



# A STUDY ON WOMEN'S WELFARE AMONG ZERO TICKET TRAVEL SCHEME IN COIMBATORE

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## Abstract:

"A Study on Women Welfare Among Zero Ticket Bus Travel in Coimbatore" aims to assess the impact and effectiveness of the Zero-ticket Travel Scheme for Women Passengers in public buses implemented in Coimbatore. This research focuses on understanding the socio-economic benefits, mobility improvements, and overall satisfaction levels of women beneficiaries under this scheme in Coimbatore. Furthermore, the study evaluates the non-economic effects, including increased accessibility to job opportunities, healthcare, and education, and the enhancement of women's overall quality of life. The primary objective is to identify the challenges faced by the beneficiaries and suggest recommendations to improve the scheme's efficiency, reach, and impact on women's welfare in Coimbatore. The findings of this study will contribute to the existing literature on public transportation, women's welfare, and gender equality, providing valuable insights for policymakers, transport authorities, and other stakeholders to enhance the effectiveness of similar schemes and initiatives aimed at promoting women's empowerment and socio-economic development in urban areas like Coimbatore.

Key Words: Women Welfare, Zero Ticket, Public Transportation.

## INTRODUCTION

Tamil Nadu Government announces and implement lots of scheme for the welfare of people of Tamil Nadu. One of the social welfare scheme for Zero Ticket Bus Travel Scheme. It was announced and launched in the year 2021 honorable chief minister MK Stalin. Under Tamil Nadu Zero Ticket Bus Travel Scheme, No women have to pay any fare if they are travelling in Government of Tamil Nadu run buses. Zero Fare Ticket will be issued to women beneficiary at the time of travelling. Free of cost travel in government run buses will only valid up to 30 kilometers. 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. It has contributed in terms of increase in savings as well as by helping a section of them increase their mobility. On an average, women passengers who use ZTBT scheme make around 50 trips a month and are able to save up to Rs.858 every month. The Rs.3,050 crore has been provided as subsidy for this scheme. 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 Rs.3,000-crore annual ticket revenue of city and town buses.

## OBJECTIVES OF THE STUDY

- To study on economic and non economic effect of women's passengers towards zero ticket bus travel scheme, Tamil Nadu.
- To analyze the satisfaction and opinion of women's passengers towards zero ticket bus travel scheme in Tamil Nadu.
- To find the any issues faced by women's passengers in zero ticket bus travel scheme in Tamil Nadu.

## RESEARCH METHODOLOGY

### Area of the Study

The area of the study is concerned with the women's passenger of zero ticket bus travel scheme in Coimbatore.

### Source of data

Both Primary and Secondary data have been selected for the study. The Primary data have been obtained by administering a structured questionnaire to women passenger in zero ticket bus travel scheme. The Secondary data have been collected from Journals, Articles, Books, Newspaper and Magazines and Webpages.

### Sample Size

The data collected from the 155 respondents in the women's passengers in zero ticket bus travel scheme in Coimbatore.

### Sampling Method:

Convenience sampling method is used for this study.

## Tools for analysis

The following statistical tools have been used to analyse the primary data collected:

- Percentage analysis method
- Chi-square method
- Weighted average ranking method
- Garret ranking method
- ANNOVA (Analysis of Variance)

