

A Study on Utilisation on Vidiyal Payanam with Special Reference to Udumalpet

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ABSTRACT

Women empowerment in India focuses on improving women's social, economic, and political status to achieve equality and dignity. The Tamil Nadu the Government has initiated various programs to enhance the women empowerment. One of the best scheme was zero bus ticket had introduced our honourable chief minister. He has put a first sign in this scheme in the year 2021. The main objectives of the scheme is to women mobility, engaged in work force, to remove gender equity and to independent in the society. In the year 2023 ZTBT renamed as vidiyal payanam. This research paper was analyse the satisfaction levels of women passengers utilizing the Vidiyal Scheme in Udumalpet town. The research paper focuses on satisfaction level, income opportunities and understand the socio-economic characteristics for the purpose the researcher undertake a sample size 160 respondents from the study area. A well-structured questionnaire was used to collect data from respondents who have used the Vidiyal Scheme by using convenient sampling technique. The research paper has a positive impact of usage of the scheme. This scheme aims to directly or indirectly enhance the women status and empower the women in this society.

Key Words: Vidiyal Payanam, Governement Scheme

INTRODUCTION

The transportation system has high importance to all of society. Transportation plays a vital role in connecting people it refers to a vehicle carrying some person or something from one place to another place. Gender justice has been a cornerstone of several social justice measures undertaken by the Government of Tamil Nadu over the past 50 years. In an ancient period women are not came out from home. In india Traditionally women have secondary role in every household. Since Independence, policy makers been a priority in welfare of women. Empowerment of women involves many things such as economic opportunity, social equality and personal rights this related to there has been a remarkable shift. Our Tamil nadu government had approached to women's issues from welfare to development. Women empowerment focuses on improving women's social, economic, and political status to achieve equality and dignity. This involves promoting education, healthcare, and economic independence, along with addressing gender-based violence and inequality. The Tamil Nadu government under the Department of Social Welfare and Women Empowerment announced a scheme whereby women travellers can travel without paying any fare in government-run normal-fare buses (for short distances of up to 30 kilometers) in cities and towns in the state. Our honourable chief minister MK Stalin was launched Zero Ticket Bus Travel Scheme for women in 2021. This vidiyal payanam scheme is one of the social welfare schemes that encourage women to participate more actively in work and reduce their dependency on private mobility. The Zero Ticket Bus Travel Scheme renamed as Vidiyal Payanam. Tamil Nadu government initiative that provides free bus travel for women in ordinary city buses. This scheme aims to directly or indirectly enhance the women status and empower the women in this society. So this study has decided to compare the economic benefits of women passengers in the rural and urban areas of Tamil Nadu.

REVIEW OF LITERATURE

Anu Prashanthi et.al (2025) Passenger Satisfaction On Zero Ticket Bus Travel Scheme A tamil nadu government initiative” the study mainly focuses on women empowerment scheme. The objective of the study was to understand the satisfaction and impact of scheme among women. The researcher collected sample from 150 respondents from Coimbatore District by adopting purposive sampling methods was used to analyse the collected data. The study concluded that the Zero Bus Ticket Travel scheme had a positive impact on the study area.

Gomathi and Revathy (2024) Their study on "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 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.

Kanakamalini and Gopinath(2023) their article on “Karnataka’s Shakti Scheme: Women Reclaiming Public Spaces and Mobility” intends to analyse the need for and impact of the ‘Shakti’ scheme. This is also an attempt to examine the need for the ‘Gruhalakshmi’ guarantee scheme. This paper analyses the socio-economic impact of the ‘Shakti’ scheme in the backdrop of the various critical comments received after its launch. It examines Karnataka’s declining female labour force participation and the factors contributing to it. It also makes a note of the nature of women’s unpaid household labour. It examines the two major factors, viz. economic dependency and economic security. It underscores the various factors obstructing the mobility of women in public places. One of the unique aspects of this paper is its exploration of folklore in order to understand and identify the type of barriers to women’s access to public spaces and mobility. The article traces the trajectory of women’s restricted presence in public spaces.

