Abstract

The thesis `city and handicap - Darmstadt (Germany), Zurich (Suisse) - a compare` of Sabine Hopp, Darmstadt / Germany, analyses the interaction of urban space and barrier-free building. One aim of the analysis is to figure out the conditions and criteria of accessibility and their realisation at public buildings and areas. The base data includes numerous interviews and opinions of experts and relevant people. Besides that the data contain and examine further more national and international criteria, definitions and laws in connection with barrier-free design of the environments and handicap. Another aim of the thesis is to acquire more and broad knowledge of architects, urban and city planner as well as within society for the (constructional) problems of people with special needs. The group of disabled or handicapped persons includes people with a chronically or congenital handicap also for example seniors, children and persons of short stature. This entire people have restricted mobility or locomotion. But foreign people also have problems too, because the cross-cultural communication is often difficult and may separate some people. So everybody can be faced by a situation of exclusion, which the person can not deal with on its own. Therefore the terms: `barrier-free building for all`, `Design for all` and `Access for all`. Accessibility and usability are important criteria for integration and using the environment.

Case studies are the main station and surrounding areas in Zurich and Darmstadt. Main stations stand for urbanity, mobility, reach-ability, space and public areas. `Access for all` should be the planning maxim, because handicapped people need for their mobility more to go by train, bus, car or tram than persons without a handicap. Diverse laws, for example the Suisse and German equality law[1`2], contain the claims of barrier-free structures of central stations, public buildings and places.

Consequential barrier-free building and design should be an integrative and innovate part of planning processes. These solutions, being a part of the complete planning process, are more aesthetic than adapted constructional measures. Besides that, integrative barrier-free solutions are definitive more economic as additional solutions. This thesis, based on the basis of the analysis, offers created and designed specific measures, good or bad, deficits and practical suggestions on accessibility at the main station and surrounding areas in Zurich and Darmstadt.

[1] Bundesgesetz über die Beseitigung von Benachteiligungen von Menschen mit Behinderungen (Behindertengleichstellungsgesetz, BehiG, SR 151.3) vom 13. Dezember 2002; in Kraft ab dem 1. Januar 2004
[2] Behindertengleichstellungsgesetz (BGG) vom 27. April 2002 zuletzt geändert am 19. Dezember 2007