

American Journal of Economics and Business Management

Vol. 8 Issue 5 | **pp**. 1351-1359 | **ISSN:** 2576-5973

Available online @ https://www.globalresearchnetwork.us/index.php/ajebm

Commuting in Vaishali District in Bihar : A Study of Socio-Economic Activity

Sanjeet Kumar [1]

[1] Assistant Professor (Guest Faculty), Department of Economics, M.S.S.G College, Areraj, East Champaran (Bihar). 845411

Abstract:

Commuting means the flow of humans from one place to another place, and again its pattern is continuous. And the human is called a commuter. In any geographical area, the people have been moving within the area for many works as well as activities, but the most important part for human beings is economic activity. The economic work has been giving us a notable amount of income, employment, wealth creation, human capital generation, etc. The need for commuting is one of the most important factors to affect the commuting pattern. So, the nexus of commuting like motor vehicle, non-motor vehicle connectivity from road and railways in the context of Vaishali district, the commuting of people plays the most important role for the growth of economic activity due to their movement. So, we can say that the economic activity in Vaishali district through commuting takes a notable part for development.

Keywords: Commuting, Vaishali, Economic Development, Income, Employments.

Citation: Kumar , S. . (2025). Commuting in Vaishali District in Bihar : A Study of Socio-Economic Activity . American Journal of Economics and Business Management, 8(5), 2020–2026. Retrieved from https://globalresearchnetwork.us/index.php/ajebm/article/view/3543

Received: 12 Mar 2025
Revised: 28 Mar 2025
Accepted: 15 Apr 2025
Published: 03 May 2025

Copyright: © 2025 by the authors. This work is licensed under a Creative Commons Attribution- 4.0 International License (CC - BY 4.0)

Introduction.

Commuting is the essential part of any people for living in the world. Commuting means the movement of a human being for any activity like economic activity, social activity, tourism, and many more. In short, the movement of people in the place has been changed. It means a person goes for any activity and again the person comes back or returns to his residential place. This type of activity is called commuting and the person is called a commuter. In any geographical area, the activity like commuting for the purpose of continuity and response and economic purpose is very important, so most of the people have been commuting for economic activity like income, employment, capital and wealth creation, and many more. Commuting has been the most important part for human beings for doing economic activity. Most of people commute, most of people have daily commute and many people alternate day commute, and many more types of cycles of commuting. Commuter is just a part of mobility and work for economy everyday people just like a flow of day basis or cluster basis in economy. Every day we can see the economy a large amount of people is flow under the condition of economic activities.

In this study, such people have been studied under travelers who are considered as means of economic development which comes under India's demographic dividend, that is, people in the age group of 15 years to 59 years, who are in dynamic status. Despite this, they work for economic development. The scope of work of such people is different and their objectives are also different. There are two main types of people under the commuter; one is the people who do the final work. Second, those who do national work, sports people come under such people, who sleep in any work in any way, the main objective of which is to earn money, such as salaried unorganized sector people, laborers, women, daily wage earners. or street vehicles, everyone comes shopkeepers, artists are also there and on the other hand there are people who are not directly there and are connected with them like students, social workers and people who are related to religion and culture. As we go and work, we can see in the study that we can take them too. The shift in rural and urban population had started from the beginning of the last century but it has changed a lot after independence.

The diversion of commuting flow towards growth poles areas may be very helpful in bringing the equilibrium in rural-urban commuting. Besides, the flow of commuters from rural- urban may lessen pressure on cities by reducing the rate of migrants, and it, therefore, would continue to accelerate abruptly over the period of time until the underlying basic factors causing the rural-urban disparity in terms of wages and employment opportunities are altered. Therefore, the study on commuting has become significant for the assessment of its growing pervasive implications, for tackling the problems caused by commuting, and for bringing the equilibrium in volume of commuting. The phenomenon of commuting with the points of policy formulation and planning implementations is also important and needs to be extended intensively and extensively by understanding the social, economic and demographic attributes of a region.

Vaishali district of Bihar is selected for the present work lies in the centre part of the Central- North India which is situated in state Bihar. Vaishali is an industrial, commercial, and educational with tourist centre of Bihar, popularly known for its historical place of all over the world and consequently widely known as first republic of the world in ancient history. The headquarter of Vaishali district is Hajipur which is also the headquarter of East-Central Railway, we can say to a twin city of the capital of Bihar that is Patna. It is situated in the meeting of Ganga and Gandak river. Hajipur is the second fastest developing city, next to Patna in Bihar.

