Appendix
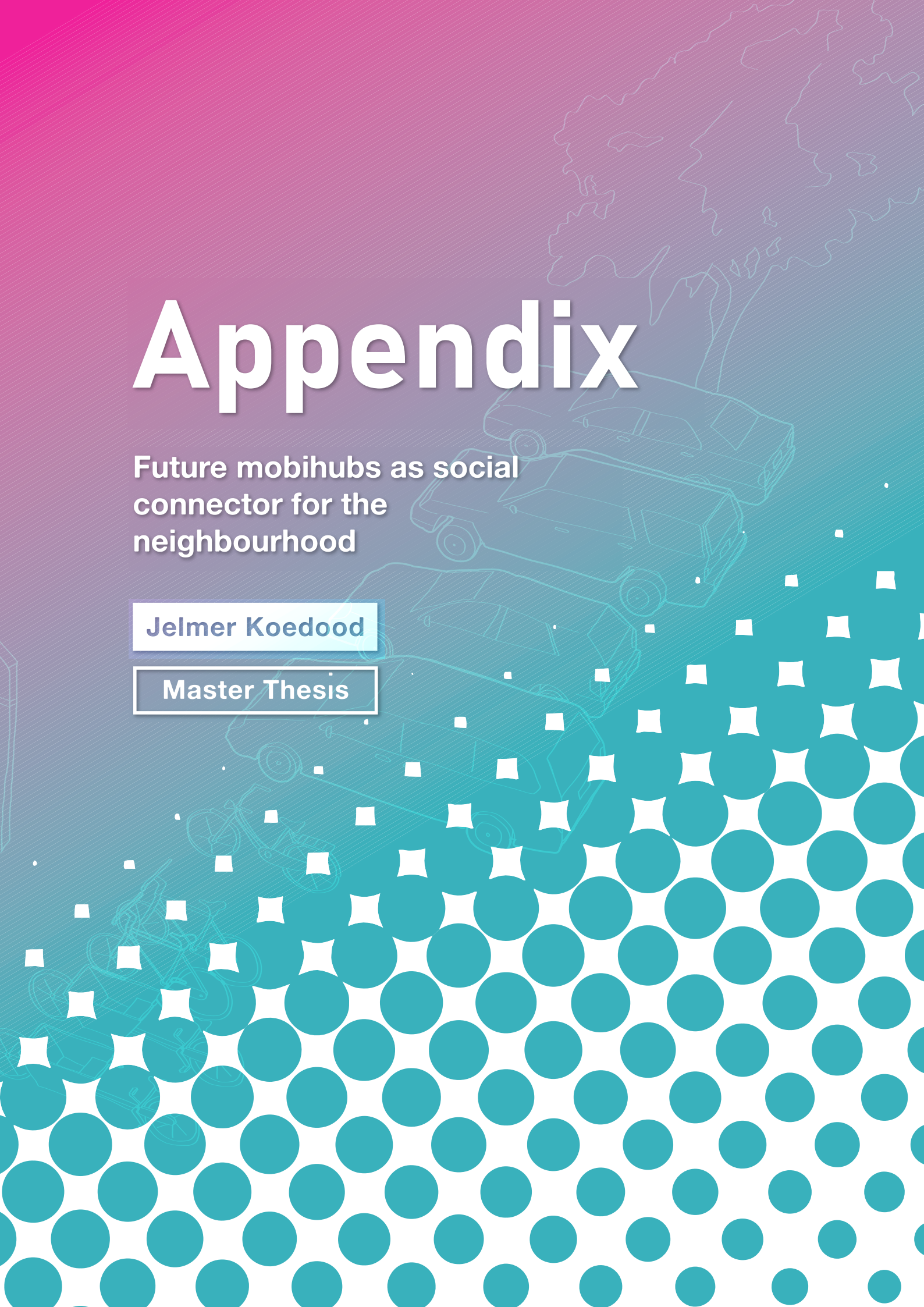
Future mobihubs as social connector for the neighbourhood

Jelmer Koedood

Master Thesis

This appendix is the appendix to the master thesis "Future mobihubs as social connector for the neighbourhood". It was written in the context of the master Design for Interaction at the faculty of Industrial Design Engineering at the Delft University of Technology in the Netherlands.

Author
Jelmer Koedood
Student number: 4214447

Graduation committee
Chair: Dr. ir. Suzanne Hiemstra-van Mastrigt
Mentor: ir. Iskander Smit

Company
Advier
Mentor: Minze Walvius

March 2020

Table of Contents

Appendix A: Canvasses observations case studies

Deconstruction: Mobility Hub

Name of hub   Hely Hub Delft

Sketch of hub

Describe the product literally
How does it look? Where is it? What is it made of?

The Hub is situated in Delft, in the Schoemakersplantage. The Hub consists of an electric bike rental stand, 4 rental cars, 4 ebikes, 2 large ebikes. There is a worm habitat for the neighbourhood. There is a garbage disposal unit. It is located at the entrance of the neighbourhood (when viewed from Delft central). It is near some sort of old, rundown entrance to the park the neighbourhood used to be.

There is 1 car missing and 1 e-bike. 2 of the bikes seem used.

There are big posters explaining what to do. It is made of metal, stone and wood. The worm habitat provides some green. It looks like a standard bike storage unit. The layout seems arbitrary. There does not seem to be an integration of the different services.

Describe the product in terms of its qualities
Is the thing warm? strong? gentle? frienly? does it look complex? is it approachable? reliable? What association does it evoke? What is the personality?

It seems basic. Standard.

But also communicates as if it is Hip. Eager. Screaming Silently. Ready for Action.

New. Not yet part of the DNA.

4

Communal. Segmented. Hand-book-requiring. Distant.

Describe the product at the level of interaction
Is it smooth? interrupted? Dishonest? Jellyness? Unlimited?

Multi-level. Honest. Disconnected. Floaty / non-tangible.

Distant.

Occupant of the neighboorhood:

"I use it sometimes but its way too expensive. Way too much. I still need to cancel the subscription but thats a real hassle also. No way too expensive. 15 euros! We are with 5 people so five times fivteen, you can do the rest. Way too expensive. Have a good day. "

Describe the product at the level of context
What were the designers motivations in their time? Try to retrieve the factors that once induced the designer to design the object in this way

We have to use shared mobility more.

Shared mobility is used more when theres different options.

Centralizing shared mobility options will increase their use.

Global Warming.

You can increase social cohesion in a neighbourhood by introducing an element that occupants need to care for together.

Deconstruction: Mobility Hub

Name of hub   Rijswijk Centraal

Sketch of hub

Describe the product literally
How does it look? Where is it? What is it made of?

Rijswijk centraal is mainly a trainstation, with additionally a bus stop and tram stop. The place is made of stone, metal and glass. There is a road intersection with different modalities of transport. There are several facilities; a supermarket, snackbar, Subway. massage place, tanning salon, leisure centre, library, business hotel, and mostly empty office space. There is a lot of vacant buildings. There is an outdoor space in front of the library. It seems large and empty, almost hollow.

Describe the product in terms of its qualities
Is the thing warm? strong? gentle? frienly? does it look complex? is it approachable? reliable? What association does it evoke? What is the personality?

