

A Study Public Opinion Regarding Fare Free Public Transport Scheme by Virudhunagr

Introduction

The State government has announced an annual subsidy grant of Rs.1,200 - crore to State transport corporations, assuming that women contribute 40 per cent of the Rs.3,000-crore annual ticket revenue of city and town buses. Every woman would qualify as a beneficiary in Fair free public transport scheme. The main intention behind the scheme is to increase the work participation rate of women and to promote public transportation. Since there is no restriction on the number of trips a day or month, it appears to be a simple and straightforward scheme of open-ended subsidies for travel by women. Providing fare-free public transport (FFPT) is not a new idea; it has precedents. The FFPT debate started several decades ago and some of the developed nations have been experimenting with it either fully or partially for quite some time now. It is partial in some countries for specific groups like students and senior citizens or during specific periods like off-peak time and weekends. Luxembourg was the first nation to make its entire public transportation free to all. FFPT is not new to India. Several States, including Tamil Nadu, have been providing partial FFPT for students, senior citizens, and the differently-abled for quite some time. Extending these benefits to women in all age groups in city and town buses is also not without precedence. The governments of Delhi and Punjab introduced it the April 2021 before Tamil Nadu did it. In both these States, the primary intention was to increase the mobility of women. Further, it was also intended to provide some savings to women who commute for work or business. There are two big differences between the schemes in developed nations and those in India. First, the FFPT is not universal, and second, the transportation market is not a monopoly market of state transport corporations but a competitive market with private players. The loss for private operators of city and town buses owing to the reduced number of women passengers would be minimized if there is an increase in the number of male passengers. An estimated 53 lakh passengers travel every day in city and town buses in Tamil Nadu. Already, students and senior citizens are given travel concessions in government buses. Hence, excluding such passengers, an estimated 45 lakh passengers are travelling every day paying full ticket price. The government assumption, 40 per cent of the passengers, or 18 lakh, could be women. The government has decided to allocate a subsidy of Rs.1,200 crore a year to State bus transport corporations to compensate for the loss caused by free travel by 18 lakh women every day. It is the best guesstimate without actual data on the demand for free travel.

Statement of Problem

After the government's announcement of free bus travel for all women, most of the women passengers are likely to shift from private to government buses. Women who were travelling through other modes of transport may also prefer to travel by government buses. Moreover, women might travel by government buses for other purposes as well, not necessarily for work. Hence, the demand for these government buses is likely to increase among women. Although this is the real intention behind the scheme, it has to be appropriately evaluated to decide the quantum of the subsidy amount. Otherwise, the State transport corporations might end up getting inadequate compensation for this loss, and they may get into a vicious cycle of debt.

Now, coming to the private stage carrier buses operating in Tamil Nadu, even assuming a significantly lower average number of 600 daily passengers a bus, it works out to 9 lakh passengers commuting in these buses every day. If we assume that one-third of these passengers shift to government buses, it leads to a loss of revenue to private bus operators. Assuming that some more men might prefer to travel in less crowded private buses, the private bus operators may Fair a loss of around Rs.120 crore annually. A part from this, other private transport such as mini-buses, vans, and share-autos might also get affected by this scheme, as more women might prefer government buses hence the researches make an attempt to analysis the public opinion towards FFPT... Here public include male, female, transgender using government and private mode of bus transport.

Objective

- To know the social – economic Pattern of the respondents.
- To collect and analysis impact of FFPT Scheme Saving of transportation expenses of all beneficiaries is general and working 100 men particular
- To collect and analysis the mindset opinion of male passengers towards FFPT scheme
- To analysis the impact of FFPT scheme of TN Government on the revenue loss to the TTC
- To offer the suitable suggestion for the betterment of scheme

Methodology

- Both Qualitative and Quantitative methods to explore the Fair Free Public Transport Scheme By Tamil Nadu Government
- Interview schedule method can be used to collect the data regarding impact on private and mini bus transport affect the men's and Fair Free Public Transport Scheme By Tamil Nadu Government.

Primary data will be compiled for six-month period (2021). The primary data will be collect with the help of specially prepared interview schedule. Totally 120 respondents will be only 120 females by using simple random sampling method. This research will be descriptive and analytical one. Percentage average and bivariate analysis will be used.

