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***Do they hear us?* Understanding the barriers to women's public transport ridership and implications for society**

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"The Why"



Why is it important?



- **Global ridership**
- **Need for mobility in developing countries**
- **Harassment**
- **Lack of gendered data**



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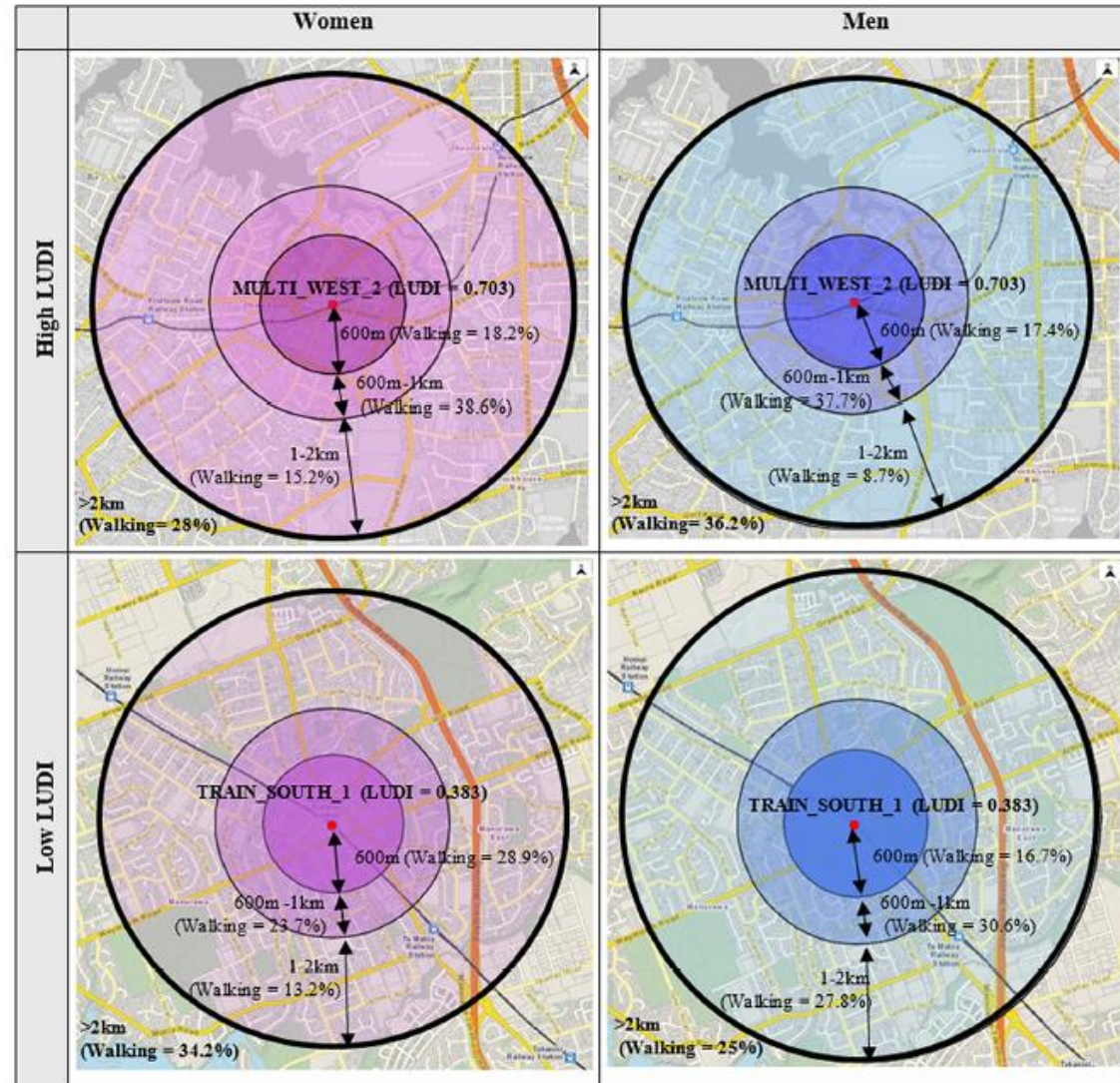
Moving towards an inclusive public transport system for women in the South and Southeast Asian region