Objectives of the Study

- To understand the socio- economic characteristics of the respondents.
- To explore nature of employment and income opportunities through the scheme.
- To analyze the level of satisfaction of women’s passengers towards zero ticket bus travel scheme.

METHODOLOGY

Descriptive survey design was used to assess the economic impact of Vidiyal Payanam scheme among women passengers The study will compare economic indicators before and after the scheme’s introduction to assess its effectiveness among residents of Pallapalayam.

Primary Data

In this study primary data was collected from the sample women respondents through a well-structured questionnaire. The questionnaire was prepared with guidance of the experts in the relevant field. Necessary corrections were made in the questionnaire to complete the research work successfully.

Sampling Technique

The population for the study is women passengers travelling through TNSTC and availing Vidiyal Payanam Scheme at Pallapalayam village in Udumalpet Taluk, Tirupur District. The sampling unit implies that the

respondents those who are using TNSTC free bus scheme. The researcher collected data from 160 women respondents were selected at random by using convenient sampling technique.

Data Analyses and interpretation

Table No. 1 Demographic factor

Variables	No. of respondents	Percentage
Age group		
21-30	67	41.9
31-40	35	21.9
41-50	41	25.6
50-60	17	10.6
Marital Status		
Married	125	78.1
Unmarried	35	21.9
Religion		
Hindu	151	94.4
Muslim	3	1.9
Christian	6	3.8
Educational Qualification		
SSLC	68	42.5
HSC	42	26.3
UG	33	20.6
PG	17	10.6
Place of Residence		
Rural	142	88.8
Urban	17	11.2
Occupational status		
Daily Wage Labourer in Agriculture / Construction	86	53.8
Factory Work	7	4.4
Street Vendor	5	3.1

Self-employed (other than street-vending)	1	0.6
Employed in Retail Service	5	3.1
Health care Services (including Anganwadi workers)	1	0.6
Employed in office Work	2	1.2
Professional	4	2.5
Housekeeping work in firms	5	3.1
Others	44	27.5
Family Income (per Month)		
Below 10000	4	2.5
10000-15000	146	91.3
15000-20000	7	4.4
20000-25000	1	0.6
Above 25000	2	1.3
Number of Members in a family		
2-4	155	96.9
4-6	4	2.5
Above 6	1	.6
Total	160	100

Source : Primary data

The above table indicate that 41.9 per cent of the respondents age group between 21- 30years, 78.1 per cent of the respondents were married,94.4 per cent of the respondents were belongs to Hindu religion.42.5 per cent of the respondents educated up to SSLC level, 88.8 of the respondents resided at rural area , 53.8 per cent of the respondents were engaged in daily wages especially agricultural and construction,91.3 per cent of the respondents earned monthly income between Rs.10000 to 15000 and 96.9 per cent of the respondents family member between 2-4.

Table No.2 Usage of Vidiyal payanam scheme

Variables	No. of respondents	Percentage
Purposes of Travel		
Workplace\Office	114	71.3
Hospital	2	1.2

Shopping	10	6.3
Temple	7	4.4
Relative house	7	4.4
College	20	12.5
Distance of Travel		
Below 2 Kilometres	2	1.3
2-4 Kilometres	75	46.9
4-6 Kilometres	75	46.9
6-8 Kilometres	2	1.3
8-10 kilometres	3	1.9
Above 10 kilometres	3	1.9
Frequency of Travel		
Twice	159	99.4
Four times	1	0.6
Number of Trips Increased after Vidiyal Payanam Scheme		
Remains the Same	31	19.4
Number of Trips increased	129	80.6
Interaction with Fellow Passengers		
Yes	66	41.3
No	34	21.3
To some extent	60	37.5
spend on Traveling Minutes		
Below 15 Minutes	2	1.3
15-30 Minutes	78	48.8
30-45 Minutes	77	48.1
Above 45 Minutes	3	1.9

Source : Primary data

The above table reveals that 71.3 per cent of the respondents were used Vidiyal payanam scheme for going to work place, 46.9 per cent of the respondents are travelling 2-4 kilometres and 4-6 kilometres respectively.

