

**A SOCIOLOGICAL STUDY ON CHALLENGES FACED BY WOMEN  
IN PRIVATE BUS WITH SPECIAL REFERENCE TO COCHIN CITY.**



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**A SOCIOLOGICAL STUDY ON CHALLENGES FACED BY WOMEN  
IN PRIVATE BUS WITH SPECIAL REFERENCE TO COCHIN CITY.**

Thesis submitted to St. Teresa's College (Autonomous), Ernakulam in  
fulfilment of the requirements for the award of the degree of **Master of Arts in  
Sociology**

**By**

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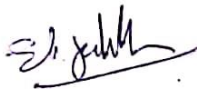
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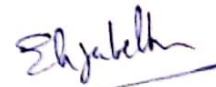
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## CERTIFICATE

I certify that the thesis entitled "A SOCIOLOGICAL STUDY ON CHALLENGES FACED BY WOMEN IN PRIVATE BUS WITH SPECIAL REFERENCE TO COCHIN CITY" is a record of bonafide research work carried out by ANSIYA M. N, under my guidance and supervision. The thesis is worth submitting in fulfillment of the requirements for the award of the degree of Master of Arts in Sociology.



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## DECLARATION

I, ANSIYA.M.N .hereby declare that the thesis entitled "A sociological study on challenges faced by women in private bus with special reference to cochin city is a bonafide record of independent research work carried out by me under the supervision and guidance of Smt. ELIZABETH ABRAHAM. I further declare that this thesis has not been previously submitted for the award of any degree, diploma, associateship or other similar title.

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**CHAPTER – 1**  
**INTRODUCTION**

Women have the right to equal treatment, education, and access to opportunities such as employment and health care. Women often have different transportation needs than men, and those needs must be taken into account when designing and implementing transportation policies and infrastructure. Women use transportation for a variety of purposes, including work, shopping, leisure activities, and access to healthcare services. Transportation is also a key factor in the safety of women, as it provides access to public spaces and services that can help protect them from violence. Additionally, transportation can be a major barrier for women in accessing employment opportunities, especially in rural areas.

Some of the key challenges women face when it comes to transportation includes lack of access to safe, reliable, and affordable transportation options; lack of access to public transportation in rural areas; and lack of access to transportation services that are designed to meet the needs of women. Women who use private buses more are those who travel regularly to work, school, or other places and prefer the convenience of private transportation. These women are often those who have busy schedules or who live in areas with limited public transportation options. Private buses are also often more cost-effective than other forms of transportation, which makes them a great choice for those on a budget.

Women who use private bus transportation often have greater freedom to choose their travel times and routes than those who use public buses. Private bus operators typically offer more flexible scheduling and more direct routes than public bus operators, which can save passengers time. Private bus operators also often provide more personal services than public bus operators, such as door-to-door pick-up and drop-off services. Private buses offer a more comfortable and secure ride than public buses, as they are not as crowded and often provide more modern amenities, such as reclining seats and air conditioning. Private buses can also provide a more cost-effective solution than public buses, as they often offer discounted fares and other special deals. These benefits make private bus transportation an attractive option for women who need to travel quickly, safely, and cost-effectively.

Women in many parts of the world lack access to reliable and affordable transportation. In many places, women have to rely on private buses to get to and from work, school, and other activities. Private buses are often the only means of transportation available to women in these regions, as they may not live in areas served by public transportation or cannot afford

other forms of transportation such as taxis, trains, and planes. Private buses are also often the least expensive option for women, costing less than other forms of transportation. Unfortunately, there are many women who cannot afford other means of transportation like the metro, Uber, taxis, etc. For those women, taking a private bus may be their only option.

Transportation is the intentional movement of humans, animals, and goods from one location to another. Modes of transport include air, land, rail, and road; water, cable, pipeline, and space are the main transport mediums. The Industrial Revolution in the 19<sup>th</sup> century saw several inventions fundamentally change transportation. Both speed and capacity increased, allowing the specialization through manufacturing being located independently of natural resources. The 19th century also saw the development of global transport in our world.

Today, India is rapidly moving towards industrialization. Factories and mills are being opened in most of our towns and city areas. People from rural areas are moving towards the cities and towns for jobs. The process of urbanization has emerged as a part of industrialization, and consequently, means of transportation and communication have also emerged. This modern means have also facilitated the movement of people from the rural space. Today, the problem of transportation has very much affected women because, comparatively, they depend on public and private transportation more than men.

Private bus is a form of travel that entails many people traveling together along the selected routes. It involves picking up and dropping off passengers along designated routes. This makes it more time-consuming and helpful. Private transportation enables you to move anytime and anywhere. You can easily order your own groceries anytime you run out of stock, regardless of the time. Private busing allows you to choose your routes. A train or a bus can carry more people compared to a car, which has a single engine. This helps in the reduction of carbon emissions into the atmosphere. Buses can transport more people in one trip at a lower cost than when we use cars.

Women in many parts of the world lack access to reliable and affordable transportation. In many places, women have to rely on private buses to get to and from work, school, and other activities. Private buses are often the only means of transportation available to women in these regions, as they may not live in areas served by public transportation or cannot afford other forms of transportation such as taxis, trains, and planes. Private buses are also often the least expensive option for women, costing less than other forms of transportation.

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### **Gender-based violence in Kerala**

Kerala, a state situated in the southern part of India, has a high rate of crime against women. A recent report by the National Crime Records Bureau (NCRB) revealed that Kerala has the highest rate of crimes against women compared to the other states in the country, with 8,606 cases reported in 2017. A significant portion of these crimes are related to private bus travel in the state. Women in Kerala often face harassment while traveling in private buses, with lewd comments, inappropriate touching, and other forms of sexual violence being common occurrences. In some cases, women have also reported being forcibly removed from buses and even subjected to assault and rape. The lack of proper security measures in private buses has further exacerbated the problem, as there are few measures in place to protect women from such criminal activities. In order to address this issue, the Kerala government has taken several steps. The government has also made it mandatory for private bus operators to install GPS systems in their vehicles, which will enable the tracking of buses and help crack down on crime.

Kerala has seen a worrying rise in the number of crimes against women on private buses in recent years. Reports of harassment, molestation, and even rape have become increasingly common in the state. According to the Kerala government, the number of such cases has risen from just 17 in 2017 to 125 in 2019. This is a worrying trend, as it shows that women are facing a greater risk of violence and exploitation while using public buses. Despite such measures, the number of crimes against women on private buses in Kerala continues to rise. To effectively tackle this problem, the government needs to take more effective steps such as strengthening the public transport infrastructure, encouraging better driver training and safety protocols, and conducting regular awareness campaigns. Only then can the state ensure the safety of its female population when traveling on private buses. The government has also set up a 24-hour helpline for women in distress.

## **Women and Transportation**

Women make more complex trips than men, and a decent transportation service further provides prospects for women such as jobs, childcare, education and health services, shopping, etc.

According to the study, women are more likely than men to use public transportation to travel to work, and this gender gap is much higher than in all trips combined. Women tend to engage in more complex daily journeys than men do, and they appear to be more likely to use public transportation. They usually travel shorter distances and for diverse purposes (shopping, escorting children or elders, family management, and working).

The women In modern world has a changing their perspective. Many women are working outside; they went for their education, to support their families, and use the local transport system to reach their destinations. Traveling becomes a painful experience for them because of the stares from the drivers, other workers, and the passengers. Women feel unsafe while traveling by private bus. The World Health Organization estimates that up to 69 percent of women have been physically hit or harmed by a male partner at some point in their lives, and approximately one in five women experience rape or attempted rape during their lifetime. While the local transport system facilitates the people, especially women, it has many drawbacks that need serious attention.

Women in Kochi face many difficulties when using private buses. While the city's public transport system is widely available, private buses are still the preferred choice of transportation for many women. Unfortunately, women often find themselves feeling unsafe and uncomfortable in these buses due to the behavior of male passengers. Women often face unwanted advances, inappropriate comments, and even physical harassment when taking private buses. This has led to a significant drop in the number of women using private buses in Kochi, resulting in a gender gap in the usage of this mode of transportation. In order to address this issue, the government of Kerala has implemented several initiatives to protect the safety of female passengers. These include the introduction of women-only buses, where women can travel without fear of harassment or intimidation. Furthermore, the government has introduced a unique way of reporting cases of harassment on private buses, which includes the installation of CCTV cameras on buses. In addition to these measures, the government has also taken steps to ensure that private bus companies take greater



responsibility for the safety of their passengers. This includes the requirement that all private bus drivers undergo special training on how to handle situations involving female passengers. These measures have been successful in improving the safety of women riders in Kochi.

According to a report by the Indian Railway Catering and Tourism Corporation (IRCTC), women account for approximately 30% of daily bus passengers in India. Therefore, it is safe to assume that the percentage of women in Kerala who travel daily in private buses may be similar.

Women students in Kochi face a number of issues related to public transport. Most of them rely on private buses for their commute, and this often comes with a host of problems. The most common issue is the lack of concessional fares available to them. Private bus operators rarely offer concessional fares to students, and women students especially are not given any kind of special discounts or privileges when it comes to fares. Another issue faced by women students is the misbehavior of some bus conductors. Some bus conductors are known to treat female passengers in an inappropriate manner, which can be very intimidating and uncomfortable for the students. Finally, women students in Kochi also face a number of safety issues when traveling on private buses. Due to the lack of security measures, many students have reported being harassed or attacked by other passengers or bus staff. This has led to many female students feeling unsafe when traveling on these buses. To address these issues, the local authorities should introduce better safety measures on private buses and ensure that all women students are able to avail of concessional fares. Additionally, the authorities should take stern action against any bus conductors found to be harassing female passengers.

### **Safety Issues and Challenges for Women in Private Buses**

This study is also investigated about the sexual harassment or molestation from the bus operators and co passengers that are faced by women commuters in Cochin city. Sexual harassment includes physical harassment such as touching and groping, molestation, verbal harassment including commenting and whistling, and visual harassment such as staring and leering. There have been several studies conducted in Kerala over the past few years that have explored the nature and extent of sexual violence that women and girls face in our Indian cities, specifically in public spaces, including private buses.

Women might be enjoying the privilege of reservation in different fields, but their seats have been encroached upon by male bastions in the private bus service, especially passenger buses. As per the provisions of the motor vehicle act, at least 33 percent of the total seats in a bus should be reserved for female passengers.

The transport department and bus operators are admittedly in uncontrolled violation of the motor vehicle act when it comes to giving due rights to the female travelers. Even though we have reserved at least three or four rows of seats that can accommodate fifteen women, most of the time male passengers forcibly occupy most of the seats. At times, our conductors faced a raw deal from disorderly passengers. Rarely do we see the men voluntarily offering their seats to the female commuters.

Most of the people living in the metropolitan area may have at least one story to tell about having gone through some level of discomfort in a closed public space. While some of these stories fade away with time and are eventually forgotten, others remain ingrained in a person's memory, sometimes reappearing after being voluntarily suppressed for a moment.

Women face many challenges when traveling on private buses in the city of Cochin. These include safety, harassment, discrimination, and lack of access to services. Safety is a major concern, as private buses often lack safety features such as CCTV cameras and security personnel. Women often experience inappropriate behavior from male passengers, and they may be subjected to verbal and physical harassment. Women may also be denied access to certain services or amenities, such as restrooms or seating. Additionally, women may face discrimination when applying for jobs in the private bus industry or when seeking service or assistance from staff. These issues have a significant impact on the lives of women in Cochin, and steps must be taken to address them.

People, mostly women, face various levels of sexual harassment and fearful experiences in private buses, which are rarely expressed, and even if they are, little or nothing is done about it. Incidents involving a person violating another personal space and freedom to travel with peace of mind had become a repeated topic of discussion.

Many such incidents pass without much noise or notice, given that the public transports are crowded, with many unknown faces overfilling the cramped spaces. The discomfort and embarrassment, however, linger on. The embarrassment that should have been felt by the

perpetrator hits the wrong end. The withdrawal happens in a bid to avoid the attention of the crowd because we have for long been taught that even if we have been wronged, the shame is ours.

Hence, an obvious question arises: do men feel the same level of discomfort and awkwardness when they are mistakenly or intentionally touched by a stranger in the public space, especially during a public commute, as women do?

Another common, but not widely discussed, issue that women face while using private buses is man spreading. Man spreading, a term that was initially coined by women on online forums to express dissent over a peculiar habit exhibited by men, has now been formalized by the Oxford English Dictionary. The dictionary defines man spreading as the practice in which a man, especially on public transportation, takes a sitting position with his legs wide apart, in such a way as to encroach on adjacent seats. A man may not even realize the way he is seated or how it is bothering someone else. But a woman or any other passenger sitting next to a ‘man spreader’ will be discomforted by such clumsiness.

It is always best to speak out and react to inappropriate behavior—whether molestation or man spreading—so that such behavior doesn’t go unchecked. However, that is easier said than done. A victim under such circumstances may find it difficult to react for various reasons, the most common being the fear of being misunderstood. The viability of such a scenario is certainly questionable on the basis of possibility. But shouldn’t there be a better way to tackle the situation where respect for fellow travelers comes naturally without being asked for? Because basic civic sense is not so common, responsible state mechanisms could perhaps formulate regulations to protect commuters from sexual harassment on private buses. A decade or so ago, women and girls would not have spoken out for their reserved seats on private buses.

There’s more that can be done. The solution lies inside the human mind and within human sensibility. The solution is multi-dimensional. Everyone has a role to play and a sentiment to understand. The main idea is to be open and aware that it could happen to anyone, and what we as individuals can do is speak out.

## **Significance of the Study**

The sociological significance of the study is that in contemporary society, we found that women's problems and issues are increasing day by day, especially in the transportation field. Now days, most of the women are educated, and they are working, going for their education, shopping, and visiting friends far away from their families. Therefore, they are compelled to travel long distances through various means. In Kerala, we find that the people depend more on private buses because they are easily available, convenient, and inexpensive. However, it is found that many problems are faced during this traveling process, especially by women. The transportation of working women in private buses has a significant impact on their working conditions. Private buses are often overcrowded and lack adequate safety measures, and the routes they operate on are often unreliable. This can lead to women being late to work, having to stand for long periods of time, and having to face harassment and abuse. This can also lead to increased stress and exhaustion, which can make it difficult for working women to perform their duties. Women have the right to feel safe and secure while traveling, and it is important that private bus operators take the necessary steps to ensure that they provide a safe and secure environment. This includes providing proper lighting, ventilation, and well-maintained seating. It is also important to ensure that drivers are properly trained and aware of the safety of their passengers. Finally, it is important for private bus operators to ensure that passengers are treated with respect and dignity. Only then will women feel safe and secure while traveling on private buses.

