The transport infrastructure as a barrier to walking

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

Community severance: busy roads vs. pedestrians

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
- Spatial analysis to identify places where walking flows are lower than predictions of a walkability model
- Interdisciplinary workshops to find a common language
- 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...
  - 6 lanes: £1.4
  - 4 lanes: £1.2
  - Heavy traffic: £0.9
  - High speed: £0.5

- 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
- Collaboration with policy-makers, practitioners and other stakeholders
- Community mapping workshops before and after the study

Society
- Drive instead of walking
- Make fewer trips
- Social exclusion
- Less social cohesion
- Health impacts of less physical activity

Environment
- Local air pollution
- GHG emissions

Economy
- Impacts on local retail and employment