







Methodisches Vorgehen zur Ermittlung der Gefahrenstrecken

Die nachfolgend illustrierten Gefahrenstrecken wurden auf Basis der amtlichen Verkehrsunfallstatistiken der jeweiligen Bundesländer ermittelt. Hierbei wurden in einem ersten Schritt nur diejenigen Unfälle berücksichtigt, welche die folgenden Kriterien erfüllen:

Filterkriterien					
Datum	zwischen 01.01.2020 und 31.12.2022				
Wochentag	Montag, Dienstag, Mittwoch, Donnerstag, Freitag				
Uhrzeit	zwischen 04:00 und 20:00 Uhr				
Umkreis (Radius)	75 Kilometer				
Umkreis (Zentrum)	52.958056 8.025278				
Unfallkategorie	Unfall mit Getöteten, Unfall mit Schwerverletzten, Unfall mit Leichtverletzten, schwerwiegender Unfall mit Sachschaden				
Unfallverursachende Person					
Verkehrsbeteiligung	Kleinkraftrad, Mofa 25, Leichtes drei- und vierrädriges Kraftfahrzeug, Krafträder (mehr als 125ccm), Leichtkrafträder, Roller (50 bis 125 ccm), Drei- und leichtes vierrädriges Kraftfahrzeug, PKW, Funkstreifenwagen (PKW)				

In einem zweiten Schritt wurden diejenigen Unfälle zu einer Gefahrenstrecke zusammengefasst, die inhaltlich und räumlich miteinander verbunden sind. Konkret bedeutet dies, dass eine Gefahrenstrecke aus mindestens 2 Einzelunfällen des gleichen Unfalltyps oder der gleichen Unfallart besteht. Die Unfälle sind zudem maximal 50 Meter (innerorts) bzw. 250 Meter (außerorts) voneinander entfernt.

Die Sortierung der Gefahrenstrecken erfolgt landkreisbezogen. Dabei werden zunächst die Gefahrenstrecken innerhalb und anschließend die Gefahrenstrecken außerhalb geschlossener Ortschaften aufgeführt. Weiterhin ist zu beachten, dass innerhalb dieser Sortierung die Gefahrenstrecken mit der höchsten Anzahl an Einzelunfällen als erstes präsentiert werden. Falls Gefahrenstrecken die gleiche Anzahl an Einzelunfällen aufweisen, wird zuerst die Gefahrenstrecke aufgelistet, die dem Zentrum der Projektregion (GPS-Koordinate: 52.958056 8.025278) am nächsten ist.

Statistik zu den Gefahrenstrecken

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In den folgenden Statistiken werden die Gefahrenstrecken beziehungsweise Einzelunfälle der Projektregion nach ihrer Ortslage getrennt dargestellt. In der rechten Spalte sind die Statistiken zu den Unfällen außerhalb geschlossener Ortschaften, in der mittleren Spalte die Statistiken zu den Unfällen innerhalb geschlossener Ortschaften und in der linken Spalte mit der Überschrift "Gesamt" die Summen aus Innerorts- und Außerorts-Unfällen angegeben. In jeder dieser Spalten werden unter der Überschrift "Abs." die absoluten Zahlen (absoluten Häufigkeiten) und unter der Überschrift "Prozent" die relativen Häufigkeiten (Prozentwerte) angegeben.

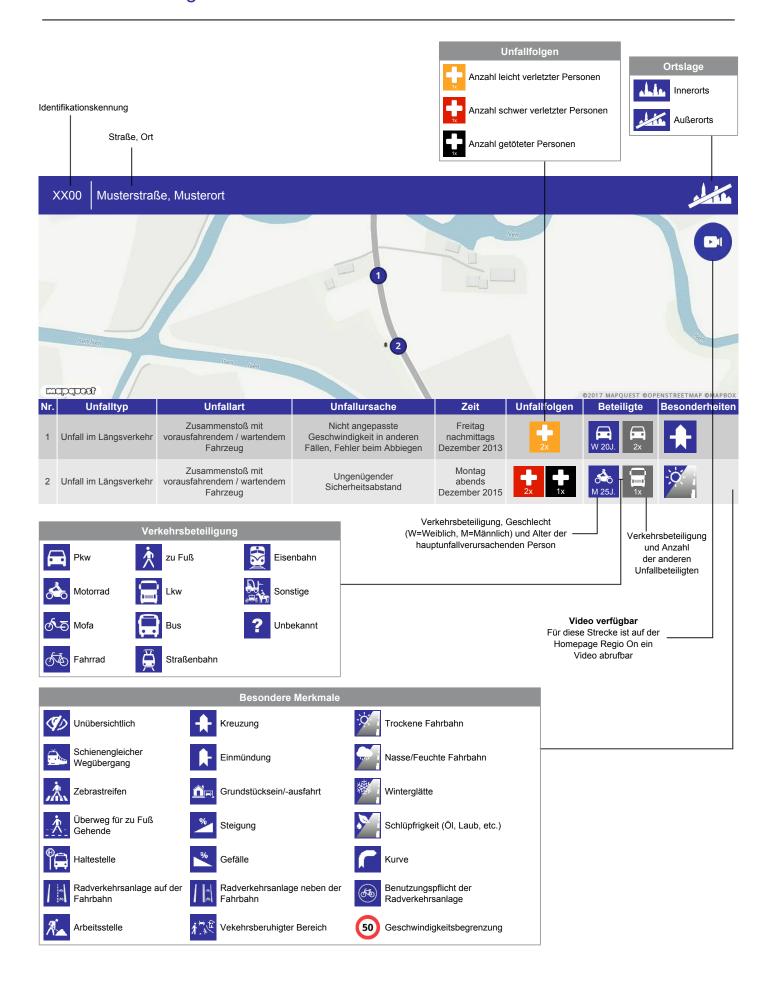
Gefahrenstrecken nach Anzahl ihrer Einzelunfälle							
Gefahrenstrecken mit	Gesamt			Innerorts		Außerorts	
	Abs.	Prozent	Abs.	Prozent	Abs.	Prozent	
2 Einzelunfällen:	329	81 %	161	87 %	168	75 %	
3 Einzelunfällen:	52	13 %	18	10 %	34	15 %	
4 Einzelunfällen:	20	5 %	5	3 %	15	7 %	
5 Einzelunfällen:	3	1 %	1	1 %	2	1 %	
6 Einzelunfällen:	1	0 %	0	0 %	1	0 %	
8 Einzelunfällen:	2	0 %	0	0 %	2	1 %	
10 Einzelunfällen:	1	0 %	0	0 %	1	0 %	
Summe	408		185		223		

Einzelunfälle nach Unfalltypen							
	Gesamt		Innerorts		Außerorts		
Unfalltyp	Abs.	Prozent	Abs.	Prozent	Abs.	Prozent	
Unfall im Längsverkehr	328	35 %	124	31 %	204	38 %	
Abbiege-Unfall	243	26 %	136	34 %	107	20 %	
Einbiegen-/Kreuzen-Unfall	225	24 %	129	32 %	96	18 %	
Fahrunfall	119	13 %	3	1 %	116	22 %	
Sonstiger Unfall	15	2 %	6	1 %	9	2 %	
Unfall durch ruhenden Verkehr	5	1 %	5	1 %	0	0 %	
Summe	935		403		532		

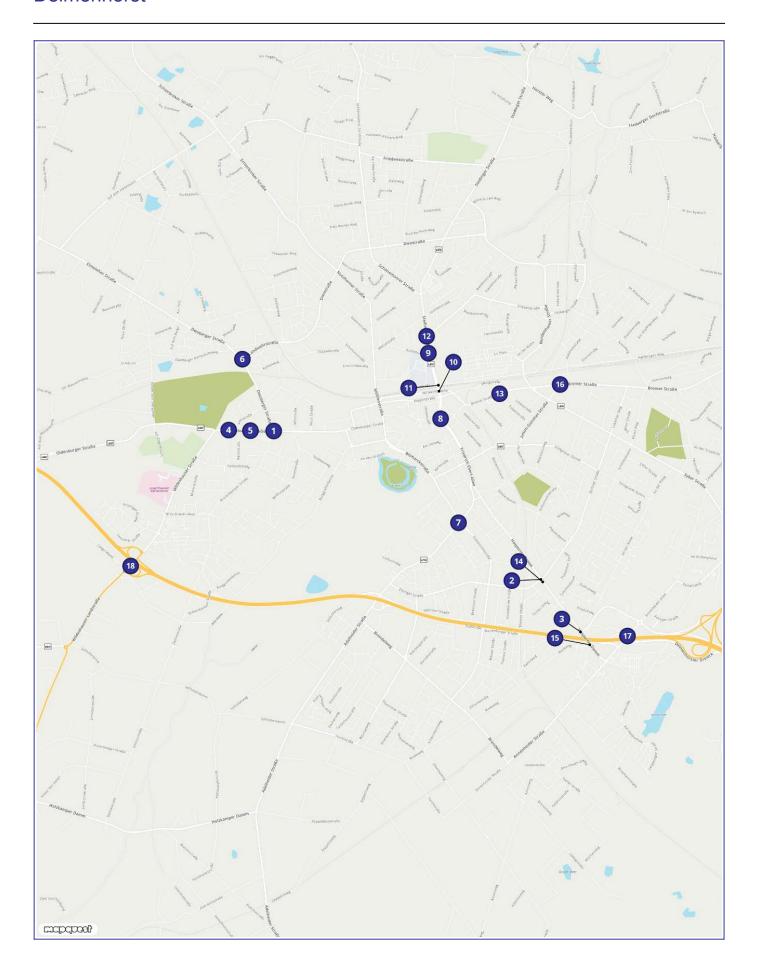
Einzelunfälle nach Unfallarten						
	Gesamt		Innerorts		Außerorts	
Unfallart	Abs.	Prozent	Abs.	Prozent	Abs.	Prozent
Zusammenstoß mit vorausfahrendem/wartendem Fahrzeug	362	39 %	152	38 %	210	39 %
Zusammenstoß mit einbiegendem/kreuzendem Fahrzeug	335	36 %	199	49 %	136	26 %
Zusammenstoß mit entgegenkommendem Fahrzeug	77	8 %	30	7 %	47	9 %
Abkommen von der Fahrbahn nach rechts	58	6 %	0	0 %	58	11 %
Abkommen von der Fahrbahn nach links	55	6 %	0	0 %	55	10 %
Zusammenstoß mit seitlich in gleicher Richtung fahrendem Fahrzeug	19	2 %	5	1 %	14	3 %
Unfall anderer Art	19	2 %	9	2 %	10	2 %
Zusammenstoß zwischen Fahrzeug und Fußgänger	6	1 %	6	1 %	0	0 %
Zusammenstoß mit anfahrendem/anhaltendem /ruhendem Fahrzeug	3	0 %	2	0 %	1	0 %
Aufprall auf Fahrbahnhindernisse	1	0 %	0	0 %	1	0 %
Summe	935		403		532	

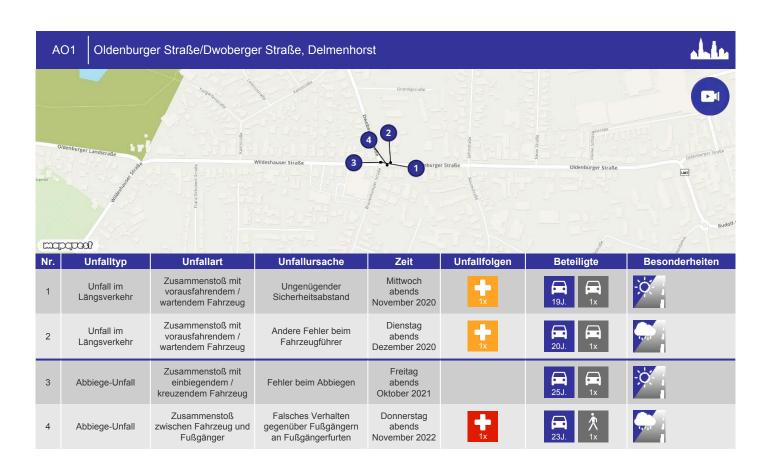
Einzelunfälle nach Unfallursachen		Gesamt	Gesamt Innerorts			Außerorts		
Unfallursache	Abs.	Prozent	Abs.	Prozent	Abs.	Prozent		
Ungenügender Sicherheitsabstand	235	22 %	89	20 %	146	23 %		
Nichtbeachten der die Vorfahrt regelnden		<u> </u>						
Verkehrszeichen	162	15 %	85	19 %	77	12 %		
Andere Fehler beim Fahrzeugführer	151	14 %	70	16 %	81	13 %		
Fehler beim Abbiegen	149	14 %	80	18 %	69	11 %		
Nicht angepasste Geschwindigkeit in anderen Fällen	138	13 %	10	2 %	128	20 %		
Sonstige Ursachen	35	3 %	16	4 %	19	3 %		
Schnee, Eis	27	2 %	1	0 %	26	□ 4 %		
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Fehler beim Einfahren in den fließenden Verkehr Nichtbeachten der Verkehrsregelung durch	24	2 %	24	5 %	0	0 %		
Polizeibeamte oder Lichtzeichen	17	2 %	11	2 %	6	1 %		
Benutzung der falschen Fahrbahn (auch Richtungsfahrbahn) oder verbotswidrige Benutzung anderer Straßenteile	14	1 %	14	3 %	0	0 %		
Regen	13	1 %	2	0 %	11	2 %		
Verstoß gegen das Rechtsfahrgebot	9	1 %	2	0 %	7	1 %		
Sichtbehinderung durch blendende Sonne	9	1 %	6	1 %	3	0 %		
Alkoholeinfluss	9	1 %	4	1 %	5	1 %		
Fehlerhaftes Wechseln des Fahrstreifens beim Nebeneinanderfahren	7	1 %	3	1 %	4	1 %		
Nichtbeachten des Vorranges entgegenkommender Fahrzeuge	6	1 %	4	1 %	2	0 %		
Überholen trotz unklarer Verkehrslage	6	1 %	1	0 %	5	1 %		
Sonstige Fehler beim Überholen	6	1 %	1	0 %	5	1 %		
Mängel an der Bereifung	6	1 %	0	0 %	6	1 %		
Nichtbeachten der Vorfahrt des durchgehenden	5	0 %	0	0 %	5	1 %		
Verkehrs auf Autobahnen oder Kraftfahrstraßen Wild auf der Fahrbahn	5	0 %	0	0 %	5	1 %		
Überholen ohne Beachtung des nachfolgenden		- 70		- · · ·		1 /V		
Verkehrs und/oder ohne rechtzeitige und deutliche Ankündigung des Ausscherens	5	0 %	0	0 %	5	1 %		
Nichtbeachten der Regel "rechts vor links"	4	0 %	2	0 %	2	0 %		
Einfluß anderer berauschender Mittel (z.B. Drogen, Rauschgift)	4	0 %	3	1 %	1	0 %		
Falsches Verhalten gegenüber Fußgängern beim Abbiegen	4	0 %	4	1 %	0	0 %		
Starkes Bremsen des Vorausfahrenden ohne zwingenden Grund	4	0 %	1	0 %	3	0 %		
Nicht angepasste Geschwindigkeit mit gleichzeitigem Überschreiten der zulässigen Höchstgeschwindigkeit	4	0 %	1	0 %	3	0 %		
Fehler beim Wenden oder Rückwärtsfahren	3	0 %	3	1 %	0	0 %		
Fehler beim Überholtwerden	3	0 %	1	0 %	2	0 %		
Sichtbehinderung durch Nebel	2	0 %	0	0 %	2	0 %		
Sonstige körperliche oder geistige Mängel	2	0 %	0	0 %	2	0 %		
Unzureichend gesicherte Ladung oder								
Fahrzeugzubehörteile Verkehrswidriges Verhalten beim Ein- und	1	0 %	0	0 %	1	0 %		
Aussteigen, Be- und Entladen	1	0 %	0	0 %	1	0 %		
Falsches Verhalten gegenüber Fußgängern an anderen Stellen	1	0 %	0	0 %	1	0 %		
Falscher Gelien Falsches Verhalten gegenüber Fußgängern an Fußgängerfurten	1	0 %	1	0 %	0	0 %		
Überholen trotz Gegenverkehr	1	0 %	0	0 %	1	0 %		
Seitenwind	1	0 %	0	0 %	1	0 %		
Übermüdung	1	0 %	0	0 %	1	0 %		
Fehler beim Wiedereinordnen nach rechts	1	0 %	0	0 %	1	0 %		
Andere Einflüsse (u.a. Laub, angeschwemmter	1	0 %	0	0 %	1	0 %		
Lehm) Mangelhafte Beleuchtung der Straße	1	0 %	1	0 %	0	0 %		
Spurrillen, im Zusammenhang mit Regen, Schnee								
oder Eis	1	0 %	1	0 %	0	0 %		
Andere Verunreinigungen durch Straßenbenutzer	1	0 %	0	0 %	1	0 %		
Anderer Zustand der Straße	1	0 %	0	0 %	1	0 %		
Anderes Tier auf der Fahrbahn	1	0 %	0	0 %	1	0 %		
Unwetter oder sonstige Witterungseinflüsse	1	0 %	0	0 %	1	0 %		
Summe	1083		441		642			

