Evidence from across the globe shows over and over that the most effective ways to improve accessibility, connectivity, plan for growth, and reduce congestion is to make it safe and convenient for people to walk, cycle, and use public transport.

- This can be done in a practical, cost efficient way by creating safer speed areas[1] around schools, town centres, and residential streets. Combined with raised crossings and pop-up protected cycleways along arterials[2] giving people the choice to get from A to B safer, smarter, sooner - for an amazing cost benefit ratio of anywhere from 1:10 up to 1:25 [3]!
- A 2018 Danish study estimated that "society gains DKK 4.79 per kilometre cycled, primarily due to the large health benefit, whereas it **costs society** DKK 5.29 for every kilometre driven by car"[4]. A 2016 Canadian study estimated that every kilometre cycled generates Ca $0.35 in net social benefit, while every kilometre driven **costs** society Ca $0.10[5]. Because cycling is healthy for our waterways[6] , for our airways[7], for our minds[8], for our bodies[9] [10], and for our climate[11], investing in cycling saves us money as a society overall.
- It's estimated that the average New Zealander who commutes by car pays **$11,852.98 per year** for their car ownership and running costs, while people who don't own a car and travel by public transport are **saving** $9065.78 per year[12]. A private car is estimated to be 6 times more expensive than a bike[13]. With the lack of alternatives, our transport network forces people to drive for their trips, costing them money, time, and stress. During a cost of living crisis, our Government should be focusing on enabling people to walk, cycle, and use public transport to reduce people's costs overall.
- The majority of people are interested in riding a bike for their transport but concerned about safety[14]. They will cycle from A to B if they have a safe, direct route. It has been showcased over and over again, that when a safe, connected cycle network is provided rates of cycling for transport increase[15]
- Building more roads does not solve congestion. If one road is widened, the approach points to that road end up becoming congested instead. The solution to congestion is to

[1] Safe speeds, the reasons
[2] The Societal Costs and Benefits of Commuter Bicycling: Simulating the Effects of Specific Policies Using System Dynamics Modeling
[3] A Cost Benefit Analysis of an Active Travel Intervention with Health and Carbon Emission Reduction Benefits
[4] Cost-benefit of cycling infrastructure
[5] The dollars and cents of driving and cycling
[6] Running off the road
[7] Moving urban trips from cars to bicycles: impact on health and emissions
[8] The relationship between transport and mental health in Aotearoa
[9] Association between active commuting and incident cardiovascular disease, cancer, and mortality: prospective cohort study
[10] The weight of Place: built environment correlates with obesity and diabetes
[11] The climate change mitigation effects of daily active travel in cities
[12] The cost of commuting: an analysis of potential commuter savings.
[13] Making the economic case for cycling
[14] Understanding the 4 types of cyclists
[15] Provisional COVID-19 infrastructure induces large, rapid increases in cycling

make it easier for people to get around by walking, cycling, and public transport. As people move out of their cars onto other options, more space is left on the road for those that need (or want) to continue driving. If we want a future where people aren't stuck sitting in traffic for multiple hours a day, we need people to have alternative options for how to get around[16].

- 31% of over 16's don't have a full drivers licence[17] and there are many who can't or don't drive, whether due to age, sickness, or the high cost of car ownership. For many disabled people a bike provides mobility and freedom[18] [19] [20] and in the UK 75% of disabled cyclists use their bike as a mobility aid[21]. The core transport network should be inclusive of everyone, and that means providing safe, convenient options for people who do not, or cannot, drive.
- Studies repeatedly show that cycleways and safer streets typically have a positive impact, or no impact at all, on the nearby businesses[22] [23] [24] . Especially because if we're spending less on transport we can afford to spend more at our favourite stores.
- To have a truly resilient transport network we need a variety of options to be available[25], so that if one transport type fails another can be used instead. This means making sure there are safe connections for walking, cycling, and public transport, as well as driving. Council can improve resilience by advocating to Waka Kotahi to liberate the lane for walking, cycling, and wheeling on the existing Harbour Bridge.

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[16] Disappearing traffic? The story so far
[17] Rates of Driver licence holding in Aotearoa NZ, by territorial authority
[18] I use a wheelchair and I want more bike lanes
[19] A rolling walking stick: why do so many disabled people cycle in Cambridge
[20] E-bikes towards inclusive mobility
[21] My Cycle my Mobility Aid - Wheels for Wellbeing
[22] Why bike lanes are actually a boon for business
[23] Bike lanes provide positive economic impact
[24] The Complete Business Case for Converting Street Parking Into Bike Lanes
[25] A resilient transport system: bikes and emergencies