

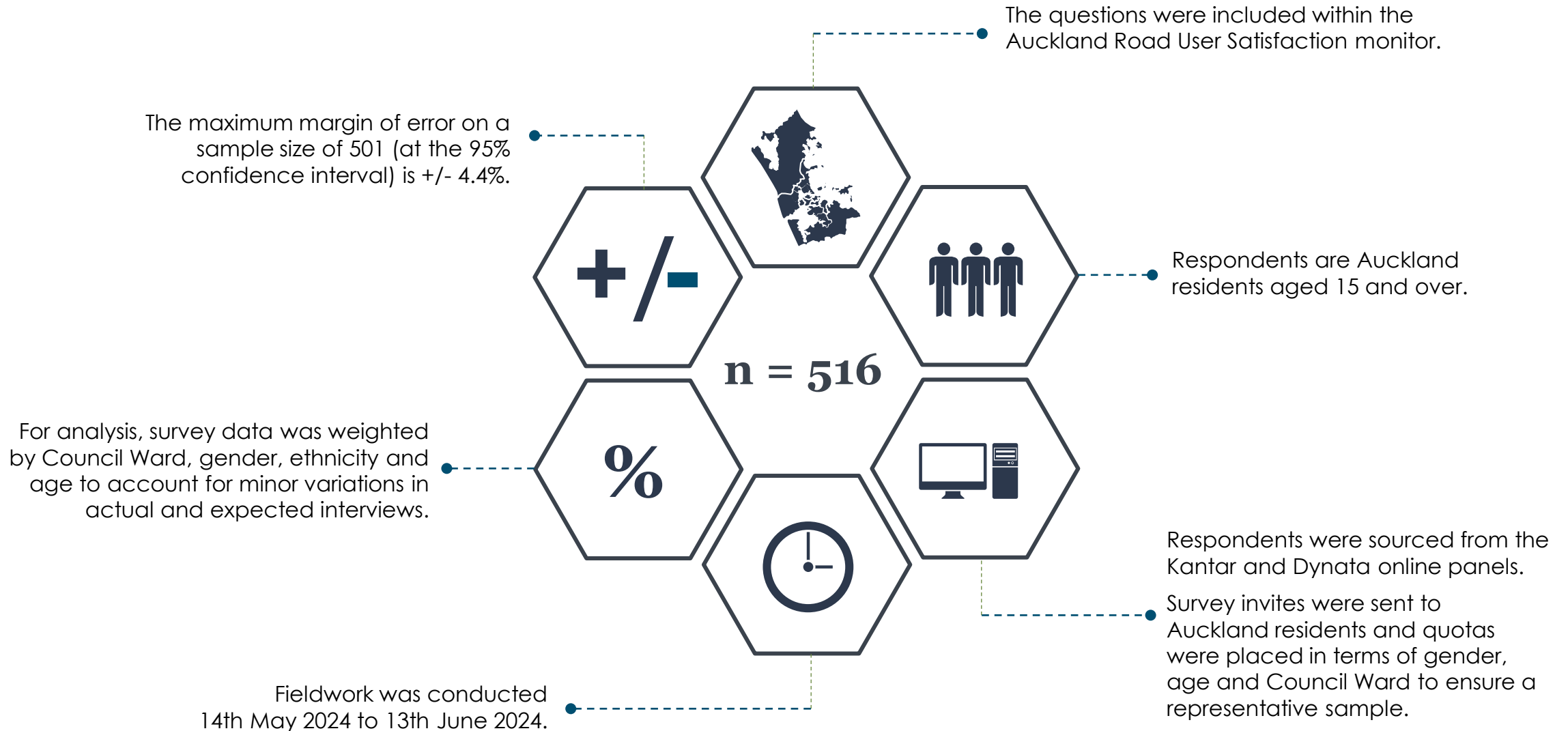
Attitudes to speed reductions 2024

Roading Satisfaction Monitor

July 2024

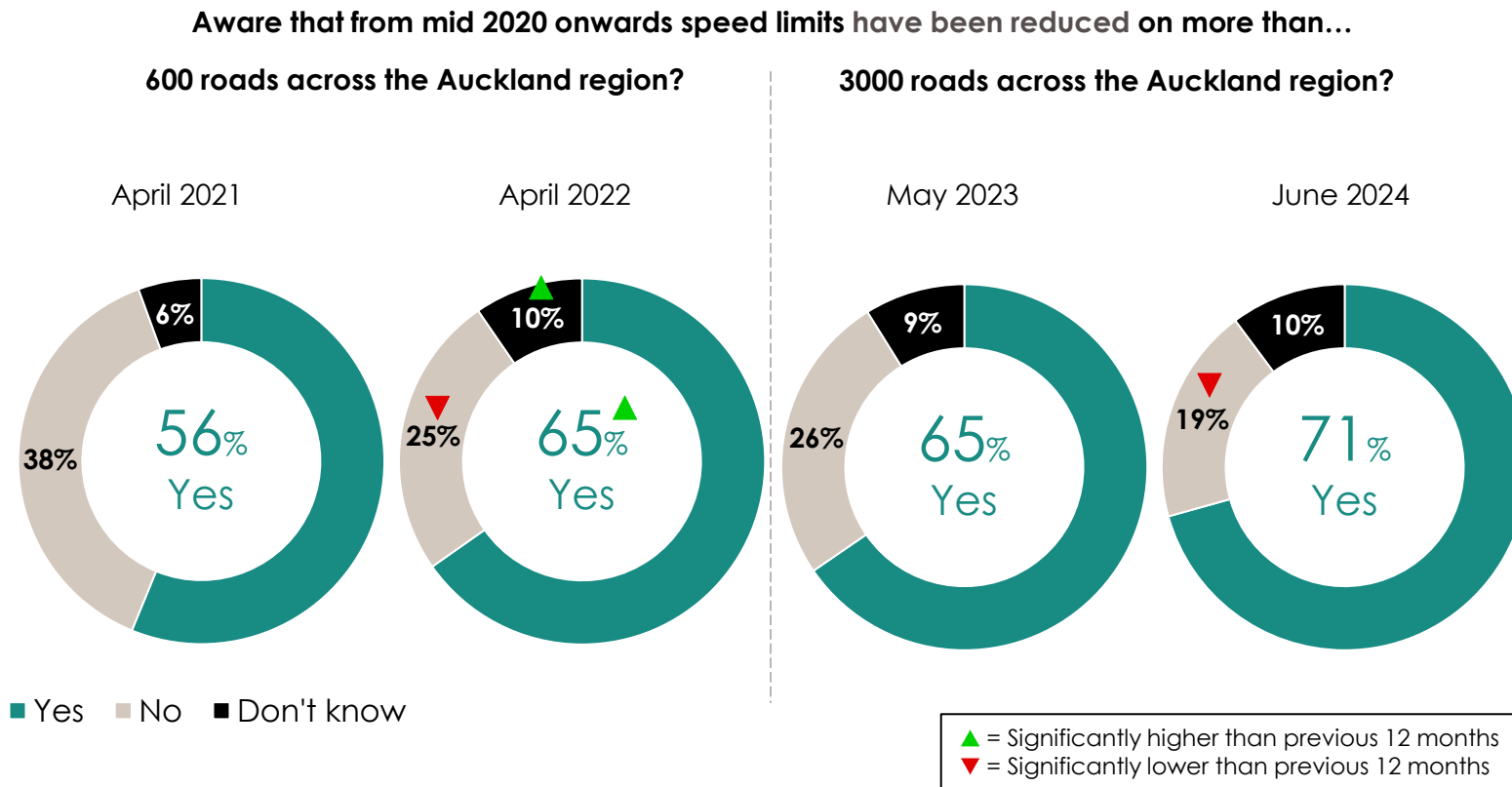


Method

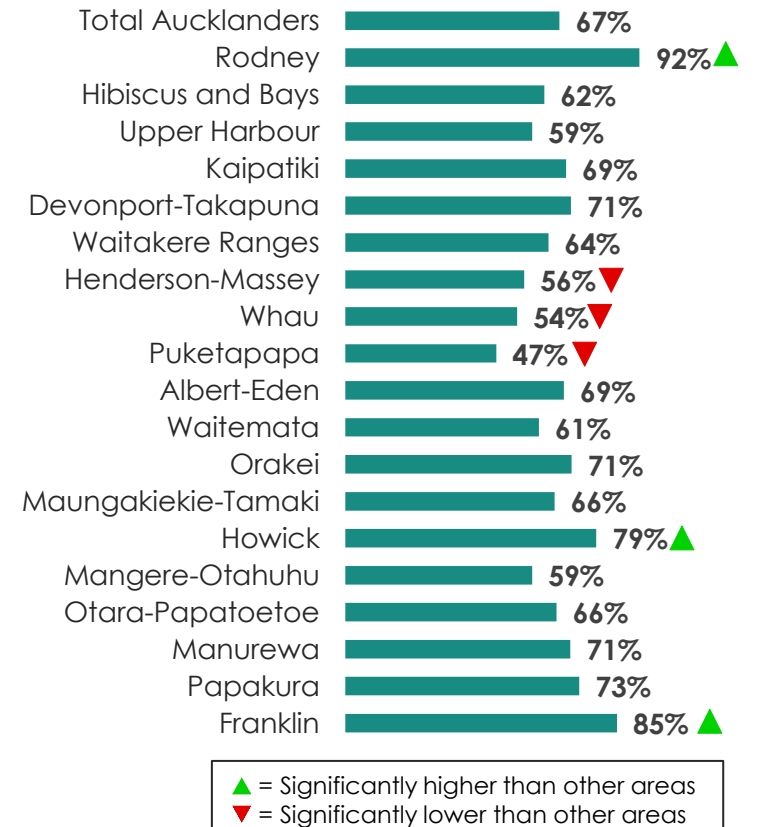


Awareness that speed limits have been reduced on more than 3000 roads across the Auckland region has increased to seven in ten, albeit not statistically significant. Awareness differs by Local Board and is highest in Rodney, Howick and Franklin.