The purpose of the research is to get better understanding of social – economic pattern and the A Study on Public Opinion Regarding Fair Free Public Transport Scheme by Virudhunager

Review of Literature

The research has collected various reviews related with the A Study on Public Opinion Regarding Fair Free Public Transport Scheme by Virudhunager to know the research.

Research presents the following review related with present study

Further, all women who are family members of Punjab government employees and residing in Chandigarh, or are themselves employees of Punjab government but live in Chandigarh, can avail the benefit, irrespective of age and income criteria, of free travel in the said government buses. This scheme is expected to not only reduce female drop-out in schools because of high cost of daily transport but also facilitate working women, who have to travel considerable distances to their workplace. The facility, government said, will ensure access to safe, cheap and reliable travel for women to engage in any economic activity. The Cabinet felt that the scheme would bring down the number of personal vehicles plying on the roads leading to consequent reduction in pollution, accidents and vehicular congestion. **R.Ashok (2021) -The times of India**

The free bus travel and how it benefited the people and sparked to empower the women in the male centric society. Tamil Nadu is a welfare State which implemented innovative schemes for enhancement of people status gradually. On the consequence, the Government of Tamil Nadu has announced the scheme for women welfare and empowerment named “Free Bus Travel Scheme” which has given the free travel to all women in Tamil Nadu. The intention of the scheme was announced by the Government of Tamil Nadu to increase the mobility of women. This scheme has increased the women’s mobility and their savings. Tamil Nadu, being a role model for implementing the innovative free schemes for entire India. All the state has attributed the concept for their convenience and applied the different phenomenon. Earlier, Tamil Nadu Government has given the doles and freebies to the people, especially those have in the poverty line. Some of the electronic goods also provided to enhance the economic and educational enhancement. Now the tern has changed beyond the stereo type of schemes and programs. Conceptually, the Government has announced the free travel for all women might be stupendous character which directly or indirectly enhance the women status and empower the women in this

society. Keywords: Women Empowerment, Innovative schemes, free bus travel, economical enhancement. **Jagbani -Express News Services (Chandigarh April – 2021)**

The Minister for transport Rajakannappan announced today that the school and college students will be permitted to travel for free in buses. He also said until the bus card is issued, the students can avail free bus travel by showing their school/college id card. He further said that ITL and polytechnic students can also avail these benefits. **S. Anand – Times of India**

(Chennai Sep 2021)

ANALYSIS AND INTERPRETATION

The primary data collected were subjected to analysis through SPSS Version 23.0. The following tools were used for the study. The statistical tools such as percentage analysis, descriptive statistics, mean based ranking, factor analysis and Independent Sample t test has been applied to draw meaningful answer for the Research objectives

Table 3.1
Social – Economic Conditions of the Repondents

Social- Economic Condition	Age	No. of Respondents	Percentage
Age – Wise Classification	Below 20	70	58.30
	21 – 30	6	5.00
	31 – 40	6	5.00
	Above 40	38	31.70
	Total	120	120.00
Marital Status	Married	48	40.00
	Unmarried	72	60.00
	Total	120	100.00
Education Qualification	Up to 10 th	5	35.80
	Up to 12 th	5	55.80
	Under Graduation	67	4.20
	Post-Graduation	43	4.20
	Total	120	100.00
Number of members in the family	Up to 3	79	65.80
	4 – 6	8	6.70
	More then 6	33	27.50

	Total	120	100.00
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Hypotheses:

Based on the Objective researcher has developed null hypotheses. These hypotheses are solved by using appropriate statistical tool.

H₀₁: There is no significant association between the public factors and the level of free bus services satisfaction.

H₀₂: There is no significant association between the Transport factors and the level of free bus services satisfaction.

H₀₃: There is no significant relationship difference between the mean value of psychological factor among respondents.

Suggestion:

Extra Bus Transport facilities in Rural Places

Government bus drivers are reducing harshly behave towards

old- age passengers

Senior citizen men people free ticket introduced

Most of the passengers are workers and students so government sectors are time to reach the point.

Government sector are allowing the extra buses during the Office/School hours

All the passenger are like clean and better condition and safety of the buses.

Conclusion:

The buses provider and bus drivers to provide best qualities of the services as expected by passengers.