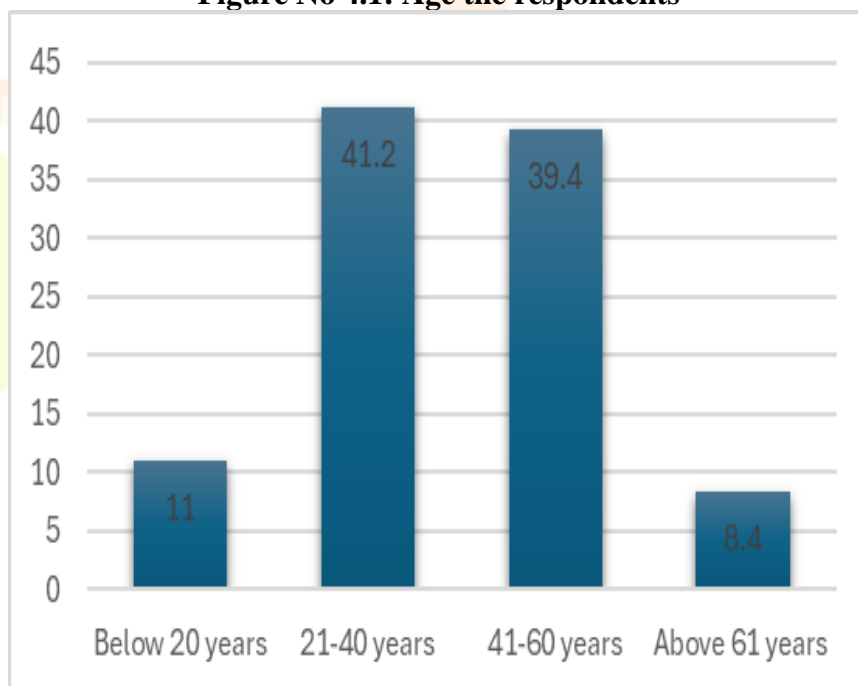
## FINDINGS AND RESULT

### Simple Percentage:

**Table No: 4.1**  
**Age the respondents**

Age group	Number of respondents	Percentage
Below 20 years	17	11.0%
21-40 years	64	41.2%
41-60 years	61	39.4%
Above 61 years	13	8.4%
<b>Total</b>	<b>155</b>	<b>100.0%</b>

**Figure No 4.1: Age the respondents**



The table no: 4.1 indicates that out of the respondent taken for the study 64(41.2%) of the respondent women passengers belong to the age group of 21-40 years, 61(39.4%) of them belong to the age group of ,

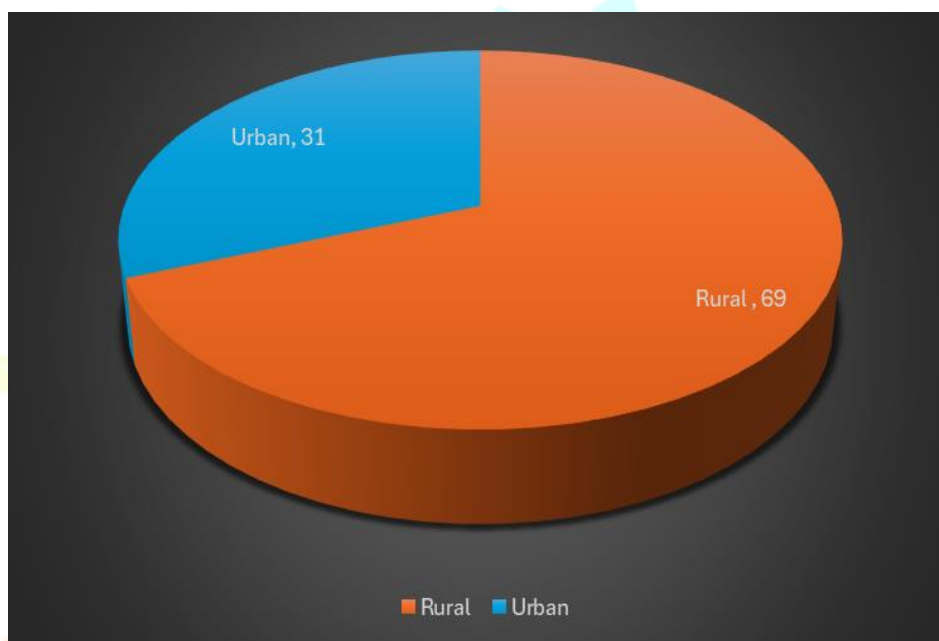
41-60 years, 17 (11%) of them belong to the age group of below 20 years and 13(8.4%) of them belong to the age group of above 61 years.

**TableNo: 4.2**

**Place of residence of the respondents**

Place of residence	Number of respondents	Percentage
Rural	107	69.0%
Urban	48	31.0%
<b>Total</b>	<b>155</b>	<b>100.0%</b>

**Figure No 4.2: Place of residence of the respondents**



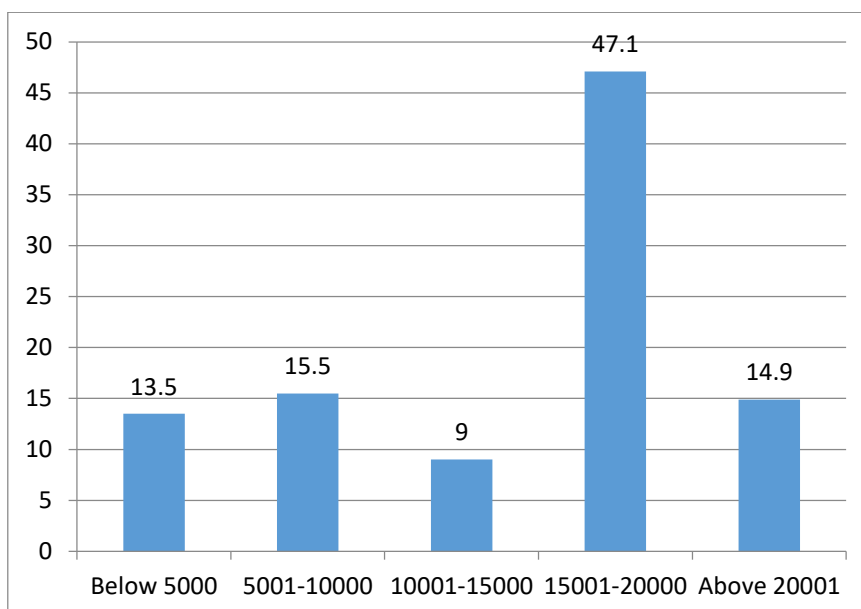
The table no: 4.2 indicates that 107 (69 %) of the women passengers belong to place of residence for rural areas, 48 (31%) of them belong to place of residence for urban areas