The behavior of fellow passengers and bus workers is very rude to women on private buses. Women often face harassment and misbehavior from other passengers and bus workers. They are often subject to verbal and physical harassment. The bus workers should be trained on how to handle situations of harassment and misbehavior. The authorities should also take strict action against those who are found guilty of harassment and misbehavior towards women on the buses. Awareness should be spread about the rights of women and the importance of respecting them. Moreover, the women should also be encouraged to report any incident of harassment or misbehavior to the authorities. They should also be aware of their rights and be empowered to speak up and take action against such individuals. This study was conducted in Cochin, the metropolitan capital of Kerala. The researcher belongs to this area, and the research felt that more accurate data could be collected from here.

## **CHAPTER - 2**

### **REVIEW OF LITERATURE**

The challenges faced by women in private buses in Cochin City include sexual harassment, overcrowding, and a lack of security. Sexual harassment is a major issue for women in Cochin City. Women are often subjected to lewd comments and improper touching from male passengers. Furthermore, there is often a lack of security on buses, making women vulnerable to such harassment. Overcrowding is another issue faced by women in private buses in Cochin City.

During peak hours, buses are often filled to capacity, making it difficult for women to get on or off the bus safely. Furthermore, overcrowding often leads to jostling and pushing, which can be dangerous for women. Lack of security is another major challenge faced by women on private buses in Cochin City. Many buses do not have CCTV cameras or any other form of security, making it difficult for women to feel safe while traveling. Furthermore, many buses do not have separate seating arrangements for men and women, making it difficult for women to find seating during peak hours. Overall, the challenges faced by women in private buses in Cochin City are numerous and varied. Women face significant risks of harassment, overcrowding, and lack of security while traveling on private buses.

The writers wrote about women's issues and problems in private and public life. They focus on topics such as gender inequality, lack of access to education and health care, lack of economic opportunities, lack of legal rights and protections, domestic violence, and discrimination. They also discuss how women's rights affect a broader society and how women can successfully advocate for change. Their work often serves as a platform to raise awareness and educate people on the importance of gender equality and women's empowerment.

Gupta, D. (2005) examines the challenges faced by women traveling in private buses in India. It looks at the lack of security and privacy, the prevalence of sexual harassment, and the lack of access to public transportation. The article also discusses the opportunities for women to benefit from private bus services, such as access to more comfortable and convenient travel and the potential for increased economic opportunities. The article highlights the need for more stringent regulation of private bus services as well as improved awareness of the rights of female passengers.

According to Naidu (2020), she wrote about the problems of women travelers. The writer is working as an architect and transportation planner. She has worked on Gender Safety and Security Assessment in Public Transport for the Centre of Excellence in Urban Transport (CoEUT), Ahmadabad, and draws on an impressive array of sources to illustrate her points.

In India, women started feeling unsafe using public transport systems after the rape and murder of a 23-year-old woman while traveling in a bus in Delhi came to limelight. This issue not only led to huge public outrage but also highlighted the need for a safe public transportation system. Recent government schemes and missions like ‘The Smart Cities Mission’ and ‘The Green Urban Mobility Scheme’ by the Ministry of Housing and Urban Affairs (MoHUA) do not include indicators that can push the cities to pay attention to women’s mobility needs and provide a system that fulfills them. Gender is still not seen as a core criterion to design and implement guidelines and policies. Women and girls make up close to 50 percent of the urban population in India, and 84 percent of their trips are made by public transport, intermediate public transport, or other non-motorized modes (Census 2011), indicating a higher dependency on public transport. Understanding and addressing the violence and discrimination faced by women in public spaces with the idea of their safety and their perception towards the same, rather than just finding ways to address the crimes against them after they have already taken place, should be the approach.

The perception of women about the safety of public transportation varies as per their age, travel frequency, and many other factors, etc. As per a study conducted in Kochi, Kerala, there were multiple reasons identified as posing a threat to women’s safety, like low gender usage, a lack of well-articulated buildings, continuous blank walls on streets, a lack of pedestrian infrastructure, etc. Consequences of these issues result in changes in travel time and patterns, opting for different routes, paying more and taking longer routes, and even stopping the use of private buses in many cases.

Kaur, K., & Sehgal, S. (2010). They examine the difficulties faced by women traveling in private buses in India. It looks at the lack of security and privacy, the prevalence of sexual harassment, and the lack of access to public transport. The article also discusses the impact of the lack of access to private buses on women’s mobility, independence, and economic opportunities. The article Kuswardani (2019) examines the perception and attitude of private bus commuters in Jakarta, Indonesia. The study collected survey data from 150 private bus commuters in Jakarta. The results of the study showed that the majority of respondents

reported that they were satisfied with the private bus services, but they also expressed dissatisfaction regarding the quality of the buses, the inconvenient routes, and the long waiting times. Additionally, the study found that the majority of respondents felt that the government should be more involved in regulating the private bus services and that the government should invest more in improving the quality of buses and services. This study provides an important insight into the perception and attitude of private bus commuters in Jakarta, and the findings can help inform policy makers and aid in improving private bus services. The article calls for a comprehensive policy framework for regulating private bus services and for interventions such as awareness-raising campaigns to increase the safety of female passengers.

According to Anu Kamal, Adnan Zubair, and Shoaib Sarwar, (2019).. The authors conducted a comprehensive review of the literature on the safety, security, and comfort of women in public transport. They investigated the most common problems faced by women in public transportation and proposed strategies to address those issues. The authors identified the lack of gender-sensitive policies, infrastructural problems, and the presence of sexual harassment as the primary problems faced by women while using public transport. They suggested the need for more effective policies and regulations, increased public transportation access, and increased awareness and education programs to address these issues. The authors concluded that the safety, security, and comfort of women in public transportation can be improved if the stakeholders take concrete steps to address the identified problems. The authors conducted a review of the literature on the issue of women's safety in public transport and analyzed the findings to provide a comprehensive overview of the factors that contribute to the problem. The authors found that women's safety in public transport is influenced by a range of factors, including the design of the transportation system, the attitudes of the operators and passengers, the availability of security measures, and the lack of legal protection for women's rights. The authors conclude that more needs to be done to ensure the safety of women in public transport, such as the implementation of better security measures and legal protection for women's rights. This article is an important contribution to the literature on women's safety in public transportation. The authors provide a comprehensive overview of the factors that contribute to the problem and offer potential solutions for addressing it. The article is well-researched and clearly written, and the authors provide a thorough review of the literature on the topic. This article is an important resource for policymakers and researchers.

According to Rebecca Hall (2020), in her article, she looks at the various causes of the problem, including overcrowding, a lack of security, and the attitude of bus drivers and passengers. It considers the experiences of women from various communities, including rural and urban areas, and considers the implications for female safety and security. Finally, it proposes some potential solutions to this issue, including improved safety measures, better enforcement of regulations, and more awareness around the issue. The paper concludes by suggesting that more concerted efforts are needed to adequately address the problem of women's safety on private buses. The study aimed to examine the experiences of women on private buses. The research was conducted at a college in a metropolitan city in India. A total of 118 women, aged 18–35, were surveyed.

The results of the survey revealed that women frequently face a number of problems on private buses. The most common problems reported by the respondents were delays in the arrival of buses, overcrowding, a lack of seating space, rude behavior by the bus conductor or driver, and a lack of security. In addition, women were found to be more likely to face problems during peak hours.

Overall, the findings of the study highlighted the challenges faced by women using private buses. The results suggested that there is an urgent need for improved safety measures in private buses to ensure the safety of female passengers. Moreover, a better public transportation system needs to be implemented to reduce delays and overcrowding. Finally, bus operators should be trained to be more sensitive and respectful towards female passengers. The findings suggest that the government should take action to improve the situation for women on private buses, such as by increasing enforcement of regulations, providing better safety measures, and implementing policies to ensure that women are not subjected to discrimination or mistreatment. Finally, the findings also point to the need for public education and awareness programs to educate both drivers and passengers about the importance of respecting the rights of all travelers.

According to Meenu Singh and Swati Srivastava (2020), This systematic review aims to assess the existing evidence on gender-based harassment and violence against women on public transport. The literature was reviewed using the Preferred Reporting Items for Systematic Reviews and Meta-Analyses (PRISMA) guidelines. The search was conducted in the following databases: PubMed, MEDLINE, Web of Science, PsycINFO, and EMBASE. A total of 19 studies were included in the review, ranging from 2005 to 2018. The findings



suggest that women experience gender-based harassment and violence across different countries and on different forms of public transport, including buses, subways, trains, and shared taxis and autorickshaws. Harassment and violence may range from verbal comments and gestures to physical harassment and sexual assault. The review also highlighted that women are more likely to experience gender-based harassment and violence when traveling alone, at night, and in crowded areas. Based on the findings, the authors suggest the need for further research to understand. The study used a qualitative approach, with in-depth interviews conducted with sixteen women in the cities of Delhi and Lucknow. The results of the study showed that women experienced a range of experiences on public transportation, ranging from verbal and physical harassment to sexual assault and even stalking. The study found that the most common forms of harassment experienced by the women were verbal, such as catcalls and comments, as well as physical harassment, such as touching and groping. The study also found that the majority of women felt unsafe while using public transportation and that the fear of harassment and violence prevented them from using public transportation, leading to decreased mobility and access to opportunities. The study concluded that more needs to be done to ensure the safety of women on public transportation, including increased security measures and better awareness of the issues.

According to Noha Elrabie (2020), This research paper looks at the experiences of women when traveling on private buses in Egypt. It examines the challenges they face, such as physical and verbal harassment, a lack of security, and limited seating. The paper also looks at the strategies the women use to cope with these issues, such as traveling in groups and avoiding certain areas. The results of the study show that women are more likely than men to use private buses due to their affordability, convenience, and flexibility. However, the findings also show that these benefits are outweighed by the risks posed by traveling on private buses. The paper concludes by suggesting that further research is needed to understand the motivations and strategies used by women to cope with the challenges they face when traveling on private buses. Through the analysis of semi-structured interviews and focus groups, this study examines the experiences of women in terms of safety, security, harassment, accessibility, and comfort.

The findings of this research indicate that women feel unsafe and experience harassment and discomfort while traveling on private buses. The study also reveals that the physical

environment of the buses and the people in them, as well as the functioning of the system itself, contribute to the difficulty of traveling for women.

The study concludes that there is a need for greater awareness of the issues facing female travelers. It is also recommended that the public and private sectors put in place measures to improve the quality of the bus system, including better enforcement of existing laws and regulations, more efficient communication of safety policies, better design of bus routes, and improved security and access to transportation.

The main findings of the study are Women traveling on private buses in Liverpool experienced a range of safety issues, including harassment, intimidation, and verbal abuse. Women experienced reduced access to public transport, particularly at night, due to the limited availability of private buses. Women reported difficulties accessing information about private bus routes and schedules. Women felt that their journey experiences on private buses were not always satisfactory, citing issues such as overcrowding, lack of cleanliness, and frequent delays. Women reported a lack of understanding from bus drivers about their needs, particularly in terms of safety.

Overall, this study provides an insight into the experiences of women travelling on private buses in Liverpool and highlights the need for improved safety measures and better communication between passengers and operators.

. This literature review examines the challenges faced by women when traveling on private buses. Smith (2019) draws on data from a survey conducted in Mumbai, India, to show that gender-based discrimination is a major challenge faced by women traveling on private buses. The survey found that women faced verbal harassment, physical intimidation, and other forms of discrimination on a regular basis. Additionally, women also faced a lack of security on these buses, as there were often no safety measures in place to protect them. Finally, Smith (2019) found that women had limited access to facilities such as toilets, seats, and air conditioning, which made the journey more uncomfortable and difficult.

Overall, Smith's (2019) review of the challenges faced by women traveling on private buses provides an important insight into the issues faced by women in this context. The review shows that women face a range of issues, from gender-based discrimination to a lack of security and access.

According to Shilpa Raj (2020), The article you are referring to is On how to respond to the harassment they face while traveling in a private bus. The article offers a range of strategies and tips, such as being alert and aware of your surroundings, avoiding traveling alone, telling the driver and conductor to stop if they are harassing you, and speaking up if you see someone else being harassed. Raj also recommends that women always carry a cell phone to contact the police and be aware of their rights and the laws against sexual harassment. She encourages women to take a stand against any form of harassment and to not be afraid to speak up for themselves. Overall, this is a useful article for women who are facing harassment on private buses and offers practical advice on how to react and protect themselves. She offers practical advice for women on how to succeed in their personal and professional lives. She emphasizes the importance of developing a strong sense of self-confidence, setting clear goals and boundaries, and taking risks in order to achieve success. She also encourages women to take ownership of their own lives and actively seek out opportunities that will help them reach their goals. Additionally, Raj emphasizes the importance of networking, cultivating relationships, and seeking out mentors and role models who can serve as sources of inspiration and support. Finally, she emphasizes the importance of taking care of oneself, both physically and mentally, in order to maintain a healthy lifestyle.

Traveling in a private bus can be a daunting experience, especially for women. Here are some tips to help ensure a safe and comfortable journey. Choose the right bus: Before boarding the bus, do some research and choose the best option. Look for a reputable service with good reviews and a clean interior. You can also check whether the bus has CCTV cameras and other security features. Stay alert: Be aware of your surroundings and keep your belongings safe. Avoid conversations with strangers and don't accept any food or drink from them. Travel with friends: If possible, travel with a group of friends or family members. This will make you feel more secure and give you an added sense of protection. Be prepared for emergencies: Keep a first-aid kit handy in case of any medical emergency. If you are traveling long distances, carry some snacks and water as well. These are some practical tips for women to ensure a safe and comfortable journey in a private bus. Always remember to trust your instincts and stay alert.

## **CHAPTER – 3**

### **METHODOLOGY**

#### **Statement of the problem**

The topic of women's transportation is of extreme importance in the modern society, especially due to the rising crimes committed against them in while using public transport system. Many women are using local transportation to reach destinations. Traveling becomes a painful experience for them because of the stares from both the drivers and the passengers. Women face various levels of sexual harassment in public transportation, which are rarely expressed, and little or nothing is done about it. The study also stresses the level of satisfaction of women while using private buses.

#### **General objective**

The general objective of the research is to study various challenges faced by women in private buses, with special reference to Cochin city.

#### **Specific objective**

- To identify the profile of women who use public transport
- To find out the problems that women face while traveling in public transport
- To find out the ways in which women manage the issues that they face while traveling on public transport.
- To examine the level of satisfaction of women while using public transportation

#### **Clarification of concepts**

##### **Theoretical Definition**

- Private bus

According to Gupta.D., a private bus is one that is owned and operated by an individual or organization for the purpose of transporting passengers from one place to another.

