

KANTAR PUBLIC

Attitudes towards Speed Reductions on Auckland Roads

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Riding Satisfaction Monitor
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1.

Key out-takes



Key out-takes (1 of 2)

Awareness and overall support towards the speed limit reductions

- Two in three Auckland residents (65%) are aware that speed limits have now been reduced on more than 600 roads across the Auckland region. This is significantly higher than in 2021 (56%).
- The overall level of support for the speed limit reductions remains stable at one in two Auckland residents (51%).
 - Although consistent with 2021, fewer are very supportive (rating as 8 to 10) than in 2020 prior to the reductions being implemented.
 - Reasons for support include reduced risk of accidents and injuries, and improved safety for road users including pedestrians, cyclists and children. Other reasons cited are people speeding and the growing Auckland population.
- Three in ten (31%) Auckland residents oppose the speed limit reductions.
 - Reasons for opposition include some speed limit reductions being viewed as too low or not necessary, increasing congestion and longer travel times, and drivers rather than speed being the issue.
- After being informed about the decrease in road deaths on roads where speeds were reduced, support for the speed limit reductions increases to 68% and opposition decreases to 17%.

Support for speed limit reductions in different types of areas

- General support for speed limit reductions in particular areas were explored and typically people were more supportive than against.
 - Three in four (77%) continue to support reductions near schools, kindergartens or other community facilities.
 - Three in five support reductions in the CBD and 25% oppose them.
 - Almost two in three (65%) support reductions in local town centres or shopping streets, and in urban areas with large numbers of pedestrians, cyclists, or motorists. Both are opposed by one in five.
 - Reductions on residential roads are supported by 59% and opposed by 23%. Support is lower for reductions on busy arterial routes at 53% and being opposed by 30%.
 - Around three in five support reductions on rural roads and just over one in five remain in opposition. Opposition is higher among those living in rural or semi-rural areas.
- Once speed limit reductions to 30 km/h and 40 km/h are considered, support is typically higher for reductions around specific areas (such as playgrounds, rest homes) than on streets in general.
 - Support levels are lower for 30 km/h than for 40 km/h, being particularly low for arterial routes even at 40 km/h.
- Many residents would accept some increase in travel time if it helped to make it safer to travel in the Auckland region. While an increase of 3 to 5 minutes on a 30 minute car trip would be acceptable to two in three, an increase of 6 to 10 minutes would only be acceptable to 36%.

Key out-takes (2 of 2)

Speed limit reductions around schools

- Most residents support speed limit reductions to 30 km/h around urban schools including outside school gates, for a block around each school and for 1 km around schools.
 - The closer the restrictions are to the school grounds, however, the stronger the level of support.
- Most residents support speed limit reductions to 30 km/h near both urban schools (82%) and rural schools (78%) at times when children are likely to be around.
- Views are polarised however towards permanent speed limit reductions around urban schools with as many opposed (40%) as supportive (45%).

Attitudes towards safety and lower speed limits

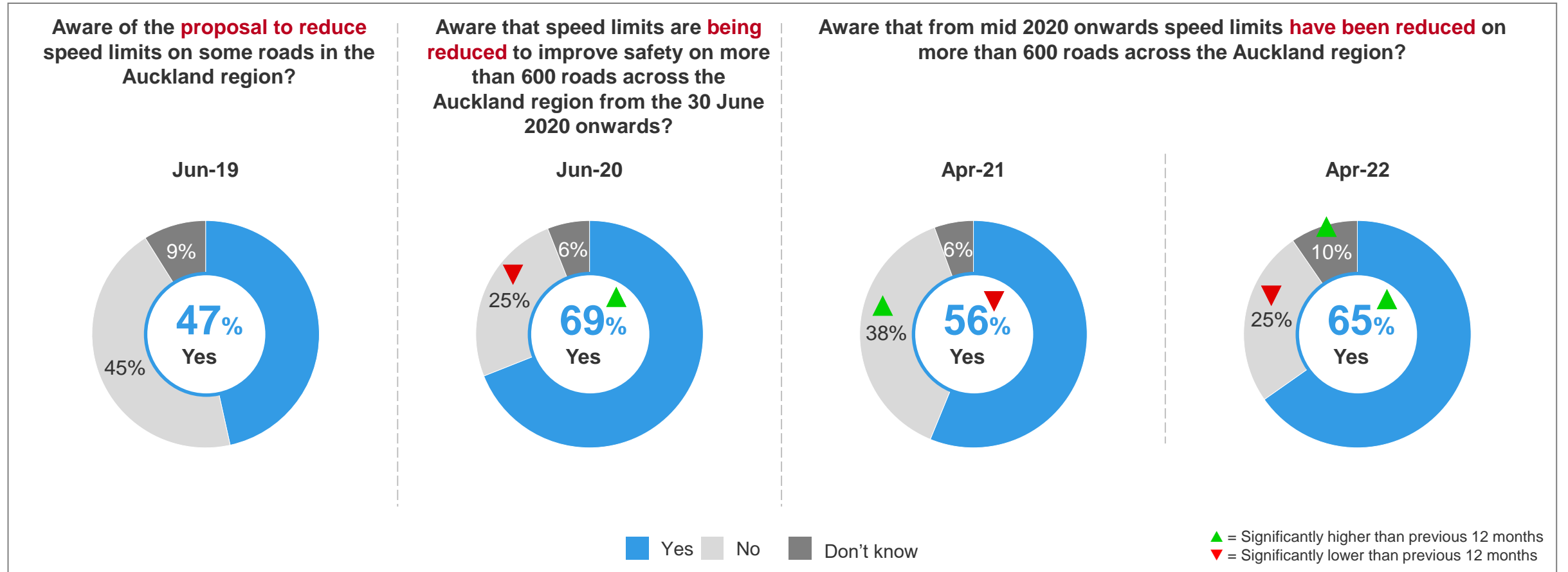
- Many residents view travelling by car to be relatively safe in Auckland, and being higher than in 2020 at 77%.
- Although not considered as safe as travelling by car, more consider it safe to walk in the Auckland region (52%) than unsafe (21%).
- Safety perceptions are mixed towards traveling by cycling or by motorbike / motor scooter. More consider these modes of travel unsafe than safe, with two in five considering it unsafe to travel by cycling and one in three by motorbike / motor scooter.
- On prompting, many Auckland residents agree that lower speed limits could help reduce the number of serious injuries on roads and the risk or severity of injury when a crash occurs.
- Around three in five agree (58%) that lower speed limits could help to reduce the number of car crashes on both urban and rural roads, and only one in five disagree.
- Attitudes are mixed however towards whether lower speed limits can encourage more walking and cycling in neighbourhoods.

2.

Awareness and overall support



Almost two in three Auckland residents are aware that speed limits have now been reduced on more than 600 roads across the Auckland region. This is a significant increase from 2021.



Base: Total Auckland Jun-19 n = 1,004 | Jun-20 n = 502 | Apr-21 n = 503 | Apr-22 n = 500









Source: 2019 - Before today, were you aware of the proposal to reduce speed limits on some roads in the Auckland region? 2020 - Are you aware that speed limits are being reduced to improve safety on more than 600 roads across the Auckland region from the 30 June 2020 onwards? 2021 - Are you aware that from 30 June 2020 onwards speed limits were on more than 600 roads across the Auckland region? 2022 - Are you aware that from mid 2020 speed limits have been reduced on more than 600 roads across the Auckland region?

Awareness is highest among residents aged 65 plus and those living in Rodney or Franklin.

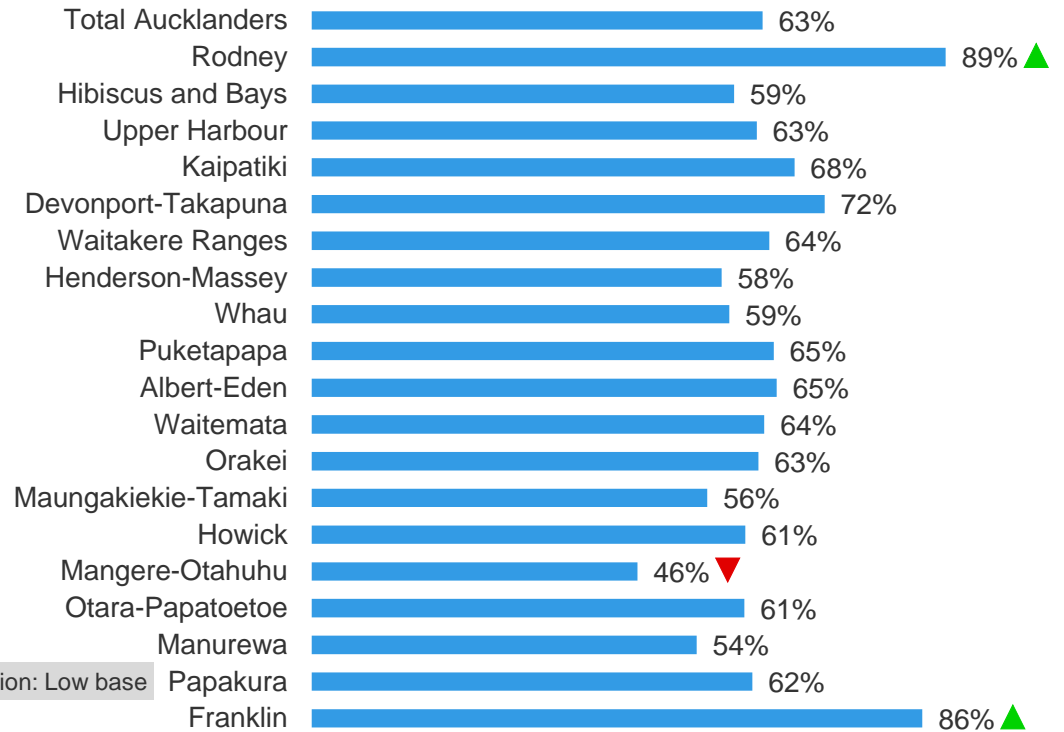
Aware of speed limit reductions from mid 2020 on roads across the Auckland region

Groups which more commonly are... (Apr-21 and Apr-22)

Aware (61%)

| | | |
|---|--------------------|--|
|  | Gender | Male (64%) |
|  | Age | 65 plus years (82%) |
|  | Ethnicity | NZ European / European (67%) |
|  | Occupation | Retired / Homemaker / Unemployed (67%) |
|  | Region reside | North Rural (93%) South Rural (83%) |
|  | Live urban / rural | Rural / semi-rural (71%) |
|  | Regularly travel | Rodney (79%) Franklin (83%) |
|  | Weekly travel mode | Car (62%) |

By local board (Jun-20, Apr-21 and Apr-22)

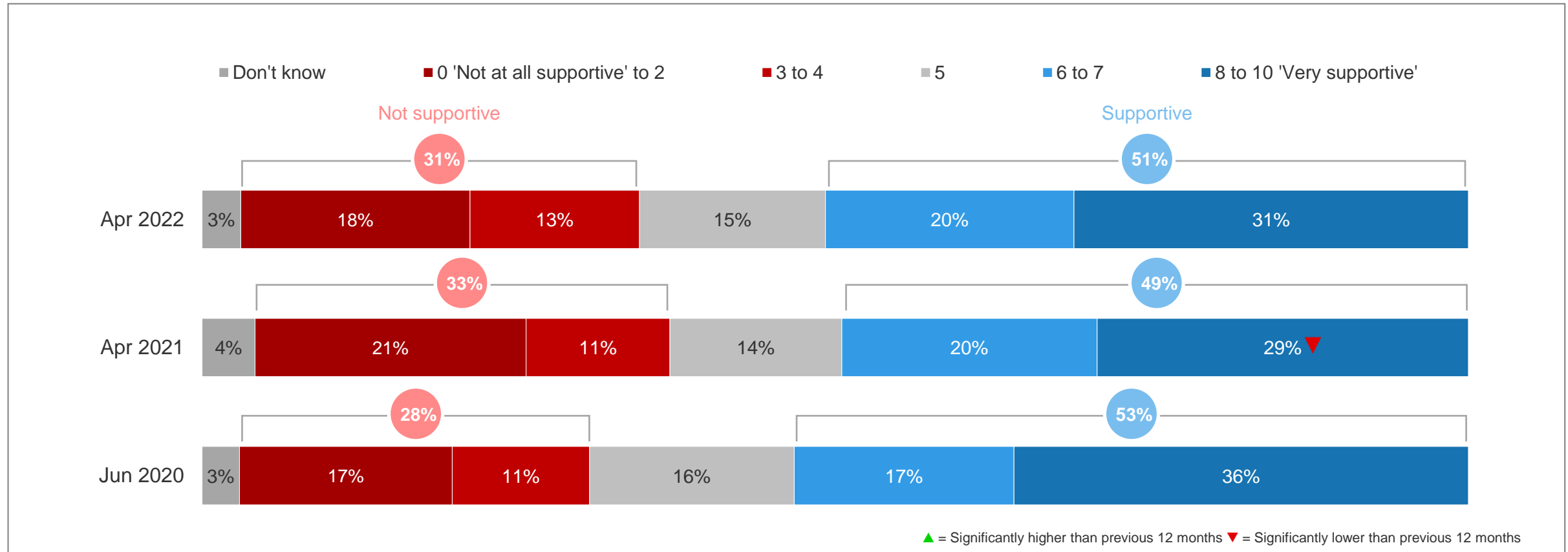


Caution: Low base

▲ = Significantly higher than other areas ▼ = Significantly lower than other areas









The overall level of support towards the speed limit reductions on Auckland roads remains stable at one person in every two.