Complex but approachable. Local, big, open and empty. Statue-like. Strictly functional.

Describe the product at the level of interaction
Is it smooth? interrupted? Dishonest? Jellyness? Unlimited?

Smooth, functional and pointed. Frictionless.

"Rijswijk Central Station is the most unpleasant station of the netherlands" – Rover, 2016.

Describe the product at the level of context
What were the designers motivations in their time? Try to retrieve the factors that once induced the designer to design the object in this way

Constructionism. Functional and a place for the community. The station provides office space which is now empty, suggesting that office space is needed at the time.
Nowadays theres a lot of vacant office space in the Netherlands.
The placemaking in front of the library suggests that a place was needed there, to attract people to the library and emphasize its communal value. It seems to be the most lively place in the station.
The station is underground, which is a common city planning technique to level cities and remove boundaries, in order not to obstruct the city and its flow.

Deconstruction: Mobility Hub

Name of hub   Meppel Central Station (+ Hub)

Sketch of hub

Describe the product literally
How does it look? Where is it? What is it made of?

Central station of Meppel.

Its an intersection of mobility. There is a trainstation, bus station, Kiss&Ride, Stationshuiskamer and book lending point and package dropoff. The place is made of stone and metal. There seem to be a lot of teenagers. There is a big tree and a standard old dutch railway building.

The Hub itself seems to be only a signpost. Coincidentally (I believe) theres a portable toilet placed in front of it. The branding of the hub seems to be the only thing present from Hubs.

Describe the product in terms of its qualities
Is the thing warm? strong? gentle? frienly? does it look complex? is it approachable? reliable? What association does it evoke? What is the personality?

Friendly, communal. Used and busy. Multi-layered.

Describe the product at the level of interaction
Is it smooth? interrupted? Dishonest? Jellyness? Unlimited?

"Vluchtig" – Fleeting. Anonumous. Community like. There seems to be more interaction with the station. THe station provides some sort of homey-ness and introduces stuff to do. It is not frictionless like Rijswijk, but introduces some kind of positive friction.

It is continious with a Bonus. Friction results in polishedness.
It is like handing in glass bottles; little friction at first, but a satisfying result.

Describe the product at the level of context
What were the designers motivations in their time? Try to retrieve the factors that once induced the designer to design the object in this way

With Hubs, the goal was to create a socio-economic centre. Its goal was minimizing the emotional cost of a transfer. Transfers have an emotional cost.
Using multiple modalities and making OV attractive, results in less pollution.
Principle: People have a lot of daily chores.
People care about functionalism and comfort when travelling. Travelling is the byproduct of living.

Deconstruction: Mobility Hub

Name of hub   Gieten Hub

Sketch of hub

Describe the product literally
How does it look? Where is it? What is it made of?

The OV-Knooppunt Gieten. It is a big bus stop next to the city of gieten. There is a hub of the Hub initiative which manifestates in a fitness place, bicke lockers, a shop/coffeeplace, terrace, recognizable signage and a water tap. Its a mostly concrete bus stop with cheap affordable recognition. The fitness stuff is not used because it rains. It does not look fit to be an all-seasons thing.

Describe the product in terms of its qualities
Is the thing warm? strong? gentle? frienly? does it look complex? is it approachable? reliable? What association does it evoke? What is the personality?

The rain makes it look sad. As does the concrete. Inside it is gezellig and old fashioned. The hub seems like a big modern thing that is thrown near the old city of Gieten. It is recognizable, like a big spaceship in the river of time and mobility.

Describe the product at the level of interaction
Is it smooth? interrupted? Dishonest? Jellyness? Unlimited?

Anonumous. Flowy. Uninterrupted. Frictionless. Necessary. Automated.

Describe the product at the level of context
What were the designers motivations in their time? Try to retrieve the factors that once induced the designer to design the object in this way

Hubs were made as socio-economic hubs in mind. Entertaining guests and providing facilities will up the quality of use. When people see eachother often, relationships flow from that. Hubs appear when multiple facilities are centred. Business will develop if businesses are close to eachother. Travelling is a routine. PEople intersect on a daily basis, so when you provide an opportunity for people to mingle, a socio-economic hub will appear.

Deconstruction: Mobility Hub

Name of hub   Borger Hub

Sketch of hub

Describe the product literally
How does it look? Where is it? What is it made of?

Borger hub consits of free Wifi, bike storage, bus stops, bike racks a park&ride and the Hub branding. It is near the small city of Borger. It is at the crossroads of two major highways. There is a new neighbourhood being erected across one of the roads. It is mostly metal, stone and basic greenery.

Describe the product in terms of its qualities
Is the thing warm? strong? gentle? frienly? does it look complex? is it approachable? reliable? What association does it evoke? What is the personality?

IIn the middle of a storm. An island. Used. Close to the action. Functional. Old, clear and approachable.

Describe the product at the level of interaction
Is it smooth? interrupted? Dishonest? Jellyness? Unlimited?
Uninterrupted Smooth. Homecoming. Homeplanet. Endpoint.

Describe the product at the level of context
What were the designers motivations in their time? Try to retrieve the factors that once induced the designer to design the object in this way

"Het vasteland" The homeplanet. Gieten is an island in the storm, whereas Borger feels as the mainland.

Not everyone has 4G these days. Everyone loves free wi-fi. Hub branding is about communication. In order to make a hub you have to call it a hub. A self-fulfilling prophecy. ITs about communication.

Appendix B: Interviews: structure and questions

Interviews with this group are there to fill in the 'interaction'-part of the Deconstruction phase of the ViP-approach, and gain general insight into their world.

Main Research Question:

What kind of interaction do people have with mobility hubs?

Structure

A semi-structured interview with a visual stimulant that lets people show, and talk about, their experiences.

Questions

Where do you live? Where do you work?

Do you commute every day to work?

How long is your commute?

What modalities do you use?

What kind of 'hubs' do you encounter along the way?

What do you do on those hubs?

Can you show me / display what you do and interact with during your stay at a Hub? **Participants gets to use general emoticons, open-for-interpretation stickers and a pen.**

How long do you stay there?

Do you talk to people? Do you use stuff / facilities there?

Do you like a particular hub or particular part of your journey? Why?

What is the last stop before you are home or before you are at work? Is this place different than other stops?

Do you use any hubs outside of work frequently? Is that different from the work hub? How so?