- Satisfaction

According to the Collins dictionary, satisfaction is the state of being satisfied or pleased, especially after a desire, need, or expectation has been fulfilled.

### **Operational definition**

- Women

Women are individuals who identify as female, regardless of their assigned sex at birth. This study focuses mainly on women who use private buses.

- Problems

A problem is defined as a situation that is difficult or unpleasant, typically requiring a solution or causing perplexity. In this study, problem refers to the issues faced by women in private buses.

- Private bus

A "private bus" is defined as any type of public transportation that is privately operated for passengers and usually follows a fixed route or schedule.

- Satisfaction

Satisfaction is defined as the degree to which an individual's expectations of an experience have been met. This study examines the level of satisfaction of women using private buses.

### **Variables**

Anything that has a significant influence on the study is called a variable. There are two types of variables: dependent and independent variables.

Dependent variables are those depends on other variables and independent are those antecedent to dependent variable

## **Variables**

### **Independent variables**

- Age
- Education
- Income
- Job

### **Dependant variable**

- level of satisfaction.

## **Universe and sample**

### **Universe**

The universe of the study consists of women of an age range of 15–50 in Cochin city.

### **Sample**

100 sample size of women who are using private bus.

### **Sampling method**

The sampling method here used the snowball sampling method.

### **Pilot study**

A pilot study was conducted to check the feasibility of the study in the month of December 2022.

### **Tool for data collection**

In this study, the interview method is used as the tool for data collection.

### **Pre test**

Conduct interviews with female passengers on private buses.

Observe the behavior of women passengers in private buses.

Gather data from surveys of female passengers about their experiences on private buses.

Analyze the data to identify the challenges faced by women on private buses.

### **Limitations of the study**

- Time Constraint: The time available for the study may be limited, thus limiting the amount of data that can be collected.
- Sample Size: The sample size of the study may be too small to accurately represent the entire population of women who use private buses.

## CHAPTER 4

### DATA ANALYSIS AND INTERPRETATION

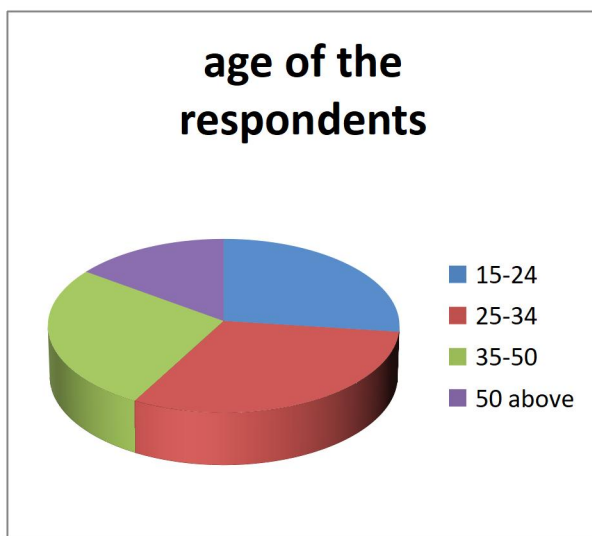
Data analysis and interpretation are two of the most important aspects of research. This chapter explains how the collected data are used to accomplish the objectives. Data analysis is essential to the development of any research project. The information was gathered from 100 women who reside in urban and rural parts of Kochi.

**Table 4.1**

#### Age of the respondents

Age of the respondents	frequency	Percentage of respondents
15-24	27	27.0
25-34	31	31.0
35-50	27	27.0
50 above	15	15.0
total	100	100

**Figure 4.1**





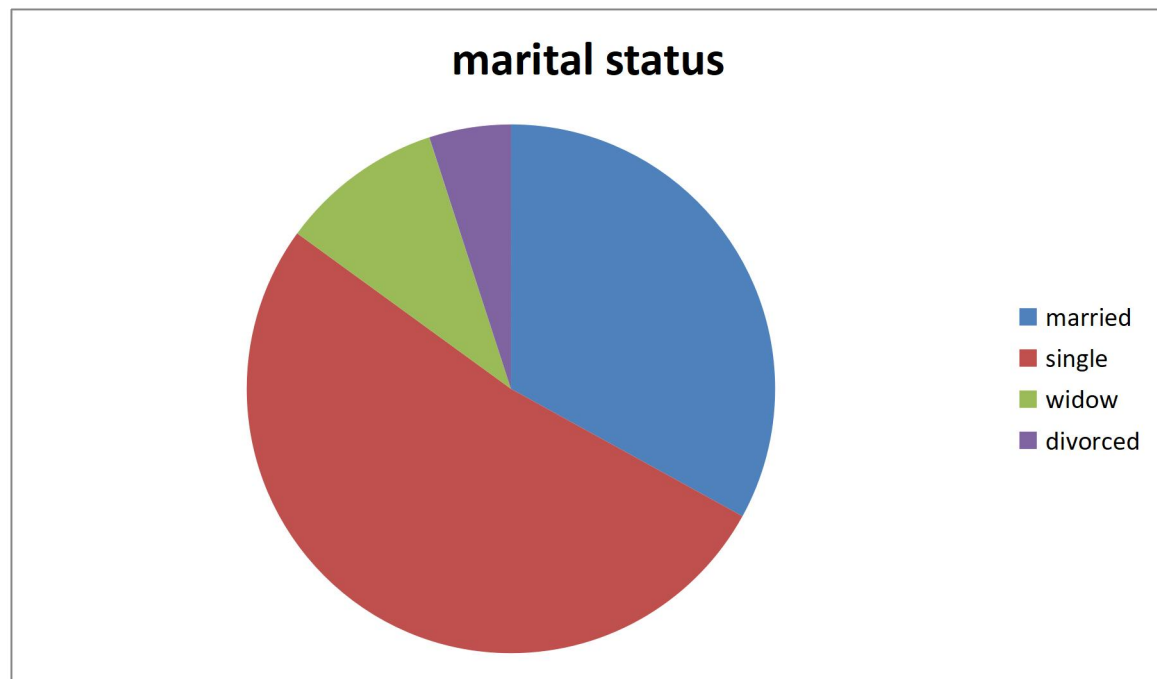
These results suggest that the majority of the respondents in the study were between the ages of 35 and 50, indicating this age group may be more likely to be in the private bus. Out of 100 respondents, 27% are in the age group of 15-24 and 31% are coming in the age group 25-34 and also 27% belong to the age 35-50 and also only 15% belongs in the age 50 above. From this, it is clear that most of the respondents belong to the age range of 35–50 because they are working women.

**Table 4.2**

**Marital status**

Marital status	frequency	Percentage of respondents
married	33	33.0
single	52	52.0
widow	10	10.0
divorced	5	5.0
total	100	100.0

**Figure 4.2**



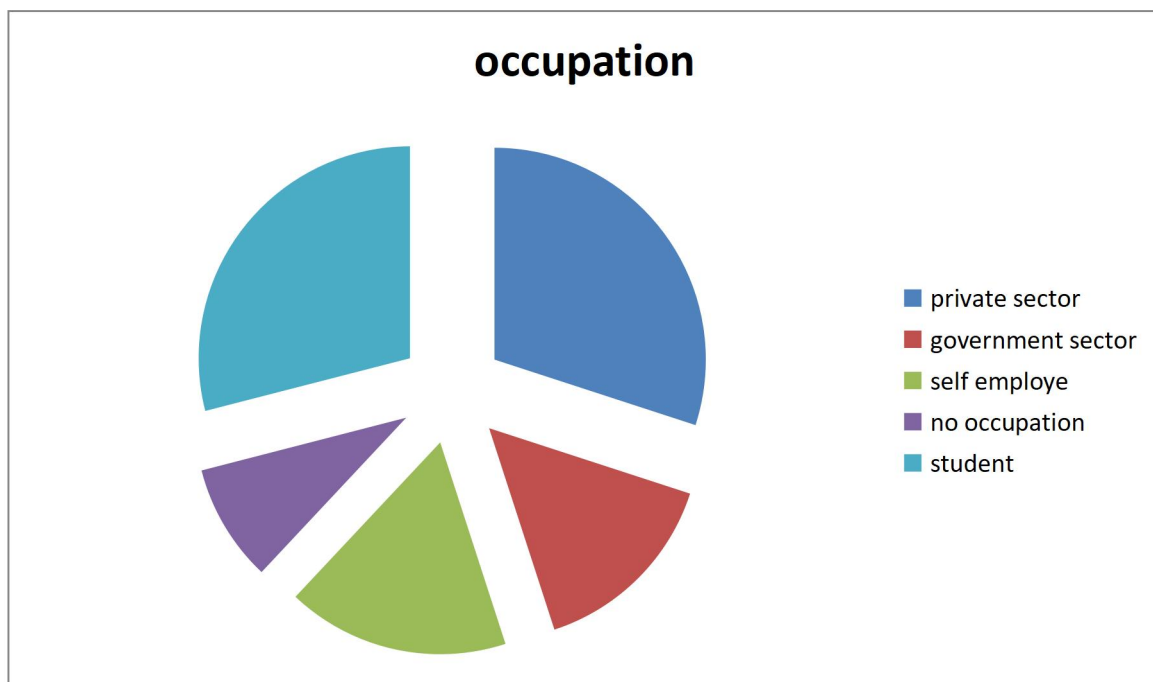
In this study, most of the women are in the single category. Out of 100 respondents, 52% are married women, 33% are single women, 10% are widows, and only 5% are in the divorced category.

**Table 4.3**

**Occupation**

occupation	frequency	Percentage of respondents
Private sector	30	30.0
Government sector	15	15.0
Self employee	17	17.0
No occupation	9	9.0
student	29	29.0
total	100	100.0

**Figure 4.3**



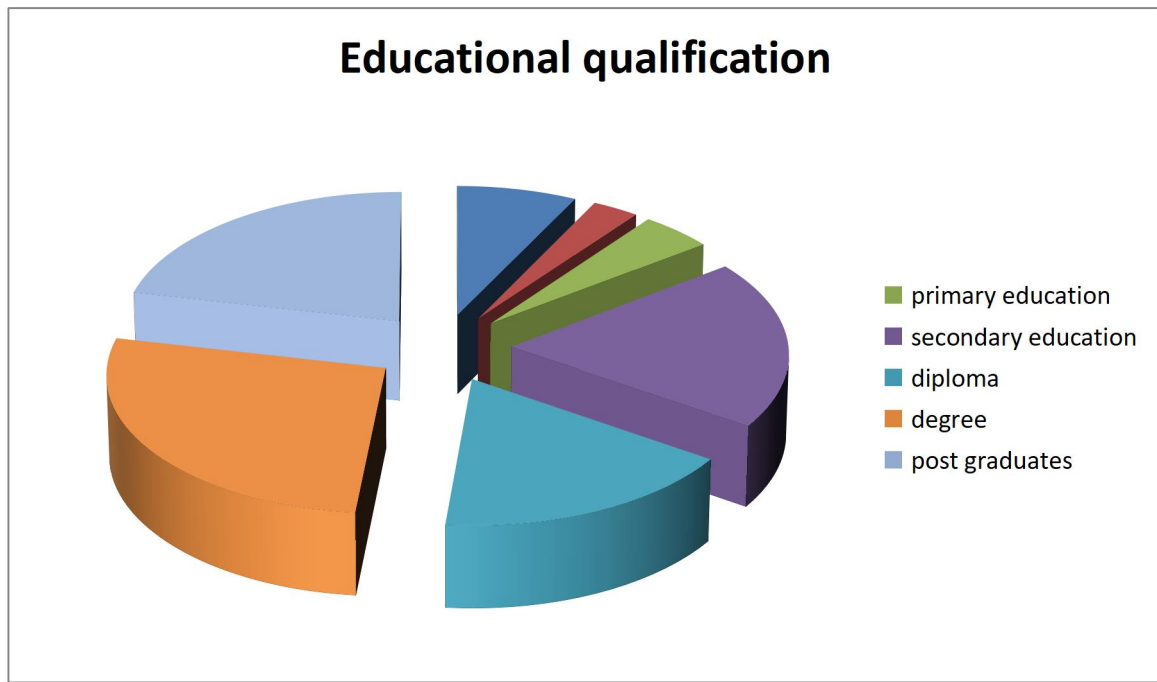
The data indicates a majority of women in the private sector. In this study, women belong in the private, government, and self-employed sectors, and some have no occupation. Out of 100 respondents, 30% are working in the private sector, only 15% are working in the government sector, 17% of women are self-employed, 9% have no occupation, and 29% are students.

**Table 4.4**

**Educational qualification**

<b>Educational qualification</b>	<b>frequency</b>	<b>Percentage of respondents</b>
Primary education	5	5.0
Secondary education	22	22.0
diploma	19	19.0
degree	30	30.0
Post graduates	24	24.0
total	100	100.0

**FIGURE 4.4**



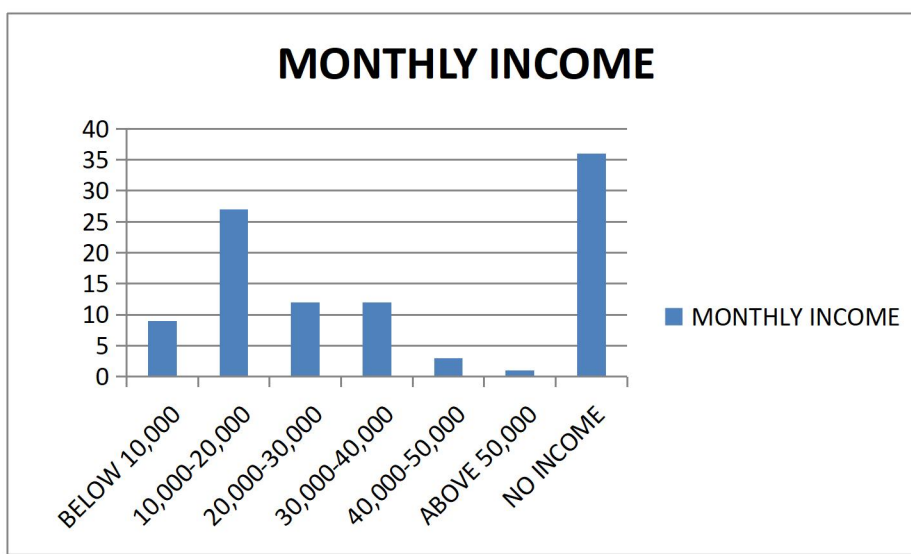
This data shows majority of women in the private bus face challenges related to their educational background. In the present study, 5% of respondents had primary education, 22% attained secondary education, 19% of women attained a diploma or professional qualification, 30% of women attained bachelor's degrees, and 24% of respondents attained master's degrees.