Aware of speed limit reductions from mid 2020 on roads across the Auckland region (among Auckland residents)



By local board (April 2022, May 2023 and June 2024)

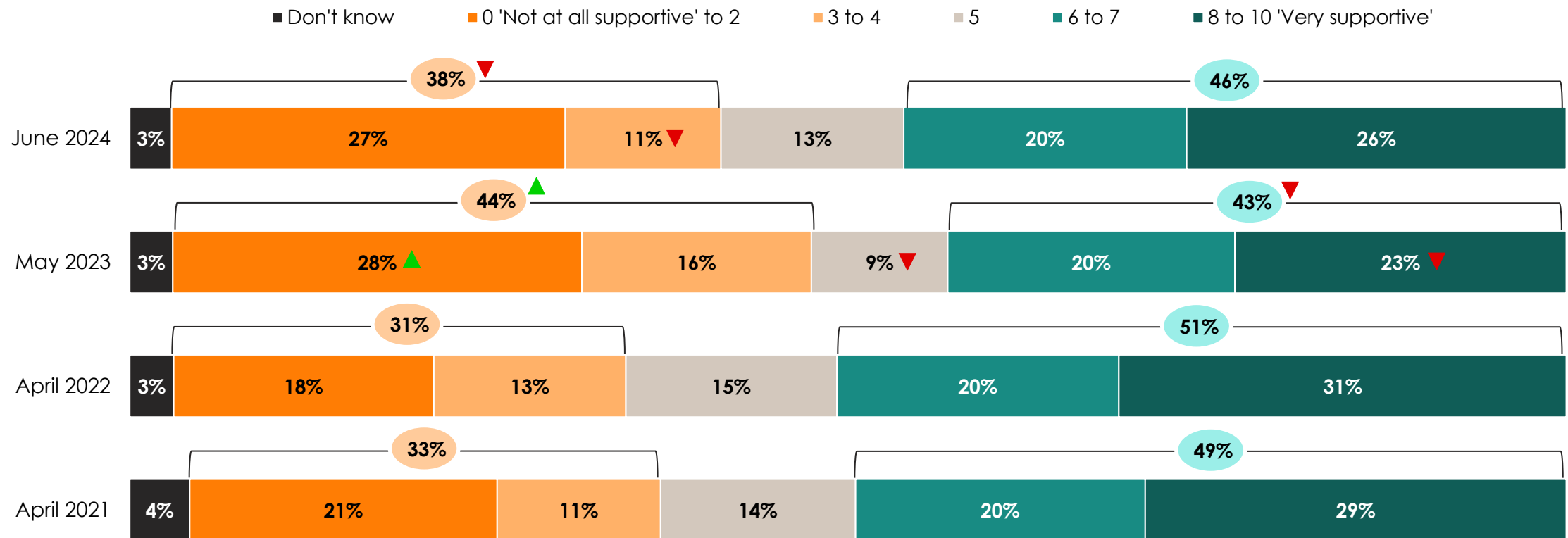


Source: 2021 / 2022 - Are you aware that from mid 2020 speed limits have been reduced on more than 600 roads across the Auckland region? 2023 / 2024 - Are you aware that from mid 2020, speed limits have been reduced on more than 3000 roads across the Auckland region?