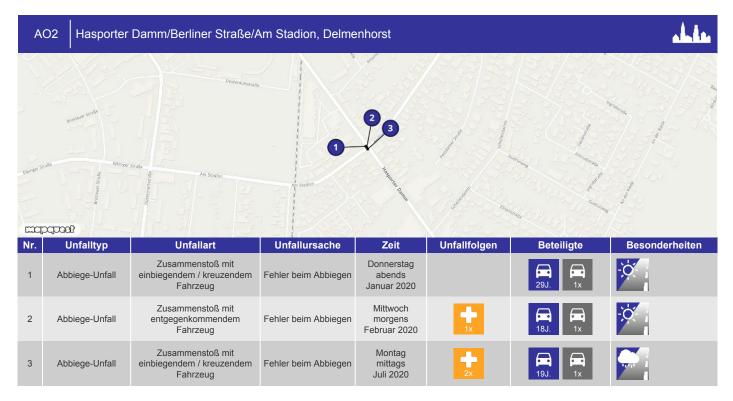
Zeichenerklärung

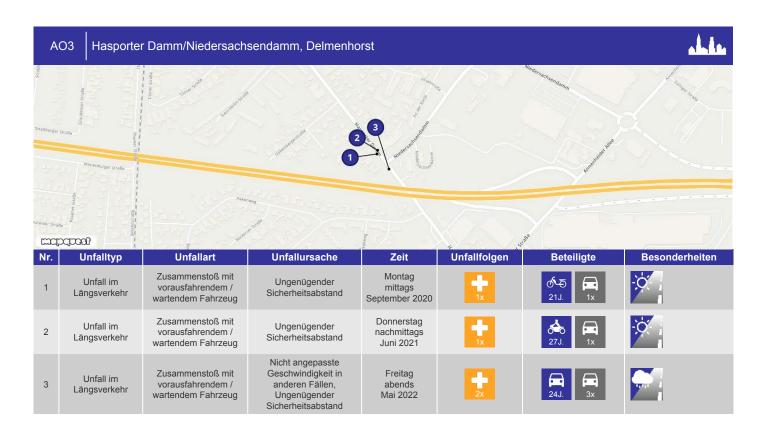


Delmenhorst

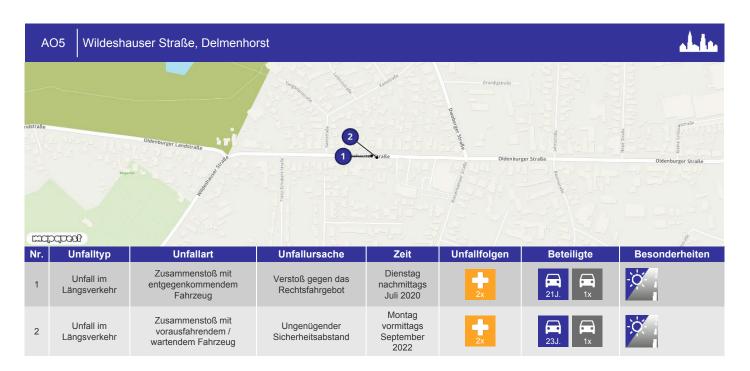


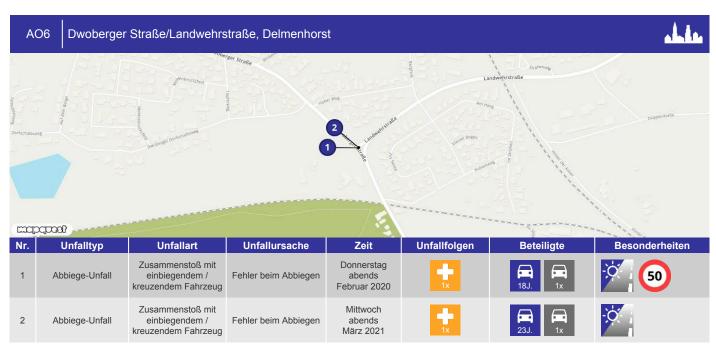


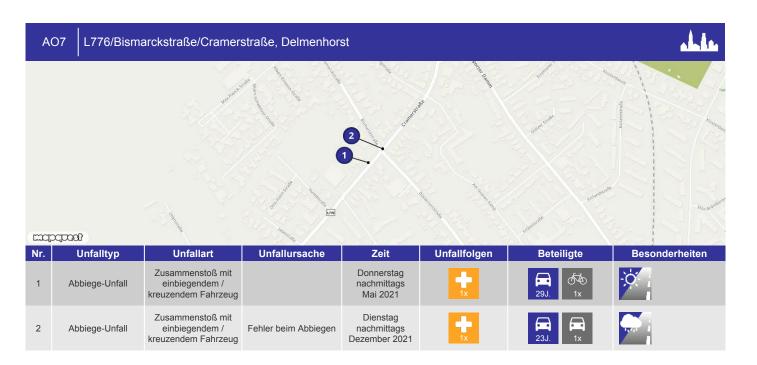


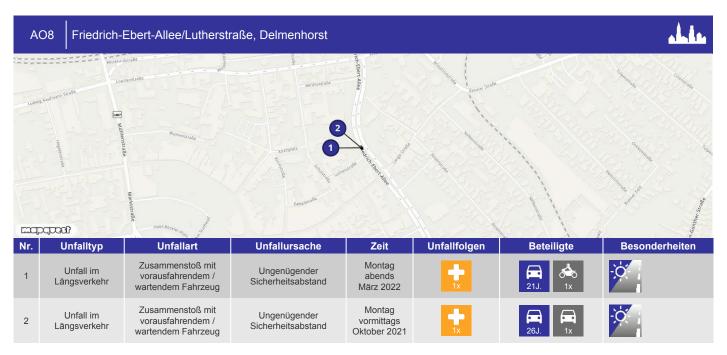








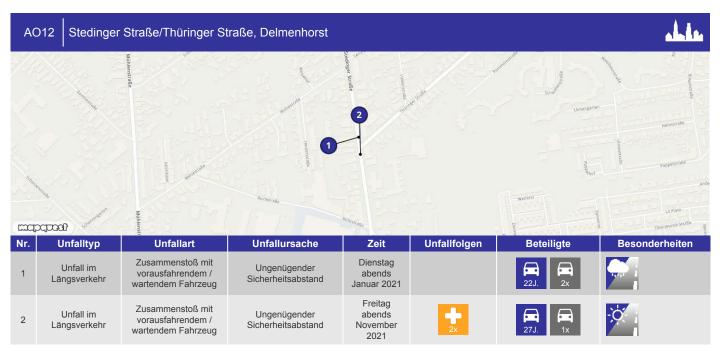




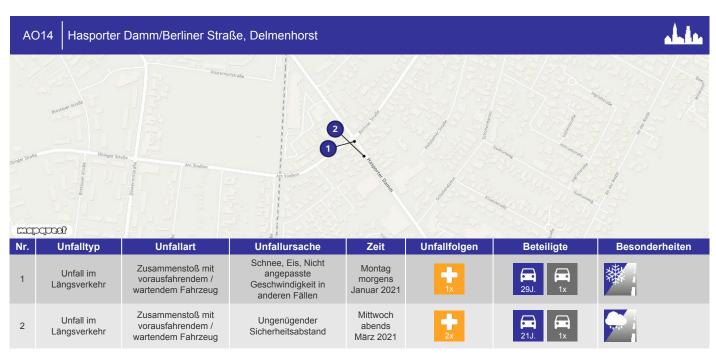






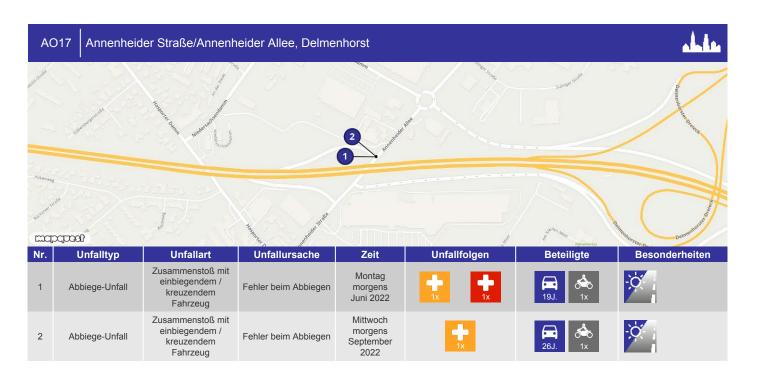




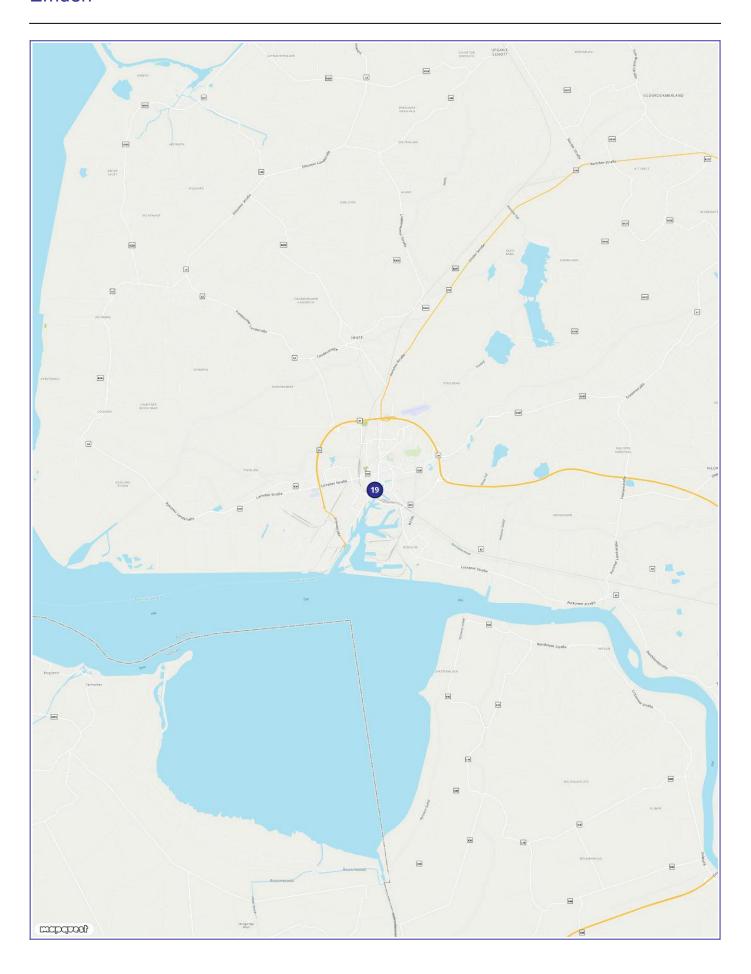


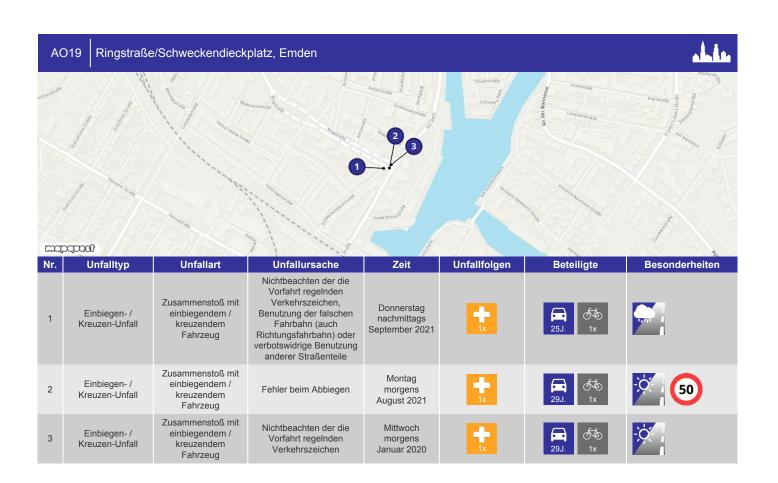




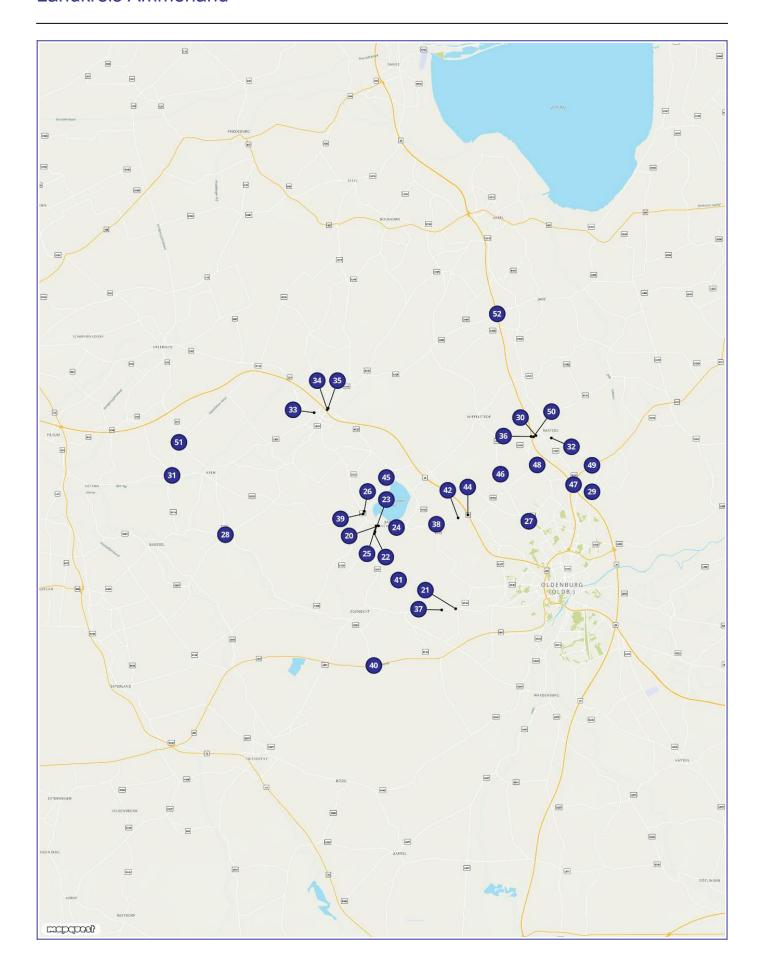


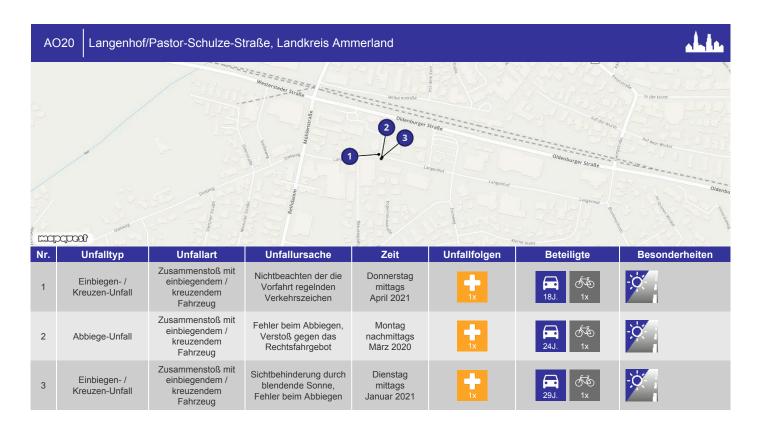




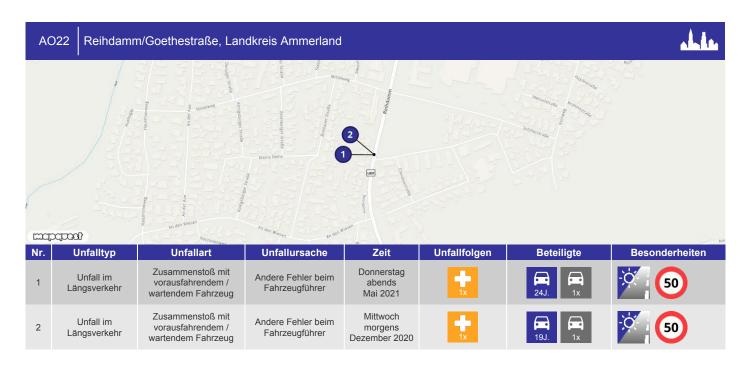


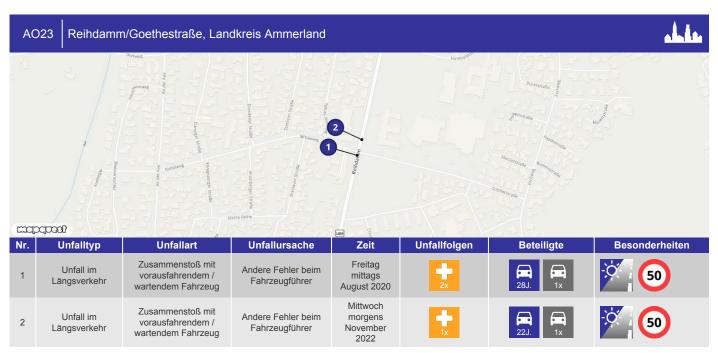
Landkreis Ammerland

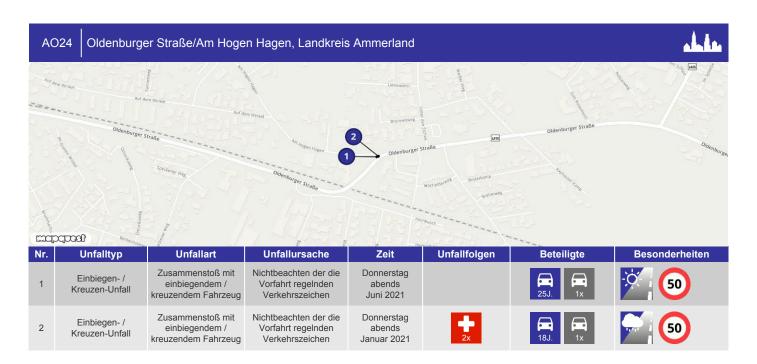


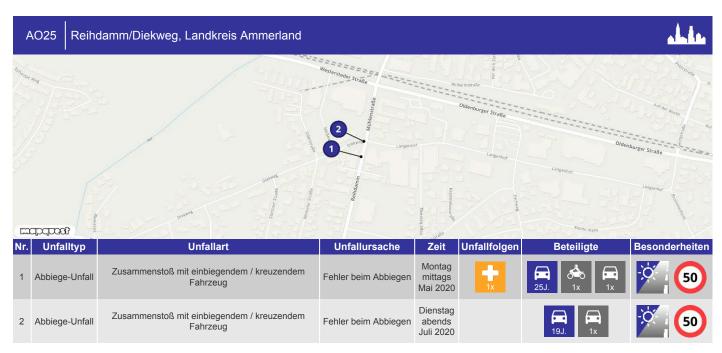


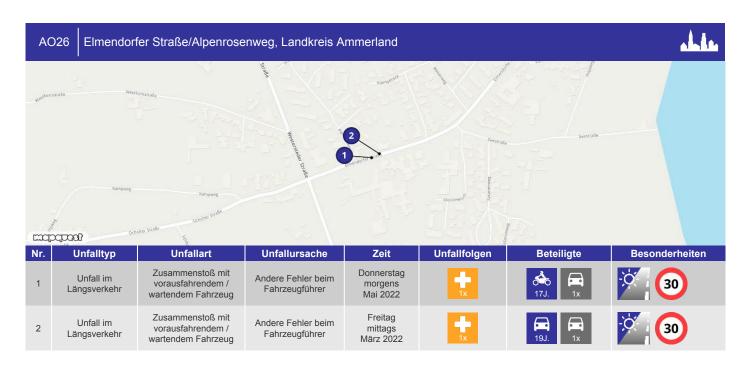


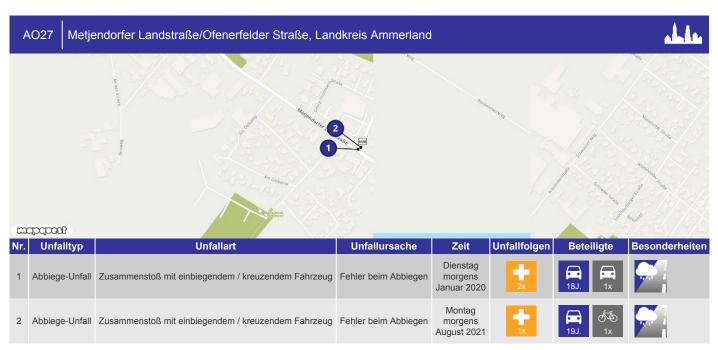


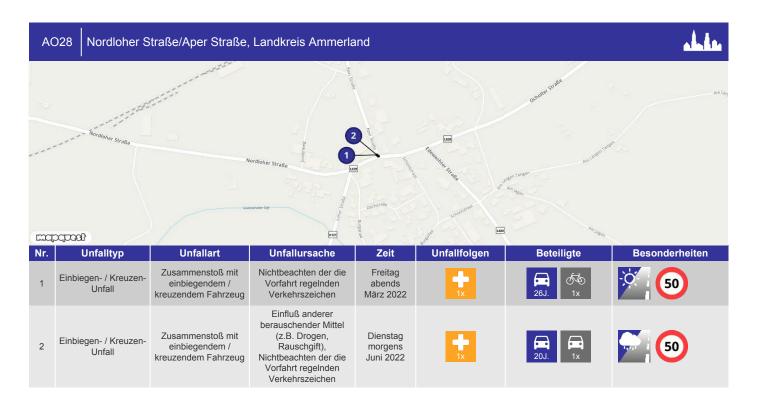




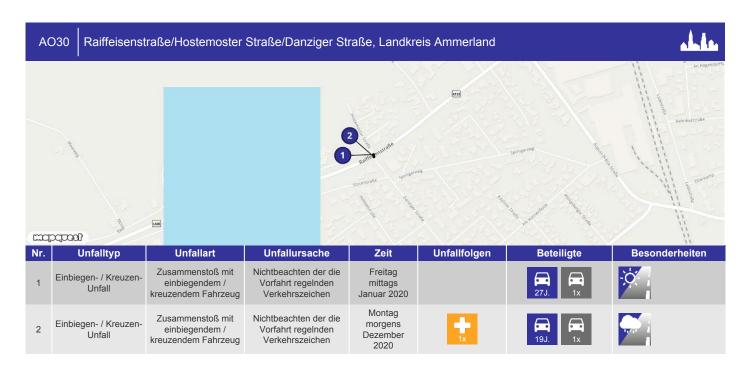


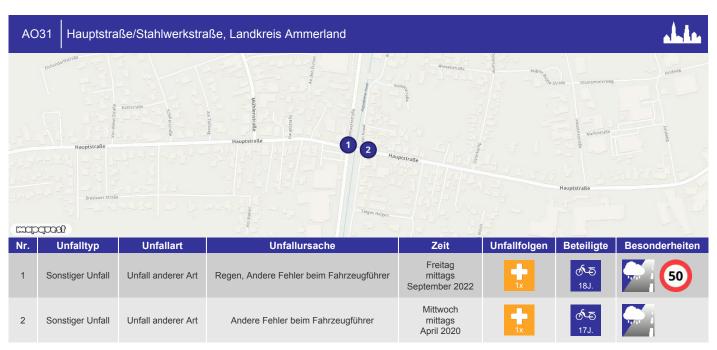


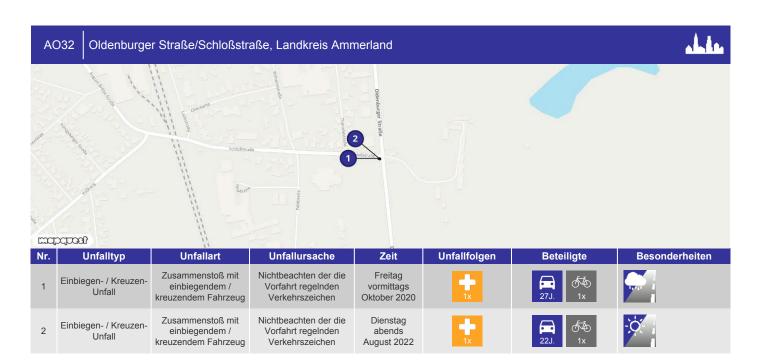


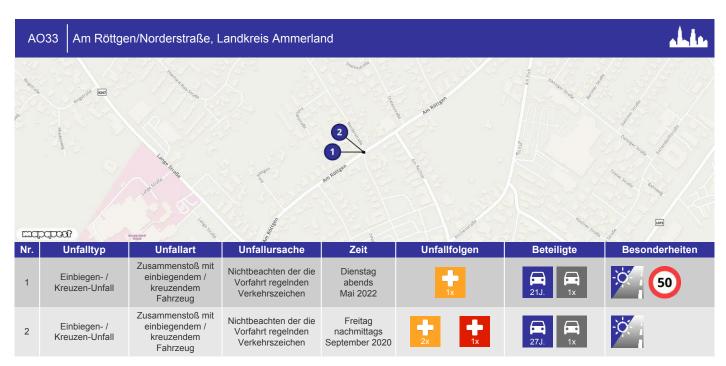


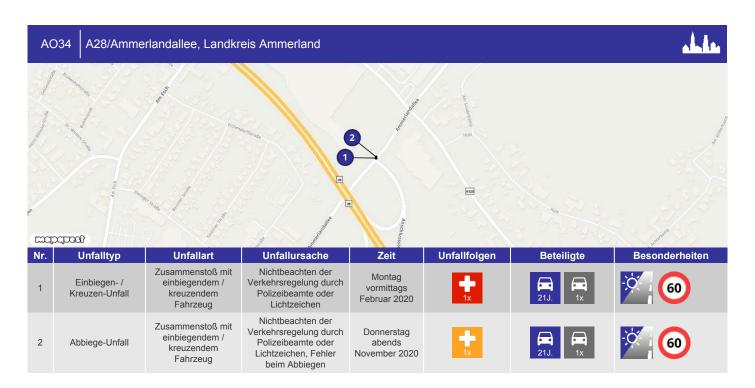


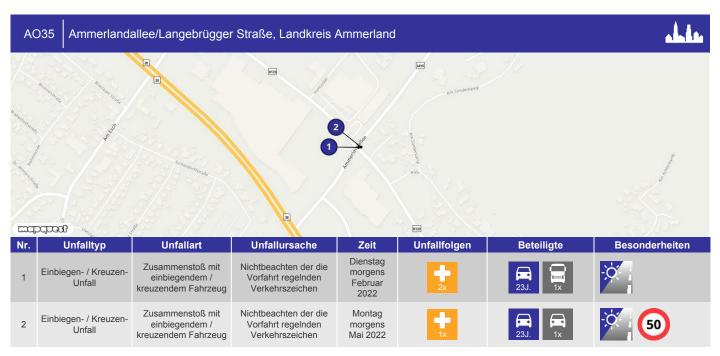




