

A STUDY ON TRANSPORT FACILITIES FOR SCHOOL STUDENT IN THENI DISTRICT

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Abstract

This scope of this paper is to present under the topic "A Study on transport facilities for School Students in Theni District". The role of transport is very important both students and Education so that this paper explores the transport facilities provided by the government for to create a good citizen to the world. Student transport is the transporting of children and teenagers to and from schools and school events. School transport can be undertaken by school students themselves. They may be accompanied by family members or caregivers or the transport may be organised collectively, using or taxis. In Theni District Primary School is 421, Middle Schools in Theni District is 108, Senior Secondary schools in Theni District is 100 and Higher Secondary School in Theni District are 712. Total number of Schools in Theni District is 1341. Many students are come to School by way of Town bus.

Keywords: History of Transportation, Transport System in India, importance and Types of transport, Mode of transport, Review of literature, Scope, Objectives, Tools for Analysis

Introduction

Transportation plays a very important role in the economic development of a nation. It is correct to say, "If agriculture and industry are the flesh and bones of the country, transport is the nervous system of the same. According to Lionel Robbins, "Transport industries which undertake nothing more than the mere movement of persons and things from one place to another have constituted one of the most important activities of men in every stage of advanced civilization". Goods produced in factories or produces grown in the fields are not consumed at the place of their origin. Transport moves the goods from those places where they are abundant, to those places where they are scare. Transportation is a necessary function of marketing, because markets are located far from the areas of production. They require some kind of transportation creates place utility. All the goods are not consumed where they are produced and all the goods are not consumed in the same period of their production. The purpose of the production will be achieved only if it reaches the hands of the consumers. As such transportation of goods from the place of production to the place of consumption is also a stage of production. Thus transportation creates place and time utility.

History of Transportation

The most primitive means of transport are human beings. Due to the increase in the activities of man, he took a forward step. Domestic animals as, ass, camel, elephant, horse, bullock etc., were used for transportation goods. Then were introduced wheeled carts. It was an important development in the history of transport. But the progress in transportation was very slow before the industrial revolution. After the industrial revolution in the 18th century, there occurred a revolutionary change in each and every sphere of the economy. Due to that, there is increase in the production. Increase in trade to increase in the transportation system. From 1825 to 1840 railways were introduced and improved in

many countries of the world. Ocean transport also increased due to the mechanical and invention of diesel engine. In the early stages ships were built with wood and iron. But after 1970 steel has been used. Then motor vehicles have been used. In this modern time air transport has increased very much.

Transport System In India

Development of a country not only depends upon the production of goods, and services but also on an efficient means of transport. It help to move material to the point of production and goods to the point of consumption. A dense and efficient network of transport is essential to promote social cohesion and to accelerate economic prosperity. It also ensures security and territorial integrity. India is closely connected with the world countries by means of fast moving transport.

Importance of Transport

Man produced everything he needed before man understood the merits of division of labour. Man was self-sufficient and not required any help of transport. As time passed specialisation separated the producer and the consumer. Modern trade industry depends largely on transport and transport brings together the producer and the consumer. Transport helps to movement of person and things from one place to another. It reduces the distance between the consumer and the producer. It helps in specialisation and large-scale production.

Types of Transport

Road Transport

It is the oldest system. It occupies a prominent place, necessary to everyone. The importance of the road as described by an author is: "the road is in every truth one of the great fundamental institutions of mankind. Its history dates back to the dawn of recorded history and beyond. Its beginning is almost instinctive with man's first quest in search of food, water, plunder or sheer adventure. It develops with man's advance; it retrogrades with the breakdown of the social order. A people without roads will be a people without intercourse with the outside world without the attributes of civilisation. Man, the road builder, cannot be separated from man, the builder of civilisation. "Now -a-day's road transport is thoroughly revolutionised. There are different categories of road transport. They are national highways, state highways, major district roads and village roads.

Water Transport

Water transport is cheaper when compared to other modes of transport. It is cheap because there is need for highway lines. It is the oldest means of transport. It was used for bulk goods and low grade goods in the olden days. But now it is used for traffic and for transportation of all kinds of goods. It also carries bulky goods over long distances, much longer than railways. It is the transport which led to the discovery of several continents. It leads to the development of world trade.

Air Transport

Distances are shrunk due to the invention of air transport and credit goes to Wright Brothers. It is a gift to the community in the 20th century. Air transport is the most advanced mode of transport. After the two World Wars, it has developed vastly. Air transport has developed so much that it is able to compete with the railways. It is increasingly adopted in the U.S.A., Germany, United Kingdom etc.

Choice of Mode of Transportation

There are many means of transport. There are several national and international means of transport. It is the marketer who has to select the best mode of transport. There are merits and demerits for each means of transport. The marketer must prefer the transport system which is economical and convenient for him. Transportation cost is the highest i.e., about 45% of the total distribution cost. Transportation medium is the main problem in deciding the marketing system. The

marketing manager must select the appropriate means of transport. He must decide by considering the following factors:

- ◆ Usefulness or combination of modes.
- ◆ Specific carriers.
- ◆ Own or lease transportation.