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Access to Transport is Gendered



Developing countries

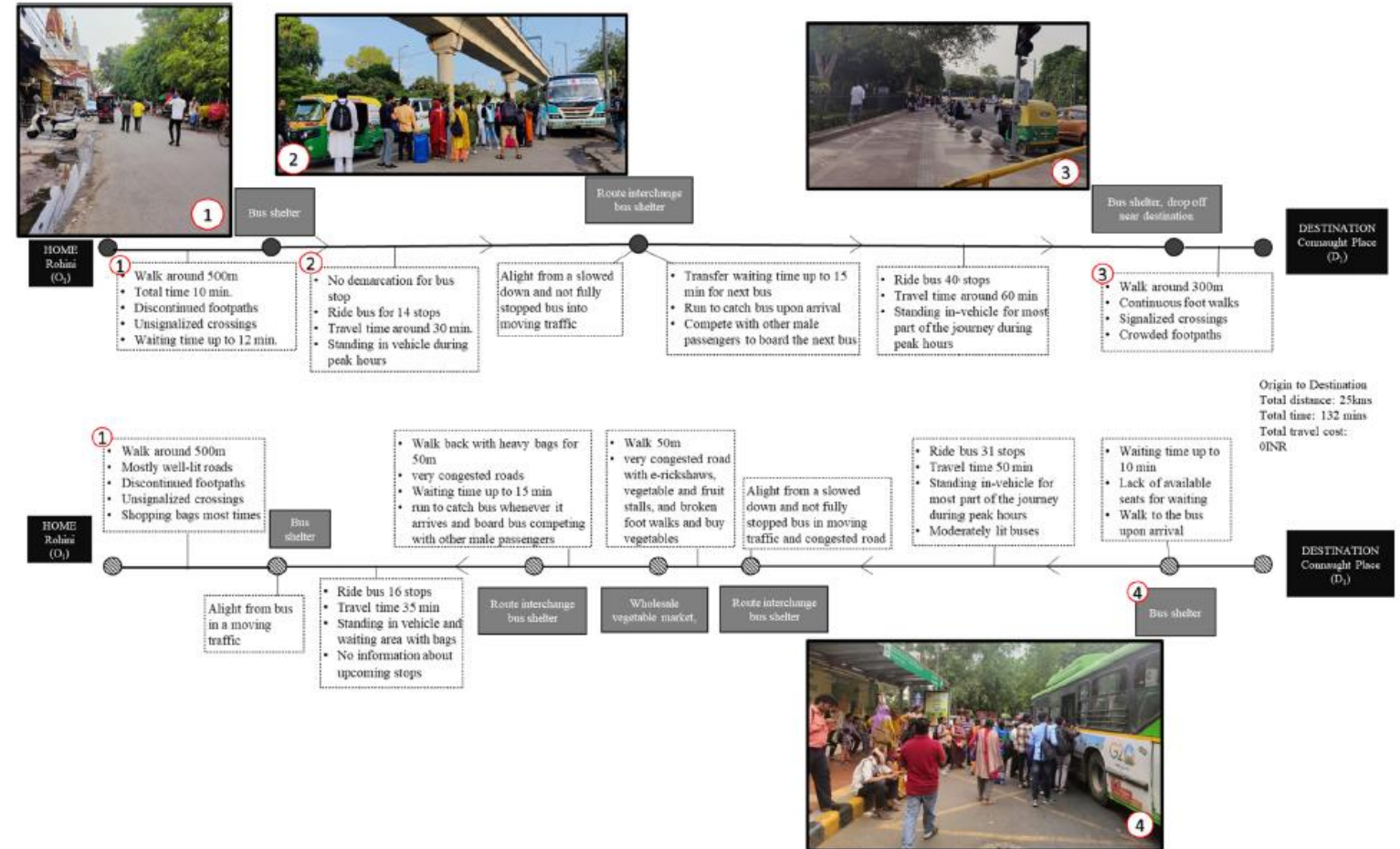


Fig. 2. Typical whole journey of women belonging to low-income group from Rohini to Connaught Place.

Roots of Mobility Barriers



- **Patriarchal attitudes**
- **Religious/cultural norms**
- **Second class citizens**
- **Victim-blaming**

Table 1. Mobility barriers for each dimension.

