Safe Public Transport a means to Empower Women

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• Limited travel choices increase the dependency of women on Public transport - 34% women in Delhi commute to work using buses as compared to 25% men. (Shah.S, 2017).

• 27% working women and 13% non-working women in Delhi see mobility and safety concerns as a major constraint to participating in the workforce. International Labor Organization (ILO), 2011

• Almost 45% of molestation cases take place in public buses. Survey by Delhi Police, 2014.

• Travel patterns of women different to those of men
  – Trip chaining
  – Usually travel with dependents
  – Travel more during off peak hours
  – More concerned about cultural and societal norms
Safety in Public Transport

- Research conducted to understand safety perceptions of women in all 4 legs of the PT journey
- To Identify most unsafe part of women’s transport journey.
- Assess impact of safe public transport on women's economic and social opportunities
Variables Studied

Around 27 parameters examined

• Journey to and from Destination To Stop- Distance to Stop, street lights, Lively Areas (people, shops, markets, residential area, etc.), clear Footpaths, Public conveniences (public toilets, drinking water, etc.), availability of IPT modes, visibility of Police in neighbourhood

• Waiting at the Stop- adequate lighting, Location, Design of stop, CCTV Cameras, Information, police visibility...

• Boarding and Alighting the Vehicle- Step Height, overcrowding entry exit gates, Buses do not stop at designated stops., information display on bus

• Experience inside the Vehicle: Rash Driving, Overcrowding, CCTV cameras, Emergency panic buttons, Women’s Helpline no , Reserved seats for women, Visibility of Security Personnel/ Marshals in vehicles.
Study area and Surveys

• Study conducted in New Delhi covering areas of south and west Delhi

• User perception survey conducted for 247 females
  1. Students (86no- captured in educational campus),
  2. Working women (78 captured at work locations) and
  3. Non working women (83 captured in residences)

• FGD also conducted for working women from low income groups.
Results - Important satisfaction analysis

I. Journey to /from Stops to Destination

I. Students

Q1: Availability of Autos/ Rickshaws
   - 0.686, 0.826

Q2: Presence of Footpaths
   - 0.256, 0.477

Q3: Presence of Public conveniences
   - 0.198, 0.116

Q4: Walking distance till nearest stop
   - 0.535, 0.698

II. Working Women

Q1: Availability of Autos/ Rickshaws
   - 0.744, 0.667

Q2: Presence of Footpaths
   - 0.885, 0.192

Q3: Presence of Public conveniences
   - 0.564, 0.205

Q4: Walking distance till nearest stop
   - 0.577, 0.513

III. Non-Working Women

Q1: Availability of Autos/ Rickshaws
   - 0.747, 0.855

Q2: Presence of Footpaths
   - 0.855, 0.241

Q3: Presence of Public conveniences
   - 0.301, 0.304

Q4: Walking distance till nearest stop
   - 0.518, 0.639

1. Infrastructure Issues
   Presence of footpaths, streetlights are important.

2. Urban Planning Issues
   Presence of lively areas is important.

3. Other Issues
   Presence of police in Neighborhood is important.

Credit- Ankita Kapoor, 2018 M Plan Thesis, CEPT University
Overall Results

Factors which impact women’s perception of safety significantly include:

I. Overcrowding at entry/exit gates and inside the vehicle.

II. Presence of CCTV cameras at the stops & inside the vehicle.

III. Presence of street lights.

IV. Presence of adequate lighting at the stops and inside the vehicle.

V. Presence of walkable and clean footpaths.

VI. Presence of lively areas (markets, shops, hawkers, people, etc.)

VII. Presence of police/security staff near the stops and inside the vehicle.

Credit- Ankita Kapoor, 2018 M Plan Thesis, CEPT University
Difference in Perception of Safety within the groups

I. Students

II. Working Women

III. Non-Working Women

Results indicated
- waiting at the stops - most unsafe
- Journey to and from stop to destination - Safest.

Credit- Ankita Kapoor, 2018 M Plan Thesis, CEPT University
Does lack of safety in Public transport restricts women’s social and economic Mobility?

Results of ANOVA indicated
- significant difference in mean values of students as compared to working/non –working women.
- No significant difference in means working & non –working women.

Credit- Ankita Kapoor, 2018 M Plan Thesis, CEPT University
Impact of Public transport on women's social and economic opportunities

I took admission in a college near to my house. My parents did not want me to travel alone everyday till North Campus. Student.

Limited Work/Study areas

Restricted Timings of Travelling

Difficult to travel alone

Women’s Social & Economic Opportunities

“I Live nearby to the factory where I work. It takes me 30 minutes to walk till my house everyday. I know the locality so I feel safe here. My parents do not allow me to travel far for work.” working woman

“I travel using bus everyday. I have been working and using buses for over 15 years now. I have seen men commenting and misbehaving with women. Nobody says anything to them. It is difficult to travel alone. I prefer getting back home before it gets dark.” – working women

Credit- Ankita Kapoor, 2018 M Plan Thesis, CEPT University
THANK YOU