

## Urban Mobility and Subjective Well-Being among Brazilian Children

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Urban mobility is understood as the condition of displacement of people in urban areas to carry out daily activities. One of the biggest current challenges in the management of large cities concerns the planning of architecturally and physically accessible environments, which encourage citizens to exercise active and safe mobility. Children are the part of the population that most suffers the consequences of reduced mobility, with restricted freedom of movement, vulnerable to the effects of traffic, without permission to move around alone. Research on urban mobility in childhood is extremely relevant, especially considering the impact on child development in aspects such as autonomy and independence, and the implications it may have for well-being. This study aims to verify the relationship between urban mobility related to autonomy and subjective well-being among Brazilian children, and to assess the association of gender and age with autonomous mobility related to taking the home-school-home path alone. The data are part of the third wave of data collection of the international project “Children’s Worlds” (the International Survey of Children’s Well-Being – ISCWeB). Participants were 1.787 children ( $M = 11.33$ ;  $SD = 1.23$ ), living in five Brazilian state capitals. For this study, sociodemographic data, items referring to Urban mobility related to children’s autonomy, and the Children’s Worlds Subjective Well-Being Scale (CW-SWBS) were used. To verify the association between autonomous mobility and the gender and age of the participants, a chi-square test of independence was chosen, considering the item frequency of going to and from school alone. To verify to what extent subjective well-being could be predicted by the mobility items, a binary logistic regression (enter method) was performed. The results indicated that boys have greater mobility than girls, as well as older children (from 11 years old) when compared to younger ones. Regarding associations with subjective well-being, playing in streets/parks or open spaces in the city without an adult more often increases the chance of the child having higher well-being, as well as going to and from school accompanied by an adult. Otherwise, frequency of using public transport without an adult and the frequency of going to and returning from school alone were predictors of

lower well-being. The results of the relationship between autonomous mobility and child well-being in our sample reflect the conditions offered by Brazilian cities. The difficulties of autonomous mobility are notorious, especially in large Brazilian cities, marked by disorderly growth, great social inequalities, and low quality in urban mobility systems. The need to assess the context in which mobility is developed is particularly pointed out, given the differences that may exist in terms of the impact of the modes and frequency of autonomous urban mobility on the well-being of children. Thus, it seems important that future studies deepen the theme, and new analyses be carried out considering possible moderating variables between mobility and well-being, for example, the age of the children, the place where they live, and the socioeconomic level.