

Attitudes towards Speed Reductions on Auckland Roads

Roading Satisfaction Monitor
June 2023



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1.

Key out-takes

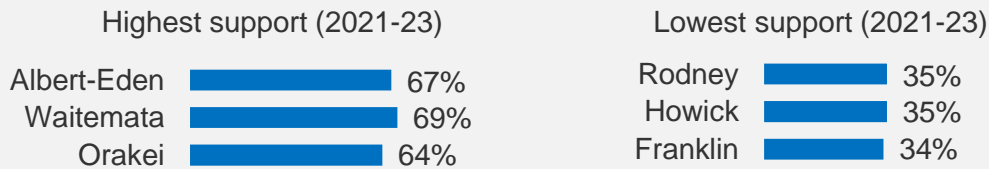


1 As many residents now oppose as support the speed limit reductions overall within Auckland – although this improves when told about the decrease in road deaths.

Due to an increase in opposition and decrease in support, opposition now matches support overall for the speed limit reductions within Auckland.



Looking across 2021 to 2023, support differs by local board and is highest among residents from Albert-Eden, Waitemata and Orakei, and lowest among residents from Rodney, Howick and Franklin.



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 57% and opposition decreases. However, support continues to lag behind 2022 levels (at 68%).



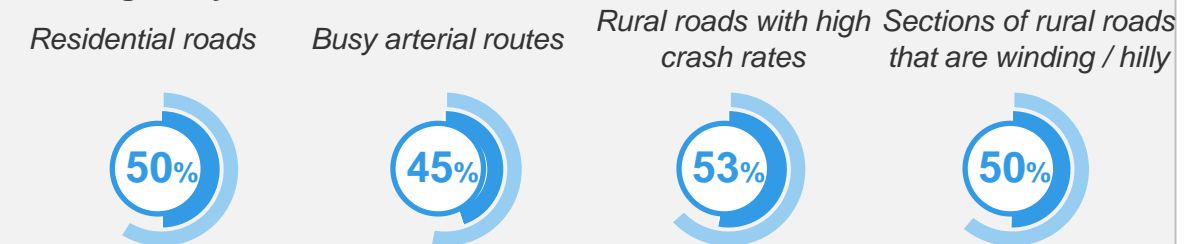
2 Support has also decreased for speed limit reductions in most types of areas and on most types of roads.

Support remains highest for speed limit reductions near schools, kindergartens or other community facilities at 74%.

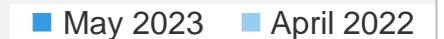
Around half support lower speed limits within the CBD, local town centres and busy urban areas with pedestrians, cyclists and motorcyclists.



Similarly, around half support speed limit reductions on residential roads, busy arterial routes and rural roads with high crash rates or that are winding / hilly.



All levels of support are lower than in 2022.



3 Speed limit changes in local neighbourhoods have helped to improve perceptions of safety and encouraged an increase in walking, and to a less extent cycling.

Almost 3 in 5 residents have experienced speed limit changes in their local neighbourhood.

Among those with local speed limit changes, the reductions have helped to make it feel safer to drive, walk and cycle for around three in ten.



One in four with local speed limit reductions claim to walk more often and just over one in ten to cycle more often as a result. However, this differs by age and around 35% of under 45s claim to walk more often and 20% to cycle more often.

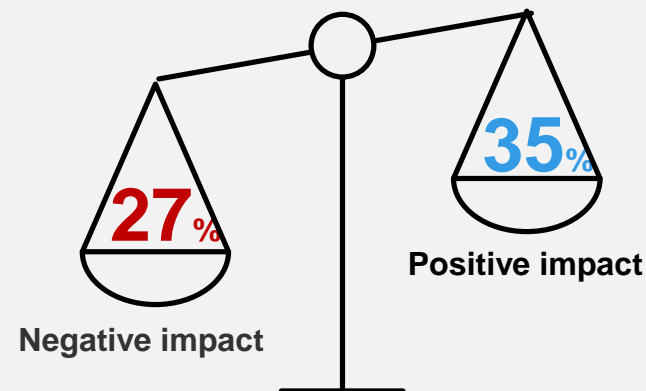


Despite these improvements, residents with local speed limit changes are slightly more likely to oppose (51%) than support (39%) speed limit reductions overall.



4 Attitudes are mixed towards the overall impact that the speed limit reductions across the region have had on residents personally and how they live.

One in three residents think speed limit reductions have had a positive impact on how they live. However, almost as many (27%) feel negatively impacted.



Weekly bus passengers and weekly cyclists more commonly feel positively impacted by the speed limit reductions at one in two.

North Rural and South Rural residents more commonly feel negatively impacted at one in two.

Among those with local speed limit changes, almost as many think the impact on themselves has been negative (35%) as positive (40%).

5 The positive impacts of speed limit reductions include feeling safer, fewer accidents, and perceptions of drivers being more careful and considerate.

Residents who feel positively impacted by the speed limit reductions, either locally or regionally, more commonly cite:

Feeling safer when walking, cycling and driving.

It's very safe for children and people in the local neighbourhood to travel around in the community.

I worry less about my children walking to and from the bus stop. We are able to increase our cycling along the roads.

Fewer accidents, and less risk of accidents or injury.

I have seen less near misses and minor accidents happening.

Reducing the risk of being hit by cars.

Drivers being more careful and considerate.

Forces people to slow down and be more considerate.

People seems to taking more care which is great.

Some drivers report feeling more calm.

Driving more calmer e.g., not worrying about the other car, in front, back or the other lane.

6 Increased congestion, longer travel times, driver frustration, other drivers being impatient and the reduced speed limits not being followed are the more commonly mentioned negative impacts of speed limit reductions.

Residents who feel negatively impacted by the speed limit reductions, either locally or regionally, more commonly cite:

Increased congestion, poorer traffic flow and longer travel times .

It takes me longer to get places and has slowed all the traffic down, causing more congestion.

More traffic, more hassle and takes more time.

Feeling more stressed and frustrated .

Frustrating to have time added to commutes due to the decreased speed limit when it already takes so long to travel in Auckland.

Spoiling my driving experience.

Poor behaviour of other drivers due to impatience including tail gating, passing and driving dangerously.

People who refuse to drive the speed limit, drive dangerously and close behind my car to make me go faster.

Trying to travel at new limit gets you tailgated, tooted and passed.

Local speed limit reductions not being adhered to.

Most drivers simply ignore the new speed limit.

Have not found drivers adhering to the new limit.

2.

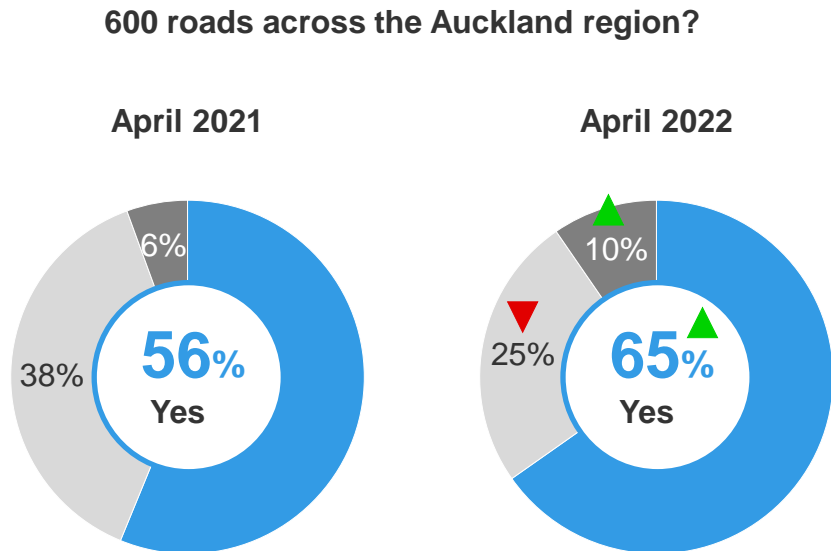
Awareness and overall support



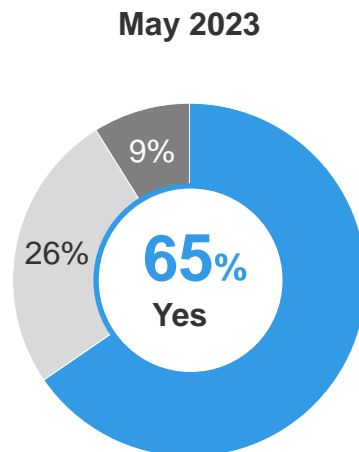
Just under two in three residents are aware that speed limits have been reduced on more than 3000 roads across the Auckland region, being consistent with 2022. Awareness differs by local board and is highest among Rodney and Franklin residents.

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

Aware that from mid 2020 onwards speed limits **have been reduced** on more than...



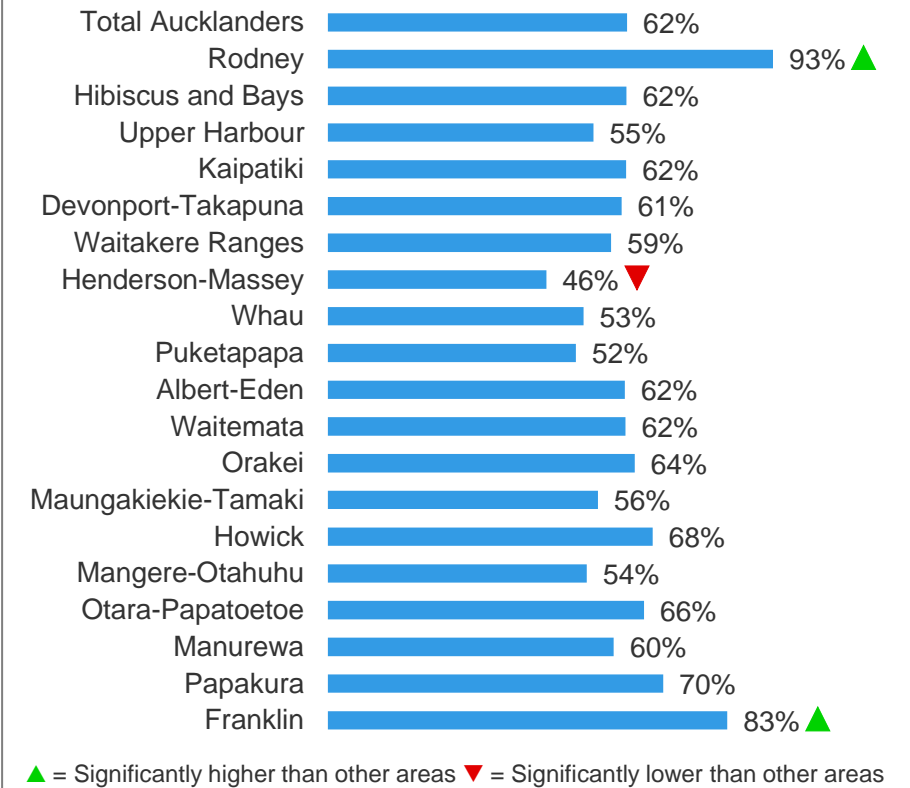
3000 roads across the Auckland region?



■ Yes ■ No ■ Don't know

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

By local board (April 2021, April 2022 and May 2023)



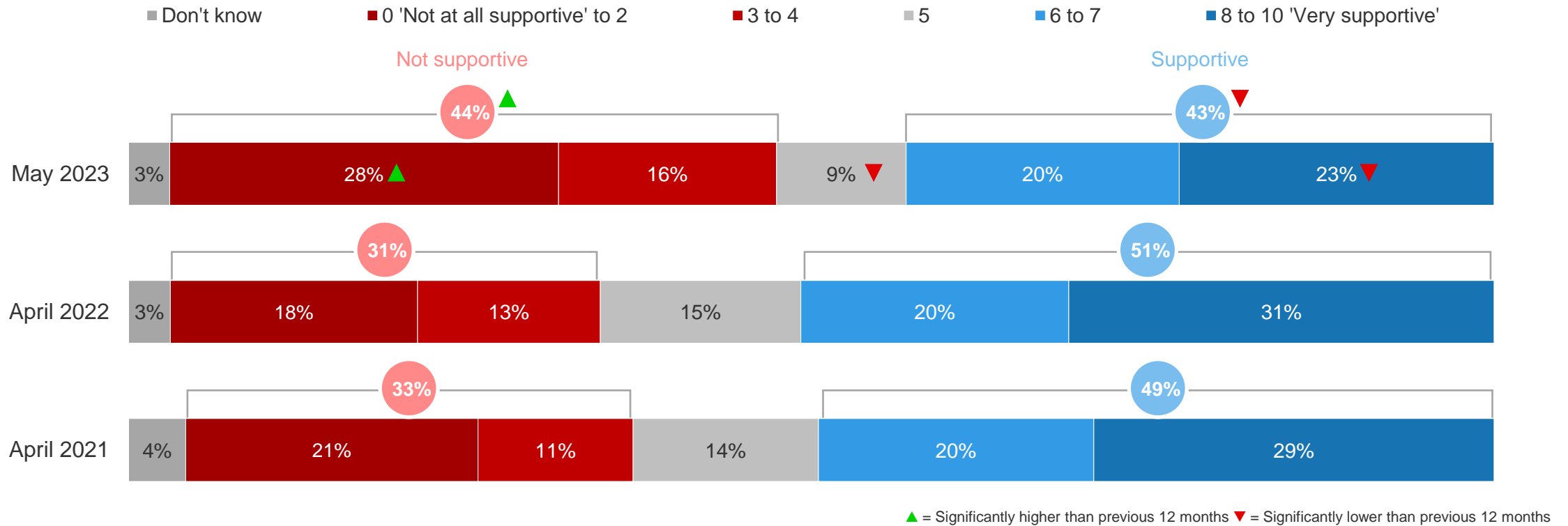
▲ = Significantly higher than other areas ▼ = Significantly lower than other areas