Base: All Auckland: Jun-24 n = 501 | May-23 n = 512 | Apr-22 n = 500 | Apr-21 n = 503; All Auckland Apr-22, May-23 and Jun-24(combined) n = 1,513 | Rodney n = 90 | Hibiscus and Bays n = 70 | Upper Harbour n = 71 | Kaipatiki n = 83 | Devonport-Takapuna n = 54 | Waitakere Ranges n = 71 | Henderson-Massey n = 84 | Whau n = 91 | Puketapapa n = 51 | Albert-Eden n = 91 | Waitemata n = 89 | Orakei n = 90 | Maungakiekie-Tamaki n = 90 | Howick n = 127 | Mangere-Otahuhu n = 59 | Otara-Papatoetoe n = 119 | Manurewa n = 66 | Papakura n = 25 | Franklin n = 91

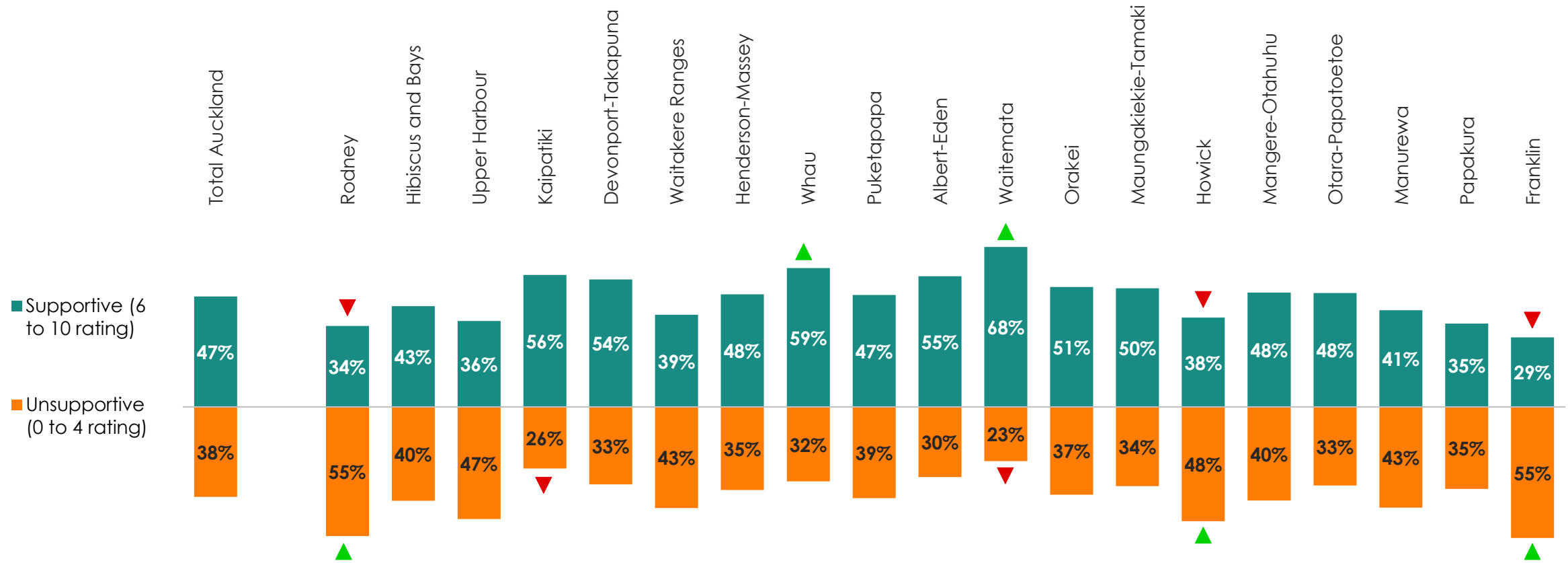
A reduction in opposition means that support is again slightly higher than opposition for the speed limit reductions on Auckland roads. However, the gap between support and opposition remains narrower than during 2022 or 2021.

Overall level of support for the speed limit reductions on Auckland roads (among Auckland residents)



Support towards the speed limit reductions differs by Local Board. Support is highest among residents from Whau and Waitemata, and opposition is highest among residents from Rodney, Howick and Franklin.

Overall level of support for the speed limit reductions on Auckland roads - by Local Board (June 2024)



Source: Overall how supportive or unsupportive are you towards the speed limit reductions on roads within the Auckland region?

Base: All Auckland Apr-22, May-23 and Jun-24(combined) n = 1,513 | Rodney n = 90 | Hibiscus and Bays n = 70 | Upper Harbour n = 71 | Kaipatiki n = 83 | Devonport-Takapuna n = 54 | Waitakere Ranges n = 71 | Henderson-Massey n = 84 | Whau n = 91 | Puketapapa n = 51 | Albert-Eden n = 91 | Waitemata n = 89 | Orakei n = 90 | Maungakiekie-Tamaki n = 90 | Howick n = 127 | Mangere-Otahuhu n = 59 | Otara-Papatoetoe n = 119 | Manurewa n = 66 | Papakura n = 25 | Franklin n = 91

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

Reasons for supporting the speed limit reductions include improved safety for pedestrians, cyclists and children, reduced risk of accident and less severity if accidents do occur, the volume of traffic on Auckland roads and people speeding.

Reasons for supporting speed limit reductions on Auckland roads (selection of verbatim responses among those rating 8 to 10 'Very supportive')

Safer for cyclists / pedestrians / children

For the safety of everyone, but particularly children and other more vulnerable people.

To keep the public safe - cyclists and pedestrians.

Safer for kids, pedestrians and cyclists. Safer to see and stop.

Pedestrian and cyclist safety, especially near schools.

The reduced speed limit makes it far safer for pedestrians and cyclists.

Safety for pedestrians and cyclists, especially kids = more people walking/cycling, fewer driving.

Safer for everyone - especially bicycles, scooters, motorbikes.

Safety of pedestrians. Safety of drivers. Creating patience on drivers.

The lower speed limits ensure safety for both drivers and passengers and pedestrians.

School zones and community central areas should be on lower speeds.

To avoid accidents / reduce the risk of accidents

Just hopefully reduces the accident and road toll numbers.

The roads are more safe, making it less likely for crashes or accidents in general to happen.