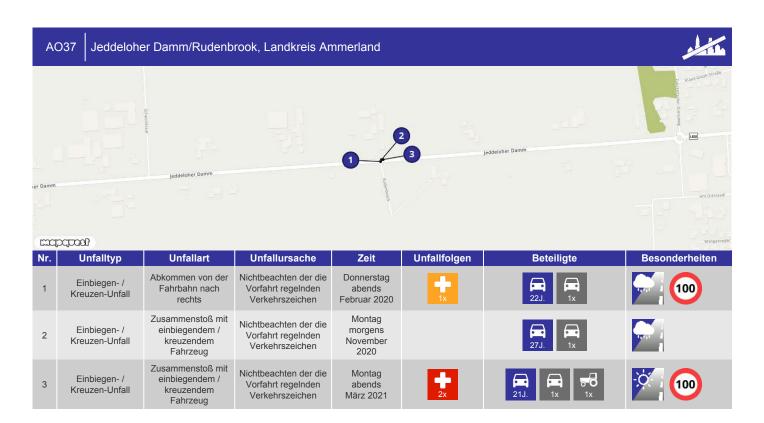


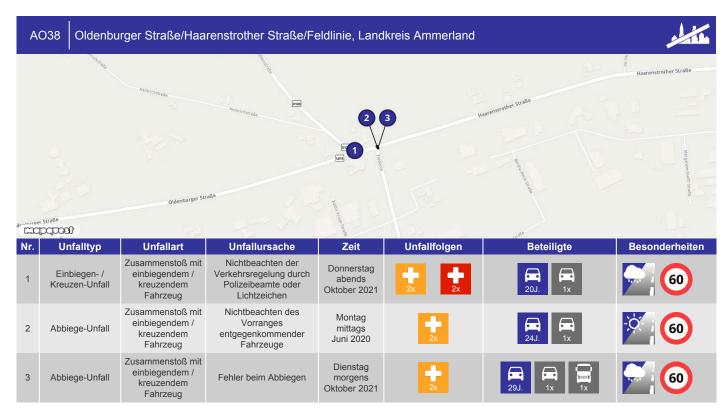








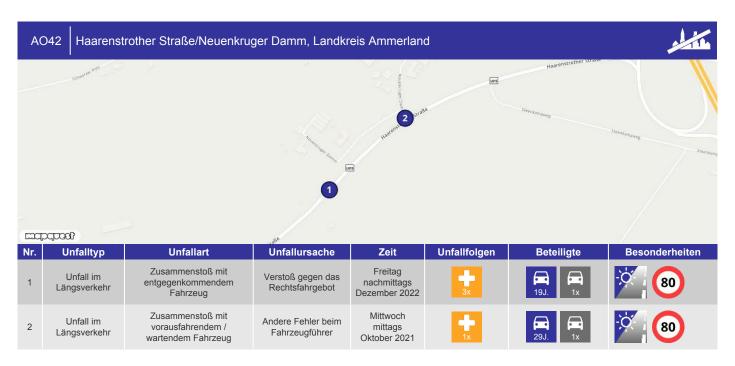


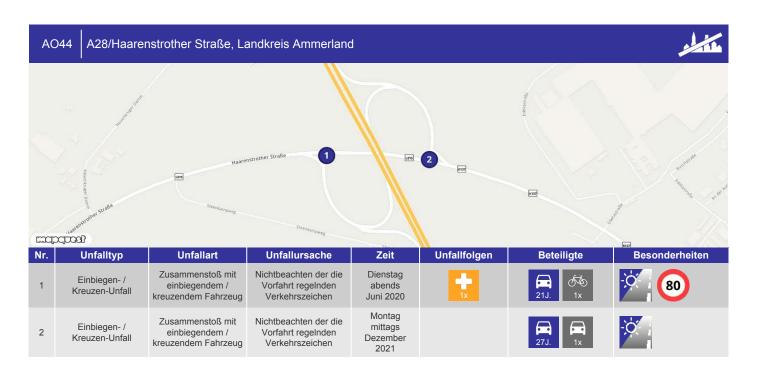




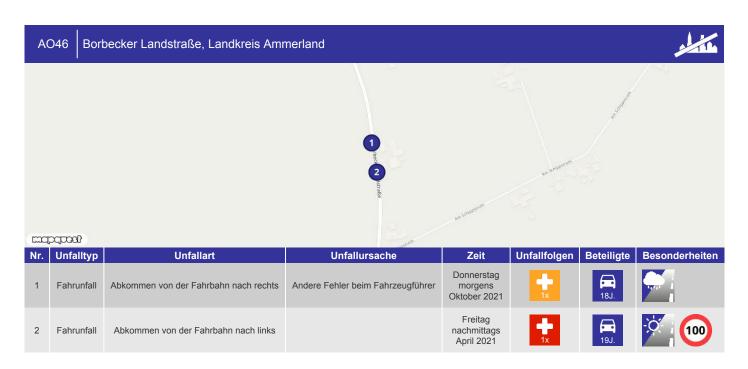


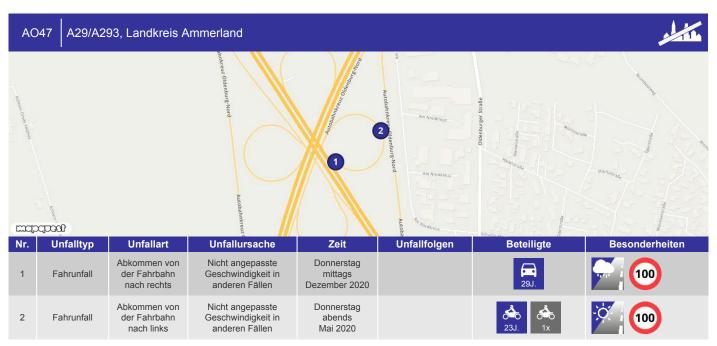


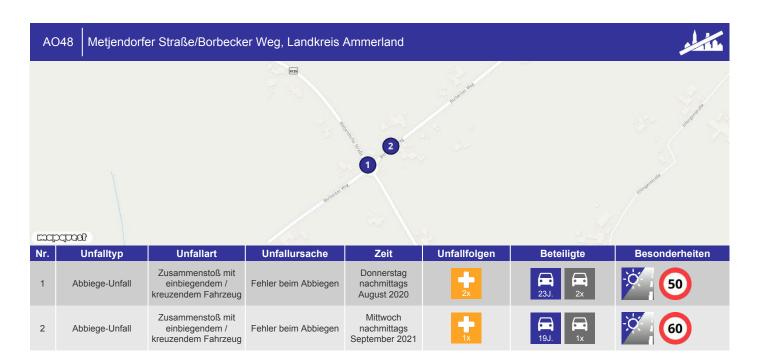




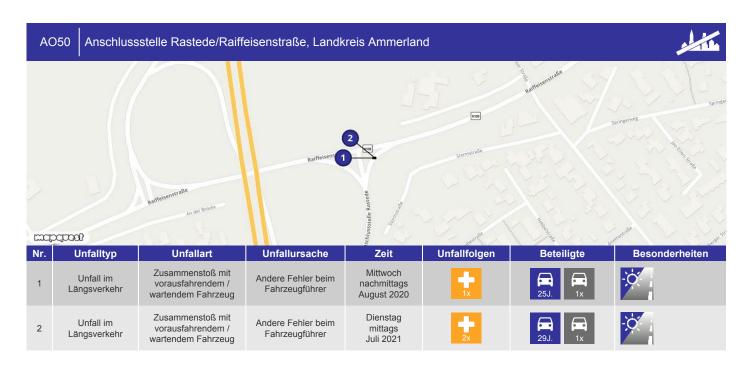


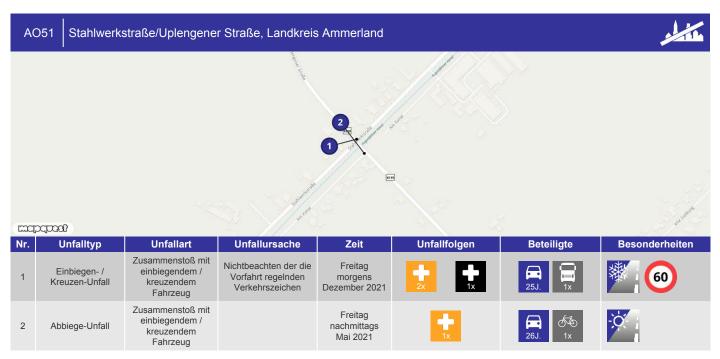


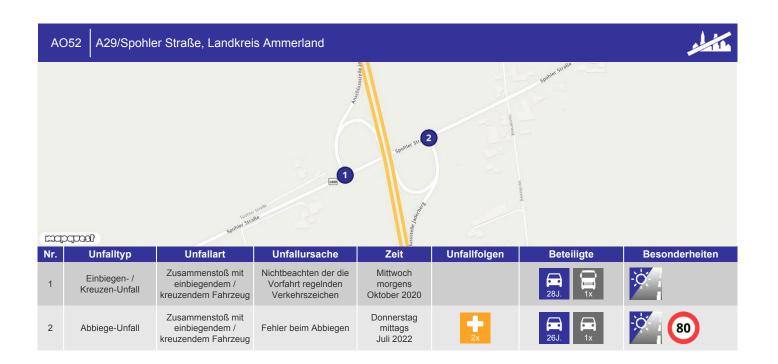




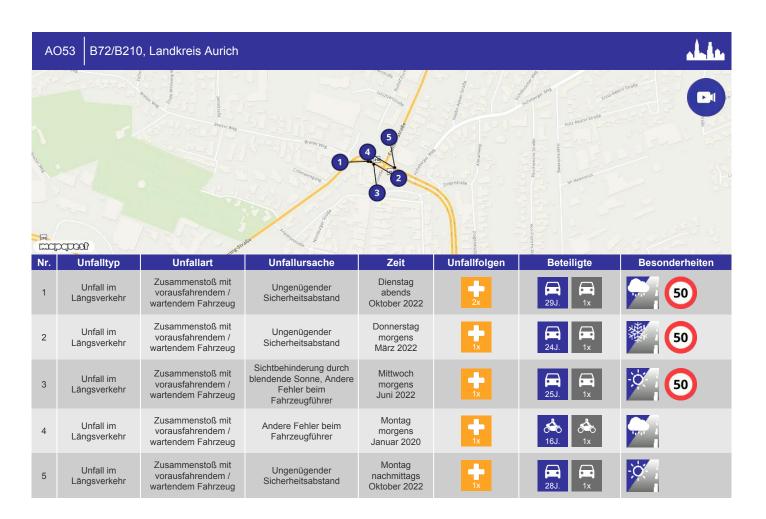


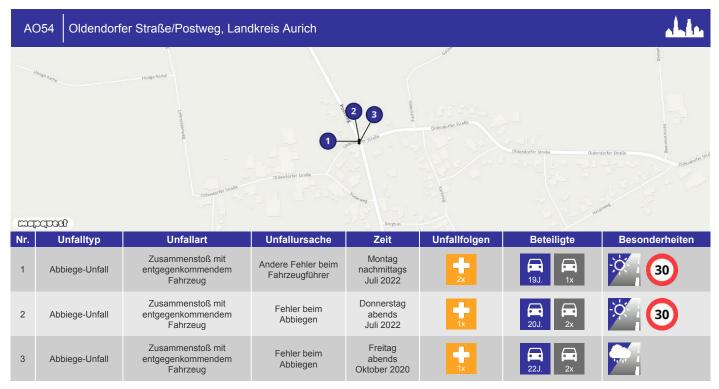




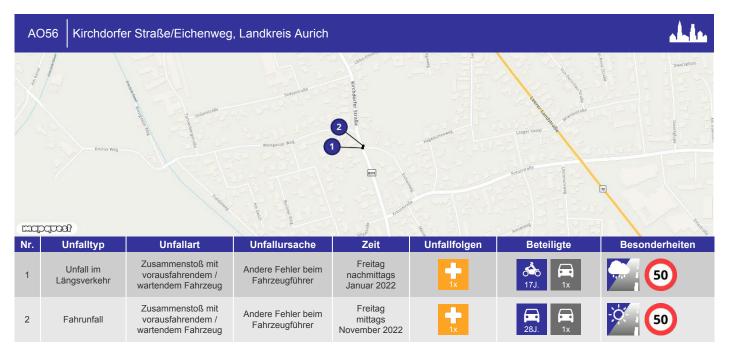


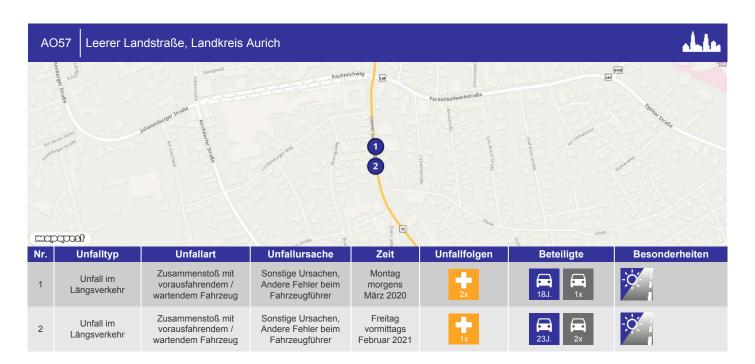


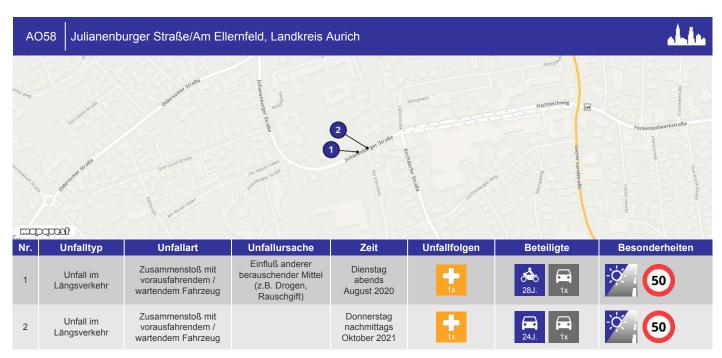


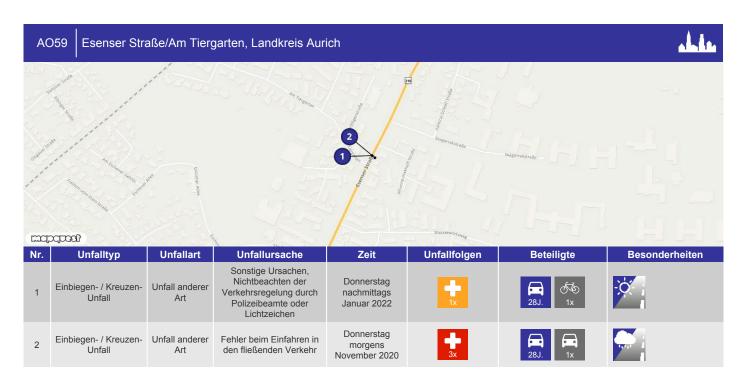




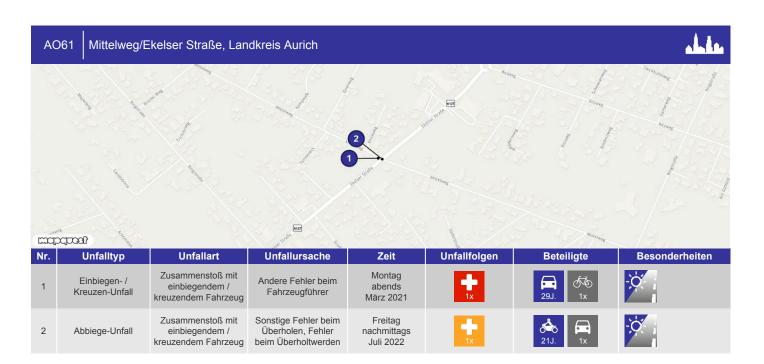


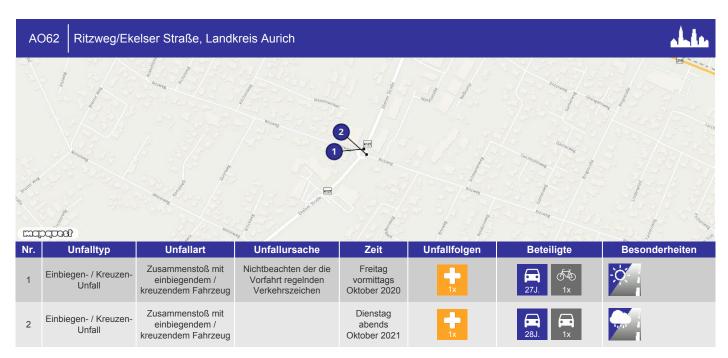


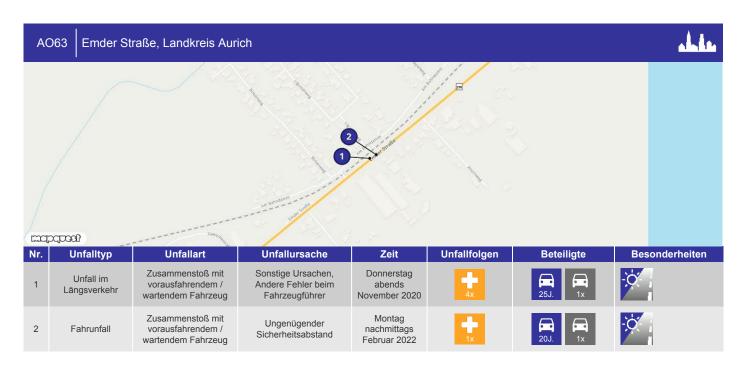


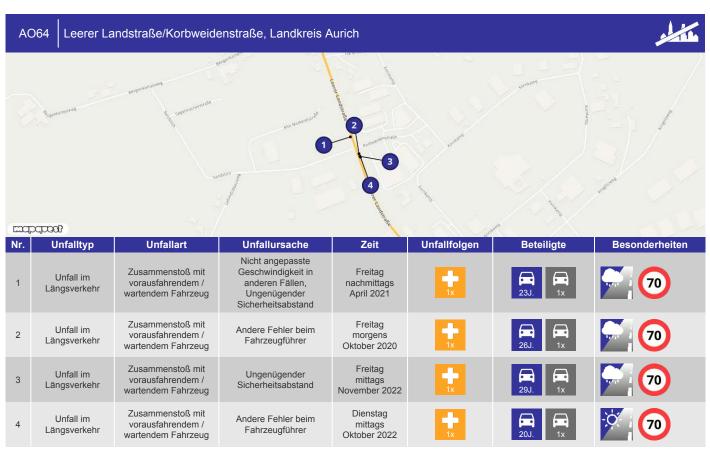






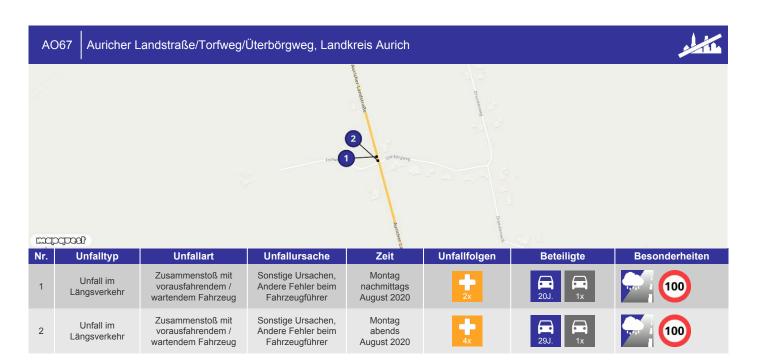


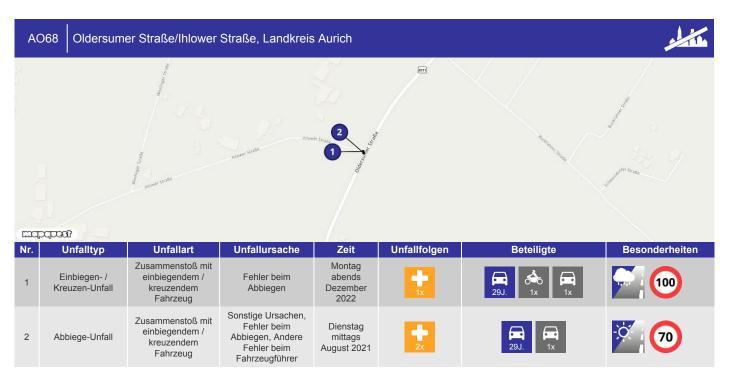


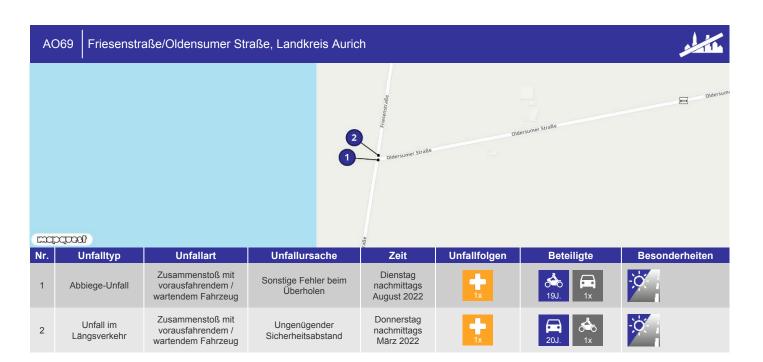




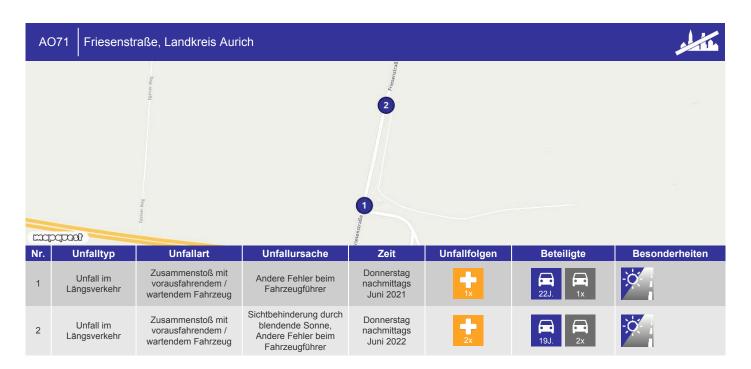


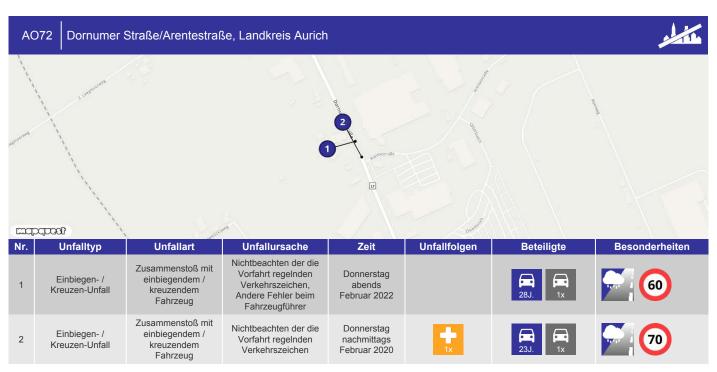






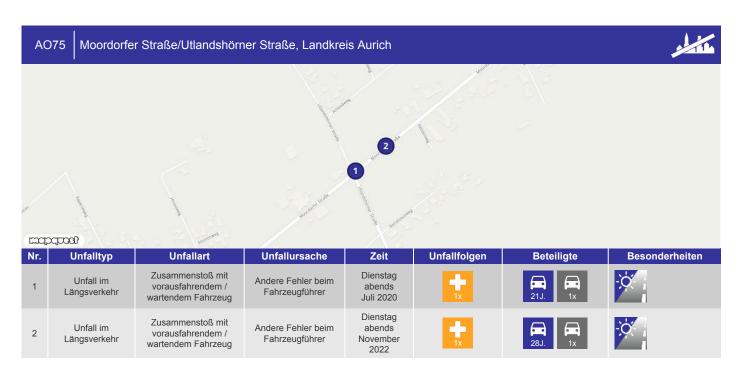




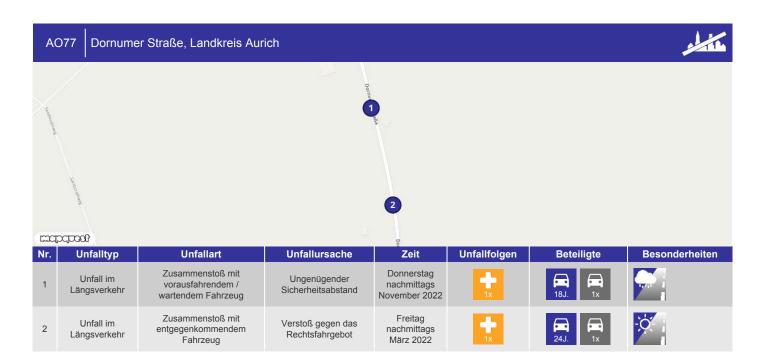