Majority 99.4 per cent of the respondents travel twice in a day , 80.6 per cent of the respondents states that number of trips of travel has been increased after introducing the scheme. , while traveling 41.3per cent of the respondents were interaction with fellow passengers 48.8per cent of the respondents travelling duration is 15-30 minutes in a day.

Table No: 3 Amount Savings per Month from Vidiyal Payanam Scheme

Amount Savings Per Month	Number of the Respondents	Percentage
Below 1000	7	4.4
1000-1500	151	94.4
1500-2000	2	1.3
Total	160	100.0

Source : Primary data

It is stated in the above table that 94.4 per cent of respondents are able to save Rs.1000-1500 per month by using Vidiyal PayanamScheme.4.4 per cent of them are able to save less than Rs 1000 per month. Only 1.3per cent of respondents are able to save as Rs 1500-2000 per month.

Table No:4 Financial Priorities and Savings Allocation through Vidiyal Payanam Scheme

Financial Priorities and Savings Allocation	Number of the Respondents	Percentage
Food Expenditure	6	3.8
Health Care & Maintenance	5	3.1
Loan repayment	29	18.1
Personal saving	118	73.8
Recreation expenditure	1	.6
Children's Snacks	1	.6
Total	160	100.0

Source : Primary data

It is inferred from the table that,73.8 per cent of the respondents are use their savings for personal savings purpose.18.1per cent of respondents allocated for loan repayment, only 3.8per cent of respondents allocated for food expenditure and 3.1 per cent of respondents allocated for health care & maintenance and each 0.6 per cent of the respondents are recreation expenditure and children's snacks

Table No: 5 Level of Satisfaction

Level of Satisfaction	Number of the Respondents	Percentage
Average	8	5.0
Good	57	35.6

Very good	65	40.6
Excellent	30	18.8
Total	160	100.0

Source : Primary data

It is inferred from the table that, 95 per cent of respondents are satisfied with the service.40.6 per cent of respondents rate their experience as "Very Good", the highest percentage.35.6 per cent of respondents report a "Good" experience, while 18.8 per cent say it's "Excellent". Only 5 per cent of respondents express an "Average" level of satisfaction.

Hypothesis:

Chi-Square:

Ho: There is no significant association between age group and number of trips in a day

The table following that presents the results of a Chi-Square test conducted to examine the relationship between two categorical variables. The key statistical values include the Pearson Chi-Square, Likelihood Ratio, and Linear-by-Linear Association, with their corresponding degrees of freedom (df) and significance values (Asymp. Sig).

Chi-Square Tests

	Value	Df	Asymp. Sig. (2-sided)
Pearson Chi-Square	1.397 ^a	3	.706
Likelihood Ratio	1.750	3	.626
Linear-by-Linear Association	1.005	1	.316
N of Valid Cases	160		

The above table shows that Pearson Chi-Square test statistic is 1.397 with 3 degrees of freedom, and the associated p-value is .706. Since the p-value is greater than the conventional significance level (typically 0.05), we fail to reject the null hypothesis. This suggests that there is no statistically significant association between the two categorical variables. The Likelihood Ratio test also produces a non-significant result ($p = .626$), reinforcing the conclusion that the variables do not exhibit a significant relationship. This test assesses whether there is a trend or linear association between the variables. The p-value (.316) is above 0.05, indicating no significant linear relationship. The total number of valid observations in the analysis is 160, ensuring an adequate sample size for the Chi-Square test.

Anova:

Ho: There is no significant difference between the demographic factors of the respondents and on their average savings per month

Anova Table

The table presents the results of an ANOVA test conducted to assess the impact of various personal factors on different dependent variables. The key statistics include the sum of squares, degrees of freedom (df), mean sum of squares, F-values, and significance levels (p-values). The F-value determines whether there is a statistically significant difference between groups, with significance assessed at the conventional threshold of 0.05.

