

UNIVERSITAS-Arrabona Kft

9026 Győr Egyetem tér 1.

Tax No.: 14130715-2-08

Cg. 08-09-015660

Travel Plan for primary schools in Győr in the framework of the TRAVEL PLAN PLUS project



client:

Municipality of Győr

agent:

UNIVERSITAS-Arrabona Limited Company

November 2010



Consulent: Szakonyi Petra, Strategic planner, Municipality of Győr

Made by:

Szechenyi Istvan University, Department of Transport Infrastructure:

Dr. Csaba Koren
Dr. Emese Makó

professor
associate professor

Pedagogical Institute of Győr-Moson-Sopron County:

Arnold Bertalan Turbók director

This document was originally produced in Hungarian language in 64 pages

Győr

November 2010

Content

Introduction	4
Travel Plan for schools in Győr – the Hungarian project	4
1. Transport infrastructure and its safety in Győr	5
Traffic safety	6
2. Educational structure of Győr	6
2.1. Enrolment obligation	6
2.2. Enrolment districts	6
2.3. Choosing a school: How do parents choose?	6
The distance between the home and the school	6
The program of the school	6
The opinion of children and parents who know the school already	6
Personal experiences	6
Personality of the teachers	6
Social background	7
3. Correlation between enrolment and modal share	7
3.1. Modal share of getting to school in the three primary schools	8
3.2. Desired transport modes of the children choose	9
3.3. Priorities of the parents when choosing a transport mode	9
4. Proposed measures to encourage sustainable mobility of the schools	10
4.1 Possible measures for changing the legal background of the enrolment	10
Strict management of the enrolment districts	10
Compulsorily service only for inhabitants	10
The compulsorily service should be provided only for inhabitants, and not for everyone from the suburbs	10
Change of function	10
4.2 Possible measures for promoting alternative transport modes	10
School bus system	10
Carpooling, carsharing	11
4.3 Campaigns for promoting sustainable transport modes	11
European Mobility Week, Bike to School campaign	11
Bike-train	12
Walk to School Week, Walk to School Month, Walk Once a Week	12
Literature	13

Travel Plan for primary schools in Gyor in the framework of the TRAVEL PLAN PLUS project

Introduction

The TRAVEL PLAN PLUS project aims to deliver transport-sector energy savings by creating a new approach to site-based mobility management across Europe. It includes the concept of 'Local Travel Plan Networks' (LTPNs) – which can offer economies of scale in terms of resource availability and political influence over traditional organisation-focused travel plans – being applied in the municipal areas of Cambridgeshire (UK), Stockholm (Sweden), Gyor (Hungary) and Bages (Spain).

These implementations are considering a range of existing conditions and transport issues, including problems associated with transport for/around industrial estates, educational premises, airports and development corridors. The work undertaken will provide important guidelines on the implementation process, which will be of use to policy makers and implementers.

Travel Plan for schools in Gyor – the Hungarian project

In the TRAVEL PLAN PLUS project there has been worked out a Local Travel Plan for three primary schools in our city, Gyor. These schools are located in different parts of the city. One is in the city centre, the very reputed Gardonyi School, which has students from all around the city. Therefore it creates a big mobility demand among the parents. The second primary school is also close to the city centre, but it has more students from its neighbourhood. According to our survey, which has been filled out in all the three schools by students and parents, the modal share of cars getting to and from these two schools is very high, about 60%. The third primary school is located in the suburbs, where all the students live close to the school. Their choice of mobility is rather walking and biking, about 70%.

