

An Analysis on the Participation of Bicycle Users Under the Government Schemes in and Around Tiruchirappalli District

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Abstract

This study reveals the participation of bicycle users to promote cycling. In India, the usage of bicycles in several ways like primary transportation, relaxation, fitness, and social status. In addition, the government has to be encouraging cycling among the people to improve society in economic and environmental ways. There are several schemes for developing the culture of using the bicycle more than the motorized vehicles. The importance of female users using the bicycle rather than the males are significantly needed to develop the society. The study was conducted in and around Tiruchirappalli over 46 active cyclists are a response to the questionnaire. As a result, the female is predominately using the bicycle to reach the educational institute like schools, colleges, etc., with this the also able to get the depends upon the qualification. This will directly make an impact on the economic growth of the family and the society by adding the advantage of maintaining the environment as emission-free.

Keywords: economic growth, government, improve society, environmental areas and pollution

Introduction

Nowadays the most annoying element that the arena could face it's far worldwide warming, exhaustion of herbal assets, uncommon alternate in climate like environmental issues. The person is the kind to get the maximum result in minimal time. According to WHO said in India, due to air pollution 5, 27,700 deaths take place each 12 months, and 21 percentage of communicable diseases are spread through water pollutants (Mannarswamy, S. 2011). This changes the mainstream issue and customers are concerning automatically about the environment (Krause, 1993).

The global schooling coverage's number one purpose is to reduce the gender gaps who are all enrolled in the faculties over the last decade. This would be the United Kingdom's Millennium improvement dreams. Several rules are implemented to elevate woman's education in developing countries. Direct benefits of education and lowering the fees of attending the college are the two most important elements more focused. Conditional cash switch (CCT) to the beneficiary is the more distinguished scheme to call for-facet interferences. This scheme could affect ladies' enrollment in schools is will increase. The development of the scheme has been continuously made to lessen the gender gaps in primary education, and secondary education has a extensive gap with a clean growth in kids (Fiszbein, Ariel, and Norbert Schady. 2009). This sort of scheme isn't always handiest value-powerful for increasing college enrollment and additionally gives economic guide to the households (Dhaliwal et al. 2012; Pritchett 2012).

There are many scopes for using cycling in each day tour attention on delivery and environmental regions. Cycling through the kids keeps them greater physical activity and makes them healthier. The adults and elders are also get benefited from cycling to maintain themselves healthier. (Trapp et al., 2011), (Beenackers et al., 2012). But, using

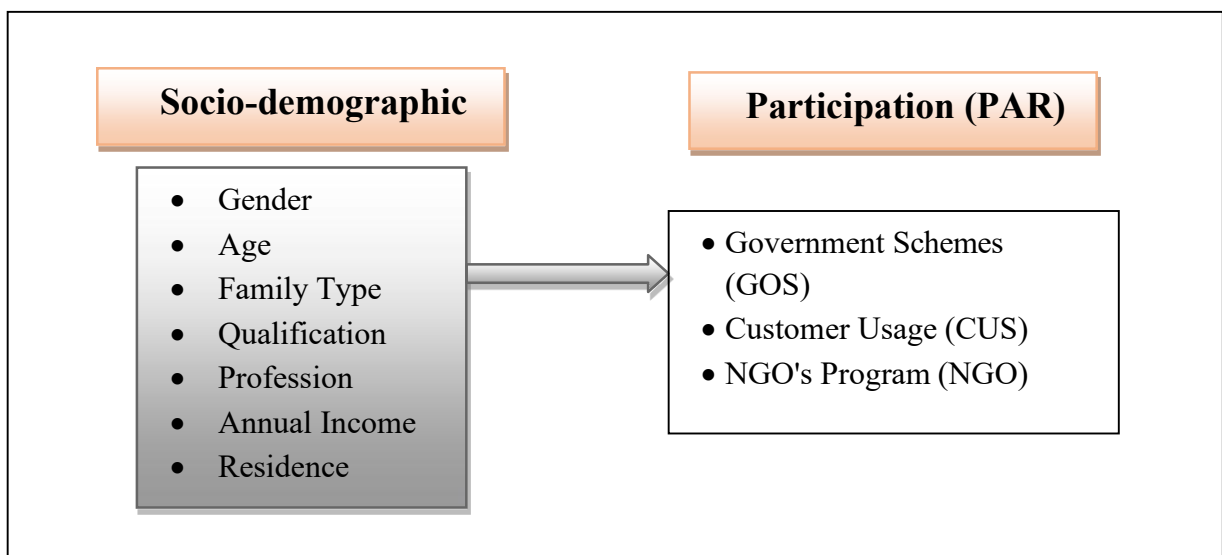
biking is the marginal element of delivery and fitness schemes. The city facet cycling for the shorter distance the lower in air pollution.

