

From: [Rob Napier](#)
To: [Chris Gasson](#)
Cc: [Sarah Downs](#); [Coral Aldridge](#); [Shaun Titus](#); [Raewyn Pudsey](#); [Phil](#); [Selwyn](#)
Subject: RE: Shared Path and Bridleway
Date: Thursday, 20 August 2020 2:47:47 PM
Attachments: [image002.png](#)

Yes thanks Chris.

We are moving forward with an agreed position, which is that the bridleway is not within our scope and we will therefore not be doing any further assessments on it. Our DBC will simply state this.

We recognise this will be a disappointment to some community groups and may attract submissions and/or media coverage but we will address those appropriately at the time.

Nga mihi
Rob

Rob Napier
Programme and Project Manager
[\[redacted\]](#)

From: Chris Gasson <xxxxx.xxxxxx@xxxx.xxxx.xx>
Sent: Thursday, 20 August 2020 1:23 PM
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Cc: Sarah Downs <xxxxx.xxxxxx@xxxx.xxxx.xx>; Coral Aldridge <Coral.Aldridge@nzta.govt.nz>; Shaun Titus <xxxxx.xxxxxx@xxxx.xxxx.xx>; Raewyn Pudsey <xxxxxx.xxxxxx@xxxx.xxxx.xx>; [Phil](#) <[\[redacted\]@stantec.com](mailto:[redacted]@stantec.com)>; [Selwyn](#) <[\[redacted\]@stantec.com](mailto:[redacted]@stantec.com)>
Subject: RE: Shared Path and Bridleway

Hi Rob

I think the discussion with Emma and Robyn this morning has now set the scene for the bridleway.

They were unequivocal.

Chris

Chris Gasson BE/System Design Manager - Inter Regional Journeys
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From: Rob Napier <xxx.xxxxxx@xxxx.xxxx.xx>
Sent: Tuesday, 18 August 2020 7:46 PM
To: Chris Gasson <xxxxx.xxxxxx@xxxx.xxxx.xx>
Cc: Sarah Downs <xxxxx.xxxxxx@xxxx.xxxx.xx>; Coral Aldridge <xxxxx.xxxxxxx@xxxx.xxxx.xx>; Shaun Titus <xxxxx.xxxxxx@xxxx.xxxx.xx>; Raewyn Pudsey <xxxxxx.xxxxxx@xxxx.xxxx.xx>; [Phil](#) <[\[redacted\]@stantec.com](mailto:[redacted]@stantec.com)>; [Selwyn](#) <[\[redacted\]@stantec.com](mailto:[redacted]@stantec.com)>
Subject: FW: Shared Path and Bridleway

Hi Chris, for your info/note.

Some early and basic information below in relation to the shared user path (SUP) on the adjoining PP20, but especially in relation to the **bridleway add-on**.

Main points that stand out for me are:

1. No immediately apparent body of evidence or decision trail which justifies the decision to include the bridleway as part of the SUP, from a business case perspective. It appears that the decision was based on strong feedback and support from local equestrian groups. To me, the implication for our business case is that we will need a "first principles" approach (assessing demand from anecdotal evidence) to confirm the business case for the SUP, unless there is a methodology readily available from elsewhere. We will work with Shaun Titus to clarify the approach.
2. For PP20, the ROC for the bridleway is approx. \$250k/km (excluding property). The NZUP scope suggests the SUP will be continuous along the 24km alignment. So, if the business case for the bridleway was to be established, then at 24km this is an additional \$6M potentially. Obviously we would need to look at the fixed NZUP budget through the incremental cost/benefit lens, but also note the supporting drivers from the GPS (mode neutrality) and NZUP (mode choices).

Will come back to you once we have further discussions with Shaun and of course the interest groups during our engagement programme.

Nga mihi

Rob

Rob Napier
Programme and Project Manager

From: Dunlop, David <[redacted]@wsp.com>

Sent: Tuesday, 18 August 2020 6:21 PM

To: Rob Napier <[redacted]@xxxx.xxx.xx>; [redacted] Phil <[redacted]@stantec.com>

Cc: [redacted], Jamie <[redacted]x@xxxxxxx.xxx>; Simon Prosee <[redacted]xxxx.xxx@xxxx.xxx.xx>; Otaki to Levin Info <[redacted]xxxx.xxx@xxxx.xxx.xx>

Subject: Shared Path and Bridleway

Hi Rob and Phil,

As discussed, I can confirm the following points have been identified in discussion with the PP20 MQSA team.

- SUP was added to the project post the RMA and Design Phases of the project – largely consistent with the approach for O2NL.
- Decision to include Bridleway based on strong feedback and support from local equestrian groups / individuals – no evidence of the decision making criteria which lead to the decision that it would be included (between M2PP to Otaki River) - **Action DD** to check with Glen Prince and Jetesh on Friday.
- SUP Design Criteria documented in the PP20 Shared Path Design Report – V2, Nov 2018. Key points of note:
 - Eastern side of the Expressway North of Mary Crest, then within Otaki town centre and eastern side of the existing SH1 north of Otaki.
 - 3m sealed width
 - 0.3m clearance to obstacles
- Minor Bridleway Design Criteria included in the SUP Report:
 - No horse provision north of the Otaki River (no provision on the bridge)
 - 1m grassed area adjacent to the SUP
 - 3.7m overhead clearance
 - No provision on bridge paths – will be applicable at the north Levin Rail Crossing point if it was to be provided within corridor.
 - No separate facility at rail crossing points (therefore they would be combined with vehicles) – unlikely to be applicable to O2NL.

Assumed cost of bridleway based on a crude per km = \$250k (excluding property).

I suggest we just run through these quick points with Jetesh / Glen when we catch up on Friday to check we have them correct.

Cheers

David Dunlop
Head of Transport Planning and Advisory



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