Personal Factors	Source of Variation	Sum Squares	Degrees of Freedom	Mean Sum of Squares	F values	Significant/ Not Significant
Education	Between group	93.694	3	31.231	64.703	*
	Within group	75.299	156			
	Total	168.994	159	483		
Religion	Between groups	137	2	.069	.423	**
	Within groups	25.457	157			
	Total	25.594	159	.162		
Occupation	Between group	113.257	2	56.628	2.368	**
	Within group	3753.937	157			
	Total	3867.194	159	23.910		
Marital Status	Between groups	24.581	1	24.581	1405.542	*
	Within groups	2.763	158			
	Total	27.344	159	.017		
Interaction with passengers	Between groups	2.867	5	.573	.719	**
	Within groups	122.908	154			
	Total	125.775	159	798		
Minutes Spent	Between groups	47.379	3	15.793	533.881	*
	Within groups	4.615	156			
	Total	51.994	159	.030		
Kilometres Travel	Between groups	20.931	2	10.465	20.786	*
	Within groups	79.044	157			
	Total	99.975	159	.503		
Number of trip Increased	Between groups	3.964	6	.661	4.164	**
	Within groups	24.279	153			
	Total	28.244	159	159		

* Significant

** Not Significant

The table presents the results of an analysis of variance (ANOVA) examining the impact of personal factors on the Vidiyal Payanam scheme. The significant factors influencing the scheme's effectiveness include education (p-value = 0.000), marital status (p-value = 0.000), minutes spent (p-value = 0.000), and kilometers travelled (p-value = 0.000). Conversely, factors such as religion (p-value = 0.656), occupation (p-value = 0.097), Number of trip increased (p-value = 0.001), and interaction with passengers (p-value = 0.610) did not significantly impact

the scheme. These findings suggest that the Vidiyal Payanam scheme's success is influenced by various personal factors, which should be considered for its effective implementation.

FINDINGS OF THE STUDY

- 41.9 per cent of the respondents age group between 21- 30years, one third of the respondents(78.1 per cent) were married,
- Majority (94.4 per cent) of the respondents were belongs to Hindu religion.
- Under educational qualification 42.5 per cent of the respondents educated up to SSLC level,
- Majority (88.8 percent) of the respondents resided at rural area.
- Half (53.8 per cent) of the respondents were engaged in daily wages especially agricultural and construction.
- In the study area majority (91.3 per cent) of the respondents earned monthly income between Rs.10000 to 15000
- 96.9 per cent of the respondents family member between 2-4.
- 71.3 per cent of the respondents were used Vidiyal payanam scheme for going to work place
- 46.9 per cent of the respondents are travelling 2-4 kilometres and 4-6 kilometres respectively.
- Majority 99.4 per cent of the respondents travel twice in a day.
- 80.6 per cent of the respondents states that number of trips of travel has been increased after introducing the scheme.
- While traveling 41.3per cent of the respondents were interaction with fellow passengers 48.8per cent of the respondents travelling duration is 15-30 minutes in a day
- 94.4 per cent of respondents are able to save Rs.1000-1500 per month by using Vidiyal PayanamScheme.
- One third (73.8 per cent) of the respondents are use their savings for personal savings purpose
- Majority (95 per cent)of respondents are satisfied with the service.

Suggestions

- The necessary measures could be taken to maintain cleanness in the free buses.
- The government increase the frequency during peak hours.
- The buses may follow the correct time for pickup and drop at regular stops.
- The negative attitudes of drivers and conductors could be avoided when they interact with women passengers availing the ZTBT scheme.
- Passenger grievance cell may be formed to solve the grievance of passengers received through mail, complaint box and toll-free number.

CONCLUSION

Empowering women to participate fully in economic life across all sectors is essential to build stronger economics, achieve internationally agreed goals for development and sustainability, and improve quality of life. There have been a number of initiatives involving women in the road of construction and maintenance of welfare schemes. The ease and safety of travel can encourage greater numbers of women to take wage employment that requires them to commute or travel. The Zero Ticket Bus Travel Scheme is fully accepted by the public.

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