

Podium
Health Benefits and Cycling Economy
**Economic analysis of
passive versus active mobility**
Some short remarks on Time is money

June 11, 2013
Velo-city 2013 Vienna

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“Time is Money“ (Benjamin Franklin 1748)

Starting point

active mobility: being physical active with one's own human power

passive mobility: needing extra energy, mainly fossil oil for transport



Assumption of cost-benefit-analysis / underlying rationale:

- Time is money
- saving travel time is a benefit c.p.
- (ceteris paribus)





Assume:

Value of travel time as assumed / time savings example:

45 minutes walk to work / single trip

20 minutes cycling to work / single trip

10 minutes car to work/s.t.

Time saving single trip:

10 min car: cycling

35 min car : walking

min saved x 2/day x 5/d

per week x 46 weeks x value

time assumed





But:

- Empirical evidence: you should be moderately physical active nearly everyday an hour or longer
- Conclusion: In this case time is not saved taking car but extra time is needed to be physical active otherwise (fitness centre and alike)
- Even if cycling is faster in cities compared to car: Time car trip still is wasted, not being physical active

Conclusion:

- Cost-benefit-analysis may be a helpful tool to demonstrate cycling's potential
- assumptions should be not taken-as-granted but the frame should be appropriate to setting
- time = money is specifically relevant
- but also other parameters may be sensitive like comparing health effects in a heavily polluted setting (like China breathtaking smog-events)
- frame sensitivity: including oil dependency or taken cheap and abundant oil for granted makes a difference
- time for passive mobility has opportunity costs of time