Literature Review

Commuter is a newly arising; controlled and stingily induced form of spatial movement which allows workers to connection their workplaces spatially with their residence on day-to-day basis (Van Ommeren et al., 1997) thus permits them to integrate inner home-sphere to exterior workspace. It plays a causal role in the process of adjusting between residence and workplace (Punpuing, 1993). Worldwide, a substantial number of movers come into commuters 'category where the growing income judgements, over population with decreased communication and transportation costs, metropolatisation with housing shortage and city congestion have promoted to commuting. The researchers seem to have a common arrangement on the fact that Converting is a composite phenomenon which has largely been seen in association with demographic, socio-cultural, economic, and political factors such as exponent growth of population, shrinking man-land ratio, poverty, unemployment, low income/wages, lack of skilled jobs, organizational changes, etc. The all-family members as the defendants were divided into four subgroups as husband, wives, daughters and sons the analyzed and compared. The source concluded that husbands had longer travelling times than wives but sons have smaller commute time than daughters.

The major cause behind this inequality regarding the commuting distance and time were that for married women, many of workplaces are restricted to their house region because

of the time space constraints of housekeeping and childcare and daughter are forced into long distance commuting from their parents' home because of the Japanese traditional idea that parents do not allow their daughters to live alone. Moreover, it may be concluded briefly that two types of constraints on women; one is the need of to reduce commuting distance, the other is the need to extend commuting distance, depending on the marital status. This research has struggled to identify the factors that influence the modal choice by commuters and examined over the mode that has been favourite by individual commuters and the reasons behind the selection of the mode. Beside this, the research has travelled the relationship between land use characteristics and travel behaviour pattern of commuters. Cantwell (2009) examined the factors that impact the public transport commuting gratification. The main objective of that research was to measure the level of stress caused by commuting into Dublin centre and to determine the value placed on the comfort and reliability to stress level and commuting. The commuter become give the economy new term as per economic condition.

The empirical case study in Vaishali.

The present research is mixed method research that seeks to examine the qualitative changes of economy in study area followed by the commuters.

Overall Commuting Patterns

The majority of commuters (72.84%) travel up to 10 kilometres. A smaller proportion commutes 11–25 km (17.97%), followed by 26–50 km (7.49%) and above 50 km (1.70%). This indicates a high dependency on nearby employment opportunities, suggesting a localized economy or limited transportation infrastructure for longer commutes.

Table: 1. Percentage (%) Distribution of Commuters Covered Distance Status in Vaishali.

Area	Gender	Up to 10 km	11–25 km	26–50 km	Above 50 km
Rural	Male	59.61%	25.81%	11.22%	3.36%
Rural	Female	77.95%	17.87%	3.28%	0.90%
Rural	Total	63.21%	24.14%	9.29%	3.36%
Urban	Male	70.29%	19.06%	8.36%	2.29%
Urban	Female	73.52%	17.48%	6.85%	2.15%
Urban	Total	71.73%	18.91%	7.26%	2.10%
Total	Male	70.43%	18.82%	9.97%	0.78%
Total	Female	74.17%	15.60%	8.37%	1.86%
Total	Total	72.84%	17.97%	7.49%	1.70%

Source: Researcher computation from primary data.

2. Rural vs Urban Commuting

Urban commuters tend to travel shorter distances compared to rural commuters. While 71.73% of urban residents commute up to 10 km, only 63.21% of rural residents fall into this category. Rural commuters are more represented in the 11–25 km and 26–50 km categories, indicating the need for improved local job availability or transport infrastructure in rural areas.

3. Gender-Based Commuting Patterns

Female commuters are more likely to travel shorter distances. Approximately 74.17% of female commuters travel up to 10 km compared to 70.43% of males. Longer commuting distances (26 km or more) are more common among males. This could reflect gender-specific barriers such as safety concerns or domestic responsibilities.

Distance by Educational Status.

Commuting distance of individuals segmented by their educational attainment. A clear pattern emerges from the data: commuters with higher educational qualifications are more likely to travel longer distances compared to those with lower educational levels. Illiterate individuals show the highest concentration in the 11–25 km range, while their numbers significantly decline beyond 25 km. This trend suggests limited mobility or job opportunities for the illiterate population within closer proximity to their residence.

A similar pattern is observed among individuals with primary-level education, indicating that limited qualifications often restrict commuting to shorter distances. On the other hand, commuters with secondary and higher education exhibit greater mobility, with a noticeable proportion commuting over longer distances, possibly due to better employment opportunities that demand higher qualifications and are located farther from residential areas.

Gender differences are also evident in the commuting patterns. Illiterate and primarily educated females are found in higher proportions than their male counterparts, possibly due to socio-cultural constraints and safety concerns limiting their commuting range. This suggests a compounded effect of both educational and gender-based mobility restrictions. Overall, the data underscores the strong link between educational attainment and the willingness or capacity to commute longer distances, with significant implications for employment access and urban connectivity.

Table: 2 Percent Distribution of Commuting Distance Categorized by Educational Status of Commuters in Vaishali.

