



Einfluss der Eltern auf das Mobilitätsverhalten von Schüler*innen unter besonderer Berücksichtigung des Radverkehrs

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Abstract

The aim of the bachelor thesis is to develop an understanding of how parents influence their children's choice of transportation to school, to examine the role of fear in driving safety, and to identify other important factors that may influence parents' preferences. The findings will be used to promote bicycling in Nettetal among school-age children and to answer the research question: are children less likely to be allowed to bike to school because parents perceive it as too unsafe?

To achieve the research objective, the study replicates the previously conducted study by Siostrzonek (2015) in Vienna on the influence of parents on their children's mobility behavior on the way to school. The focus of this study is on the age group of 10-14 year olds. For data collection, a survey was conducted via an online questionnaire to parents of pupils of the Werner-Jaeger-Gymnasium (WJG) in Nettetal. The results were compared with those of Siostrzonek (2015) to identify differences in mobility behavior and parental influence between Vienna and Nettetal.

Bicycles were used as the main mode of transport by over 80% of the children of the parents surveyed at WJG. Parents were found to have an influence on the choice of transport, but not significantly more than the children themselves. The research question has been negated for the study in Nettetal. Nevertheless, it is highlighted that better bicycle infrastructure could reduce parent taxi trips and increase safety. When comparing the studied cities, Vienna and Nettetal, differences are well visible, as for example 85% of the students of the WJG are cyclists, while at the ERG in Vienna only 15% belong to this user group. Differences in parental influence were also found.

The study highlights that further research is needed to improve the mobility of school children by looking more comprehensively at the influence of parents on transport choices, including aspects such as public transport and walking. In addition, further studies should also consider differences between different city sizes in order to develop tailored measures to promote cycling.

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Study Programme

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