day 1 Graphs

Size of track measured in km



Track condition for bikes per km



Day 2 Results: Sienna

On day two, the track maintained a mostly medium width while exhibiting generally good or average conditions overall. However, this part of our journey involved navigating through and around muddy puddles that were frequently large enough to extend across the path's width. While we found these potholes manageable from our perspective, it is important to note that they could become a potential safety hazard to bikers. The limited space around the puddles could lead to difficulties, for example: getting stuck or slipping, thereby increasing the risk for riders.

The track's surface, apart from the occasional potholes, was consistently in good condition, providing a smooth and easy-to-use pathway. Its efficient width facilitated enough room to make passing each other easy, and there was no hassle when taking a break on the side of the path, due to the excess space for other walkers or bikers.

During day two of our hike, we encountered a number of large swing bridges. The bridges added a level of interest to the track, however, they only allowed ten people on the bridge at once, which could be problematic to large groups hiking or biking together. Although, the safety regulations for the bridge were signposted before the bridge and were extremely visible.



Day 2 sheets

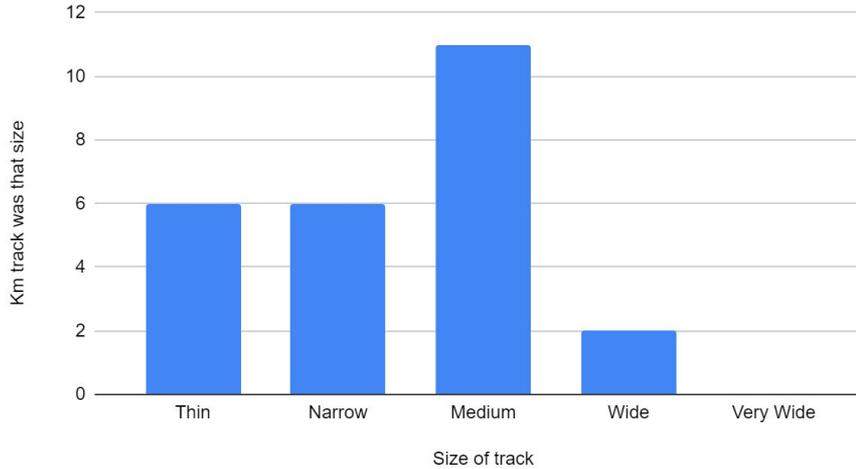
Day 2 Track Width	Thin	Narrow	Medium	Wide	Very wide
1			✓		
2			✓		
3		✓			
4				✓	
5		✓	✓		
6			✓		
7			✓		
8		✓			
9			✓		
10			✓		
11		✓			
12			✓		
13				✓	
14			✓		
15			✓		
16		✓			
17	✓	✓			
18	✓	✓			
19		✓			
20			✓		
21	✓				
22	✓				
23	✓				
24	✓				
25			✓		

Track condition for bikes per 1km (tick the box which most fits the condition of the trail)						
Day 2	Great	Good	Average	Bad	Unusable	Slippery track?
1		✓				
2		✓				
3			✓			
4				✓		
5			✓			
6			✓			
7		✓				
8			✓	✓		
9			✓			
10		✓				
11		✓				
12			✓			
13			✓			
14			✓			
15			✓			
16		✓				
17		✓				
18		✓				
19			✓			
20			✓			
21			✓			
22		✓				
23			✓			
24			✓			
25			✓			

