EASTERN BAYS SPEED REVIEW

QUESTIONS & ANSWERS

Why is Council proposing to reduce speed limits?

To improve road safety for all road users and provide a more consistent traffic environment. Currently there are two sections of this road that have a 50km/h speed limit, which are divided by a short section that is 70km/h. The short 70km/h speed limit section along this road is considered inconsistent and inappropriate for many road users. Council has conducted a technical speed review of the road and the recommendation from this review is to have one continuous 50km/h speed limit along the full length of the road to provide a safer environment for all road users.

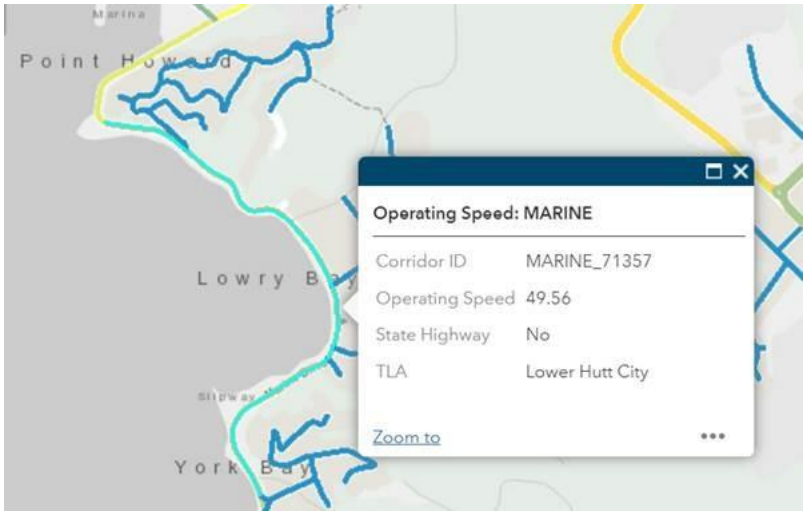
What data did Council use in the speed review?

Council has used speed data from the Waka Kotahi NZTA “Mega Maps” database, which shows the actual average observed operating speeds of vehicles on NZ Roads.

This data is sourced from GPS navigation systems, which record travel time for cars using these roads.

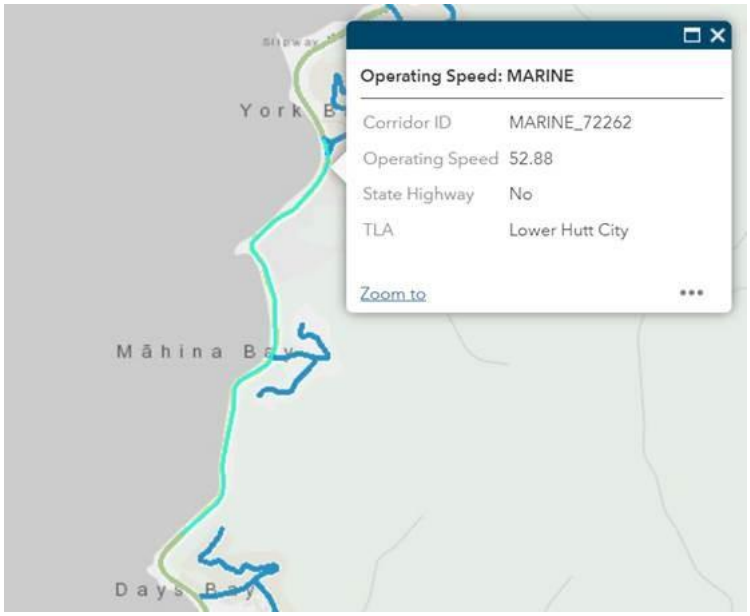
For Marine Drive the following average speeds are recorded in the Mega Maps system:

Point Howard to York Bay: 49.56km/h



(Source: Waka Kotahi NZTA MegaMaps system)

York Bay to Days Bay: 52.88km/h



(Source: Waka Kotahi NZTA MegaMaps system)

Council has also used Waka Kotahi NZTA CAS data of the number of crashes along Marine Drive in the 5-year period 2016 – 2020.

Crash Data								
Section	Road Description	Fatal	Serious	Minor	Non-Injury	Speed Related	VRU	**Total**
1	between 494 northwest of Howard Road and 124m south of Gills Road.	0	0	11	9	7	3	20
2	between 124 south of Gills Road and 190m south of Taungata Road.	0	0	1	3	2	0	4
3	between 190m south of Taungata Road and 274 m northwest of Ferry Road.	0	2	2	6	4	1	10
4	between 274m northwest of Ferry Road and 424m north of Kereru Road.	0	0	0	2	0	1	2
5	between 424m north of Kereru Road and 194m south of Kereru Road.	0	1	3	0	1	1	4
6	between 194m south of Kereru Road and end of the Road.	0	0	0	2	1	0	2

(Source: Waka Kotahi NZTA CAS Crash Data 2016:2020)

Will a speed limit change increase travel time around the Eastern Bays?

Marginally, yes, adding approx. 10 seconds to the total journey. Our surveys show that the average operating speed in the 70km/h section is 52km/h. Reducing the speed limit from 70km/h to 50km/h for this 2.1km length will not make noticeable delays to road users.