How would you characterize your relationship with the hub?
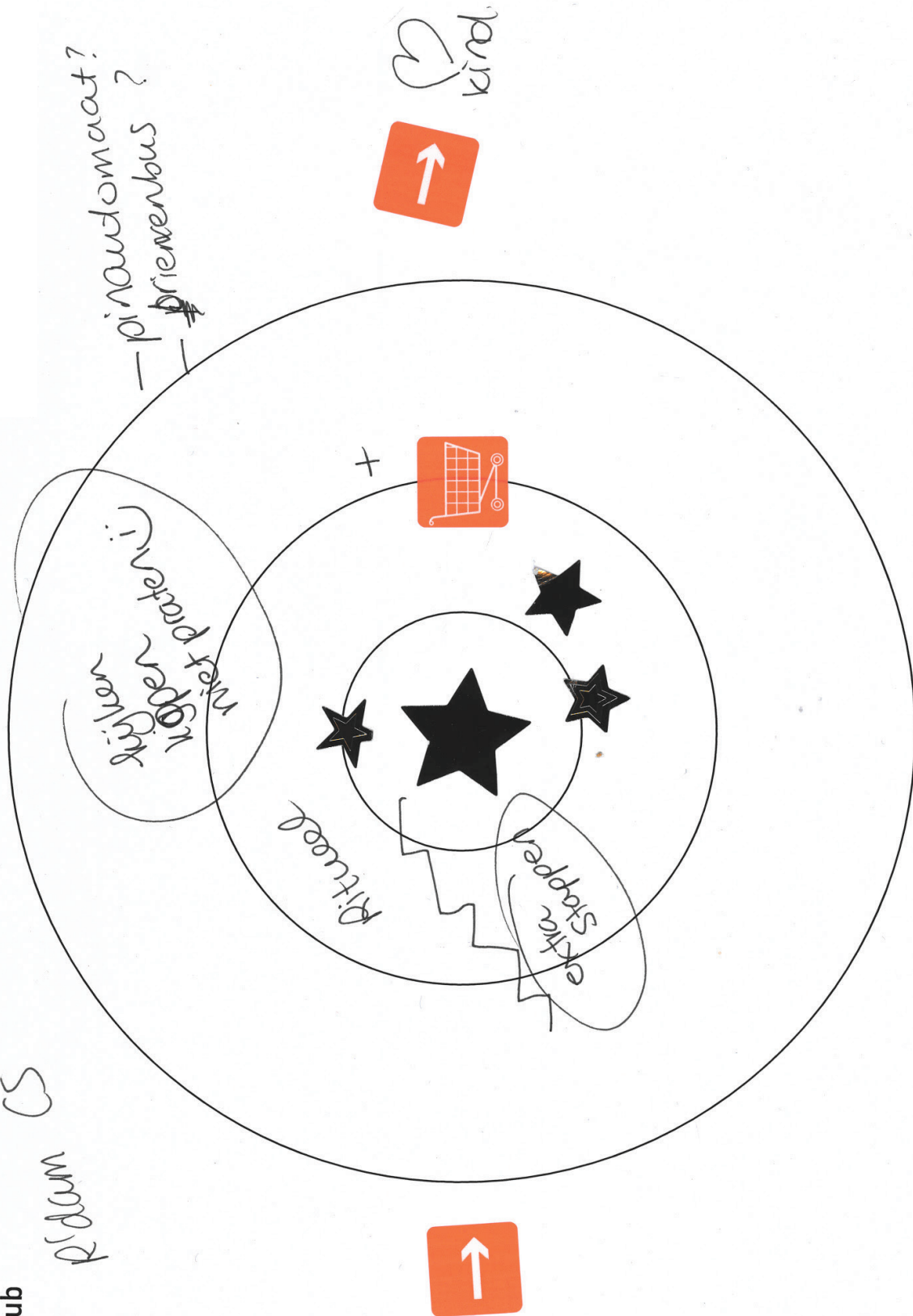
Is there anything you would like to see in / at the hubs you visit?

As a visual stimulant, the participants received a canvas on which to map their behaviour. The filled in canvasses can be seen in Appendix C.