**Table 4.5**

**Monthly income**

<b>MONTHLY INCOME</b>	<b>FREQUENCY</b>	<b>PERCENTAGE OF RESPONDENTS</b>
below 10,000	9	9.0
10,000-20,000	27	27.0
20,000-30,000	12	12.0
30,000-40,000	12	12.0
40,000-50,000	3	3.0
ABOVE 50,000	1	1.0
NO INCOME	36	36.0
<b>TOTAL</b>	<b>100</b>	<b>100.0</b>

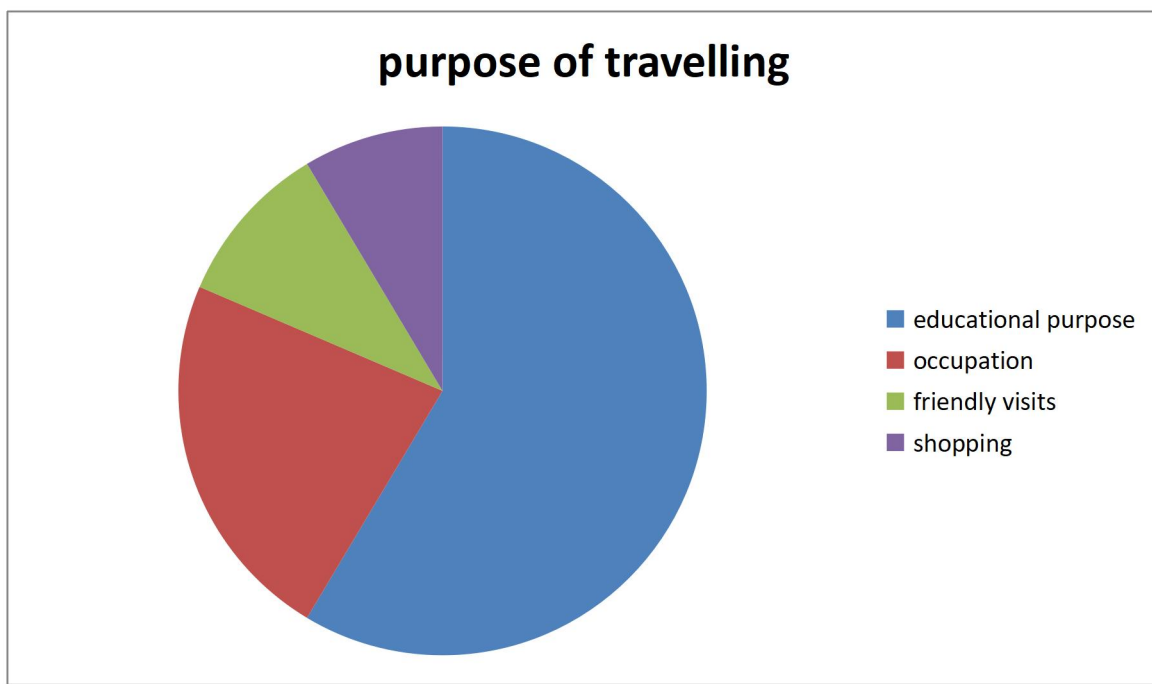
**FIGURE 4.5**



The study shows that majority have no income..in this study only 9% respondents have below 10,000 income , 27 % of women have 10,000-20,000 monthly income,12% of respondents have 20,000-30,000 income, again 12% have 30,000-40,000 income, 3% of women have 40,000-50,000 income only 1% of respondents have above 50,000 income, 30 % of women belongs to the category of no income because they are students.

### **Purpose of travelling**

**Figure 4.6**



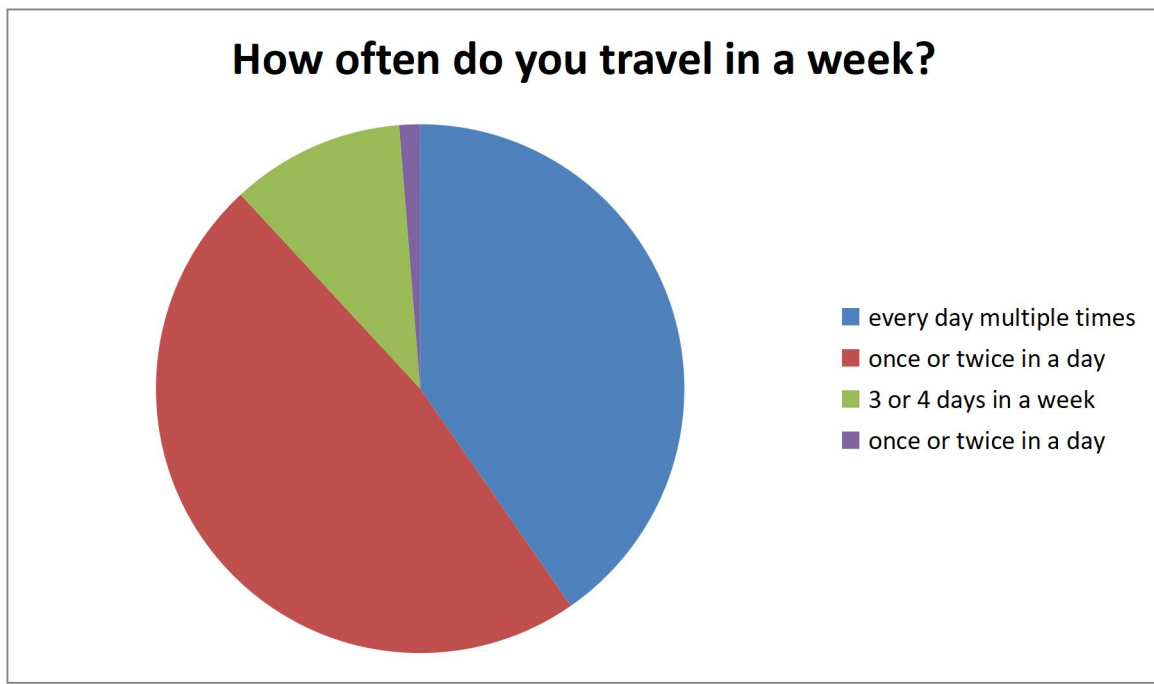
The study indicates that most of the women use private buses for educational purposes. In this figure and table shows that most of the women,80% are use the private bus for the educational purpose, , 38% who use private bus for the friendly visit, 70% women went for shopping in private bus According to the study, most of the women in Cochin use private buses for education and shopping. The women who use private buses for educational purposes and occupations also use them for friendly visits and shopping.

**Table 4.6**

**Frequency of travel in a week**

<b>How often do you travel in a week</b>	<b>frequency</b>	<b>Percentage of the respondents</b>
Every day multiple times	38	38.0
Once or twice in a day	45	45.0
3 or 4 days in a week	10	10.0
Once or twice in a week	7	7.0
Total	100	100.0

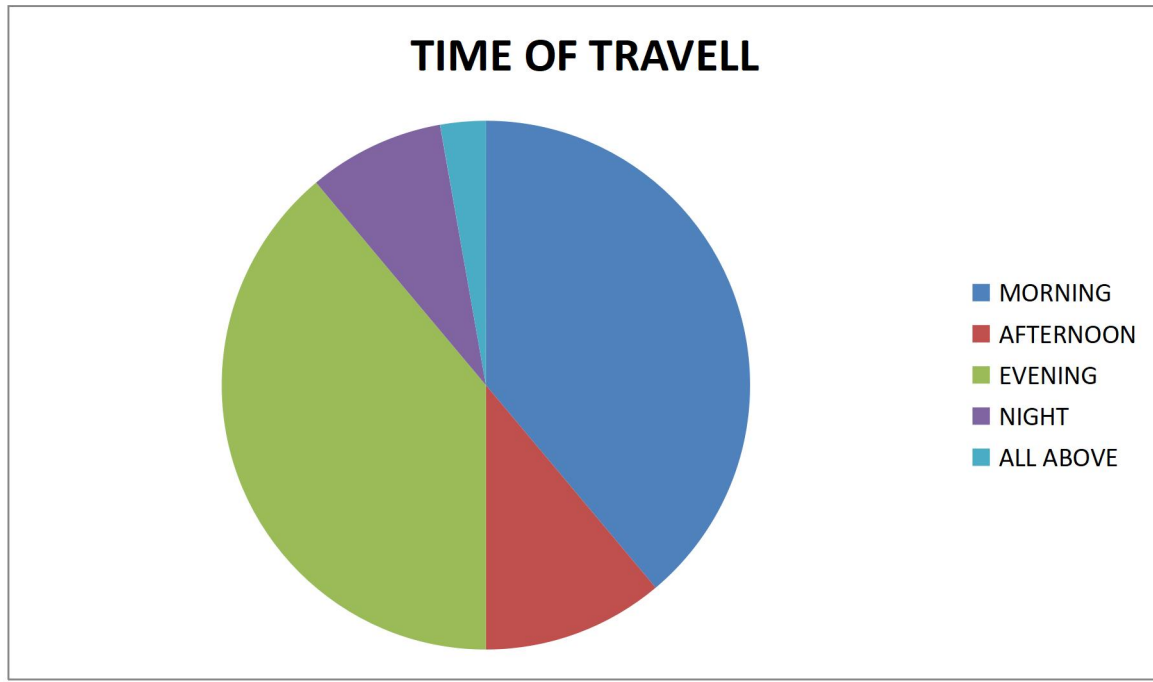
**Figure 4.7**



The study shows that the majority of them use private buses once or twice a day. The study shows 38% of women travel every day, multiple times in a week; most of the respondents travel once or twice a day; 10% of women travel 3 or 4 days in a week; and 7% of women travel in private buses once or twice in a week.

**Figure 4.8**

**Time of travelling**



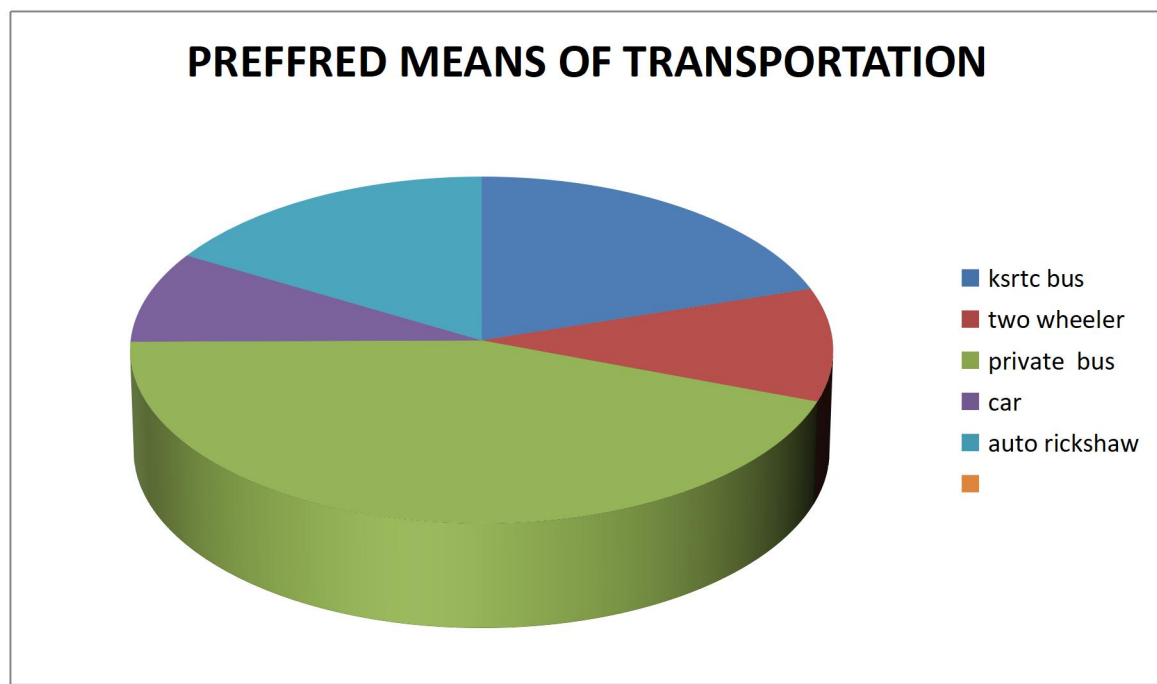
The majority of the respondents travel in the morning and evening. In This Study, 70% Of The Women In Cochin City Who Use Private Bus In The Morning And 20% Of Them In After Noon, 70% Of The Women Who Use Bus In The Evening, And 5% Of Women Who Use Bus Above All Other Times Most Of The Respondents Are Working Women And Students So They Use Morning And Evening The Bus For Their Travelling Purpose.

**Table 4.7**

**Preferred means of public transportation**

PREFFERD MEANS OF PUBLIC TRANSPORTATION	FREQUENCY
KSRTC bus	40
Two wheeler	21
Private bus	88
Car	17
Auto rickshaw	33
Total	199

**Figure 4.9**



In this study most of the women are choose private bus .In this study shows that 40% of women are use KSRTC bus and 21% of respondents are use two wheeler, according to our study most of the women are use private bus for daily transportation,17% Of them are use car, and 33% of women are depend auto rickshaw for transportation.