**Table No: 4.3**

**Monthly income of the family**

Monthly income	Number of respondents	Percentage
Below 5000	21	13.5%
5001-10000	24	15.5%
10001-15000	14	9.0%
15001-20000	73	47.1%
Above 20001	23	14.9%
<b>Total</b>	<b>155</b>	<b>100.0%</b>

**Figure No 4.3: Monthly income of the respondents**



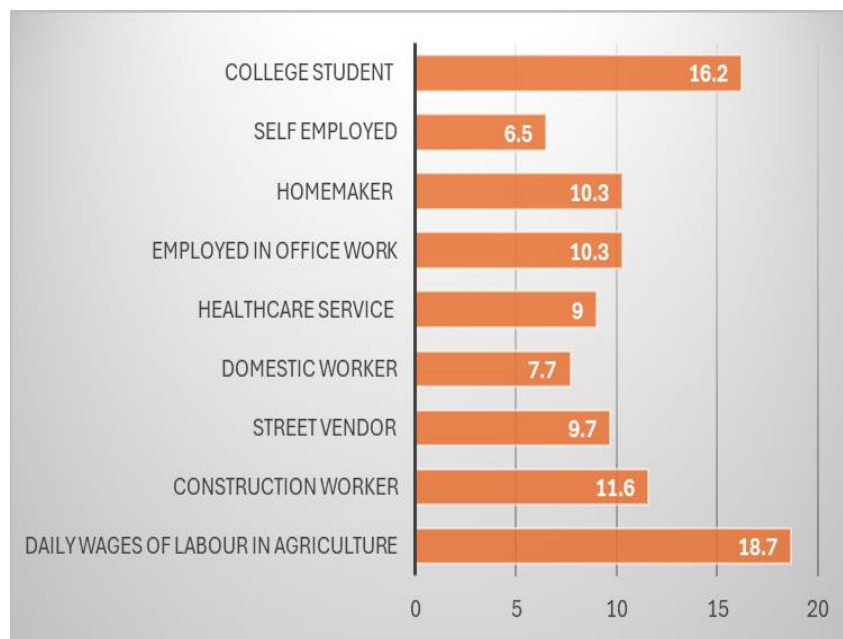
The table no: 4.3 indicates that out of the total respondents taken for the study, 73(47.1%) of the respondents family monthly income 15001-20000, 24 (15.5%) of the monthly income between 5001-10000, 23 (14.9%) of the monthly income between above 20001, 21 (13.5%) of the monthly income between below 5000, 14 (9%) of the monthly income between 10001-15000.

**Table No: 4.4**

**Category of women passenger in zero ticket bus travel scheme**

Category of zero ticket bus travel women passenger	Number of respondents	Percentage
Daily wages of labour in agriculture	29	18.7%
Construction worker	18	11.6%
Street vendor	15	9.7%
Domestic worker	12	7.7%
Healthcare services	14	9.0%
Employed in office work	16	10.3%
Homemaker	16	10.3%
Self employed	10	6.5%
College student	25	16.2%
<b>Total</b>	<b>155</b>	<b>100.0%</b>

