

Behavior and Factors Influencing Students Riding Motorcycles Without a License to School

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ABSTRACT

In Indonesia, underage motorcycle riders are frequently found operating vehicles without a valid driver's license, raising significant safety and legal concerns. This study aims to explore the motivations and behaviors of these underage riders, as well as the factors contributing to their non-compliance with traffic regulations. Conducted at SMAN 1 Randudongkal with 114 respondents, the research employed a quantitative descriptive approach. This method systematically analyzes numerical data to provide an in-depth understanding of a population or phenomenon, focusing on descriptive insights rather than causal relationships. Data collection was carried out through a structured questionnaire distributed via Google Forms. The analysis revealed that the primary motivations for students riding motorcycles to school without licenses are "saving time" (16.7%) and "the distance from home is too far" (16.7%). Other contributing factors include "convenience over alternative options" (13.2%), "lack of public transportation" (7.0%), and "peer influence" (2.6%). These findings highlight the need for targeted interventions to address this issue, including improved access to public transportation and enhanced awareness campaigns about traffic safety and legal compliance. This study provides valuable insights into the behaviors and decision-making processes of underage motorcycle riders, serving as a foundation for policymakers and educators to develop effective strategies to mitigate this growing concern.

Keywords: *Underage Motorcycle, Driver's License, Traffic Regulations, Traffic Safety*

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INTRODUCTION

(Ferdosian et al., 2015a) Motorcycles have become an increasingly popular mode of transportation, particularly among students, due to their perceived convenience and cost-effectiveness compared to other transportation options. (Umniyatun et al., 2021) The rising adoption of motorcycles by students underscores the need to understand the factors that influence this behavior, as well as its potential safety implications.

(Asgharpour et al., n.d.) In many developing countries, the use of motorcycles has become increasingly prevalent, particularly among young students commuting to school. However, a concerning trend has emerged, with a significant number of these students

riding without a valid license. (Asgharpour et al., n.d.) This behavior poses substantial risks not only to the riders themselves but also to other road users, given the inherent vulnerabilities of motorcycles and the lack of proper training and safety measures.

Previous research on road safety has primarily focused on licensed adult riders or general traffic behavior. However, the specific factors influencing unlicensed riding among high school students, particularly in the Indonesian context, have received limited scholarly attention. To address this gap, the current study investigates the behavioral patterns and underlying contributors to this issue, focusing on students at SMAN 1 Randudongkal.

This research aims to investigate the behaviors and factors influencing students to ride motorcycles without a license when commuting to school. (Roopa & Rani, 2012) The objective is to identify these factors through an analysis of student responses to a questionnaire distributed via Google Forms. (Rathi & Ronald, 2022) A questionnaire is a vital instrument in empirical research, allowing for the systematic collection of both quantitative and qualitative data essential for comprehending human behavior and experiences. A total of 114 students participated in this study, offering valuable insights into their motivations and decision-making processes.

This study's findings can contribute significantly to road safety initiatives. By examining the reasons behind unlicensed motorcycle riding among students, the research aims to inform the development of educational programs, school policies, and enforcement strategies that can help reduce traffic violations and accidents involving student riders.

METHOD

This study employed a quantitative descriptive approach to investigate the behaviors and factors influencing students who ride motorcycles to school without a valid driver's license. (Rathi & Ronald, 2022) Quantitative descriptive research involves the systematic collection and analysis of numerical data to illustrate the characteristics of a population or phenomenon without exploring causal relationships. The primary objective of this approach is to deliver a thorough understanding of the subject through statistical methods. The research methodology involved analyzing student responses to a structured questionnaire distributed via Google Forms. This quantitative analysis aimed to provide a comprehensive understanding of the motivations and decision-making processes behind this concerning trend among the student population.

The study sought to delve deeper into the reasons and thought processes that lead students to engage in this risky behavior of riding motorcycles without the proper licensing. By examining the survey responses in detail, the researchers aimed to uncover the key factors driving this trend and identify potential areas for targeted interventions and educational programs to address the issue and promote safer road behaviors among the student population.

The data for this study were collected through a structured questionnaire distributed to 114 students at SMAN 1 Randudongkal. The questionnaire consisted of

several sections, including demographic information, motorcycle usage behavior, awareness of traffic regulations, risk perception, and parental and school support. The responses were recorded in Google Forms and analyzed using Microsoft Excel. Descriptive statistics, such as frequencies, percentages, and mean scores, were employed to analyze the data.