Factor	Mobility barriers	Key references
<i>Dimension: Socio-cultural barriers</i>		
Patriarchal society and disproportionate household dynamics	<ul style="list-style-type: none"> • gender discriminatory culture • low access for women • normalisation of physical assault • low social acceptance of women travelling alone • regulated movement of women • restrictions of women to travel together with other men in Muslim countries • disproportionate share of household's transport burden 	(Adeel et al., 2017; Mahadevia & Advani, 2016; Neupane & Chesney-Lind, 2014)
Hostile bystanders' attitude	<ul style="list-style-type: none"> • impatience of co-passengers • men discounting sexual harassment and enjoy seeing women sexually harassed • minimal bystander intervention • women unwilling to seek help from bystanders • unwilling to give changes to those who do not have exact fare 	(Lea et al., 2017; Valan, 2020)
Blame for victimisation	<ul style="list-style-type: none"> • women blamed for victimisation based on their clothes, time and place of travel • self-blame by women for victimisation 	(Lea et al., 2017; Masood, 2018; Neupane & Chesney-Lind, 2014)

Drawback of Public Transport Systems



- **First and Last Mile connections**
- **Accessibility**
- **Security provisions**
- **Unregulated informal (para-transit) modes**
- **Under-reporting of harassment incidents**

Dimension: Infrastructural limitations

Design

- unsafe and poorly quality of infrastructure
- Inaccessible vehicle design such as high floor buses, high handles, lack of space to keep luggage/baby prams
- unsuitable design of stations, difficult for women to navigate, manoeuvre level changes through stairs

(Kranrattanasuit, 2017; Verma et al., 2020; You, 2019)

Maintenance

- poor maintenance of infrastructure
- unsafe waiting areas due to non-operational CCTVs, poor lighting

(Bachok et al., 2014; Malik et al., 2020; Sham et al., 2013)

Dimension: Sexual harassment

Role of operators

- insufficient security provisions from operators

(Gekoski et al., 2017; Hoor-UI-Ain, 2020; Natarajan, 2016)

Insufficient patrolling

- unsafe waiting at shelters at nighttime
- isolated bus stations and unstaffed stations

(Natarajan, 2016)

Forms of sexual harassment

- physical harassment such as voyeurism, groping, unexpected touching, etc.
- other forms of harassment such as stalking, aggressive staring, profane language, etc.

(Dhillon & Bakaya, 2014; Murali, 2020; Neupane & Chesney-Lind, 2014; Tripathi et al., 2017; Valan, 2020; You, 2019)

First and Last Mile Connections



- Women from low-income group are the most disadvantaged riders. Rely on local bus services through subsidized affordability.
- The first mile trips which include walking using inadequate pedestrian facilities and riding shared IPT modes are the weakest part of the whole journey for low- and middle-income women.
- Women from high income group are able to avoid some of the built environment barriers and personal safety issues by riding reserved IPT modes (one passenger only) for the first mile trips.



How do you travel? A holistic evaluation of public transport journeys of women: A case study of Delhi, India

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Integrated multi-modal public transport systems



- **More destination choices**
 - **Better reliability**
 - **Reduced waiting time**
 - **Cost-efficient for operators**
 - **Funding for developing countries**
- **More transfers**
 - **Increasing complexity of journeys**
 - **More time in crowded or isolated stations**
 - **Higher chances of missed connections**

"The How"

Do they hear us?

- **Need for gender-inclusive transport policies**
- **Everywhere - NZ, Australia, USA and Southeast Asian countries**
- **Personal safety is often not a priority**
- **Disconnect between international guidelines to national implementations**

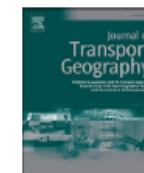
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Do they hear us? A practical framework for designing gender inclusive transport policies in south and southeast Asian countries[☆]

