

Within the conflict area of subjective and objective risk perception on the way to school

The interest group road safety Brugg started a project in 2013 with the topic "safe way to school". Content of this project was a survey in which the students were able to give information about the way to school and its hazardous situations. The evaluation of the number of ways to school and mentioned hazards per road section was investigated in a project work. With this basis, the field of tension between subjective and objective risk perception on the way to school is examined in this bachelor thesis. With the latest standards to locate black spots and critical traffic nodes - infrastructure safety instruments (ISSI) in July 2013 - the risks were objectively assessed in the same perimeter as in the project work.

In assistance of accident records in the area of Brugg from the years 2009 to 2012, an accident black spot analysis will be done with the software tool ArcGIS. The accident black spot analysis conduces to uncover traffic nodes, on which, according to the standard, too many accidents happen. In the area of Brugg, four black spots can be located with this analysis. The detailed breakdown of these black spots shows, that no schoolchildren were involved in the accidents which occurred in these black spots. Without reference to the black spot analysis, a road safety inspection (RSI) will be done in the district Bodenacker. The first step of the RSI is, to drive through all streets in both directions in the selected district. This drive will be recorded on video. In the following analysis of the video recordings, critical spots will be determined. In a second step, all the critical spots will be inspected and documented by walking through the critical traffic nodes. The analysis yields five critical traffic nodes with several deficits. The majoritarian deficits are restricted fields of views and unclear rights of way. For each critical traffic nodes, immediate measures will be deduced.

In a synthesis, the subjective and objective risk perceptions on ways to school will be related: the cluster points of mentioned hazards from the project work will be compared with the black spots and the critical traffic nodes according to the standards to analyze the correlation. The comparison shows, that the subjective perception is almost congruent with the objective perception. A survey of parents and students regarding school safety may be used to support transport planning.



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Accumulation of occurred accidents, which have to be analyzed in the Black Spot Management.



Locations with safety deficits, which have to be analyzed in the road safety inspection.