To avoid fatal accidents that can lead to traffic jams and loss of life.

Reduced speed limits are very likely to help cut down accident rates.

Less likely to be seriously injured with lower speed limits if in a car accident.

Less accidents because low speed is easier for driver control.

Auckland region has many accidents and reducing the speed helps minimise those.

Hopefully it will reduce accidents and fatalities. Slower safer driving would not cause congestion. More likely to be caused by accident hold ups.

Pedestrians are less likely to die when they're hit by cars.

Other reasons

Due to the volume of traffic and older narrow roads (compared with new ones that a built) there are area's where the reduced speed certainly adds to safety.

Because everyone goes over the allocated speed limit anyway.

Roads are getting busy now days.

Everyone needs to slow down. So many speed.

Lots of drivers speed in rural areas and in general.

People travel too fast. Impatient drivers. Accidents happen to often.

Slower means you have time to take more care.

Seems to be more irresponsible drivers and more cars on the road.

Lots of traffic.

With the rise in the number of vehicles on the roads. There are also an increase in housing where there are children and people using the pavements and crossing roads i.e. foot traffic.

Reasons for opposing the speed limit reductions include reductions being too low or unnecessary, increasing congestion and travel time, being ineffective as drivers are the issue not the speed, and making roads less safe due to driver frustration.

Reasons for not supporting speed limit reductions on Auckland roads (selection of verbatim responses among those rating 8 to 10 'Very supportive')

Speeds are too slow / reductions were not necessary	Increased congestion and travel time	Makes roads more unsafe / causes driver frustration	Lower speeds don't work / only part of the problem
<p>The roads where it is 30km/h is very low. Vehicle does not seem to be even moving at that speed.</p> <p>Some streets do not warrant lower speed limits.</p> <p>Not all were necessary. Some limits were too low.</p> <p>Some of them are too slow - e.g. Te Irirangi road, Harris/Springs road.</p> <p>Many of the roads have had unnecessary speed reductions which make no sense for that particular road.</p> <p>There are some 30km/h areas that have few pedestrians and are poorly thought out as these are main arterial routes.</p> <p>Too many areas where the speed reduction was not required.</p> <p>I have no issue with lower speed limits on side streets, however it is an issue on major roads.</p>	<p>Congestion around schools and shops.</p> <p>Causes slow down in traffic, increasing times to get from A to B. Most people ignore the reduced speed limits based on personal experience.</p> <p>Slowing everything on the road.</p> <p>Doesn't do anything for most of the roads where it's been lowered, just makes traffic worse.</p> <p>Traffic already moves slow enough with congestion.</p> <p>Reduced speed limits cause long lines of traffic.</p> <p>They impede traffic flow and create congestion in the city. Have not made any safety difference. Created major frustration for commuters.</p> <p>Completely slows down the traffic and it is hard enough to keep it flowing properly as it is.</p>	<p>A lot of people now are driving at 60-80km even though the speed limit is 80km. It causes big delays and people then over take where it is not safe to do so out of frustration.</p> <p>It builds up more traffic and makes people more likely to want to speed especially if they need to get somewhere.</p> <p>Crashes are increasing despite the reduction in speed. It's caused a lot of road rage. People speeding and tail gating. Reducing the speed only makes people impatient and angry.</p> <p>Causes driver frustration and enables poor driving decisions.</p> <p>It has made the roads more unsafe, as drivers get frustrated with other slow drivers and overtake in areas where it is not safe to do so.</p>	<p>I live on quiet rural roads where limits gone from 80km/h to 60km/h. Only accidents that I know of are from drivers excessive speeding. Locals are penalized because of them.</p> <p>Dropping it down to 30km/h seems unrealistic. The problem is the drivers not the speed limit.</p> <p>The road safety depends on the driver's skill not just speed limit restriction. This may create driver's fatigue.</p> <p>It's not the speed that cause harm, it's the bad drivers taking risks.</p> <p>Its not the speed that's the issue it's the drivers themselves.</p> <p>Speed is not the issue. Stupid drivers are the issue. The number of drivers that don't indicate, weave in traffic, follow too closely, don't look at the road as too busy on phones etc - these are the issues.</p>

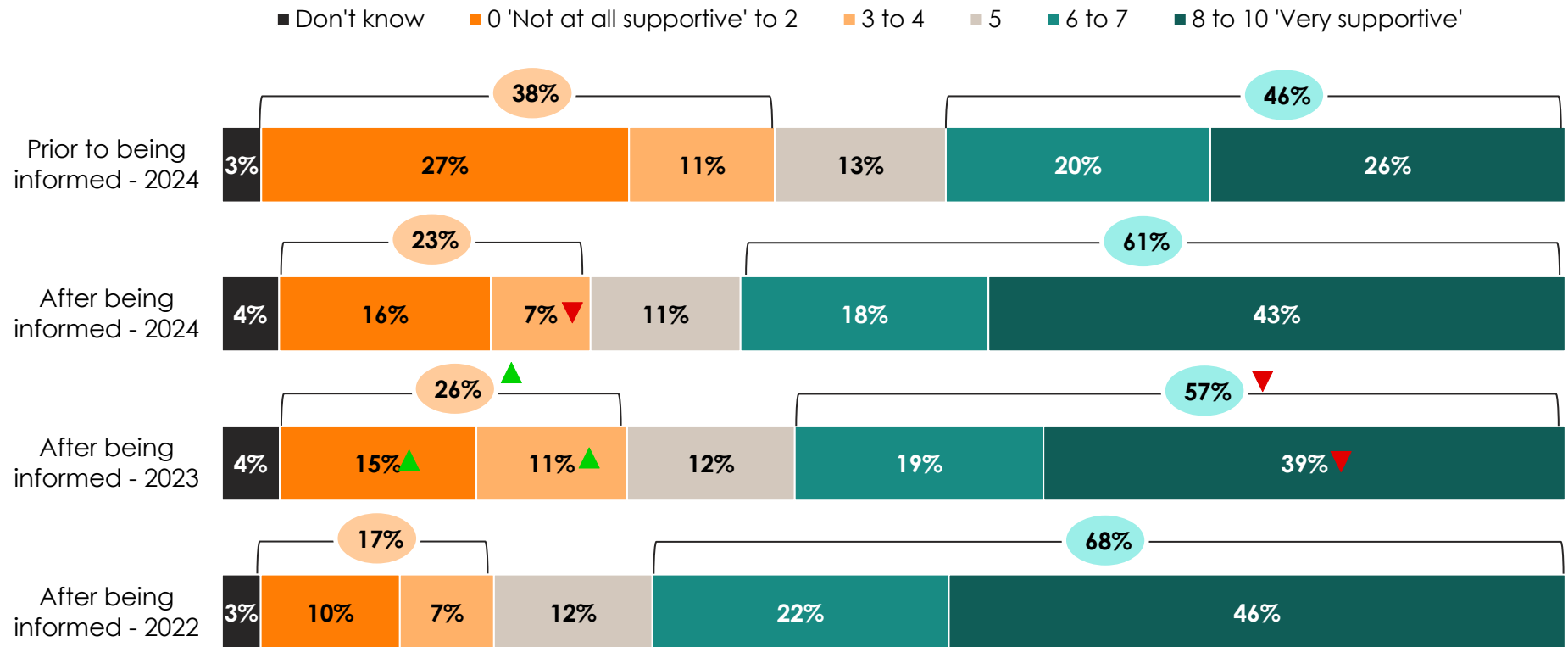
After being informed about the decrease in road deaths and serious injuries on roads where speed limits have been reduced, support for the speed limit reductions increases to 61% and opposition decreases. However, support continues to lag behind 2022 levels.