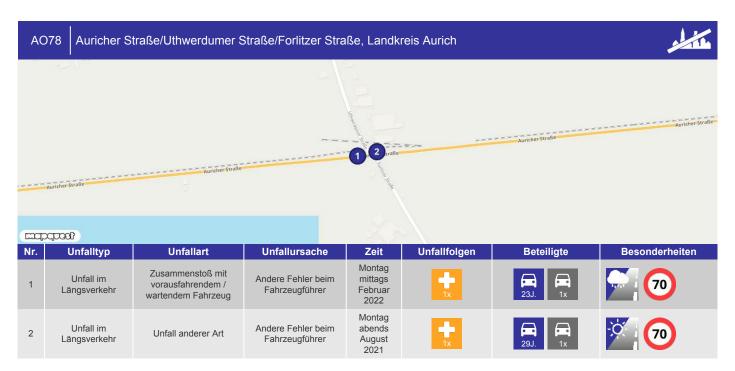




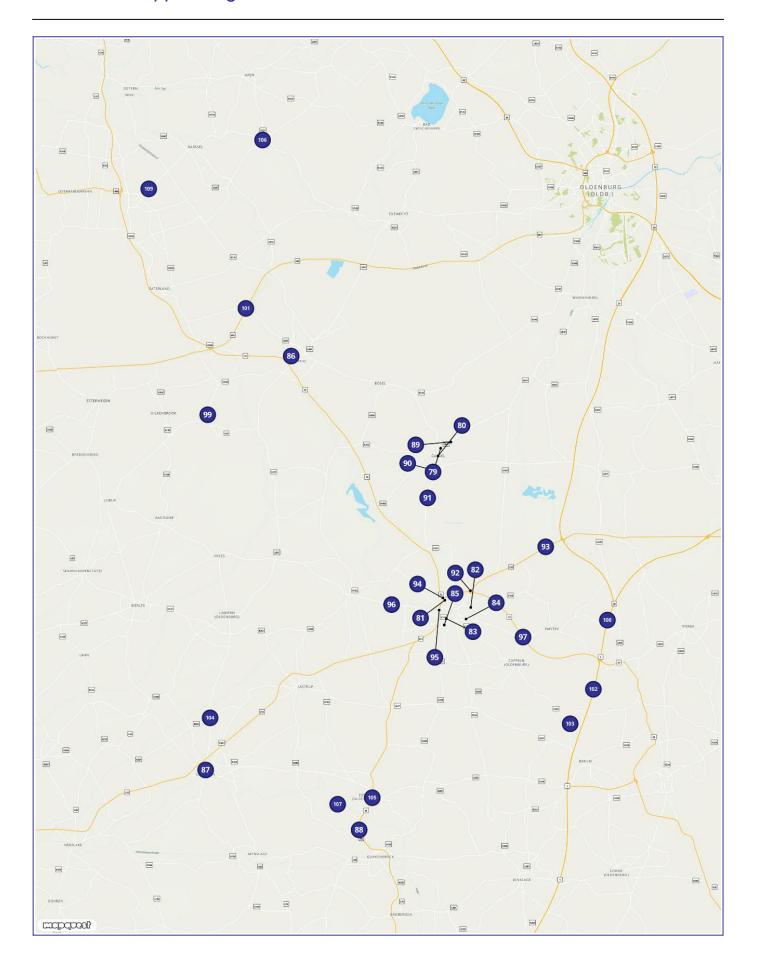




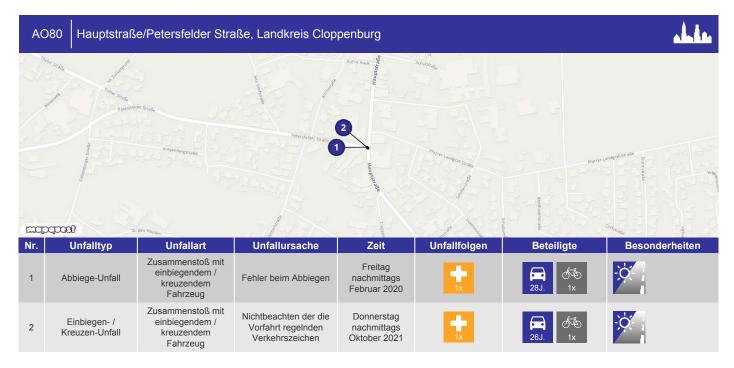


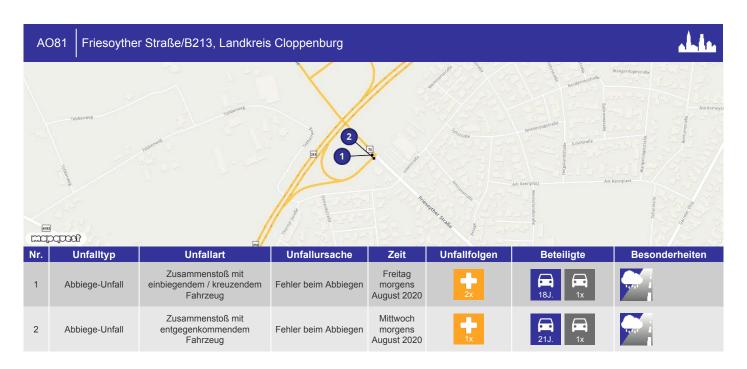


Landkreis Cloppenburg





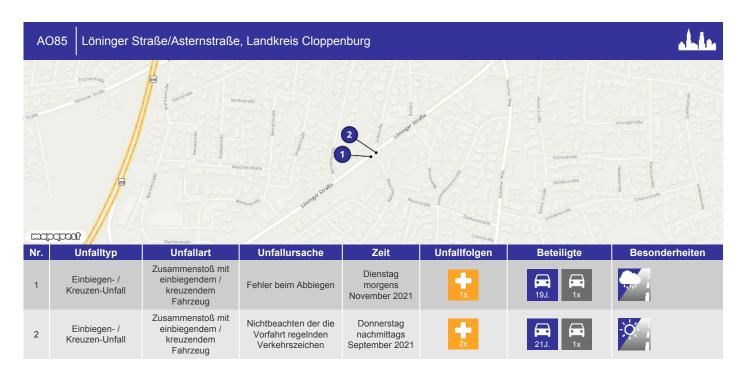


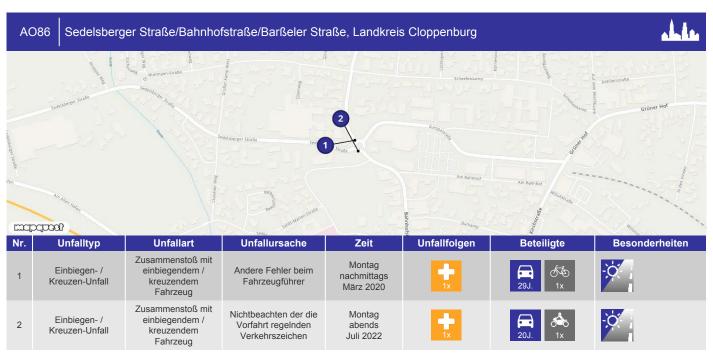


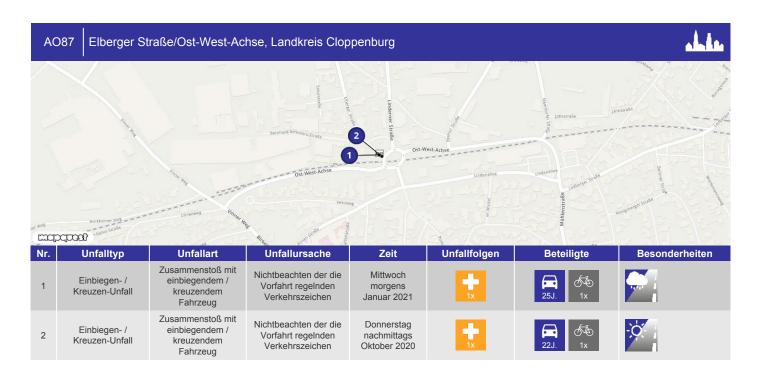




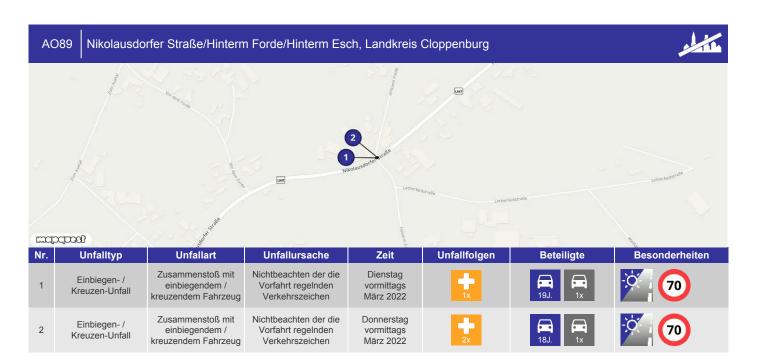




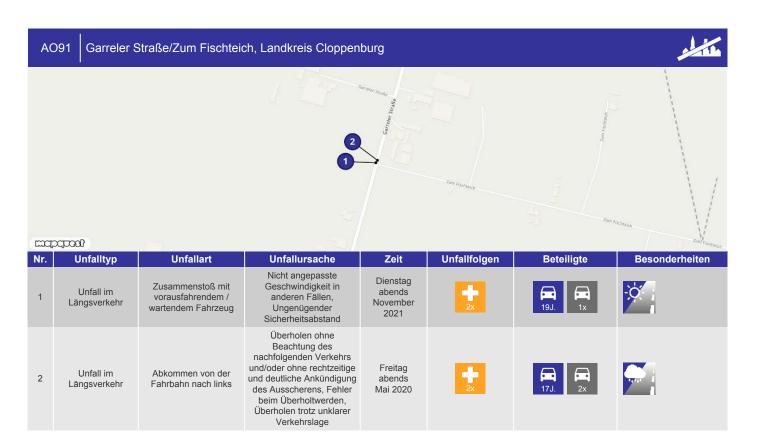


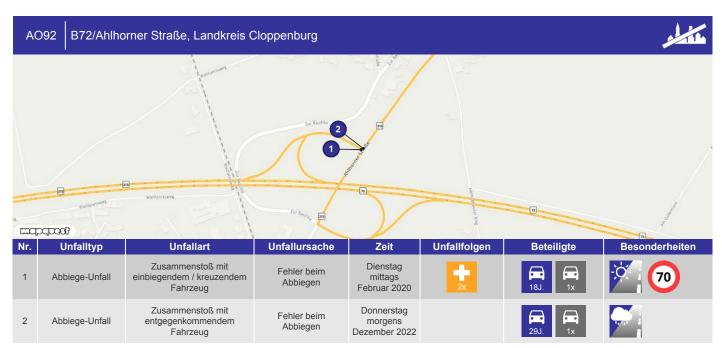




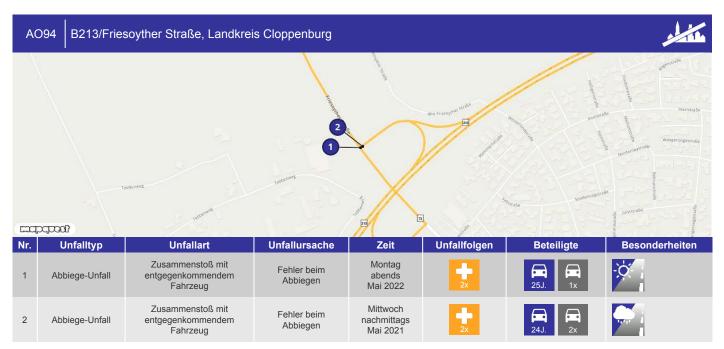














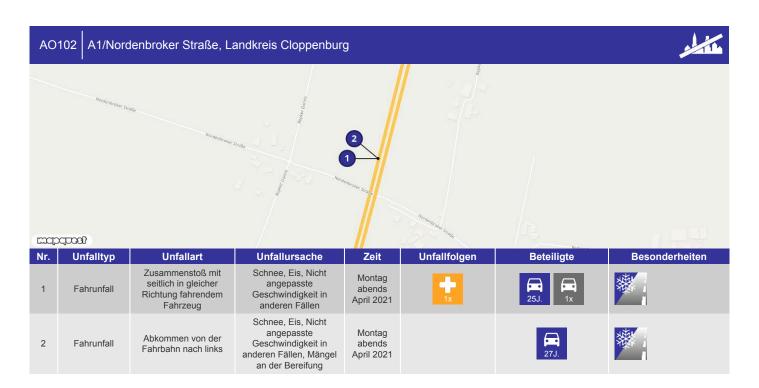










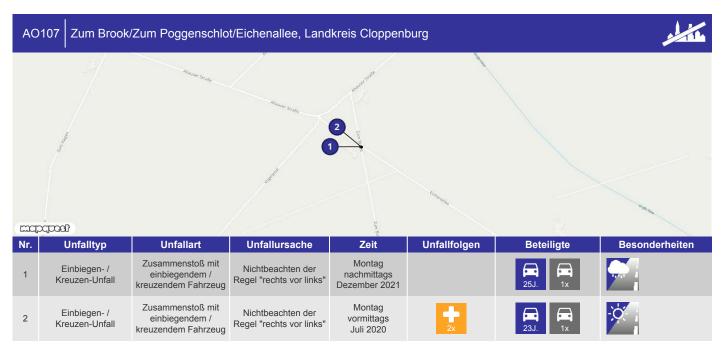


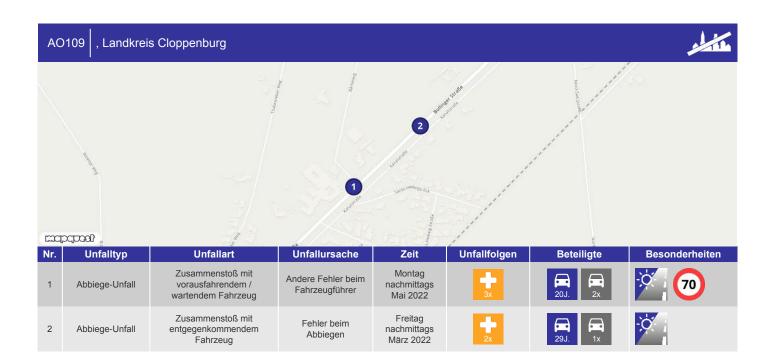


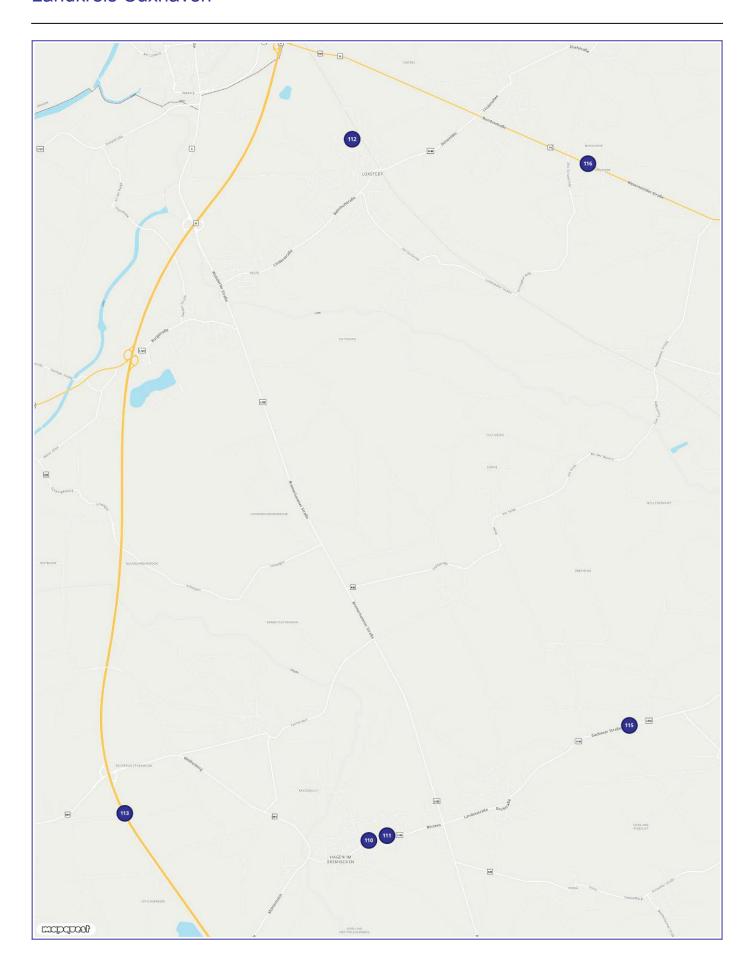


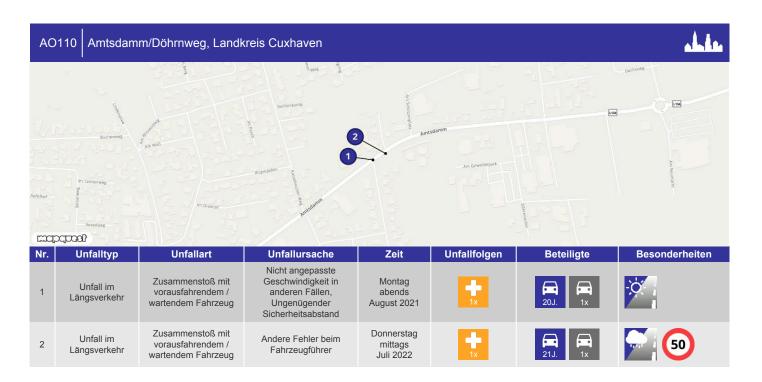


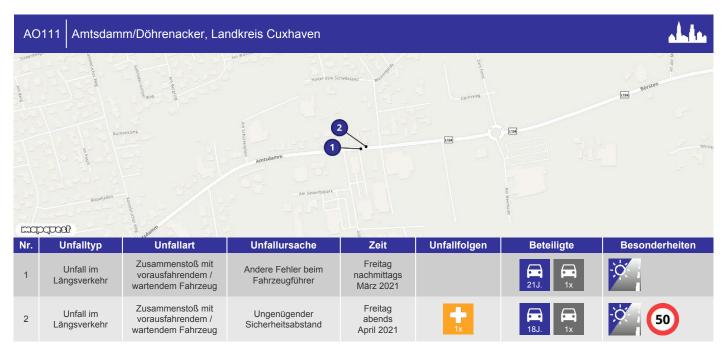


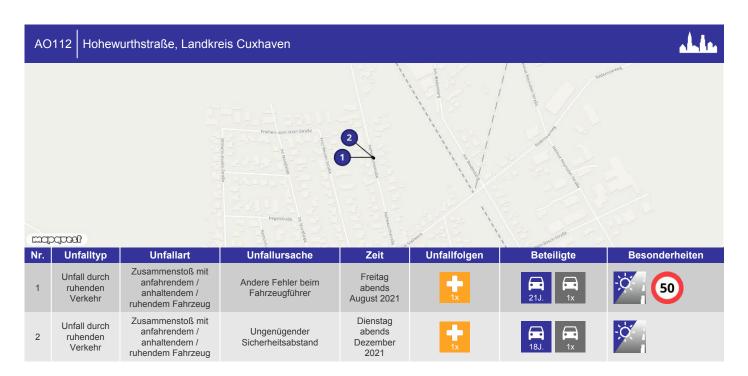




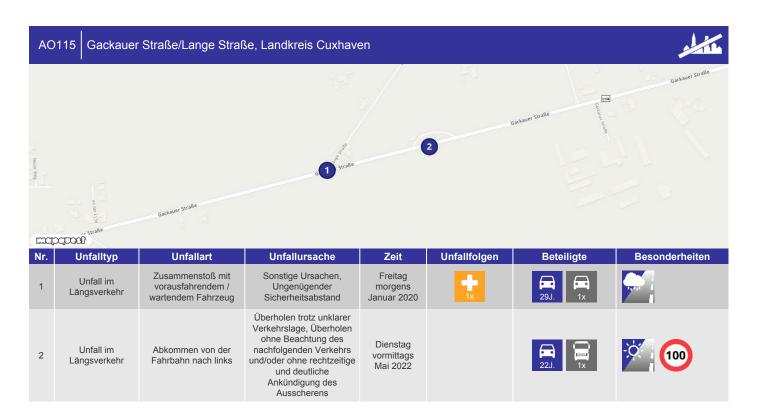


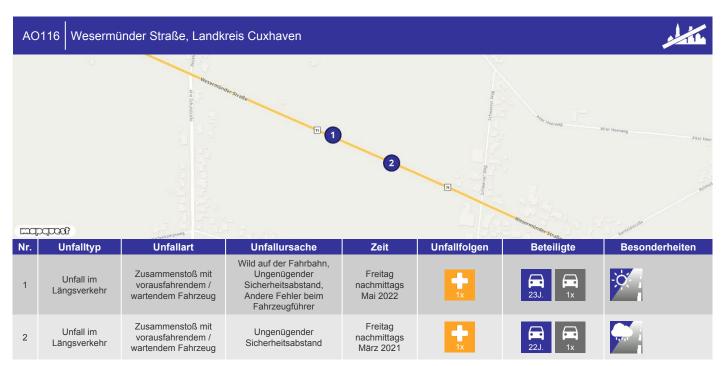




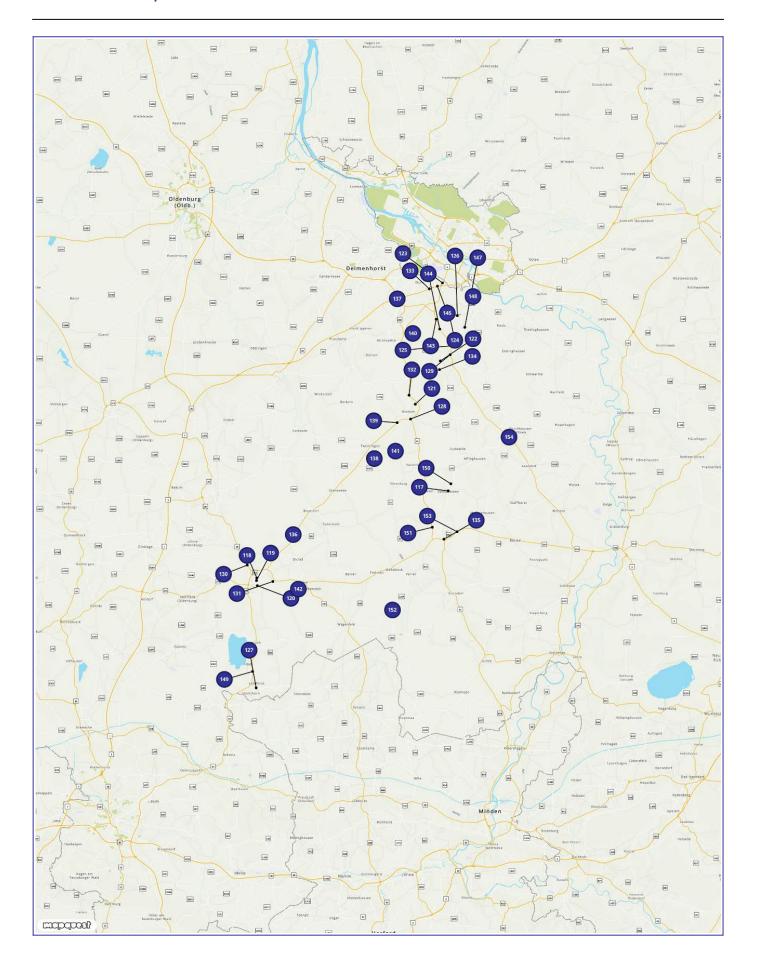


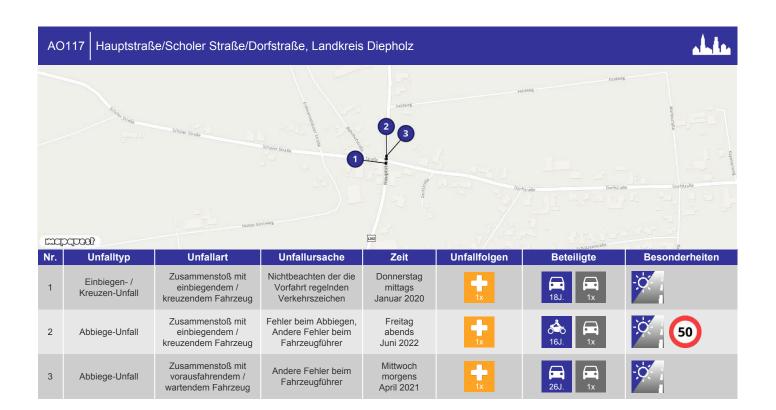


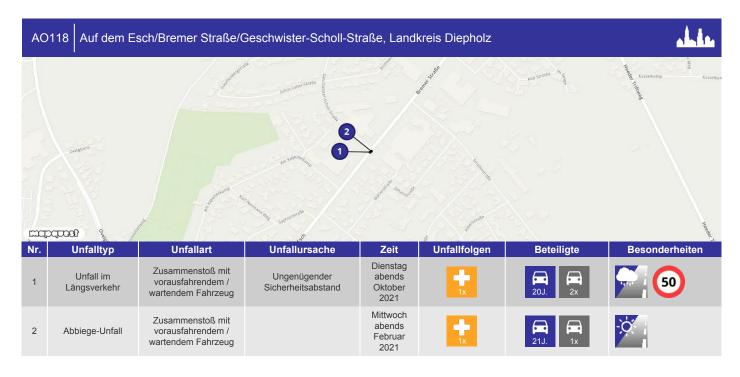


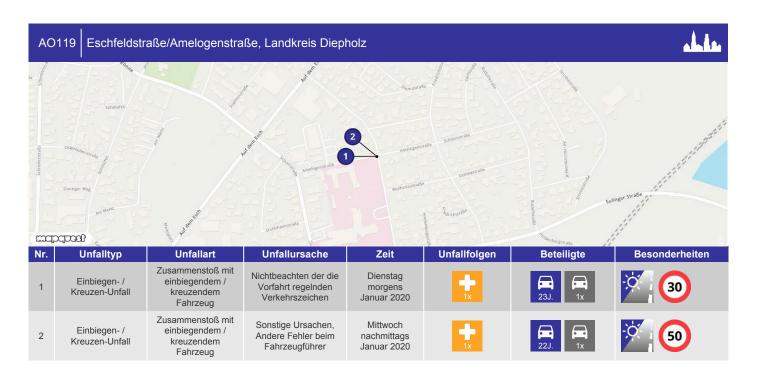


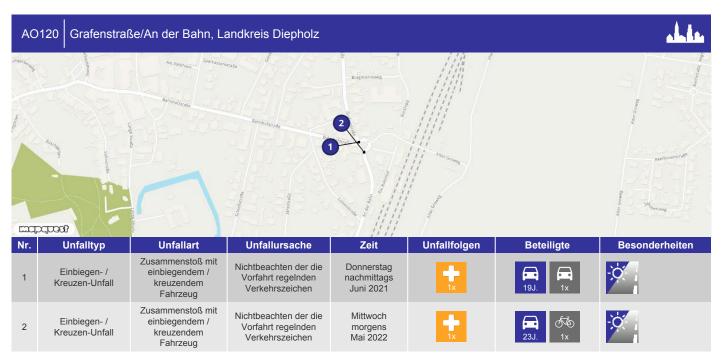
Landkreis Diepholz

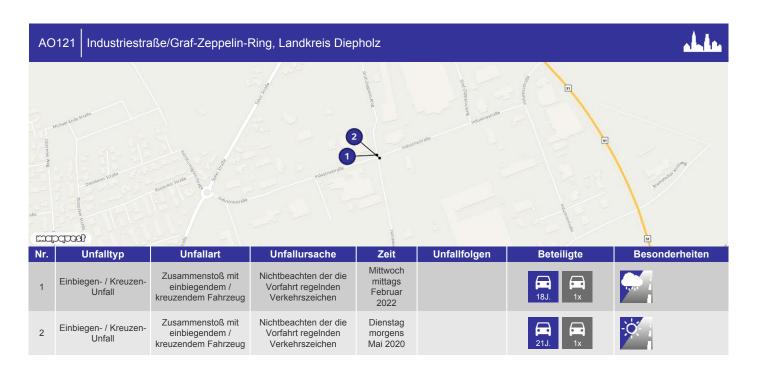