FINDING AND DISCUSSION

RESEARCH RESULT

Table 1: Demographic Details

Variable	Category	Frequency(n)	Percentage(%)
Gender	Male	40	35,1
	Female	74	64,9
Age	<17 th	66	57,9
	17 th	33	28,9
	>17 th	15	13,2
Grade	10	48	42,1
	11	44	38,6
	12	22	19,3
Distance	0-1km	27	23,7
	1-3km	30	26,3
	3-5km	16	14,0
	>5km	41	36,0

Source: Primary data from questionnaire responses, analyzed by the author (2024).

Table 1 presents the demographic details of the respondents, highlighting key trends in gender, age, grade level, and distance from home to school. Among the respondents, the majority are female, representing 64.9% of the sample, while males constitute 35.1%. This indicates a higher participation rate of female students in the study.

In terms of age distribution, 57.9% of the respondents are under 17 years old, 28.9% are 17 years old, and 13.2% are above 17 years. The data indicates a significant representation of younger students. (Voas & Kelley-Baker, 2008) This finding underscores concerns about underage motorcycle usage, a topic often associated with safety risks and legal violations (e.g., improper licensing). Studies have further emphasized the developmental unpreparedness of minors to operate motor vehicles responsibly.

The grade distribution shows that 42.1% of the respondents are in the 10th grade, 38.6% are in the 11th grade, and 19.3% are in the 12th grade. This suggests a balanced participation across different grade levels, with a slight majority from the 10th grade.

Regarding the distance from home to school, a notable portion of the respondents (36.0%) live more than 5 km away from the school. Those living within 1–3 km and 3–5 km constitute 26.3% and 14.0% respectively, while 23.7% live less than 1 km

away. This distribution indicates a potential reliance on motorcycles for commuting, especially for those living farther from the school.

Table 2: Motorcycle Usage Behavior

Variable	Category	Frequency(n)	Percentage(%)
Motorcycle use	Yes	63	55,3
	No	51	44,7
Driver's license	Have	8	7,0
	Don't have	106	93,0
Usage frequency	Rarely (0-1 day per week)	48	42,1
	Occasionally (2-3 days per week)	13	11,4
	Regularly (4-5 days per week)	53	46,5
Reasons for use	More convenient than other options	15	13,2
	No public transportation available	8	7,0
	Saves time	19	16,7
	Peer influence	3	2,6
	Far distance	19	16,7

Source: Primary data from questionnaire responses, analyzed by the author (2024).

As shown in Table 2, the majority of respondents (55,3%) use a motorcycle to commute to school, while 44,7% do not. (Manullang et al., 2018) This finding that many student use motorcycle to school and is similar to prior research which has documented the growing reliance on motorcycles among students in low- and middle-income countries.

That 7,0% of respondents have a valid driver's license, while 93% do not. This indicates the level of legal compliance among motorcycle users. (Nguyen-Phuoc et al., 2018)

According to Table, 46,5% of respondents use a motorcycle regularly (4–5 days per week), 11,4% use it occasionally (2–3 days per week), and 42,1% use it rarely (0–1 day per week). This indicates that most respondents (46,5%) rely on motorcycles for daily commuting.

The table presents the reasons why students choose to ride a motorcycle. The most common reasons are "Saves time" (16.7%) and "The distance from home is too far" (16.7%), followed by "More convenient than other options" (13.2%). Fewer students cited "No public transportation available" (7.0%) and "Peer influence" (2.6%) as their primary reasons.

Table 3: Awareness of Traffic Regulations

Variable	Category	Frequency(n)	Percentage(%)
Aware of law	Yes	110	96,5
	No	4	3,5
Knowledge of traffic rules	Nothing at all	2	1,8
	A little	25	21,9
	Somewhat familiar	37	32,5
	Fairly knowledgeable	41	36,0
	Very knowledgeable	9	7,9
Attended a program	Yes	47	41,2
	No	67	58,8

Source: Primary data from questionnaire responses, analyzed by the author (2024).

Table 3 outlines the respondents' awareness of traffic regulations. The majority of students (96.5%) reported being aware of traffic laws, while a small minority (3.5%) admitted otherwise. When it comes to knowledge of traffic rules, most respondents identified themselves as "Fairly knowledgeable" (36.0%) or "Somewhat familiar" (32.5%). A smaller proportion reported "A little" knowledge (21.9%), while very few fell into the extremes of "Nothing at all" (1.8%) or "Very knowledgeable" (7.9%).

Regarding participation in traffic safety programs, only 41.2% of respondents stated they had attended such a program, while the majority (58.8%) had not.

