



## The economic benefits of increased cycling in Chesterfield

Briefing by Chesterfield Cycle Campaign, September 2021

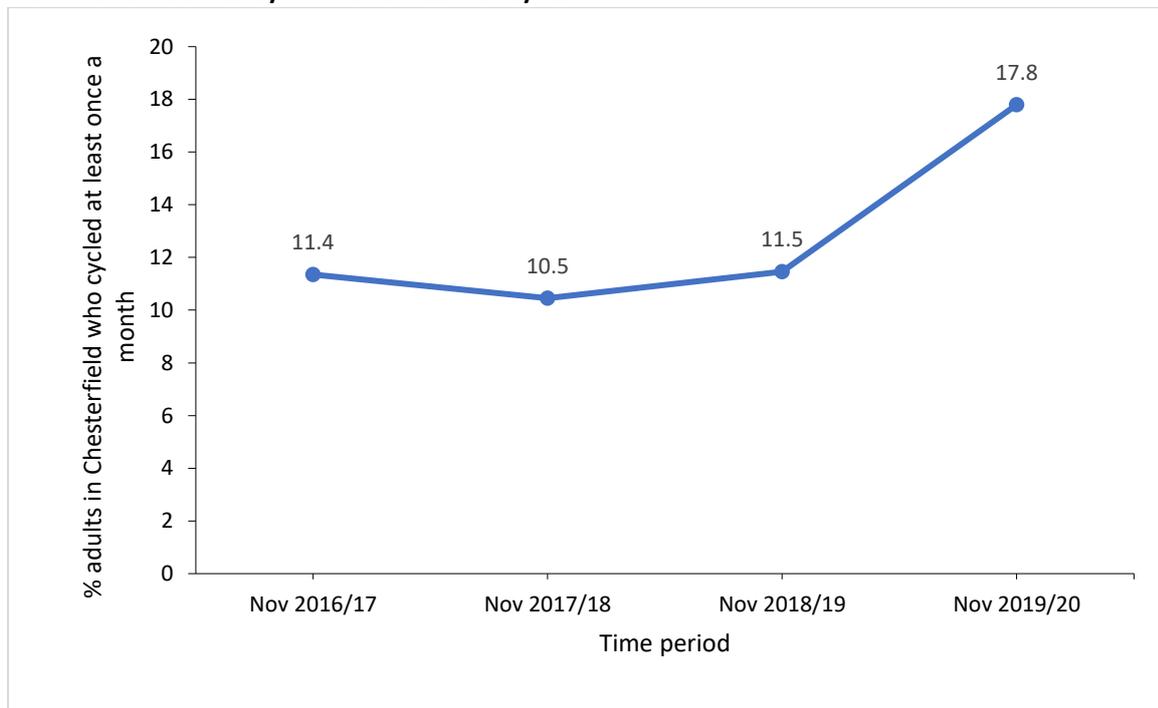
There has been a large increase in cycling in Chesterfield since the start of the pandemic. The table below shows the increase in the percentage of residents who cycle for any purpose, which includes both cycling for leisure and cycling for travel, in 2019/20 compared to 2018/19.

**Table 1: Percentage of adult residents of Chesterfield who cycled for any purpose in 2019/20 and 2018/19<sup>1</sup>**

	% residents who cycle for any purpose at least			
	Once a month	Once a week	3 times a week	5 times a week
Nov 2019/20	17.8	10.9	5.7	4.1
Nov 2018/19	11.5	7.1	2.6	2.0

Table 1 shows that in 2019/20 17.8% of adults (around 9,400 people) in Chesterfield cycled at least once a month and 10.9% of adults (around 5,800 people) cycled at least once a week. This is equivalent to over 5,000 additional Chesterfield residents cycling at least once a month compared to the same period in the previous year. Figure 1 below illustrates the large increase in the percentage of people cycling at least once a month in 2019/20 compared to the previous three years.