My behaviour at a
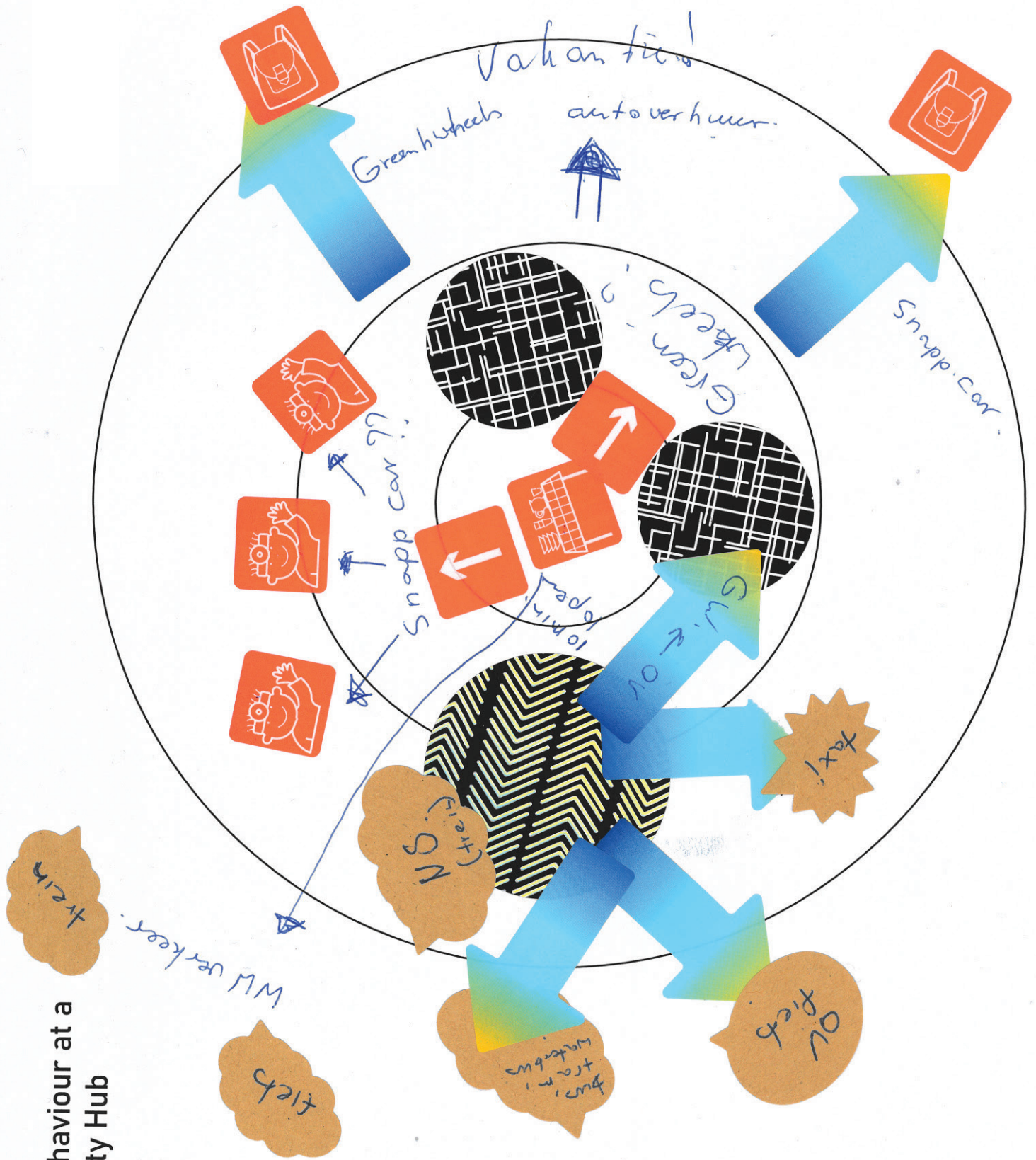Mobility Hub

My behaviour at a
Mobility Hub

My behaviour at a
Mobility Hub
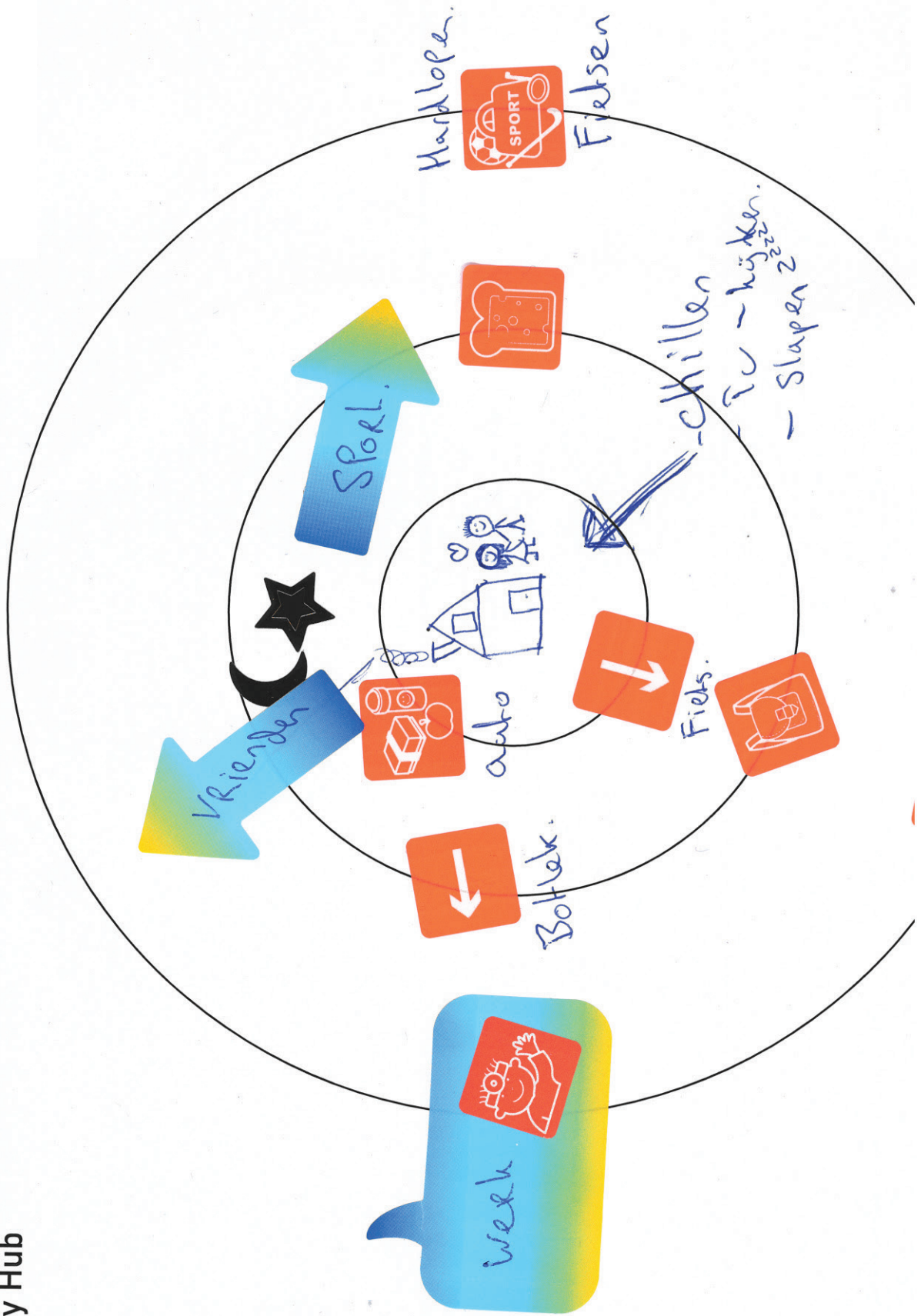
My behaviour at a
Mobility Hub

Appendix D: Context factors

On the next four pages, all found context factors are displayed.
First, they are displayed by type.
After that, they are displayed in common-quality clusters.

Cultural

Using the same (niche) transport can connect people (principle)

A Dutch workday is 8 hours (state)
SUBTITLE

Biological

People sleep on average 7 hours per night (state)

People benefit physically from excercise (state)

Technological

Autonomous vehicles are becoming increasingly viable (development)

Cities are becoming increasingly connected (development)

Products are becoming increasingly connected (IoT) (development)

Removing boundaries is a strategy of urban planning (principle)

Travel hubs are usually not all-seasons (principle)

The high variety on mobility hubs leads to increased needs of timely and comprehensive information (development)

Psycholigical

Peoples mobility needs are changing (trend)

People like to be autonomous (principle)

People want to be able to choose to participate in public events (principle)

People like to "people watch" (principle)

People have a distorted view of their commute duration (principle)

Travel hubs have an important role in the daily life of commuters, since theyre at the start and end of the commute (principle)

People generally dont scrutinize their commute patterns or modality choices Iprinciple)

People are more active in the morning commute than in the evening commute (state)

A mobility needs to be 'more than a transfer point' (principle)

People have cert
travel hubs (prin

People do not pa
much on a travel
something is out
(principle)

People care abou
travelling (princip

Only if basic and
demands are me
willing to change
behaviour (princi

Transport transfe
(emotional) energ
not part of a dail
(state)

Information prov
important factor
mode of transpo

It is hard to see a
apart from the jo

People have cert
travel hubs (prin

Demographic

Working parents are
users (state)