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

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

On the roads where speed limits were reduced on 30 June 2020, there has been a 30% reduction in road deaths and a 20% reduction in serious injuries in the following 24 month period (so to mid 2022).

Over the same time period, deaths on roads where speed limits were not reduced have increased by 9%.

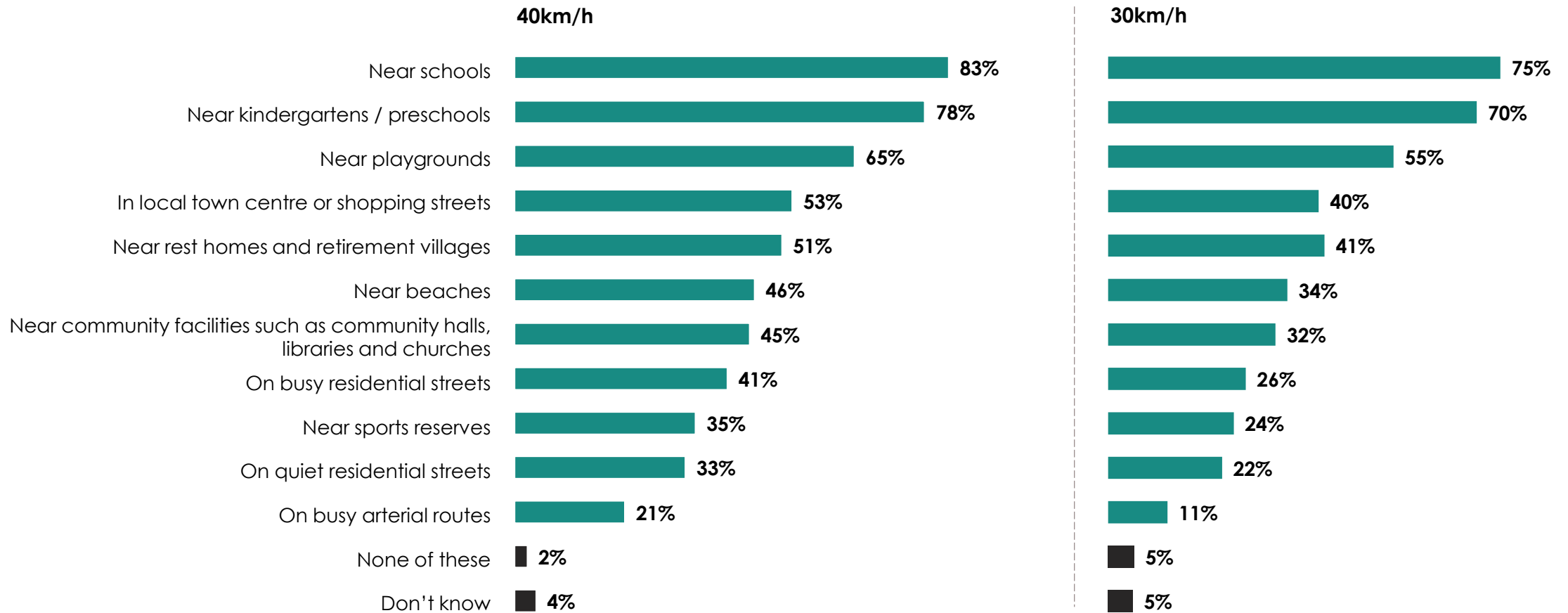


Source: With this new information, overall how supportive or unsupportive are you towards the speed limit reductions on roads within the Auckland region?

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

Once speed limits to 40km/h and 30km/h are considered, highest support is for reductions around specific areas (such as schools, kindergartens / preschools, playgrounds, local town centres and rest homes / retirement villages) than on streets in general.

Types of streets or places would support speed reductions to 40 km/h or 30 km/h (among Auckland residents, June 2024)

