

Abstract

Parents' fears about insufficient traffic safety and social security on the way to school often prevent children from active and independent mobility, so it is important to make traffic more child-friendly by means of suitable measures. For children in particular, active and independent mobility is essential in developing necessary skills and abilities required for safe behavior in traffic. However, in order to achieve a change in children's mobility behavior, the positive effect of appropriate measures must also be perceived by parents.

This study examines the influence of a specific set of structural and technical measures of the intervention area "engineering" in the immediate school area on the mobility behavior of children and how this is subjectively perceived and evaluated by the parents. The new construction of the school forecourt of the elementary school Bunte Schule Währing in the 18th district of Vienna and the associated measures in summer 2018 serve as the basis for the investigation. As a foundation for the theoretical analysis, a before-and-after survey of the parents is used, in which the mobility behavior of the children on the way to and from school, as well as the subjective evaluation of the implemented set of measures, had been questioned.

The results of the survey show that parents do perceive a positive effect of the reconstruction measures, especially with regard to active means of transport. However, there is only limited evidence of a change in the children's mobility behavior and it is also strongly dependent on the distance to school. The biggest effect on both active and independent mobility was observed for distances of less than 500m to school. Measures in the immediate school environment therefore mainly influence the mobility of children with shorter distances to school and would have to be extended accordingly for a far-reaching change in mobility.