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

Base: All Auckland May-23 n = 512 | Apr-22 n = 500 | Apr-21 n = 503; All Auckland Apr-21, Apr-22 and May-23 (combined) n = 1,515 | Rodney n=93 | Hibiscus and Bays n=67 | Upper Harbour n=74 | Kaipatiki n=84 | Devonport-Takapuna n=53 | Waitakere Ranges n=74 | Henderson-Massey n=81 | Whau n=90 | Puketapapa n=50 | Albert-Eden n=90 | Waitemata n=90 | Orakei n=89 | Maungakiekie-Tamaki n=90 | Howick n=128 | Mangere-Otahuhu n=66 | Otara-Papatoetoe n=113 | Manurewa n=68 | Papakura n=24 | Franklin n=91

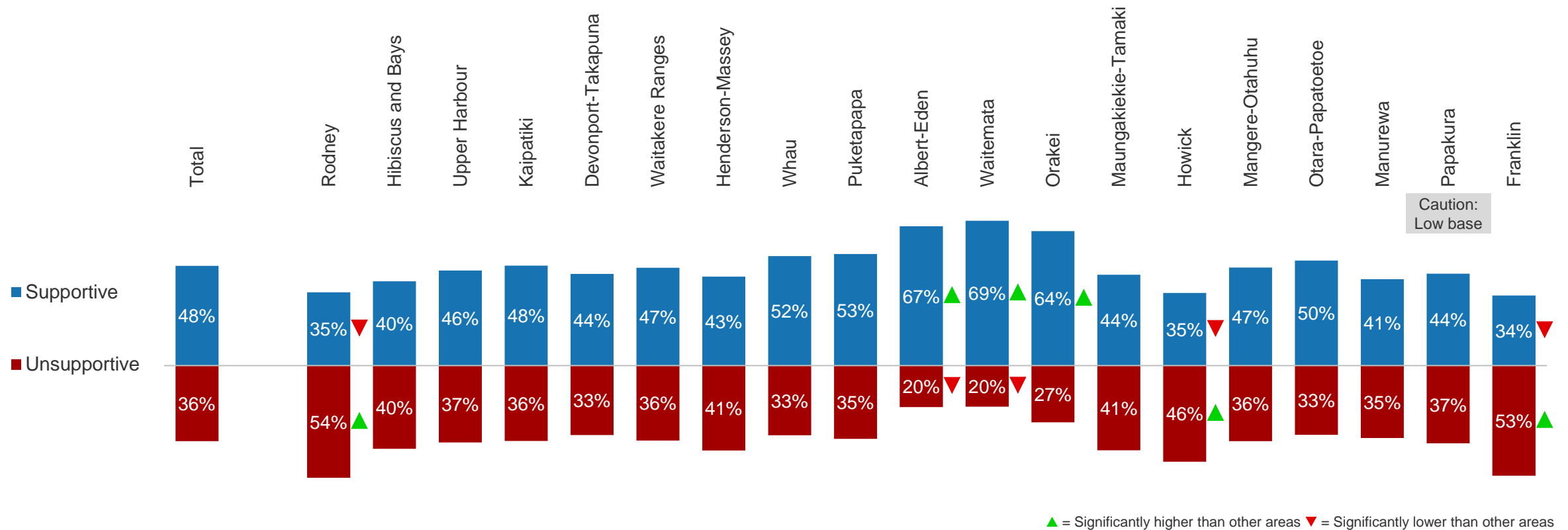
Due to an increase in opposition and decrease in support, opposition (at 44%) now matches support (at 43%) overall for the speed limit reductions within Auckland.

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











Support for the speed limit reductions overall is highest among residents from Albert-Eden, Waitemata and Orakei. 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 (April 2021, April 2022 and May 2023)



Women, residents either living or regularly travelling within Central Auckland, weekly bus passengers, weekly cyclists 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 (April 2021, April 2022 and May 2023)

		Not supportive (36%)	Supportive (48%)
	Gender	Men (42%)	Women (52%)
	Age	-	-
	Ethnicity	NZ European / European (40%)	Asian peoples (52%)
	Occupation	Self employed (52%)	-
	Region reside	North Rural (54%) South Rural (53%)	Central Auckland (61%)
	Live urban / rural	Rural / semi-rural (46%)	Urban (49%)
	Regularly travel	Rodney (50%) East (42%) Franklin (48%)	Central (52%)
	Weekly travel mode	Car (37%)	Bus (59%) Cycling (54%) Walking (52%)

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.

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

- Safer for children to walk to and from school. Lower speed limits allows them to be seen.
- It is for the safety of the pedestrians, cyclers, and other vehicles as well.
- Safer for pedestrians.
- Safer for all road users.
- I'm a pedestrian on most days so I support reducing speed limits for my safety.
- Increased safety for pedestrians.
- Keeping the roads safer for everyone.
- Safety for pedestrians, especially around schools.
- It makes it a lot safer and drivers have to abide by the rules because it makes it safer for everyone.
- Safer for drivers and pedestrians.
- it's safer for kids and reduces the chances of harm from crashes.

To avoid accidents / reduce the risk of accidents

- To avoid road accidents.
- Less crashes around the area.
- Less accidents on roads, near built up areas, school and shopping areas.
- This can prevent car accidents.
- To avoid accidents in populated areas.
- Less accidents and more safe.
- Reduces accidents especially during peak hours at school zones.
- Less accidents, less severity among accidents.
- Slower cars means less risk.
- I think the speed limits have been too high and speed is a contributor to the cause of accidents.
- Less accidents, and fewer people getting hurt and losing their lives.
- It helps to avoid accidents.
- Too many accidents because people speed.

Other reasons

- Bring road toll down. Less pressure to drive fast from other motorists and more fuel efficient.
- Too many people die on the roads so reducing speeds is one way to help reduce this.
- People drive irresponsibly and unfortunately these are the consequences to keep everybody safe. I'm all for it.
- Able to stop quicker when required.
- The higher the speed, the higher the risk.
- High pedestrian areas, high number of vehicles exiting / entering the road need lower speed limits for safety.
- Because most roads are not up to scratch.
- My neighbourhood was reduced to 30kmph and it feels more calm and relaxing when I am driving around or walking the dog.
- Feels much safer around rural / open roads.
- Our roads have too many twist and turns to be safe to travel down at high speeds.

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 4)

Speeds are too slow / reductions were not necessary

- Some speed limits have been applied to roads that don't really need the extra decrease.
- Franklin roads could have been 90 – 100km/h.
- 80km/h is too slow on a good country road.
- Crazy slow in some areas, very frustrating trying to drive that slow, put them back up.
- It's way to slow - causes more problems.
- 30km/h is just too slow especially when you already have traffic lights.
- They are too slow and have been dropped too far. Also difficult knowing the speed.
- Far too slow around the city and Riverhead Coatesville Highway. Too many changes is also confusing as to how fast you are meant to be going.
- They are not necessary, waste of time and it is very difficult to drive at 30km/h.
- Some of the new speed limits are ridiculously slow.
- Driving at 30km/h is impossible.

Increased congestion and travel time

- Just makes everything even more congested with slow flow of traffic.
- It seems to slow the flow of traffic.
- Builds more traffic and less flow. Also time consuming.
- Will only slow traffic and add to congestion with no improvement in safety.
- More traffic and slower commute times. Speed isn't the only way to make roads safe. Council should concentrate on designing and maintaining safe roads.
- It creates more traffic, it takes longer to get to your destination.
- It makes journeys longer and drivers get impatient.
- Traffic is already terrible so driving slower makes the drive to work even slower.
- Traffic flow is disrupted, causing drivers frustration leading them (including bus drivers) to run red lights thus endangering pedestrians and other road users.
- It slows down traffic and adds to congestion.

Lower speeds don't work / only part of the problem

- The speed is not the problem it's the drivers.
- Reducing speed does not increase driver carefulness or awareness.
- Personally I think it's not speed that kills, it's the lack of attention and unskilled drivers.
- Reducing the speed isn't going to help the fact that the poor conditions of our roads need fixing. Speed is only a small percentage of crashes. Usually conditions of our roads are the main cause.
- The cause of accidents are the drivers, speed is only part of the problem, so is road conditions and mobile phones and doing your hair.
- Lack of policing, therefore others ignore the reduced speeds.
- Reduction of speed limits didn't have much effect, drivers still going the old speed limit.
- No one obeys the 30km/h limit. There is no visible presence to control it.
- Speeds are not the problem, road condition is.

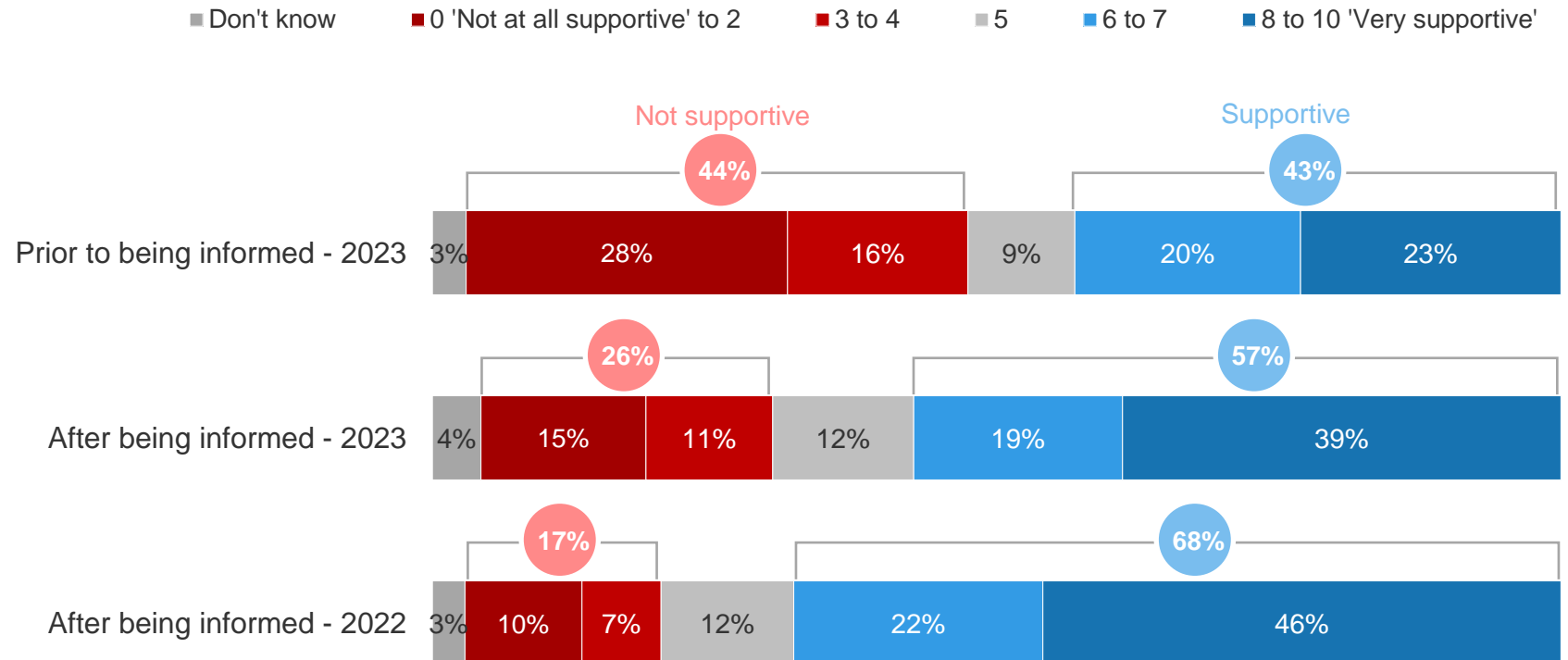
After being informed about the decrease in road deaths and serious injuries on roads where speed limits have been reduced, support for the speed limit reductions increases to 57% and opposition decreases. However, support continues to lag behind 2022 levels.

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

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%.



3.

Speed limit reductions in different types of areas

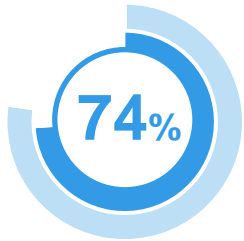


Support has decreased over the past 12 months for speed reductions in most types of areas and on most types of roads. Auckland residents remain most supportive of speed limit reductions near schools, kindergartens or other community facilities.

