

A Study: Behaviour of Students in Choosing Mode of Travel to School in Bahadurgarh City

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Abstract

Increase in traffic volumes associated with school trips give rise to highly congested area also getting diverted from the sustainable development. Traffic generated by the schools put extra stress on the transportation system of that area where the school is located [2]. A case study involving the pupils of nine Bahadurgarh schools was carried out. Pupils as well as their parents were encouraged to take part in the survey and to give their views about mode choice and factors responsible for choosing mode. Pupils as well as their parents were encouraged to take part in the survey and to give their views about mode choice and factors responsible for choosing mode. We observe that 15.93% of pupils surveyed travel to school by car/bike, 39.16% by school bus, 31.13% walk, and 10.66% by bicycle.

Keywords: *Planners, policy making, School roll, pupils.*

1. INTRODUCTION

Vehicle has become the main mode of journey for school students among the high and the middle-income schools. Less willingness can be observed to choose more

sustainable and environment-friendly options such as walking and cycling due to various reasons even when travelling for short distances [1]. Most schools have a high proportion of students who are driven

to school by parents. This issue is not only a concern to increase the traffic volume within the city, but also has negative health consequences. Using cars frequently limits the students' presence in public spaces and opportunities available to make them more socialized.

2. OBJECTIVE OF THE STUDY

Main objective is to find out relationship between the mode of travel and physical attributes. Identifying the factors affecting decision-making regarding children movement may help planners and policy makers to find better alternatives for school pupils travel pattern [1] . By this study two questions rose, namely: What modes do school pupils use for their trips to school? And what are the factors which regulates their choice of mode of travel? [1]

3. BACKGROUND

We have identified status as a contributing factor in travel choices. Cars are generally perceived as having a higher status than alternative modes such as Public Transport or walking and cycling. The research is based on travel choices for pupils. However, children prefer more independent modes, and it is therefore possible that children give travelling independently a higher status than

travelling with parents. Factors have been identified as having an influence on both school travel pattern i.e. age, School roll, Distance etc.

4. SURVEY METHODOLOGY

This study is limited to 8 CBSE schools and 1 govt. School of Bahadurgarh city. In which more than 3500 students were surveyed with aged between 6 and 17 years studying in these schools, the questionnaire was distributed.

Findings of the survey

From the data collected some relationships were derived which are as follows such as:

School Roll and Mode Choice

Table1 indicates that bus usage increasing with school roll with the likelihood that a greater proportion of the pupils of small school are likely to live within walking distance.

Distance from school and mode choice

Table 2 shows less inclination towards car/bike and school bus for distance ranges 1km-2km.other two distance bands show more journeys by car and school buses.

Table 1: Relation Between School Roll And Mode

School roll	200-300	300-400	400-500	500-700
Mode	% OF STUDENTS TRAVEL WITH			
Car/bike	10.38	21.12	17.01	11.11
Bus	27.69	33.60	45.34	49.70
Bicycle	19.61	12.11	6.20	14.91
Balking	42.30	33.15	31.43	29.53

Table 2: Relation Between distance and mode

Distance	1-2km	2-5km	>5km
Mode	% OF STUDENTS TRAVEL WITH		
Car/bike	13.94	13.91	20.24
Bus	16.35	43.82	77.83
Bicycle	11.79	14.22	0
Walking	57.91	28.03	1.68

Distance from school and independent travel: As expected, independent travel decreases with increasing distance between home and school shown in **Table 3** below.

Age of students and mode choice Table 4 shows that car/bike usage is similar for 6-8yr and 9-11yr age group and bicycle got the highest proportion for 15-17yr age group.

Table 3: Relation Between distance and independent travel

<i>Distance</i>	<i>1-2km</i>	<i>2-5km</i>	<i>>5km</i>
	% OF STUDENTS TRAVEL WITH		
<i>Adults</i>	30.29	57.73	98.07
<i>Alone</i>	69.71	42.27	1.93

Table 4: Relation Between age and mode

<i>Age of student</i>	<i>6-8yr</i>	<i>9-11yr</i>	<i>12-15yr</i>	<i>15-17yr</i>
<i>Mode</i>	% OF STUDENTS TRAVEL WITH			
<i>Car/bike</i>	17.68	18.67	14.22	8.17
<i>Bus</i>	60.11	23.40	46.54	39.90
<i>Bicycle</i>	3.33	30.60	11.96	36.05
<i>Walking</i>	18.86	27.32	33.24	15.86

5. CONCLUSION

The first question has definitely been answered which was asked formerly in this paper. A number of factors have been observed which are responsible for school pupil travel choices such as safety concerns, distance, age, school roll etc. 13.95% of pupils who live within 1km-2km range of school travelled by car/bike, compared to those whose residence is farther i.e. distance >5km having percentage of 20.24% .

REFERENCES

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