**Figure No 4.4: Category of women passenger in zero ticket bus travel scheme**



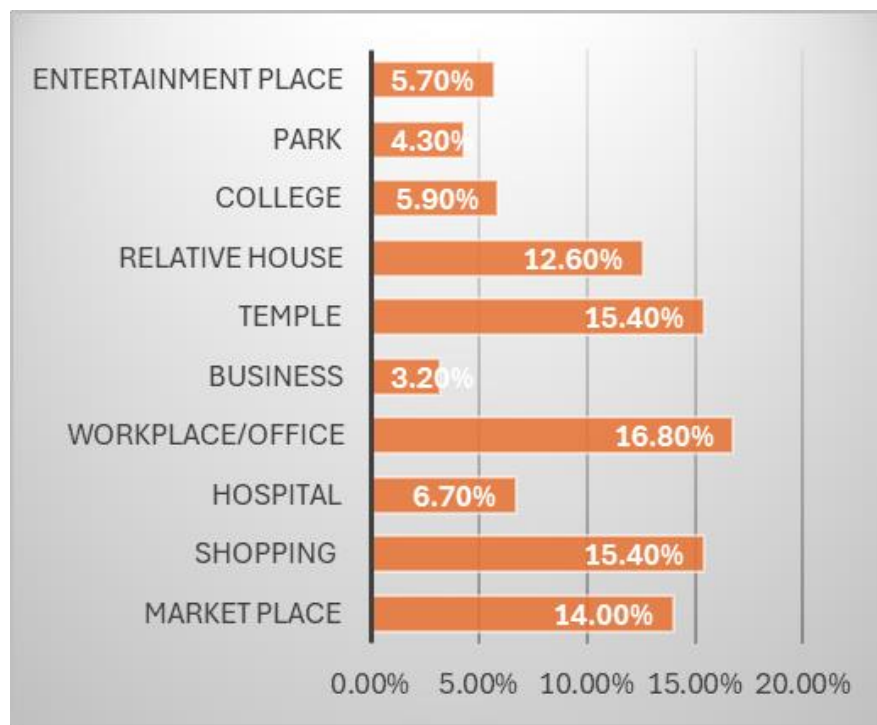
The table no: 4.4 shows that category of women passenger the total respondents taken for the study 29 (18.7%) of respondent are daily wages of labour in agriculture, 25 (16.2%) of respondent are college student, 18 (11.6%) of respondent are construction worker, 16 (10.3%) of respondent are employed in office work and homemaker, 15 (9.7%) respondent are street vendor, 14 (9.0%) of respondent are healthcare services, 12 (7.7%) of the respondent domestic worker, 10 (6.5%) of respondent are self employed.

**Table No: 4.5**

**Purpose of travel women passengers in zero ticket bus travel scheme**

Purpose of travel	Number of responses	Percentage
Market place	88	14.0%
Shopping	97	15.4%
Hospital	42	6.7%
Workplace/office	86	16.8%
Business	20	3.2%
Temple	97	15.4%
Relative house	99	12.6%
College	37	5.9%
Park	27	4.3%
Entertainment place	36	5.7%
<b>Total</b>	<b>629</b>	<b>100.0%</b>

**Figure No 4.5: Purpose of travel women passengers in zero ticket bus travel scheme**



From the table no: 4.5 shows that the total respondents taken for the study, 86 (16.8%) of purpose travel from workplace/office, 97(15.4%) of respondent purpose of travel from shopping and temple, 88(14%) of respondent purpose of travel from market place, 99(12.6%) of respondent purpose of travel from relative house, 42( 6.7%) of respondent purpose of travel from hospital, 37( 5.9%) of respondent purpose of travel from college, 36(5.7%) of respondent purpose of travel from entertainment place, 27( 4.3%) of respondent purpose of travel for park, 20( 3.2%) of respondent purpose of travel from business.

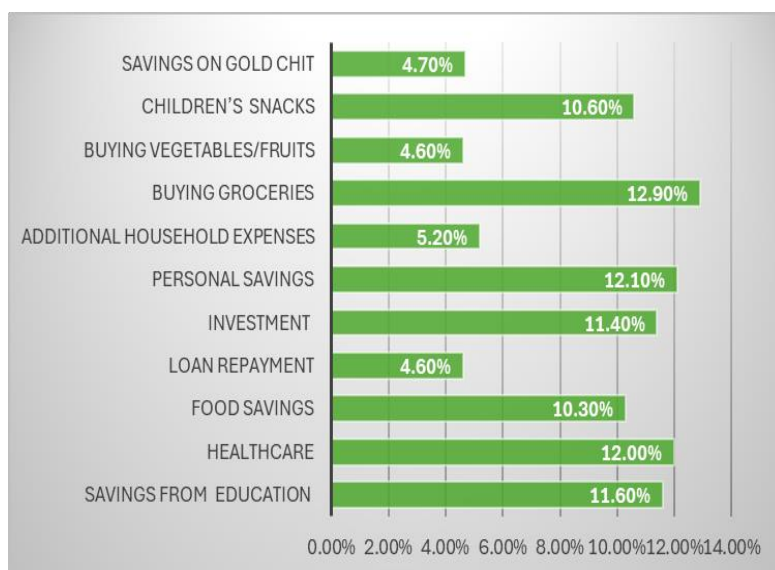
**Table No: 4.6**

**The savings from zero ticket bus travel scheme are is being used**

Use of travel	Number of respondent	Percentage
Savings from education	132	11.6%
Healthcare	137	12.0%
Food savings	118	10.3%
Loan repayment	52	4.6%
investment	130	11.4%
personal savings	138	12.1%
additional household expenses	59	5.2%
buying groceries	147	12.9%
buying vegetables/fruits	53	4.6%
Children's snacks	121	10.6%
savings on gold chit	54	4.7%