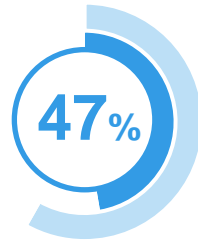
Supportive of speed limit reductions... (May 2023) ⁽¹⁾

■ May 2023 ■ April 2022

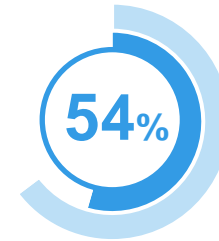
Near schools, kindergartens or other community facilities



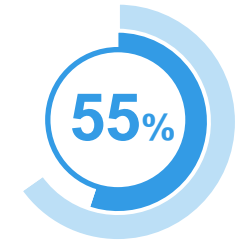
Within the Auckland City centre (CBD)



In local town centre or shopping streets



In urban areas with large numbers of pedestrians, cyclists or motorcyclists



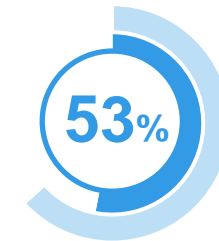
On residential roads



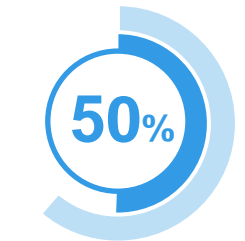
On busy arterial routes



On rural roads with high crash rates



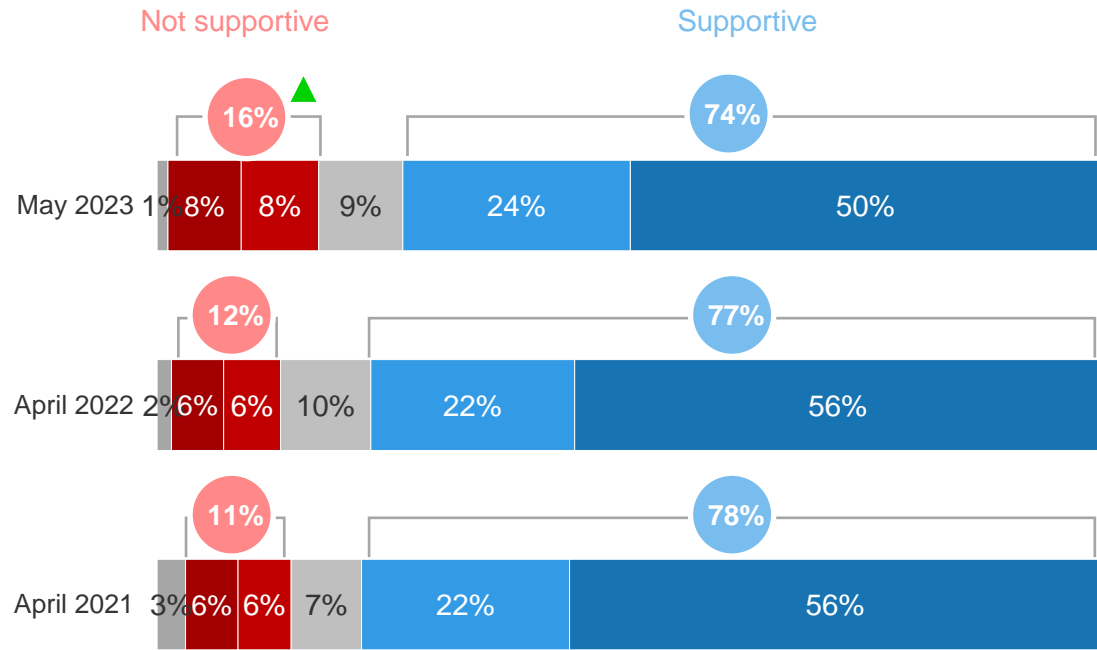
On sections of rural roads that are winding / hilly



Three in four residents continue to support reduced speed limits near schools, kindergartens or other community facilities and half strongly so (rating as 8 to 10). Although still low, there has been a small increase in opposition to 16%.

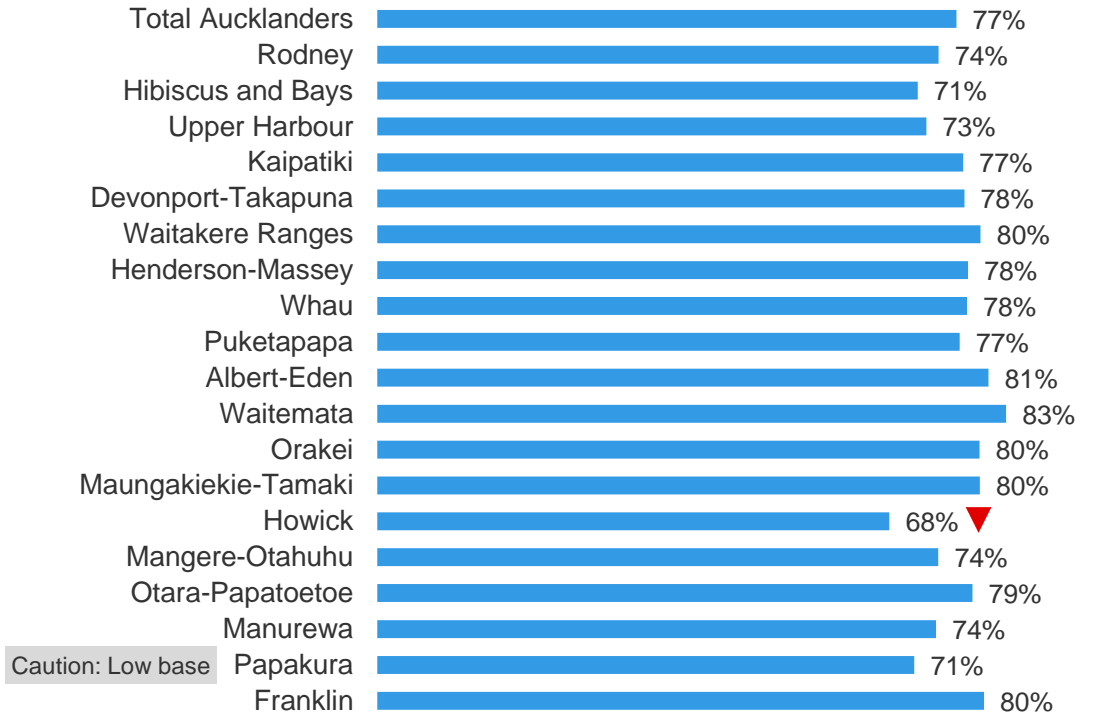
Overall level of support towards speed limit reductions - Near schools, kindergartens or other community facilities

■ 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 (April 2021, April 2022 and May 2023)



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

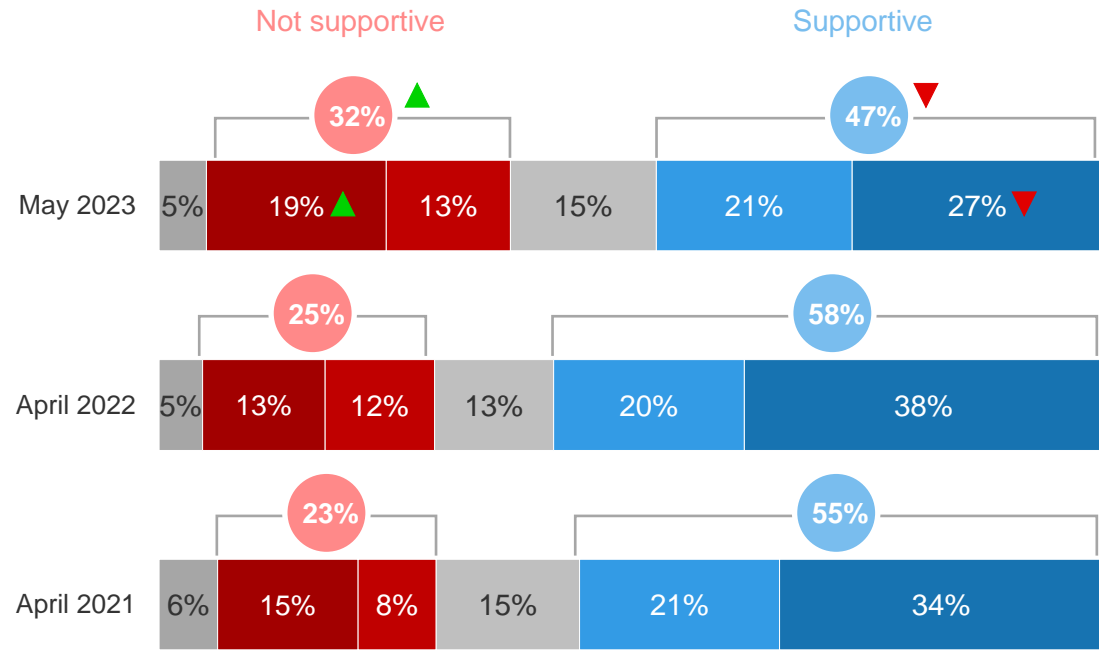
Source: How supportive or unsupportive are you towards speed limit reductions within the Auckland region...

Base All Auckland May-23 n = 512 | Apr-22 n = 500 | Apr-21 n = 503; All Auckland Apr-21, Apr-22 and May-23 (combined) n = 1,515 | Rodney n=93 | Hibiscus and Bays n=67 | Upper Harbour n=74 | Kaipatiki n=84 | Devonport-Takapuna n=53 | Waitakere Ranges n=74 | Henderson-Massey n=81 | Whau n=90 | Puketapapa n=50 | Albert-Eden n=90 | Waitemata n=90 | Orakei n=89 | Maungakiekie-Tamaki n=90 | Howick n=128 | Mangere-Otahuhu n=66 | Otara-Papatoetoe n=113 | Manurewa n=68 | Papakura n=24 | Franklin n=91

Support among Auckland residents for speed limit reductions within the CBD has decreased to one in two and opposition has increased to one in three. Support is highest among Albert-Eden, Waitemata and Orakei residents.

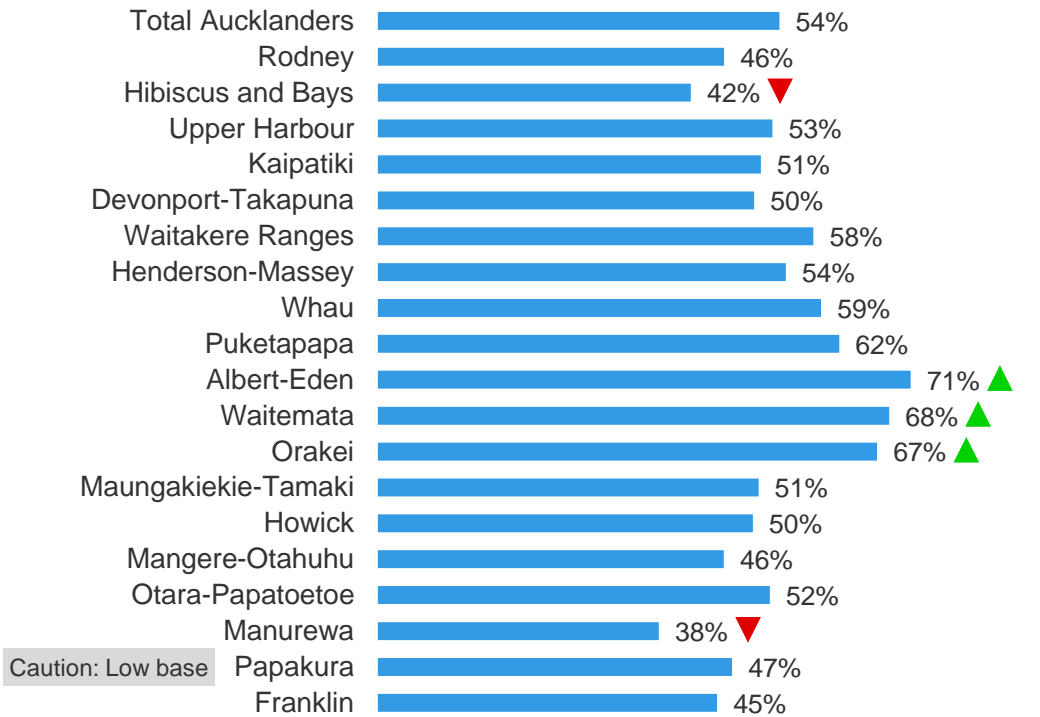
Overall level of support towards speed limit reductions - Within the Auckland CBD

■ 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 (April 2021, April 2022 and May 2023)