House ownership at
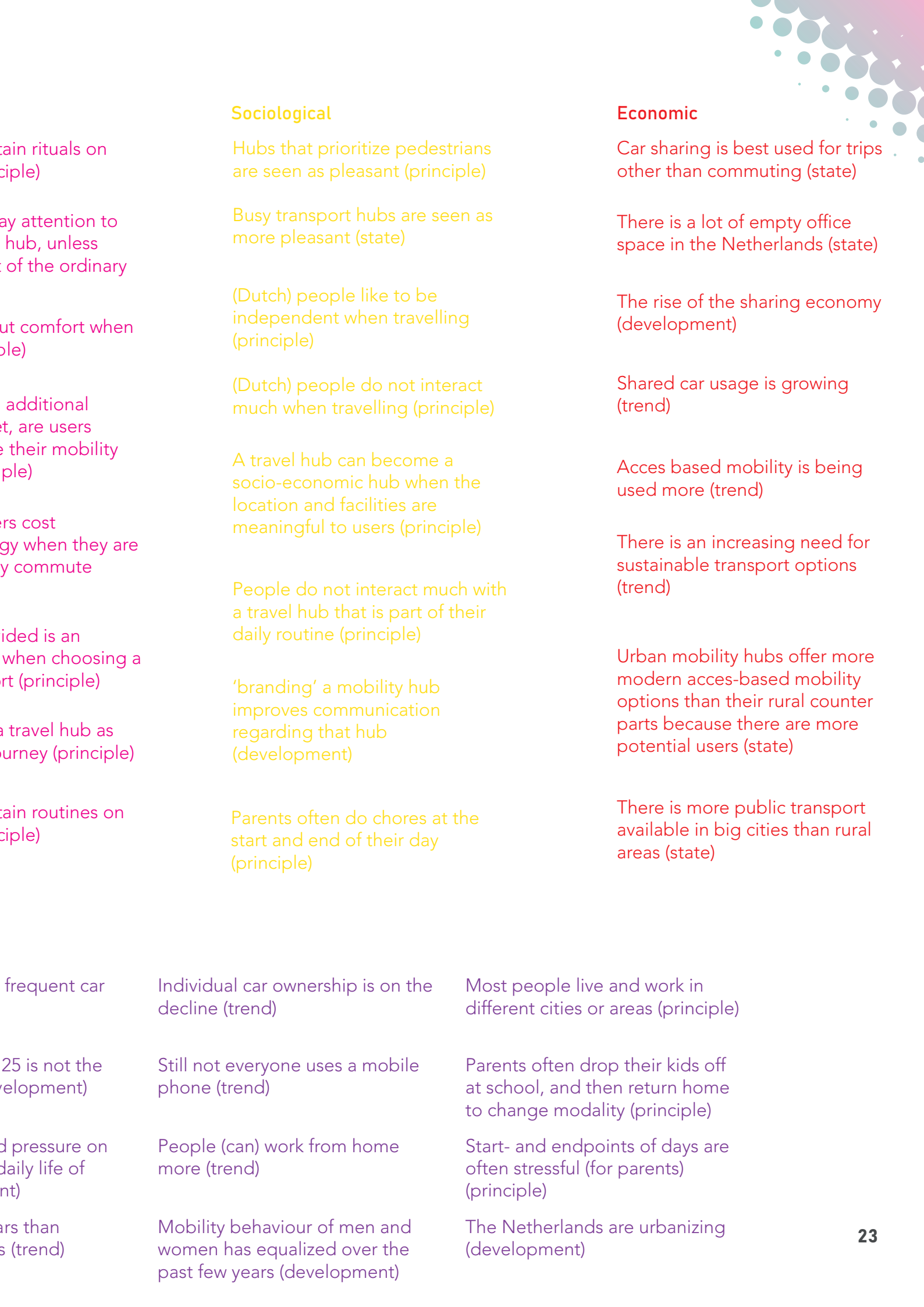norm (anymore) (dev

There is an increased
the planning of the
families (developme

Millenials buy less ca
previous generations

Context Factors

Domain: (Social) behaviour at a mobility hub

...tain rituals on
...ciple)

...ay attention to
... hub, unless
...t of the ordinary

...ut comfort when
...ple)

... additional
...t, are users
...e their mobility
...ple)

...rs cost
...gy when they are
...y commute

...ided is an
...when choosing a
...rt (principle)

...a travel hub as
...ourney (principle)

...tain routines on
...ciple)

Sociological

Hubs that prioritize pedestrians
are seen as pleasant (principle)

Busy transport hubs are seen as
more pleasant (state)

(Dutch) people like to be
independent when travelling
(principle)

(Dutch) people do not interact
much when travelling (principle)

A travel hub can become a
socio-economic hub when the
location and facilities are
meaningful to users (principle)

People do not interact much with
a travel hub that is part of their
daily routine (principle)

'branding' a mobility hub
improves communication
regarding that hub
(development)

Parents often do chores at the
start and end of their day
(principle)

Economic

Car sharing is best used for trips
other than commuting (state)

There is a lot of empty office
space in the Netherlands (state)

The rise of the sharing economy
(development)

Shared car usage is growing
(trend)

Acces based mobility is being
used more (trend)

There is an increasing need for
sustainable transport options
(trend)

Urban mobility hubs offer more
modern acces-based mobility
options than their rural counter
parts because there are more
potential users (state)

There is more public transport
available in big cities than rural
areas (state)

... frequent car

Individual car ownership is on the
decline (trend)

Most people live and work in
different cities or areas (principle)

...25 is not the
...velopment)

Still not everyone uses a mobile
phone (trend)

Parents often drop their kids off
at school, and then return home
to change modality (principle)

...d pressure on
...daily life of
...nt)

People (can) work from home
more (trend)

Start- and endpoints of days are
often stressful (for parents)
(principle)

...ars than
...s (trend)

Mobility behaviour of men and
women has equalized over the
past few years (development)

The Netherlands are urbanizing
(development)

Human Connection

Using the same (niche) transport can connect people (principle)

Hubs that prioritize pedestrians are seen as pleasant (principle)

People like to "people watch" (principle)

Busy transport hubs are seen as more pleasant (state)

Autonomy

People like to be autonomous (principle)

People want to be able to choose to participate in public events (principle)

People like to "people watch" (principle)

(Dutch) people like to be independent when travelling (principle)

(Dutch) people do not interact much when travelling (principle)

Urban Shift

Removing boundaries is a strategy of urban planning (principle)

The Netherlands are urbanizing (development)

Urban mobility hubs offer more modern acces-based mobility options than their rural counter parts because there are more potential users (state)

There is more public transport available in big cities than rural areas (state)

Technological Bulldozering (determinism) / TechShift

Autonomous vehicles are becoming increasingly viable (development)

Cities are becoming increasingly connected (development)

Products are becoming increasingly connected (IoT) (development)

Generational Shif

Peoples mobility changing (trend)

The rise of the sha (development)

House ownership norm (anymore) (

Millenials buy less previous generati

Individual car own decline (trend)

Still not everyone phone (trend)

Shared car usage (trend)

Acces based mob used more (trend)

There is an increa sustainable transp (trend)

Mobility behaviou women has equal past few years (de

Information Overload when Travelling

The high variety on mobility hubs leads to increased needs of timely and comprehensive information (development)

Only if basic and additional demands are met, are users willing to change their mobility behaviour (principle)

Information provided is an important factor when choosing a mode of transport (principle)

Facilities are key

A travel hub can become a socio-economic hub when the location and facilities are meaningful to users (principle)

A mobility needs to be 'more than a transfer point' (principle)

Communication is key

'branding' a mobility hub improves communication regarding that hub (development)

Travel hubs are usually not all-seasons (principle)

ft

...needs are

...aring economy

... at 25 is not the
...development)

...cars than
...ons (trend)

...nership is on the

...uses a mobile

... is growing

...bility is being
...)