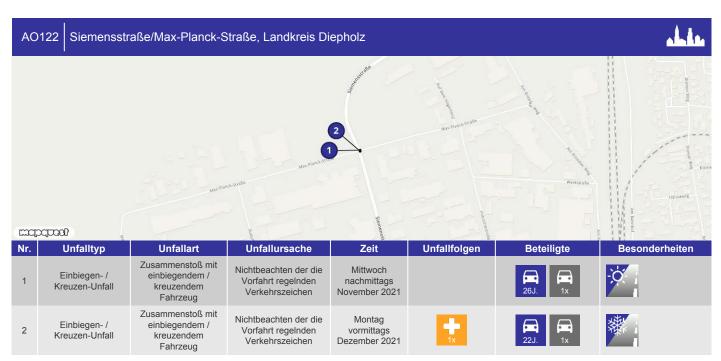


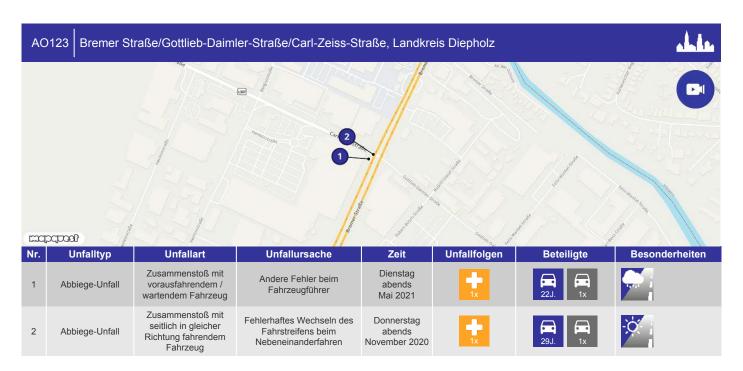




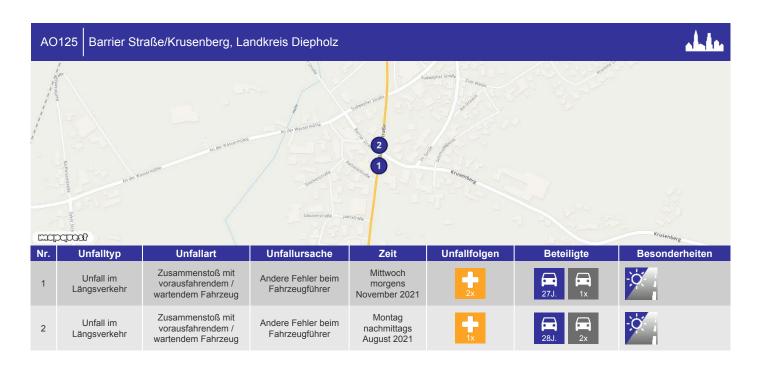


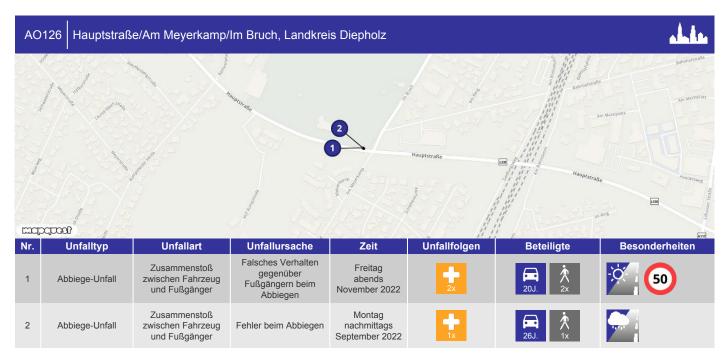




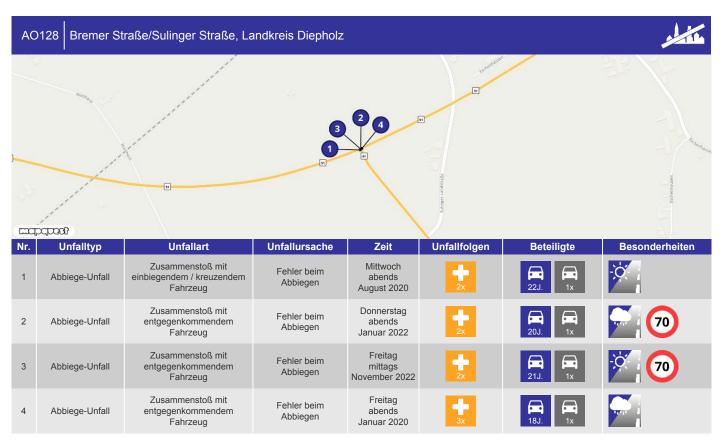


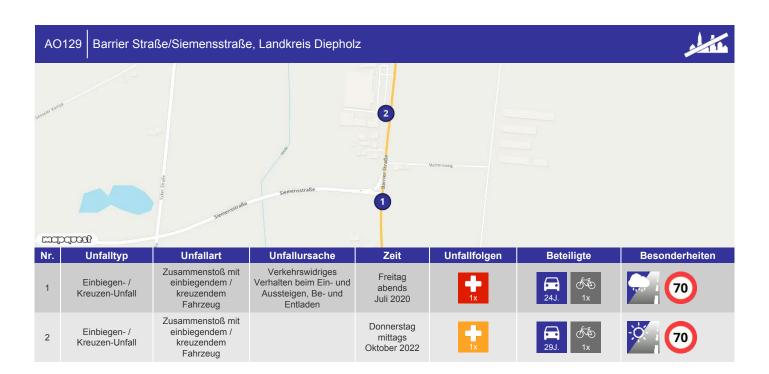


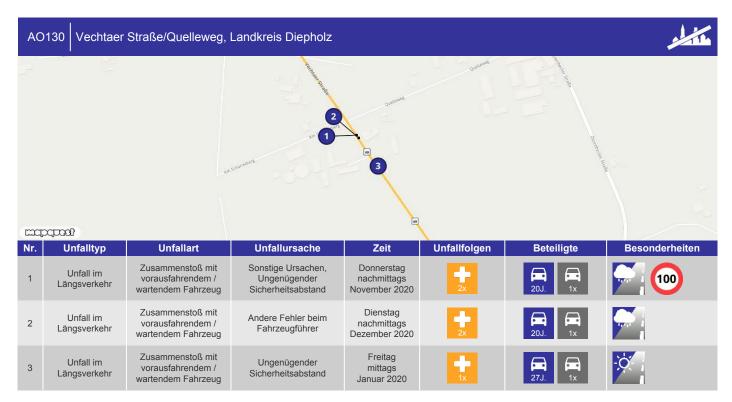


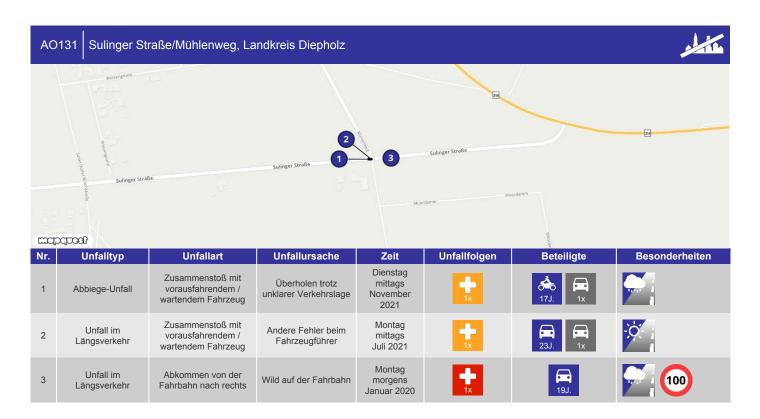




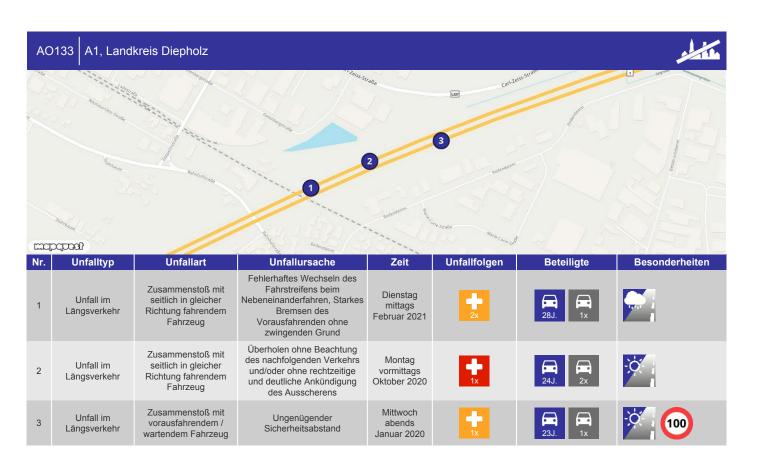




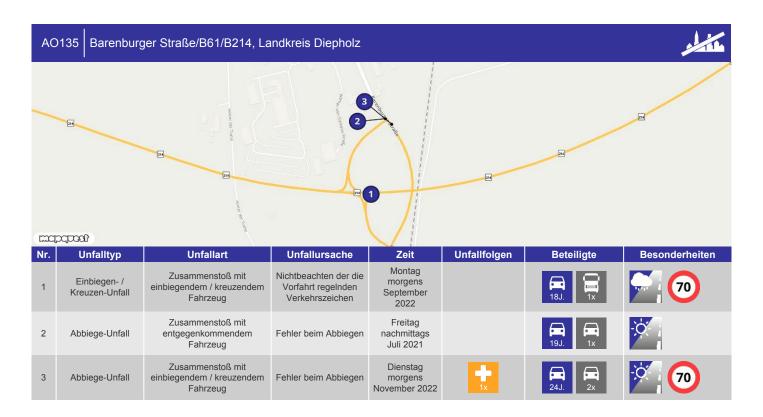




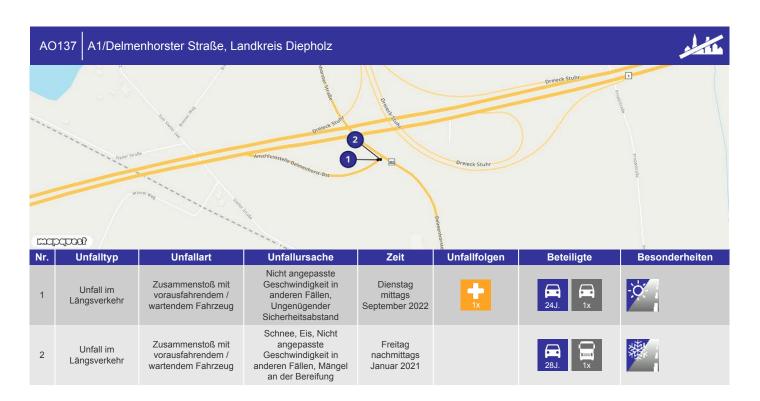


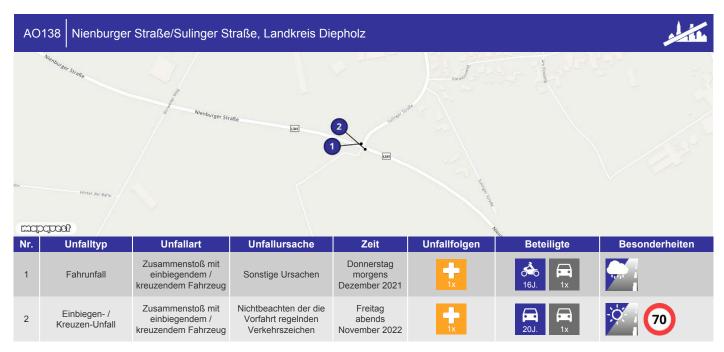


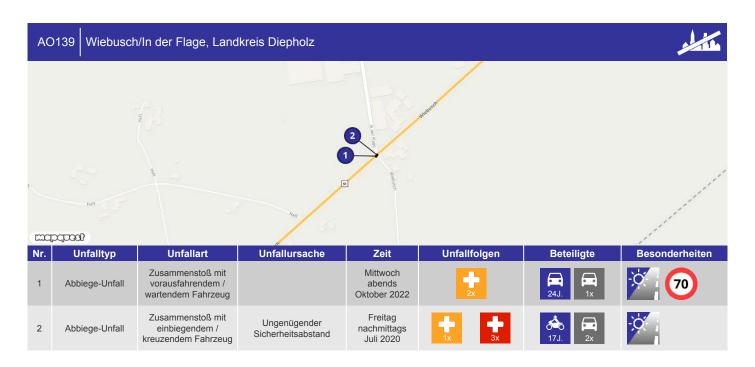


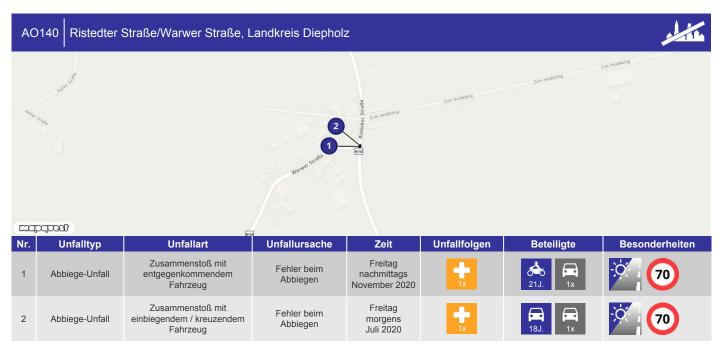




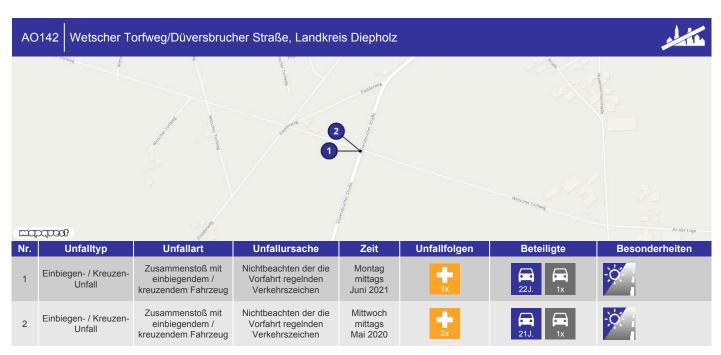


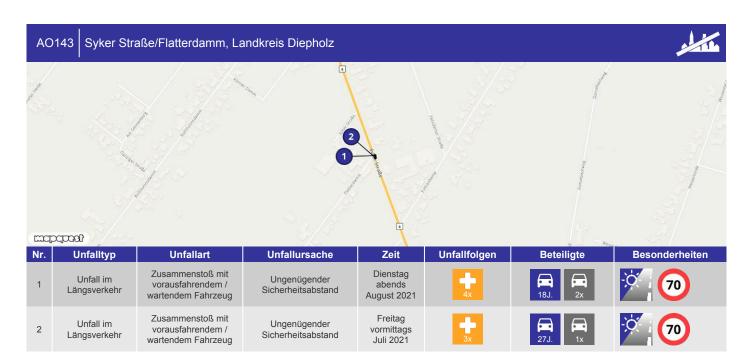








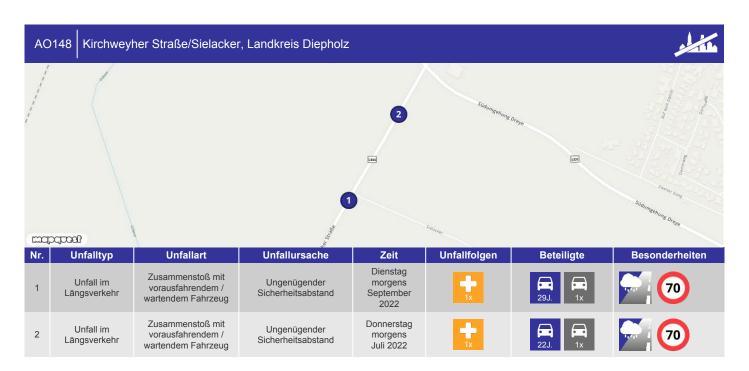


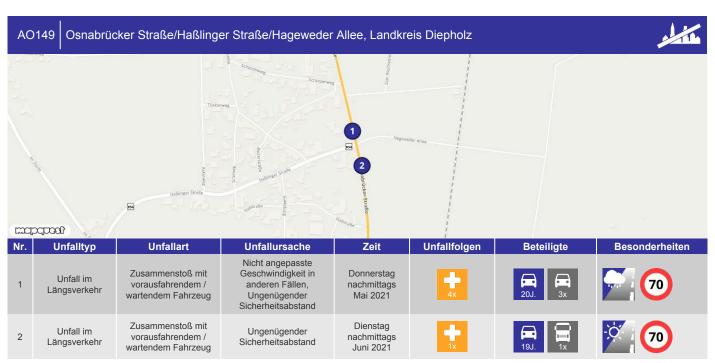


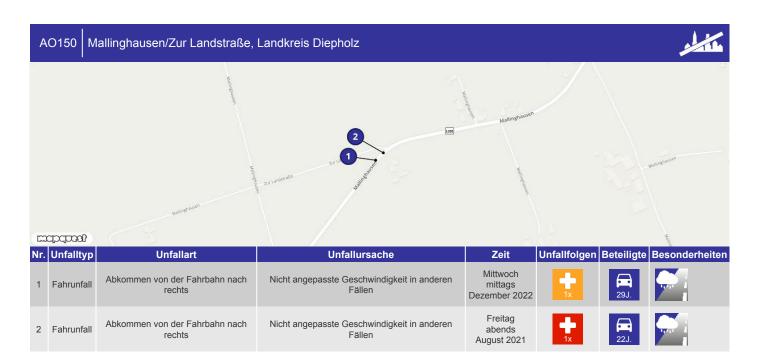








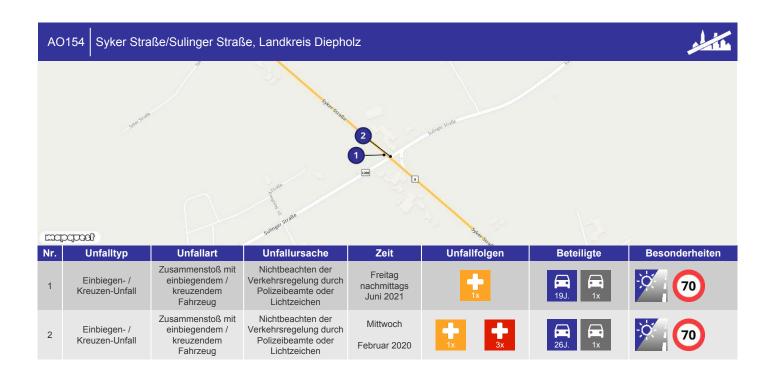




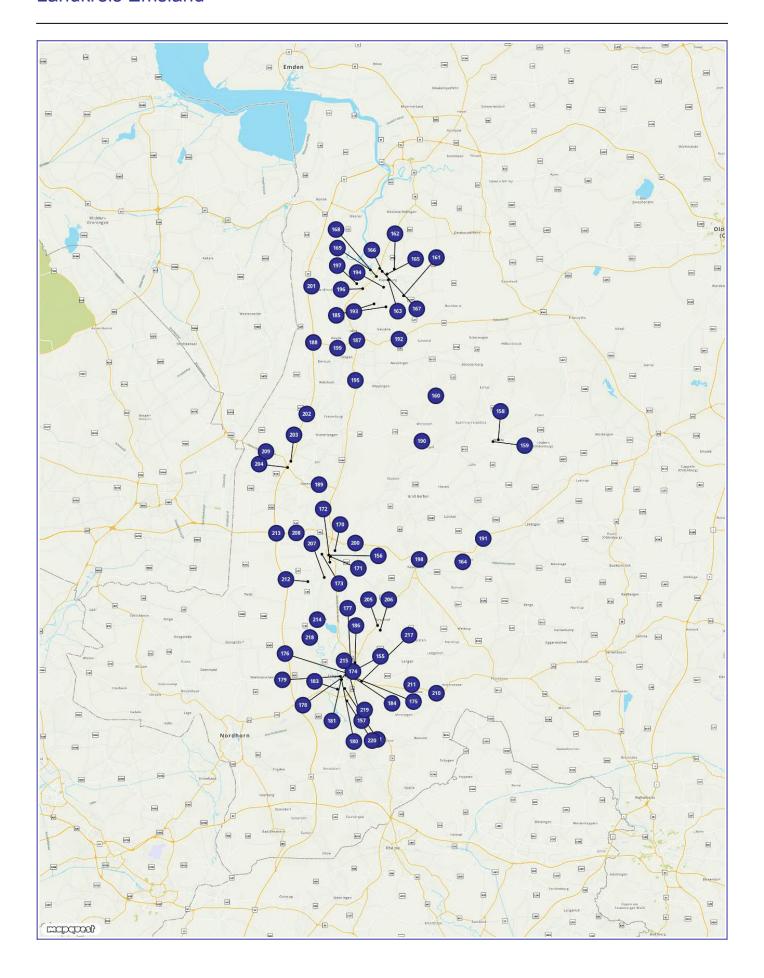


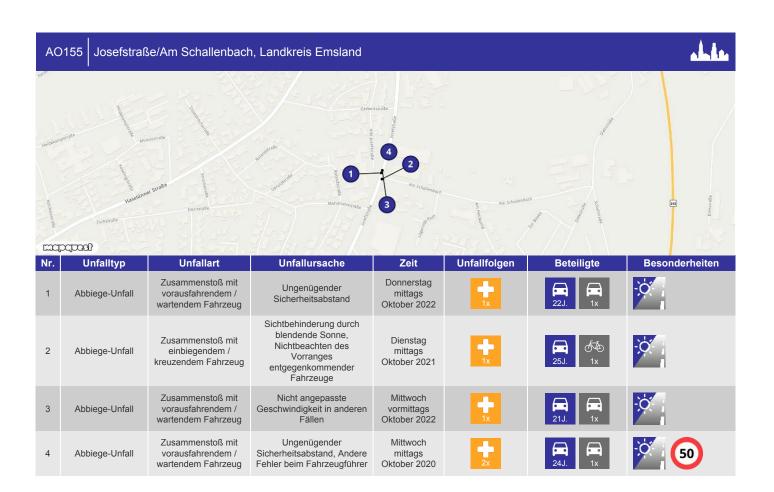


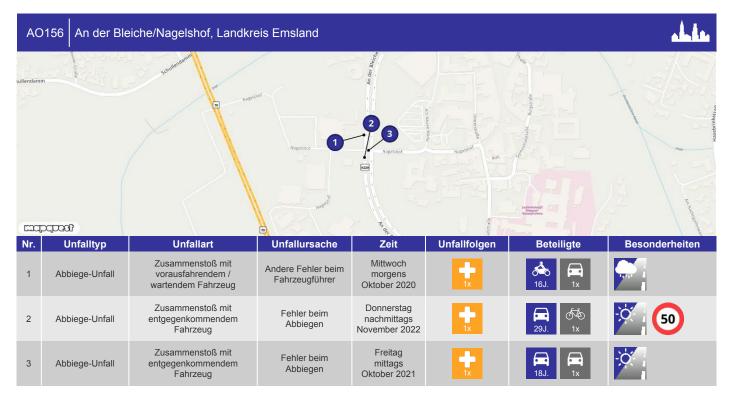


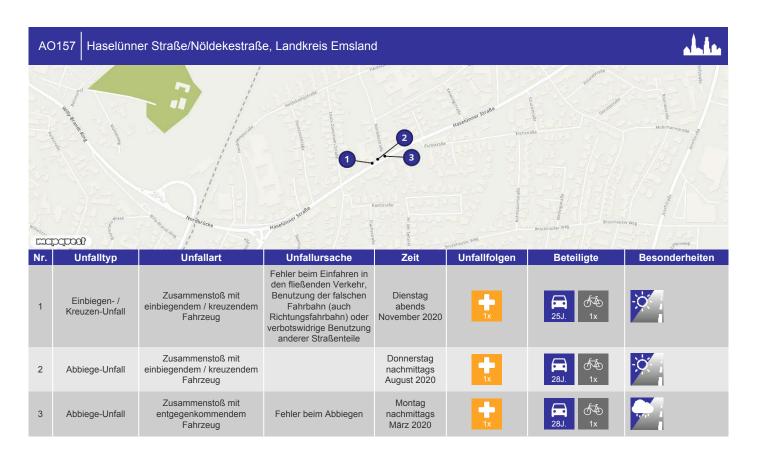


Landkreis Emsland

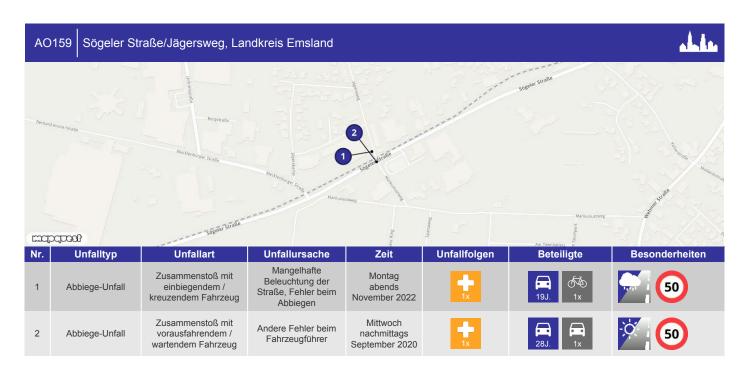


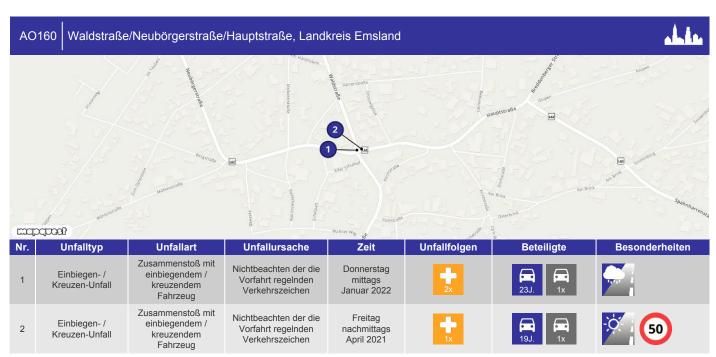


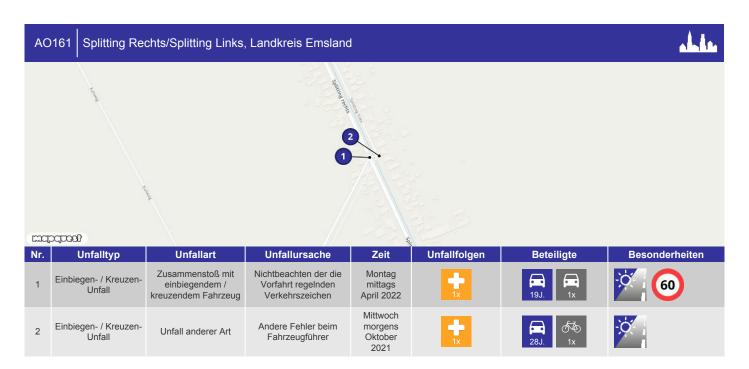