Overall level of support for the speed limit reductions on Auckland roads



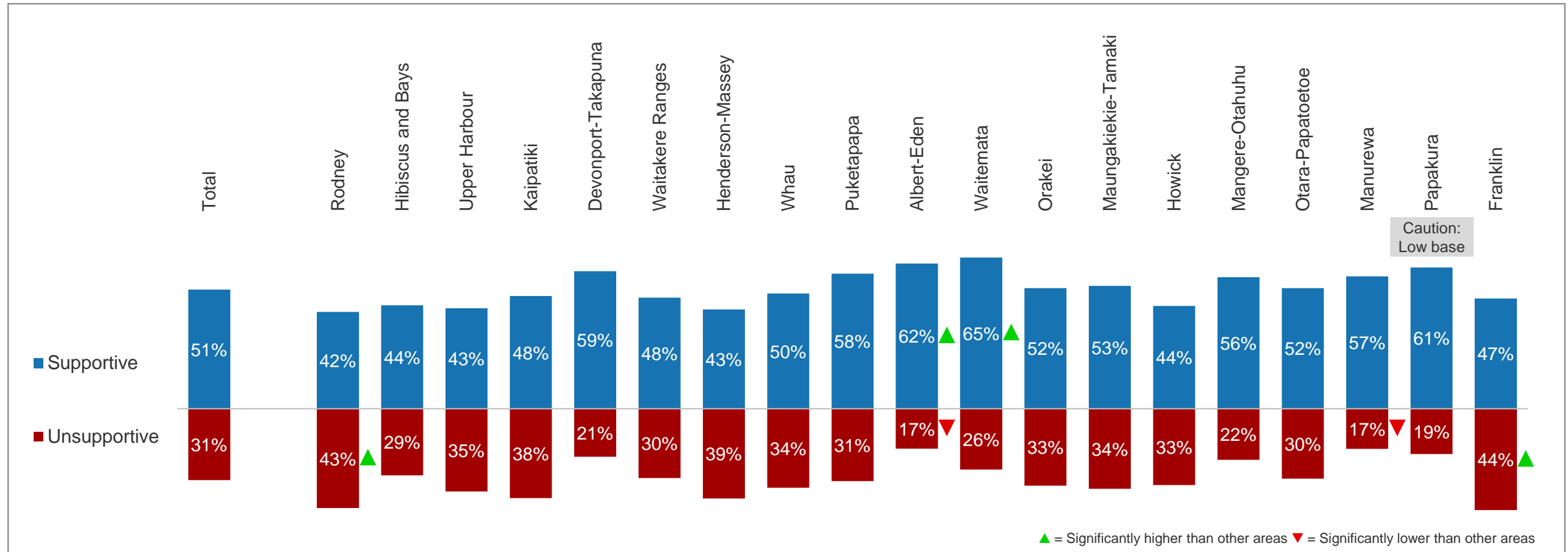
Females, residents either living or regularly travelling within Central Auckland, weekly bus passengers and weekly pedestrians more commonly support the speed limit reductions.

Groups which more commonly are not supportive / supportive of the speed limit reductions on Auckland roads (Apr-21 and Apr-22)

| | | Not supportive (32%) | Supportive (50%) |
|---|--------------------|--|----------------------------------|
|  | Gender | Male (40%) | Female (56%) |
|  | Age | 45 to 64 years (37%) | - |
|  | Ethnicity | - | Pacific people (61%) |
|  | Occupation | Self employed (49%) | Employed full or part-time (55%) |
|  | Region reside | North Rural (47%) South Rural (50%) | Central Auckland (63%) |
|  | Live urban / rural | Rural / semi-rural (45%) | Urban (52%) |
|  | Regularly travel | - | Central (56%) |
|  | Weekly travel mode | - | Bus (60%) Walking (55%) |

Support for the speed limit reductions overall is highest among residents from Albert-Eden and Waitemata. Opposition is highest among residents from Rodney and Franklin.

Overall level of support for the speed limit reductions on Auckland roads – By local board (Jun-20, Apr-21 and Apr-22)



Caution: Low base

Reasons for supporting the speed limit reductions include reduced risk of accident and improved safety, including for pedestrians, cyclists and children. People speeding and the growing population are other reasons cited for supporting the reductions.

Reasons for supporting speed limit reductions on Auckland roads (selection of verbatim responses among those rating 0 'Not at all supportive' to 2)

Improved safety and reduced risk

- Lower speed limits should translate to less injury in crashes or accidents.
- Slower speed make the streets more safe for all users.
- Helps to keep people safe.
- Lower speed limits will improve traffic safety.
- Reduces risks of accidents and injury to people.
- Will hopefully reduce the number of accidents and casualties.
- Mainly to avoid accidents and deaths.
- Reduced speed limits will increase road safety.
- Reduced speed limits means less possibility of road crashes and accidents.
- The faster you drive the less time you have to react. Speed causes accidents and speed kills.
- The faster the speed, the more dangerous it is.
- To make Auckland roads safer for everyone.

Safer for cyclists / pedestrians / children

- Drivers in Auckland typically speed and the roads are dangerous for children and cyclists.
- Safety for young children
- Safety for children, cyclists, pedestrians.
- Safer for pedestrians, especially in the CBD area.
- It is safer for all road users, especially children.
- Safer for drivers, pedestrians and cyclists.
- Safer for pedestrians.
- Care of elderly, children, pedestrians and cyclists.
- It needs to be safer in certain areas - schools, hospitals etc.
- Speed limit is too high around dense pedestrian friendly areas.
- Speed reduces death of pedestrians and cyclists.
- For people's safety, both drivers and pedestrians.
- Safety of children and older people.
- Keeps our pedestrians and drivers safe.

Other reasons i.e. people speeding, population growth

- People drive too fast, the roads can't handle it and drivers are too unskilled to cope.
- People driving too fast.
- Gives drivers more time to react to the unusual events.
- Too many accidents as drivers tend to exceed the speed limits.
- Too many people injured by speeding.
- I've seen too many careless drivers.
- I live on rural roads and most people drive way too fast for the conditions.
- Some people are driving very fast.
- A lot of accidents due to congested roads.
- People are becoming more aggressive drivers, and need to slow down.
- Population has grown and need to slow down.
- People drive too fast all the time and they are very impatient.
- Safe roads are important especially since the Auckland population is growing.

Reasons for opposing the speed limit reductions include reductions being too low or unnecessary, increasing congestion and travel time, and being ineffective as drivers are the issue not the speed.

Reasons for not supporting speed limit reductions on Auckland roads (selection of verbatim responses among those rating 0 'Not at all supportive' to 2)

Speeds are too slow / reductions were not necessary

- Some places its 30 km/h, that's less than electric scooter speed for a car.
- I can understand why some roads were reduced but an open highway should be 100 not 80. Ridiculous to expect cars to drive at such a low speed in the country.
- Most roads are already 50kmh. It is already slow.
- Some have been reduced to ridiculously low limits where not needed.
- 30 kms is too slow for many areas.
- Long straight stretches of roads could have stayed at 100kph limit.
- Some of the speeds are ridiculously slow and other drivers tailgate and get quite aggressive when you abide by the rules.
- Some of the reduce speed limits are too restricted. Needs to be more of a balance as some reduced limits are too extreme.
- 30kms in the city is too slow.
- Useless; buses now are extremely slow so why travel on buses that take too long: a car is now better again!

Increased congestion and travel time

- Makes the travel time slower and longer.
- It is going to cause more traffic jams.
- Traffic is even slower.
- I live rural and lowering the speed limits has made travel times a lot longer and there was no need to lower a lot of them in the first place.
- Sometimes it can be too slow which can create longer travels times.
- Has increased travelling time and reduced productivity and quality of life.
- You are creating more traffic jams on peak hours as everyone slows down.
- It makes travel time even longer.
- Reducing speed limits will increase congestion.
- It will take longer to get anywhere.
- With reduced speed comes more congestion.
- Reducing speed will lead to more traffic congestion = frustration= angry drivers= road accidents.

Lower speeds don't work

- Distracted drivers are still distracted drivers regardless of speed limit.
- Current speeds are quite manageable, it is bad drivers who cause issues.
- With already incompetent drivers on the road it causes more issues with traffic.
- More effort should be on reducing drunk driving / drug driving to decrease crashes.
- Why? It's not the speed - it's the poor drivers
- Doesn't improve traffic flow or reduce accidents
- Speed does not kill, bad driving kills. Educate people to drive safely or if not take action to fine them.
- Only the law abiding take note of speed limits. Most speed issues are with those that wont adhere to speed limit no matter what they are.
- People causing accidents are still likely to be ignoring speed limits and road markings.
- Doesn't make any difference. Just collecting revenue.

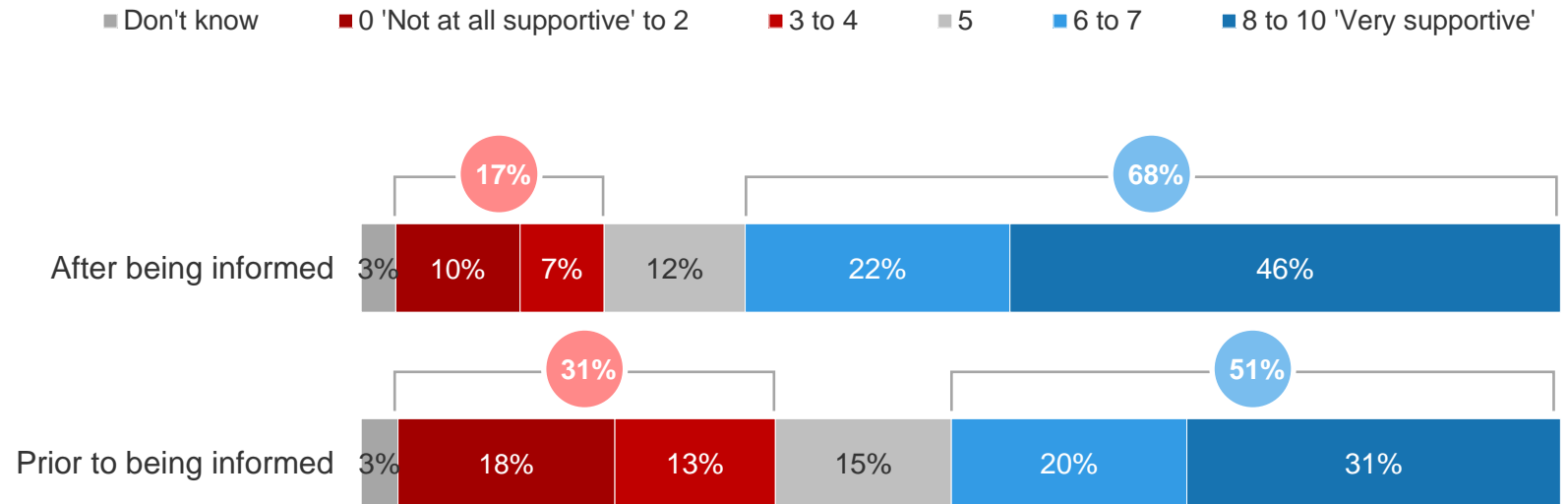
After being informed about the decrease in road deaths on roads where speed limits have been reduced, support for the speed limit reductions increases to 68%. Strong support (rating 8 to 10) increases to just under one in two Auckland residents.

Level of support for the speed limit reductions on Auckland roads after being informed of the decrease in road deaths

Following other support and attitudinal questions in the survey, respondents were then informed:



“On the 600 roads where speed limits were reduced on 30 June 2020, road deaths almost halved (down by 47%) in the following 18-month period. On rural roads where speed limits were reduced, road deaths fell by almost three quarters (down 71%).

Over the same time period, deaths on roads where speed limits were not reduced were down by just 12%.”



After being informed about the decrease in road deaths, North Rural residents continue to more commonly oppose the speed limit reductions than other residents.