(Yellman et al., 2020) These findings underscore a generally high level of awareness of traffic laws among students, although active engagement through formal programs remains limited. The relatively modest proportion of respondents who are "very knowledgeable" suggests room for improvement in traffic education initiatives. (Girasek, 2013)

Table 4: Risk Perception

Variable	Category	Frequency(n)	Percentage(%)
Risk perception	Not risky	2	1,8
	Slightly risky	8	7,0
	Moderately risky	38	33,3
	Very risky	34	29,8
	Extremely risky	32	28,1
Involved in an accident	Yes	66	57,9
	No	48	42,1
Obey the rule	Yes	98	86,0
	No	16	14,0

Source: Primary data from questionnaire responses, analyzed by the author (2024).

Table 4 highlights respondents' perception of traffic risk, their involvement in accidents, and compliance with traffic regulations. The data reveals that the largest group perceives traffic risks as "Moderately risky" (33.3%), followed closely by "Very risky" (29.8%) and "Extremely risky" (28.1%). Only 1.8% of respondents consider traffic situations "Not risky," indicating a high overall awareness of potential dangers.

Regarding personal experiences, 57.9% reported having been involved in a traffic accident, a substantial percentage that underscores the need for interventions targeting safer road behavior. Encouragingly, 86% of respondents claimed to obey traffic rules, leaving a minority (14%) who admitted to non-compliance.

(Wang et al., 2020) The findings suggest a need to bridge the gap between risk awareness and practical safety measures. For instance, targeted campaigns or school-based programs could be implemented to address non-compliance while reinforcing risk-averse attitudes among younger commuters. (Whittam et al., 2006) Furthermore, understanding the experiences of those involved in accidents could guide the design of more effective safety interventions

Table 5: Parental and School Support

Variable	Category	Frequency(n)	Percentage(%)
Parental awareness	Parents know their child is driving	101	88,6
	Parents don't know their child driving	13	11,4
School Policy	School have rules	51	44,7
	School have no rules	63	55,3

Source: Primary data from questionnaire responses, analyzed by the author (2024).

Table 5 illustrates the level of parental awareness and school policy regarding students driving motorcycles. A significant majority of parents (88.6%) are aware that their child is driving, with only 11.4% of parents reportedly unaware. This indicates that most parents are informed about their child's commuting practices, which could influence how safety interventions are communicated.

On the other hand, only 44.7% of respondents stated that their school has established rules regarding student motorcycle usage, while 55.3% reported the absence of such policies. This lack of regulation at the school level could potentially undermine efforts to promote safer riding habits.

(McDonald et al., 2015) The findings suggest that while parental awareness is relatively high, the lack of comprehensive school policies represents a critical gap in ensuring students' safety on the road. (Smith et al., 2007) Schools should consider implementing stricter regulations and educational programs to complement parental guidance.(Alonso, 2016) Collaborative efforts between schools and parents could significantly enhance road safety awareness and compliance among students.

DISCUSSION

Based on the findings of my research conducted on 114 students from SMAN 1 Randudongkal, the results show a concerning trend regarding unlicensed motorcycle usage.

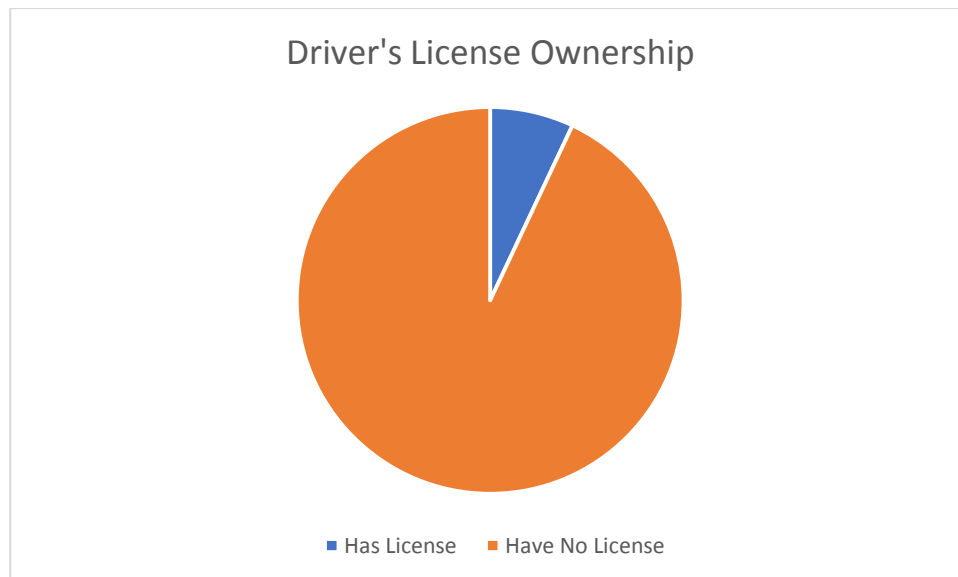


Figure 1: Driver's License Ownership

The majority of respondents (93.0%) do not have a valid driver's license, indicating that they are riding motorcycles to school without official authorization and in violation of traffic regulations. Several factors contribute to this issue, including the convenience of riding motorcycles compared to other options (13.2%), the lack of available public transportation (7.0%), time-saving benefits (16.7%), peer influence (2.6%), and long travel distances (16%).