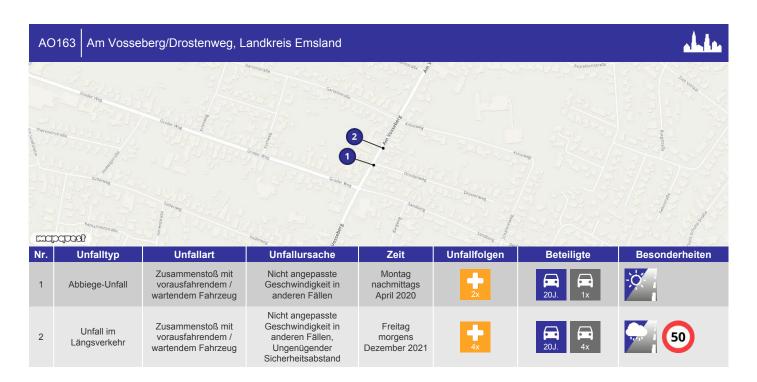


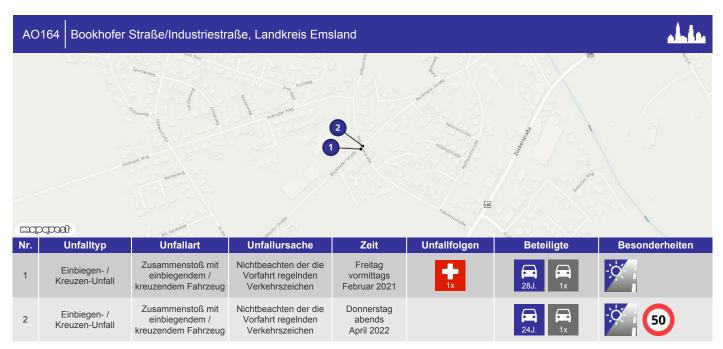


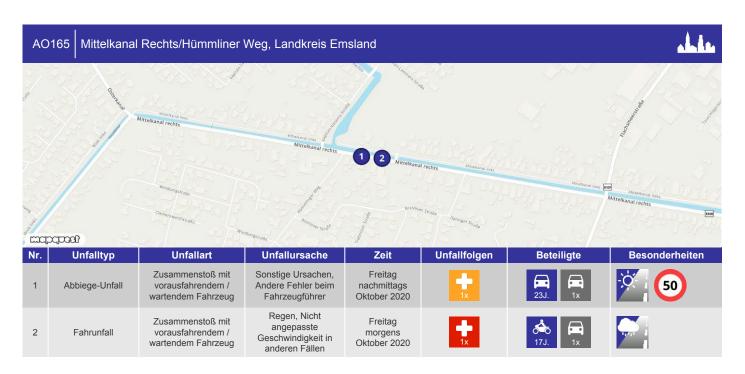


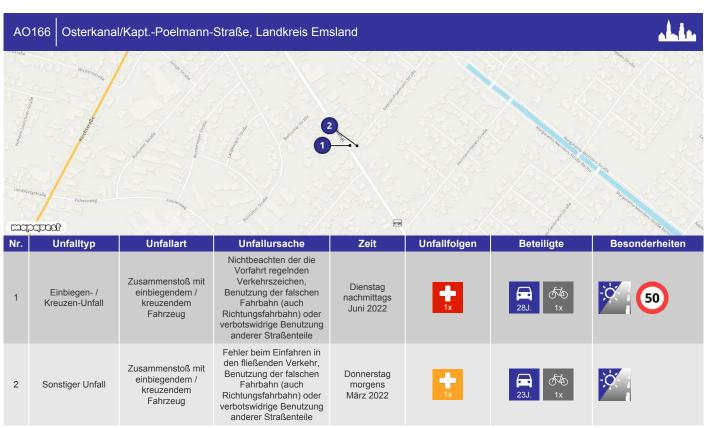


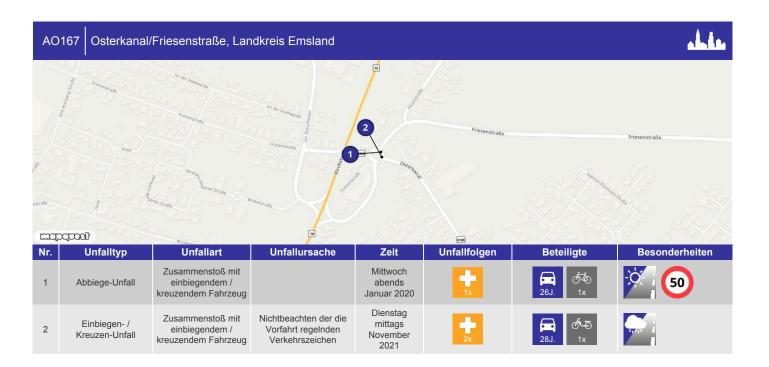


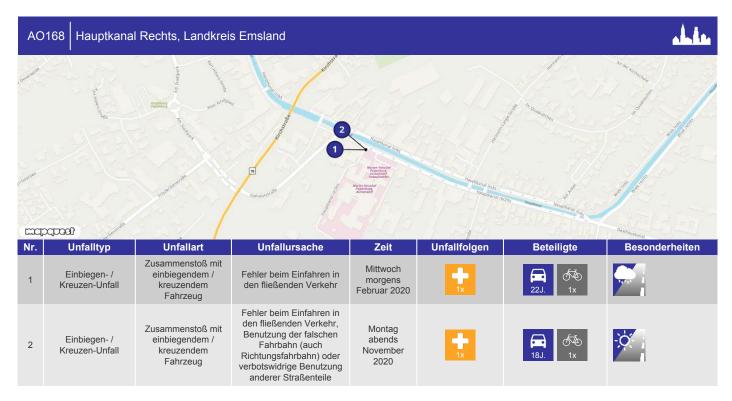


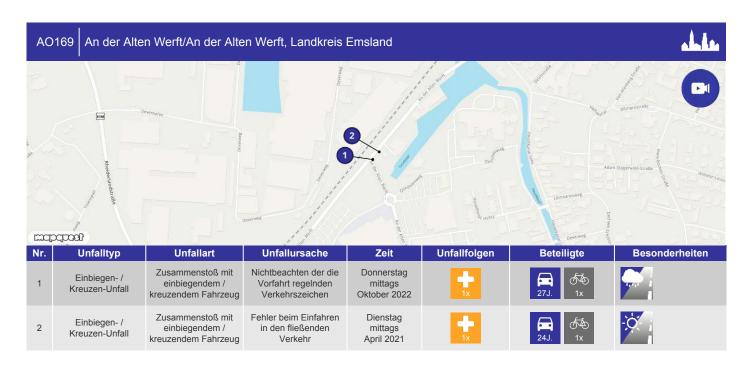


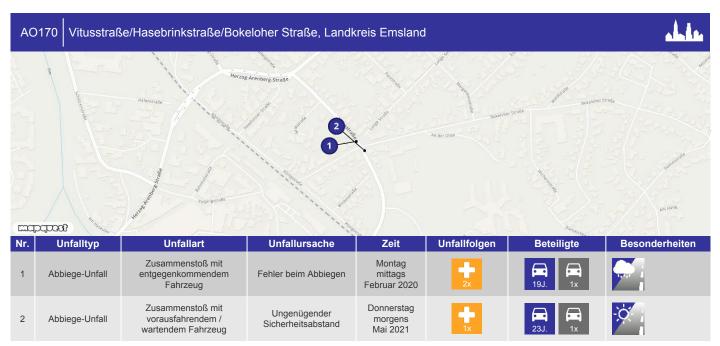


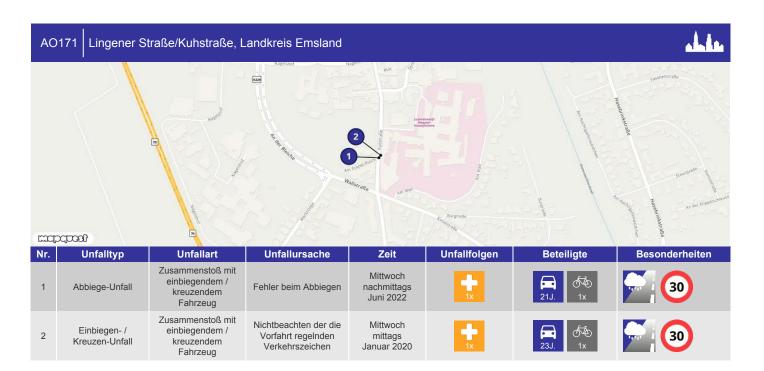




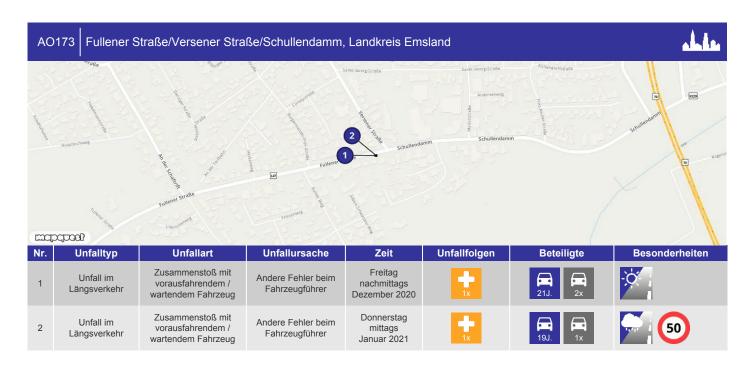




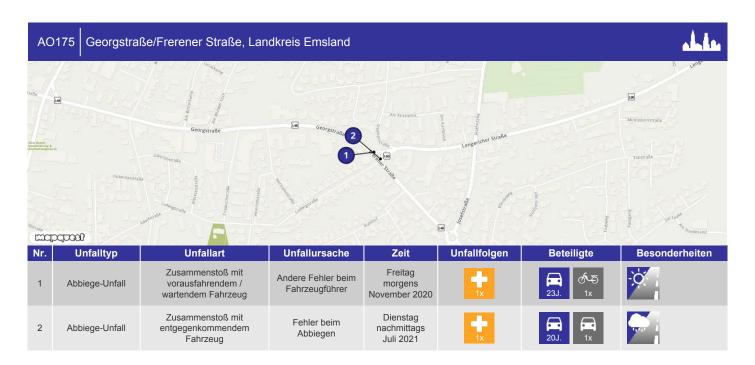


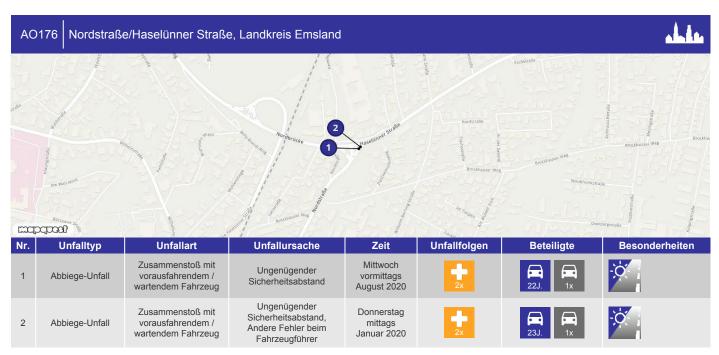


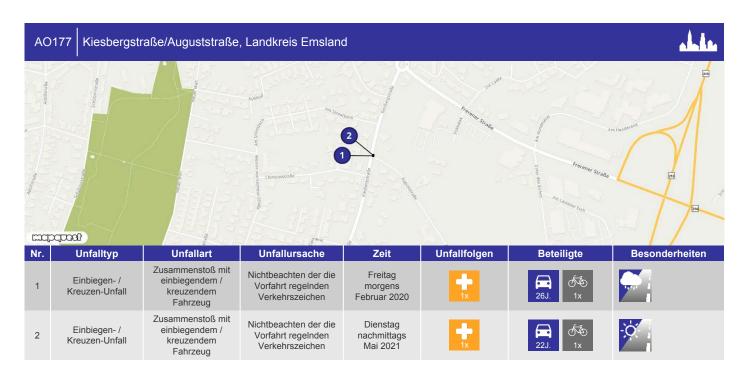


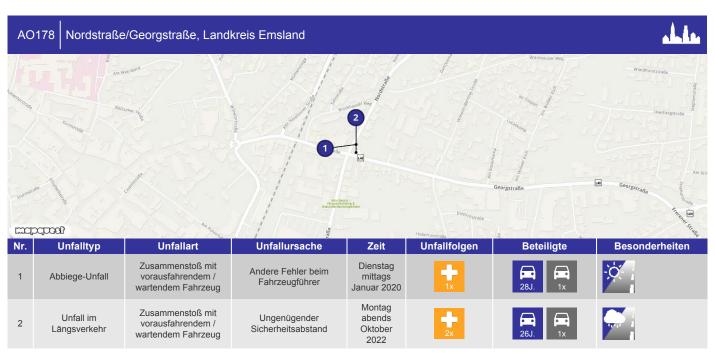


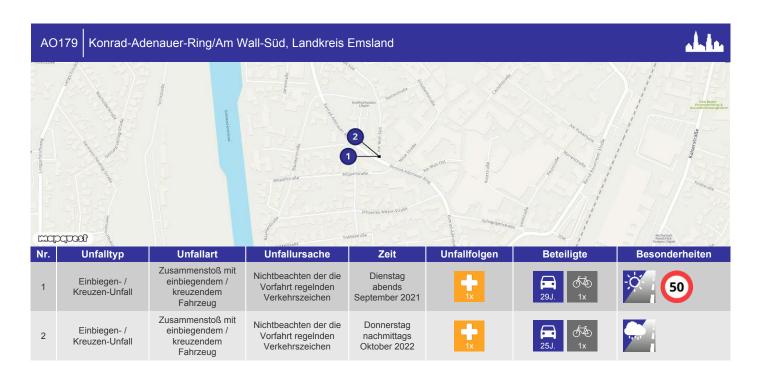




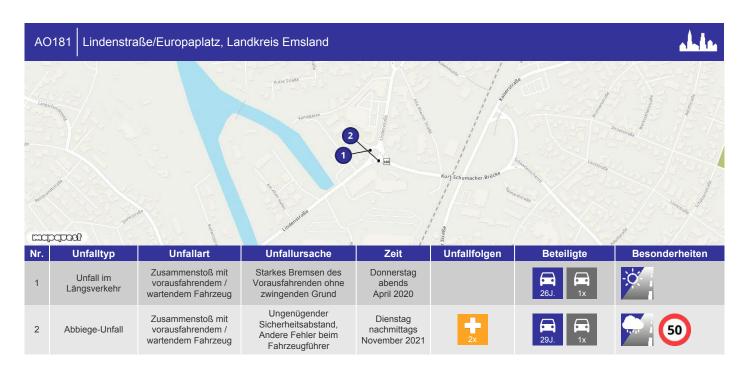


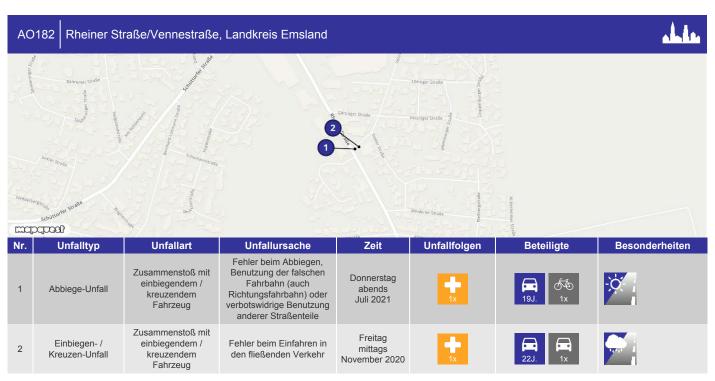


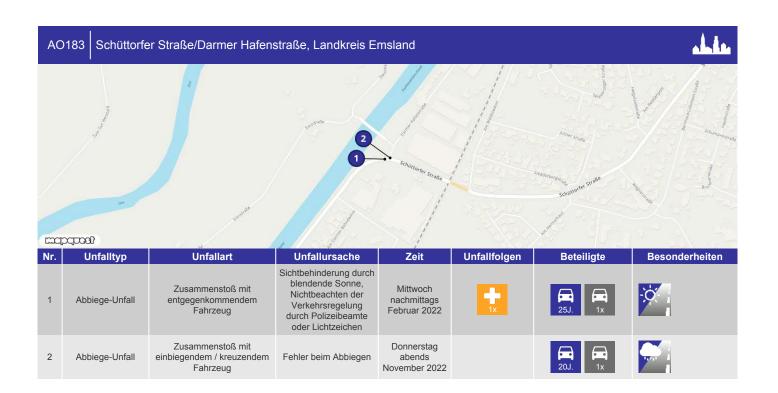


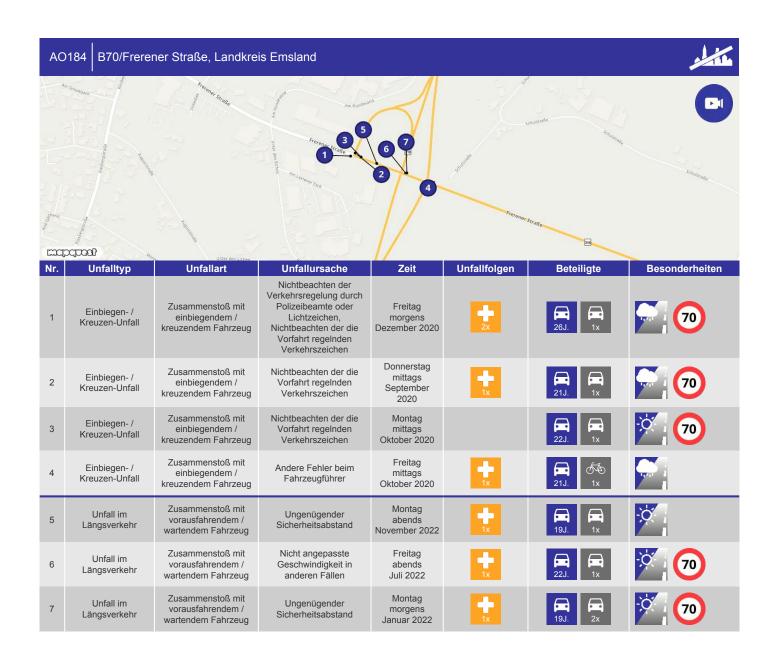




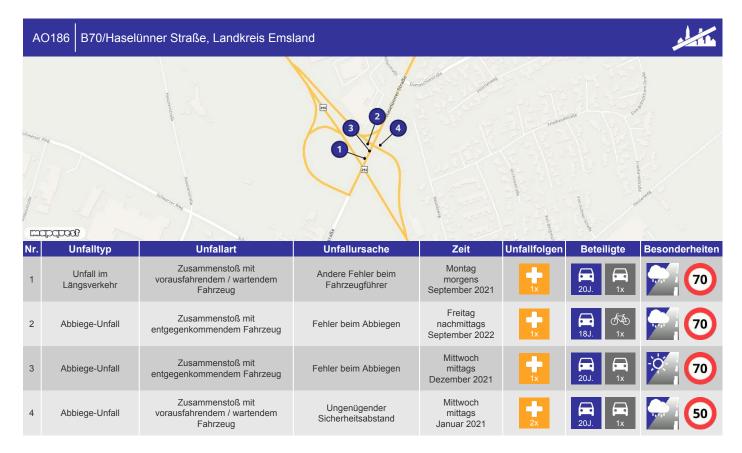








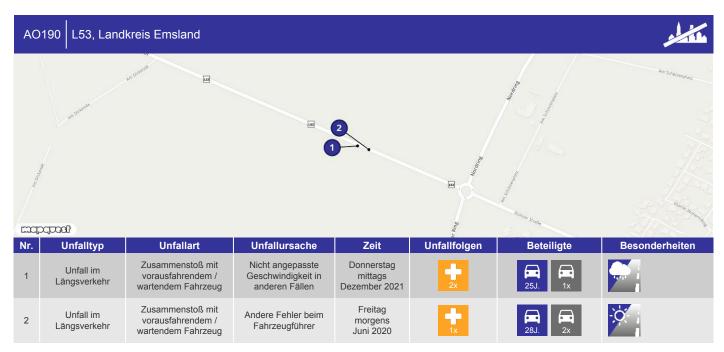




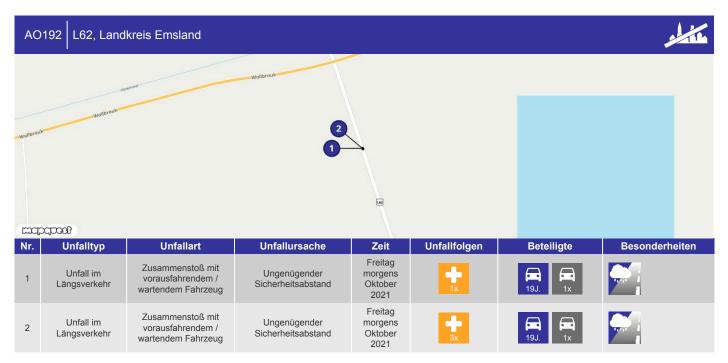




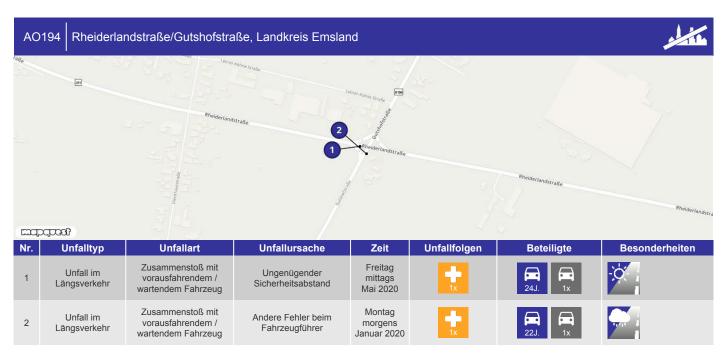


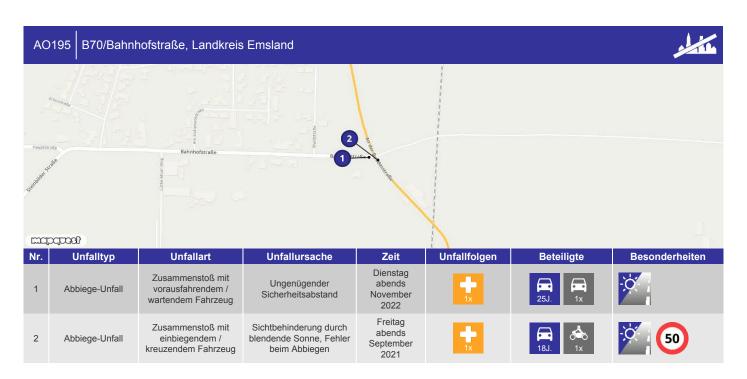


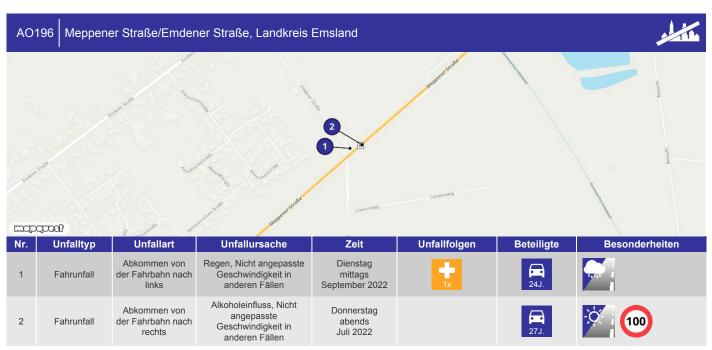


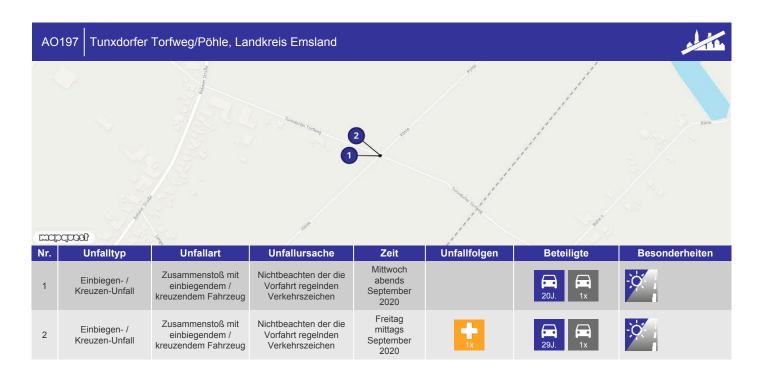


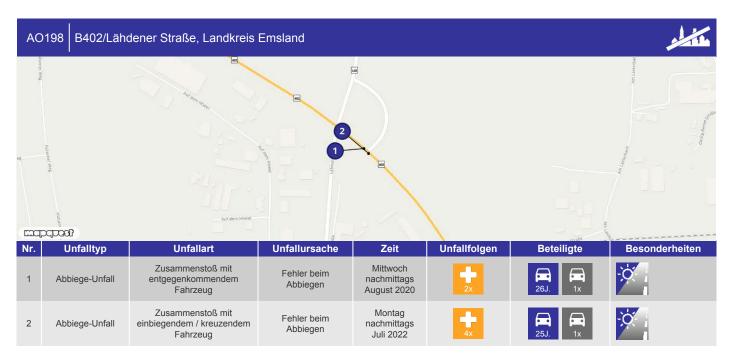