People already drive under the 70km/h speed limit regularly, leading to risky passing manoeuvres. Won't lowering the speed limit just make these people drive even slower?

Our data shows that the average speed people drive this section is only slightly above 50km/h. This is likely due to the characteristics of the road being windy, narrow and featuring frequent blind corners. Drivers are responding to these features by traveling at a lower speed. We would expect that these drivers would maintain similar speeds at the proposed 50km/h limit, as it is very close to the speed they're currently travelling at. Reducing the speed limit would lower the need to pass as more people would be driving closer to the limit instead of significantly under.

Why 50km/h?

Marine Drive was divided into sections based on existing speed limit and land use, as shown above. Safe and Appropriate Speeds (SaAS) for each section were assessed based on factors such as side access points (e.g. driveways), road alignment, crash history, roadside hazard severity and existing road width. This assessment is based on nationwide consistent criteria.

Reducing the current 70km/h section would also create consistency with the remainder of Marine Drive south of Point Howard.

How many crashes have occurred recently? Were any of them serious or fatal?

According to Waka Kotahi data there have been 42 crashes from 2016 to 2020, including 17 injury crashes, but non-fatal crashes.

What does this mean for public transport?

Schedules are expected to continue throughout the construction period. This will be monitored by Greater Wellington Regional Council.

Why are the extra pedestrian crossings needed?

The pedestrian crossings will improve safety for pedestrians crossing at major bus stops.

How have the proposed locations been determined?

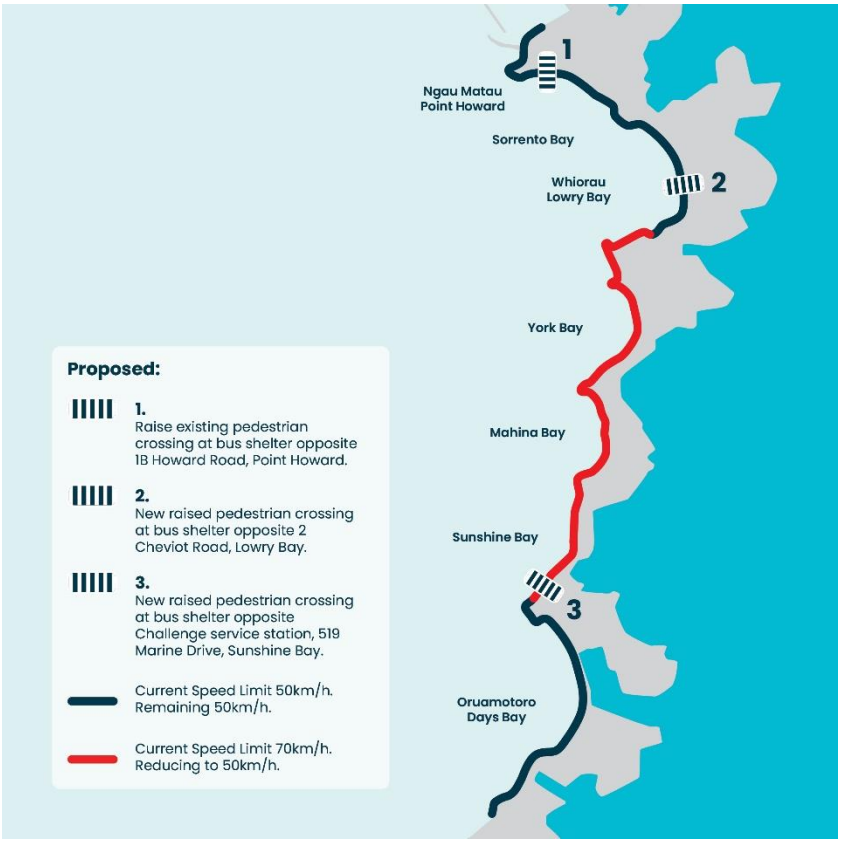
The proposed locations have been determined as they provide safe access at popular bus stops, and they are in areas where there is safe and complying forward visibility, allowing approaching traffic to see pedestrians and stop safety.

Where will the pedestrian crossings be?

At bus stops:

1. Northern end of Sorrento Bay, close to Point Howard,
2. Lowry Bay, opposite Cheviot Road
3. Sunshine bay, opposite the challenge service station.

Please see the map below:



Why are there no new crossings proposed for York Bay and Mahina Bay?

Under the speed review these areas have not been identified as areas that require physical interventions for speed reduction, however we are keen to hear from you if you feel a pedestrian crossing is needed, and we will assess this separately to the current speed review.

When will the pedestrian crossings be installed?

The pedestrian crossings will be installed after the sea wall protection and foundation works are complete. This is programmed for various months over the course of the project.

What will the pedestrian crossings look like?

Example image: Raised Pedestrian Crossing



(Image credit: Waka Kotahi)

What can I do if I object to the proposed location of a pedestrian crossing?

You can provide feedback in this engagement and also contact Council directly

What are the next steps?

Public feedback will be collected during this consultation and will be considered by Council as we refine and finalise our plans for Marine Drive.