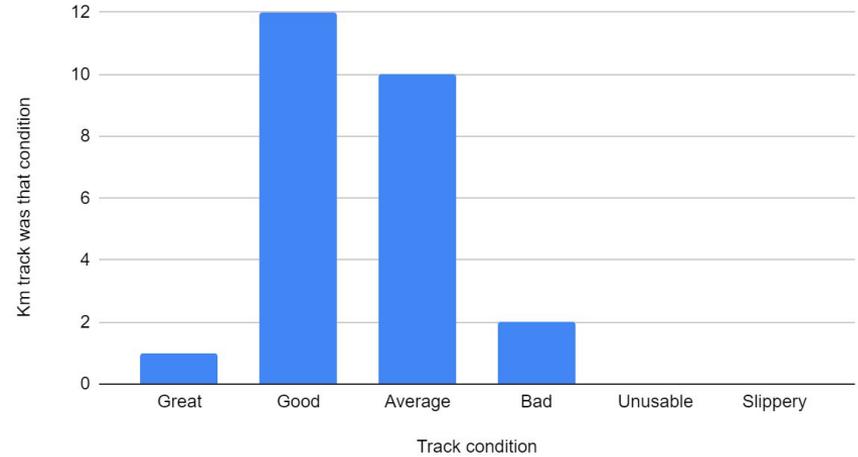
Day 2 Gear and Signs	Helmets	Reflective gear	Route signs	Warning signs (track condition etc)
1	✓	✓	✓	
2	✓		✓	
3	✓		✓	
4	✓		✓	
5	✓	✓	✓	
6	✓		✓	
7	✓	✓	✓	
8	✓	✓	✓	
9	✓		✓	
10	✓	✓	✓	✓
11		✓	✓	
12	✓		✓	
13	✓	✓	✓	
14	✓	✓	✓	✓
15	✓		✓	
16	✓		✓	
17	✓	✓	✓	
18	✓		✓	
19	✓	✓	✓	
20	✓		✓	✓
21	✓	✓	✓	✓
22	✓	✓	✓	
23	✓	✓	✓	
24	✓		✓	
25	✓	✓	✓	
26	✓		✓	
27	✓	✓	✓	
40	✓	✓	✓	

Day 2 Graphs

Size of track per km



Track condition of bikes per km



Day 3 Results: Sam

The results for our third day of hiking in terms of biker count were rather poor as we only saw **1** biker, compared to the other days. And the reason why this is is because due to the length of the bike trail the bikers that started that day either took a different route or they were still biking after we had finished the track.

The second set of results that we documented were the trail conditions and for our third day the conditions were rather average with not much error to be noted though we went off the trail due to the track being too short. For the most of the time the track was medium or wide, with bad conditions noted for only 2km.

The results in terms of bikers show that even though we only saw 1 biker it still shows how bikers dress when they go mountain biking as all of our results showed that bikers wore helmets and a portion of them wore high visibility vests. This goes to show how aware bikers are of the track conditions and what gear is best suited for such environments.

Overall the third day was one of the most chill and somewhat exciting days as all of us were yearning to go home and though the day was rather average we all finally had service for the majority of the day so I think that helped boost up our morales and keeping us from resting for too long.

But in terms of our purpose the third day was undoubtedly the most unnoted day as we had a rather average/good track due to the track being mainly on the side of a road and also the biker count somewhat useless as it was only one biker meaning that whatever they were wearing was 100% of our third days graph.



Day 3 Sheets

Track condition for bikes per 1km (tick the box which most fits the condition of the trail)

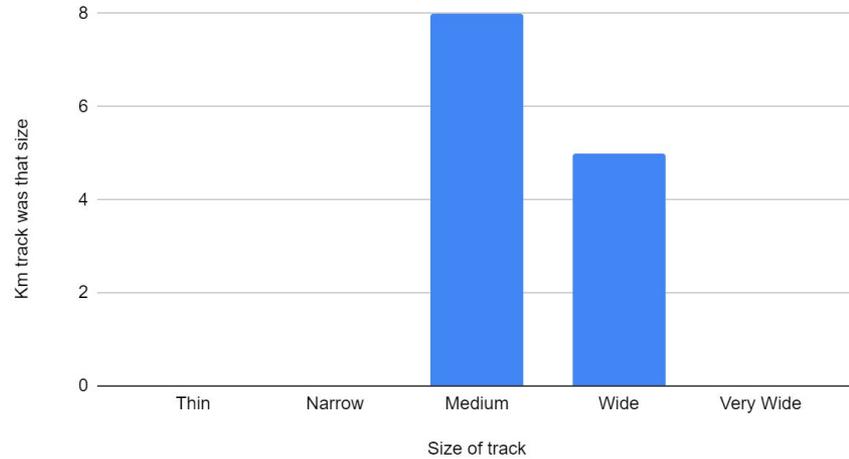
Day 3	Great	Good	Average	Bad	Unusable	Slippery track?
1			✓			
2			✓			
3		✓				
4		✓				
5		✓				
6		✓				
7		✓				
8				✓		
9			✓			
10		✓				
11			✓			
12			✓			
13		✓				