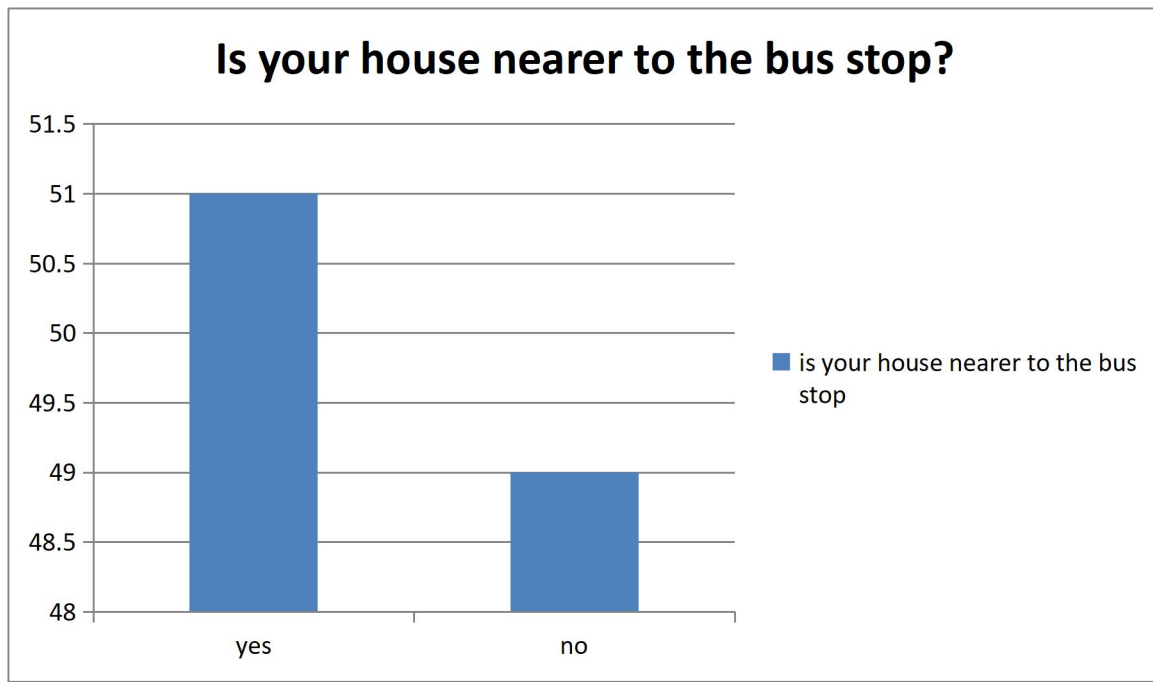


**Table 4.8**

**Is your house nearer to the bus stop?**

<b>Is your house nearer to the bus stop</b>	<b>frequency</b>	<b>Percentage of respondents</b>
Yes	51	51.0
No	49	49.0
Total	100	100.0

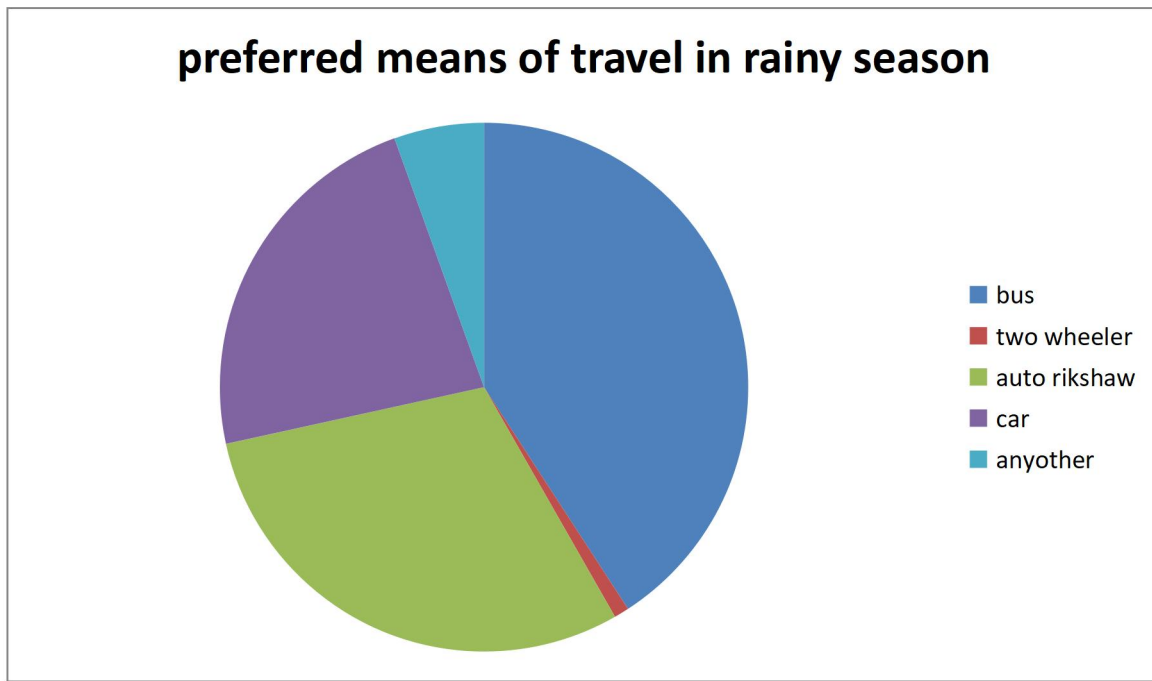
**Figure 4.10**



In this study most of the women house is near to the bus stop. The above figure and table indicates that 51% of women house are nearer to the bus stop and 49% of women house are far from bus stop.

## Preferred means of travel in rainy season

**Figure 4.11**



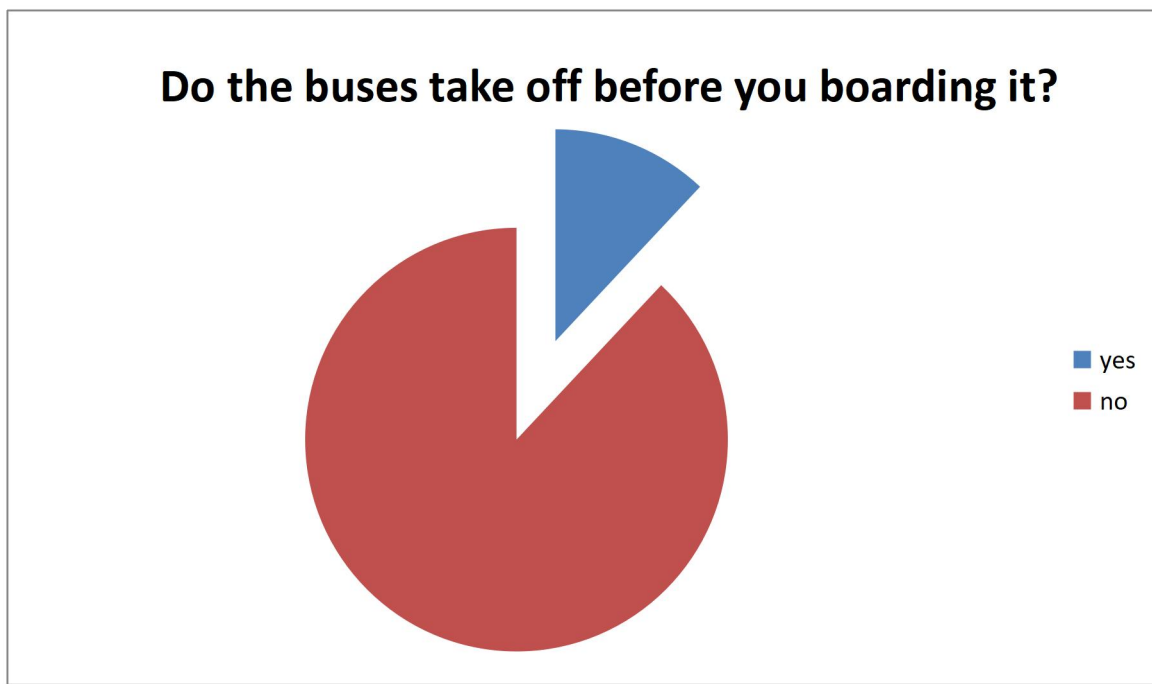
The study shows that the majority of women choose private buses for transportation in the rainy season. The above table and figure shows that the women are depend various type of transportation in rainy season, 89% of women who use private bus, only 2% are depend two wheeler ,65% of them use auto rickshaw,50% of women respondents are use car ,only 12% of women depend other means of transportation. The above study shows that the 100 respondents used different types of transportation in the rainy season.

**TABLE 9**

**Do the buses take off before you boarding it.?**

<b>Do the buses take off before you boarding it.</b>	<b>frequency</b>	<b>Percentage of respondents</b>
Yes	12	12.0
No	88	88.0
Total	100	100.0

**FIGURE 12**



The study indicates that most of the women did not experience buses taking off before boarding them. This figure shows that 12% of women indicate that the bus took off before they boarded, and 88% of women indicate that the bus didn't take off before they boarded.

### **If yes, how do you manage it?**

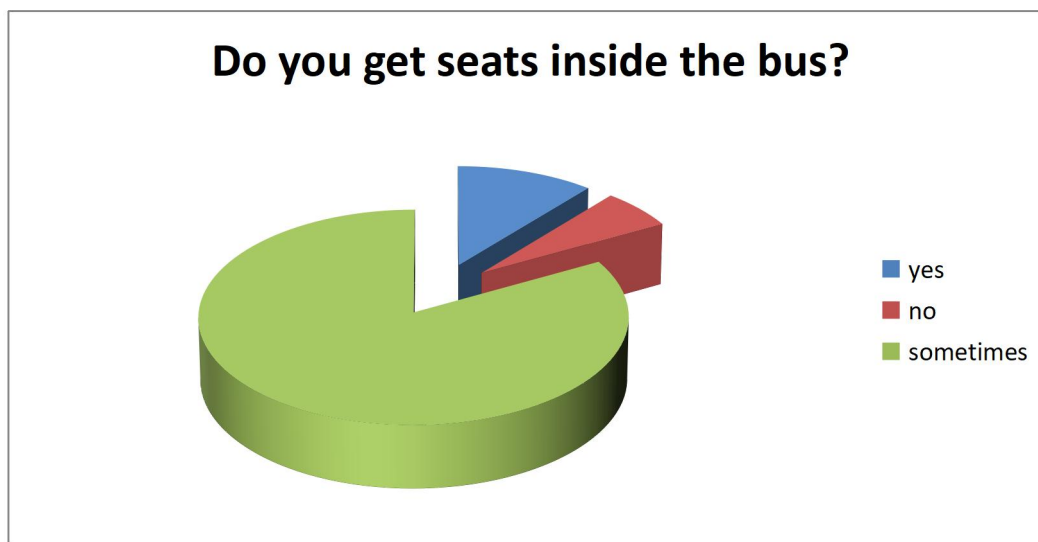
This is a descriptive question for the respondents; some of them say that they quarrel with bus conductors, most of the women respond that they give complaints to the police, and some of them say that they use any other way.

**Table 4.10**

### **Do you get seats inside the buses ?**

<b>Do you get seats inside the buses</b>	<b>frequency</b>	<b>Percentage of respondents</b>
yes	11	11.0
no	6	6.0
sometimes	83	83.0
total	100	100.0

**Figure 4.13**



The result suggests that most women get seats sometimes. This table and figure show that 11% of women get seats inside the bus, 6% do not, and 83% of the respondents get seats sometimes inside the bus.

**Table 4.11**

**How much distance do you travel?**

<b>How much distance do you travel</b>	<b>frequency</b>	<b>Percentage of respondents</b>
1 to 5 kilometre	18	18.0
6 to 10 kilometre	38	38.0
11 to 15 kilometre	27	27.0
Above 20 kilometre	17	17.0
total	100	100

**Figure 4.14**



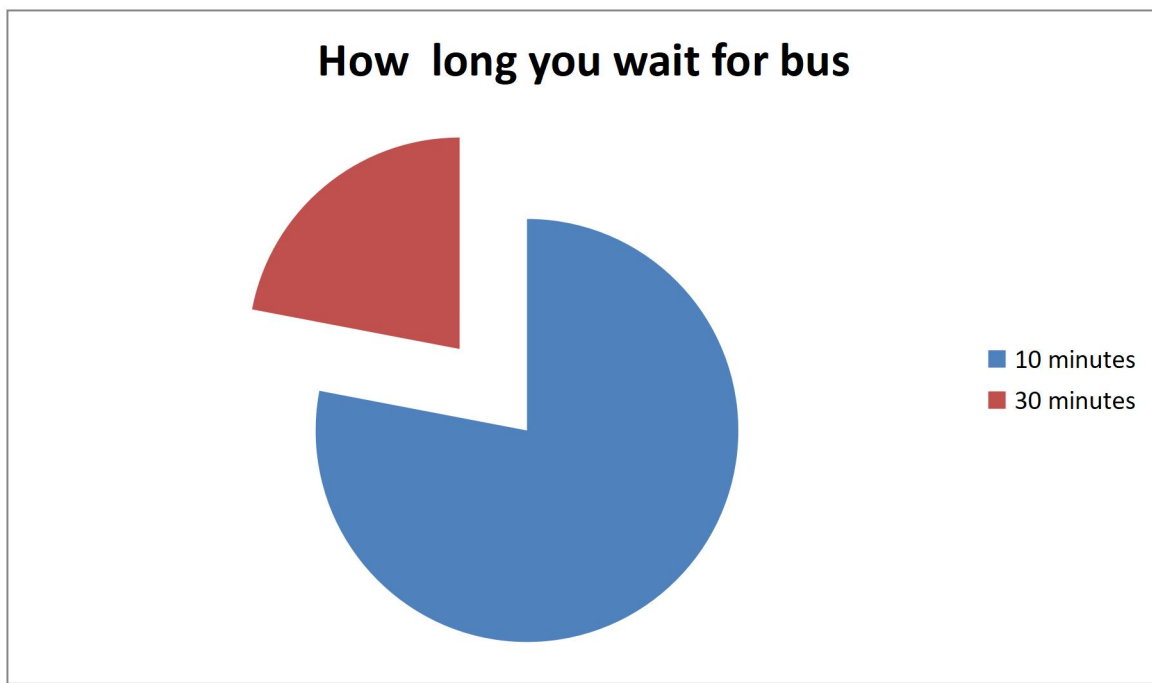
This survey shows that most of the women travel by private bus for 6 to 10 kilometers. The study shows that 18% of women travel 1 to 5 kilometers by private bus, 38% of respondents travel 6 to 10 kilometers, 27% of women travel 11 to 15 kilometers, and only 17% of people travel above 20 kilometers by private bus.