Groups which more commonly are not supportive / supportive of the speed limit reductions after being informed of the decrease in road deaths (Apr-22)

| | | Not supportive (17%) | Supportive (68%) |
|---|--------------------|----------------------|------------------|
|  | Gender | Male (22%) | - |
|  | Age | 15 to 24 years (26%) | - |
|  | Ethnicity | - | - |
|  | Occupation | Self employed (31%) | - |
|  | Region reside | North Rural (37%) | - |
|  | Live urban / rural | - | Urban (70%) |
|  | Regularly travel | Rodney (34%) | - |
|  | Weekly travel mode | - | - |

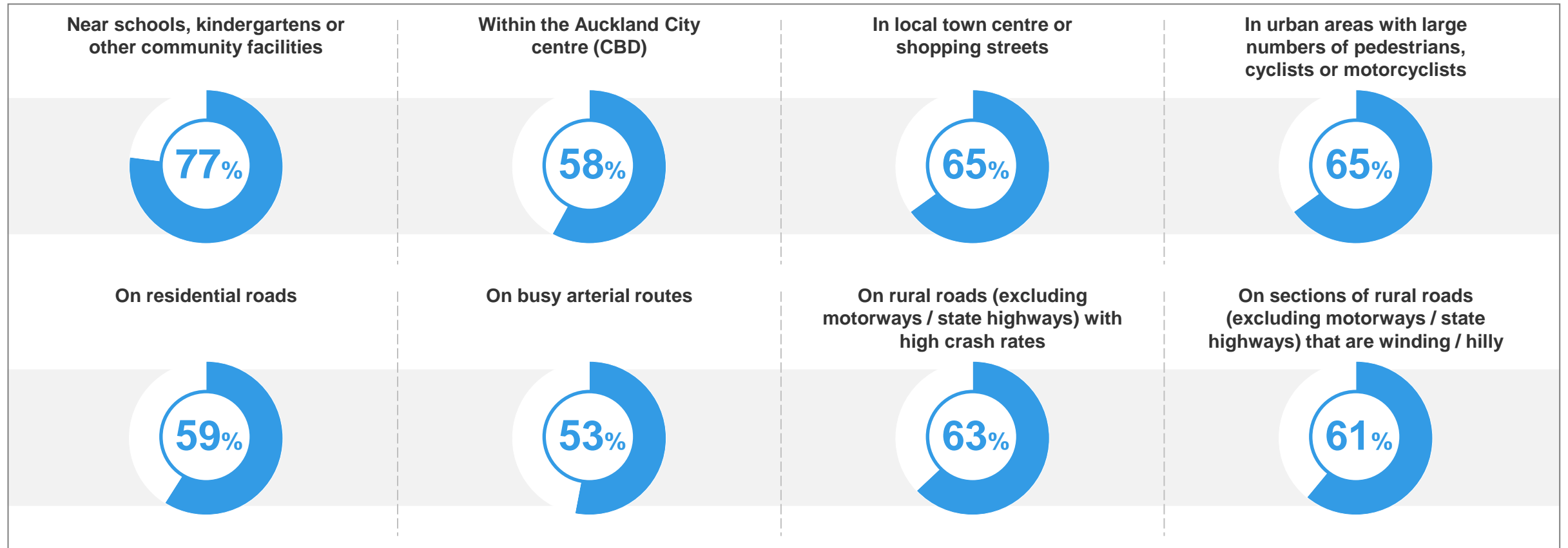
3.

Speed limit reductions in different types of areas



Auckland residents are most supportive of speed limit reductions near schools, kindergartens or other community facilities. The lowest level of support is for speed reductions on busy arterial routes.

Supportive of speed limit reductions... (Apr-22) ⁽¹⁾



Base Total Auckland Apr-22 n = 500

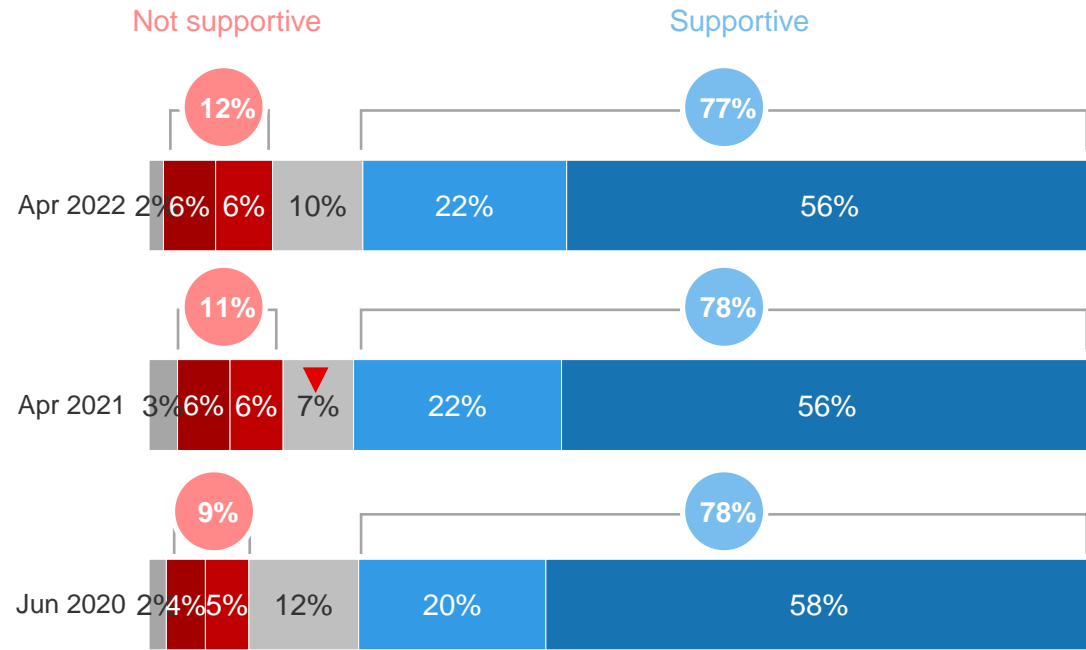
Source: How supportive or unsupportive are you towards speed limit reductions within the Auckland region...

1. Rated as 6 to 10 on an 11 point scale where 0 is 'Not at all supportive' and 10 is 'Very supportive'. 'Don't know' responses are included.

Three in four residents support reduced speed limits near schools, kindergartens or other community facilities and over half strongly so (rating as 8 to 10).

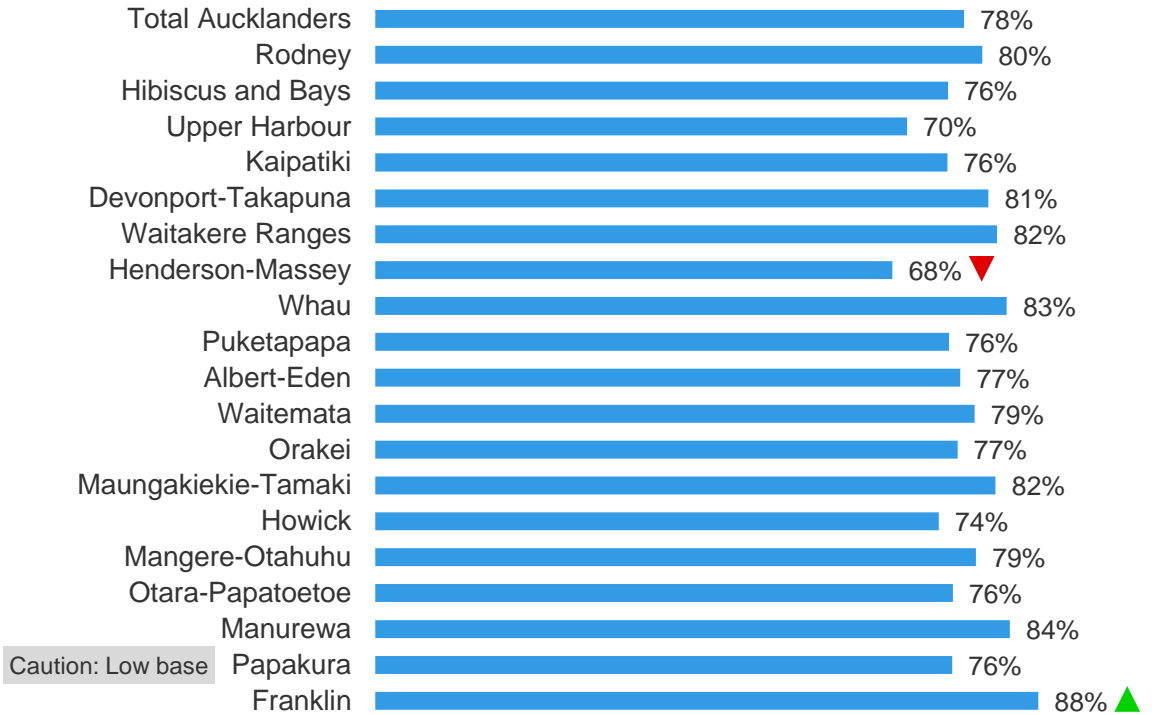
Overall level of support towards speed limit reductions - Near schools, kindergartens or other community facilities

■ Don't know ■ 0 'Not at all supportive' to 2 ■ 3 to 4 ■ 5 ■ 6 to 7 ■ 8 to 10 'Very supportive'



▲ = Significantly higher than previous 12 months ▼ = Significantly lower than previous 12 months

Supportive by Local Board (Jun-20, Apr-21 and Apr-22)

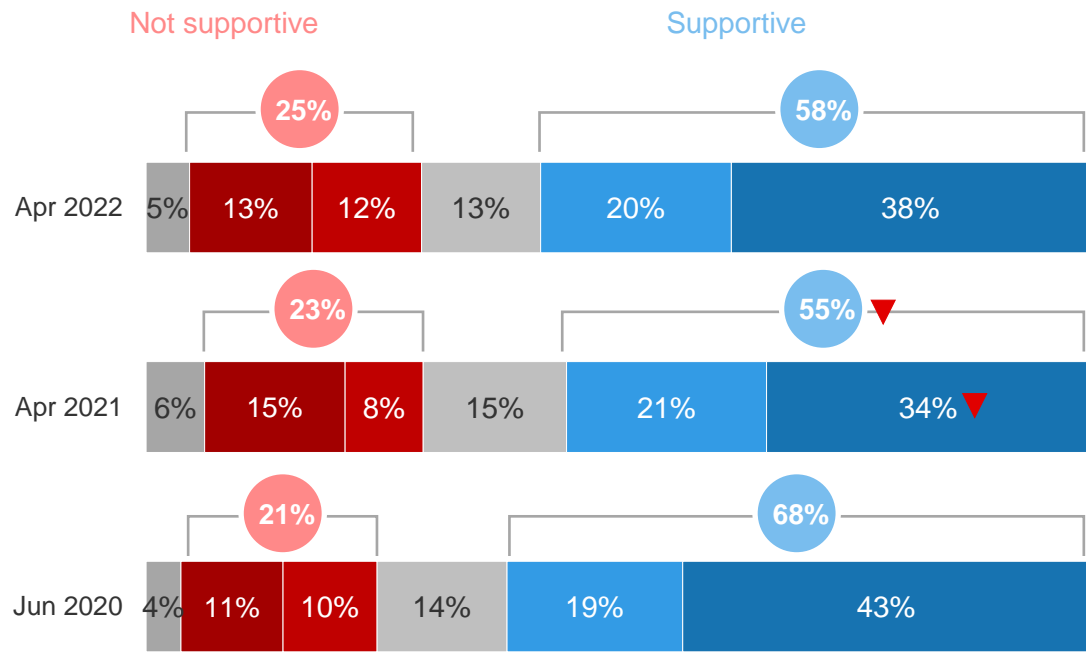


▲ = Significantly higher than other groups ▼ = Significantly lower than other groups

Support (at 58%) remains higher than opposition (at 25%) for speed limit reductions within the CBD, but lower than in 2020 prior to the reductions being introduced. Support is highest among Albert-Eden residents.