**Figure 1: Percentage of adults in Chesterfield who cycled for any purpose at least once a month, from November 2016/17- November 2019/20**

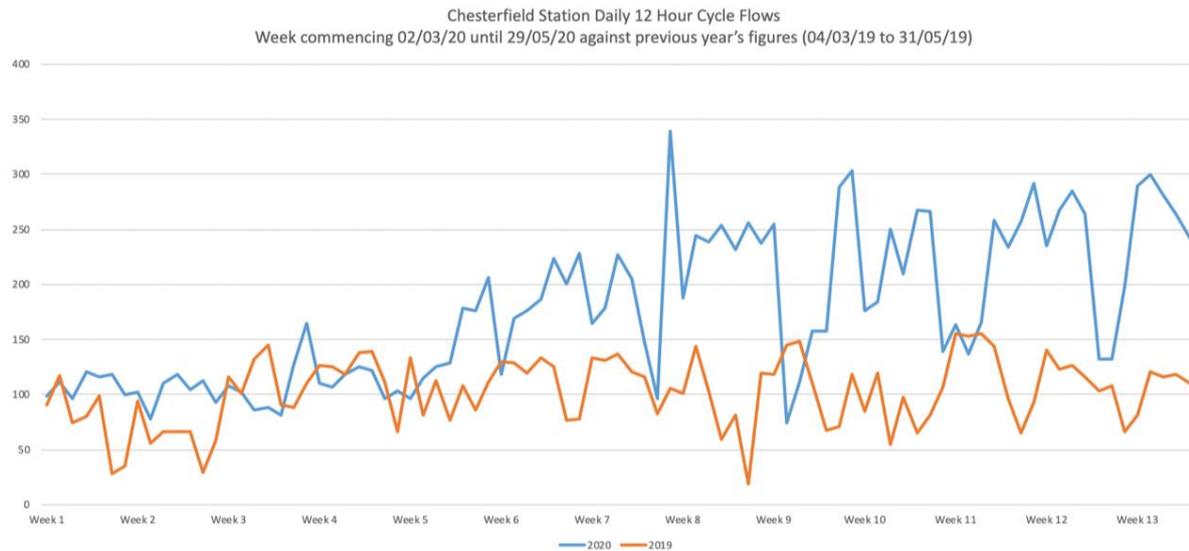


This increase in cycling has also been seen on key cycle routes over the last few years. For example the flagship Station Cycle Link between the retail park at Lordsmill St and the rail station, saw a more than trebling of flows in some periods in 2020 compared to 2019 (see Figure 2).

<sup>1</sup> Department for Transport (2021) Walking and Cycling Statistics  
<https://www.gov.uk/government/statistics/walking-and-cycling-statistics-england-2020>



**Figure 2: Daily cycle flows on the Chesterfield Station cycle link in 2020 (blue line) and 2019 (orange line)**



Cycling has been shown to have numerous health benefits as well as contributing to reduced carbon and pollution emissions and congestion. Some of the specific benefits for Chesterfield associated with current levels of cycling that we have estimated include:

- Around 2 premature deaths avoided per year
- Around 44 serious illnesses avoided a year including 16 hip fractures, 13 cases of dementia, and 6 cases of coronary heart disease
- Around 4 million vehicle kilometres not driven each year

These benefits can be monetised, as shown in the Table 2 below, to provide an estimate that **cycling in Chesterfield contributes over £6.2 million in health and congestion benefits**. The total benefits are likely to be much higher and include pollution and carbon reduction, accident prevention, as well as sales of bikes and bike products.

**Table 2: Estimated economic benefits of current levels of cycling in Chesterfield**

	<b>Economic value (2020 prices) (£)</b>	<b>Source</b>
Value of loss of life	5,458,373	HEAT tool <sup>2</sup> based on premature deaths avoided
NHS saving	276,290	MOVES tool <sup>3</sup> based on serious illnesses avoided
Congestion benefit	554,534	Car driver trips avoided and marginal economic costs of congestion
<b>Total</b>	<b>6,289,197</b>	

Cycling is not only good for health it is good for the local economy and building bike infrastructure has been shown to be one of the most effective ways of creating jobs, with an estimated 33 jobs created for every £1 million investment<sup>4</sup>.

<sup>2</sup> WHO. Health Economic Assessment Tool <https://www.heatwalkingcycling.org/#homepage>

<sup>3</sup> Sport England MOVES tool <https://sportengland-production-files.s3.eu-west-2.amazonaws.com/s3fs-public/moves-v2-user-guide-final.pdf>

<sup>4</sup> TUC (2020) Can an infrastructure stimulus replace UK jobs wiped out by COVID19 crisis? [https://www.tuc.org.uk/sites/default/files/TUC%20Jobs%20Recovery%20Plan\\_2020-06-17\\_proofed.pdf](https://www.tuc.org.uk/sites/default/files/TUC%20Jobs%20Recovery%20Plan_2020-06-17_proofed.pdf)