

## Abstract

It is the aim of this text to determine the (independent) mobility behavior of primary school children in Vienna. The aim is to determine and analyze the current state of the mobility behavior through a questionnaire. Study scope were the full-time primary school 'An der Alten Donau' (Vienna 22) and the primary school 'Kreindlgasse' (Vienna 19). The study was conducted through a questionnaire issued to parents, in which they were asked to provide information about the mobility behavior of their children. The questionnaire included a route diary for the detailed study of the individual routes as well as a household questionnaire.

Austrian Statistics show an increase in the motor vehicle population in previous years. Data for 2013 shows a decrease in general traffic accidents as well as traffic accidents involving children between the ages of 0 and 14, compared to the year before (STATISTIK AUSTRIA 2014a). This development raises among others the question whether roads have really become safer, or if fewer children are actively participating in traffic.

Studies (Hillman et al. 1990, Limbourg 2010, VCÖ 2007) support the assumption that a decreasing number of children are covering routes independently. At the same time it is shown that an increasing number of children are transported to school and leisure activities using a motor vehicle.

In the course of the master thesis, important data about the mobility behavior of primary school children between the age of 6-9 years was gathered. Overall, 1052 routes were noted and analyzed. Results show that 87% of these were escorted. By persistent transportation with a motor vehicle, children are missing vital experience which can only be gained as a pedestrian or cyclist. The absence of such impacts the development of traffic-related skills and proficiencies.