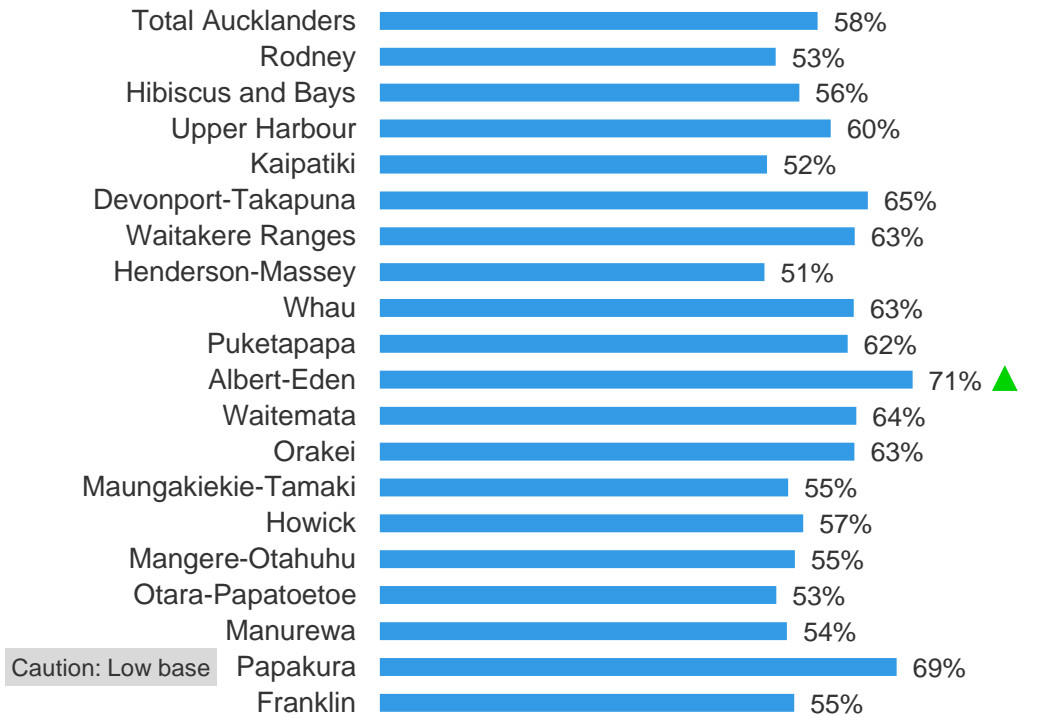
Overall level of support towards speed limit reductions - Within the Auckland CBD

■ Don't know ■ 0 'Not at all supportive' to 2 ■ 3 to 4 ■ 5 ■ 6 to 7 ■ 8 to 10 'Very supportive'



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Supportive by Local Board (Jun-20, Apr-21 and Apr-22)



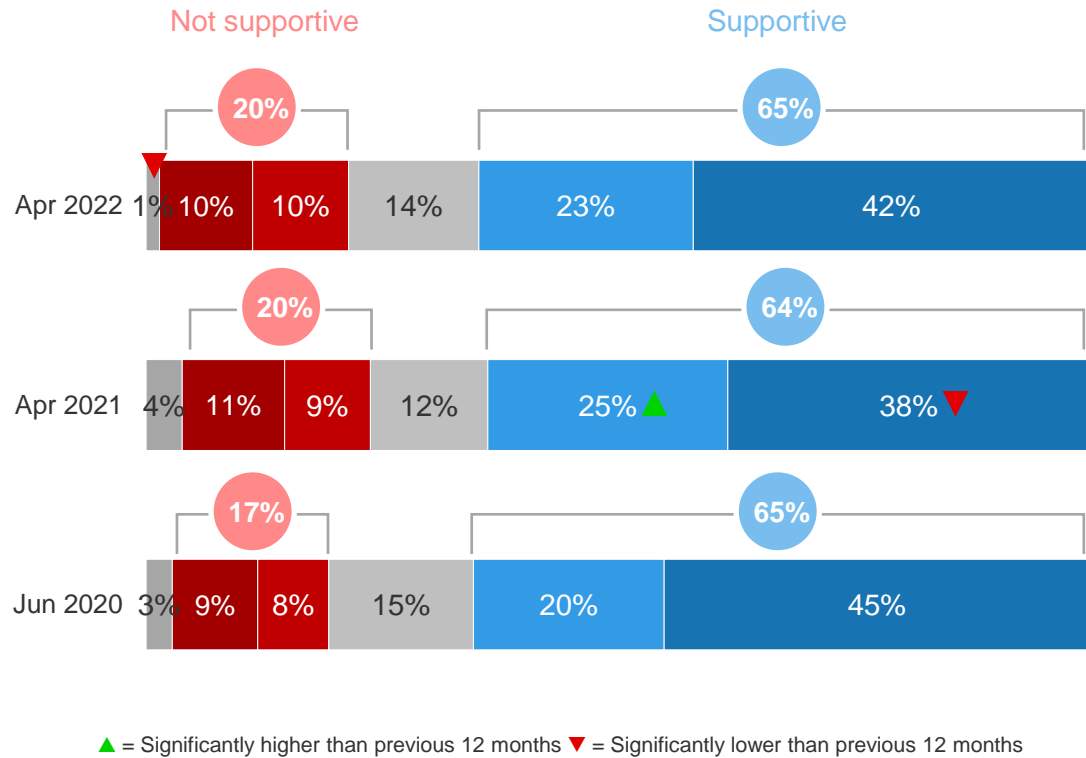
Caution: Low base

▲ = Significantly higher than other groups ▼ = Significantly lower than other groups

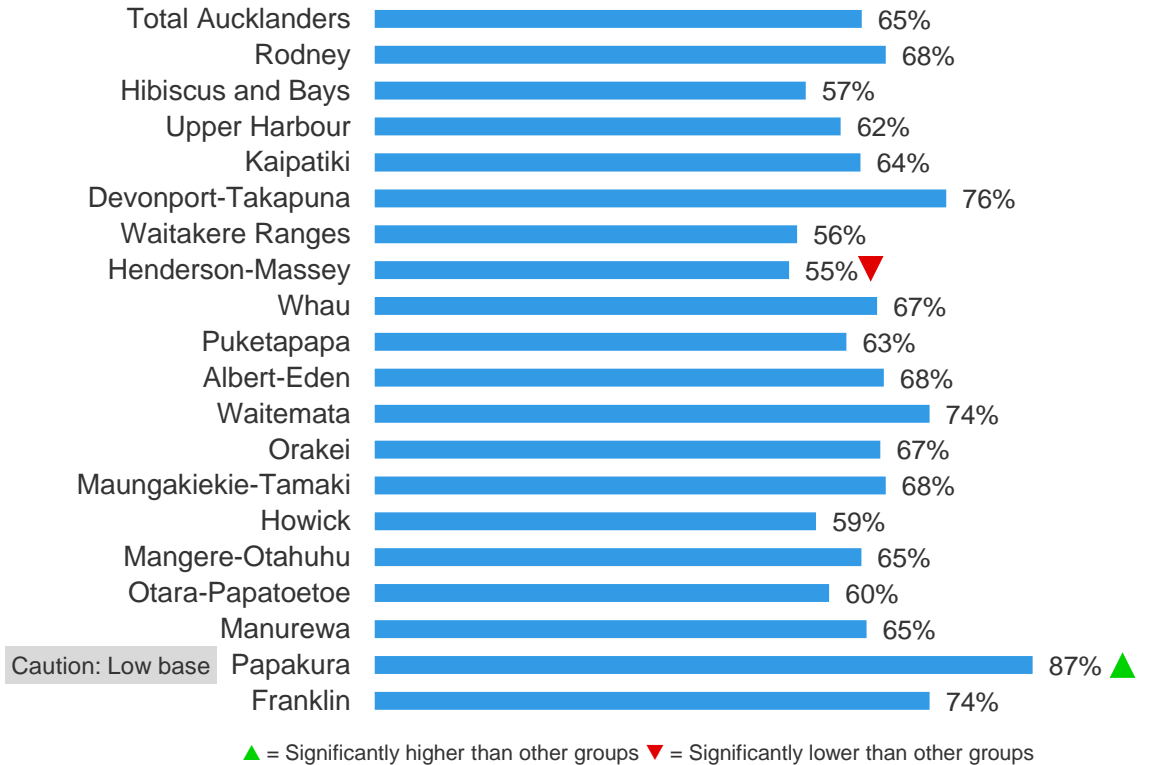
Speed limit reductions in local town centres or shopping streets remains supported by just under two in three Auckland residents, and opposed by one in five.

Overall level of support towards speed limit reductions - In local town centre or shopping streets

■ Don't know ■ 0 'Not at all supportive' to 2 ■ 3 to 4 ■ 5 ■ 6 to 7 ■ 8 to 10 'Very supportive'



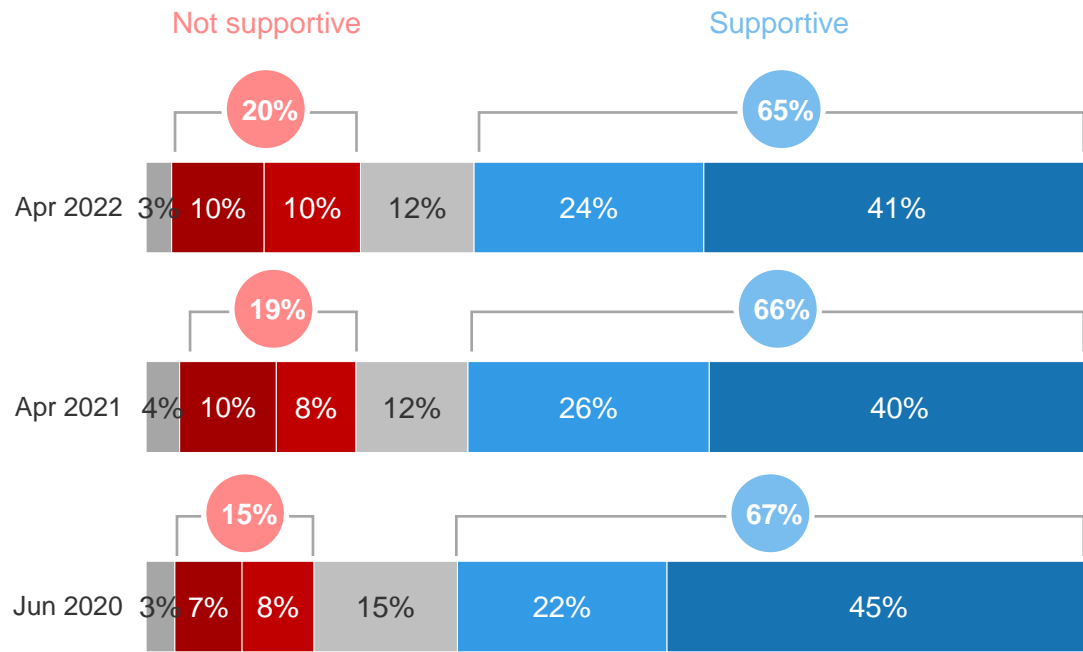
Supportive by Local Board (Jun-20, Apr-21 and Apr-22)



Support for speed limit reductions in urban areas with large number of pedestrians, cyclists or motorcyclists remains steady at just under two in three Auckland residents.

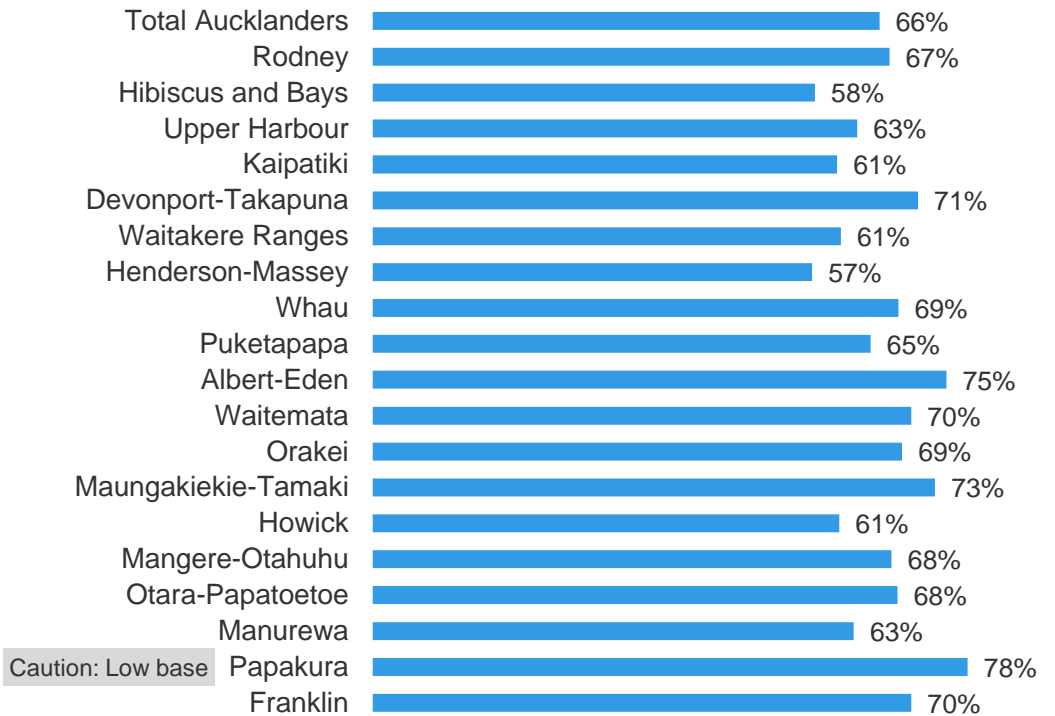
Overall level of support towards speed limit reductions - In urban areas with large numbers of pedestrians, cyclists or motorcyclists

■ Don't know ■ 0 'Not at all supportive' to 2 ■ 3 to 4 ■ 5 ■ 6 to 7 ■ 8 to 10 'Very supportive'



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Supportive by Local Board (Jun-20, Apr-21 and Apr-22)

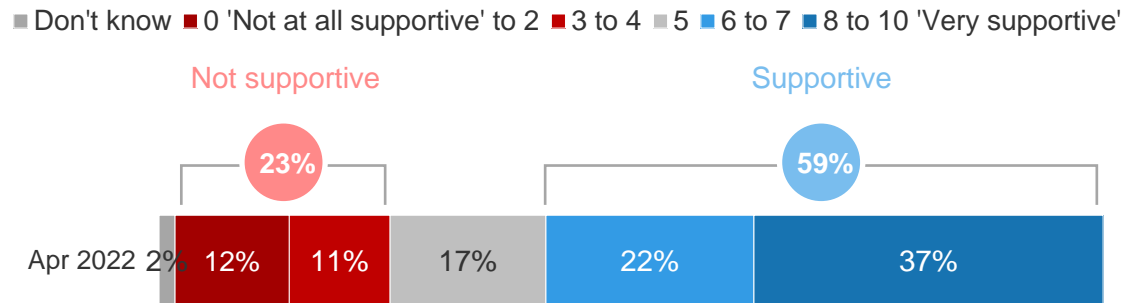


▲ = Significantly higher than other groups ▼ = Significantly lower than other groups

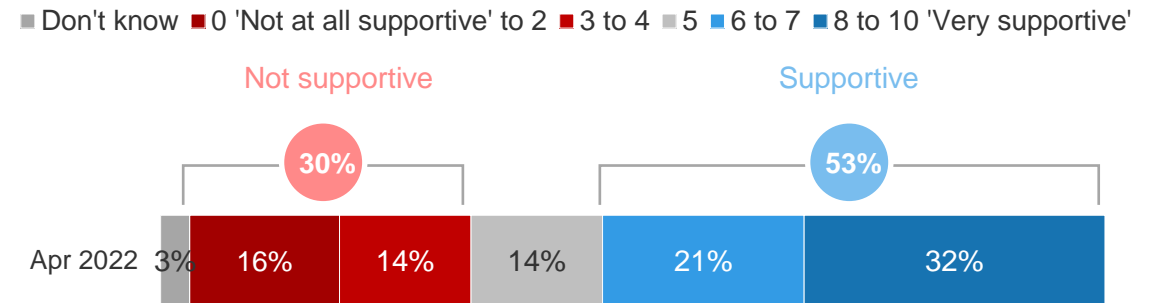
There is higher support in general towards speed limit reductions on residential roads than on busy arterial routes which is opposed by three in ten Auckland residents.