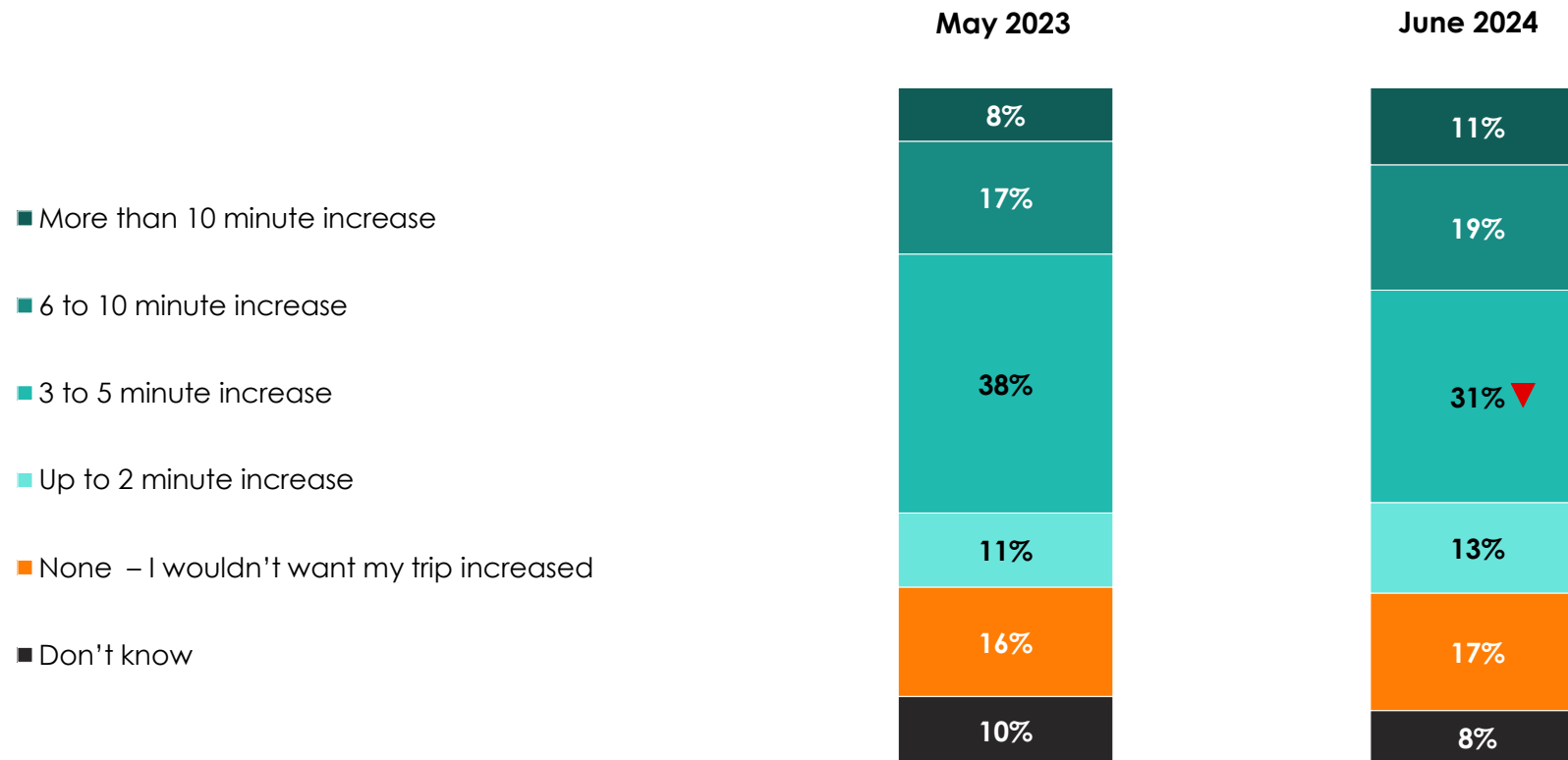


Source: On which of the following, if any, would you support speed reductions to 30 km/h in general? On which of the following, if any, would you support speed reductions to 40 km/h in general?

Base: All Auckland: Jun-24 n = 501

Three in four residents would accept some increase in travel time on a 20 minute trip if it helped make travel safer. An increase of up to 5 minutes would be acceptable to 44% while an increase of over 5 minutes would be acceptable to 3 in 10, being slightly higher than in 2023 (at 25%).

Maximum increase in travel time on a 20 minute trip would consider acceptable if it helped to make it safer to travel in Auckland (among Auckland residents)

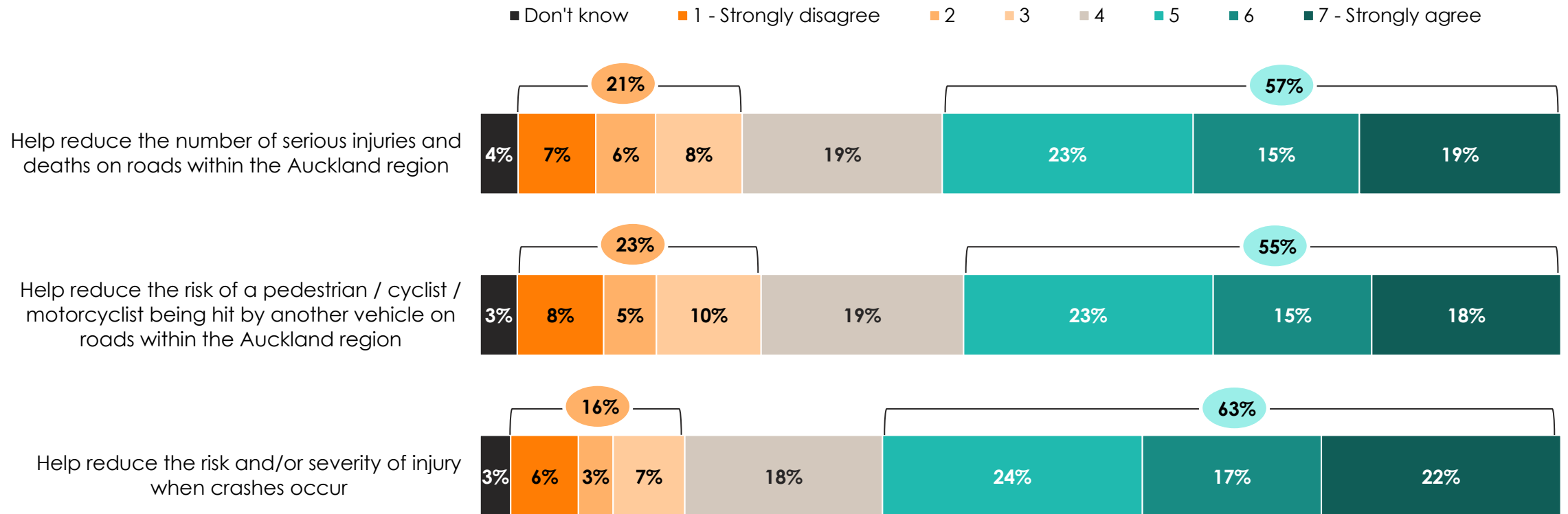


Source: Please think about a 20 minute trip in Auckland by car. What is the maximum increase in travel time (due to speed limit reductions) that you would consider acceptable if it helped to make it safer to travel in the Auckland region? Please think about the safety of all road users including cyclists and pedestrians.
 Base: All Auckland: Jun-24 n = 501 | May-23 n = 512