Commuting Distance by Educational Status

Educational Status / Gender	Up to 10 km	11–25 km	26–50 km	Above 50 km
Illiterate / Male	18.60%	52.34%	26.74%	2.32%
Illiterate / Female	69.70%	30.30%	0.00%	0.00%
Illiterate / Total	22.85%	49.90%	24.16%	3.10%
Primary / Male	21.91%	44.58%	30.48%	3.02%
Primary / Female	57.14%	36.36%	6.50%	0.00%
Primary / Total	23.11%	44.53%	29.44%	2.92%
High School & above / Male	13.82%	33.33%	47.15%	5.69%
High School & above / Female	47.62%	42.86%	5.60%	3.92%
High School & above / Total	16.03%	34.35%	44.27%	5.34%

Source: Researcher computation from primary data.

Table 6.7 illustrates the relationship between the educational status of commuters and the distances they travel. The data reveals a clear trend: as educational attainment increases, individuals are more likely to commute longer distances. Among illiterate commuters, the majority travel between 11 to 25 kilometers, with 52.34% of males and 30.30% of females in this range. Notably, female illiterates overwhelmingly commute short distances (69.70% within 10 km), with none traveling beyond 25 km. This suggests that limited education may restrict employment opportunities to nearby areas, especially for women.

In contrast, commuters with a primary level of education show a moderate shift toward

medium and long-distance travel. While 44.58% of males in this group travel between 11–25 km, a significant 30.48% commute 26–50 km. Among females, short-distance commuting remains dominant (57.14% within 10 km), but there is a slight increase in medium-distance travel compared to illiterates. This group reflects the beginning of mobility expansion as education opens up slightly broader job markets.

Conclusion

In conclusion, the study of commuting is not just about understanding movement—it is about examining the broader socioeconomic landscape in which that movement takes place. It highlights the need for region-specific planning, inclusive development, and a deep awareness of how daily mobility reflects—and reinforces—broader structural conditions. Encouraging the development of local job opportunities, improving rural infrastructure, and supporting decentralized growth strategies can create a more sustainable commuting environment, ultimately benefiting both rural and urban populations.

I conclude my research work from following Suggestions.

In my research work from the previous observations and conclusions, it is possible to put forward some valuable suggestions which, if followed, can simplify in empowering strategies for the commuter. Most of the recommendations put forward for them in the country are invalid today. Attention is, therefore, drawn to them once again. Governments should be encouraged to revisit the suggestions and observe to them accordingly, wherever suitable. In this study, some of the relevant suggestions & recommendations are restated, and some new ones are added as follows:

1. In attention of first point of suggestion, in the present times, the way the population is constantly increasing and people are facing the problem of temporary residence, due to which people are constantly. The government should also pay attention to this. If we talk about special arrangements for roads, then in big cities we can promote the facility of special entry prohibition on roads so that commuters can travel easily. Day by day people are being deprived of transport facilities and their time is being wasted. This can be done to the government. In our recommendations, we first talk about transport facilities, Road facilities play a special role in transport facilities. Talking about road facilities, first of all it is very important to widen the main roads such as Hajipur-Jandaha Marg, Hajipur-Mahua Marg, Hajipur-Mahanar Marg and Hajipur-Lalganj Marg and also provide good quality roads till small roads. Also, especially for the convenience of special traffic during rainy days. If we talk about transport facilities especially during floods, especially in Raghopur block where there is flood every year due to river Ganga. There is a great need for alternative arrangements for transport during floods. Now if we talk about railways, there is a need for new routes in railways as if we talk of railways, then there is a need for more local trains on the old routes like the Vaishali to Hajipur route and new routes are also needed, first of all, if we talk in the context of Vaishali district. The railway line should be repaired soon or a route like Hajipur-Mahua-Samastipur route should be constructed from where more traffic can be provided in Vaishali district. With the construction of this route, Mahua, Goraual, Jandaha, Chehrakalan, Patepur as well as small markets like Morwa, Sakra of the nearby district can also be connected.
2. If we pay attention to the second point as a suggestion, there should be comprehensive arrangement of road safety so that the drivers do not face any problem because every day we see in the news that in Vaishali district, problems like robbery, girl and boy assault etc. can be seen by the criminals due to which the drivers want to travel minimum time and far every day. Due to which people want to travel less on a daily basis and are afraid of going too far off places. However, the government has made

extensive arrangements for this. For example, the arrangement of police dial 112 has been made. Still, people are not able to get timely convenience.