Overall level of support towards speed limit reductions... (Apr-22)

On residential roads



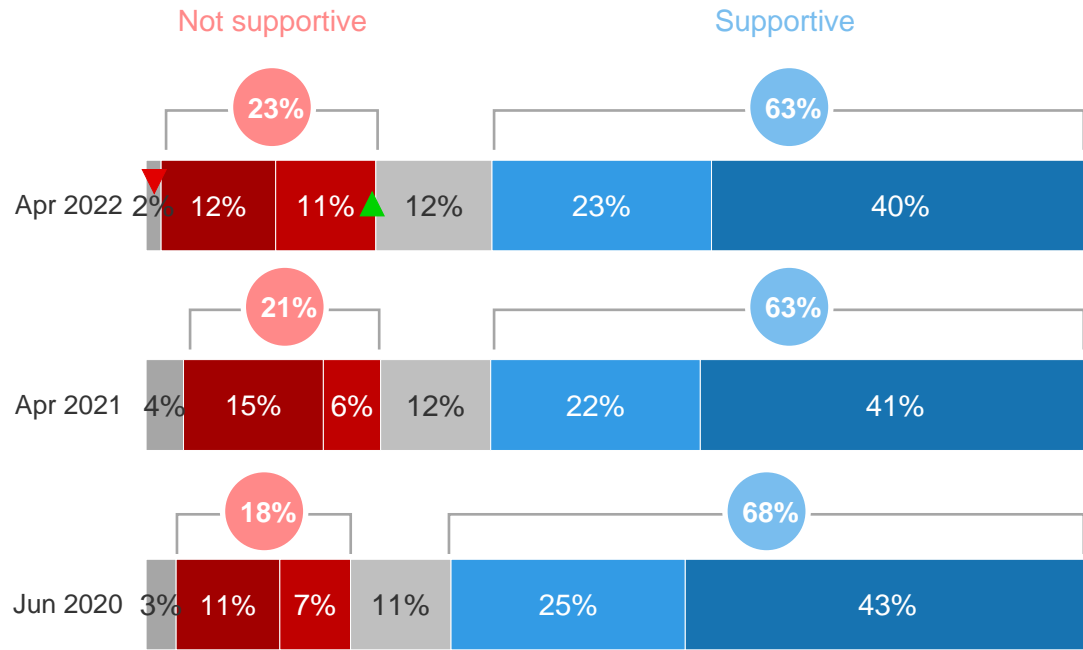
On busy arterial routes



Consistent with 2020, just over three in five Auckland residents support speed limit reductions on rural roads with high crash rates.

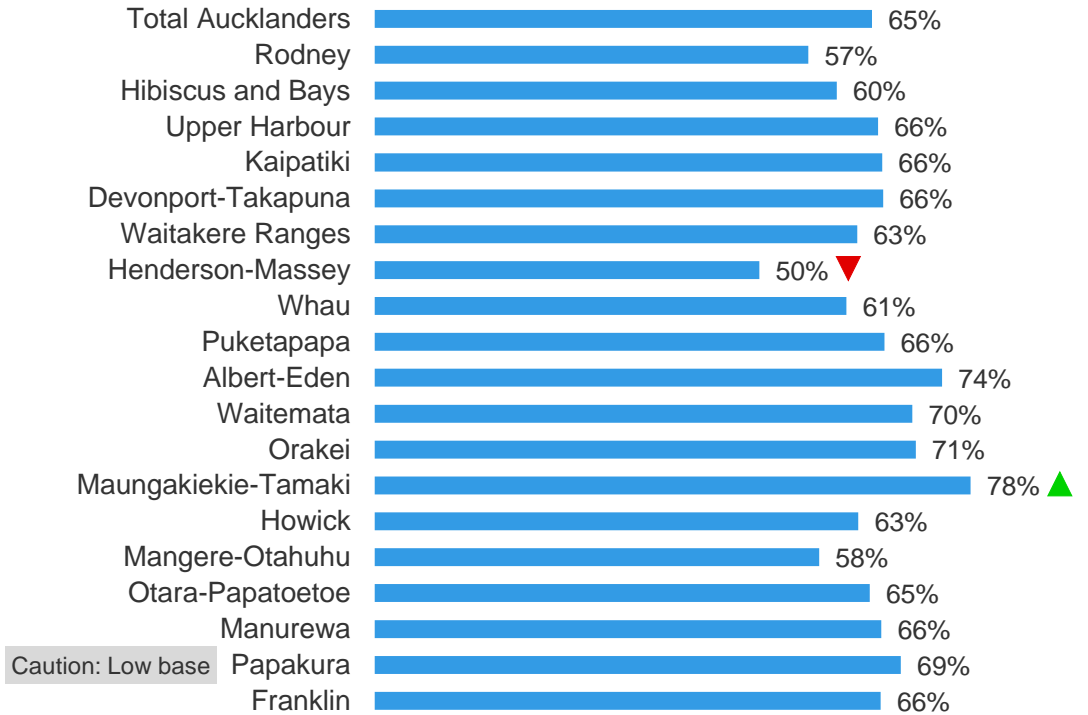
Overall level of support towards speed limit reductions – On rural roads (excluding motorways / state highways) with high crash rates

■ Don't know ■ 0 'Not at all supportive' to 2 ■ 3 to 4 ■ 5 ■ 6 to 7 ■ 8 to 10 'Very supportive'



▲ = Significantly higher than previous 12 months ▼ = Significantly lower than previous 12 months

Supportive by Local Board (Jun-20, Apr-21 and Apr-22)

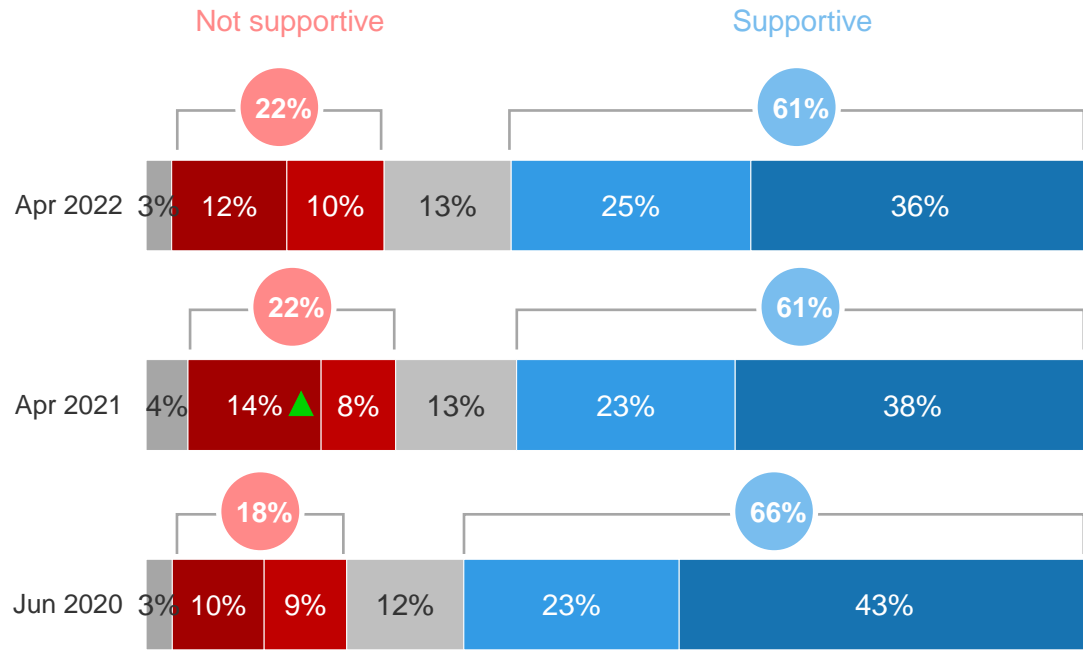


▲ = Significantly higher than other groups ▼ = Significantly lower than other groups

Three in five support speed limit reductions on sections of rural roads that are winding or hilly.

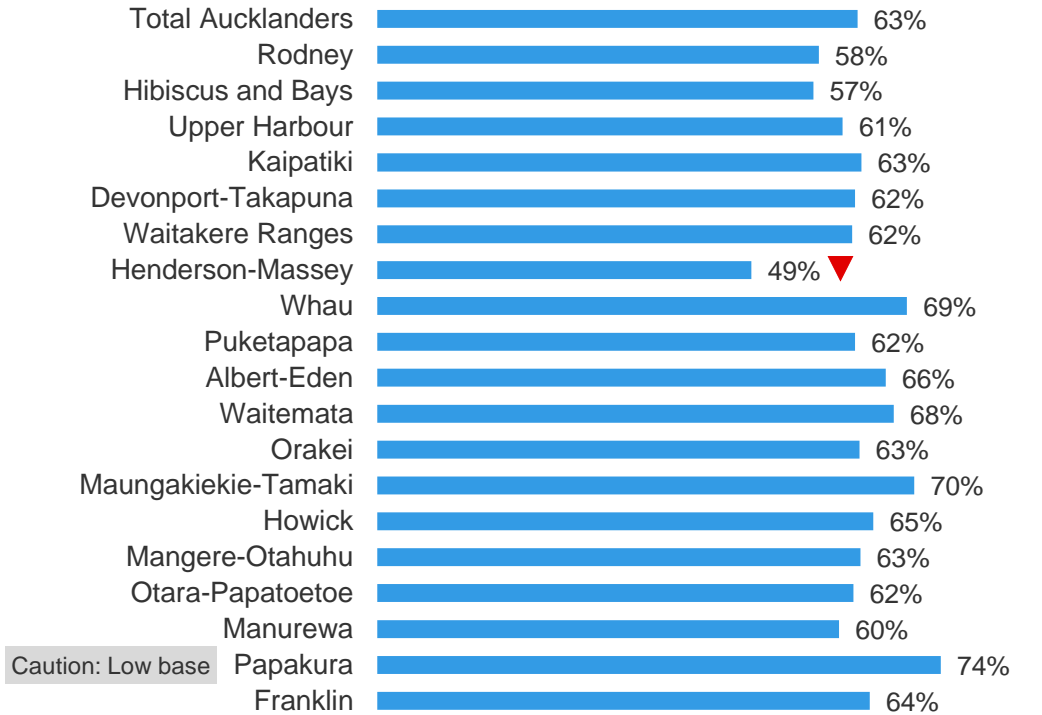
Overall level of support towards speed limit reductions - On sections of rural roads (excluding motorways / state highways) that are winding / hilly

■ Don't know ■ 0 'Not at all supportive' to 2 ■ 3 to 4 ■ 5 ■ 6 to 7 ■ 8 to 10 'Very supportive'



▲ = Significantly higher than previous 12 months ▼ = Significantly lower than previous 12 months









Supportive by Local Board (Jun-20, Apr-21 and Apr-22)



▲ = Significantly higher than other groups ▼ = Significantly lower than other groups









Central Auckland residents more commonly support speed limit reductions in the CBD while those travelling in the City / Newmarket more commonly oppose them.