...sing need for
...port options

...ur of men and
...ized over the
...evelopment)

Double-edged commute

Car sharing is best used for trips other than commuting (state)

There is a lot of empty office space in the Netherlands (state)

Working parents are frequent car users (state)

There is an increased pressure on the planning of the daily life of families (development)

Travel hubs have an important role in the daily life of commuters, since theyre at the start and end of the commute (principle)

People are more active in the morning commute than in the evening commute (state)

People (can) work from home more (trend)

People sleep on average 7 hours per night (state)

A Dutch workday is 8 hours (state)

Most people live and work in different cities or areas (principle)

Parents often do chores at the start and end of their day (principle)

Parents often drop their kids off at school, and then return home to change modality (principle)

Start- and endpoints of days are often stressful (for parents) (principle)

Travelling is a routine

People have a distorted view of their commute duration (principle)

People generally dont scrutinize their commute patterns or modality choices lprinciple)

It is hard to see a travel hub as apart from the journey (principle)

People do not interact much with a travel hub that is part of their daily routine (principle)

People have certain routines on travel hubs (principle)

People have certain rituals on travel hubs (principle)

People do not pay attention to much on a travel hub, unless something is out of the ordinary (principle)
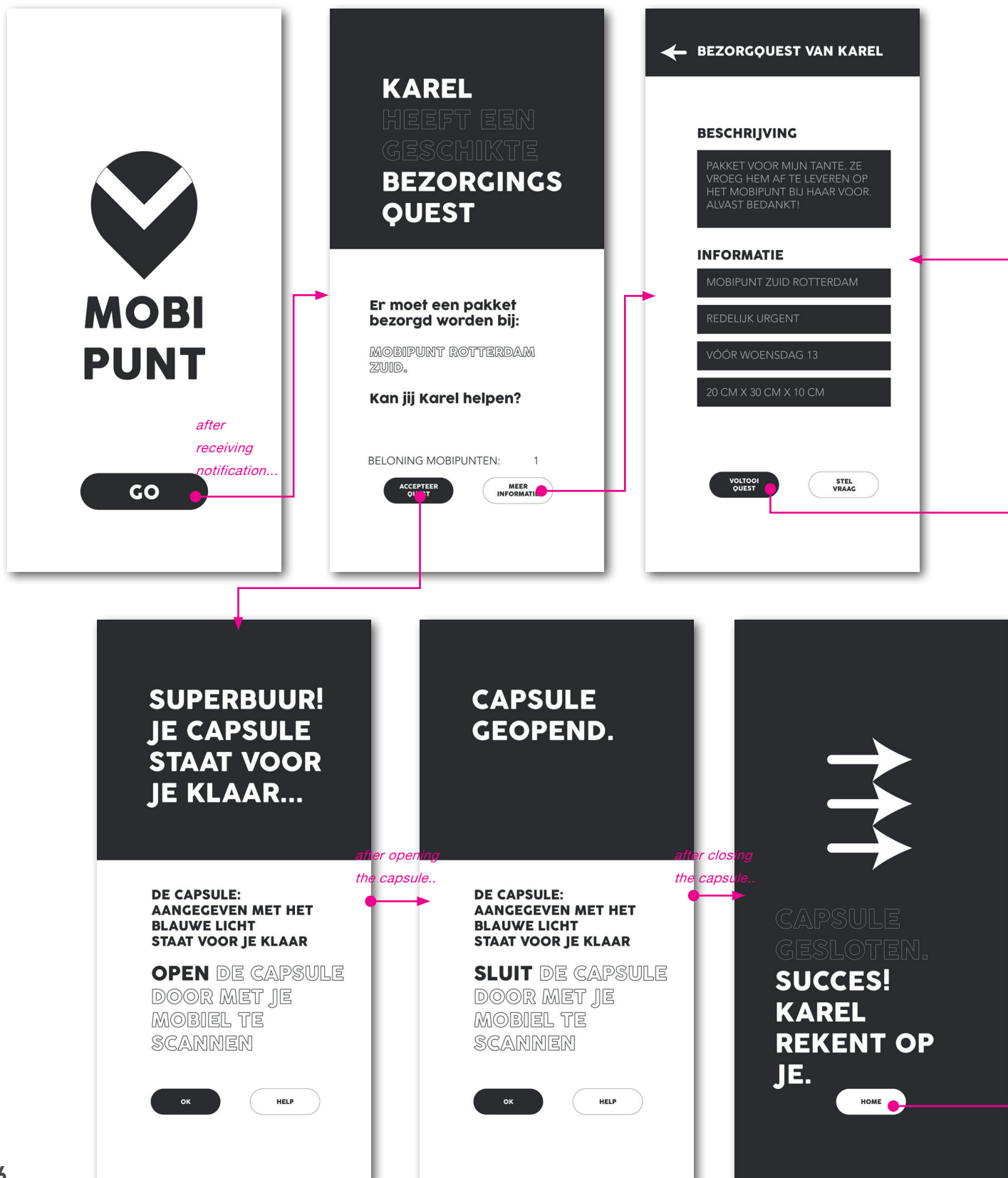
Travelling is tiresome

People benefit physically from excercise (state)

People care about comfort when travelling (principle)

Transport transfers cost (emotional) energy when they are not part of a daily commute (state)

Clusters

Appendix E: Accepting a quest – prototype app flow

MOBI PUNT

GO

after receiving notification...

KAREL HEEFT EEN GESCHIKTE **BEZORGINGS QUEST**

Er moet een pakket bezorgd worden bij:

MOBIPUNT ROTTERDAM ZUID.

Kan jij Karel helpen?

BELONING MOBIPUNTEN: 1

ACCEPTEER QUEST   MEER INFORMATIE

← BEZORGQUEST VAN KAREL

BESCHRIJVING

PAKKET VOOR MIJN TANTE. ZE VROEG HEM AF TE LEVEREN OP HET MOBIPUNT BIJ HAAR VOOR. ALVAST BEDANKT!

INFORMATIE

MOBIPUNT ZUID ROTTERDAM

REDELIJK URGENT

VÓÓR WOENSDAG 13

20 CM X 30 CM X 10 CM

VOLTOOI QUEST   STEL VRAAG

SUPERBUUR! JE CAPSULE STAAT VOOR JE KLAAR...

DE CAPSULE: AANGEGEVEN MET HET BLAUWE LICHT STAAT VOOR JE KLAAR

OPEN DE CAPSULE DOOR MET JE MOBIEL TE SCANNEN

OK   HELP

after opening the capsule..

CAPSULE GEOPEND.

DE CAPSULE: AANGEGEVEN MET HET BLAUWE LICHT STAAT VOOR JE KLAAR

SLUIT DE CAPSULE DOOR MET JE MOBIEL TE SCANNEN

OK   HELP

after closing the capsule..

CAPSULE GESLOTEN. **SUCCES! KAREL REKENT OP JE.**

HOME

Screen 1 (top left)

Jan Broekeling ⚙

NIEUWS

👤 _____
👤 _____

ACTIEVE QUESTS

BEZORGING ⚙

MAAK QUEST

Screen 2 (top right)

✓

QUEST VOLTOOID. SUPERBUUR!

je krijgt een notificatie als het wordt bevestigd door KAREL.

HOME

Screen 3 (bottom left)

after Karel has confirmed...

KAREL HEEFT JOUW BEZORGINGS QUEST BEVESTIGD

OVERZICHT:

JOUW VERDIENDE PUNTEN: 1
BALANS: 5 (+1)

OK

Screen 4 (bottom right)

👤 Jan Broekeling ⚙

NIEUWS

👤 _____
👤 _____

ACTIEVE QUESTS

je hebt geen quests

MAAK QUEST

Appendix F: Details interview user test

For the user test of the Helper System, a process document and interview questions were prepared (in Dutch). In this appendix that process document and the interview questions are displayed. The actual analysis of the results were done with notes made during the interview and the recordings. The recordings were intepreted and not one-to-one transcribed, which was deemed unnecessary. Recurring themes were noted down and processed into clusters.

