Living close to busy roads reduces wellbeing

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Coimbra, Portugal
HOW PEOPLE PERCEIVE TRAFFIC IN THE MAIN ROAD

<table>
<thead>
<tr>
<th></th>
<th>Not fast</th>
<th>FAST</th>
</tr>
</thead>
<tbody>
<tr>
<td>Not heavy</td>
<td></td>
<td></td>
</tr>
<tr>
<td>HEAVY</td>
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</tbody>
</table>

- No pedestrian crossings in vicinity
- Current/historical speed
- Historical/reference speed
- Maximum-minimum speed
- % HGV
- Age≥75
- Disability

4 sites in UK, N=708
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REPORTED IMPACTS OF TRAFFIC ON WALKING

<table>
<thead>
<tr>
<th>Does not avoid road</th>
<th>AVOIDS road</th>
</tr>
</thead>
<tbody>
<tr>
<td>Not a barrier</td>
<td>Is a BARRIER to walking</td>
</tr>
</tbody>
</table>

Lower wellbeing
Policy implications

- Policy interventions addressing the links between busy roads and wellbeing of local residents should aim to control both the volume and the speed of traffic.

- Those policies should prioritize the reduction of HGV traffic and traffic speeds in the roads where current speeds are much higher than the historical or the “normal” speed for those type of roads.

Thank you for your attention!

UCL Street Mobility project

www.ucl.ac.uk/street-mobility
streetmobility.wordpress.com
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