Groups which more commonly are not supportive / supportive towards speed limit reductions (Apr-21 and Apr-22)

| | | Near schools, kindergartens or other community facilities | | Within the Auckland City centre | | In local town centre or shopping streets | |
|--|--|---|---------------------|---|---|--|---|
| | | Not supportive (11%) | Supportive (78%) | Not supportive (24%) | Supportive (57%) | Not supportive (20%) | Supportive (64%) |
|  Gender | | Male (14%) | Female (81%) | Male (28%) | - | Male (25%) | - |
|  Age | | - | 65 plus years (89%) | - | - | 25 to 44 years (23%) | - |
|  Ethnicity | | - | - | Asian (29%) | Indian (67%) | Asian (27%) | - |
|  Occupation | | - | - | Self employed (36%) | - | - | - |
|  Region reside | | North Urban (17%) | - | - | Central (67%) | - | Central (70%) |
|  Live urban / rural | | Rural / semi-rural (17%) | - | - | - | Rural / semi-rural (28%) | Urban (66%) |
|  Regularly travel | | North (16%) | - | Rodney (33%) North (28%) City / Newmarket (28%) | Central (63%) | West (25%) | - |
|  Weekly travel mode | | - | - | Car (25%) | Bus (62%) Cycling (67%) Walking (60%) | - | Bus (71%) Cycling (72%) Walking (68%) |









One in three residents who living in rural or semi-rural areas oppose speed limit reductions on rural roads with high crash rates, and two in five oppose reductions on sections of rural roads that are winding or hilly.

Groups which more commonly are not supportive / supportive towards speed limit reductions (Apr-21 and Apr-22)

| | In urban areas with large numbers of pedestrians, cyclists or motorcyclists | | On rural roads (excluding motorways / state highways) with high crash rates | | On sections of rural roads (excluding motorways / state highways) that are winding / hilly | |
|--|---|----------------------------|---|--|--|---------------------|
| | Not supportive (19%) | Supportive (66%) | Not supportive (22%) | Supportive (63%) | Not supportive (22%) | Supportive (61%) |
|  Gender | Male (24%) | Female (70%) | Male (26%) | Female (67%) | Male (28%) | Female (65%) |
|  Age | - | - | - | - | - | 65 plus years (72%) |
|  Ethnicity | - | - | - | - | - | Indian (73%) |
|  Occupation | - | - | Self employed (36%) | Employed full or part time (66%) | Self employed (33%) | - |
|  Region reside | - | Central (72%) | North Rural (35%) | Central (75%) | - | Central (68%) |
|  Live urban / rural | Rural / semi-rural (27%) | - | Rural / semi-rural (34%) | Urban (66%) | Rural / semi-rural (39%) | Urban (63%) |
|  Regularly travel | North (24%) | - | Rodney (34%) West (26%) | - | Rodney (31%) Franklin (32%) | - |
|  Weekly travel mode | - | Bus (70%) Walking (68%) | - | Bus (68%) Motorbike / motor scooter (72%) | - | - |

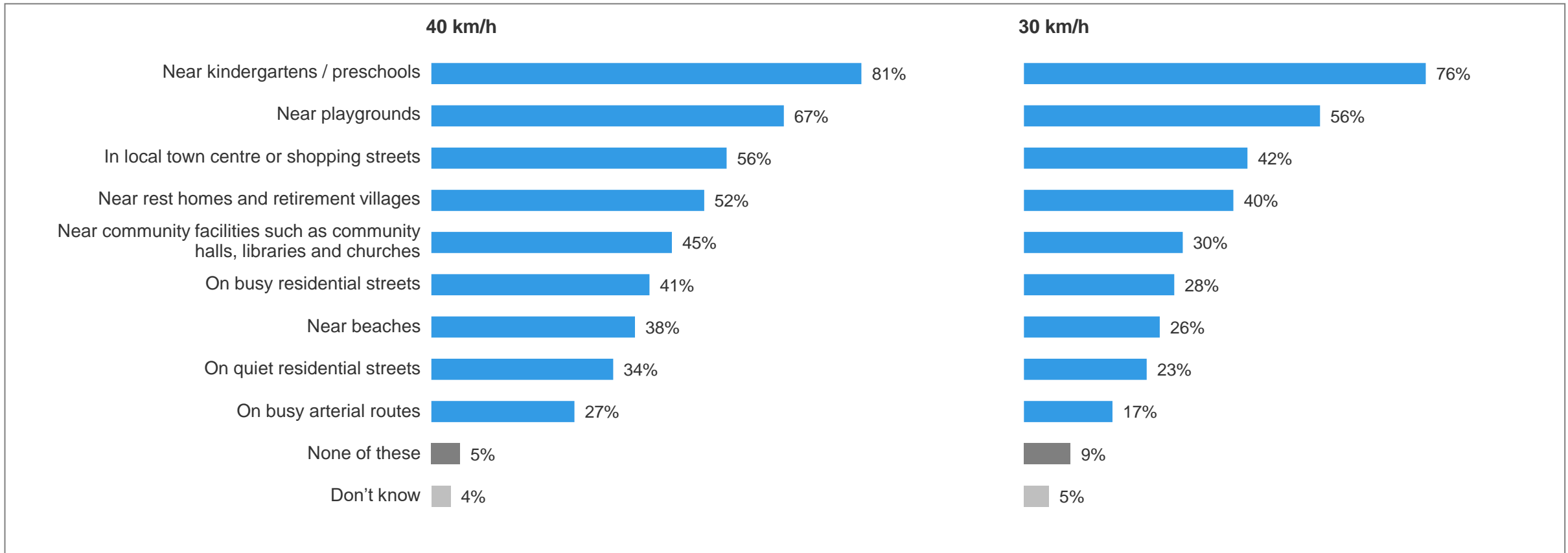
Males more commonly oppose speed limit reductions on residential roads and busy arterial routes than females.

Groups which more commonly are not supportive / supportive towards speed limit reductions (Apr-22) ⁽¹⁾

| | | On residential roads | | On busy arterial routes | |
|---|--------------------|--------------------------|----------------------------|----------------------------------|------------------|
| | | Not supportive (23%) | Supportive (59%) | Not supportive (30%) | Supportive (53%) |
|  | Gender | Male (28%) | Female (63%) | Male (36%) | - |
|  | Age | - | - | - | - |
|  | Ethnicity | - | Pacific people (73%) | NZ European / European (35%) | - |
|  | Occupation | - | - | Student (43%) | - |
|  | Region reside | - | - | North Rural (51%) ⁽¹⁾ | - |
|  | Live urban / rural | Rural / semi-rural (33%) | Urban (61%) | Rural / semi-rural (43%) | Urban (56%) |
|  | Regularly travel | Rodney (34%) | - | Rodney (45%) | - |
|  | Weekly travel mode | Car (24%) | Bus (66%) Walking (65%) | - | - |

Once speed limit reductions to 30 km/h and 40 km/h are considered, support is typically higher for reductions around specific areas (such as playgrounds, rest homes) than on streets in general. Support is particularly low for busy arterial routes, even at 40 km/h.

Types of streets or places would support speed reductions to 40 km/h or 30 km/h (Apr-22)



Many residents would accept some increase in travel time on a 30 minute trip if it helped make travel safer. While an increase of 3 to 5 minutes would be acceptable to two in three (69%), an increase of 6 to 10 minutes would only be acceptable to 36%.

Maximum increase in travel time on a 30 minutes trip would consider acceptable if it helped to make it safer to travel in Auckland (Apr-22)



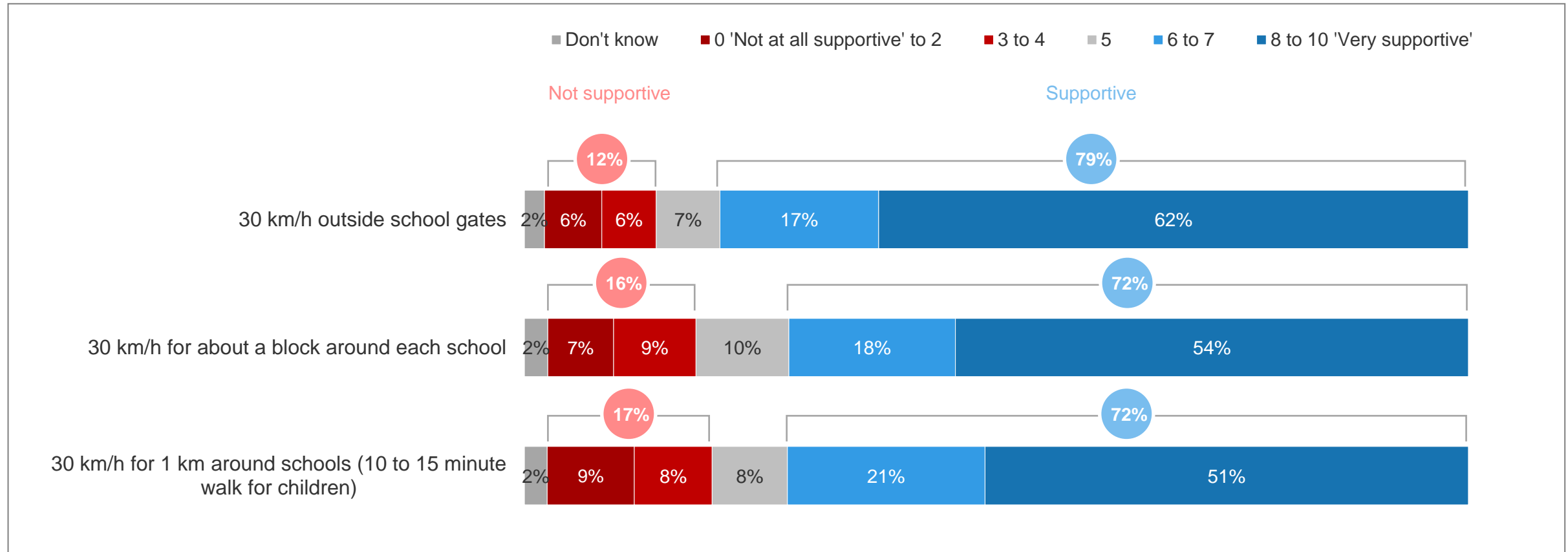
4.

Speed limit reductions around schools



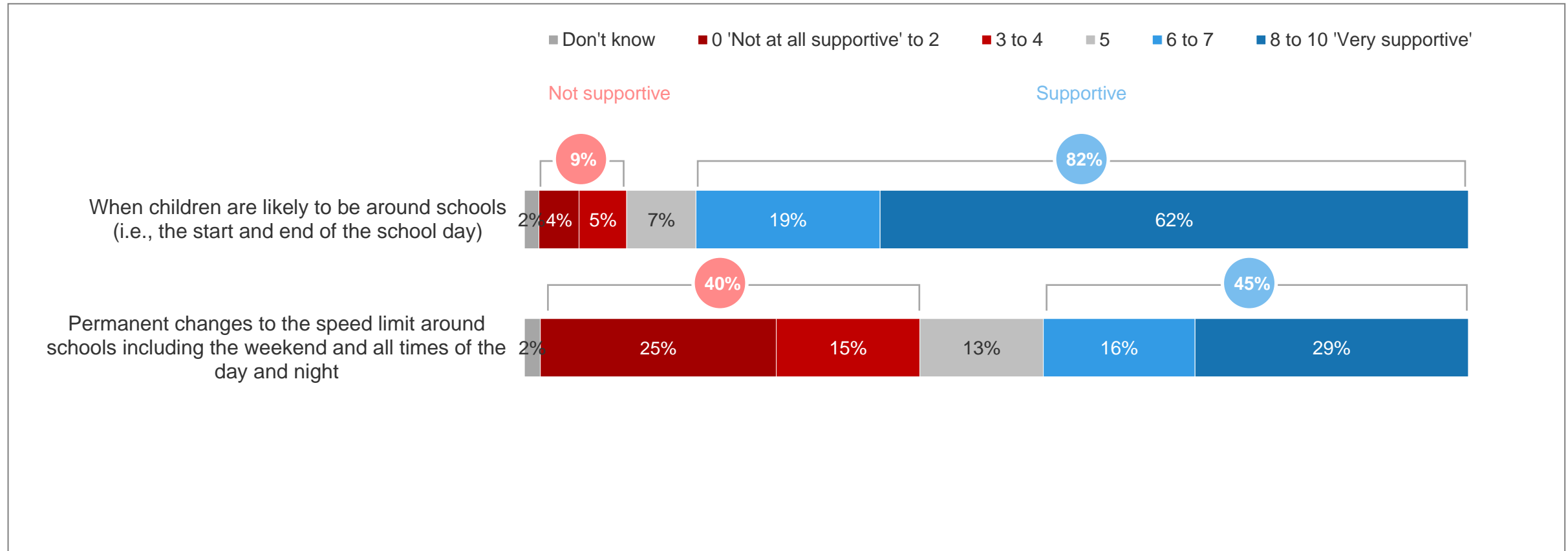
The majority of Auckland residents support 30 km/h speed limit reductions around schools in urban areas. The closer the restrictions are to the school grounds, the stronger the level of support.

