

Relationship between spatial planning, retail activity and movement in the Israeli city - The case of Ashdod and Bat Yam

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This study describes the consequences of planning approaches on the relationship between the structure of the street network, the movement of pedestrians and vehicles, and the spatial patterns of retail activity. Neighborhoods in two different cities, Bat Yam and Ashdod, were compared. The research was based on analysis of the association between retail patterns, pedestrian and vehicle movement volumes, and the street network structure in the research areas. Street network was analyzed using 'Space Syntax' methods. The research findings reveal that the separation between pedestrian and through vehicle movement, attempted in modern planning by the idea of the 'neighborhood unit', led to a decrease in walking, and an increase in vehicle movement, even inside the neighborhood units. When this phenomenon is examined in the context of environmental behavior intended to increase walking and reduce vehicle use and emissions, residents of Bat Yam are observed to have a more environmental behavior as a result of its spatial planning. These findings may contribute to understanding the links between street network structure, pedestrian and vehicle movement and commercial location. They emphasize the importance of understanding these complex relationships for better urban planning.

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