Kurzfassung


Trotz zahlreicher Studien, die die positiven Auswirkungen der eigenständigen Mobilität auf die gesamte Entwicklung der Kinder belegen, bewältigen immer weniger Kinder ihren Schulweg eigenverantwortlich.

Mithilfe einer umfassenden Elternbefragung an beiden Schulstandorten wird die jeweilig konkrete Situation festgestellt, auf der die vorliegende Thesis aufbaut.


Im Anschluss daran sind unter Anwendung des Leitfadens „Das Elterntaxi an Grundschulen“ vom ADAC mehrere Hol- und Bringzonen konzipiert worden, die dazu dienen, einerseits das Verkehrsaufkommen vor der Grundschule zu reduzieren, was die Straßenüberquerung im Allgemeinen verkehrssicherer macht. Zum anderen wird den Kindern ermöglicht, einen geringen Teil ihres Schulweges eigenständig zurückzulegen.
Abstract

The following thesis includes the preparation of two school way maps for the elementary school in Solingen, which has two separate buildings on different locations. In addition, there will be a suggestion about potential pickup and delivery zones in the immediate area of the school, the suitability of which has been evaluated previously.

Due to the generally high traffic load and the relating dangers, the pickup and delivery traffic are increasing considerably on elementary schools, which also applies to the elementary school Kreuzberg. This particularly affects the main location of the school. The fear that one’s own child might be involved in a traffic accident cause parents to bring their children to school by car. But also, the weather conditions and the concern about harassment contribute to this development. The pickup and the delivery traffic increase traffic in the direct school environment. This not only leads to an increase in danger directly in front of the school building, but also on the school way, whereby particularly children as pedestrians are affected by the increased danger.

In addition to the pickup and the delivery traffic, which reduce the safety on the school way, it is additionally endangered by the truck traffic. The routes of many trucks pass through the street where the main building is located.

Despite numerous studies proving the positive effects of self-reliant mobility on children’s overall development, fewer and fewer children cope with their school way on their own.

With the help of a comprehensive parents’ survey at both school sites, the respective specific situation is determined, on which the present thesis is based.

Furthermore, an accident analysis using police-registered accidents as well as a problem discussion in the mentioned school environments were made to derive solutions for structural and traffic-regulating measures. These are compiled in accordance with the current regulations of the Research Association for Roads and Transportation (FGSV).

The results of this elaboration are school route plan per location, which were created with the guideline “School route made easy” of the Federal Highway Research Institute (BASf), which supports parents and children in the choice of a suitable and safe way to school and ensures that they weigh possible danger spots or even avoid them in advance. In addition, the school route plan contains important information for safe road behavior and the concept of pickup and delivery zones is explained.

Following this, under the consideration of the ADAC developed guideline “Parental cab on elementary schools” pickup and delivery zones were designed to reduce traffic near elementary schools at the first place, which also insures safer road crossing. On the other hand, children can manage a small part of their school route on their own.