



Kolloquium zur Bachelorarbeit

Ghaith Al Akad

“Analyzing the interdependencies between perception-related parameters of road users in street environments with elements of Shared Space“

The dominance of automobiles in recent years has forced traffic planners to plan the roads in favor of motorized traffic, and slowly putting the safety and comfort of vulnerable road users out of the picture. Though many methods have been applied to design pedestrian-friendly urban areas that reduce the dominance of motorized traffic, one of them is the so-called “Shared Spaces”. Shared spaces aim to put heterogeneous road users on the same surface and let regulating the traffic a spontaneous process that is mostly done through human interaction between the road users rather than forcing traffic regulations. Furthermore, shared spaces aim to remove all kinds of signage elements (curbs, lights, speed limits, etc.) and to introduce concept-specific road elements. However, the concept is still in its growing phase and much research has to be done to evaluate the road users’ perceptions of it. Up until recently, most of the evaluations concentrated on evaluating an implementation as a whole. Yet no researches is aimed at evaluating the interdependencies between the elements building up the perception. In this thesis, we investigate the relationship among these elements by performing a questionnaire, where respondents were asked to submit their perceptions of these elements. After that, a regression analysis was carried away to obtain information about these relationships. The analysis shows that for pedestrians, buildings, vegetation and the existence of seating facilities stand together in mutual dependency with each other, i.e., if a pedestrian is likely to positively perceive surrounding buildings, then it is also more likely to feel good crossing a shared space that contains vendors and trees, and vice versa. On the other hand, the analysis shows that for car drivers, vendors and seating facilities have mutual interdependencies. Furthermore, perceiving the surrounding buildings is also affected by the number of actions drivers have to take to avoid collisions with pedestrians.

Dienstag, 21. Dezember 2021, 10:00 Uhr

Videokonferenz: BBB <https://webconf.tu-clausthal.de/b/jor-a6p-eeen>