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ABSTRACT

Providing safe and reliable public transport systems to women remains a significant challenge globally. In south and southeast Asian countries, national transport policies often lack a gender focus and thereby overlook women's travel needs. Without transport policies at a national level, practitioners are unable to design and implement transportation services which address women's travel needs. The main contribution of the study is through the development of a gender-inclusive policy framework to systematically evaluate levels of gender inclusion in national transport policies. The framework offers cross-comparison of countries and acts as a practical tool for policymakers, enabling them to assess strengths and weaknesses across various policy stages—From objective-setting to evaluation and monitoring plans. Further, the framework is applied to national transport policies from 12 countries in the south and southeast Asian region. The analysis reveals a concerning lack of gender inclusivity, with a very low average regional score of 31 %. Critical attributes such as gender-disaggregated travel data, evaluation plans and indicators for women's travel needs are greatly absent from almost all policies. Additionally, analysis was undertaken based on the countries' income level and women's transport demands. Findings show that 9 of the 12 countries need to greatly prioritise gender inclusion in their transport policies, given high transport demands. Overall, the findings show, through the application of the framework, areas of need and countries which are excelling, despite limited resources

A cross-comparative look



- Average gender inclusion score of the national transport policies in the South and Southeast Asian countries is 30%.
- Pakistan's national transport policy leads in gender inclusion with a 68% score, the highest in the region. It recognises women's limited mobility, incorporates international guidelines, and aligns with the national policy for women's development. Addressing women's travel needs is one of the policy objectives and is explicitly considered in the baseline data.