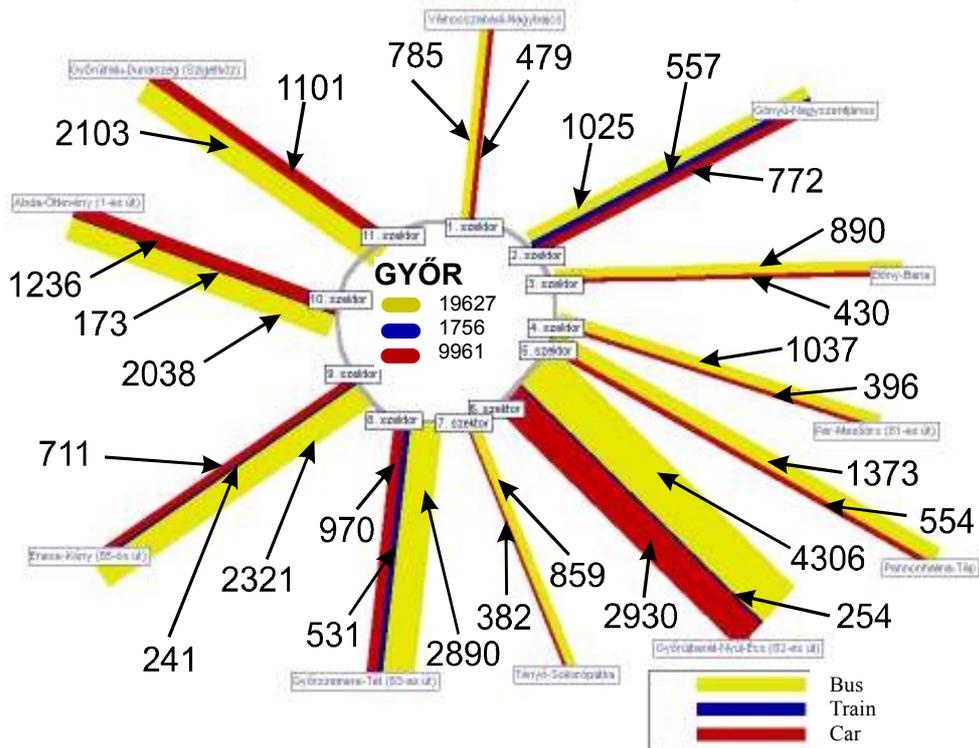
The aim of this study was to promote sustainable mobility choices of the students. Beside public transport, biking and walking new ways of travelling has been recommended to establish for the municipality of the city, such as encouraging of car pooling and creating a school bus system.

1. Transport infrastructure and its safety in Győr

The agglomeration of Győr contains 47 municipality with 75 649 inhabitants, together with the city itself the number of inhabitants reaches 200 thousand.

The transportation system is composed of public transport (bus and train), contracted bus lines and private cars. The modal share of commuters to Győr per direction is shown in the picture 1.

Picture 1 The modal share of commuters to Győr per direction



The overall modal share of the city is the following:

public transport:	66,5%
train	5,5%
bus	61,0%
private cars	31,3%
contracted bus lines	2,2%
Sum:	100,0%

The role of trains is very small in this region.

The number of work places and the number of inhabitants is rapidly growing in the city especially in the suburbs. Furthermore the share of young inhabitants under the age of 14 is much higher in the suburbs than is the city.

This is a huge problem, since the covering of the suburbs by primary schools, kindergartens and nursery schools is very incomplete. The organized commuting of children is generally not solved; therefore it generates a huge amount of individual mobility.

Traffic safety

According to the number of traffic injuries the traffic safety of Győr is one of the bests in Hungary.

2. Educational structure of Győr

2.1. Enrolment obligation

According to the compulsory school attendance of the Hungarian State children between the age of 6 and 18 are obliged to go to school.

2.2. Enrolment districts

The municipality of Győr ensures its enrolment obligation by the determination of the enrolment districts. Those children have to be enrolled, who are possessed of inhabitancy in the city. It means the primary schools provide the obligatory duty within their enrolment districts.

In 2008 the city has revised the enrolment districts with the act OKSB 1/2009.(I.14.). According to the new act the rate of multiply disadvantaged children can only be higher by 15% than the city average.

2.3. Choosing a school: How do parents choose?

According to the results of a state wide survey parents consider the following aspects when choosing a school for their children:

The distance between the home and the school

This is the major aspect, but traffic safety, travelling time are also considered.

The program of the school

One part of the parents gets informed more thoroughly. They check the pedagogical program of the school on its homepage. What kind of pedagogical principle is articulated, what kind of sport and free time activities are offered.

The opinion of children and parents who know the school already

Respecting the opinion of children and parents who know the school already gets special attention when parents are thinking of choosing a school outside their district.

Personal experiences

The schools organize open day regularly. By these occasions the parents and students can see the lectures, the devices, the accessories and the atmosphere of the school.

Personality of the teachers

This is a very determinant aspect especially in the first school years. It is very common, that parents rather choose a teacher than a school.

Social background

Many parents look for a school where schoolmates have similar social background.

3. Correlation between enrolment and modal share

Within this study a survey has been prepared in order to analyse the correlation between enrolment and modal share. Three primary school has been involved in the survey:

- Gardonyi Géza Primary School and Kindergarten,
- Kolcsey Ferenc Primary School and Kindergarten,
- Moricz Zsigmond Primary School.

The survey process the basic data of the pollee, furthermore we were looking for answers for the following questions: What is the modal share in the three chosen schools, what kind of transport mode would the children choose if they could, and what are the priorities of the parents when choosing a transport mode.