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

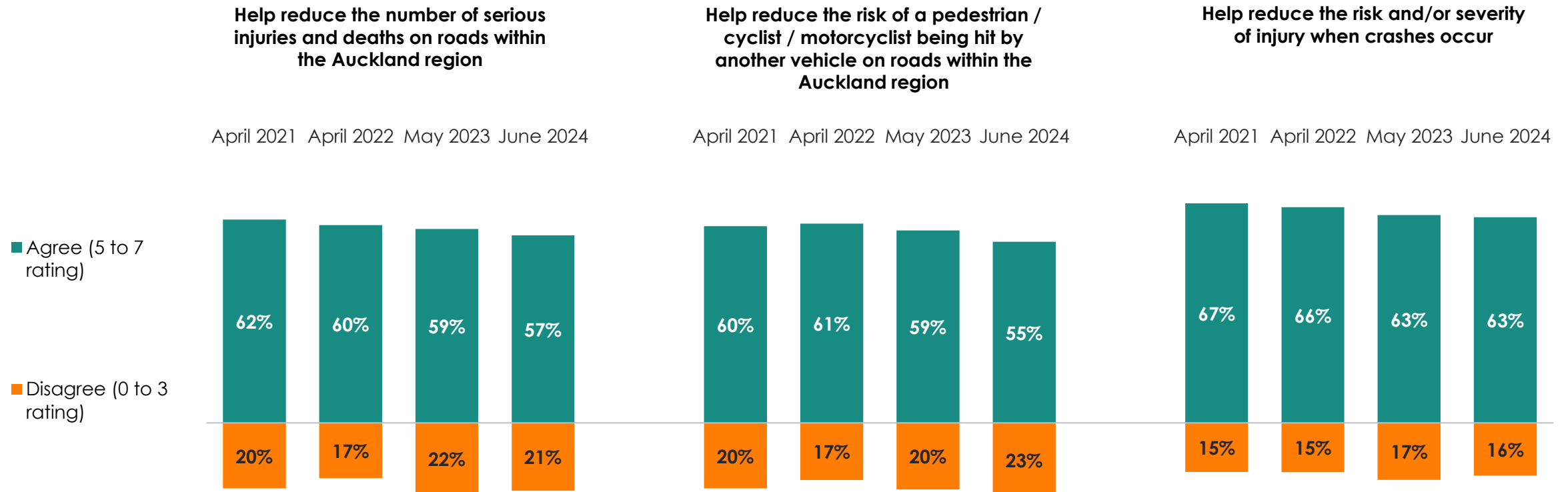
Just under 3 in 5 Auckland residents agree that lower speed limits can help to reduce the number of serious injuries and deaths on roads and the risk of a pedestrian, cyclist or motorcyclist being hit by another vehicle. Just over 3 in 5 agree that lower speed limits can help reduce the severity of injury.

Level of agreement that lower speed limits could be used to... (among Auckland residents, June 2024)



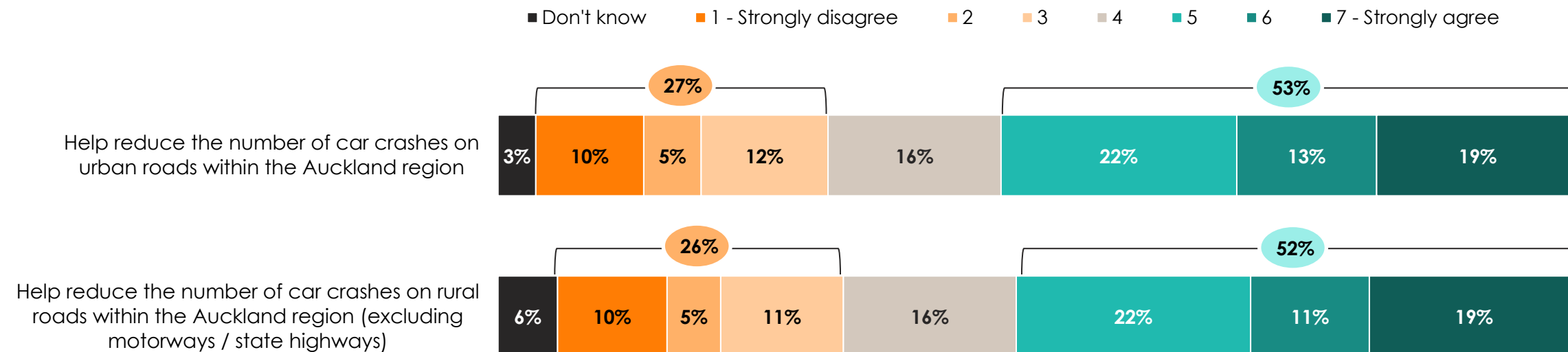
Agreement has however been slowly trending down that lower speed limits can help to reduce the number of serious injuries and deaths, the risk of a pedestrian / cyclist / motorcyclist being hit and the risk and/or severity of injury when crashes occur.

Level of agreement that lower speed limits could be used to... (among Auckland residents)



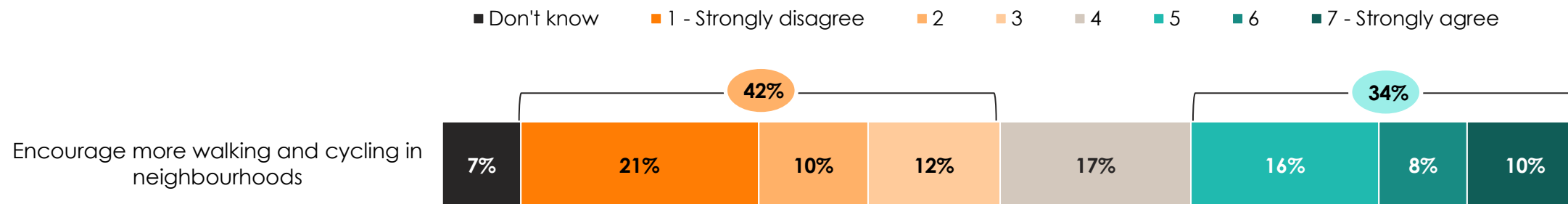
Just over half Auckland residents agree that lower speed limits could help to reduce the number of car crashes on both urban and rural roads within the Auckland region while one in four disagree.

