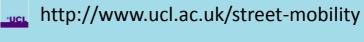
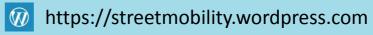
The transport infrastructure as a barrier to walking

Paulo Anciaes, Peter Jones, Shepley Orr – Centre for Transport Studies, UCL (University College London) Muki Haklay – Extreme Citizen Science, UCL Jenny Mindell, Jemima Stockton, Shaun Sholes, Nora Groce – Epidemiology and Public Health, UCL







@StreetMobility



Community severance: busy roads vs. pedestrians

Laura Vaughan, Ashley Dhanani – Bartlett School of Architecture, UCL









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

Street Mobility project: developing tools to measure community severance

Video surveys to study pedestrian behaviour on busy roads



Street audits to assess how

the road and pedestrian

infrastructure limits

walking

What affects your ability to walk in your local area? Questionnaire to understand impact of busy roads on mobility and wellbeing

Stated preference surveys to estimate people's willingness to pay to avoid crossing busy roads

To avoid road with...

£1.4 6 lanes £1.2

4 lanes Heavy traffic £0.9 High speed £0.5

Benefits of reducing traffic levels

(per year per person)

Social inclusion £11.6

£38

£2

Health

Environment

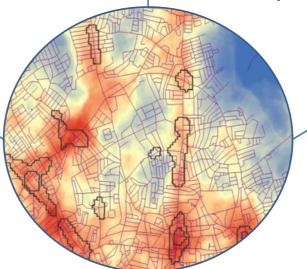






Interdisciplinary workshops to find a common language

Spatial analysis to identify places where walking flows are lower than predictions of a walkability model



Collaboration with

policy-makers,

practitioners and

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



Community mapping workshops before and after the study