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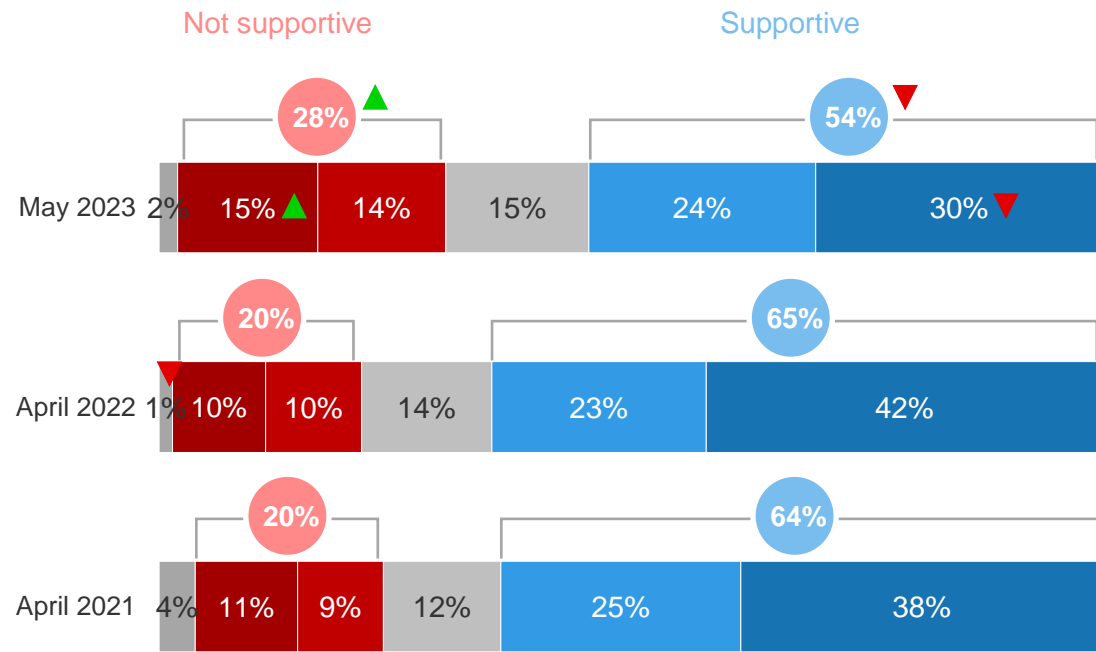
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One in two Auckland residents currently support speed limit reductions in local town centres or shopping streets, being lower than 12 months ago, and one in four are in opposition.

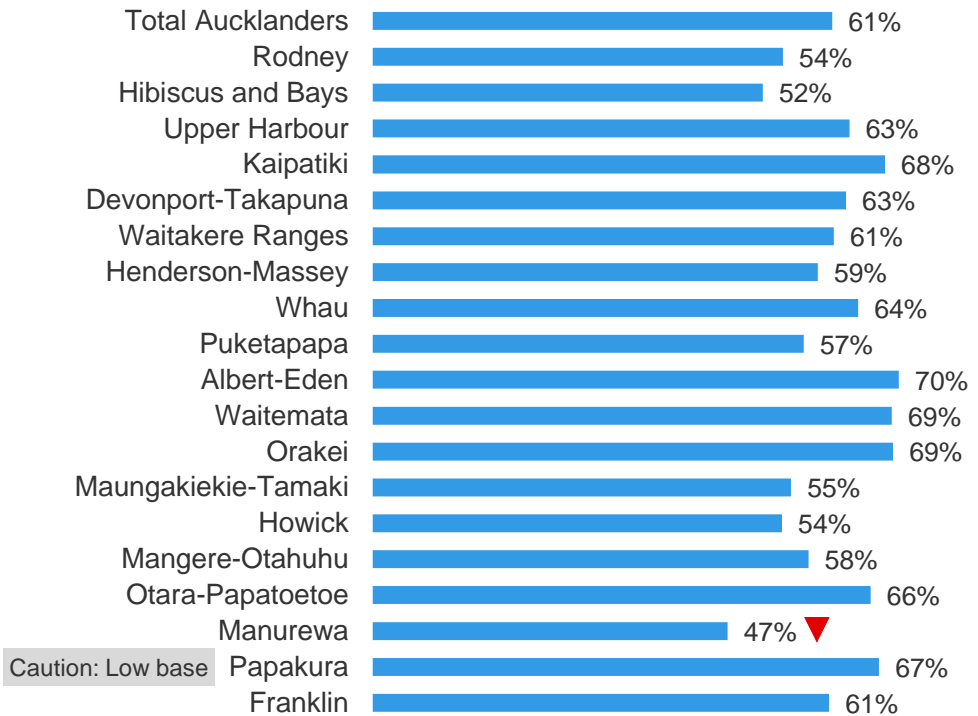
Overall level of support towards speed limit reductions - In local town centre or shopping streets

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



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

Supportive by Local Board (April 2021, April 2022 and May 2023)



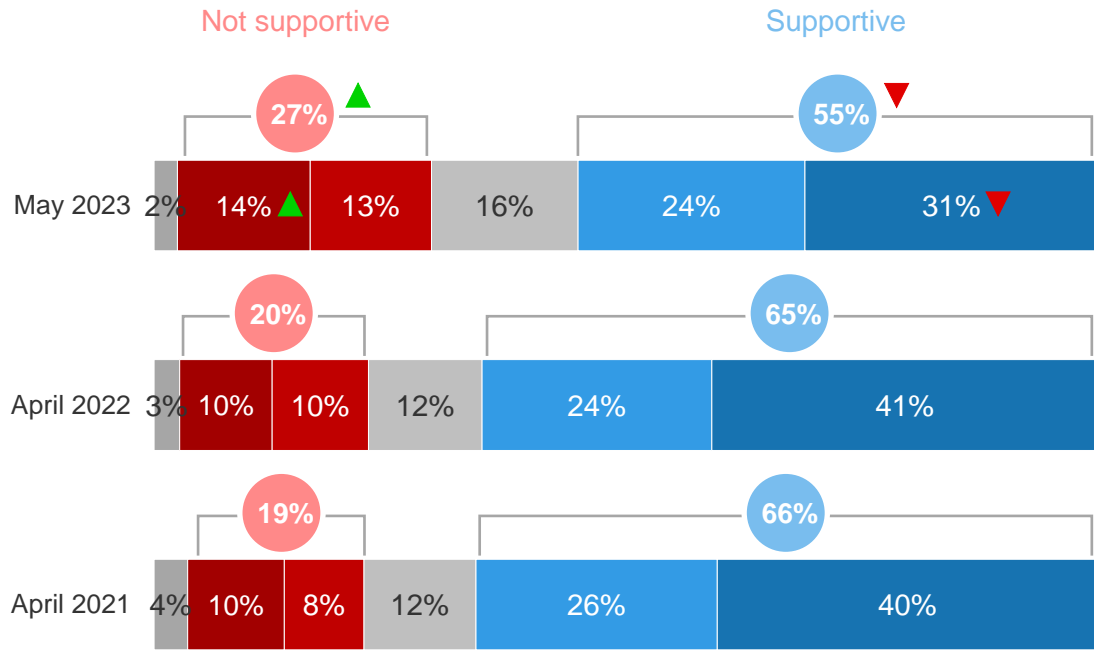
Caution: Low base

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

Support for speed limit reductions in urban areas with large number of pedestrians, cyclists or motorcyclists has decreased to 55% among Auckland residents and opposition has increased to 27%. Support is highest among Albert-Eden, Waitemata and Orakei residents.

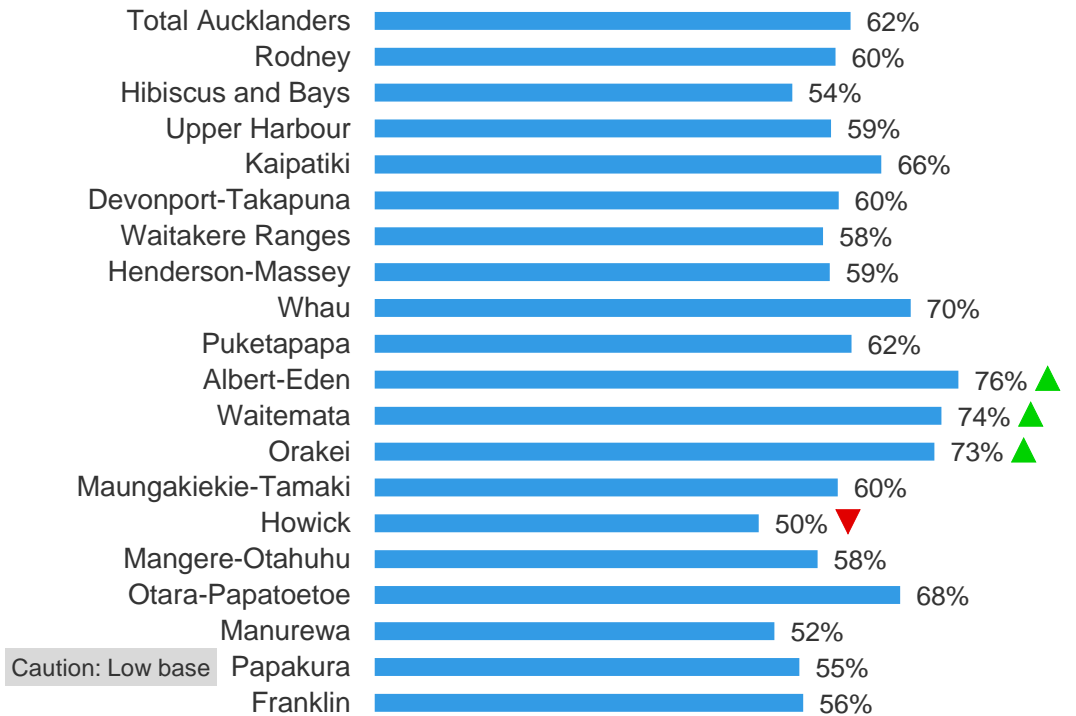
Overall level of support towards speed limit reductions - In urban areas with large numbers of pedestrians, cyclists or motorcyclists

■ 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 (April 2021, April 2022 and May 2023)











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

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

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Women, Central Auckland residents, weekly bus passengers, weekly cyclists and weekly pedestrians more commonly support the speed limit reductions within the Auckland CBD, local town centres and areas with large number of people travelling via active modes.

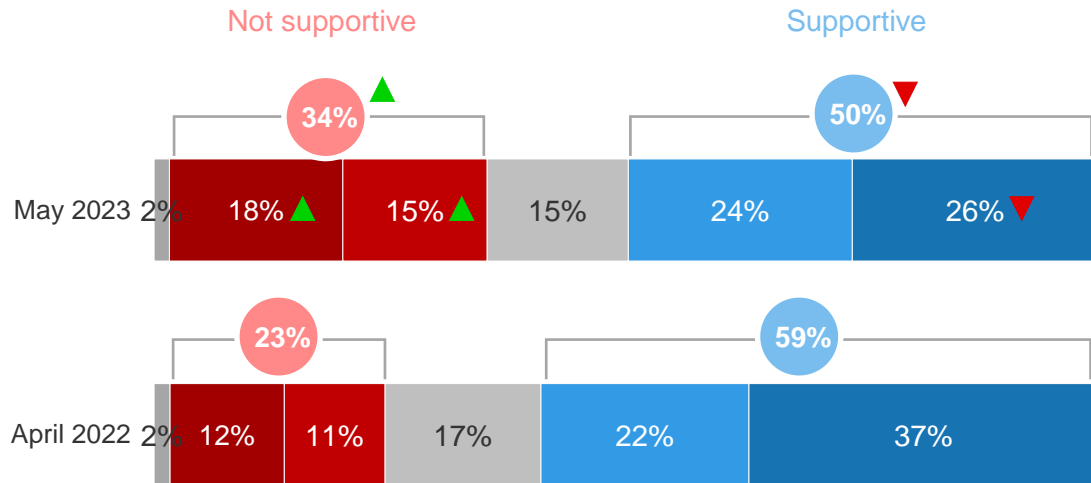
Groups which more commonly are supportive of the speed limit reductions... (April 2021, April 2022 and May 2023)

	Near schools, kindergartens or other community facilities (77%)	Within the Auckland City centre (54%)	In local town centre or shopping streets (61%)	In urban areas with large numbers of pedestrians, cyclists or motorcyclists (62%)
 Gender	Women (80%)	-	Women (64%)	Women (66%)
 Age	65 plus years (87%)	-	-	-
 Ethnicity	-	-	-	Asian peoples (67%0
 Occupation	Student (84%)	-	-	-
 Region reside	Central Auckland (80%)	Central Auckland (64%)	-	Central Auckland (70%)
 Live urban / rural	Urban (77%)	Urban (49%)	Urban (63%)	-
 Regularly travel	-	Central (58%)	-	-
 Weekly travel mode	-	Bus (61%) * Cycling (59%) Walking (57%)	Bus (69%) Cycling (67%) Walking (65%)	Bus (69%) * Cycling (67%) Walking (65%)

Support for reduced speed limits on residential roads has decreased to 50% among Auckland residents and 34% now oppose this. Support is highest among Albert-Eden and Waitemata residents.