Process document

- CAMERA ROLLING? -

Uitleg Test

Welkom op de test.

Deze test omvat het testen van een mobiliteitshub.
Op de mobiliteitshub kan je onder andere deelautos, deelfietsen en nog meer gebruiken.
De mobiliteitshub is er een van de toekomst, ergens in 2030.
De mobiliteitshub heet Mobipunt.

Ik ben vooral op zoek naar inzichten over het hele systeem, en dus zijn sommige details nog niet helemaal uitgewerkt.

De test omvat het doorlopen van een paar scenarios, met een kort interview achteraf.
Ik wil je vragen om tijdens de test hardop te denken over alles.

Vind je het oke als ik dit film?
Academische doeleinden.

Uitleg Scenario.

Het is 2030, jij woont in een buurt in Rijswijk met een Mobipunt. Jij bent gebruiker van dit Mobipunt.
Je heet Karel, en je favoriete kleur is Groen.
Je hebt een pakketje wat je wil brengen naar het mobipunt dichtbij je tante in Rotterdam Zuid, maar je gaat de hele week niet daarlangs met de auto. Je besluit het Mobipunt hiervoor te gebruiken.

Doorloop Make Quest B.
Doorloop Make Quest A.

Nu gaan we zien hoe dat van de andere kant ging.
Je bent nu Jan, degene die de quest heeft gedaan. Je favoriete kleur is toevallig ook groen.

Doorloop Take Quest.

- Klaar -

Dit mobipunt heeft ook een aantal regels aan zich verbonden.
In de app kun je kijken naar de spelregels.

Je zou de bovenste kunnen aanpassen.

Dat gaat zo en zo.

Dankjewel, dat was alles om te laten zien en te doorlopen.

CAMERA STILL ROLLING?

- **Interview**
- **Qualities**

CAMERA OP COMP ZETTEN

Questionnaire Test Mobipunten NHS

Participant: ………….

Expert or not? …………..

How would you describe the interaction with the system?
Hoe zou je je interactie met het systeem beschrijven?

How would you see the added benefit of such a system in your neighborhood?
Welke voordelen zou je inzien van zo een systeem in je buurt?

How would you see the downside of such a system in your neighborhood?
Welke nadelen zou je inzien van zo een systeem in je buurt?

How would you use such a system in your neighborhood?
Hoe zou je zo'n soort system in jouw buurt gebruiken?

How would you like the system to react to you?
Hoe zou jij willen dat het systeem op jou reageert?

What do you think the system invites you to do?
What vind je dat het systeem je uitnodigd om te doen?

Is your imagination sparked by the system?
Is je creativiteit geprikkeld door dit systeem?

Feel free to share any other ideas, insights or thoughts about the system.
Heb je nog andere ideeen, inzichten, opmerkingen over het systeem?

Appendix G: Invitation Expert Meeting

The invitation that was sent to various experts is displayed on the next three pages. It was designed to be a 'teaser' as well as a quick summary of the project.

UITNODIGING EXPERT MEETING

GRADUATION PROJECT:
Future mobihubs as social connector for the neighbourhood

Een mobipunt als mobiliteitshub is het "vertrekpunt van de wijk". Maar als dat punt zo'n belangrijke rol in het dagelijks leven van de buurtbewoners speelt, wat voor plek is dat dan? Hoe verhouden de buurtbewoners zich tot het mobipunt? En nog interessanter: hoe verhoudt dat mobipunt zich tot haar gebruikers?
**Deze vragen zijn gesteld in het afstudeerproject "Future mobihubs as social connector for the neighborhood".**
In dit afstudeerproject wordt het mobipunt als mobiliteitshub herontworpen als sociale connector in de wijk.

In de volgende ontwikkelingsstap van het mobipunt staan er, naast deelmobiliteit, **multifunctionele interactieve capsules** op het mobipunt. Deze geven de buurtbewoners de mogelijkheid elkaar te helpen met het ophalen of wegbrengen van pakjes, autos of bakfietsen te delen, en zij versterken het mobipunt als sociale ontmoetingsplek van de straat.