Day 3 Track Width	Thin	Narrow	Medium	Wide	Very wide
1				✓	
2				✓	
3			✓		
4			✓		
5			✓	✓	
6				✓	
7				✓	
8				✓	✓
9				✓	
10				✓	
11				✓	
12					✓
13				✓	

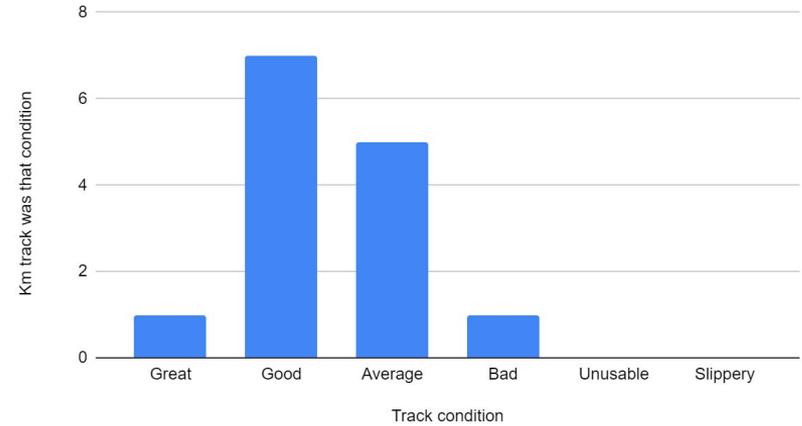
Day 3 Gear and Signs	Helmets	Reflective gear	Route signs	Warning signs (track condition etc)
1	✓ (only 1 biker)		✓	
2			✓	
3			✓	
4			✓	
5			✓	
6			✓	
7			✓	
8			✓	
9			✓	
10			✓	
11			✓	
12			✓	

Day 3 Graphs

Track size per km



Track conditions for bikes per km



Conclusion: Isla

The most prominent track condition result was good with the track being like that for a total of 26 km and then the track was average for a total of 23 km. The track was only in great condition for a total of 3 km and was in bad condition 12km, the track at no point was unusable but particularly on the first day it was very slippery. Overall the worst track condition was day 1 with it being in bad condition for 9 km as well as slippery for 6km. In conclusion we found that the track condition was average because although more of it is in a good state quite a significant amount is bad and difficult to use. Additionally the track was very easy to navigate due to clear signage.

The most common track size was medium with the track being like this for a total of 31 km and then second was wide for a total of 13 km. The track was narrow for 12 km, thin for 7 km and at no point was the track very wide. It was very beneficial that the track was medium and wide for nearly 70 percent of the hike as it made it easier for cyclists to overtake us and left us room to sit on the sides of the track to take breaks. However it did cause a couple of issues when the track was thin and narrow because we would have to move off the path to let the cyclists through and it was often difficult to hear or see them coming.

The individual biker safety was very good from those on the timber trail. We saw a total of 72 cyclists across the 3 days, all of them were wearing helmets, however on the downside only 49 were wearing reflective gear but this is not essential on this kind of rural trail during day time but it is still beneficial to make themselves more visible.

Overall the timber trail track was in fairly good condition with some uncontrollable factors like terrain that can affect the size of tracks and weather conditions. However if some of the slips worsen or continue it would be beneficial to put wood over the top to decrease the possibility of bikers getting injured, as well as increasing the width of the trail where possible to make it more convenient and safe.