Overall level of support towards speed limit reductions - On residential roads

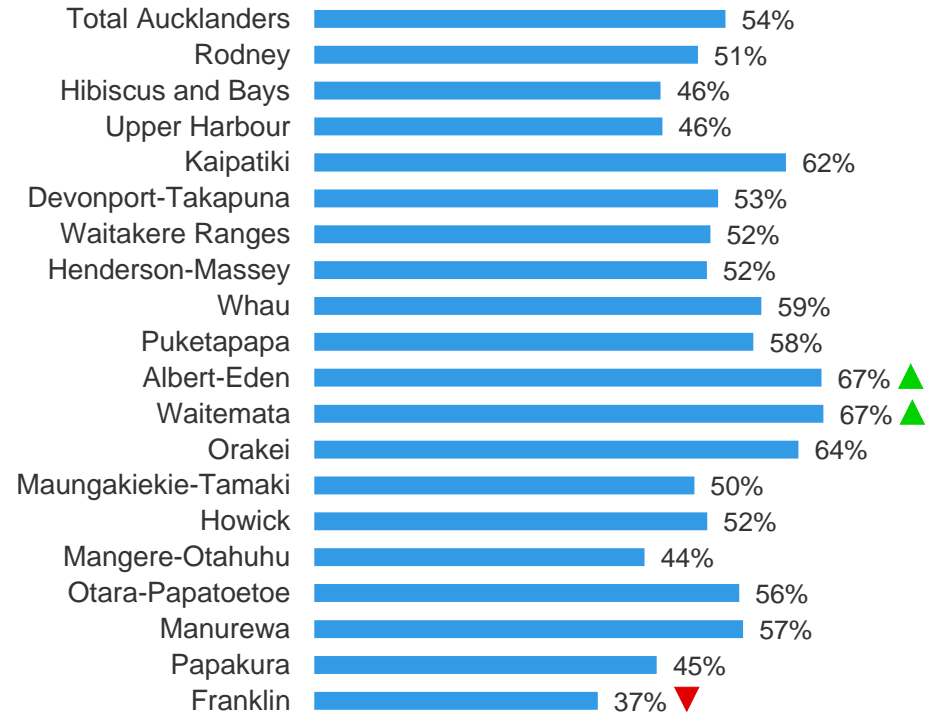
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Supportive by Local Board (April 2022 and May 2023)

Caution: Low bases

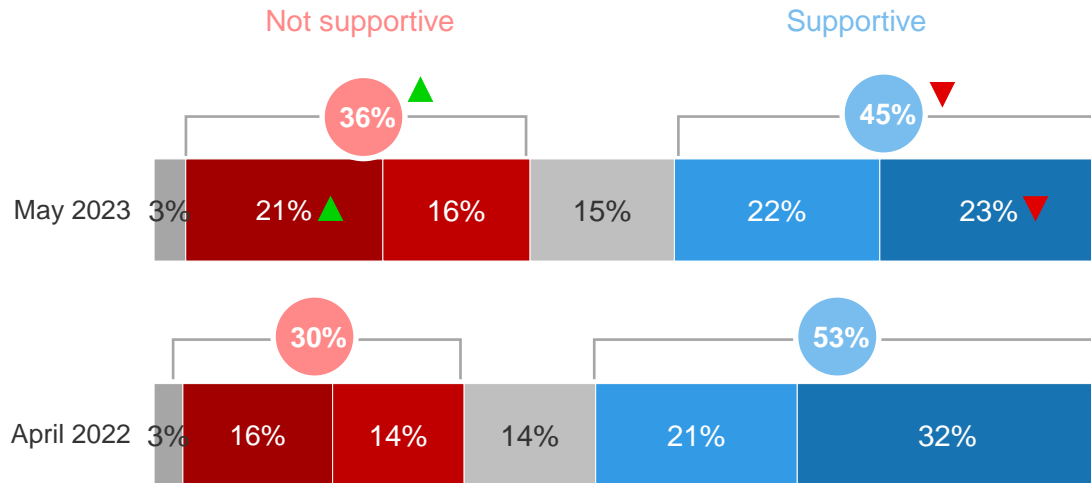


▲ = Significantly higher than other groups ▼ = Significantly lower than other groups

The gap has narrowed between support and opposition towards reduced speed limits on busy arterial routes. With support currently at 45%, it is not that far ahead of opposition at 36%.

Overall level of support towards speed limit reductions - On busy arterial routes

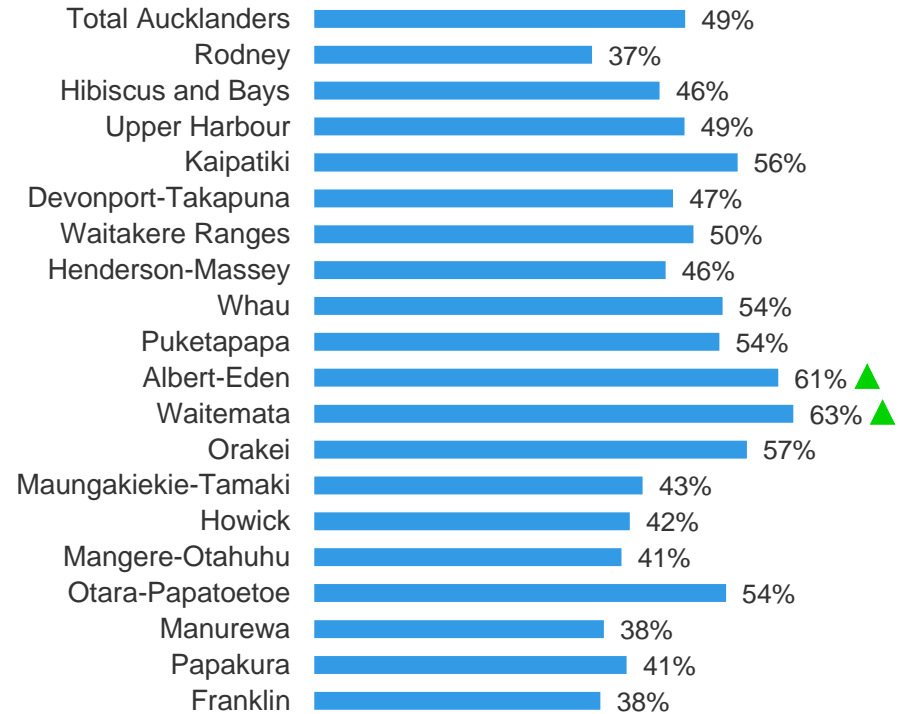
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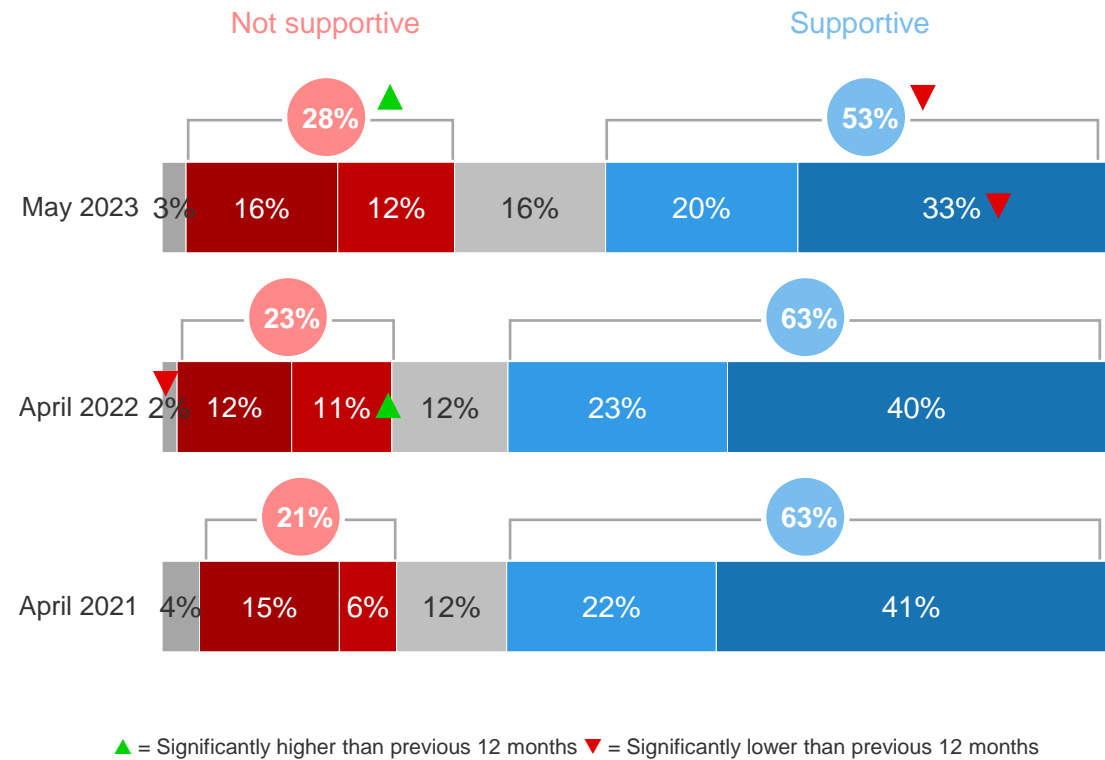


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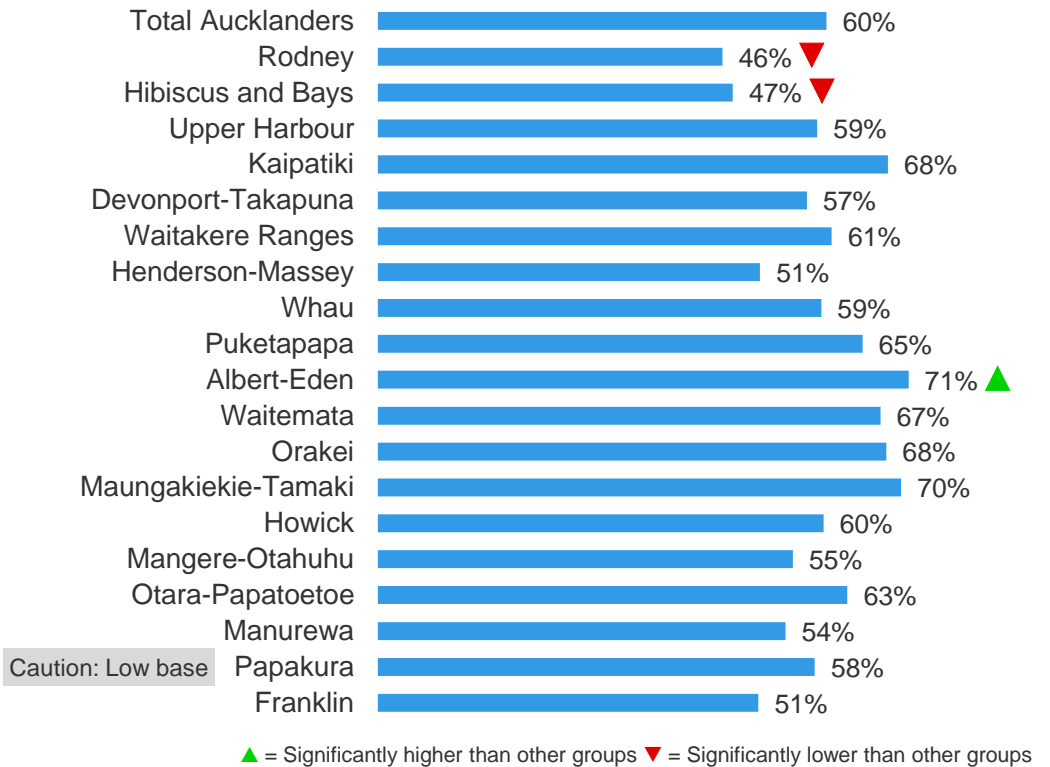
Support for speed limit reductions on rural roads with high crash rates has decreased to one in two among residents and opposition has increased to one in four. Support is lowest among Rodney residents and Hibiscus and Bays residents.

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'



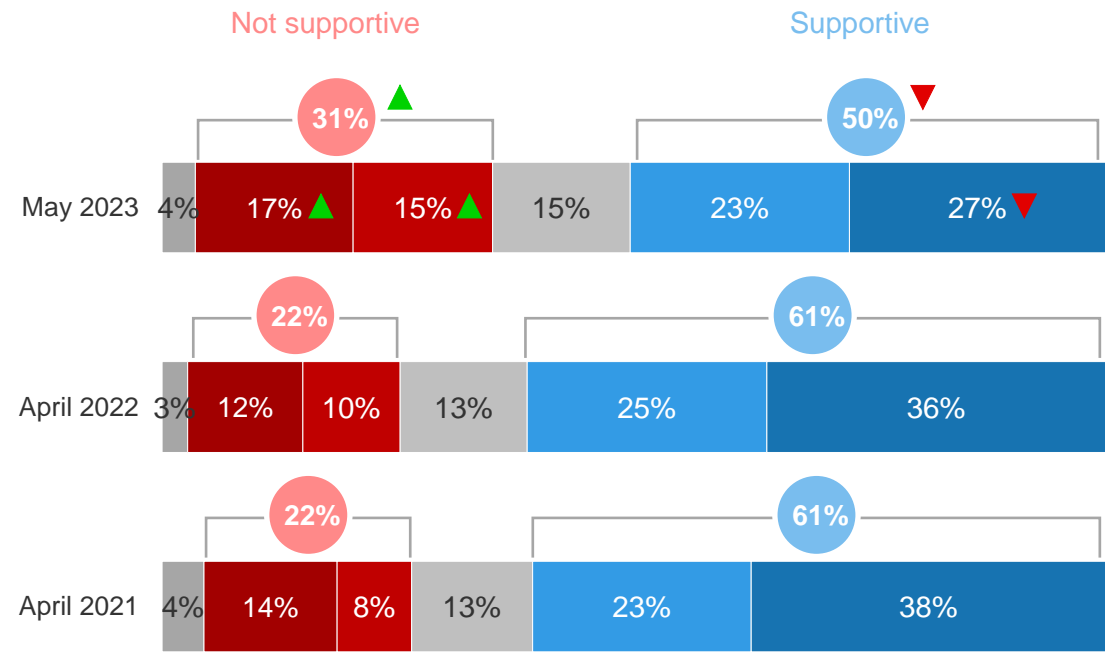
Supportive by Local Board (April 2021, April 2022 and May 2023)



Support for speed limit reductions on rural roads that are winding or hilly has also decreased to one in two among residents and opposition has increased to 31%.

