

**BEFORE THE GREATER WELLINGTON REGIONAL COUNCIL AND HUTT  
CITY COUNCIL  
EASTERN BAYS SHARED PATH PROJECT**

Under the Resource Management Act 1991

In the matter of applications for resource consents by Hutt  
City Council under section 88 of the Act, to  
carry out the Eastern Bays Shared Path Project

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**SUMMARY STATEMENT OF EVIDENCE OF JAMIE JOSEPH POVALL  
(TRANSPORT AND SAFETY) ON BEHALF OF THE APPLICANT**

16 December 2020

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**BUDDLE FINDLAY**  
Barristers and Solicitors  
Wellington

Solicitors Acting: **David Allen / Libby Cowper / Esther Bennett**  
Email: david.allen@buddlefindlay.com / libby.cowper@buddlefindlay.com  
esther.bennett@buddlefindlay.com  
Tel 64-4-499 4242 Fax 64-4-499 4141 PO Box 2694 DX SP20201 Wellington 6140

1. My name is **Jamie Povall**. I provided evidence dated 30 November 2020 on behalf of Hutt City Council ("**HCC**") addressing the transport and safety effects of the Project. The main points of my evidence can be summarised as follows.
2. Approximately 5,000 people live along the Eastern Bays and in Eastbourne. Marine Drive provides the only road access from Petone/Lower Hutt to the pockets of residential land use in the Eastern Bays area.
3. The Project forms a key part of the Great Harbour Way / Te Aranui o Pōneke around Te Whanganui-a-Tara / Wellington Harbour, providing a vital connection to the wider existing or planned walking and cycling network around the Wellington region.
4. Marine Drive provides few safe facilities for pedestrians and cyclists. Generally, cyclists are not accommodated for and are mostly expected to use the very narrow road shoulder, or, share the live traffic lane. At a small number of locations, short sections of shared paths are available along the seaward side. These are predominantly in areas where new seawalls have been constructed therefore allowing provision of this type of facility (such as at York Bay), or where considerable width already exists.
5. It is likely that many pedestrians are avoiding walking along Marine Drive due to the lack of existing infrastructure to allow them to do so. I expect there is also suppressed cyclist demand. That outcome is supported by responses provided to the Eastbourne community survey in 2014. A perceived unsafe environment along Marine Drive is justified in my opinion due the narrow lane widths, and frequent lack or very narrow shoulder widths, along Marine Drive.
6. Marine Drive is classified as a 'Primary Collector' under the One Network Road Classification with traffic volumes of between 6,000 to 8,000 vehicles per day. It is used by buses and also provides access to the Days Bay ferry terminal. The Days Bay ferry services run throughout the week and weekend with services most frequent during morning and evening peak periods on weekdays with two services per hour.
7. Marine Drive is currently vulnerable to closure and/or reduced operation, in part due to wave overtopping. This in turn is, to some extent, due to the current degraded state of the coastal edge or absence of redirecting seawall. Around 33% of the seawall was identified in 2016 as having less than 15-20 years remaining life, with over 20% of the length considered to be at risk of imminent failure (less than five years remaining life).
8. Combined with more regular severe storm events it is likely that sea level rise will considerably increase temporary closures of ever larger sections of Marine Drive; resulting in an increasingly marginal level of service into the future. A key desired outcome of the Project is reducing the periods of full

road closure and the annual hourly requirements for emergency sweeping required when storm debris is deposited onto the road.

9. Key infrastructure services are located within the road corridor. The main outfall sewer pipeline is an 18km long pipeline that conveys secondary treated wastewater from the Seaview Wastewater Treatment Plant (which services 146,000 residents and a large number of local industries) to the outfall at Bluff Point. The MOP and Marine Drive itself are regionally significant infrastructure, and along with the road access are important lifeline utilities for the wider community.
10. Declining rates of functional active travel have contributed to population-level decreases in physical activity. The Shared Path will create health benefits due to an increase in physical recreation, that are borne about through creating 'Activity Friendly Environments' where the community has the option of recreation or active community in an attractive, safe and accessible setting.<sup>1</sup>
11. In conclusion, the Project will result in:
  - an increase in active transport (local, commuter and recreational) with associated health benefits;
  - improved active transport connectivity;
  - a safer active transport environment; and
  - improved resilience to Marine Drive from storm events and sea level rise, and reduced closures (in the short term) due to storms.

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<sup>1</sup> Active Living Research: Active Transportation – Making the link from transportation to physical activity and obesity (Summer, 2009) [ALR\\_Brief\\_ActiveTransportation\\_0.pdf \(activelivingresearch.org\)](#)