

Who benefits from Hamilton's Bike Network?

Increasing Hamilton's bike network is not just good for cyclists, it also benefits Hamiltonians who never ride a bike.



Safe bike facilities increase the number of people who choose to ride a bike for short trips instead of driving, which decreases air pollution for the whole city and lowers health care costs. Even when a bike is not replacing a car on the road, the increased physical activity from more bike trips lowers health care costs for everyone.



In 2014, the London UK Department of Transport's value for money assessment calculated that the benefits are \$5.50 for each \$1 they invested in cycling improvements. A recent New Zealand study found health, fuel costs, air pollution and other benefits would be 10 to 25 times the total cost of adding a large network of high quality bike facilities.



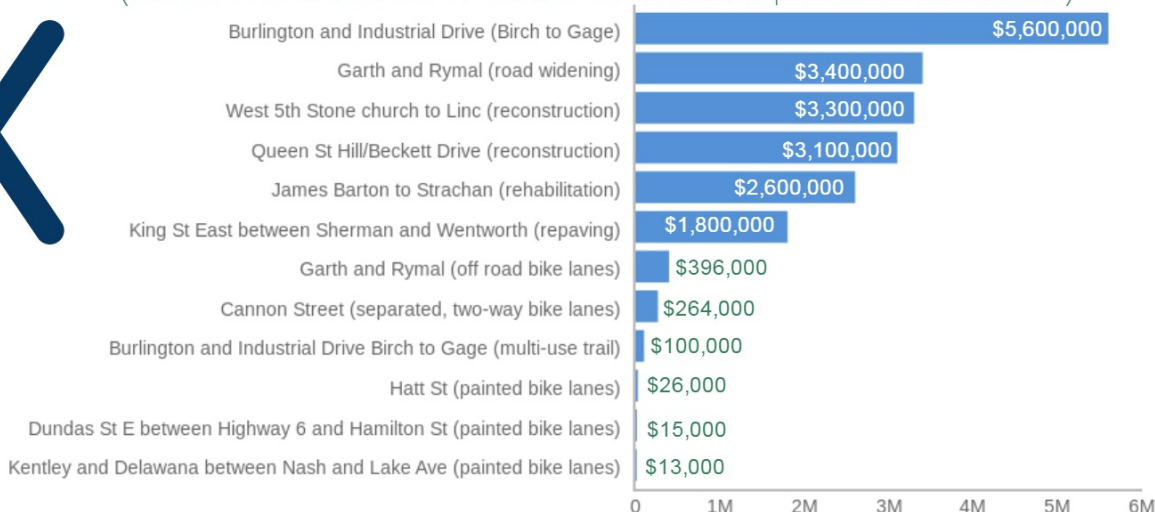
Bike facilities have been shown to increase retail sales at neighbourhood stores, stimulating the local economy. New York City's Department of Transportation reported a 49% increase in local sales compared to streets without bike lanes.



Other benefits include lower maintenance costs for cities compared to car travel lanes, fewer cars on the road so less car traffic for drivers, and an added buffer for pedestrians, making walking safer and more enjoyable.

One of the reasons cycling infrastructure has such a high rate of return on investment is that even high quality protected bike lanes are much cheaper compared to other road projects.

Cost per kilometre of recent and upcoming road and bicycle infrastructure projects (budgeted costs), City of Hamilton (does not include maintenance or operational costs)



Sources: Toronto Public Health (2012) Road to Health: A Healthy Toronto by Design Report; London UK DOT (2014): Claiming the Health Dividend: A summary and discussion of value for money estimates from studies of investment in walking and cycling; MacMillan, A. et al. (2014) The Societal Costs and Benefits of Commuter Bicycling: Simulating the Effects of Specific Policies Using System Dynamics Modeling (Environmental Health Perspectives, Vol. 122, Issue 4); NYC DOT (2012) Measuring the Street: New Metrics for 21st Century Streets; City of Hamilton budget documents.



This infographic series has been produced by the Social Planning and Research Council of Hamilton. For more information, please visit: www.sprc.hamilton.on.ca/equity-inclusion/completestreets

