The transport infrastructure as a barrier to walking

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Community severance: busy roads vs. pedestrians

- Roads are barriers to pedestrians
  - Make fewer trips
  - Drive instead of walking
  - Social exclusion
  - Less social cohesion
  - Health impacts of less physical activity
  - Impacts on local retail and employment
  - Local air pollution
  - GHG emissions

Society

Economy

Environment

Street Mobility project: developing tools to measure community severance

- Video surveys to study pedestrian behaviour on busy roads
  - Questionnaire to understand impact of busy roads on mobility and wellbeing
- To avoid road with...
  - 6 lanes: £1.4
  - 4 lanes: £1.2
  - Heavy traffic: £0.9
  - High speed: £0.5
- Interdisciplinary workshops to find a common language
- Spatial analysis to identify places where walking flows are lower than predictions of a walkability model
- Street audits to assess how the road and pedestrian infrastructure limits walking
- Health impacts of less physical activity
- Social exclusion
- Less social cohesion
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Benefits of reducing traffic levels (per year per person)
- Health: £38
- Social inclusion: £11.6
- Environment: £2

Economic analysis to estimate monetary value of wider impacts of reducing severance

Community mapping workshops before and after the study

Collaboration with policy-makers, practitioners and other stakeholders

Make fewer trips

Drive instead of walking

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http://www.ucl.ac.uk/street-mobility
https://streetmobility.wordpress.com
@StreetMobility

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