

Abstract

The mobility behaviour of young people aged between 10 and 16 is entirely different from the one of adults. Young persons walk and use the bicycle as well as public transport frequently, whereas private transport in terms of car use is not that important. However, this age group's car use increases dramatically as soon as the age for obtaining a driving license is reached. In times of an increasing level of motorisation a strategy to stop this development is required.

The project "UNTERWEGS", performed by the Institute of Transport Studies from 2012 to 2014 in cooperation with four different schools, tried to find out whether or not it is possible to affect the mobility behaviour of young people by interventions, and to direct it towards an environmental friendly way. The results showed that the intervention clearly had a positive impact on the participants' behaviour. The following thesis examines the question whether the project's intervention only had a short-term effect on the participants' mobility behaviour or if these changes can still be seen in the long run without further intervention.

For the examination of this issue the mobility behaviour of the same young people who already participated in UNTERWEGS, was observed again over the timespan of a week in 2015. In addition, the young people's attitudes towards the different means of transportation were investigated. The results were compared to the ones of UNTERWEGS.

The results show that it is possible to affect young people's mobility behaviour for the short term; a long term effect of the intervention can only be seen to some extent, though it could be possible that a more significant long term effect will emerge later. Although the young people's attitudes could mostly be influenced towards environmentally friendly means of transportation, this effect occurs only partially in the participants' actual behaviour.