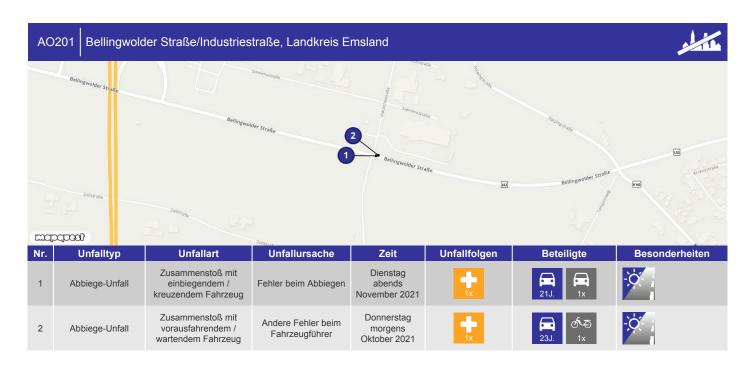


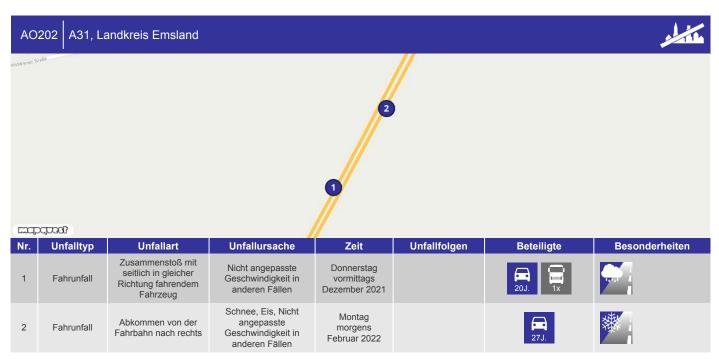


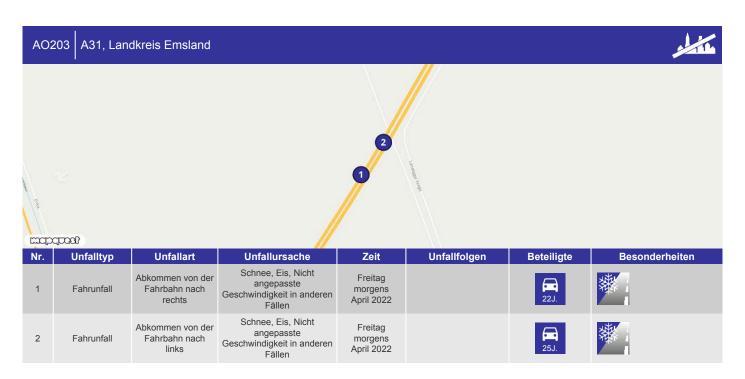
















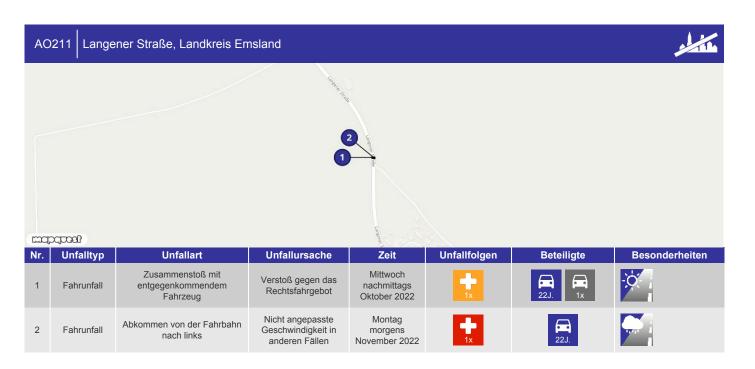


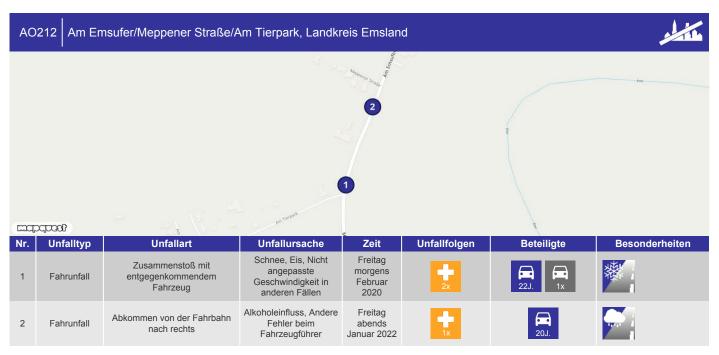






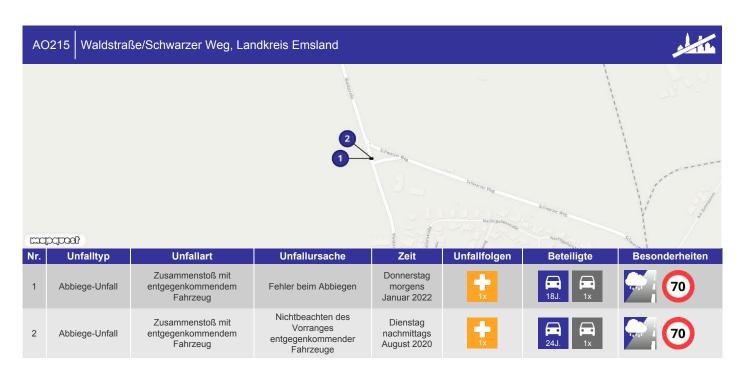


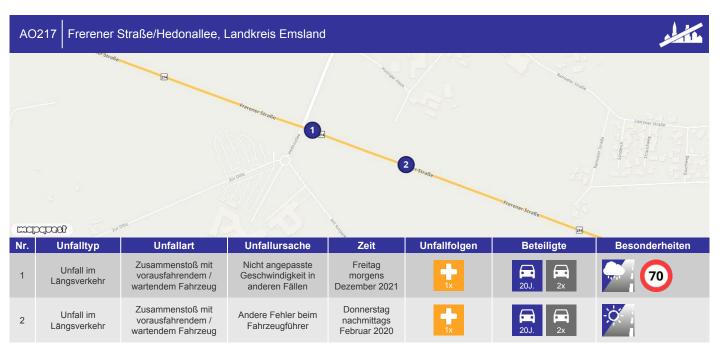


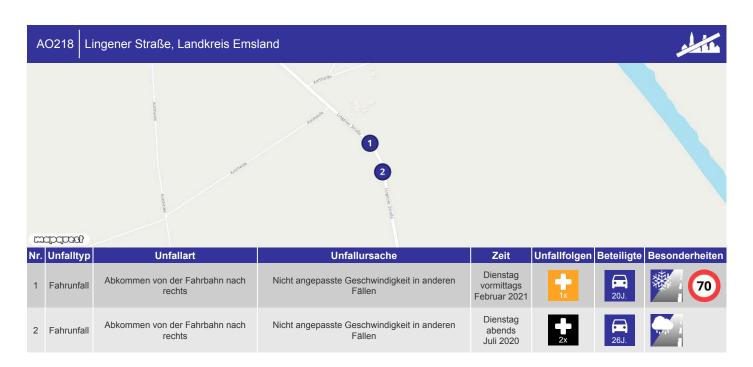




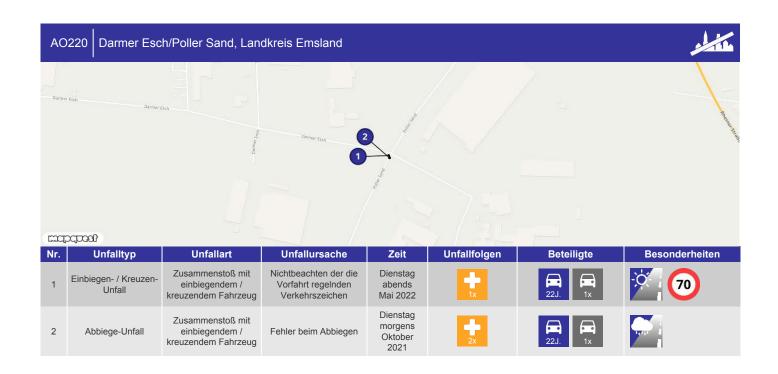


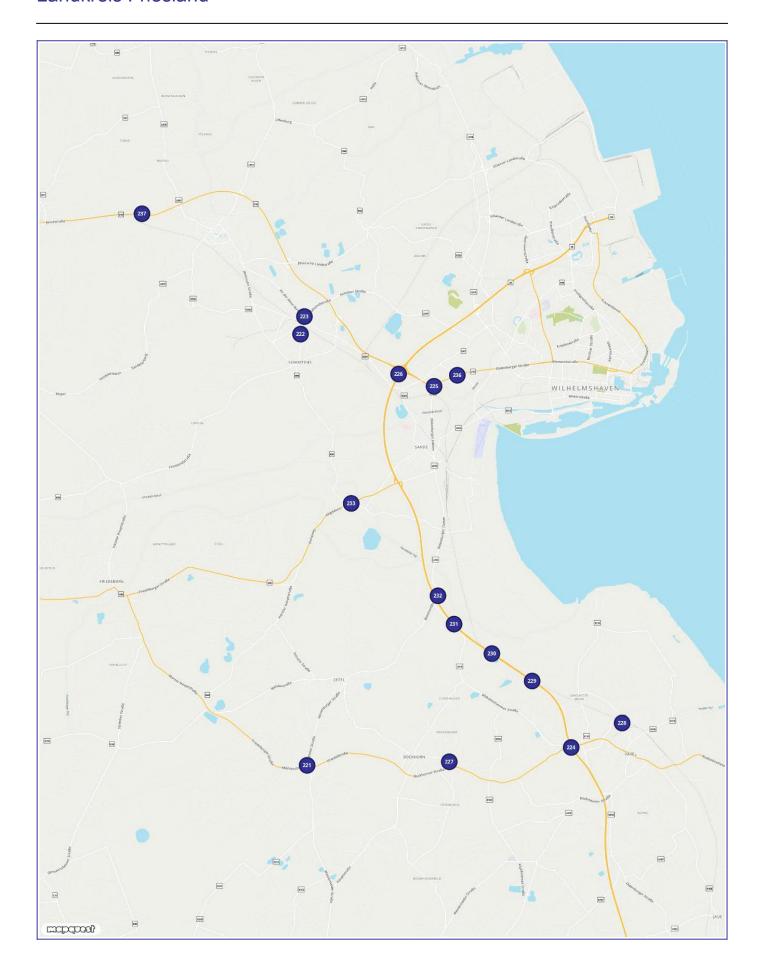




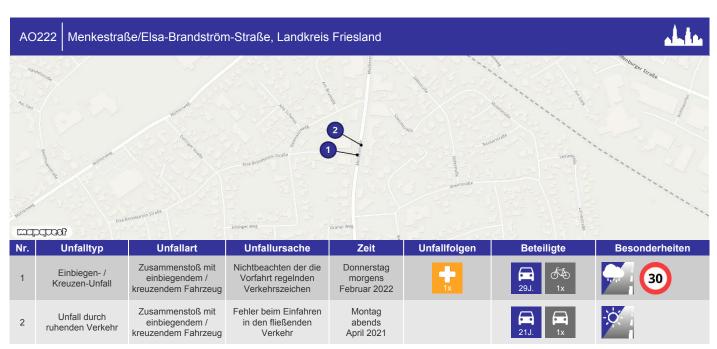


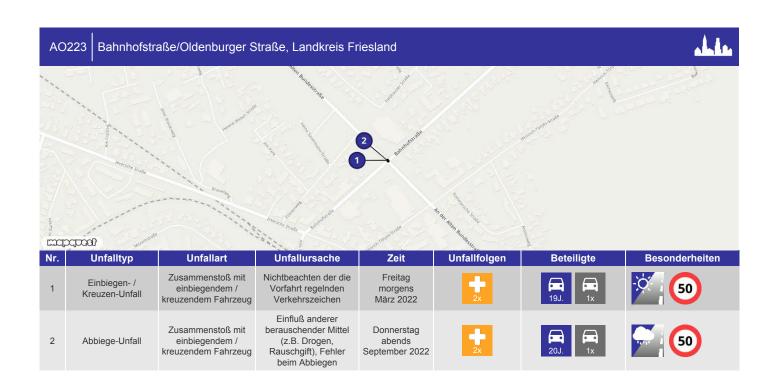






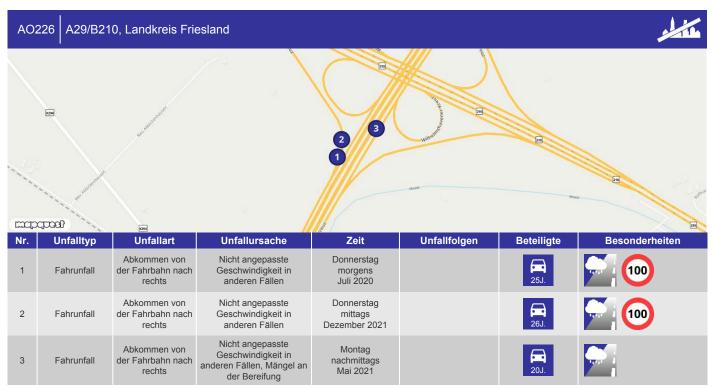


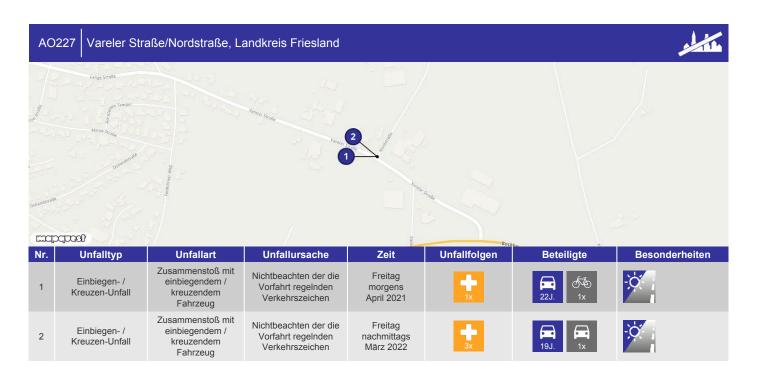


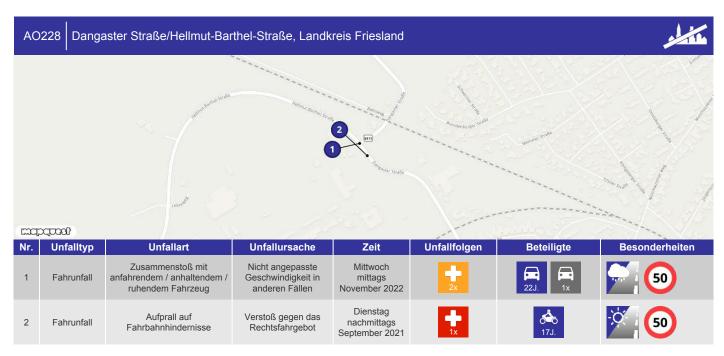




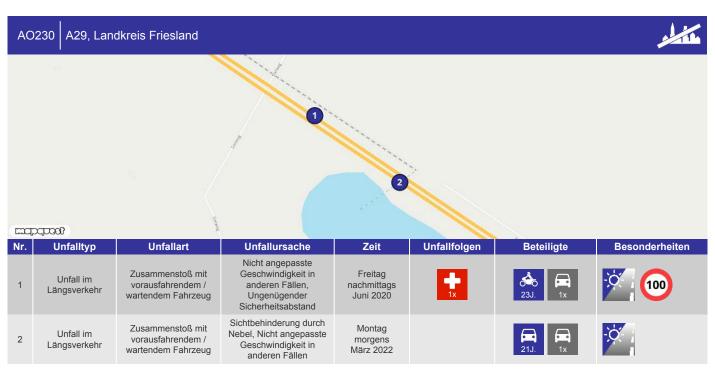








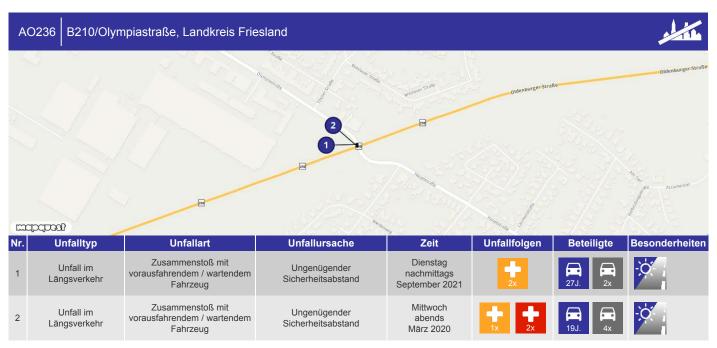






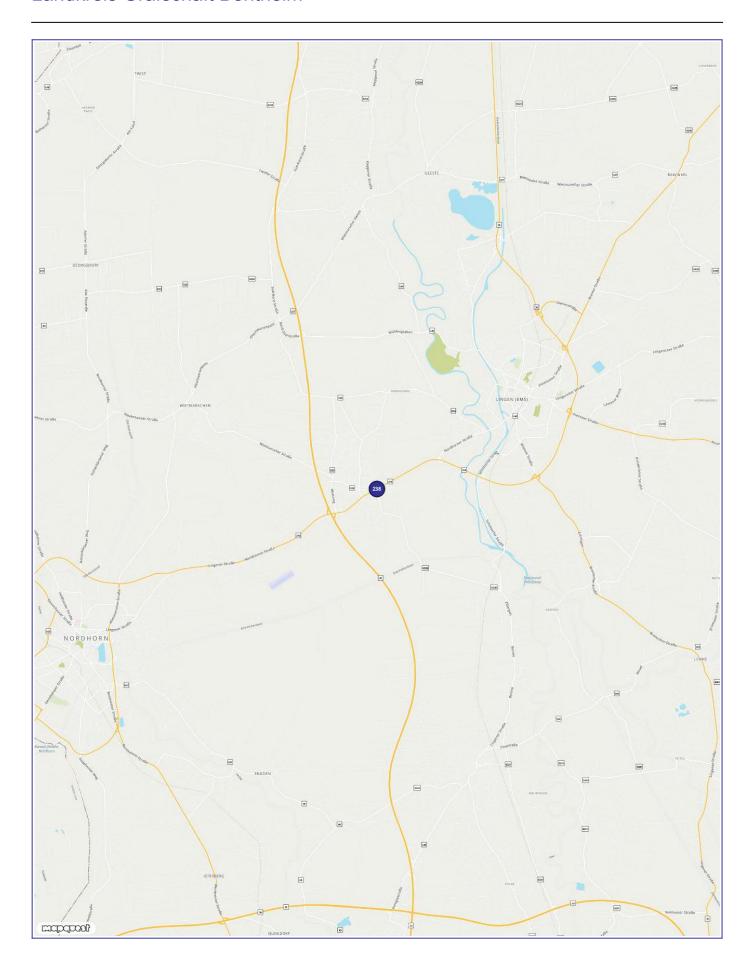


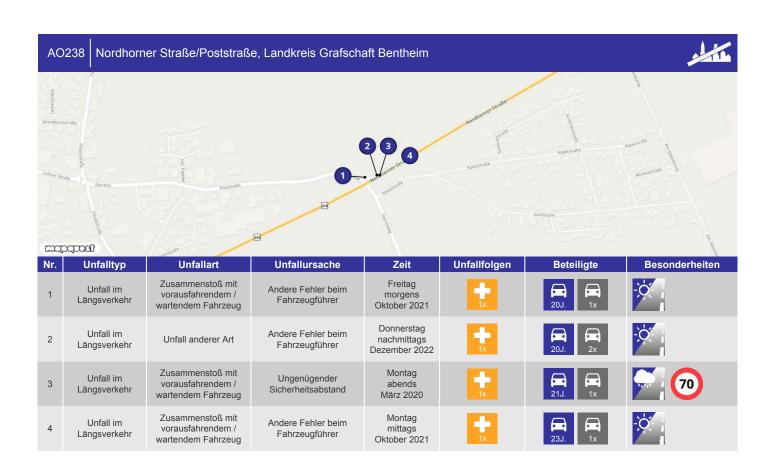




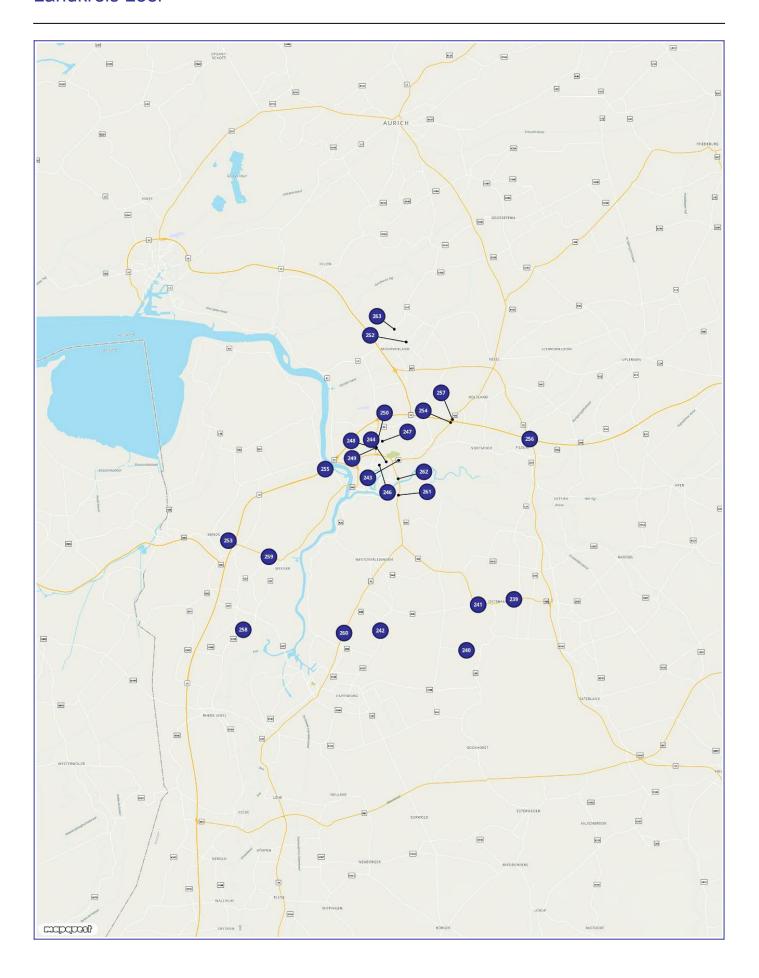


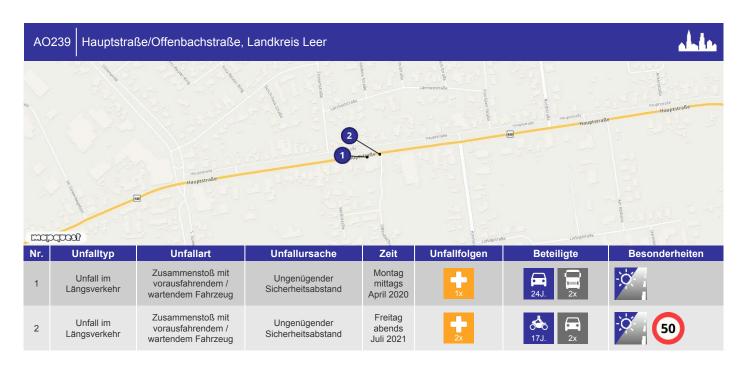
Landkreis Grafschaft Bentheim

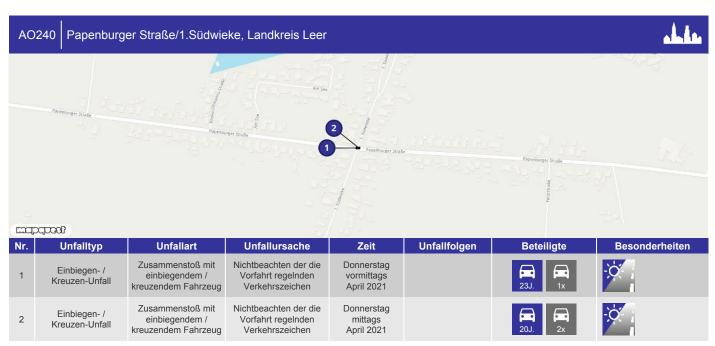


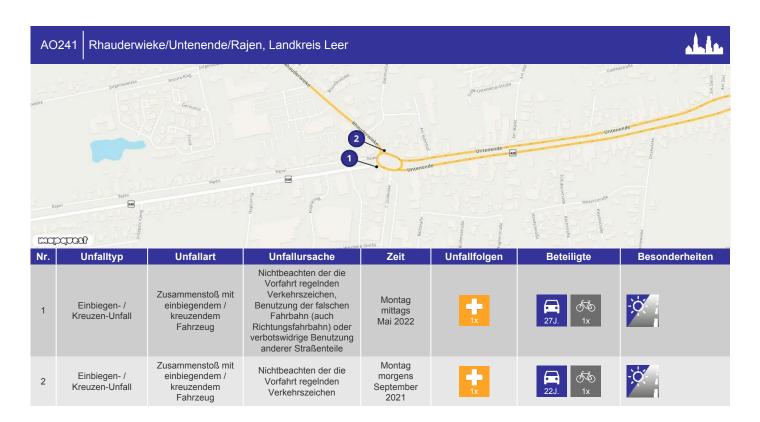


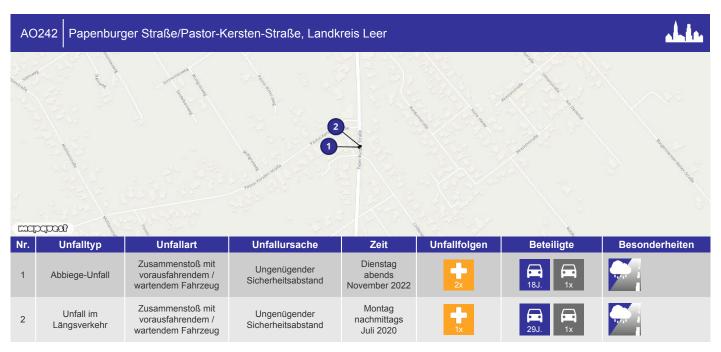
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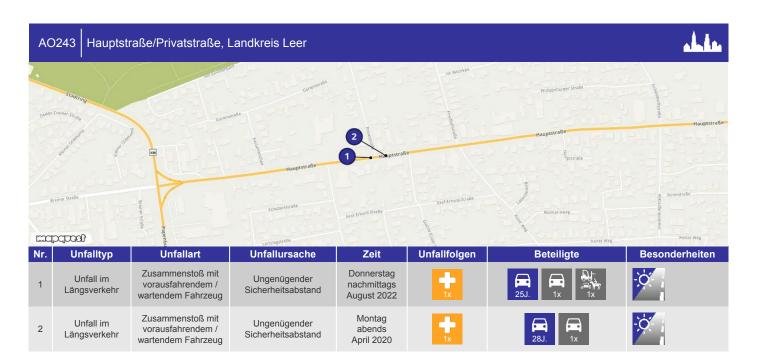