Review of Literature

- **Holtzhausen and Abrahamson (2011)** provide an account of how Cape Town Metropolitan Municipality has responded to the increased public transport functions which have been devolved to it. Their account highlights the complex challenges faced in adapting institutional structures to be able to deliver on increased transport responsibilities as national government maintains control of rail planning and operations and subsidy schemes.
- **Kane (2002)** has called for more research to be undertaken to better understand how local governments can respond to a transport environment that remains institutionally fractured, where rail subsidies and operations remain national government responsibility whilst transport planning and operations have been largely devolved to the local level.
- **Wilkinson (2002)** in his paper on integrated planning at the local level flags the issue around the ill alignment of the transport planning process and the Integrated Transport Plan (ITP) relative to the urban planning process and the Integrated Development Plan (IDP) and argues that the formation of transport authorities runs the risk of further entrenching this divide.

Statement of the Problem

The present study seeks to address a number of factors and unexplained occurrences present in the transport facilities to school students. The main objective of this research is to study, analyse and assess and study transport facility for school students in Theni district customer and develop a conceptual framework of satisfaction from the perspective of the students, guided by the basic concepts and principles in Transportation. This study also aims to study and evaluate the links between school students satisfaction level and level of development. In order to do so, the student's satisfaction levels will be assessed using survey that includes parameters that influence much of the satisfaction of the school students. In this research, the focus is on the students facing the level; this will be done by viewing and assessing the opinion and perspective of the school students in relation to satisfaction with different service parameters, and various services provided by the Theni transportation system.

Scope of The Study

The study is based on the Questionnaire method. This study covers the transport facilities for school students in Theni district.

Objectives of Study

For every work there should be an aim. Like that, this study has the following objectives:

- The general profile of the School Students
- The present level of satisfaction of School Students
- To offer the findings and suggestions of the study

Data Collection

Both primary and secondary data used in the present study

Primary data

Collected data through Questionnaire method from various 80 School Students.

Secondary data

Data was collected from various journals, books, magazines

Tools for Analysis

- Percentage
- Likert Scaling Technique

Limitation of the study

- This study has the following limitations:
- The researcher had obtained only 80 questionnaire form the respondents. Hence the findings of the study cannot be generalized
- The study pertains to a certain time period. The result may be valid for over a longer period of time due to fast changing socio-economic and socio-cultural setting in this study area.

Analysis of data

1. Socio Economic status of the respondents

Table :1 Socio Economic status of the respondents

Age of the respondents			
Age		No of Respondents	Percentage
	6Years-10Years	24	30
	11Years-14Years	24	30
	15Years-17Years	20	25
	Above 17Years	12	15
Size of the Family Members			
Family members			
	Up to 4 Members	36	45
	4-6 Members	24	30
	Above 6 Members	20	25
Father Occupation			
Father Occupation			
	Government Sector	16	20
	Private Sector	16	20
	Agriculturist	20	25
	Business	12	15
	Professional	8	10
	Others	8	10
Distance between home and School			
Distance between home and School			
	Below 6 k/m	16	20
	Below 10 k/m	20	25
	Below 20 k/m	32	45
	Above 20	12	15
Mode of Transport			
Mode of Transport			
	Town Bus	36	45
	Mini Bus	28	35
	Others	16	20
Total		80	100

From the above table 1 interpret that majority of the respondents (30%) is under age group of between 6 years - 10 years and 11 years 14 years; Under the family members of the respondents, most of the respondents are (45%) belongs to Up to 4 members ; 25% of the respondents fathers occupation are having the Agriculturist , Majority of the respondents (45%) are having the distance between home and School are Below 20 k/m; 45% of the respondents are going to school by Town Bus.

2. Satisfaction factors Analysis

Most frequently used summated scales in the study of social attitudes follow the pattern devised by Likert. For this reason they are often referred to as Likert-type Scale, the respondent is asked to respond to each of the statements in terms of several degrees, usually five degrees (but at times 3 or 7 may also be used) of agreement or disagreement.

As 5 point Likert scaling technique is used to find out the most influencing factor, points were given as below:

- Very high - 5 points
- High - 4 points
- Medium - 3 Points
- Low - 2 points
- Very low - 1 points

2.1 Satisfaction level of present position of the School students to public transport.

The following Table 2.1 indicates that ranks of level of satisfaction of the respondents. From this table 2.1 Seat facility is the most important factor occupies the first place with the score of 318. First Aid factor is the second rank with the score of 307 and the last place is occupies by the Conductor & Driver Responsibility with the score of 293.