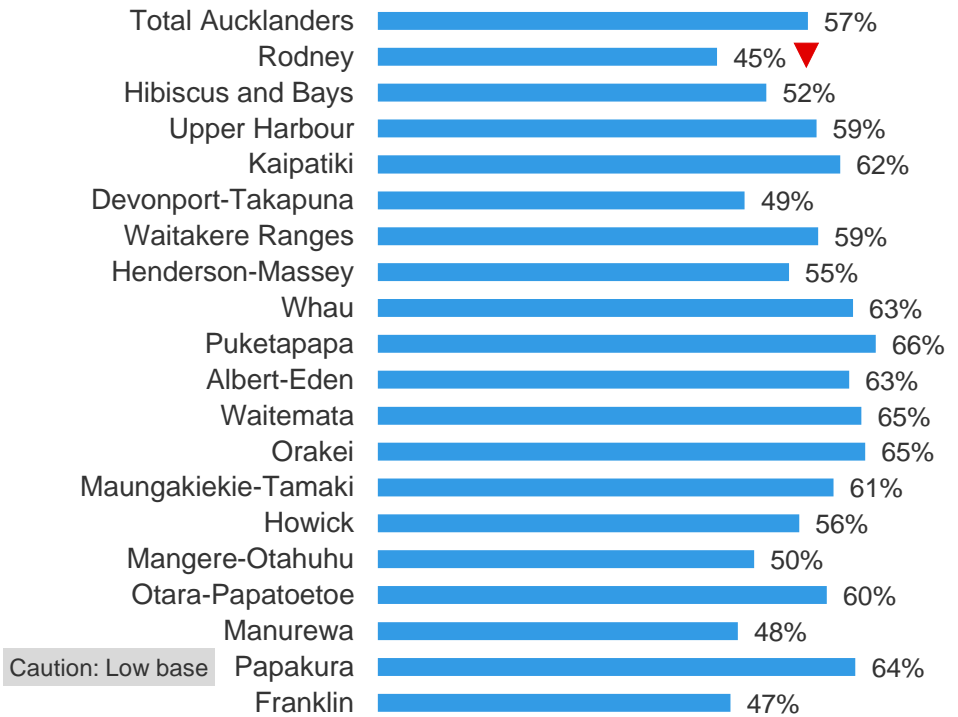
Overall level of support towards speed limit reductions - On sections of rural roads (excluding motorways / state highways) that are winding / hilly

■ 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 (April 2021, April 2022 and May 2023)











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

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

Base All Auckland May-23 n = 512 | Apr-22 n = 500 | Apr-21 n = 503; All Auckland Apr-21, Apr-22 and May-23 (combined) n = 1,515 | Rodney n=93 | Hibiscus and Bays n=67 | Upper Harbour n=74 | Kaipatiki n=84 | Devonport-Takapuna n=53 | Waitakere Ranges n=74 | Henderson-Massey n=81 | Whau n=90 | Puketapapa n=50 | Albert-Eden n=90 | Waitemata n=90 | Orakei n=89 | Maungakiekie-Tamaki n=90 | Howick n=128 | Mangere-Otahuhu n=66 | Otara-Papatoetoe n=113 | Manurewa n=68 | Papakura n=24 | Franklin n=91

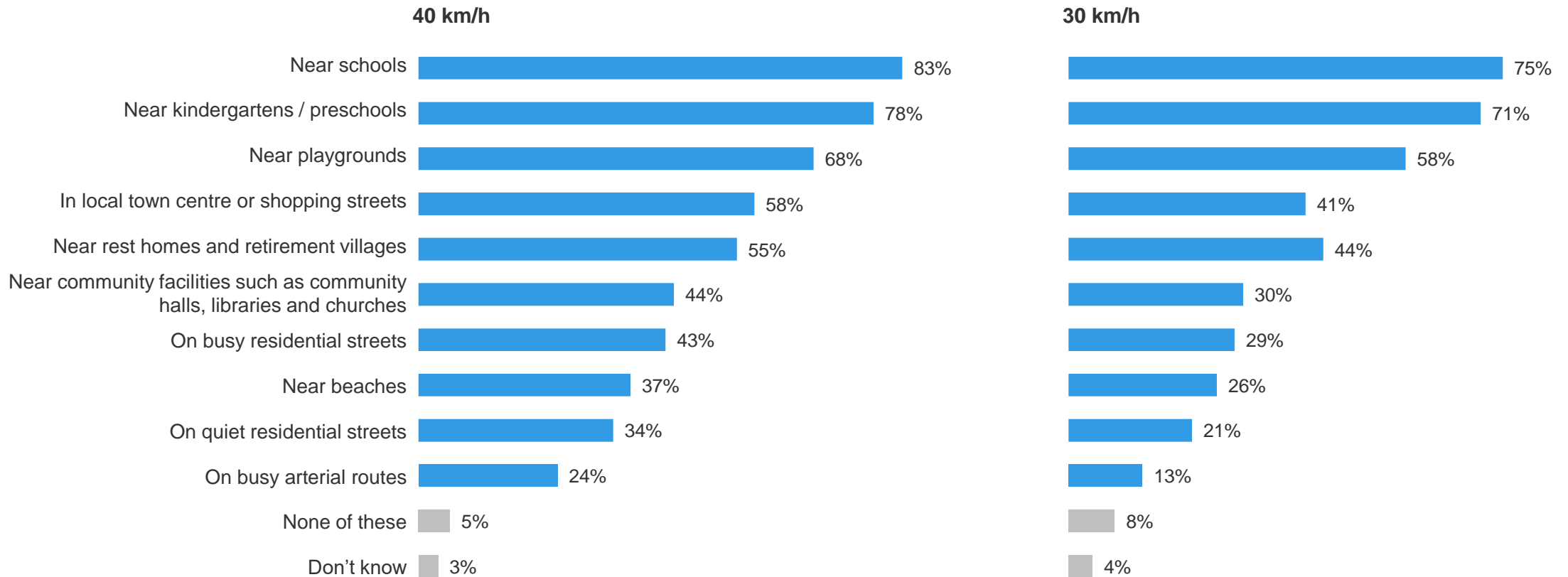
Women, Central Auckland residents, weekly bus passengers and Asian peoples more commonly support speed limit reductions on residential roads, busy arterial routes and on rural roads. Pacific peoples also support reductions on residential roads and arterial routes.

Groups which more commonly are supportive of the speed limit reductions... (April 2021, April 2022 and May 2023)

	On residential roads (54%)	On busy arterial routes (49%)	On rural roads (excluding motorways / state highways) with high crash rates (60%)	On sections of rural roads (excl. motorways / highways) that are winding / hilly (57%)
 Gender	Women (59%)	Women (54%)	Women (64%)	Women (62%)
 Age	65 plus years (64%)	-	-	45 plus years (62%)
 Ethnicity	Pacific peoples (66%)	Pacific peoples (60%) Asian peoples (56%)	Asian peoples (67%)	Asian peoples (65%)
 Occupation	Retired / Homemaker / Unemployed (61%)	-	Employed full / part-time (62%)	-
 Region reside	Central Auckland (62%)	Central Auckland (56%)	Central Auckland (68%)	Central Auckland (64%)
 Live urban / rural	Urban (56%)	-	Urban (62%)	Urban (59%)
 Regularly travel	City / Newmarket (58%)	-	-	-
 Weekly travel mode	Bus (63%) Walking (59%)	Bus (56%)	Bus (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 schools, preschools, playgrounds, rest homes) than on streets in general.

Types of streets or places would support speed reductions to 40 km/h or 30 km/h (May 2023)



Many residents would accept some increase in travel time on a 20 minute trip if it helped make travel safer. While an increase of up to 5 minutes would be acceptable to one in two, an increase of over 5 minutes would only be acceptable to one in four.

Maximum increase in travel time on a 20 minute trip would consider acceptable if it helped to make it safer to travel in Auckland (May 2023)



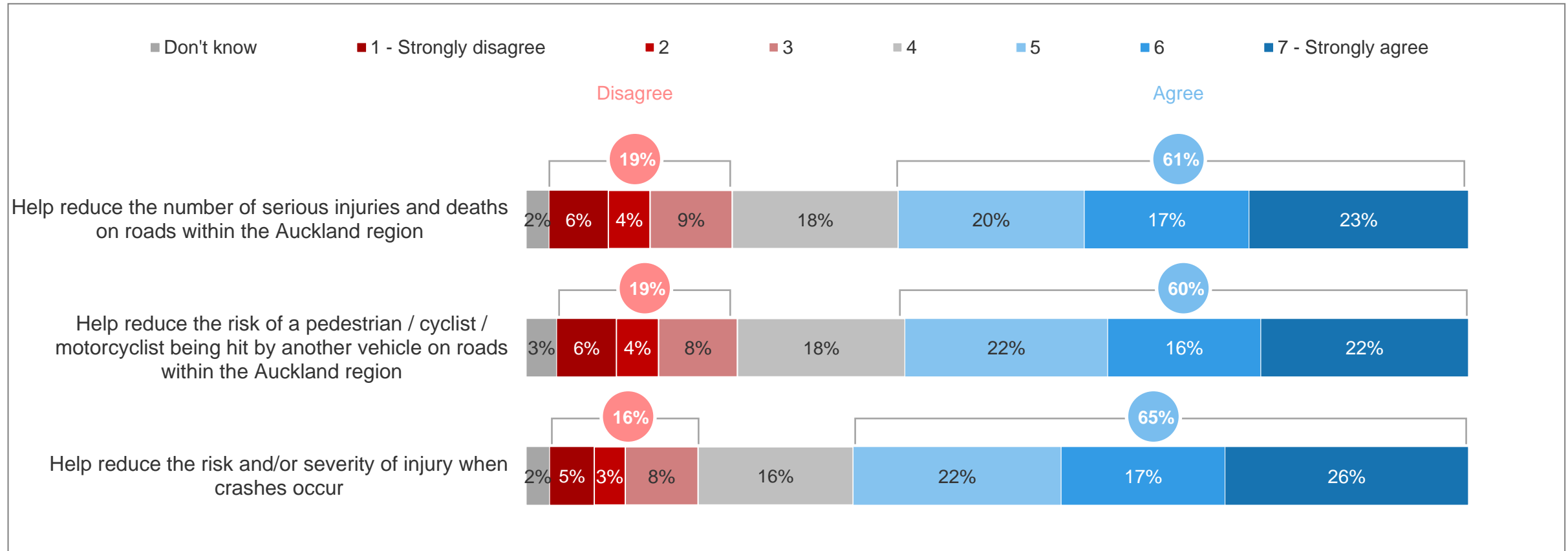
4.