Level of agreement that lower speed limits could be used to... (among Auckland residents, June 2024)



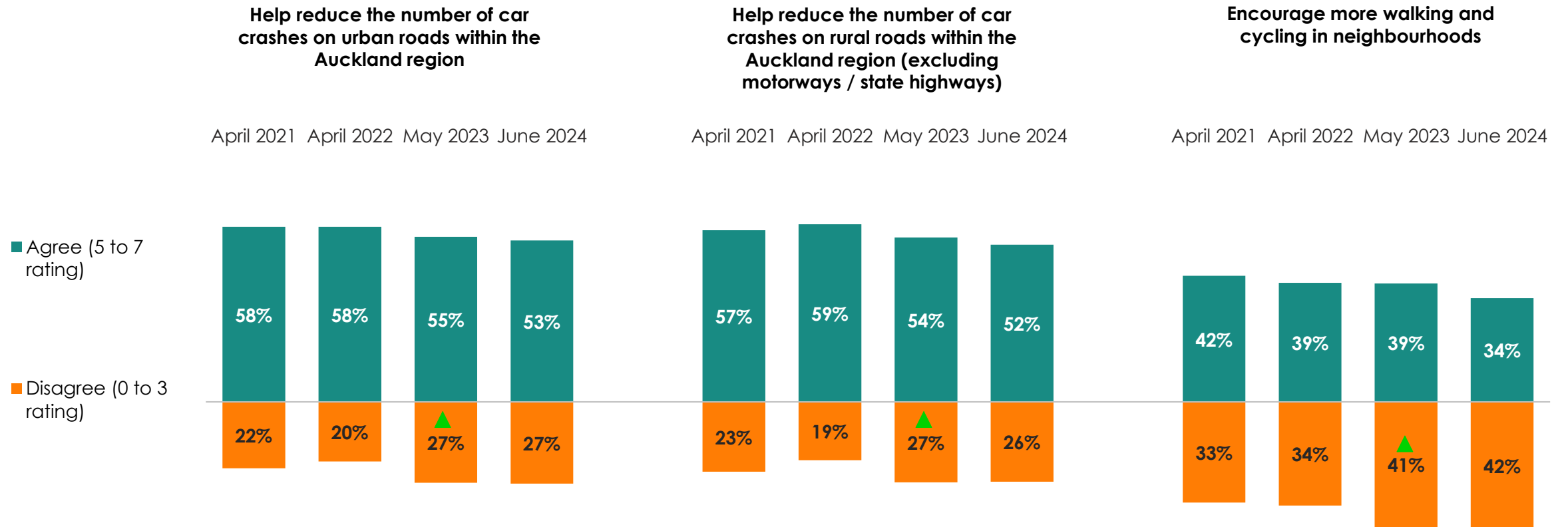
Attitudes are mixed towards whether lower speed limits would encourage more walking and cycling in neighbourhoods however slightly more residents disagree than agree.

Level of agreement that lower speed limits could be used to... (among Auckland residents, June 2024)



Agreement has reduced slightly over time that lower speed limits can help to reduce the number of car crashes on urban and rural roads and can encourage more walking and cycling in neighbourhoods.

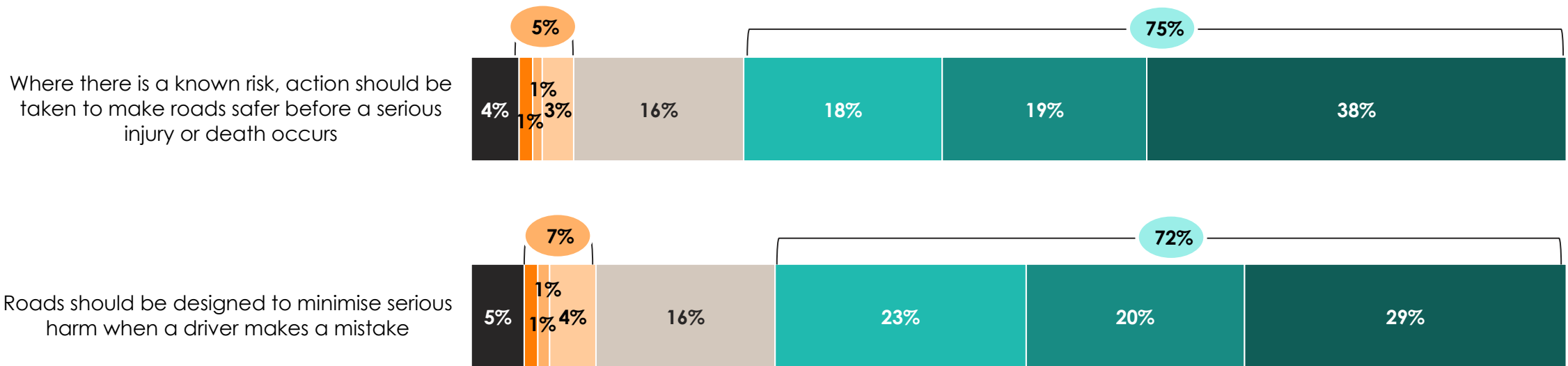
Level of agreement that lower speed limits could be used to... (among Auckland residents)



Three in four Auckland residents agree that action should be taken to make roads safer when there is a known risk, and 2 in 4 ‘strongly’ agree (rating as 7). Almost 3 in 4 also agree that roads should be designed to minimise serious harm when a driver makes a mistake.

Level of agreement towards attitude (among Auckland residents, June 2024)

■ Don't know ■ 1 - Strongly disagree ■ 2 ■ 3 ■ 4 ■ 5 ■ 6 ■ 7 - Strongly agree

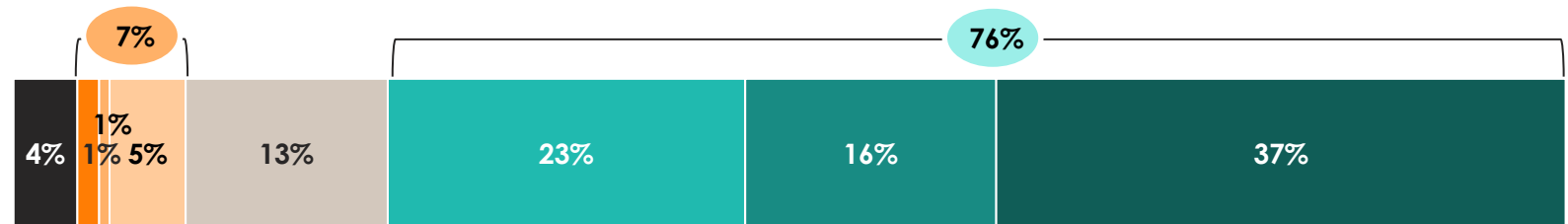


Three in four Auckland residents agree there should be safe speed limits in areas surrounding schools, not just outside the school gate. Although 3 in 5 agree speed limits for local roads should be set by local councils rather than the central government, there is a low level of disagreement at 14%.

Level of agreement towards attitude (among Auckland residents, June 2024)

■ Don't know ■ 1 - Strongly disagree ■ 2 ■ 3 ■ 4 ■ 5 ■ 6 ■ 7 - Strongly agree

There should be safe speed limits to protect children walking or cycling to school in areas surrounding schools, not just outside the school gate



Speed limits for local roads should be set by local councils rather than central government