TABLE-2.1

Content	(5)	(4)	(3)	(2)	(1)	Total	Rank
First Aid	32 160	22 88	12 36	9 18	5 5	307	II nd
Seat Facility	28 140	31 124	14 42	5 10	2 2	318	I st
Conductor & Driver Responsibility	22 110	32 128	9 27	11 22	6 6	293	III rd

2.2 Satisfaction level of the security public transport facilities to the school Students.

The following Table 2.2 indicates that ranks of level of satisfaction of the respondents. From this table 2.2 Safety facility factor is the most important factor occupies the first place with the score of 281. Cleanliness factor is the second rank with the score of 278. . The third place is occupies by the Frequency factor with the score of 269 and the last place is occupies by the Cost factor with the score of 262.

TABLE-2.2

Content	(5)	(4)	(3)	(2)	(1)	Total	Rank
Cleanliness	18 90	23 92	26 78	5 10	8 8	278	II nd
Safety	29 145	17 68	14 42	6 12	14 1	281	I st
Frequency	18 90	22 88	16 48	19 38	5 5	269	III rd
Cost	23 115	18 72	8 24	20 40	11 11	262	IV th

Findings

By applying various statistical measures for analyzing the primary data collected from the 80 respondents regarding the transport facilities of the School Students in Theni District, the researcher's findings were:

- Of the 80 respondents selected for the study, 24 respondents belongs to the Age group of 6 years – 10 years and 11 years – 14 years category
- 36 respondents were having family size of Up to 4 members.
- Of the 80 respondents, 20 respondents Fathers Occupation were belongs to the Agriculturist
- 32 respondents were having the distance from home and school belongs to Below 20 k/m category
- Of the 80 respondents, 36 respondents were going to school by Town Bus.

Suggestions

From the above findings the researcher suggests the following points for the improvement of transport facilities for school students.

- ❖ More awareness must be created among the school students in Theni district regarding bus timings.
- ❖ Overall suggestion are to reduce the bus fare for the school students who does not having bus pass.
- ❖ The government should take necessary steps to solve problems of school students.
- ❖ Theni transport systems have to maintain good transport facilities and made more comfortable with their services.
- ❖ Educate more students about various transport services available and how to use them.

Conclusion

This study focused on the Transport facilities to the School students in Theni District. Transport is very important factor for the all School students. The transport system of Theni district has traditionally served as a beneficial one to millions of people especially to school students in rural area. It plays vital role in rural areas. It connects rural areas students with rest of the schools in Theni District. If the above mentioned suggestions are implemented by the transport department, it will increase the number of students to get enter and continue their school studies. It paves way to increase in literacy level in Theni district.

A STUDY ON TRANSPORT FACILITIES FOR SCHOOL STUDENT IN THENI DISTRICT
QUESTIONNAIRE

1. Name of the respondent
2. Sex: Male Female
3. Age
 6Years-10Years 11Years-14Years 15Years-17Years Above 17Years
4. School name
5. Name of the class
6. Size of the family
 Upto 4 members 4-6 members Above 6 members
7. Occupation status of father: Government sectors Private sectors Business Professional Others
8. which school you are studying?
 Government school Government aided Self-finance school Others
9. What is distance between your home and school?
 Below 6 k/m Below 10 k/m Below 20 k/m Above 20 k/m
10. How did you go to school?
 By Town bus By Mini bus Others
11. Are you prefer public transport to go to school? Yes No
12. Is public transport easily accessible for you?
 Yes No
If no, How could it be improved
13. What types of public transport do you use?
 Bus Taxi Others
14. How long time it takes to go to school?
 5mins-10mins 10mins-15mins 15mins-20mins More than 20mins
15. Do you prefer any other transport to go school? Yes No

16. Which kind of transport was very safe & secure to you?

Town bus Share Auto Minibus Others

17. In which facility you satisfied in public transport

Particulars	Very High	High	Medium	low	Very low
First Aid					
Seat					
Conductor & Driver responsibility					

18. Why do you prefer town bus for go to school?

Reasonable Bus Fare Buss Pass Frequently Available Safety measure Better hospitability

19. How many times do you use public transport

Every day Once a week Once a month Others

20. How often do the service buses in your area run:

Every 10 minutes Every half an hour Every hour Others

21. How many you rate the following security public transport

	(5)	(4)	(3)	(2)	(1)
Cleanliness					
Safety					
Frequency					
Cost					

Highly Satisfied (5) Satisfied (4)
 Averagely Satisfied (3) Dissatisfied (2)
 Highly Dissatisfied (1)

22. Do you have any other suggestions to improve the transport facilities to the school Student in Theni.

Reference Books:

1. Modern Banking by R.S.N.Pillai & Bagavathy
2. Marketing by Rajan Nair
3. Teacher in the emerging Indian Society by S.C.Chandha
4. Consumer Behaviour by Dr.M.M.Varma & R.K.Agarwal
5. Marketing Research by G.C.Beri
6. Mass Communication by D.S.Mehta
7. Research Methodology by Tanulingam
8. [WWW.Google.com](http://www.google.com)