

9 July 2021



Response - Official Information Request

I refer to your request for information received 8 June 2021. Your request has been considered under the Local Government Official Information and Meetings Act 1987 (LGOIMA) and I provide the following information.

I would like you to share the information upon which you have derived these conclusions please. In answer to this

- 1) For a path to become a full use Cycleway , Walkway, Bridleway (CWB) we require only a 1-1.5 meter strip of grass on the side with plantings that will not grow up and encroach on the grassed area. We do not need any separation that would "remove opportunities for other transport infrastructure by taking up space" or "come at a high cost". Providing a strip of grass does not come at a high cost at all, in fact there is grass on the sides of most pathways that can be used

Costs for a bridleway would come at a high cost to Council. Currently footpaths, shared paths and cycleways are a subsidised cost to Council from the National Land Transport Fund (NLTF), at a subsidy rate of 62%. Shared paths users are defined by the Land Transport (Road User) Rule 2004 11.1A (1) (b) as pedestrians, cyclists, riders of mobility devices and riders of wheeled recreational devices. Therefore under the NLTF, no subsidy exists for Council to construct or maintain a bridleway.

New Zealand does not have standard engineering designs for bridleways. In looking at the requirements for a safe bridleway, Council referenced the most comprehensive design details available, which was the Highways England CD 143 - Designing for walking, cycling and horse-riding.

The standards state that an unformed grass surface is not considered suitable, due to pugging in winter and the potential for soft areas and holes to form, which could prove a danger to other users.

The costs have not been fully calculated for a bridleway design. However, using the design standards below, the rough order of cost has been assumed at \$56,300 +GST per km. This cost only includes the initial construction cost of the required minimum pavement and excludes any crossings of roads, additional drainage, lighting, other facilities, parking areas for floats or turning places, contractor establishment and site safety. No ongoing maintenance costs have been estimated. In addition to the requirements below, drainage would also have to be installed to ensure an all-weather surface.

The minimum standards that Highways England outline for a bridleway are as follows:

Design Parameter	Minimum requirement
Speed	Walking pace, 10kph
Offset from road	Minimum 1.8m
Width	2.0m for single file
Turning spaces (max 1km)	3.0m wide
Vegetation overhang	3.4m
At grade crossing points	10.0m wide by 5.0m long, fenced holding area
Surfacing (High Level of service)	Grassed aggregate 150mm surface course of aggregate mixed with 25% topsoil on 150mm aggregate on geotextile sub-base.
Surfacing (alternate Med level of service)	75mm sand on 150mm free draining layer
Surfacing (alternate Low level of service)	Maximum 40mm size with a high content of quarry waste laid (well compacted) on 150mm type 1 sub-base
Edge restraints	Timber for unbound surfacing materials
Lighting	To be provided where adjacent road is lit, 0.5m from bridleway
Other facilities (bridle gates, horse stiles etc)	4.0m minimum to edge of carriageway

- 2) **You have stated that there is research that proves Equestrians have a "negative effect" on other users. Can you send that research to me please, I would be very interested to see it. I am wondering if you have had conversations with the Kapiti Coast District council about the experience in this neighboring district which is very positive. Kapiti Coast District council has a CWB strategy that includes Bridleways and I'm sure if you want information they would be happy to supply it. We have a full multiuse CWB pathway on our Expressway (photo attached) that works well. And in fact if you are looking for statistics about accidents on these Multiuse pathways KCDC have those too. And the accidents on our Multiuse pathways are mostly caused by cyclists, and dogs. None caused by horses.**

For the "negative effect" query, please see response under question 3 below.

No conversations have been held with the Kāpiti Coast District Council in regards to their experience. We are aware of the Kāpiti Coast District Council's CWB Strategy.

- 3) **In Topic 3: Improved access for Equestrians under submissions my name is wrong, i am [REDACTED] so would appreciated that being corrected. In the analysis after Summary of Submissions you have written "Anecdotal, academic and other evidence suggests there**

are a number of actual and perceived conflicts between horse riders and other users", I would also like to have access to this evidence please. In Kapiti we share Multiuse paths in Whareroa farm, QE Park and the Waikanae river track, among many others, with all other users successfully. I would be very interested in who your Anecdotal evidence has come from, and if you are collecting a true picture of this were there any equestrians who were part of your evidence collection? Can you forward the formal notes on the anecdotal evidence please:

This statement was made in relation to a general body of literature (some examples of which are below) rather than a specific document. There are many articles around the perceived conflicts.

- <https://www.theguardian.com/lifeandstyle/2014/may/11/horse-riders-cyclists-surrey-bridleway-leith-hill>
- <https://www.marini.com/2021/01/25/marin-voice-too-many-on-bikes-speed-past-horses-hikers-on-county-paths/>
- https://www.researchgate.net/publication/43981016_Horse_Riding_in_Protected_Areas_A_Critical_Review_and_Implications_for_Research_and_Management
- <https://road.cc/content/news/video-horse-spooked-cyclists-dad-gets-pram-out-way-282347>
- <https://www.griffincycle.com/articles/horse-sense-pg295.htm>
- <https://www.thetimes.co.uk/article/horse-riders-accused-of-cyclist-sabotage-after-rise-in-wiggins-effect-injuries-zr2skg3q8jw>

- 4) **Have HDC put any effort into assessing the amount of horses and the economic input of the equestrian community in your district as you have made assumptions in this document that would suggest you have. Can you also send me this information please as we have research in Kapiti that shows a \$13 million economic input to our district from the equestrians community and around 1000 sport and leisure horses, this does not include the racing or niche industries. Horowhenua has a larger amount of horses and i assume from this document that some research has been done by your council.**

No detailed assessment of the economic input of the equestrian community to the Horowhenua was calculated.

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If you have any queries regarding this information, please contact the LGOIMA Officer on 06 366 0999 or email - LGOIMAOfficer@horowhenua.govt.nz

Yours sincerely,



Lisa Slade
Executive Sponsor - LGOIMA