3. I pointed third suggestions, the ambulance facility is available under the 102 dial scheme run by the government, but it is working only with a hospital. By the time an accident occurs on the road, it does not reach. Then, due to its absence on the road, treatment is done by making a rural doctor available at some crossroads. But due to lack of comprehensive facilities, they have to be sent to bigger hospitals, due to which most of the victims of major accidents become victims.
4. If we talk about other facilities, when we talk about commuters and commuter facilities, then women computer users need special facilities. There should be special toilet arrangements for them. If we talk only about women, then this arrangement is available to some extent in big cities, but there is no such arrangement at small squares and intersections. Due to which women are not able to contribute fully to economic development, due to lack of all these facilities they want to travel for very less time and short distance, due to which they are not able to give their full contribution to improve the economy and their economic development. They also have to take care of the problems in the family like children.
5. Talking about employment generation, there is a need to further increase the decentralization of economic activity especially in Vaishali district. Especially the economic corridor from Paswan Chowk to Jandaha, needs to be restored by giving full consent, which is already pending with the government. For employment generation and to make the computer more dynamic, the route of the local markets will have to be improved and levelled. Along with this, the area of the middle market will have to be increased, which has been encroached by the local people somewhere.

References.

1. Ahmad, M. (2019). Emigration from Uttar Pradesh to the Middle East. In India's Low-Skilled Migration to the Middle East (pp. 319-338). Palgrave Macmillan, Singapore.
2. Annemarie, k (2015). Does Commuting Affect Health?, IZA Discussion Paper No. 9031, Maastricht University.
3. Baker, J. (2007). Survival and Accumulation Strategies at the Rural-Urban Interface in North- West Tanzania, Chapter 2 in The Earth scan Reader in Rural-Urban Linkages, edited by Tacoli, Cecilia, pp. 41-55.
4. Beige, S. (2012). Analyses of Commuting Distances and Times in the Household Context: The Case of Berlin, 13th International Conference on Travel Behaviour Rese Toronto, July 15-20, available elib.dlr.de/ (accessed 5 April 2014.
5. Census of India (2011). Primary Census Abstract, Total Population, Series-B, Table B-28, Ministry of Home Affairs, Office of the Registrar General, Govt. of India, New Delhi.
6. Census of India, (2011). District Census Handbook, Part 12A & B, series 10, Vaishali.
7. Harris, S., A. Alasia and Ray D. Bollman (2008). Rural Commuting, Statistics Canada Perspectives, Catalogue No. 75-001-X, pp. 13-21,
8. Kundu, A. (2009). Exclusionary Urbanisation in Asia: A Macro Overview. Economic and Political Weekly, November 28, XLIV (48), pp. 48-58.
9. Landesman, J., & Seward, R. R. (2013). Long distance commuting and couple satisfaction in Israel and United States: An exploratory study. Journal of Comparative Family Studies, 44(6), 765-781.
10. Nolan, G. (2007). Evaluation of public opinion of existing public transport services in Dublin.Trinity College418 Final Year Dissertation, Department of Civil, Structural and
11. Novaco, R. , & Sandeen, B. (1992). Mitigating the stress of commuting to work: Ridesharing and the interactional effects of gender. Paper presented at APA/NIOSH, Stress in the 90'Washington, DC.

12. Novaco, R. , Stokols, D. , & Milanesi, L. (1990). Objective and subjective dimensions of travel impedance as determinants of commuting stress. American Journal of Community Psychology, 18, pp. 231-257.
13. Öhman, M., & Lindgren, U. (2003). Who are the Long-Distance Commuters? Patterns and driving forces in Sweden. Cybergeo: European Journal of Geography.
14. Pajarillo-Aquino, I. (2019). Comparative analysis on the academic performance of student-commuters and non-commuters. International Journal of Advanced Research in Management and Social Sciences, 8(6), pp. 231-244.
15. Taubman, P. (1989). Role of Parental Income in Educational Attainment. The American Economic Review, 79 (2), Papers and Proceedings of the Hundred and First Annual Meeting of the American Economic Association, pp. 57-61.
16. Taylor, B., & Ong, P. (1995). Spatial mismatch or automobile mismatch? An examination of race, residence and commuting in U.S. metropolitan areas. Urban Studies, 32 (9), pp. 1453–1473.
17. Termote, M. (1978). Economic implications of changing urban residence patterns and commuting. In 'Conference on Economic and Demographic Change: Issues for the 1980s'. Liege: International Union for the Scientific Study of Population.
18. U. S. Bureau of the census (1962). Place of Work and Means of Transportation to Work, for the United Stated: 1960, Supplementary Reports, Pages 51-22, Washington, D.C.; U.S. Government Printing Office.
19. United Nations (1970). Methods of Measuring Internal Migration, Population Studies, No.47, New York.
20. Van der Veen, A., & Evers, G. (1983). A simultaneous model for regional labor supply, incorporating labor force participation, commuting and migration. Socio-Economic Planning Sciences, 17(5-6), pp. 239-250.