Although most respondents (96.5%) claimed to be aware of traffic laws, many of them are still violating these laws by riding underage and without proper licenses. This gap between awareness and compliance is concerning, as it demonstrates a lack of readiness among young riders and a deficiency in their understanding of road safety regulations, which can endanger both themselves and others. The respondents themselves are aware of the risks, with 29.8% considering riding without a license "very risky" and 28.1% deeming it "extremely risky."

These risks are further underscored by the fact that 57.9% of the respondents have been involved in an accident, highlighting the need for stronger enforcement and awareness. The findings also indicate that 88.6% of parents are aware that their children are riding motorcycles without licenses but continue to allow it. Additionally, 55.3% of schools have not implemented strong regulations to address this issue.

Despite the high level of awareness among students regarding traffic laws (96.5%), the low participation in traffic safety programs and the lack of strong school policies concerning student motorcycle use indicate that there is still significant room for improvement in terms of comprehensive educational efforts and enforcement interventions. This gap highlights the need for more robust strategies in addressing traffic safety within schools. According to (Manullang et al., 2018), the limited participation in traffic safety programs and weak school regulations contribute to students' unsafe riding behaviors.

(Prasetyanto et al., 2021) Other research has also pointed out that reckless and undisciplined riding, along with poor road conditions, significantly contribute to traffic violations among students. (Listya Antari, 2021) This issue is further exacerbated by a lack of understanding of the safety risks associated with riding without a license, which remains low among students.

(Rathinam et al., 2007) This is not only a concern in Indonesia. For example, studies conducted in India have reported that students as young as 8 years old are riding motorcycles without proper licenses, demonstrating that this issue is a global challenge.

To address the issue of unlicensed motorcycle use among students, several strategies can be implemented strengthening traffic education programs. (Yellman et al., 2020b) Schools should enhance their traffic safety education programs by incorporating comprehensive driving safety materials into the curriculum. (Smith et al., 2007b) Practical training on safe driving practices should also be conducted, encouraging students to actively participate in traffic safety activities. By doing so, students can develop a deeper understanding of traffic rules and their responsibility as road users.

Besides that, supervision and engagement are crucial in addressing this issue. Parents should be encouraged to take an active role in monitoring their children's driving behavior and to direct them toward following traffic rules. Schools and parents must build better communication regarding unlicensed motorcycle use, fostering a partnership that prioritizes student safety.

Schools should implement clear and firm policies regarding motorcycle usage by students. (Ferdosian et al., 2015) These policies should include regulations for students who wish to bring motorcycles to school, such as the requirement for a valid driver's license, provision of adequate parking spaces, and enforcement of strict sanctions for violations. This approach will help create a safer school environment and ensure compliance with traffic laws.

Moreover, the provision of school transportation and alternative options to reduce the reliance on motorcycles can be implemented. Schools should consider providing transportation options, such as school buses for students living far from the school. Additionally, encouraging students to be dropped off by their parents or guardians can offer a safe alternative, especially for those unable to access other forms of transportation. For students who live nearby, promoting the use of bicycles or walking could be a practical solution. Where public transportation is available, schools can collaborate with local authorities to promote its use among students. These combined

efforts can significantly reduce the number of students driving without licenses and encourage safer transportation choices.

CONCLUSION

This research highlights a critical issue regarding the widespread use of motorcycles without valid licenses among students at SMAN 1 Randudongkal. Despite a high level of awareness about traffic laws, many students continue to ride motorcycles without official authorization, posing significant safety risks. The findings reveal that factors such as convenience, lack of public transportation, and peer influence contribute to this behavior. The involvement of parents and schools in reinforcing traffic safety regulations is essential to address this problem. By implementing stronger educational programs, clear school policies, and encouraging parental supervision, the incidence of unlicensed motorcycle use can be reduced, fostering a safer school environment and promoting better compliance with traffic laws.

This study underscores the need for a comprehensive approach to tackling unlicensed motorcycle use, incorporating education, regulation, and community involvement to ensure the safety and well-being of students.

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