**Table 4.12**

**How long you wait for bus**

<b>How long you wait for bus</b>	<b>frequency</b>	<b>Percentage of respondents</b>
10 minutes	78	78.0
30 minutes	22	22.0
total	100	100.0

**Figure 4.15**



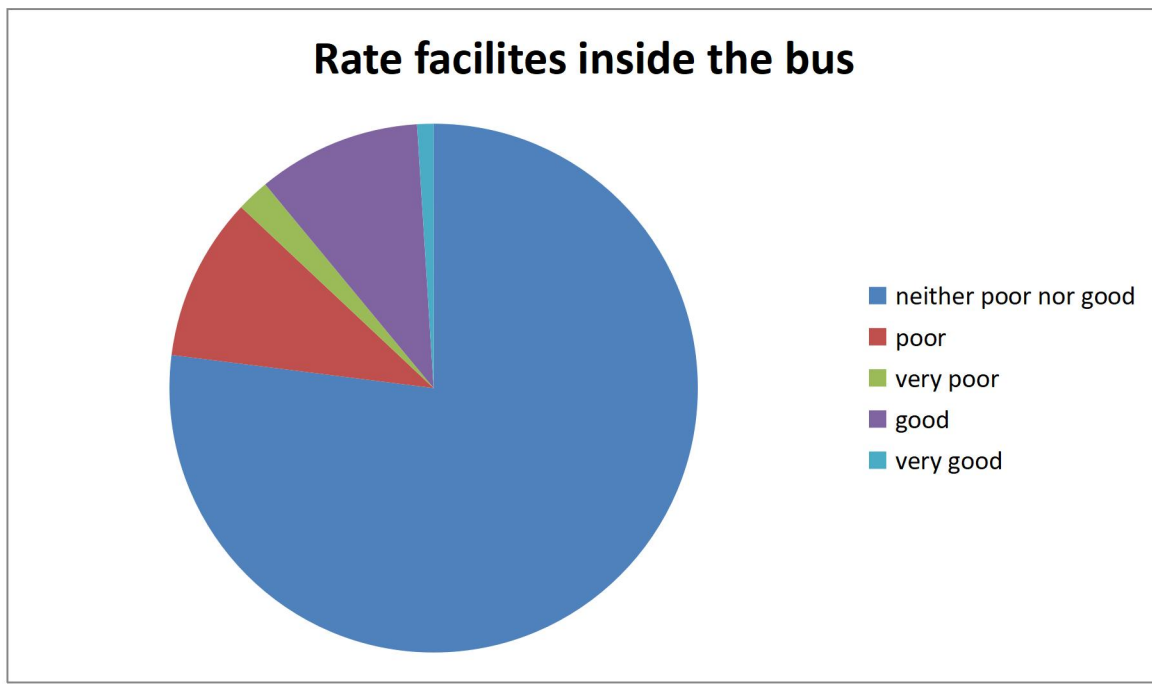
From this study most of the women that 78% of wait 10 minutes for bus ,22% of respondents wait 30 minutes for bus .majority of the women wait for bus 10 minutes.

**Table 4.13**

**Rate of facilities inside the bus**

How you rate facilities inside the bus	frequency	Percentage of respondents
Neither poor nor good	77	2.0
poor	10	10.0
Very poor	2	77.0
good	10	10.0
Very good	1	1.0
total	100	100.0

**Figure 4.16**



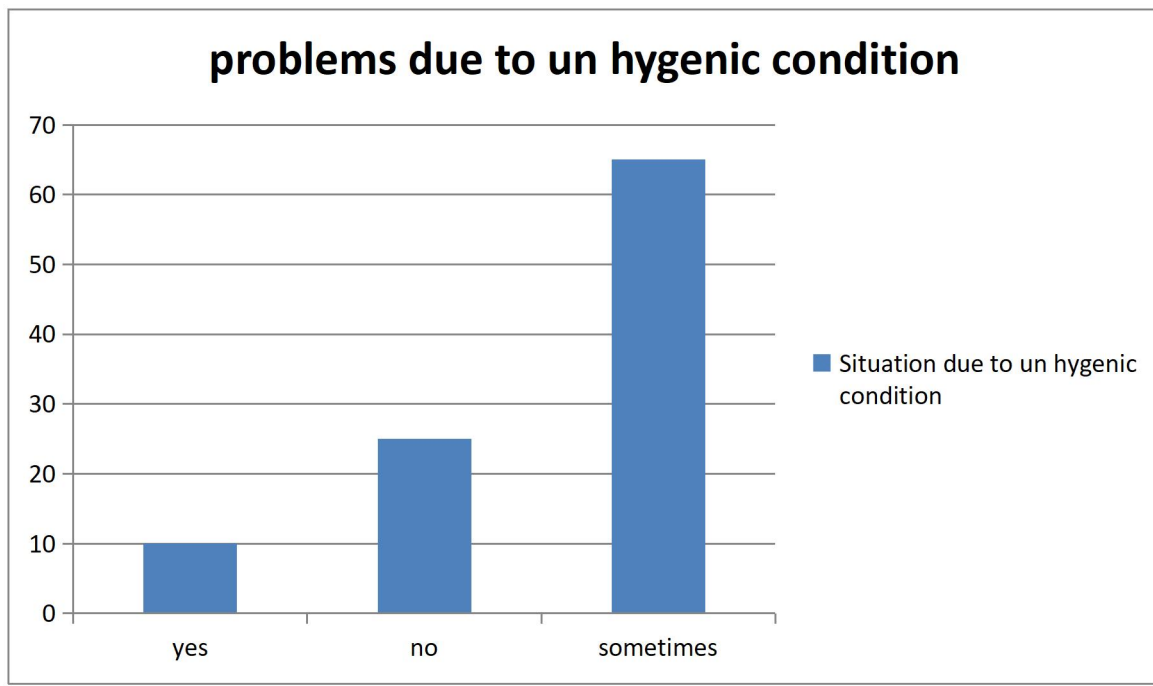
Most of the respondents (77% said that the facilities are neither poor nor good, and 2%% of respondents rate them as very poor; 10% of them said the facilities are poor; only 10% responded "good," and only 1% said that the facilities inside the private bus are very good.

**Table 4.14**

**Problems due to unhygienic conditions**

Situations due to unhygienic conditions	frequency	Percentage of respondents
yes	10	10.0
no	25	25.0
sometimes	65	65.0
total	100	100.0

**FIGURE 4.17**



In this survey, most women sometimes face unhygienic conditions. In this study, out of 100 respondents, 10% face the situation due to an unhygienic condition, 25% respond that there is no unhygienic condition, and 65% of women said that they sometimes face the situation due to the unhygienic condition.

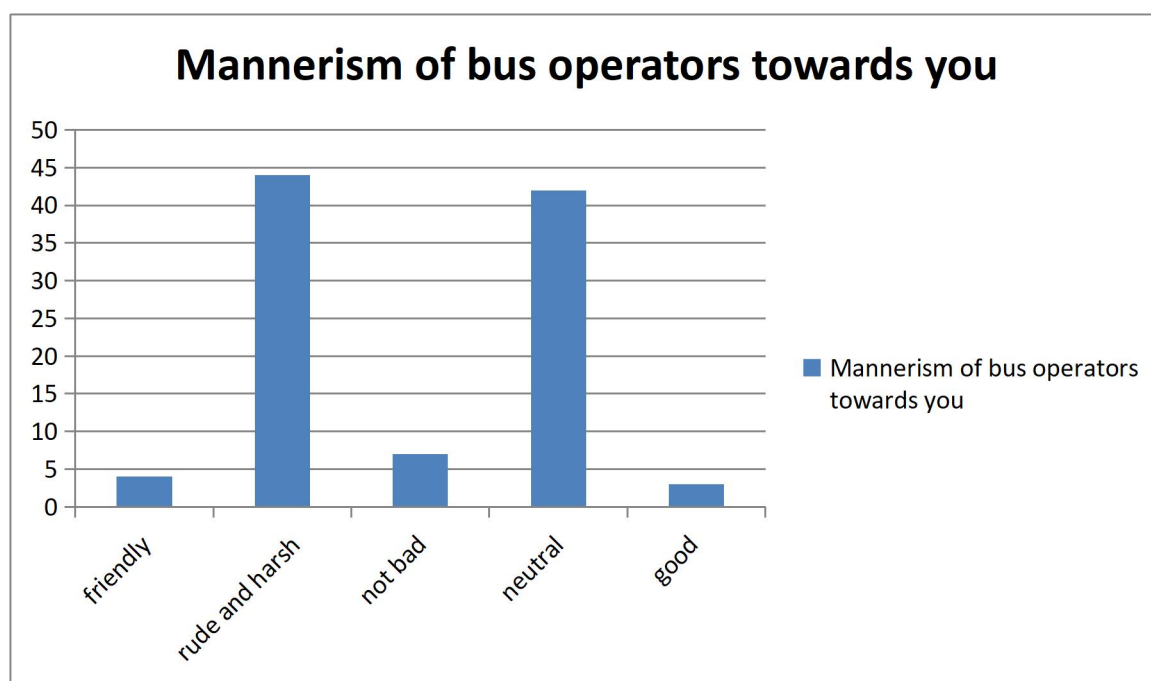


**Table 4.15**

**The mannerism of bus operators towards you**

Mannerism if bus operators towards you	frequency	Percentage of respondents
friendly	4	4.0
Rude and harsh	44	44.0
Not bad	7	7.0
neutral	42	42.0
good	3	3.0
total	100	100.0

**Figure 4.18**



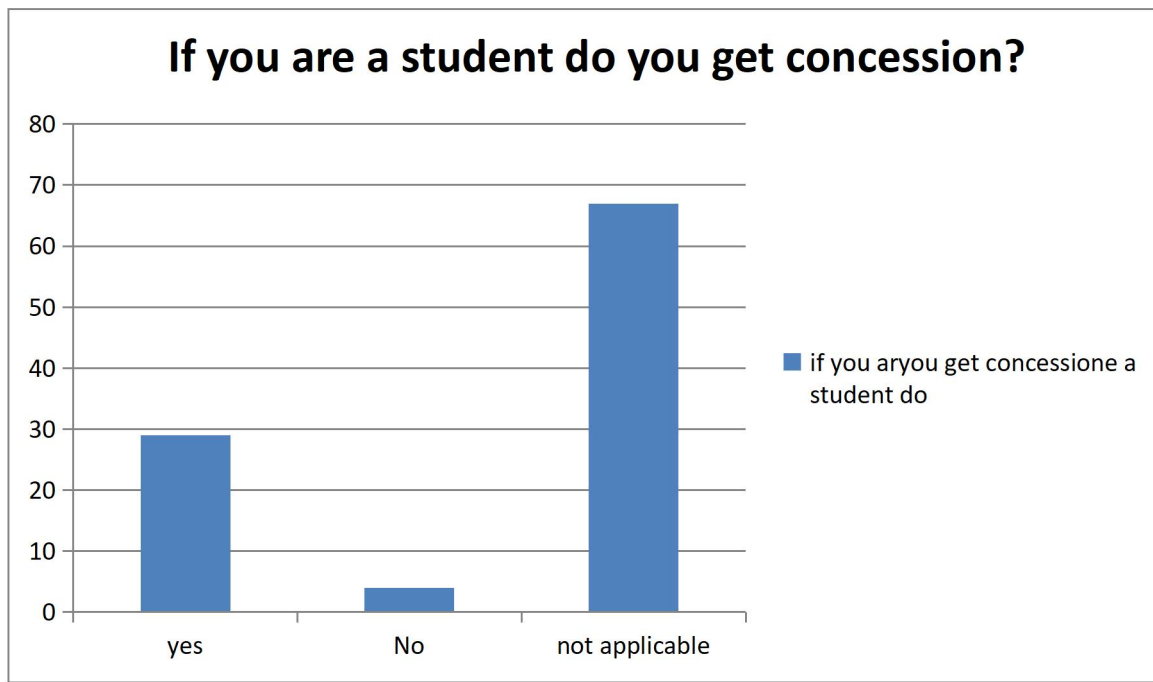
In this study out of 100 respondents 4% of women respondents said that the mannerism of the bus operators are friendly and 44 % are respond that they face rude and harsh mannerism from bus operators ,7% respond not bad ,only 3% react that the mannerism was good and 42% are said that the mannerism was neutral.

**Table 4.16**

**If you are a student, do you get concession?**

<b>If you are a student do you get concession</b>	<b>frequency</b>	<b>Percentage of respondents</b>
yes	29	29.0
no	4	4.0
Not applicable	67	67.0
total	100	100.0

**Figure 4.19**



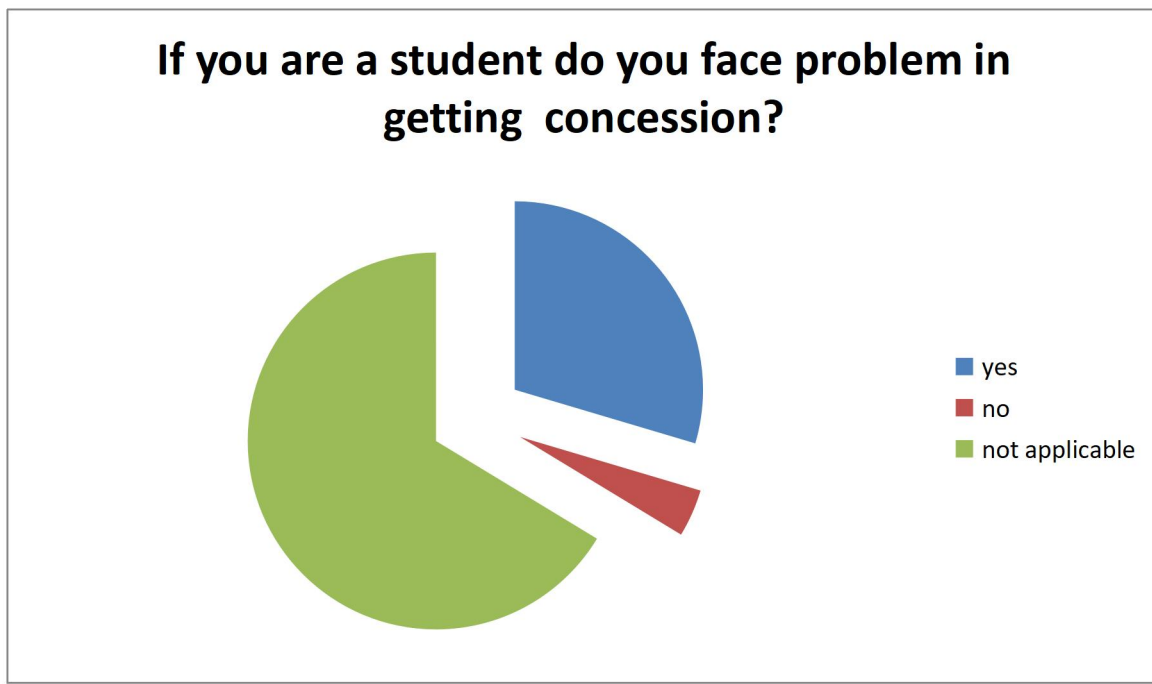
In this figure and the table, it is clear that 29% of students respond that they get a concession while traveling, while only 4% say that they don't get the privilege. 67% of students say getting concessions on private buses is not applicable.

**Table 4.17**

**If you are a student do you face any problems in getting concession?**

<b>If you are a student do you face any problems in getting</b>	<b>frequency</b>	<b>Percentage of respondents</b>
yes	29	29.0
no	4	4.0
Not applicable	65	65.0
total	100	100.0

**Figure 4.20**



In this study, the above table and figure show that 29% of students get a concession in their travel, 4% of students respond that they did not get a concession, and 65% of students say that concessions in daily travel are not applicable.