Overall level of support towards speed limit reductions around schools in urban areas (Apr-22)



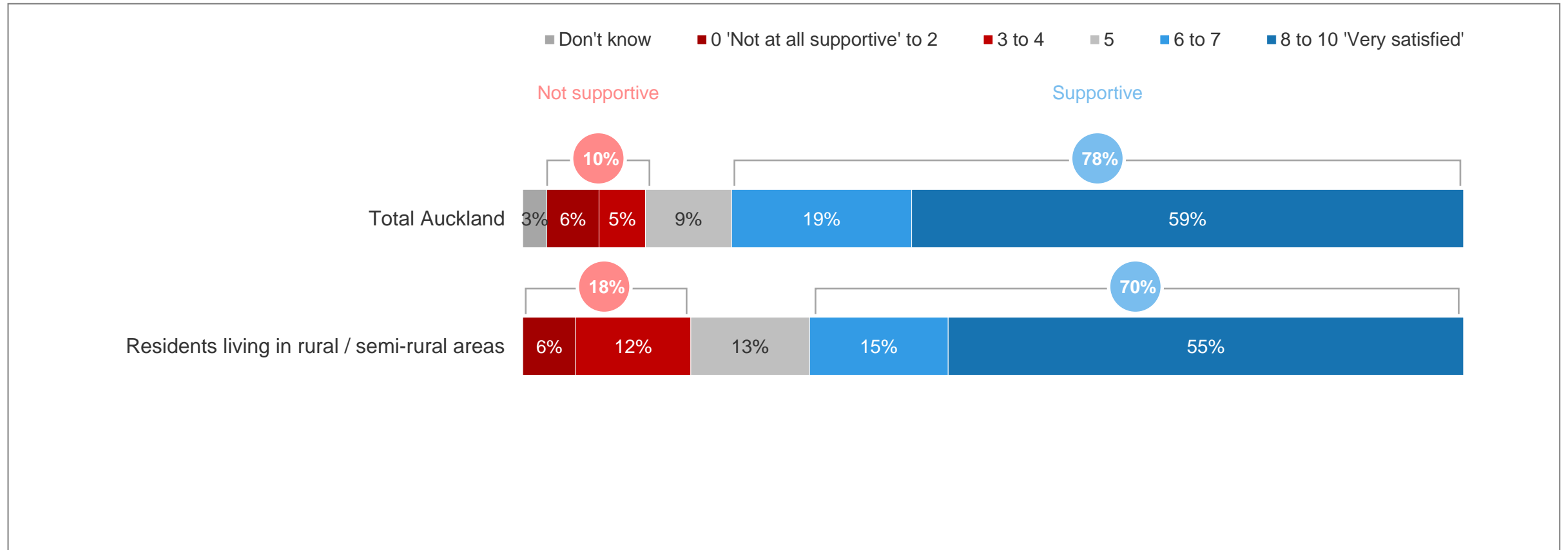
Most residents support speed limit reductions at times when children are likely to be around schools. Views are polarised towards permanent changes around schools with almost as many opposing as supporting.

Overall level of support towards speed limit reductions around schools in urban areas at the following times (Apr-22)











There is high support for reducing speed limits to 30 km/h outside schools on busy rural roads at times when children are likely to be around. Although this is opposed by 18% living in rural or semi-rural areas, it is supported by the majority.

Overall level of support towards reducing speed limits to 30km/h outside schools on busy rural roads when children are likely to be around (Apr-22)











25 to 49 year olds more commonly support speed limit reductions for either a block or for 1 km around each school.

Groups which more commonly are not support / supportive towards speed limit reductions around urban schools... (Apr-22)

| | | 30 km/h outside school gates | | 30 km/h for about a block around each school | | 30 km/h for 1 km around schools (10 to 15 minute walk for children) | |
|---|--------------------|------------------------------|------------------|--|----------------------------------|---|----------------------|
| | | Not Supportive (12%) | Supportive (79%) | Not Supportive (16%) | Supportive (72%) | Not Supportive (17%) | Supportive (72%) |
|  | Gender | - | - | - | - | - | - |
|  | Age | 15 to 24 years (22%) | - | 15 to 24 years (30%) | 25 to 49 years (79%) | - | 25 to 49 years (78%) |
|  | Ethnicity | - | - | - | - | - | Pacific people (84%) |
|  | Occupation | - | - | Self employed (28%) | Employed full or part-time (76%) | - | - |
|  | Region reside | - | - | - | - | - | - |
|  | Live urban / rural | - | Urban (81%) | Rural / semi-rural (25%) | Urban (74%) | - | Urban (75%) |
|  | Regularly travel | - | - | North (21%) | - | - | - |
|  | Weekly travel mode | Cycling (18%) | - | - | - | - | - |

25 to 49 year olds also more commonly support permanent changes to the speed limit around urban schools.

Groups which more commonly are unsupportive / supportive towards speed limit reductions around... (Apr-22)

| | Urban schools when children are likely to be around school (i.e., the start and end of the school day) | | Permanent changes to the speed limit around urban schools including the weekend and all times of the day and night | | 30 km/h outside schools on busy rural roads at times when children are likely to be around | |
|--|--|---------------------|--|---|--|---------------------|
| | Not Supportive (9%) | Supportive (82%) | Not Supportive (40%) | Supportive (45%) | Not Supportive (10%) | Supportive (78%) |
|  Gender | Male (13%) | Female (86%) | - | - | Male (14%) | Female (82%) |
|  Age | - | 65 plus years (91%) | 15 to 24 years (50%) | 25 to 49 years (55%) | 15 to 24 years (20%) | 65 plus years (91%) |
|  Ethnicity | Asian / Indian (14%) | - | NZ European / European (45%) | Asian / Indian (52%) | - | - |
|  Occupation | - | - | Self employed (59%) | Employed full or part-time (49) | Student (25%) | - |
|  Region reside | - | - | North Rural (66%) | - | - | - |
|  Live urban / rural | - | Urban (84%) | - | - | - | - |
|  Regularly travel | - | - | Rodney (58%) | - | - | - |
|  Weekly travel mode | - | - | - | Bus (54%) Cycling (58%) Motorbike / scooter (59%) | - | - |

5.

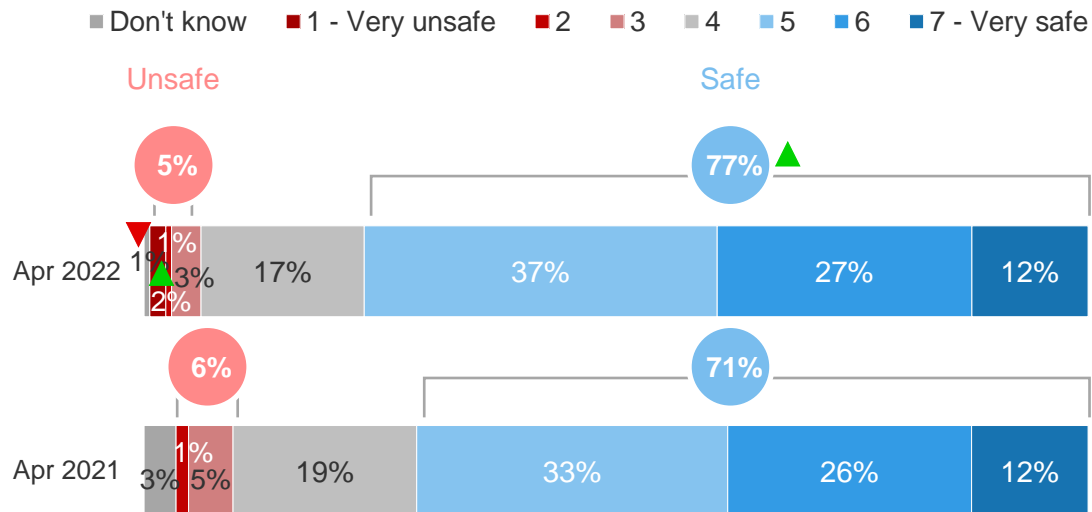
Attitudes towards safety and lower speed limits



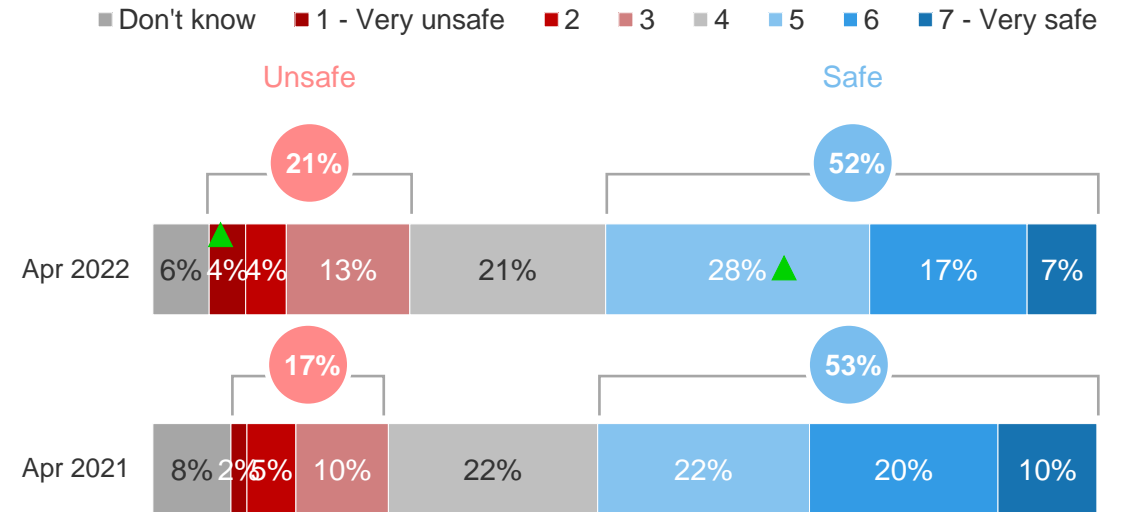
77% of residents think travelling by car in Auckland is safe, being higher than the 71% observed in 2020. Although not considered as safe as travelling by car, more consider it safe to walk in the Auckland region (52%) than unsafe (21%).

Safety of travelling around Auckland...

By car (either as a driver or passenger)



By walking

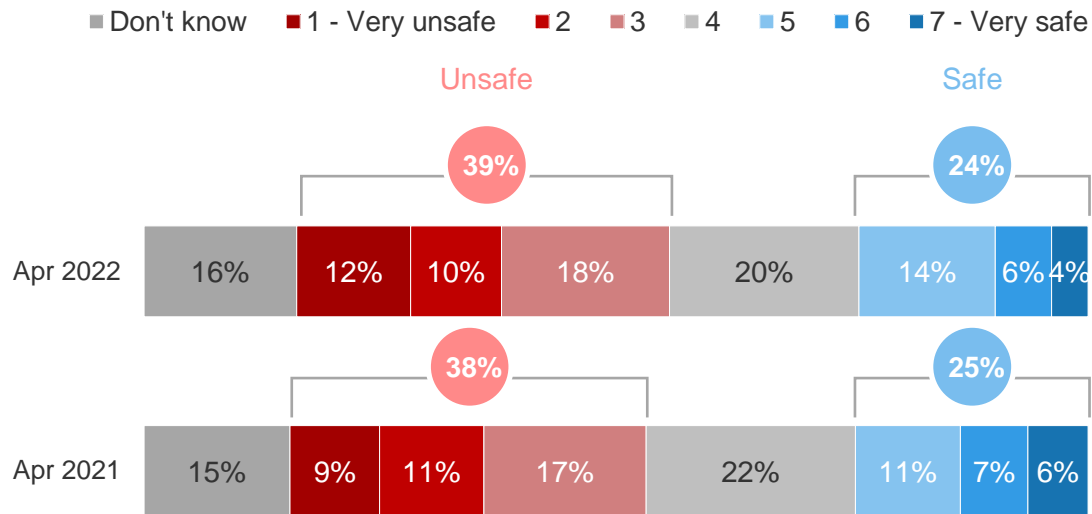


▲ = Significantly higher than previous 12 months ▼ = Significantly lower than previous 12 months

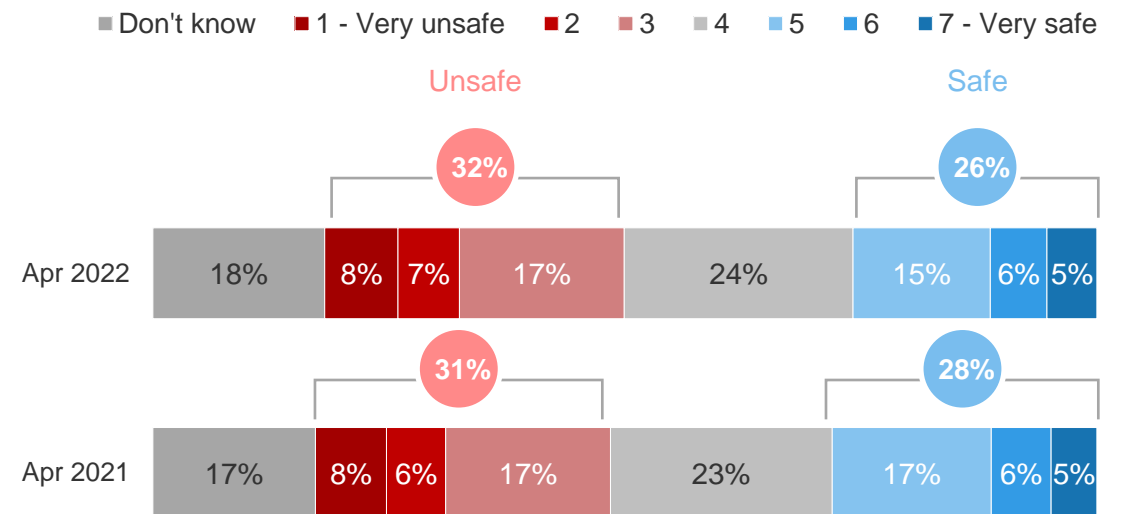
More residents think cycling or travelling by motorbike / motor scooter is unsafe than think it is safe.