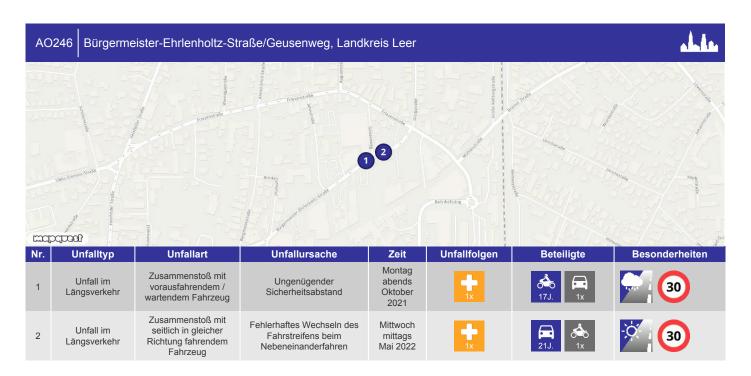


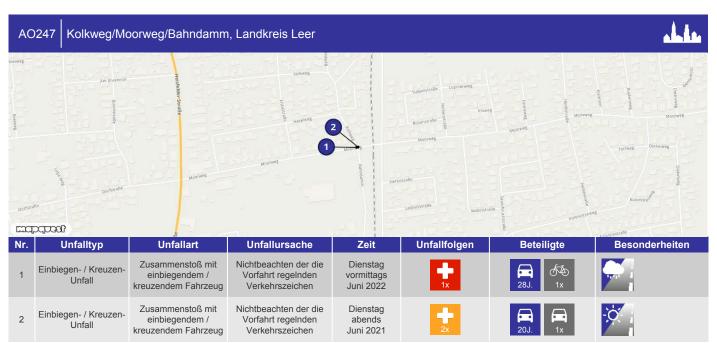


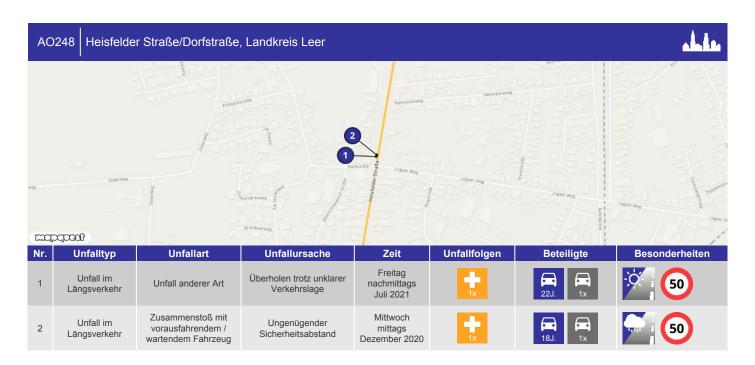






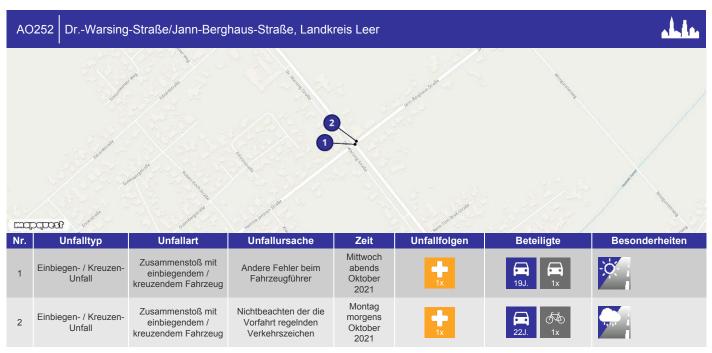


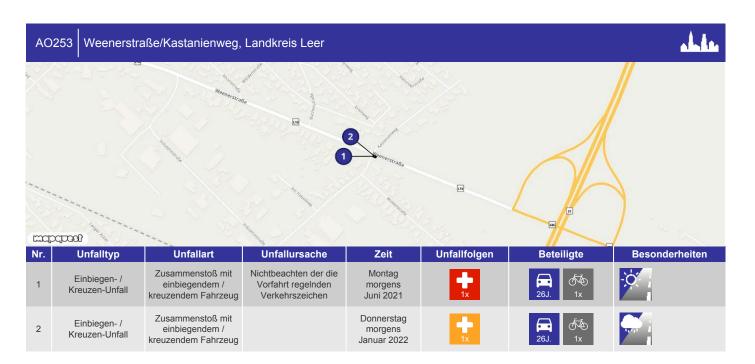




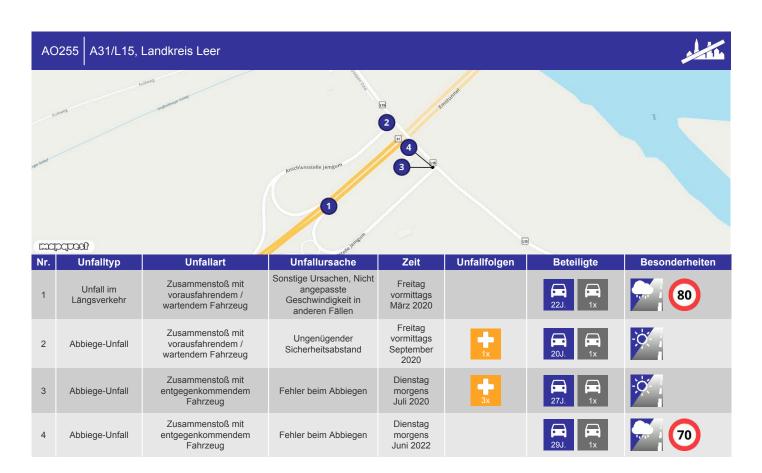




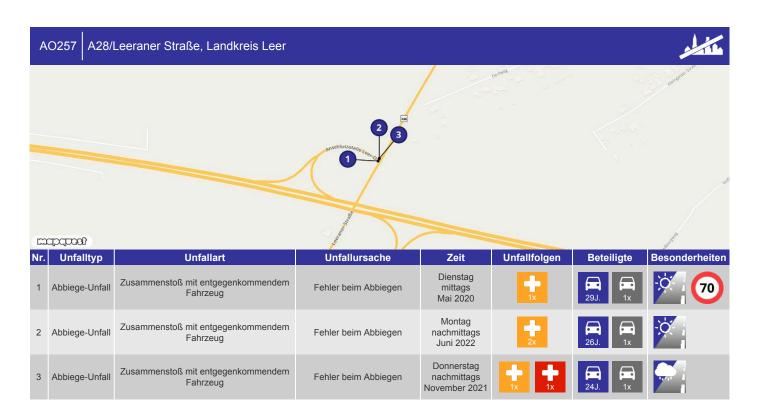


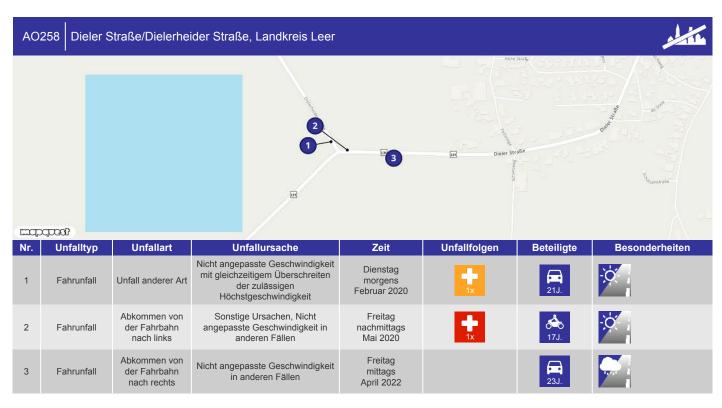


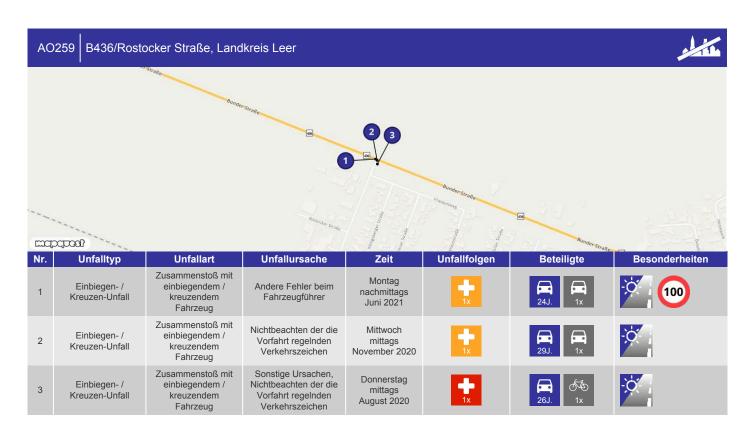




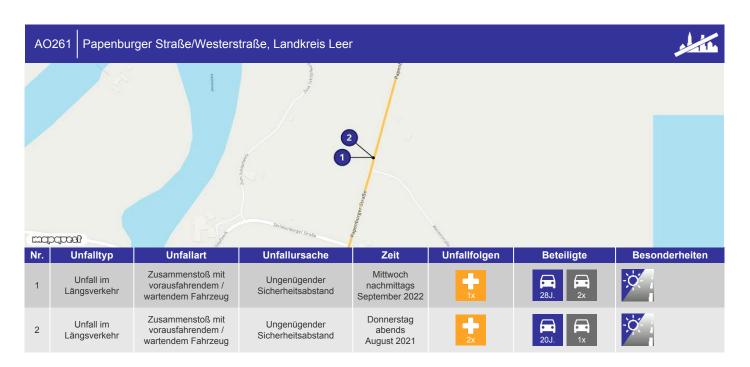


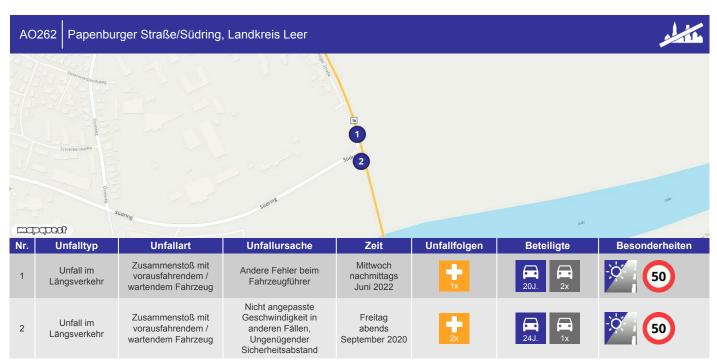


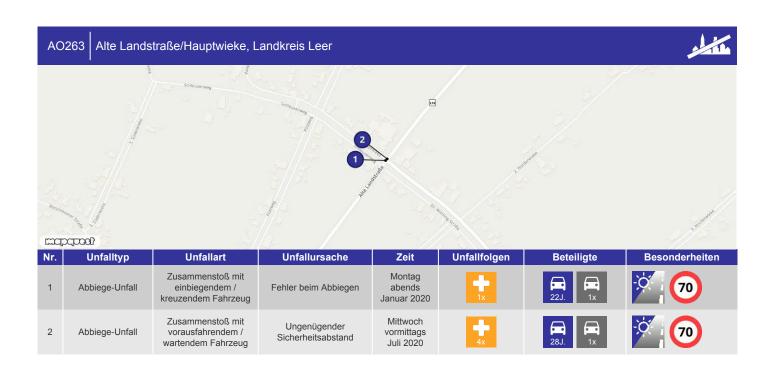




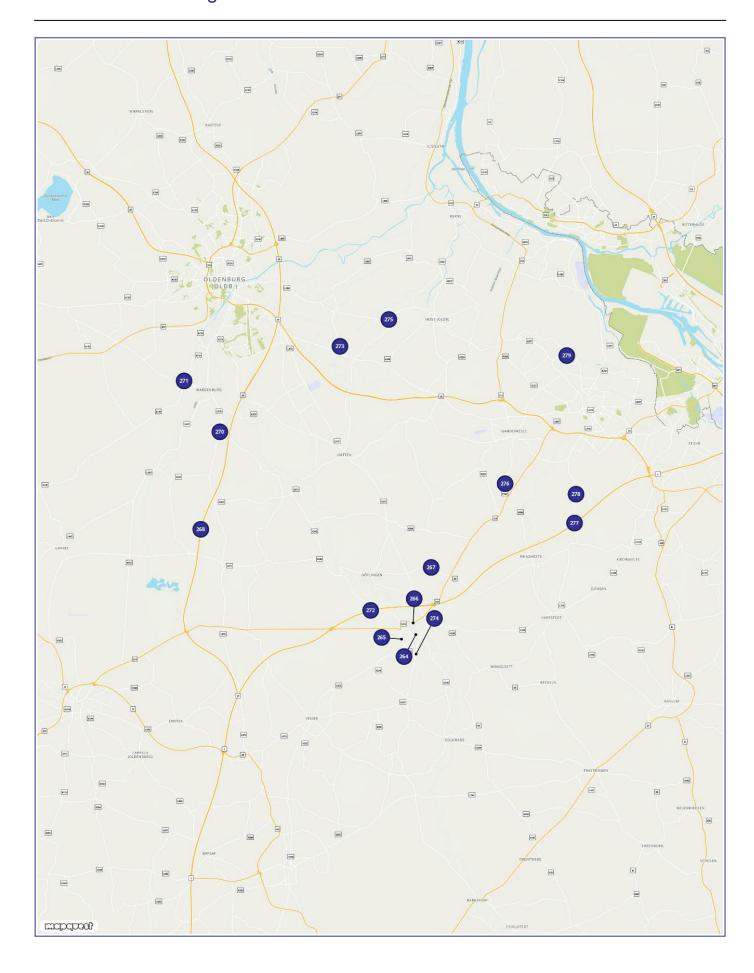




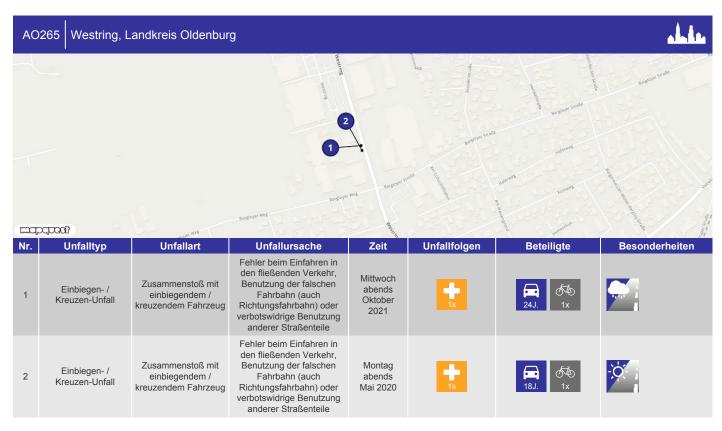


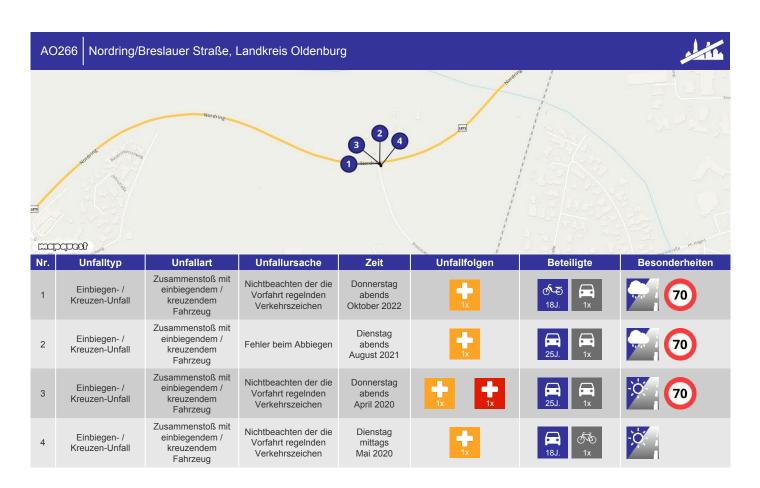


Landkreis Oldenburg





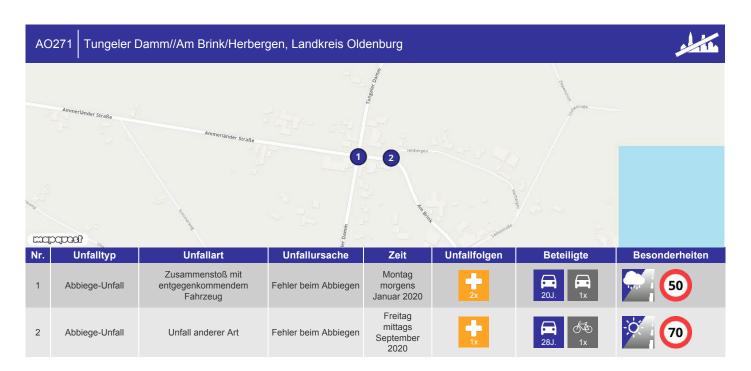


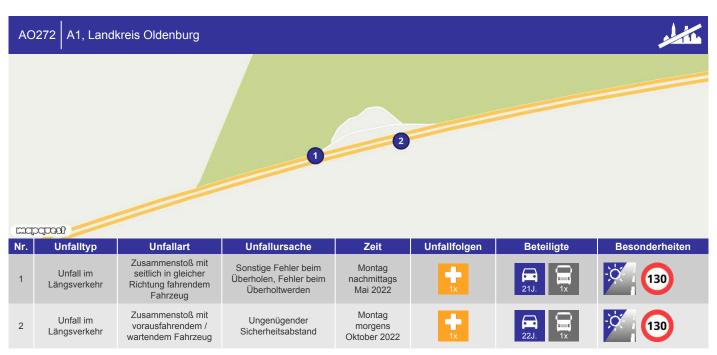


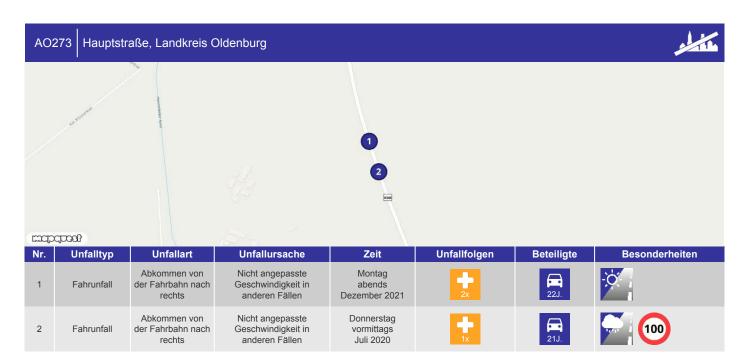




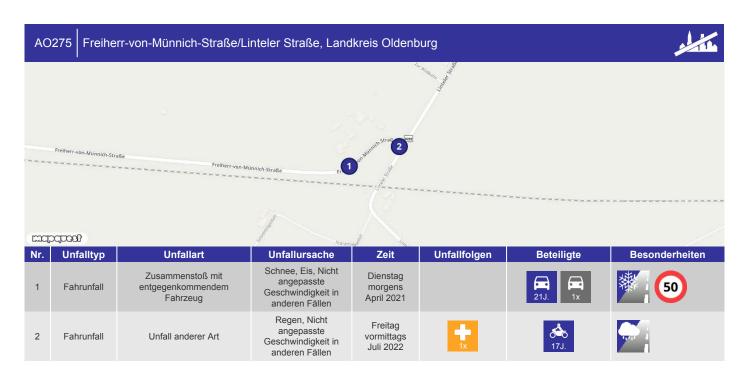


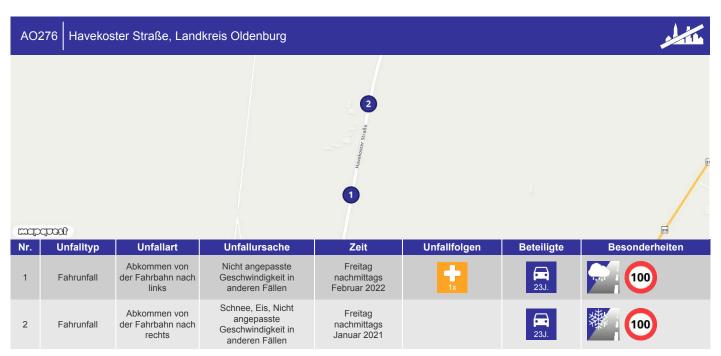


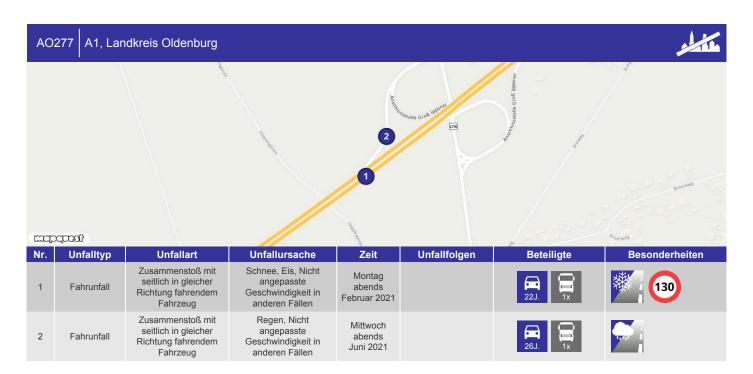


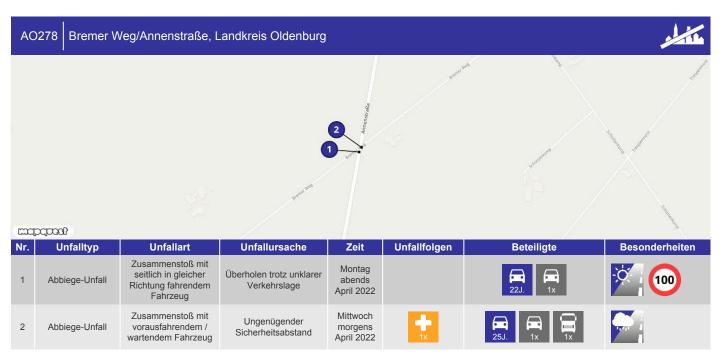


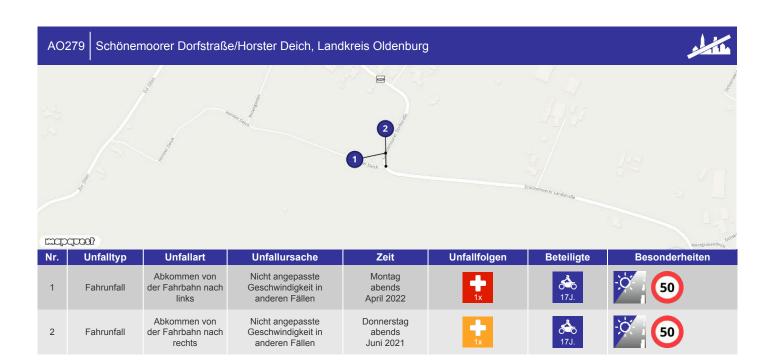




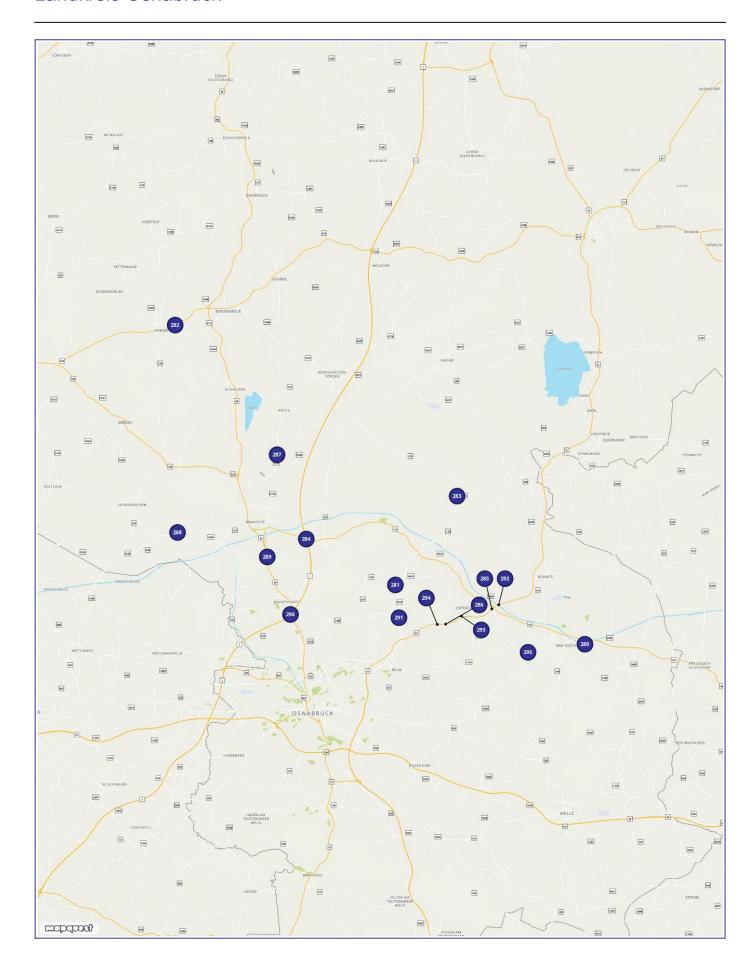


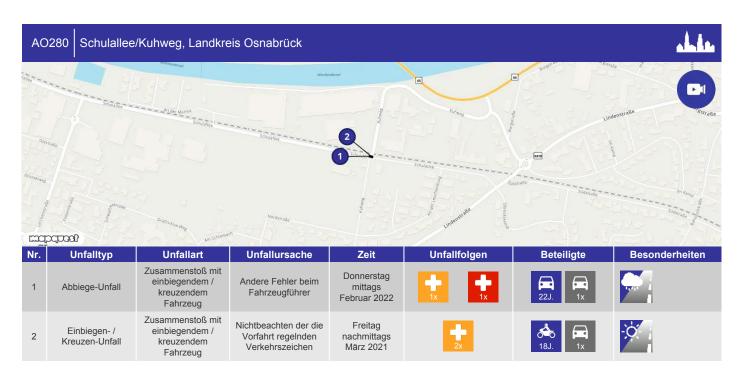


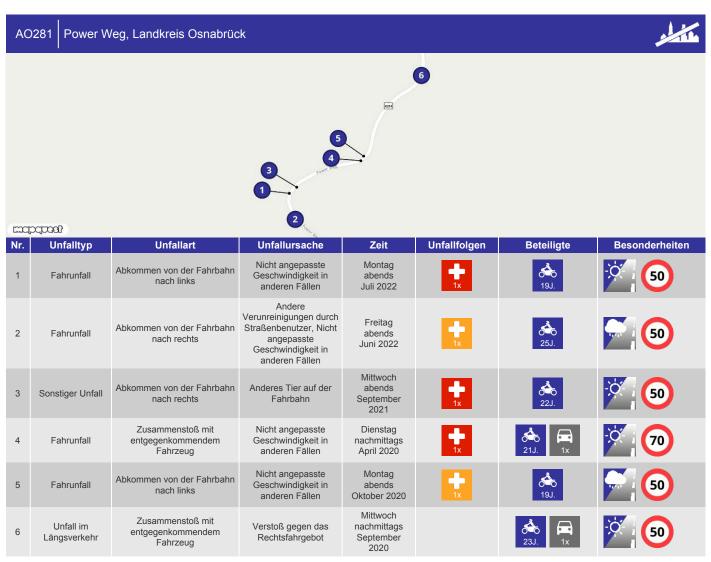




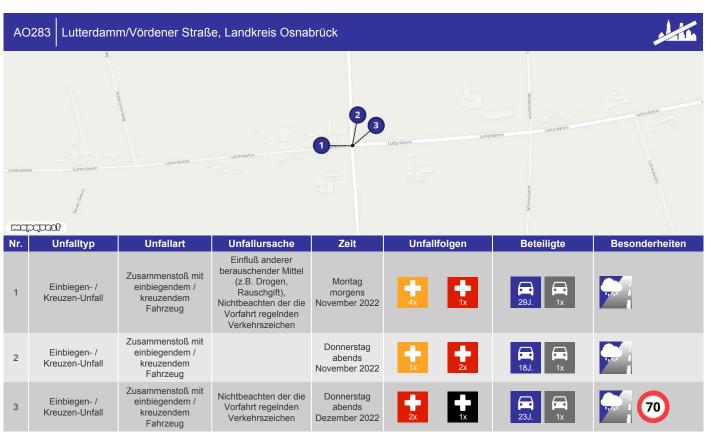
Landkreis Osnabrück







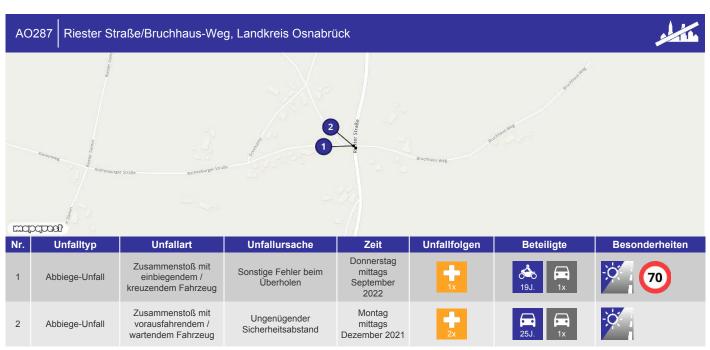






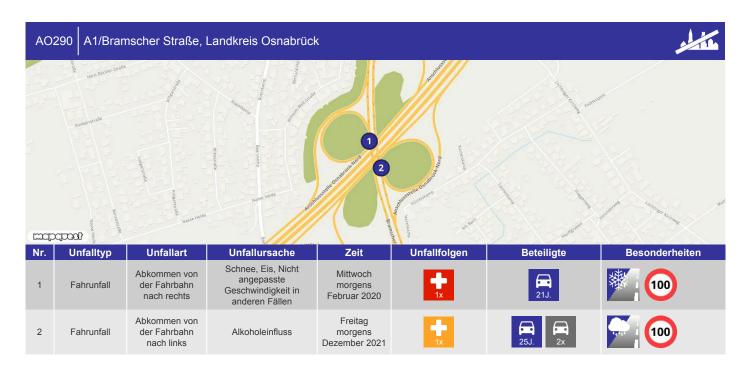


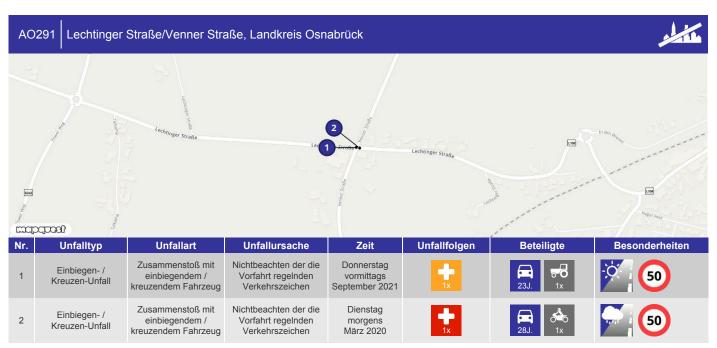


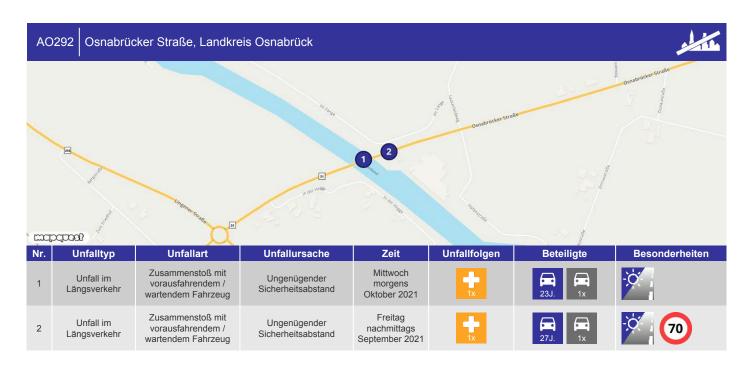


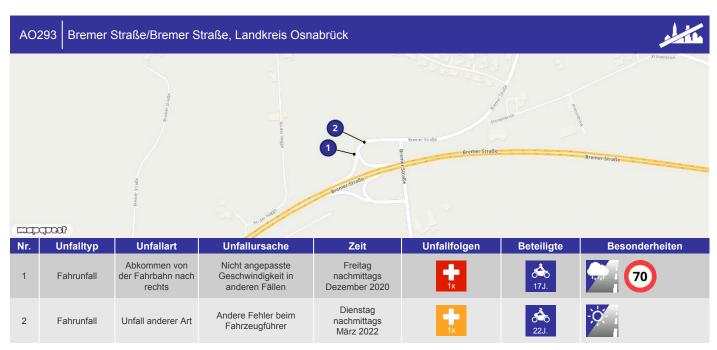




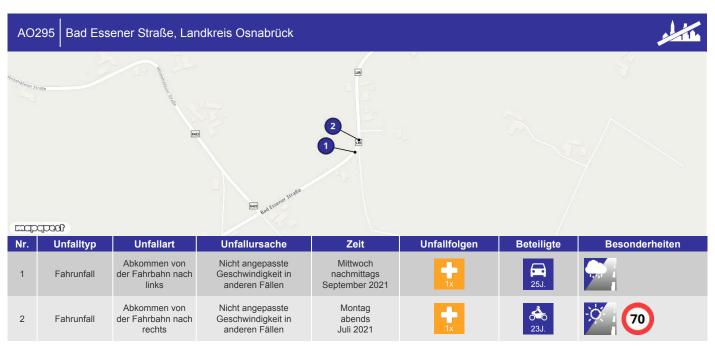


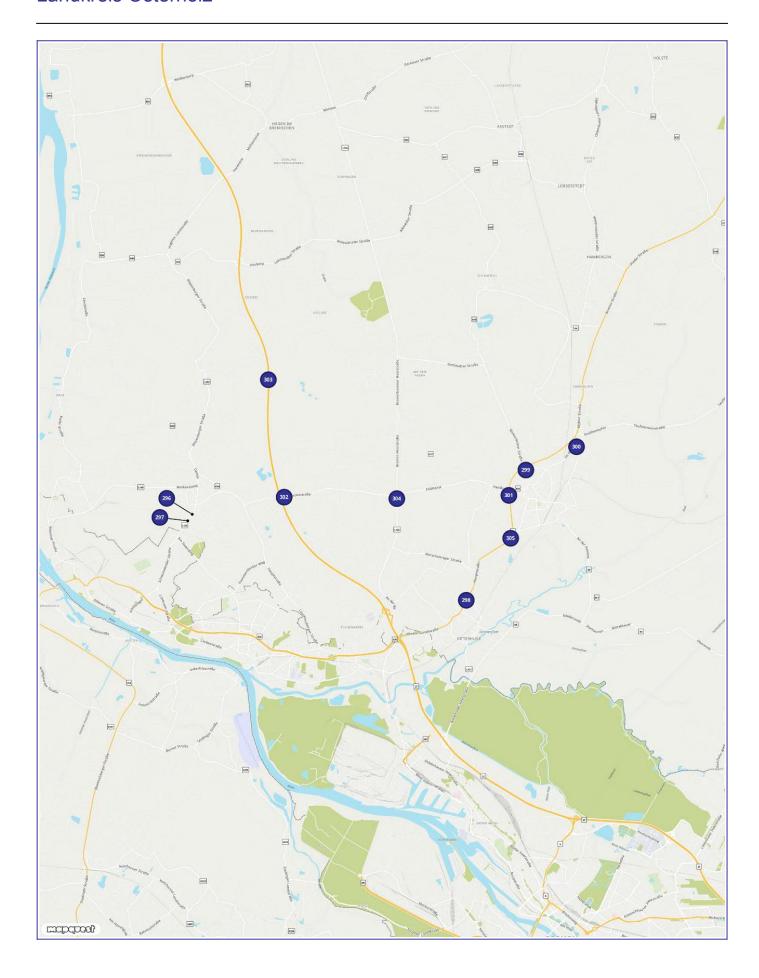






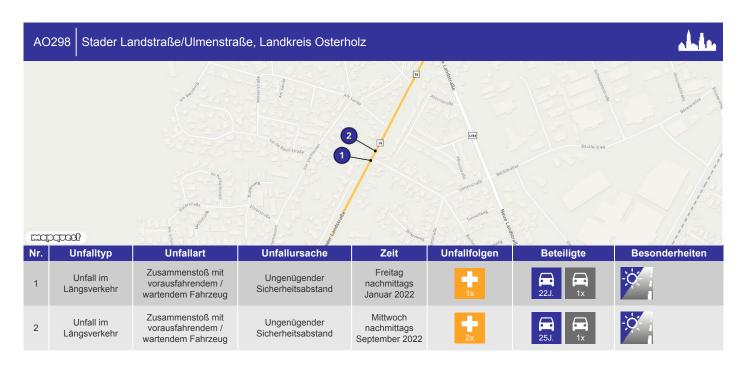






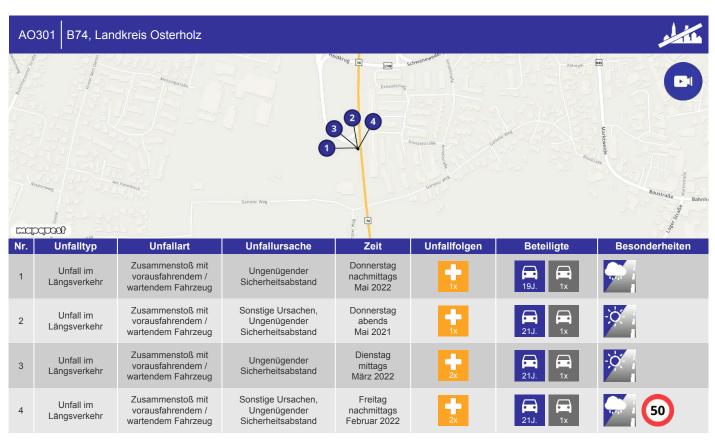




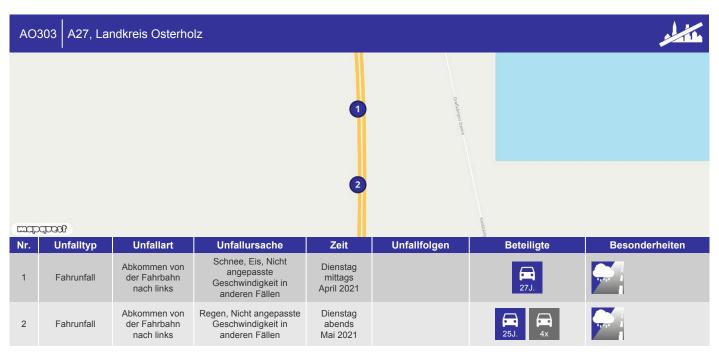
















Landkreis Vechta

