Summary

Europe is currently experiencing dynamic land use changes caused by the expansion of urban habitat. Such a rapid expansion of urban areas is driving wildlife species to colonise conurbations, increasing the likelihood of human-wildlife conflict (HWC). HWC reduction efforts are critical for wildlife management and conservation in urban habitats. The present thesis focused on understanding urban human-wildlife interactions (HWIs) from social (e.g., emotions, attitudes, perception) and spatio-temporal (e.g., urban-suburban habitats) perspectives. At first, I identified the knowledge gap through systematic evaluation of previous research by focusing on HWC over time, geographic, trophic and taxonomic scale in a comprehensive review of literature. The work then discussed a proposed conceptual framework designed to integrate stakeholders' participation in the mitigation of urban HWC. Next, in the second chapter of the dissertation, I provided a first initiative to understand the decadal change in the perception of urban residents about the sharing of landscapes with wildlife in Poland. The study offered useful information and knowledge on changes in people's attitudes toward urban wildlife, which can aid in urban wildlife management. In order to reduce HWC, it is critical to incorporate public perception and attitude data, as well as a multi-stakeholder approach that includes wildlife professionals, into the planning and design of future urban environments. In the third chapter of the thesis, I focused on the interrelations between human activity and animal populations, which are becoming increasingly important as a result of the emergence of the novel COVID-19 and the resulting pandemic around the world. The pandemic's anthropogenic effects on animals in urban-suburban environments are largely unknown. Taking advantage of this unique opportunity, I assessed the temporal and spatial patterns of urban animal response to COVID-19 lockdown using animal-vehicle collisions (AVC) data. The work further discussed the need to focus on understanding the effects of

changes in traffic volume on both human behaviour and wildlife space use on the resulting impacts on AVC in the urban area.