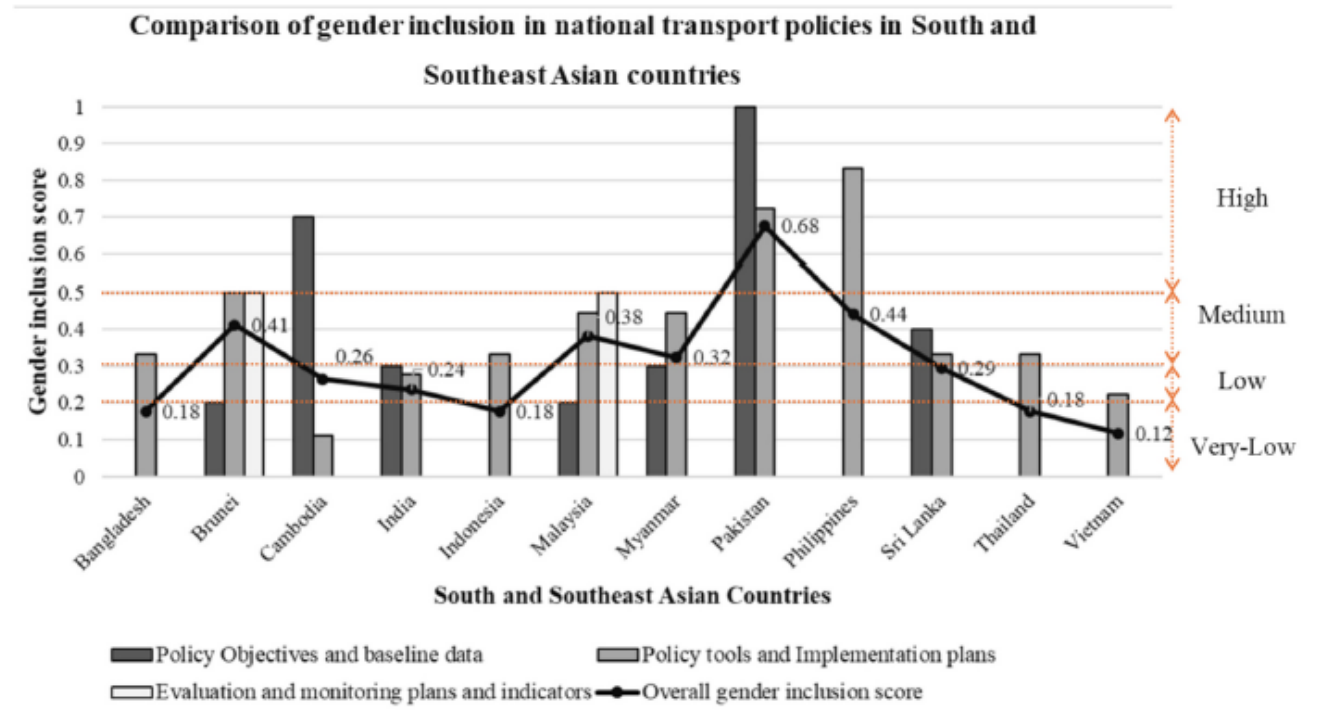


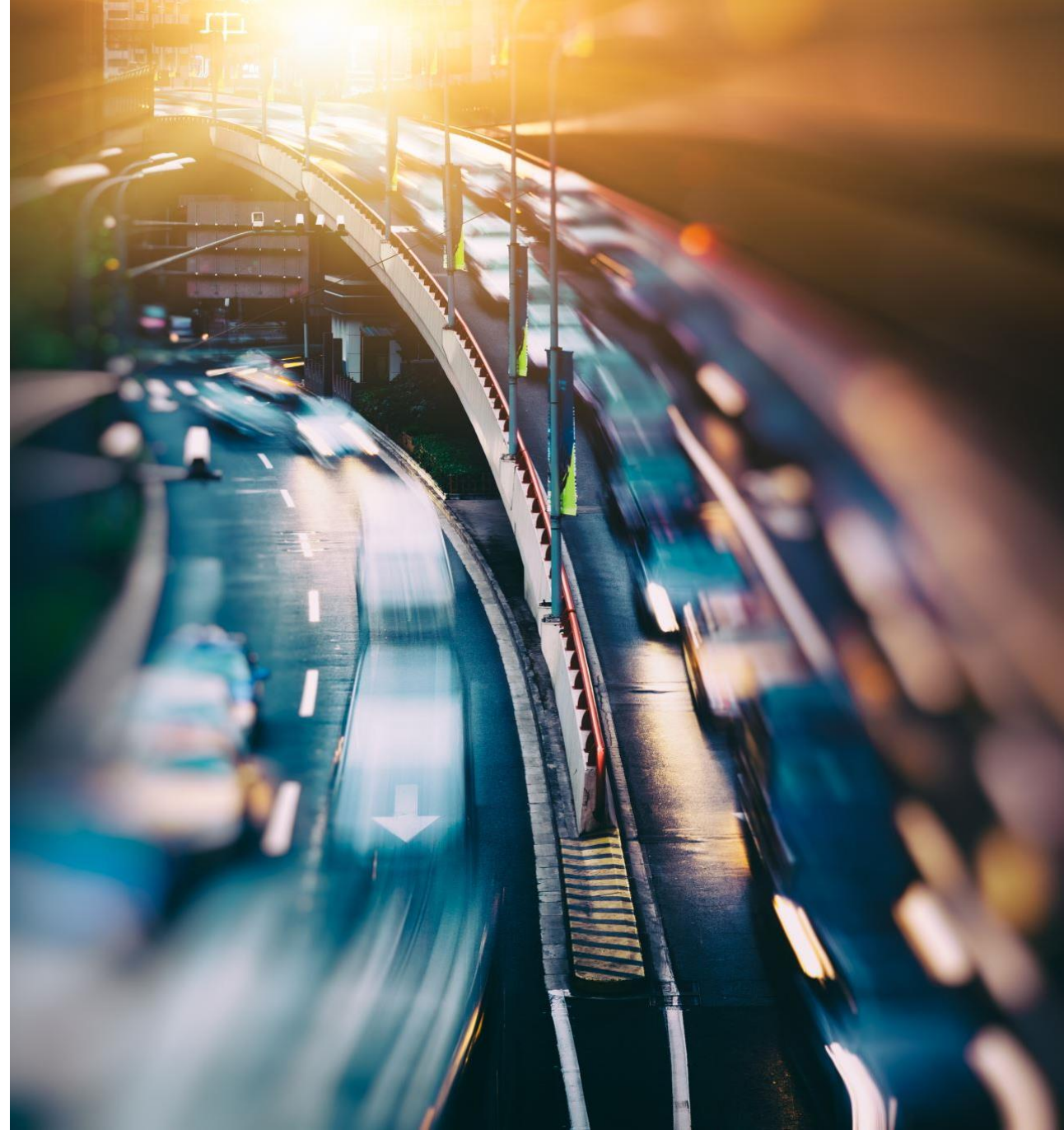
Fig. 2. Gender inclusion scores in national transport policies.



Data-driven policies



- Disaggregate data
- Intersectional lens
- Dependent public transport riders



Concluding Remarks

- Acknowledgement
- How long are women going to keep taking precautionary measures?
- When will personal safety be prioritised? When is the “right time”?
- Feminist advocate discuss ‘the right amount of panic’.