Safety of travelling around Auckland...

By cycling











By motorbike / motor scooter (excluding electric scooters)



▲ = Significantly higher than previous 12 months ▼ = Significantly lower than previous 12 months

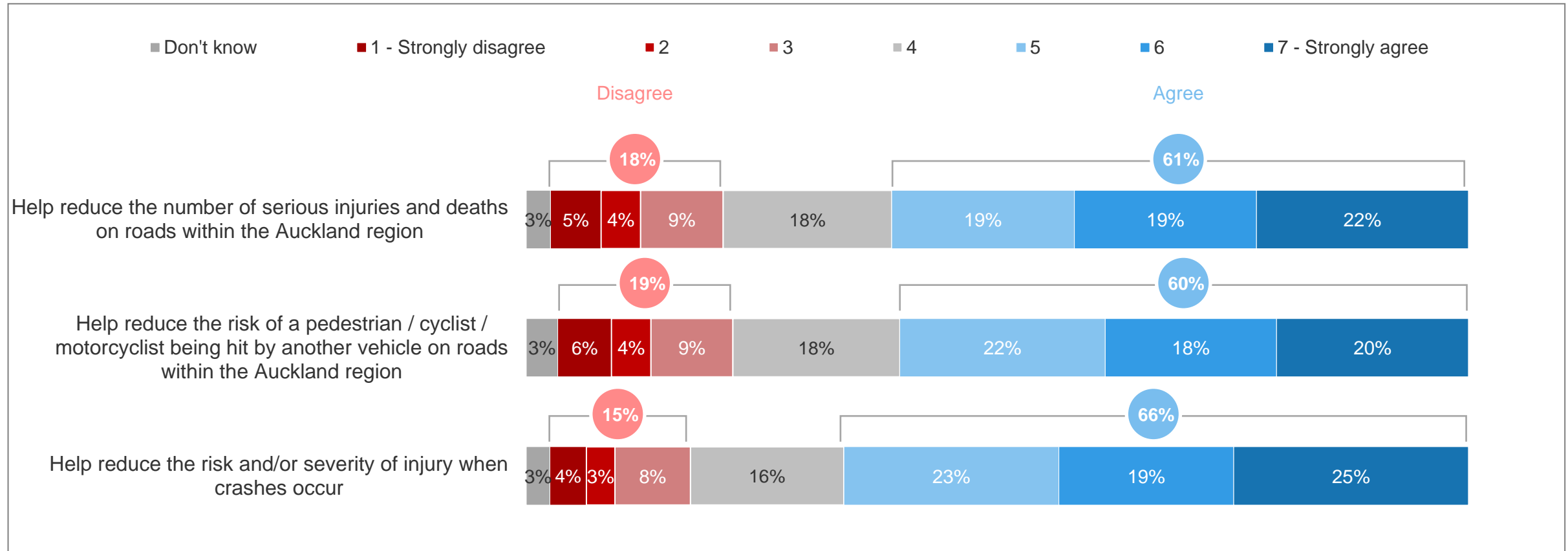
Residents aged 25 to 44 years, weekly cyclists and weekly motorbike / motor scooter riders more commonly think it is safe to travel around Auckland by cycling or by motorbike / motor scooter.

Groups which more commonly think it is unsafe / safe to travel around Auckland... (Apr-21 and Apr-22)

| | By car | | By motorbike / motor scooter | | By cycling | | By walking | |
|--|--|------------------------------|--------------------------------------|---|------------------------------|---|------------------------------|----------------------------------|
| | Unsafe (6%) | Safe (74%) | Unsafe (31%) | Safe (27%) | Unsafe (39%) | Safe (24%) | Unsafe (19%) | Safe (52%) |
|  Gender | - | - | - | - | - | - | - | Male (56%) |
|  Age | 45 to 64 years (9%) | - | - | 25 to 44 years (32%) | 45 to 64 years (46%) | 25 to 44 years (34%) | 15 to 24 years (26%) | - |
|  Ethnicity | - | NZ European / European (77%) | - | - | NZ European / European (45%) | Indian (43%) | NZ European / European (22%) | Asian (60%) Indian (61%) |
|  Occupation | - | - | Student (41%) | - | - | Employed full or part time (29%) | Student (31%) | Employed full or part time (55%) |
|  Region reside | - | - | - | Central (32%) | - | - | - | Central (60%) |
|  Live urban / rural | - | - | - | - | - | - | Rural / semi-rural (27%) | Urban (54%) |
|  Regularly travel | Rodney (11%) City / Newmarket (8%) Bays / Panmure (9%) | - | City / Newmarket (36%) East (37%) | - | Bays / Panmure (45%) | - | - | Central (60%) |
|  Weekly travel mode | - | - | Car (32%) | Bus (35%) Cycling (34%) Motorbike / motor scooter (38%) | - | Bus (32%) Cycling (39%) Motorbike / motor scooter (38%) | - | Bus (59%) Walking (57%) |

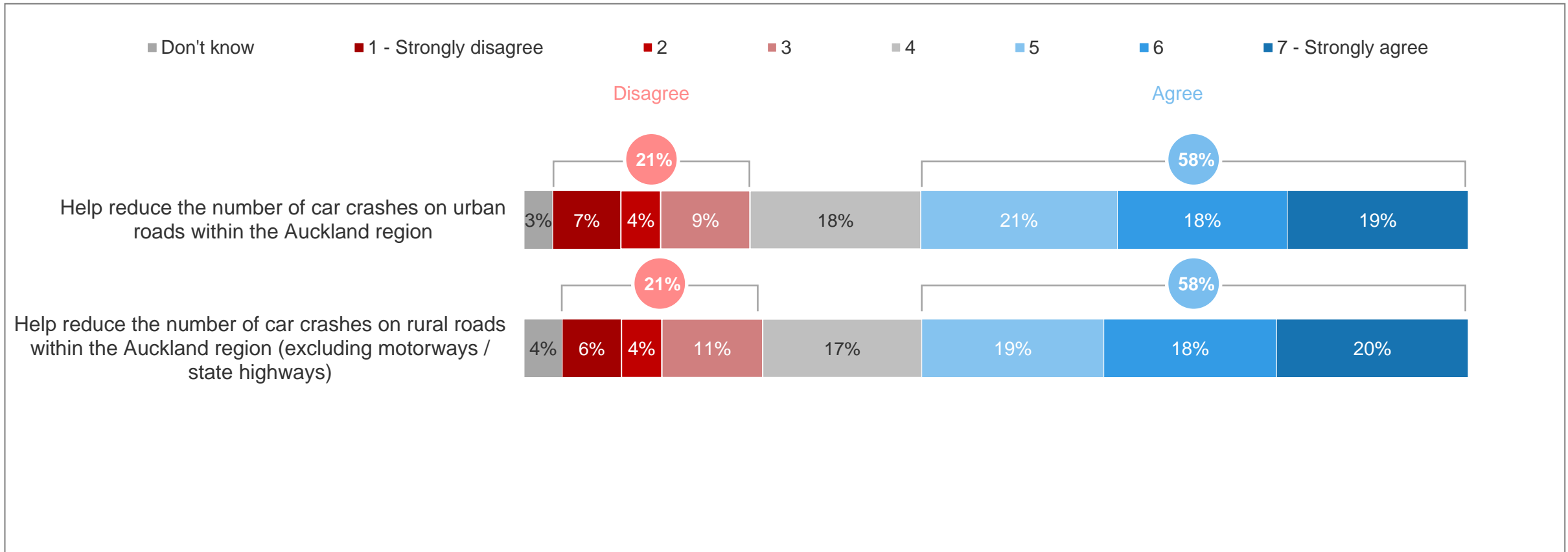
At least three in five Auckland residents agree that lower speed limits could help reduce the number of serious injuries on roads and the risk or severity of injury when a crash occurs.

Level of agreement that lower speed limits could be used to... (Apr-21 and Apr-22)



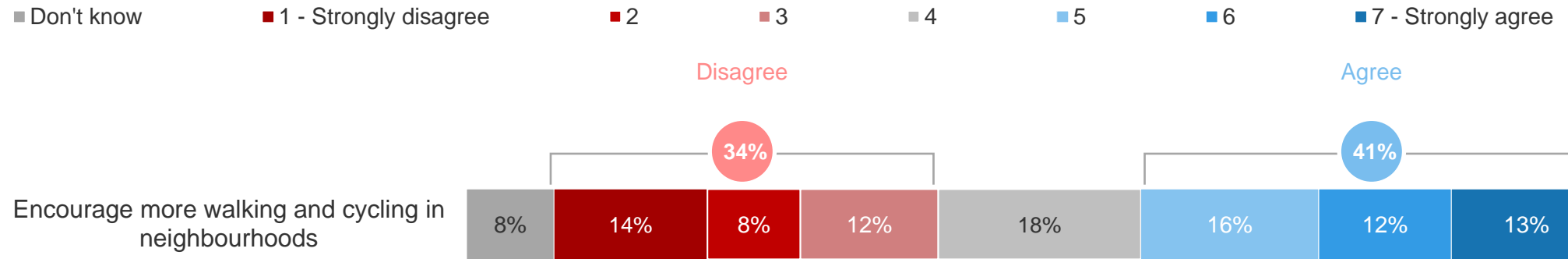
Just under three in five agree that lower speed limits could help to reduce the number of car crashes on both urban and rural roads within the Auckland region.

Level of agreement that lower speed limits could be used to... (Apr-21 and Apr-22)











Attitudes are mixed towards whether lower speed limits would encourage more walking and cycling in neighbourhoods.

Level of agreement that lower speed limits could be used to... (Apr-21 and Apr-22)











Females and Central Auckland residents are more likely to agree that lower speed limits would help to reduce serious injuries.

Groups which more commonly agree / disagree that lower speed limits could be used to... (Apr-21 and Apr-22)

| | Help reduce the number of serious injuries and deaths on roads within the Auckland region | | Help reduce the risk of a pedestrian / cyclist / motorcyclist being hit by another vehicle on roads within the Auckland region | | Help reduce the risk and/or severity of injury when crashes occur | |
|--|---|----------------------------|--|---------------|---|--|
| | Disagree (18%) | Agree (61%) | Disagree (19%) | Agree (60%) | Disagree (15%) | Agree (66%) |
|  Gender | Male (25%) | Female (68%) | Male (24%) | Female (64%) | Male (20%) | Female (72%) |
|  Age | 45 to 64 years (24%) | - | 45 to 64 years (23%) | - | - | - |
|  Ethnicity | NZ European / European (21%) | - | NZ European / European (21%) | - | - | - |
|  Occupation | Self employed (32%) | - | Self employed (36%) | - | Self employed (29%) | Retired / Homemaker / Unemployed (73%) |
|  Region reside | North Rural (31%) | Central (68%) | North Rural (31%) | Central (66%) | - | Central (72%) |
|  Live urban / rural | - | Urban (62%) | - | Urban (62%) | - | - |
|  Regularly travel | Rodney (29%) | - | Rodney (31%) | - | - | - |
|  Weekly travel mode | - | Bus (67%) Walking (64%) | - | Bus (69%) | - | Walking (69%) |

Weekly cyclists and pedestrians are more likely to agree that lower speed limits will help to encourage more walking and cycling in neighbourhoods.

Groups which more commonly agree / disagree that lower speed limits could be used to... (Apr-21 and Apr-22)

| | Help reduce the number of car crashes on urban roads within the Auckland region | | Help reduce the number of car crashes on rural roads within the Auckland region | | Encourage more walking and cycling in neighbourhoods | |
|--|---|----------------------------|---|---|--|--|
| | Disagree (21%) | Agree (58%) | Disagree (21%) | Agree (58%) | Disagree (34%) | Agree (41%) |
|  Gender | Male (28%) | Female (64%) | Male (28%) | Female (63%) | - | - |
|  Age | - | - | - | - | - | 25 to 44 years (45%) |
|  Ethnicity | - | - | NZ European / European (24%) | - | NZ European / European (39%) | Indian (54%) |
|  Occupation | Self employed (38%) | - | Self employed (32%) | - | Self employed (45%) | Employed full or part-time (43%) |
|  Region reside | - | Central (64%) | North Rural (34%) | - | North Rural (49%) | Central (48%) |
|  Live urban / rural | - | Urban (59%) | Rural / semi-rural (28%) | - | - | - |
|  Regularly travel | Rodney (33%) | - | Rodney (35%) West (26%) | - | Rodney (46%) | - |
|  Weekly travel mode | - | Bus (64%) Walking (62%) | - | Bus (64%) Cycling (65%) Walking (61%) | Car (35%) | Bus (53%) Cycling (57%) Walking (46%) Motorbike / scooter (50%) |