Deze capsules zijn aan de bovenkant verlicht. Deze lichten in combinatie met de app bepalen hoe de gebruiker interactie heeft met het mobipunt, maar **ook hoe zijn relatie met het mobipunt is.**
Het mobipunt reageert op de gebruiker en geeft iedereen een persoonlijk ervaring. Zodra men het mobipunt nadert, reageert het op de gebruiker. Het mobipunt reageert aan de hand van eenieders **persoonlijke verhouding tot het Mobipunt.**
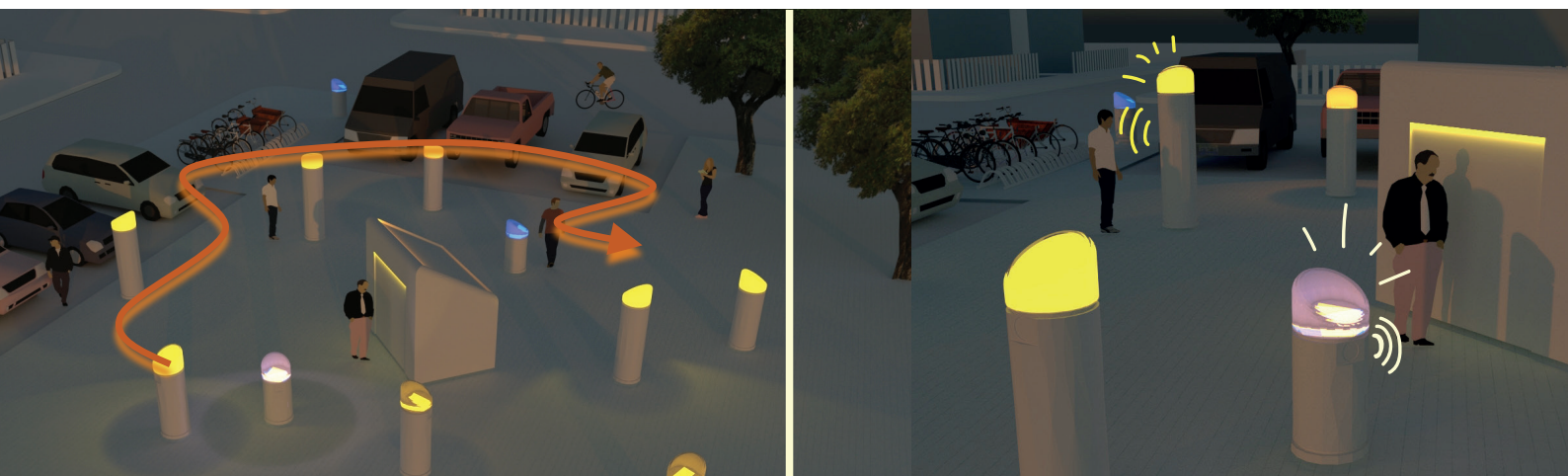
GRADUATION PROJECT:
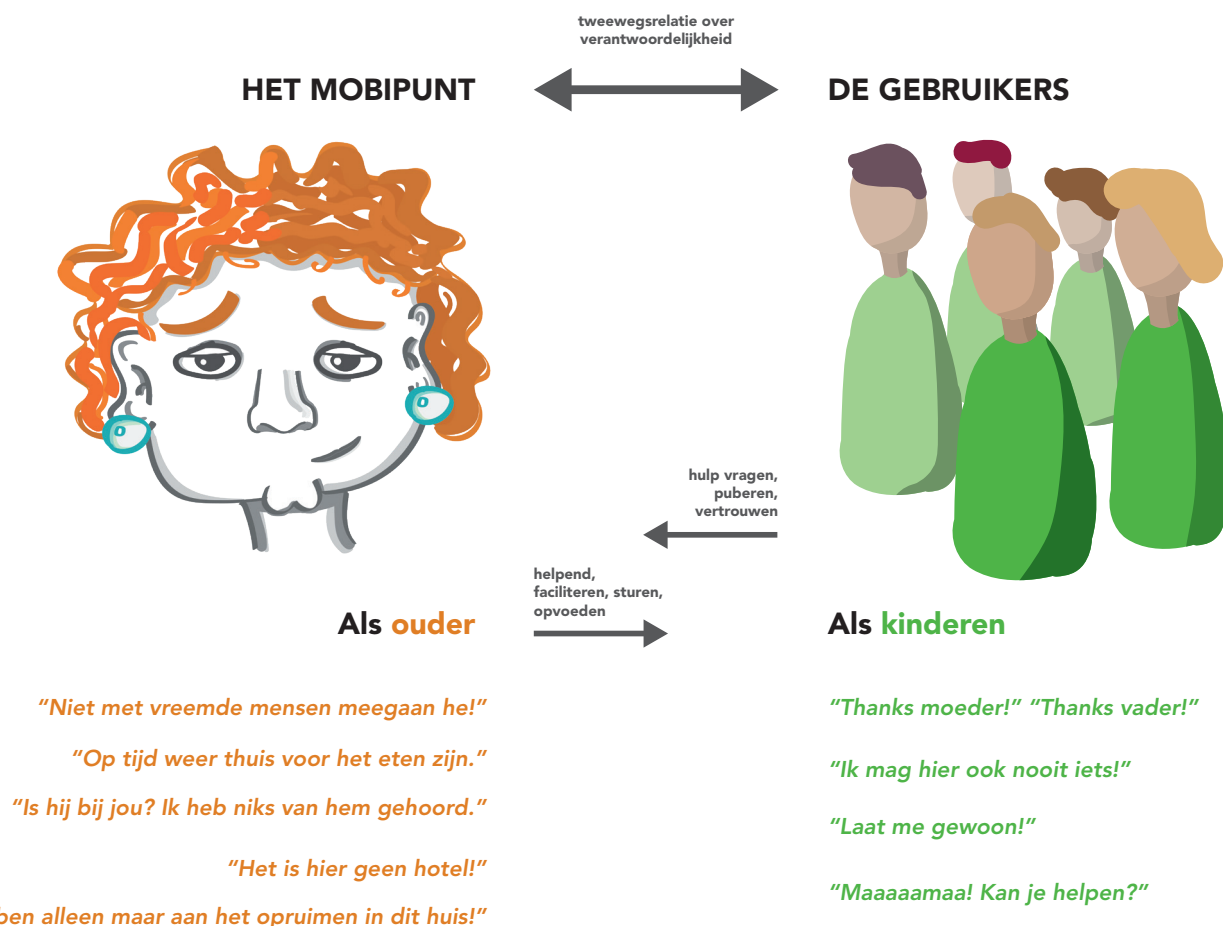## Future mobihubs as social connector for the neighbourhood

OUDER EN KIND

Het mobipunt is herontworpen om een platform te zijn waarmee buurtbewoners hun trips kunnen combineren met elkaar. Daarbij is de interactie met het mobipunt vergeleken met, en ontworpen zoals, de **interactie tussen een liefhebbende ouder en zijn/haar kinderen.**

Als het mobipunt de ouder is, zijn de gebruikers de kinderen. Het reageert op hen, verzorgt hen, en is bezorgd om hen: *"Wel oppassen buiten hé!"*. Het praat met ander mobipunten over waar de kinderen zijn en wat ze zoal doen.
Maar de relatie tussen ouder en kind is niet éénzijdig. Hoe reageert een ouder als de puberzoon nooit thuis is? Of als hij al zijn was laat slingeren? *"Het is hier geen hotel!"*

De relatie tussen ouder en kind is tweezijdig en gaat over verantwoordelijkheid. Net zoals het mobipunt gebruiken gaat om verantwoordelijkheid: men heeft de verantwoordelijkheid om niet altijd de eigen auto te pakken, maar bewust na te denken over zijn mobiliteitskeuzes en de impact daarvan.

tweewegsrelatie over
verantwoordelijkheid

HET MOBIPUNT ⟷ **DE GEBRUIKERS**

hulp vragen,
puberen,
vertrouwen

helpend,
faciliteren, sturen,
opvoeden

Als ouder

Als kinderen

"Niet met vreemde mensen meegaan he!"

"Op tijd weer thuis voor het eten zijn."

"Is hij bij jou? Ik heb niks van hem gehoord."

"Het is hier geen hotel!"

"Ik ben alleen maar aan het opruimen in dit huis!"

"Thanks moeder!" "Thanks vader!"

"Ik mag hier ook nooit iets!"

"Laat me gewoon!"

"Maaaaamaa! Kan je helpen?"

GRADUATION PROJECT:
Future mobihubs as social connector for the neighbourhood

EXPERTMEETING

De expertmeeting zal starten met een presentatie van het in dit document beschreven idee en ontwerp. In teksts en beeld zal het ontwerp verder uitgelegd worden. Dit wordt gevolgd door een plenaire discussie en daarbij aanvullende één op één gesprekken. De expertmeeting is bedoeld om het ontwerp te evaluaren met de aanwezigen. Er is daarbij ruimte voor discussie, vragen, ideeën, problemen, tips, en enthousiasme. Aanvullend is er er een borrel en gelegenheid tot netwerken.

ACHTERGROND

Het mobipunt is een mobiliteitshub voor de wijk. Buurtbewoners kunnen deelauto's, -fietsen, of -ebikes gebruiken van het mobipunt. Naast mobiliteitsaanbod kunnen er diverse publieke functies op het mobipunt plaatsvinden.

Het mobipunt heeft als doel multi-modaliteit te faciliteren en promoten, om zo in de wijk meer ruimte vrij te laten om in te leven, in plaats van auto's te parkeren. Daarmee draagt het ook bij aan een duurzamere samenleving.

DIT PROJECT

Dit project is een afstudeerproject voor de masteropleiding Design for Interaction van de faculteit Industrial Design Engineering van de TU Delft. Het project wordt in samenwerking gedaan met en voor Advier. Het project draait om het herontwerpen van de gebruikerservaring van mobipunten in de Nederlandse context.

Appendix X

SUBTITLE

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