PROJECT

KIDS2MOVE

Integrative networking system for the optimization of accompanied routes

Integratives Vernetzungssystem zur Optimierung von Kinder-Begleitwegen

Funding: National (Austria)
Duration: Apr 2014 - Mar 2016
Status: Complete with results

Background & policy context:
A sustainable change concerning traffic and mobility behaviour can only be achieved, if the rethinking process in this regard is already taking place from early years on, so that new patterns and innovative possibilities can be developed and offered. The project kids2move starts off with this awareness.

Objectives:
- to achieve a sustainable influence concerning the awareness- and decision-making process of the choice of means of transport.
- to open up fixed patterns regarding individual motorized traffic and to establish new patterns of traffic behaviour.
- to discover unused potentials, individual options regarding “active mobility” in the context of accompanied routes shall be pointed out.
- children should be given equal opportunities regarding knowledge and benefits of different means of transport.

Methodology:
A vital methodical aspect is to:
- involve all relevant groups of people (parents, the children themselves, caretakers, the kindergarten management and so on).

Furthermore (and for the first time in Austria) the theoretical potential of optimising accompanied routes will be acquired. “Theoretical potential” is defined as the amount of routes, which can be reduced by using a cross-linking system. This will on one hand be achieved by shifting to environmental friendly modes, and on the other hand by improving the efficiency of individual motorized traffic (e.g. carpooling).

Parent Programmes:
MOTF - Mobility of the Future

Institute type: Public institution
Institute name: FFG - Die Österreichische Forschungsförderungsgesellschaft
Funding type: Public (national/regional/local)
Other funding sources: bmvit - Bundesministerium für Verkehr, Innovation und Technologie

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Key Results:

The developed integrative networking system for the optimization of accompanied routes should be based on previous experiences and consists of two parts:

- the offline-part, which should provide all participants with tools in order to gain confidence in one another
- the online-part, as a networking tool, which should support the getting to know process as much as the technical planning of the accompanied routes.

STRIA Roadmaps: Smart mobility and services
Transport mode: Road transport
Transport sectors: Passenger transport
Transport policies: Societal/Economic issues, Deployment planning/Financing/Market roll-out
Geo-spatial type: Urban