Research Methodology

An extensive review of literature on the concepts of **PAR** and analysis of research developments in the field of Customer Perception in the Central District of Tamil Nadu. A research methodology was framed to answer the research questions raised in the study.

The proposed model considers Socio-demographic variables as Independent Variables (IV) and PAR - GOS, CUS & NGO as the Dependent Variable (DV).

Conceptual Framework



Hypothesis

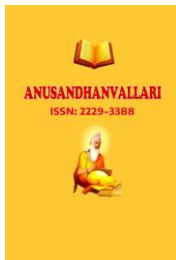
Based on the review of the literature, the following main and supportive hypotheses were formulated to meet the research questions.

H1: There is a significant relationship exist between socio-demographic data and participation (PAR) in the usage of bicycles.

The significant hypothesis has tested the relationship between the various dimensions of socio- demographic variables like gender, age, family type, qualification, profession, annual income, and residence with the dimensions of participation in government schemes, customer usage, and NGO's program.

Data Samples

The study was conducted among bicycle users in and around the central district of Tamilnadu provided with the questionnaire. 46 respondents supported the study.



Statistical Implements

From the collected samples the data has been statistically analyzed using Anova Test. The SPSS version 18.0 was used in testing the hypothesis.

Results And Discussion

To examine the relationship between dimensions of the socio-demographic and dimensions of participation (PAR), using ANOVA Test.

Table 1

ONE WAY ANALYSIS AMONG RESPONDENTS' AGE AND CUSTOMER USAGE

	Sum of Squares	df	Mean Square	F	Sig.
Between Groups	5.468	3	1.823	4.150	.007
Within Groups	65.000	148	.439		
Total	70.467	151			

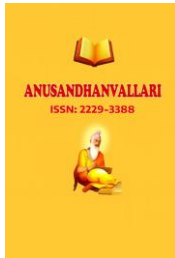
There is a significant difference between the age of the bicyclers and the customer usage of the respondents. The majority of the bicyclers are using a bicycle for leaving from home, going for work, typical journey time. The bicycles do not cycle in opposite direction in the traffic times. The bicycler drives cycle even on holiday. In the 21-30 age group the bicycle users are a major part of the study. Among them, they are using the bicycle in their day-to-day life for covering the shorter distance and to the reach of other modes of transportation.

Table 2

ONE WAY ANALYSIS AMONG RESPONDENTS' GENDER AND CUSTOMER USAGE

	Sum of Squares	df	Mean Square	F	Sig.
Between Groups	4.710	1	4.710	10.744	.001
Within Groups	65.757	150	.438		
Total	70.467	151			

There is a significant difference between the gender of the respondents and customer usage. Both male and female respondents are using the bicycle for the leaving home, work. They do not cycle in the opposite direction in the traffic. Most of the respondents are using the modes of transportation like a personal passenger vehicle, bicycle, walking, personal mobility device, and bus.

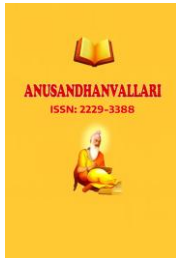


Conclusions

Bicycles are an easily accessible and economical mode of transportation. The females using the bicycle is more sustainable than males. In the adolescent age, the females are using the bicycle to reach school and college. This will develop the society by the means of education, economic conditions, and the environment also. The males are primarily using the bicycle for reaching to work. The environmental conditions are changed when the usage of bicycles is increasing. The air emitted from the motor vehicles are reduced through using bicycle.

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