# SAFE AND SOUND

## Women's personal security on public transport

**ELLA** SE **MUEVE SEGURA** Mujeres & Transporte

**FiA FOUNDATION**

The FIA Foundation is funding international research on women's mobility and personal security on public transport to share learning and help authorities prevent gender-based harassment.

The Safe and Sound international research includes a global overview report of published literature with evidence from South Africa, and a new South American study, 'Ella se mueve segura' ('She moves safely') jointly funded with the CAF, the development bank of Latin America.

The global report highlighted that the majority of women experience some sort of harassment when using public transport and this was found in both the developed and the developing world. Over 98% of incidents go unreported making it difficult for those involved in transport decision-making to be fully aware of the problem. The Safe and Sound report highlighted the wealth of knowledge available on gender-based harassment on public transport but also that knowledge about solutions is less well documented with little experience being transferred between cities or countries leading to a considerable amount of duplication of efforts.



The new study, 'Ella se mueve segura', investigates the issue in three Latin American cities, Quito in Ecuador, Buenos Aires in Argentina, and Santiago in Chile using a common methodology, allowing comparable data to be collected and analysed. The main output is a toolkit will be available in both English and Spanish in the autumn of 2017 and will include guidance for transport authorities and operators, development agencies and civil society to address this issue based on the comparisons and learning from the three cities.



Quito

Santiago

Buenos Aires

Cape Town

- South Africa (Phase 1)
- Ecuador (New Study)
- Chile (New Study)
- Argentina (New Study)

The Safe and Sound research has developed a methodology that was tested in Cape Town South Africa, and includes both qualitative and quantative data collection. In the three Ella se mueve segura research cities, a survey of users (male and female) were undertaken using the same survey, more detailed information was collected via a number of moderated focus groups (female only and mixed) as well as semi-structured in-depth interviews with key stakeholders and interested parties. All cities have created an Advisory Council to help guide the work and build a strong knowledge network. A focus on participatory research methods for solution finding is a key component of the study and each city will host an international seminar.

Women more frequently need make more complex trips that require them to change, transfer, and break their journeys to pick up children, make errands, shop or take on other family obligations. Therefore the majority of their trips are shorter than men's and their travel patterns are different to men's. In some societies socio-cultural norms can impact women's ability to travel outside the household, but from this work it can be said that they experience, and are more concerned about, personal security than men.
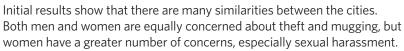
The research is exploring:

- Perceptions of personal security on the different modes of public transport.
- How respondents react to harassment, what strategies they use to reduce the risk and manage their level of concern.
- What some key drivers are: e.g. affordability, overcrowding, time and distance.
- How assistance is requested, from whom, who is responsible for security and what works best (visible security (technology or human presence), segregation (women only spaces), panic buttons, and grassroots support/actions).
- Trust/ confidence in grievance systems and assisting authorities.

The study has identified the three main components of any public transport journey where women feel most at risk. These are: walking to, from or between transport facilities or stops (e.g. home to a taxi rank or back); waiting at boarding points and facilities (e.g. taxi/bus stops, train/bus stations/platforms, modal interchanges etc.); and actually while travelling on board the vehicle (bus, train or taxi).

The initial overview suggests that authorities use a number of policy options to reduce harassment:

- **Physical solutions** – these include physical changes to the travelling environment, designated space for women and infrastructure improvements especially the location of bus stops and lighting;
- **Technology based solutions** – these include the introduction of CCTV; the use of smart phones; internet and social media solutions; panic buttons, help lines and public announcements;
- **Awareness Raising and training** – media/public awareness campaigns, training of staff to respond better, and the creation of partnerships with grassroots women's groups and other civil society organisations.

Initial results show that there are many similarities between the cities. Both men and women are equally concerned about theft and mugging, but women have a greater number of concerns, especially sexual harassment. They have also developed a wide range of different strategies to mitigate the risk (7 have been identified) while men use far fewer (2). The full report, tool kit and the case studies will be launched in Buenos Aires in September 2017.