

## Living close to busy roads reduces wellbeing

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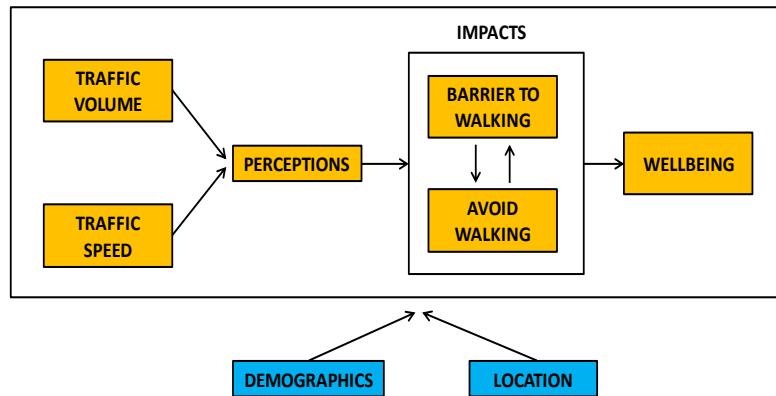
14<sup>th</sup> International Conference on Urban Health  
29 September 2017  
Coimbra, Portugal



Existing literature

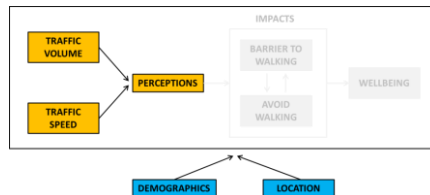


Our approach



4 sites in UK, N=708

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HOW PEOPLE PERCEIVE TRAFFIC IN THE MAIN ROAD

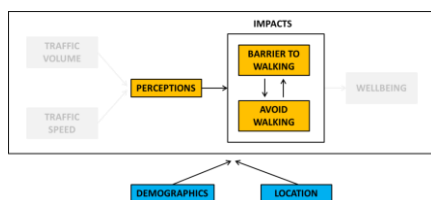
	Not fast	FAST
Not heavy		
HEAVY		

Traffic volume

No pedestrian crossings in vicinity

- Current/historical speed
- Historical/reference speed
- Maximum-minimum speed
- % HGV
- Age ≥ 75
- Disability

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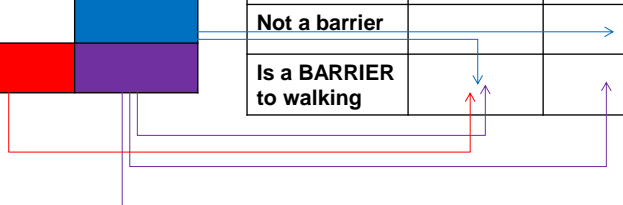


HOW PEOPLE PERCEIVE TRAFFIC IN THE MAIN ROAD

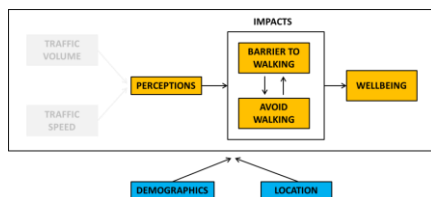
	Not fast	FAST
Not heavy		
HEAVY		

REPORTED IMPACTS OF TRAFFIC ON WALKING

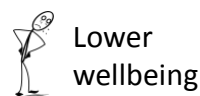
	Does not avoid road	AVOIDS road
Not a barrier		
Is a BARRIER to walking		



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	Not fast			FAST		
Not heavy		Does not avoid road	AVOIDS road		Does not avoid road	AVOIDS road
	Not a barrier			Not a barrier		
HEAVY		Does not avoid road	AVOIDS road		Does not avoid road	AVOIDS road
	Not a barrier			Not a barrier		
	Is a BARRIER to walking			Is a BARRIER to walking		



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## 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


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**Thank you for your attention!**



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