The number polles in the three schools were the following:

STUDENTS		
Gardonyi School 352	Kolcsey School 47	Moricz School 159
PARENTS		
Gardonyi School 92	Kolcsey School 6	Moricz School 63

Kolcsey Primary School



Gardonyi Primary School



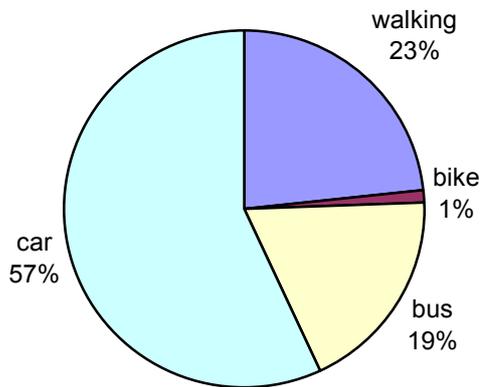
Moricz Primary School



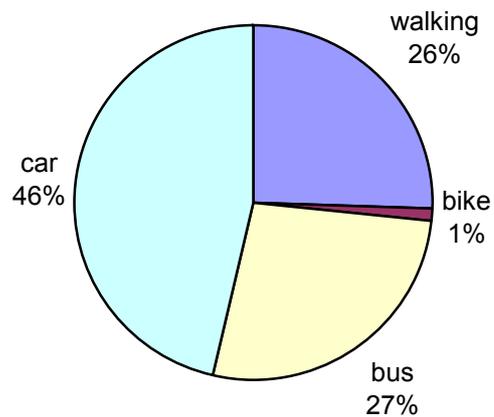
3.1. Modal share of getting to school in the three primary schools

The modal share of the Gardonyi students is shown in the following picture. One quarter of the students walk to get to the school and only a small proportion ride a bike. 19% of the students get to school by bus and 57% by car. When getting home some part of the students who arrive by car go on walk or use a bus.

Modal share of getting to Gardonyi School



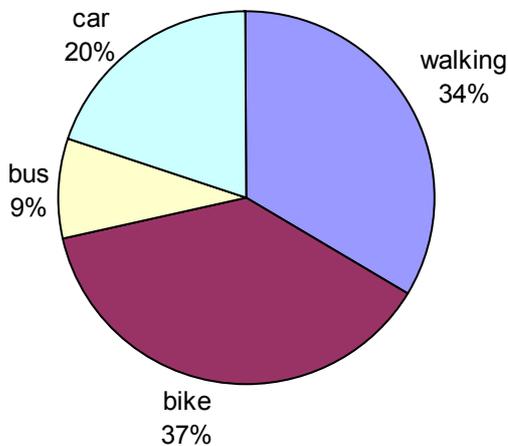
Modal share of getting home from Gardonyi School



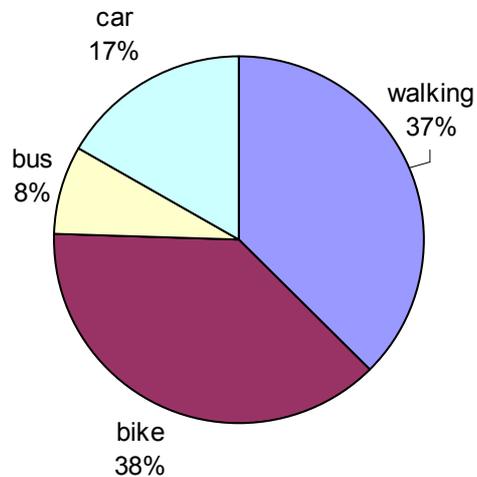
The modal split of the Kolcsey school is very similar to the Gardonyi School, but the share of car users is even higher and the share of bus users is even lower.

Walking and riding a bike is much more popular and common in the Moricz School than in the inner city schools. The higher share of the sustainable modes is due to the location of the school. Gyorszentivan is one of the suburbs of Gyor, almost all the students come from this district.

Modal share of getting to Moricz School



Modal share of getting home from Moricz School



What is the reason for the high rate of car usage in the inner city schools?

One of the reasons is that high percentage of the parents go to work by car, therefore they take their children to school on the way.

Another reason is that in the two inner city schools students go from further distances. According to the answers of the parents 41% of the students come from more than 3km.