Attitudes towards safety and lower speed limits



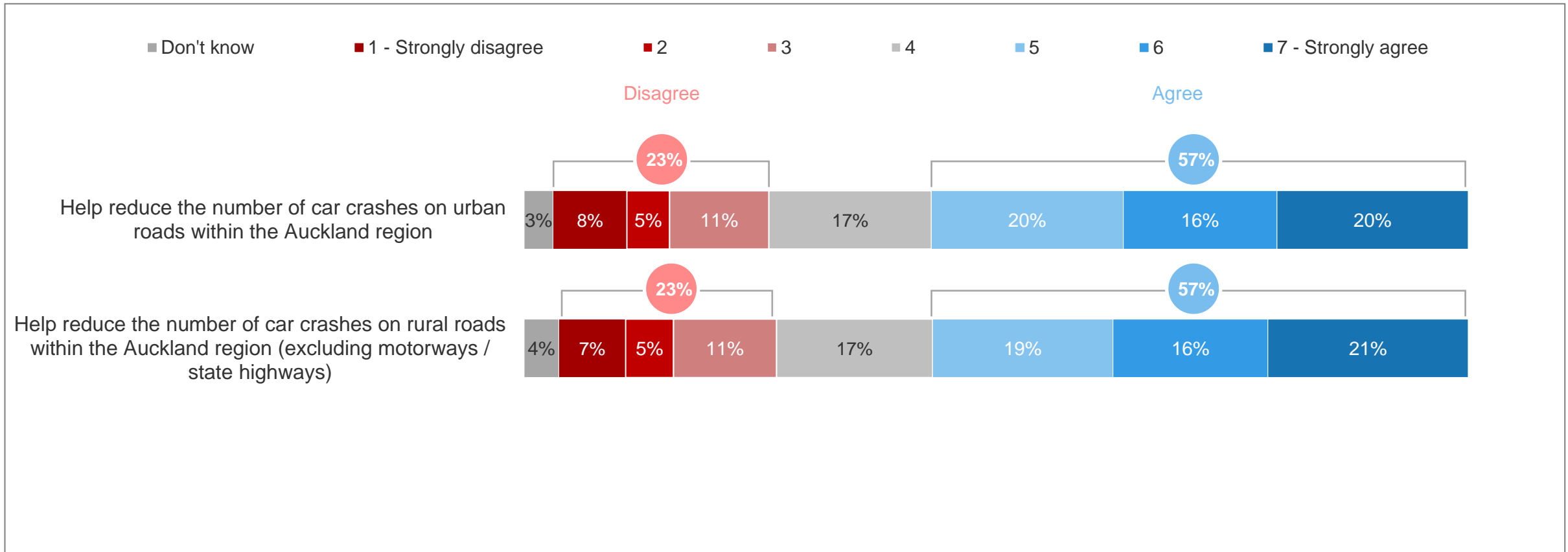
Three in five Auckland residents agree that lower speed limits could help reduce the number of serious injuries on roads and the risk of a pedestrian, cyclist or motorcyclist being hit. Slightly more (65%) agree that lower speed limits can also help reduce injury severity.

Level of agreement that lower speed limits could be used to... (April 2021, April 2022 and May 2023)



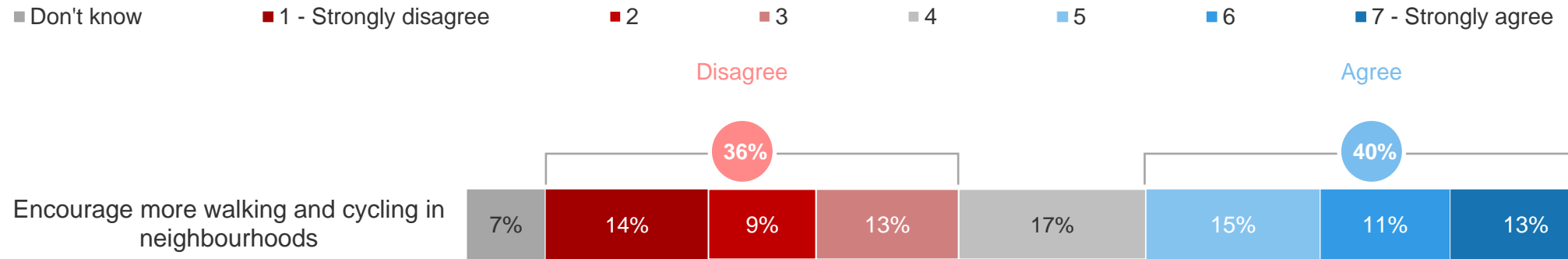
Just under three in five agree that lower speed limits could help to reduce the number of car crashes on both urban and rural roads within the Auckland region.

Level of agreement that lower speed limits could be used to... (April 2021, April 2022 and May 2023)











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... (April 2021, April 2022 and May 2023)











Women, Central Auckland residents and weekly pedestrians more commonly 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... (April 2021, April 2022 and May 2023)

	Help reduce the number of serious injuries and deaths on roads within the Auckland region (61%)	Help reduce the risk of a pedestrian / cyclist / motorcyclist being hit by another vehicle (60%)	Help reduce the risk and/or severity of injury when crashes occur (65%)
 Gender	Women (67%)	Women (65%)	Women (71%)
 Age	-	-	-
 Ethnicity	Pacific peoples (68%)	Pacific peoples (68%) Asian peoples (65%)	-
 Occupation	-	-	Retired / Homemaker / Unemployed (72%)
 Region reside	Central Auckland (66%)	Central Auckland (65%)	Central Auckland (70%)
 Live urban / rural	Urban (61%)	Urban (61%)	Urban (66%)
 Regularly travel	-	-	-
 Weekly travel mode	Bus (67%) Walking (63%)	Bus (68%) * Cycling (65%) Walking (62%)	Walking (68%)

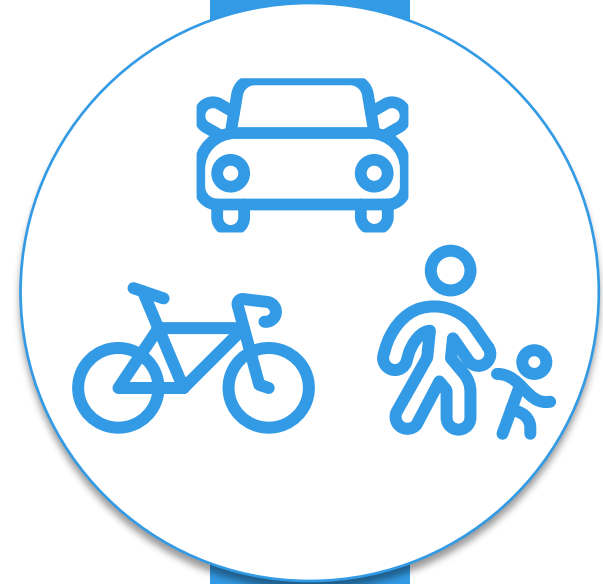
Weekly bus passengers, weekly cyclists and weekly pedestrians more commonly agree that lower speed limits will help to encourage more walking and cycling in neighbourhoods.

Groups which more commonly agree / disagree that lower speed limits could be used to... (April 2021, April 2022 and May 2023)

	Help reduce the number of car crashes on urban roads within the Auckland region (57%)	Help reduce the number of car crashes on rural roads within the Auckland region (57%)	Encourage more walking and cycling in neighbourhoods (40%)
 Gender	Women (64%)	Women (62%)	-
 Age	-	-	25 to 44 years (43%)
 Ethnicity	Pacific peoples (65%)	Asian peoples (61%)	Asian peoples (49%)
 Occupation	Retired / Homemaker / Unemployed (62%)	-	-
 Region reside	Central Auckland (62%)	-	Central Auckland (47%)
 Live urban / rural	-	Urban (58%)	-
 Regularly travel	-	-	-
 Weekly travel mode	Bus (63%) * Cycling (61%) Walking (60%)	Bus (63%) Cycling (63%) Walking (60%)	Bus (53%) Cycling (55%) Walking (45%)

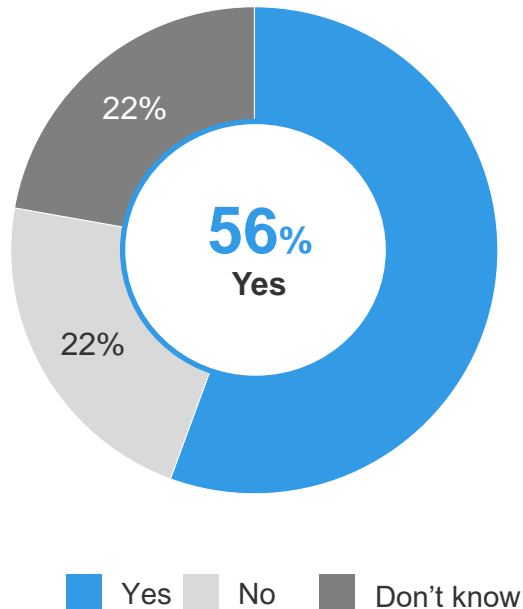
5.

Impact of speed limit reductions



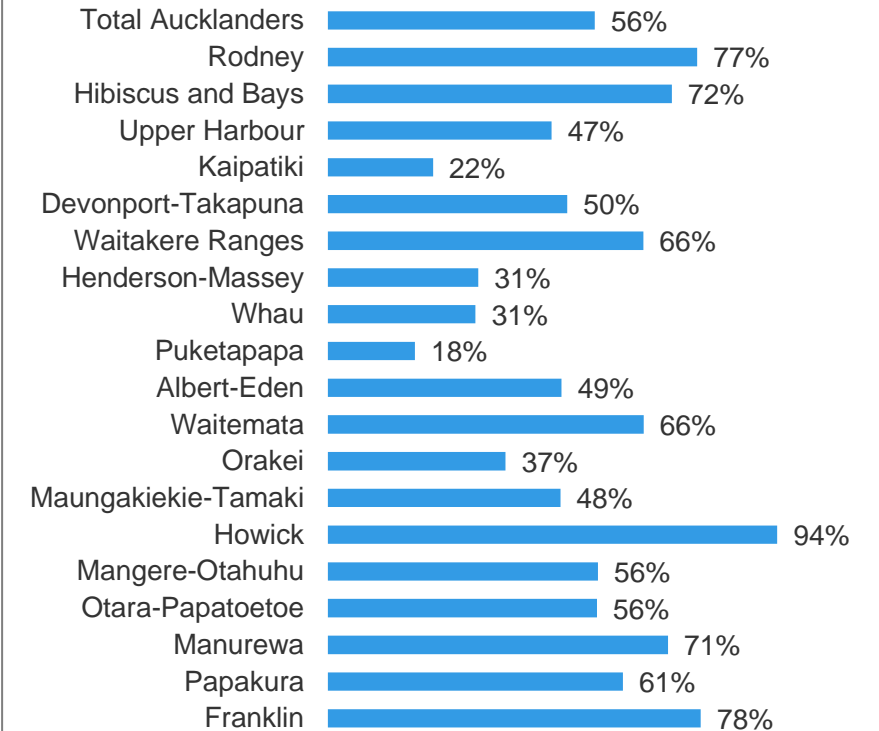
Just under three in five Auckland residents are aware of reductions to speed limits on roads within their local neighbourhood. This differs by local board and indicatively is higher within Rodney, Hibiscus and Bays, Waitakere Ranges, Waitemata, Howick, Manurewa and Franklin.

Reductions to the speed limits on roads within local neighbourhood (May 2023)



By local board (May 2023)

Caution: Low bases



Many residents can cite positive impacts from the speed limit reductions within their local neighbourhood including improved safety for pedestrians, cyclists and children, fewer accidents, and drivers being more careful and considerate.

Positive impacts of the speed limit reductions on travel within the local neighbourhood (selection of verbatim responses among those with local speed reductions)

Safer for pedestrians / cyclists / children

- I worry less about my children walking to and from the bus stop. We are able to increase our cycling along the roads.
- Safety in areas around schools / towns. Feel safer to allow my child to walk to school alone.
- Much, much safer to get to and from local destinations. Cyclists and walkers feel safer.
- Improved pedestrian and cyclists safety.
- Safety of school children is important, lower speed limits is very practical for before and after school.
- It's very safe for children and people in the local neighbourhood to travel around in the community.
- Safer for pedestrians to use the streets and walk to where they need to be, if it's close by. Kids just go by themselves.
- Safer to travel by cycling and walking.
- Safe crossing for students or kids.

Fewer accidents

- I haven't heard about as many accidents. I belong to a local Facebook Community Group and people post when there is an accident so as to let other people know. Throughout the last year, I haven't heard about as many accidents as I used to.
- Less crashes are happening and also people know to be more cautious.
- Less accidents especially with near misses with animals. People are able to slow down and give way.
- Better flow of traffic, less accidents.
- Less incidents on the roads.
- Less accidents.
- Cars going slower down our street, less accidents.
- Less injuries and crashes.
- No crashes.

Other (including drivers being more careful)

- Forces people to slow down and be more considerate.
- Drivers are more careful.
- Drivers appear to drive less aggressively.
- People more aware of their speed.
- People seems to taking more care which is great.
- Less aggressive drivers and safer for walking / riding,
- SH22 reduced to 80km/h from 100km/h makes it easier to merge into the flow of traffic when traffic volume is high.
- Less stress with speeding vehicles.
- Less speeders and noisy races cars noticed.
- It gives me a sense of security that other drivers should be going at a safer speed.
- Speed reduced on roads with dangerous bends and around high density.

The negative impact of the speed limit reductions include more congestion, longer travel times, poor behaviour of other drivers including tailgating, and the reduced speed limits not being adhered to.

Negative impacts of the speed limit reductions on travel within the local neighbourhood (selection of verbatim responses among those with local speed reductions)

Slower / more congestion

- Takes longer to get to places.
- More congestion / traffic specifically on Lake Road.
- Adds to congestion, frustrated drivers, takes longer to get anywhere, increasingly frustrating when the roads are quiet and there's a 20km/h reduction in speed limit.
- Takes a bit more time to go places.
- Very time consuming especially if you're in a rush to go somewhere.
- Causes a build up of traffic.
- Too slow to reach destination.
- Too slow, ruins traffic flow.
- Slowed down flow at busy times.
- Slow flow of traffic.
- Slows the traffic flow, slower speed limits leads to a build of unnecessary traffic issues.
- Slow traffic increasing congestion.