**If yes, specify**

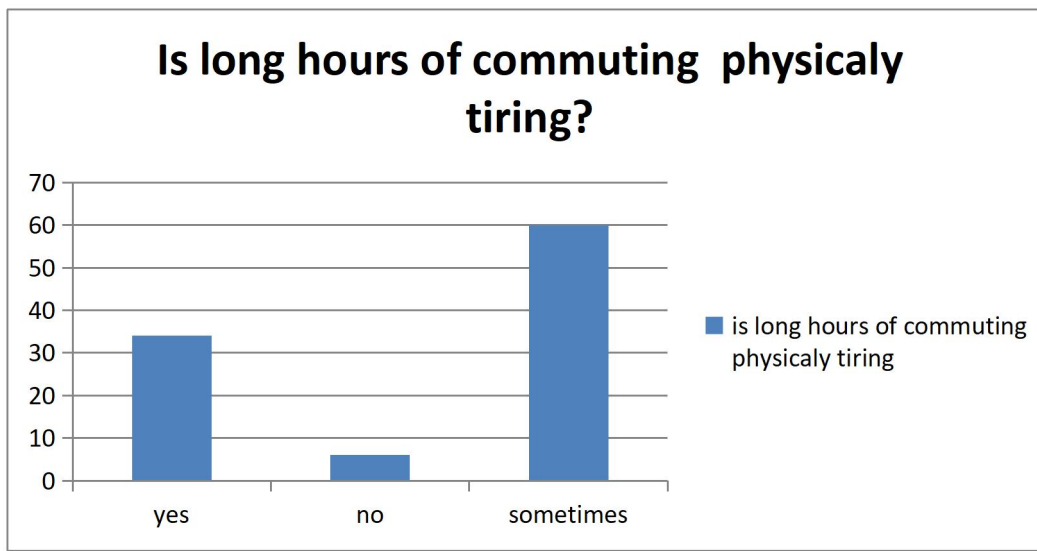
This is a descriptive question for the respondents, and most of the women students said that the private bus conductors ask for money.

**Table 4.18**

**Is long hours of commuting physically tiring?**

<b>Is long hours of commuting physically tiring</b>	<b>frequency</b>	<b>Percentage of respondents</b>
yes	34	34.0
no	6	6.0
sometimes	60	60.0
total	100	100.0

**Figure 4.21**



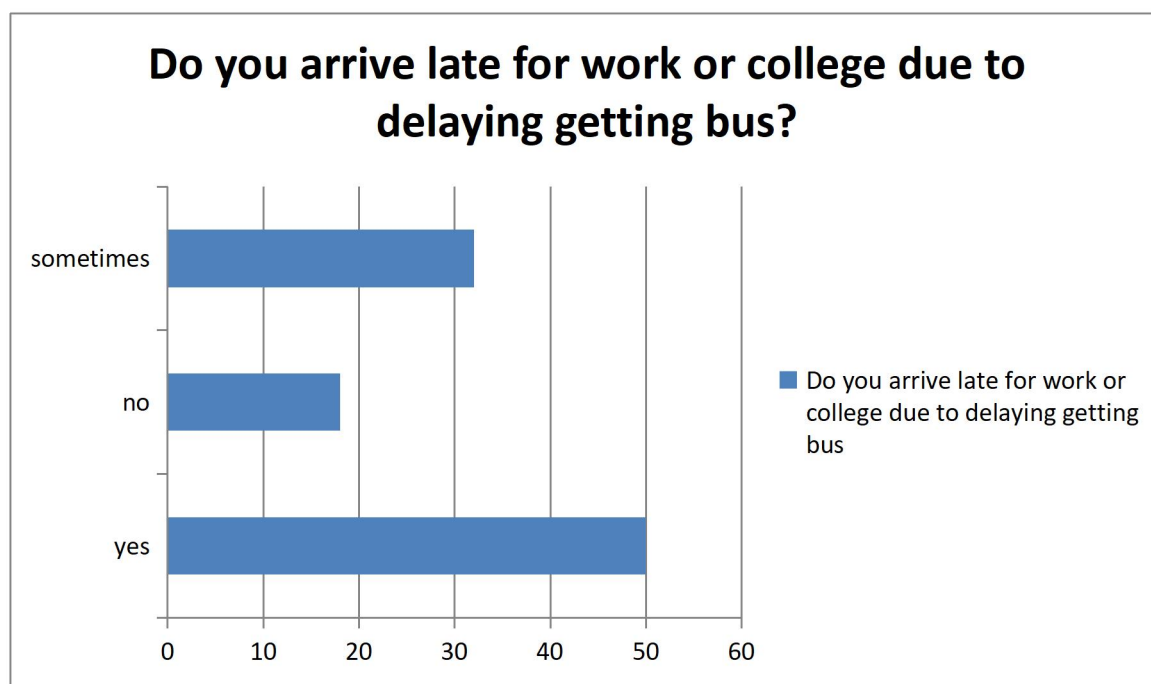
In this study, out of 100 respondents, 34% of people face physical issues while they commute, 6% of women respond they have no physical problems after commuting, and 60% of women respond that long hours of commuting are physically tiring.

**Table 4.19**

**Do you arrive late for work or college due to delaying getting bus?**

<b>Do you arrive late for work or college due to delaying getting bus</b>	<b>frequency</b>	<b>Percentage of respondents</b>
yes	50	50.0
no	18	18.0
sometimes	32	32.0
total	100	100.0

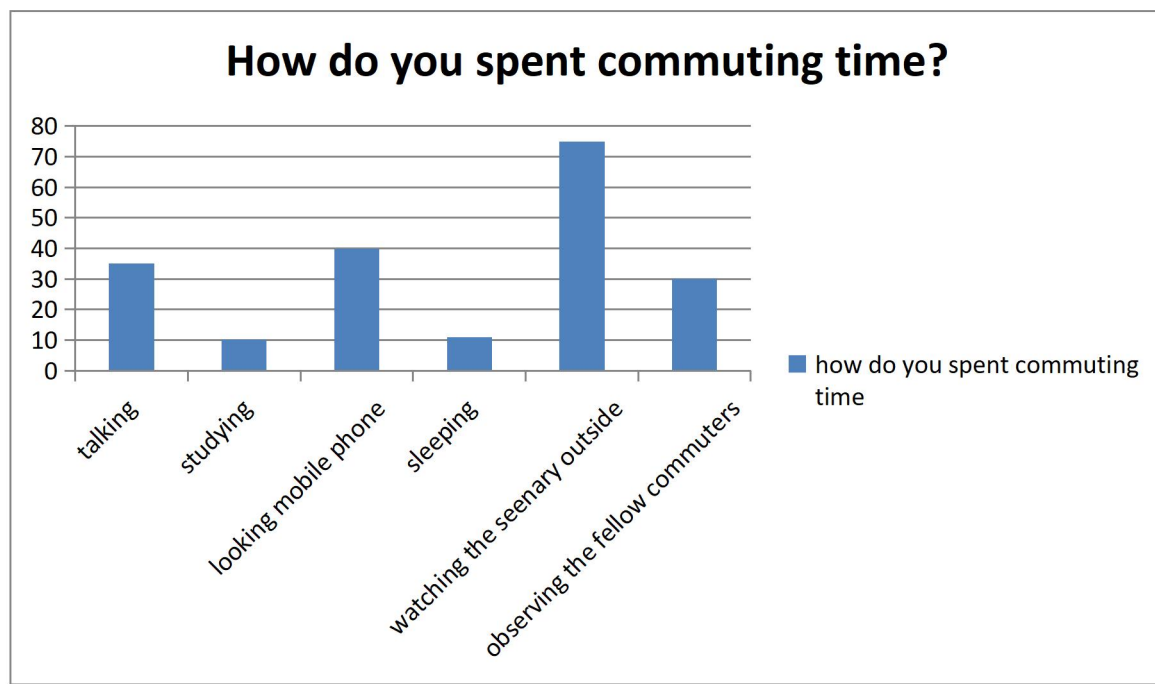
**Figure 4.22**



In this study, out of 100 respondents, 50 % arrive late for work and college due to delaying getting a bus; 18% of women do not face the issue; and 32% of people sometimes arrive late for work and college. The transportation is affecting our working conditions as well.

**FIGURE 4.23**

**How do you spend your commuting time?**



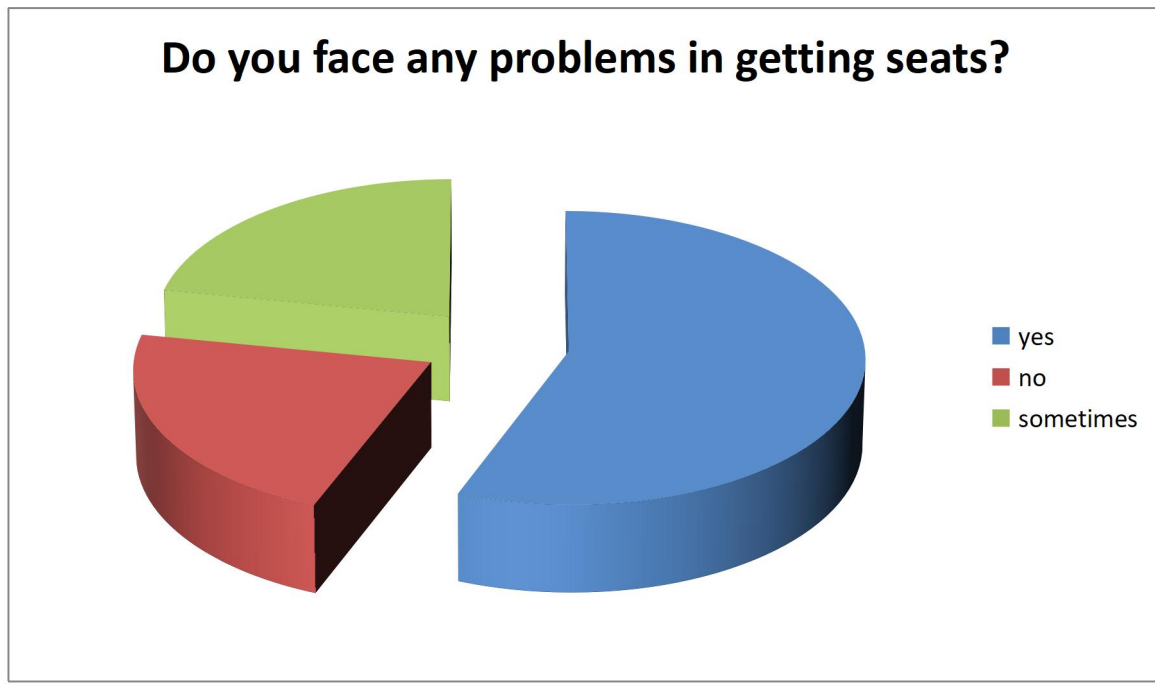
The above study shows that the women commuters spend their commute time in various ways: 35% of them talk to others while traveling, 10% of them study, 40% of them look at their mobile phones while traveling, only 11% of them sleep, most of them watch the scenery outside, and 30% of them observe their fellow commuters.

**Table 4.20**

**Do you face any problems in getting seats?**

<b>Do you face any problems in getting seats</b>	<b>frequency</b>	<b>Percentage of respondents</b>
yes	56	56.0
no	22	22.0
sometimes	22	22.0
total	100	100.0

**FIGURE 24**



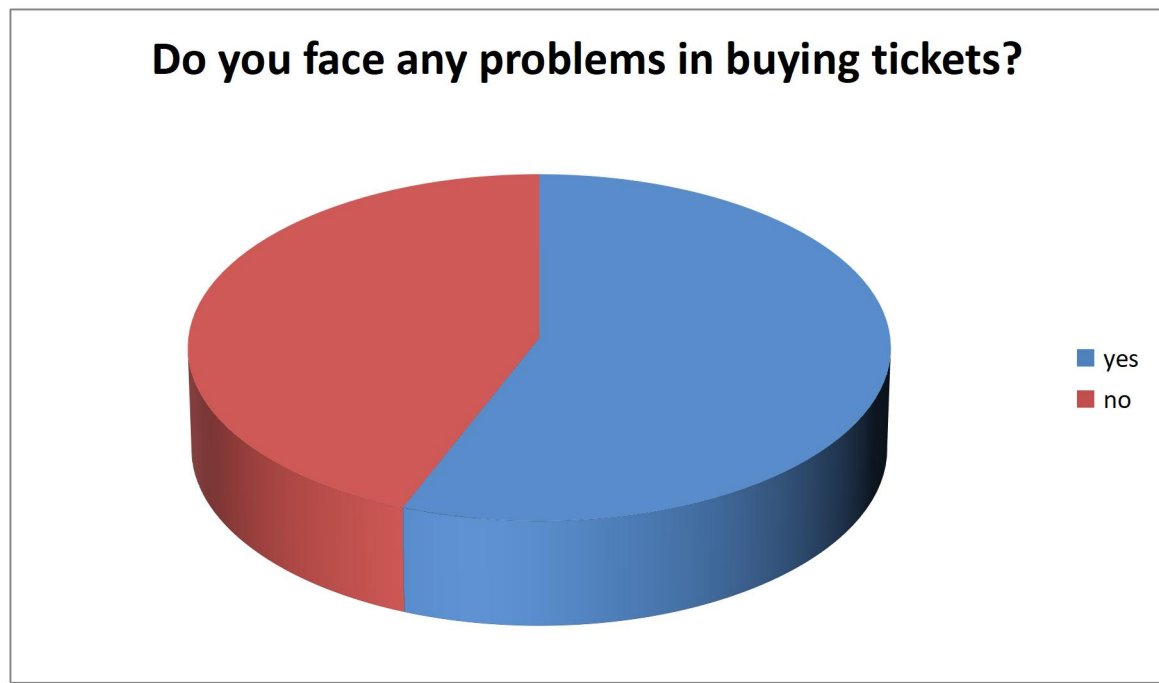
This figure indicates that 56% of women respondents face the problem of getting seats, 22% of respondents had no problem getting seats, and 22% of women respondents sometimes had problems getting seats in private buses.

**TABLE 4.21**

**Do you face any problems in buying tickets?**

Do you face any problems in buying tickets	frequency	Percentage of respondents
yes	56	56.0
no	44	44.0
total	100	100.0

**FIGURE 4.25**



Out of 100 % of women respondents ,56% of women had face the problem in buying tickets ,44% of women respond that they have no problem in buying tickets.