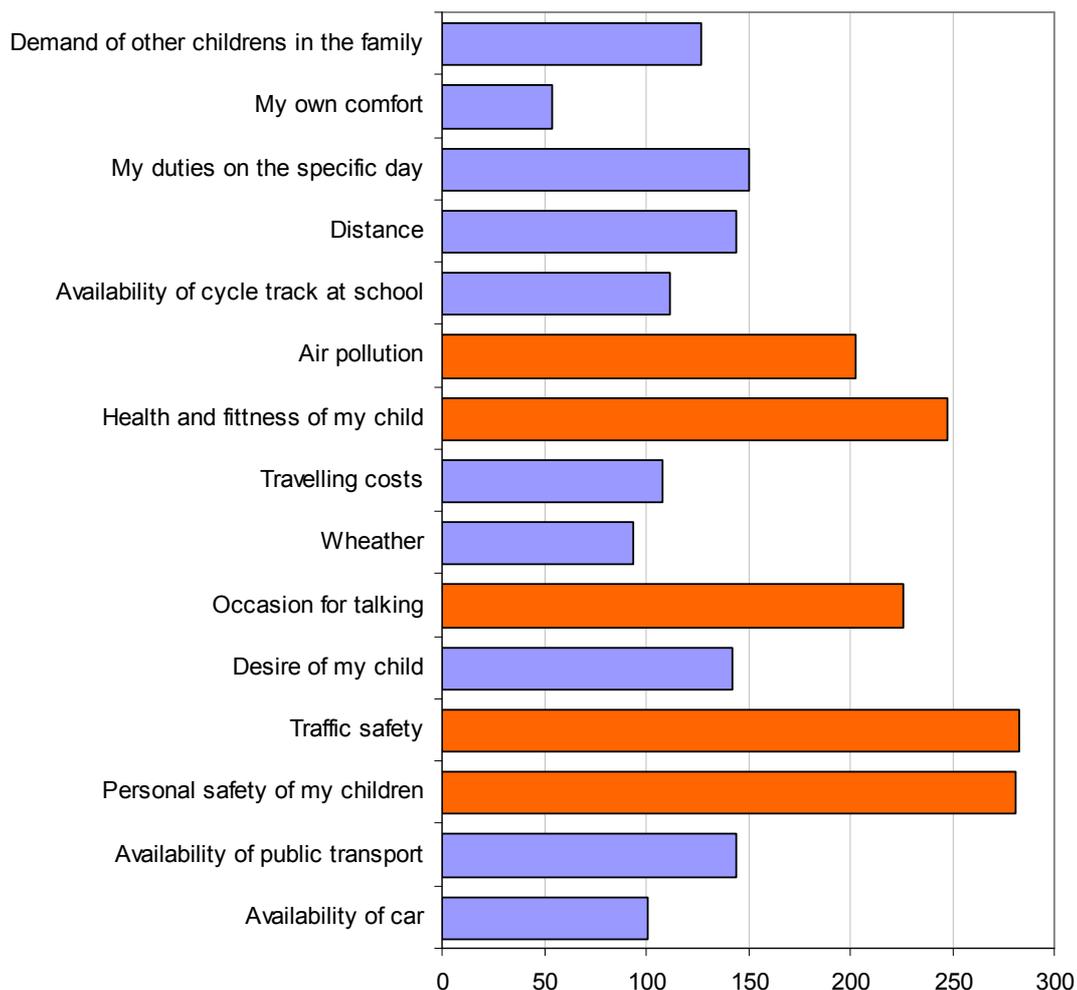
3.2. Desired transport modes of the children choose

One question of the survey targeted the desired transport mode of the children, what kind of transport they would choose if they could. According to their answer much more students would choose the bike, as they actually do, and only one third of the pollee would like to get to school by car.

3.3. Priorities of the parents when choosing a transport mode

Children in the primary schools have less influence to their own mode of transport than their parents. In their answers parents emphasize the air pollution, the health and fitness of the children, and the occasion for talking to each other on the way. Furthermore the personal safety was among the most important aspects.

Priorities of the parents when choosing a transport mode



The next question of the survey was: Would you consider changing the transport mode of your child, if the way was safer? 57% of the parents said 'yes', but 43% still prefers its own comfort.

How could be the way safer for pedestrians, cyclists and public transport users? Principally the parents urge to build safe traffic crossings and bike paths. Based on the accident data the biggest part of the accidents happen in crossings, so it seems to be a right remark.

4. Proposed measures to encourage sustainable mobility of the schools

4.1 Possible measures for changing the legal background of the enrolment

Strict management of the enrolment districts

90-95% of the students should be admitted from inside the enrolment district into the schools of the municipality.

Compulsorily service only for inhabitants

The compulsorily service should be provided only for inhabitants, and not for everyone from the suburbs.