<b>Total</b>	<b>1141</b>	<b>100.0%</b>
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**Figure No 4.6: Savings from zero ticket bus travel scheme are being used**



The table no: 4.6 indicates that out of the total respondents taken for the study, 147(12.9%) of women passengers are savings will be used for buying groceries, 138 (12.1%) of women passengers are savings will be used for personal savings, 137(12 %) of women passengers are savings will be used for healthcare, 132(11.6%) of women passengers savings will be used for savings from education, 130( 11.4%) of women passengers savings will be used for investment, 121(10.6%) of women passengers savings will be used for children's snacks, 118(10.3%) of women passengers savings will be used for food savings, 59(5.2%) of women passengers savings will be used for additional household expenses, 52(4.6%) of women respondent will be used for loan repayment, buying vegetables/fruits, 54(4.7%) of women respondent savings will be used for savings on gold chit.



**Chi-square Test:**

**Table No: 4.7**



### Per day for travelled in zero ticket bus travel scheme

#### Chi-square

**H<sub>1</sub>:** There is no significant association between age group and number of trips in per day in zero ticket bus travel scheme

	Value	Df	Asymptotic Significance (2-sided)
Pearson Chi-Square	26.408 <sup>a</sup>	12	.009
Likelihood Ratio	28.892	12	.004
Linear-by-Linear Association	2.609	1	.106
N of Valid Cases	155		

The table no: 4.7 shows that analysis of association through chi square between age group of women passenger and number of travel in zero ticket bus travel scheme. The p value is less than the significant value 0.05 (0.009). hence, the null hypothesis is rejected and it is found that there is associate between age and number of trips per day in zero ticket bus travel scheme in women's passenger.

#### ANNOVA:

**Table No: 4.8**

#### Personal factors and Average savings per month with the help of zero ticket bus travel scheme

**Hypothesis:** There is no significant difference between the personal factors of the respondents on their average savings per month with help of zero ticket bus travel scheme.

The table 4.9 describes the results of ANOVA in terms of personal factors, sources of variation, sum of squares, degrees of freedom, mean sum of squares, F value, P value, and their significance on the average savings per month of zero ticket bus travel scheme.

Personal factors	Source of variation	Sum of squares	Degrees of freedom	Mean sum of squares	F values	P values	Significant/not significant
Age	Between groups	8.554	3	2.851	4.793	.003	Significant
	Within groups	89.833	151	.595			
	Total	98.387	154				
Place of residence	Between groups	2.382	3	.794	3.898	.010	Significant
	Within groups	30.754	151	.204			
	Total	33.135	154				
Education Qualification	Between groups	23.878	3	7.959	4.615	.004	Significant
	Within groups	260.406	151	1.725			
	Total	284.284	154				
Marital status	Between groups	2.428	3	.809	3.887	.010	Significant
	Within groups	31.443	151	.208			
	Total	33.871	154				
Monthly income of the family	Between groups	43.269	3	14.423	10.292	.000	Significant
	Within groups	211.608	151	1.401			
	Total	254.877	154				

Note S-significant (p value  $\leq 0.05$ ) NS- not significant (p value  $> 0.05$ )

It is found from the table no: 4.8 that the hypothesis is rejected(significant) in five cases

it is concluded that age, place of residence, education qualification, marital status, monthly income of the family have significant influence on average savings per month of zero ticket bus travel scheme.

## CONCLUSION:

This study explains the Zero-ticket bus travel scheme in Tamil Nadu represents a significant step towards women's empowerment and social inclusion. By providing free bus travel for women on government-operated buses, the initiative addresses transportation barriers, promotes economic independence, enhances safety and security, and fosters social inclusion. Moreover, it encourages sustainable transportation practices and enables women to access employment, education, healthcare, and leisure opportunities more easily. From the detail research on this scheme enhancing the facilities and safety features it will leads to the one of the predominant transport method for the economic growth and women's empowerment. And also it will be the best Platform for the entire women's society to grow their wealth and responsibilities. Overall, the scheme not only improves women's quality of life but also contributes to building a more equitable and inclusive society in Tamil Nadu.

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