Poor behaviour of other drivers

- People get frustrated and end up driving dangerously because the limit has been cut on perfectly safe roads.
- Increased aggression and impatience.
- Some drivers get frustrated and drive in a silly manner.
- People who refuse to drive the speed limit, drive dangerously and close behind my car to make me go faster.
- Drivers getting more frustrated with speeds.
- Trying to travel at new limit gets you tailgated, tooted and passed.
- Drivers ignoring reduced speeds and driving dangerously.
- More aggression.
- Impatient drivers when you go speed limit.
- It feels like some drivers are more impatient because of the slower speeds so tailgating seems to have become worse lately.

Speed limits not adhered to

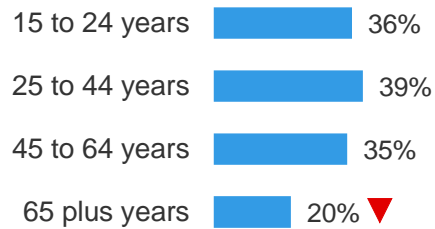
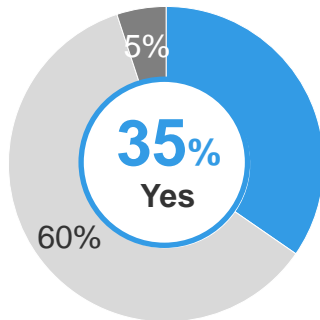
- Some people don't follow the new speed limits and don't let you follow them either.
- A lot of drivers do not follow the new rules
- Nobody follows the speed limits.
- People don't adhere to them.
- No one is doing the speed limit.
- Most drivers simply ignore the new speed limit.
- Most people don't obey them and there is always speed cameras.
- Takes longer to get places and not everyone sticks to the new speed limits.
- Complete failure as they are ignored.
- Have not found drivers adhering to the new limit.
- Most vehicles are choosing to ignore it.
- People either don't know because the signage is not clear or they don't care because they still speed

Among residents with speed limit reductions in their local neighbourhood, 35% think it has made it feel safer to driver, 31% safer to walk and 27% safer to cycle.

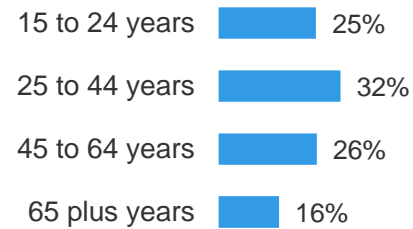
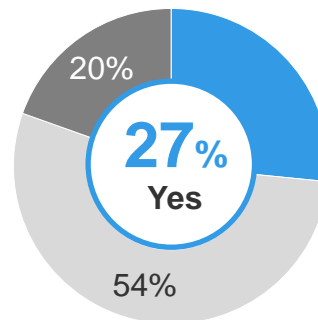
Speed limit reductions in local neighbourhood have made it feel... (Among residents with speed limit reductions in local neighbourhood, May 2023)

■ Yes
 ■ No different
 ■ Don't know

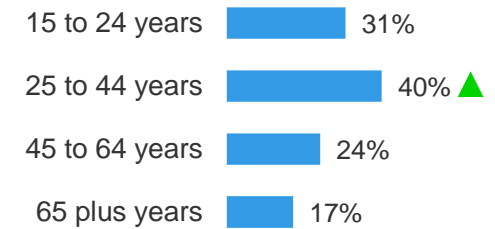
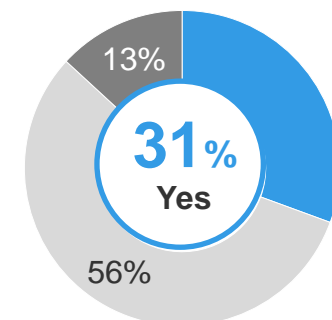
Safer to drive



Safer to cycle



Safer to walk

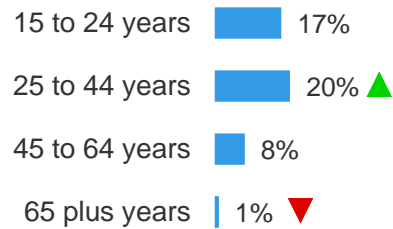
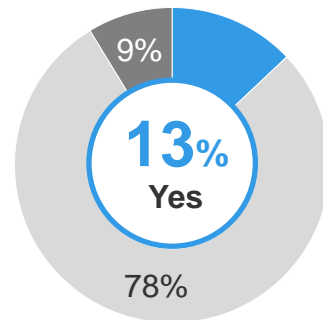


The speed limit changes have encouraged more walking than cycling in local neighbourhoods. This does differ by age and just over one in three under 45s claim to walk more often as a result and one in five to cycle more often.

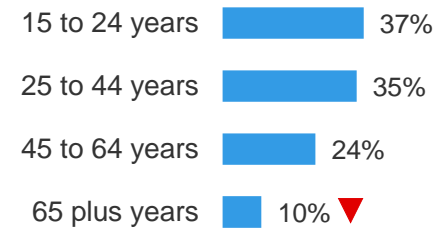
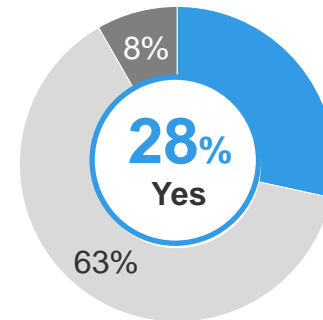
Speed limit changes in local neighbourhood have encouraged to... (Among residents with speed limit reductions in local neighbourhood, May 2023)

Yes No Don't know

Cycle more often

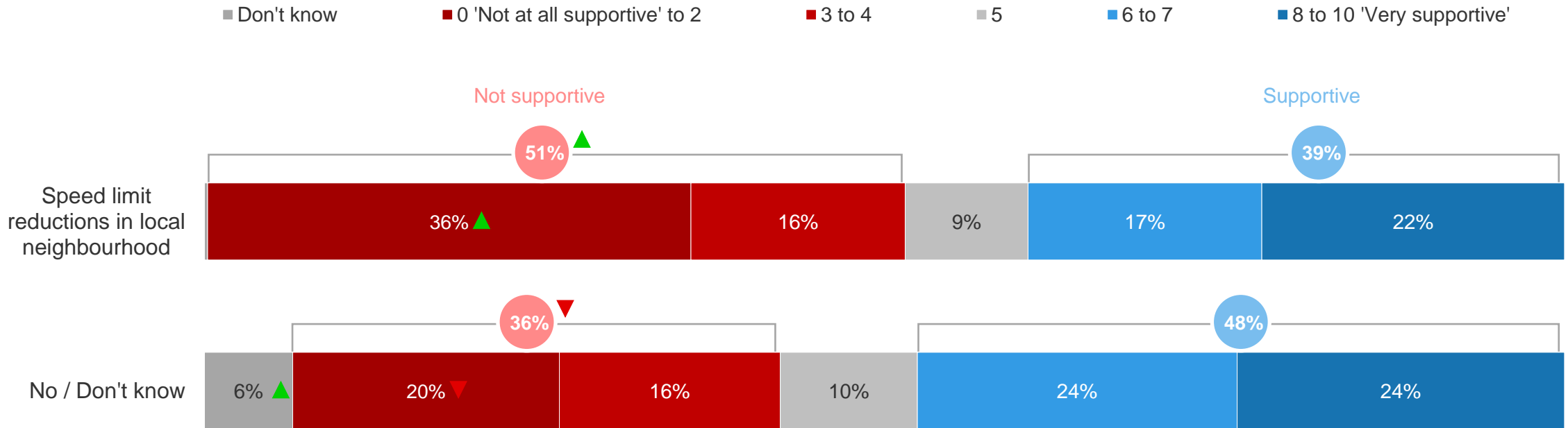


Walk more often



Residents with speed limit reductions in their local neighbourhood are more likely to oppose than support speed limit reductions overall. This is in contrast to residents without local speed limit reductions who are more supportive than not of speed limit reductions.

Overall level of support for the speed limit reductions on Auckland roads – by reductions in local neighbourhood



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









Attitudes are mixed towards the overall impact that the speed limit reductions across the region have had on residents personally and how they live. Among those with local speed limit changes, almost as many think the impact has been negative (35%) as positive (40%).

Overall impact of speed limit reductions across the region on you and how you live (May 2023)



North Rural and South Rural residents more commonly think they have been negatively impacted by speed limit reductions. Weekly bus passengers, weekly cyclists, Pacific peoples and Asian peoples more commonly think they have been positively impacted.

Groups which more commonly think the speed limit reductions have had a negative or positive impact on them (May 2023)

		Negative impact (27%)	Positive impact (35%)
	Gender	Men (32%)	-
	Age	-	-
	Ethnicity	NZ European / European (32%)	Pacific peoples (42%) Asian peoples (44%)
	Occupation	-	-
	Region reside	North Rural (51%) South Rural (47%)	-
	Live urban / rural	Rural / semi-rural (40%)	-
	Regularly travel	Rodney (45%) East (41%)	Bays / Panmure (46%)
	Weekly travel mode	-	Bus (48%) Cycling (50%)

Residents who feel positively impacted by the speed limit reductions across the region cite improved safety when walking, cycling and driving, fewer accidents and less risk of accidents or injury.

Main ways the speed limit reductions have had a positive impact (selection of verbatim responses among those who have been positively impacted)

Improved safety

- Feels safer to let child walk to school alone.
- Safer driving and safer for pedestrians.
- I feel safer knowing that people (including bus drivers) are driving slower.
- A better feeling of safety in the community.
- I feel safer on the road and at intersections.
- Feel safe when driving and walking.
- Lower speed has made driving safer.
- It is safer for other people, including kids.
- I feel it is now safer to cross the road.
- Safer to walk and ride as a family.
- It feels safer to walk.
- Reduced accidents and feels safer to walk.
- Made using intersections and crossing the road as a pedestrian safer

Fewer accidents / lower risk

- Less accidents.
- Reducing the risk of being hit by cars.
- Reduce risk of accidents.
- Less fatalities.
- Good for the community, reducing accidents.
- Less deaths and serious injuries.
- Slower traffic and less accidents.
- Less risk of crash or serious injury.
- Reduce accidents.
- Reduce injury and death.
- I have seen less near misses and minor accidents happening.
- Reduction in accidents.
- I guess not hearing about as many deaths and accidents in the news

Other (including walking more)

- More cycling and walking so more active people.
- I walk to the shops more often, I don't have to worry too much about getting hit by a speeding car.
- Made me walk more.
- More walking.
- Slows cars down from speeding without thinking.
- I know I can stop more easily for unexpected events... i.e. kid chasing ball.
- Less pressure to drive fast.
- Increased sense of security, a reminder for me to be more sensible on the roads.
- Driving more calmer e.g., not worrying about the other car, in front, back or the other lane.
- Drivers taking the time means making better driving choices.
- Stopped people driving quickly in areas where there are a lot of people.

Reasons for feeling negatively impacted by the speed limit reductions include more congestion, longer travel times, feeling frustrated or stressed, other drivers being impatient and confusion from the changing speed limits.

Main ways the speed limit reductions have had a negative impact (selection of verbatim responses among those who have been negatively impacted)

More congestion / slower travel times

- More traffic, more hassle and takes more time.
- Takes longer to get to work.
- Cars going too slow - people travel below the now reduced speed limits and cars get backed up behind.
- Roads are busy. Pollution will increase. People need to spend extra time on roads.
- People are going slower than the speed limit.
- More slower congested traffic; stop-start at each and every traffic light.
- It takes me longer to get places and has slowed all the traffic down, causing more congestion.
- It's causing more congestion.
- Takes so much longer to get to destination.
- Takes longer to travel and more fuel.
- I live in a country area and it increases time getting to shopping areas quite a lot..

Driver frustration / stress

- Takes forever to get to specific places. Other drivers get impatient and make you feel unsafe going speed limit.
- Frustrating to have time added to commutes due to the decreased speed limit (up to 20km in my local area), when it already takes so long to travel in Auckland.
- Frustration of having a small trip take more time than it should.
- Stress.
- You have created angrier drivers, increased travel times.
- Spoiling my driving experience.
- Creates impatience on the road.
- Just makes it all more frustrating as creates a bigger mix of fast versus slow drivers and therefore more risks are being taken as a result.
- It increases my blood pressure.
- Because people are now more impatient.
- Because of the frustration factor and the unfairness and general stupidity of the placing.

Other

- Wastes my time and uses more fuel.
- Inconsistent rules about speed limits.
- Don't think it needed to be done and now am always scared I'm doing over the speed limit and hate the way it always changes from one speed to another.
- Been so many changes, that many drivers seem to not know the new limits, so drive slower than the sign posted speeds, resulting in longer travel times.
- You drive or ride four kilometres in our local area and cross four different speed limits.
- Speed limits are already low, no need to make them even slower.
- Stop making it hard to drive without providing an alternative solution.
- No one is going to listen to the new limits as they are painfully low. Subsequently making it more dangerous.
- It's ridiculous, don't try and fix something if it isn't broken.