Concentrating districts

Some neighbouring enrolment districts could be concentrated into one.

Change of function

The function of some inner city primary schools can be changed for secondary school.

4.2 Possible measures for promoting alternative transport modes

The level of service of the public transport is lower in the suburbs is not so good than in the inner city as usual. The lack of mobility is consequently balanced by private cars, which leads to congestions. In order to counterforce the promotion of the following alternative transport modes are suggested.

School bus system

On the main transport corridors of the city school bus lines could be applied. These buses could collect students from several parts of the city with monitoring of teachers. The bus lines could provide not only a single school, but rather a group of neighbouring schools, e.g. Gardonyi, Kolcsey, Gyakorlo, Nadorvarosi and Radnoti. The system could be completed



by other transport management tools, such as restriction of parking in front of the schools.
(Source: http://en.wikipedia.org/wiki/School_bus)

Carpooling, carsharing

Carpooling reduces the costs involved in car travel by sharing journey expenses such as fuel, tolls, and car rental between the people travelling. Carsharing is a model of car rental where people rent cars for short periods of time, often by the hour. They are attractive to customers who make only occasional use of a vehicle, as well as others who would like occasional access to a vehicle of a different type than they use day-to-day.



(Source: <http://en.wikipedia.org/wiki/Carsharing>)

The model of carsharing could be applied on Győr as well. Children living in the same neighbourhood could be collected by one parent by turns. This model would be the most effective among the Gardonyi students, because they live very dispersedly in the city.

4.3 Campaigns for promoting sustainable transport modes

Campaigns are very effective in promoting a population shift from using individual cars towards car sharing, walking, cycling and using public transport or school bus system. A lot of accustomed, bad information exists in the peoples mind regarding to these transport modes. In order to change the opinion of the inhabitants of Győr campaigns of sustainable mobility should be organized.

European Mobility Week, Bike to School campaign

So far numerous campaigns has been organised in Győr in the last decade, such as the European Mobility Week, the European Car Free Day, Bike to School or Bike to Work campaigns, etc.



European Car Free Day in Győr

Source: http://www.kisalfold.hu/gyori_hirek/automentes_nap_gyorben/2179793/

Bike-train

The municipality of Győr and the civil organisation Keret plans to launch the bike-train program in 2011. In this model some parents collect children from a neighbourhood and lead along them to school.

Walk to School Week, Walk to School Month, Walk Once a Week

Walk to School Week is an action-packed awareness week in May each year in the United Kingdom, in other European countries and in the US. Similar to this Walk to School Month is a month long awareness event held in October every year where schools across the world join forces to promote walking to school.



Source:
www.walktoschool.org.uk

Walk Once a Week and is a year-round walking promotion scheme. It encourages parents and pupils to walk to school at least once a week throughout the school year. In this model children record how they travel to school, on a class wall chart or individual postcards. If they walk at least four times a month, they receive a badge, all of which are highly collectable.

These programs could also be applied in Hungary and in our city Győr.

Literature

Győr agglomerációs közforgalmú közlekedésének tervtanulmánya; Széchenyi István Egyetem, 2004. Megrendelő: Győr m.j.v Polgármesteri Hivatal

Győr tömegközlekedési koncepció. Széchenyi István Egyetem. 2007.
Megrendelő: Győr m.j.v Polgármesteri Hivatal

Győr MJV Kerékpáros Fejlesztési Koncepció és Hálózatfejlesztési Tanulmány Terv, 4K Konzorcium, Universitas-Arrabona Kft., 2009
Megrendelő: Győr m.j.v Polgármesteri Hivatal

A hazai nagyvárosok általános közlekedésbiztonsági helyzetének megítélése, Dr. Jankó Domokos, Közlekedésépítési Szemle 2010

http://www.kisalfold.hu/gyori_hirek/nott_a_sulyos_serulessel_jaro_balesetek_szama

Oktatás Nagy Kézikönyve, szerkesztő-lektor: dr. Szüdi János, Budapest, 2006., p.302.

Lannert Judit, Versenyképesség és oktatás, avagy az iskolai rangsorok és a szelekció, Oktatásügyi közvélemény kutatás, 2005. OKI-Gallup

www.trendy-travel.eu – Intelligent Energy Europe program

www.iee-promotion.eu – Intelligent Energy Europe program

<http://www.bam.hu/> - Bringázz a munkába! Kampany

www.walktoschool.org.uk

TRAVEL PLAN PLUS, IEE-07-592

Local Travel Plan Networks: IR 5.3 - Final Evaluation Report, 2010