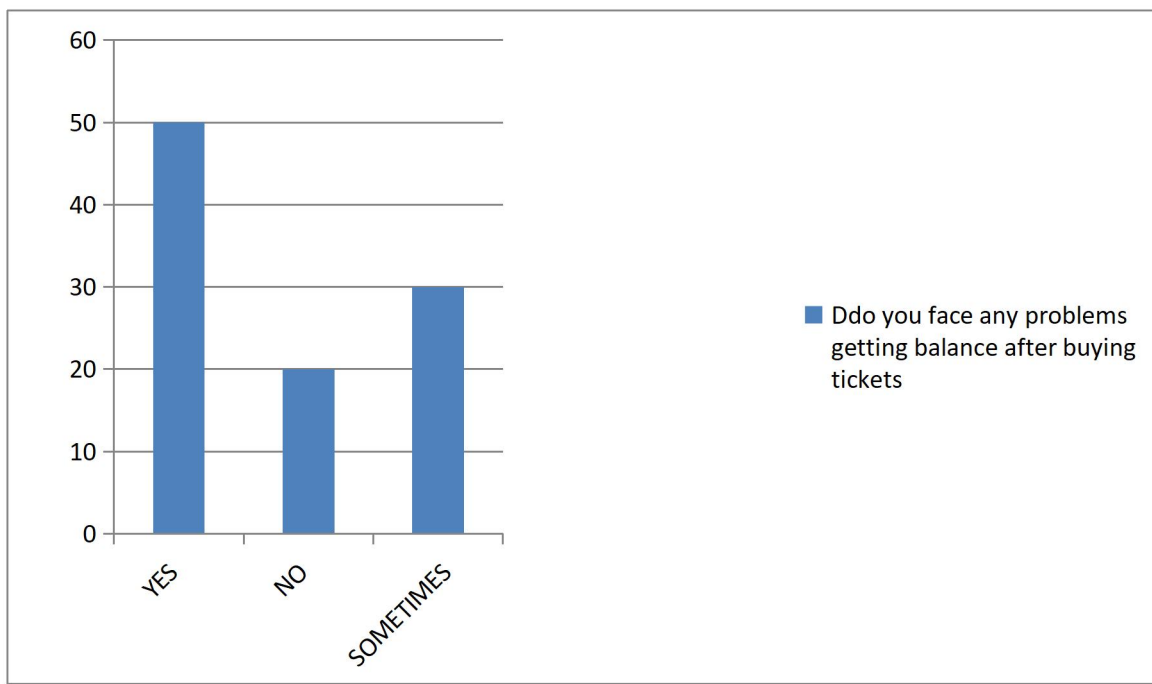


**TABLE 4.22**

**Do you face any problems getting balance after buying tickets?**

DO YOU FACE ANY PROBLEMS GETTING BALANCE AFTER BUYING TICKETS	FREQUENCY	PERCENTAGE OF RESPONDENTS
YES	50	50.0
NO	20	20.0
SOMETIMES	30	30.0
TOTAL	100	100.0

**FIGURE 4.26**



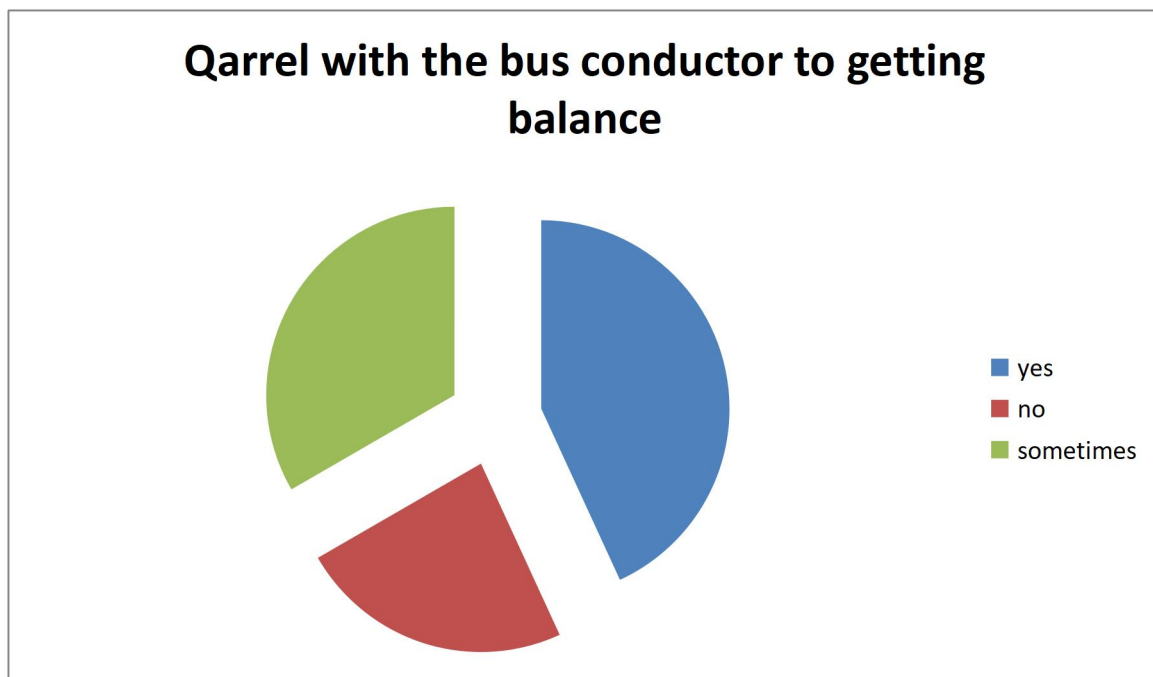
The above table and figure show that 50% of women face problems getting balance after buying tickets, 20% of women did not have any problem getting balance after buying tickets, and 30% of women respondents sometimes had problems getting balance after buying tickets.

**TABLE 4.23**

**Quarrel with the bus conductor to getting balance**

Quarrel with the bus conductor	frequency	Percentage of respondents
yes	44	44.0
no	24	24.0
sometimes	34	34.0
total	100	100.0

**Figure 4.27**



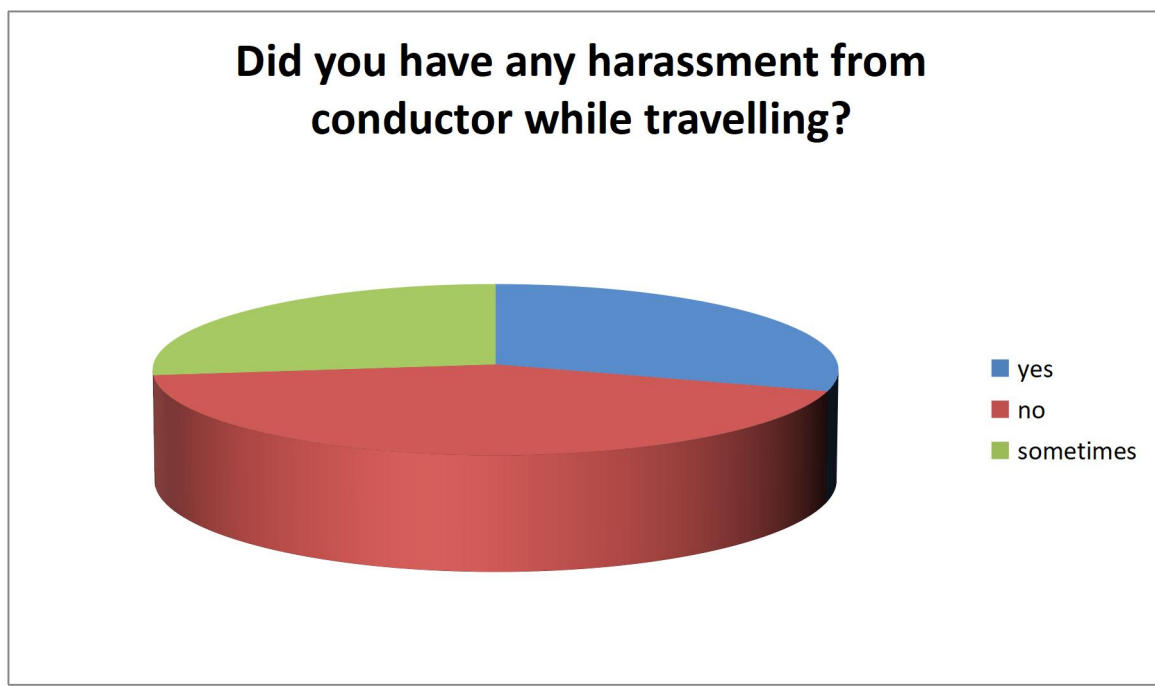
From this figure, it is clear that 44% of women had quarreled with the bus conductor for getting balance, 24% of respondents had not quarreled with the conductor, and 34% of women sometimes quarreled with the bus conductor for getting balance.

**Table 4.24**

**Did you ever face any harassment from conductor while travelling?**

<b>Did you have any harassment from conductor while travelling</b>	<b>frequency</b>	<b>Percentage of respondents</b>
never	30	30.0
rarely	43	43.0
sometimes	27	27.0
total	100	100.0

**Figure 4.28**



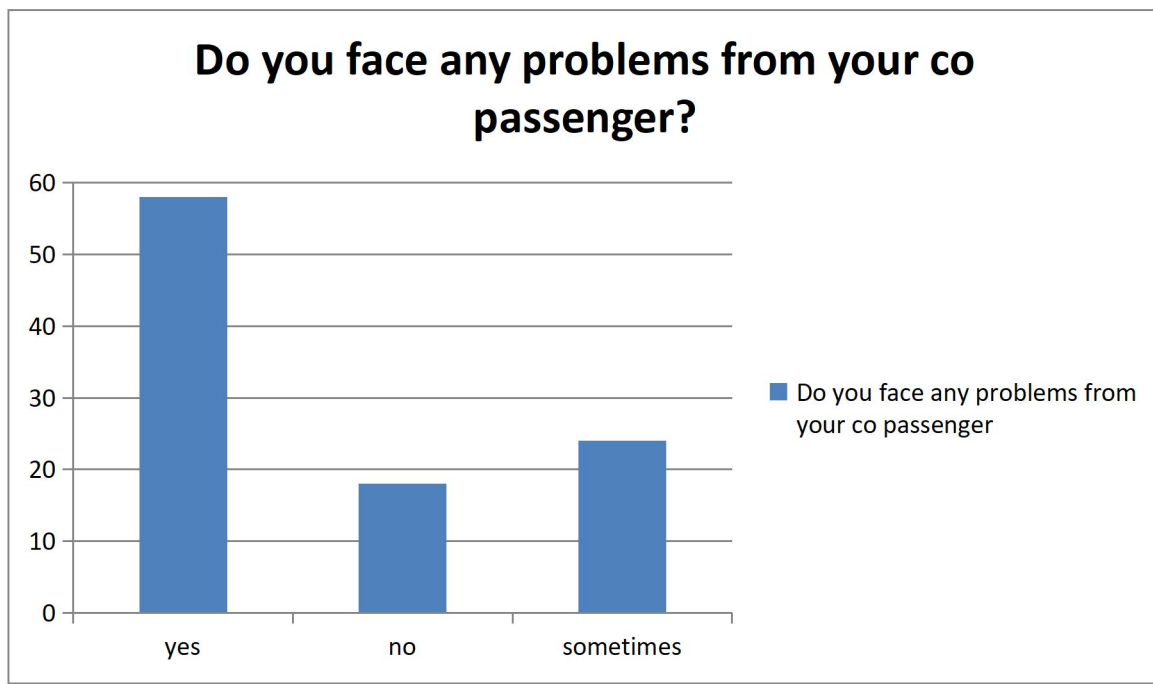
Above 30% of women never face any harassment from the conductor while traveling; 43% of women rarely face any harassment from the conductor; and the rest of 27% of respondents sometimes face harassment from the conductor.

**Table 4.25**

**Do you face any problems from your co passenger?**

<b>Do you face any problems from your co passenger</b>	<b>frequency</b>	<b>Percentage of respondents</b>
yes	58	58.0
no	18	18.0
sometimes	24	24.0
total	100	100.0

**Figure 4.29**



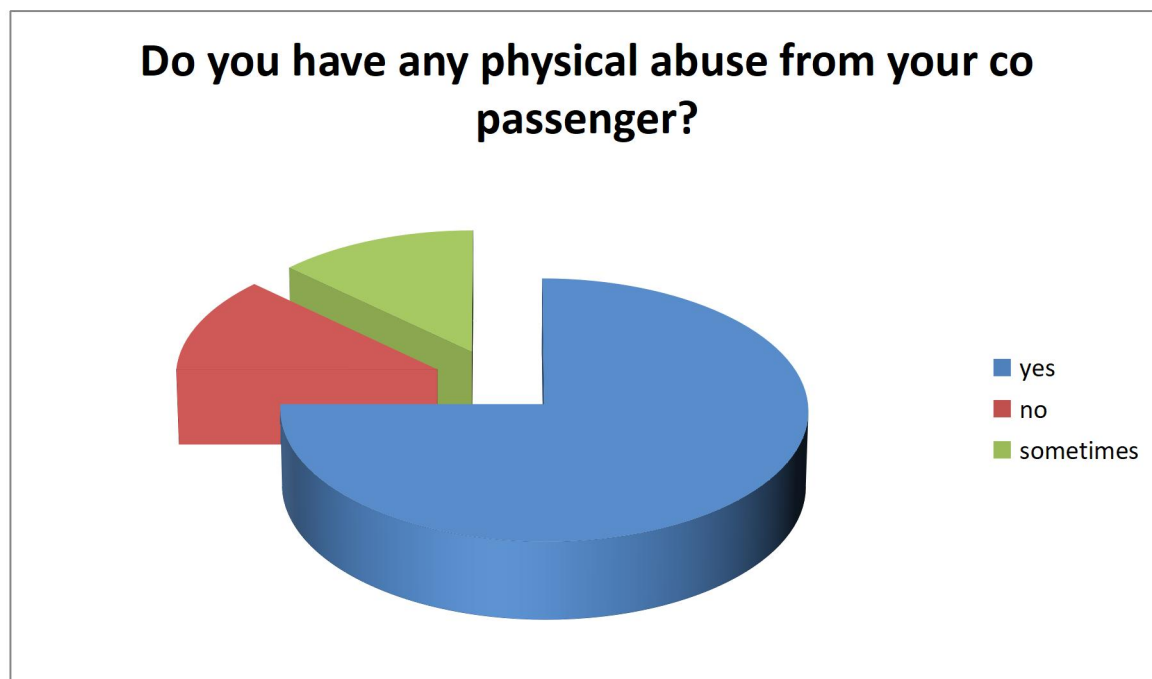
The figure shows that 58% of women had faced problems from co-passengers, 18% of women did not face problems from co-passengers, and 24% of women respondents sometimes face problems from co-passengers.

**Table 4.26**

**Do you face any physical abuses from your co passenger?**

<b>Do you have any physical abuse from your co passenger</b>	<b>frequency</b>	<b>Percentage of respondents</b>
yes	75	75.0
no	12	12.0
sometimes	13	13.0
total	100	100.0

**Figure 4.30**



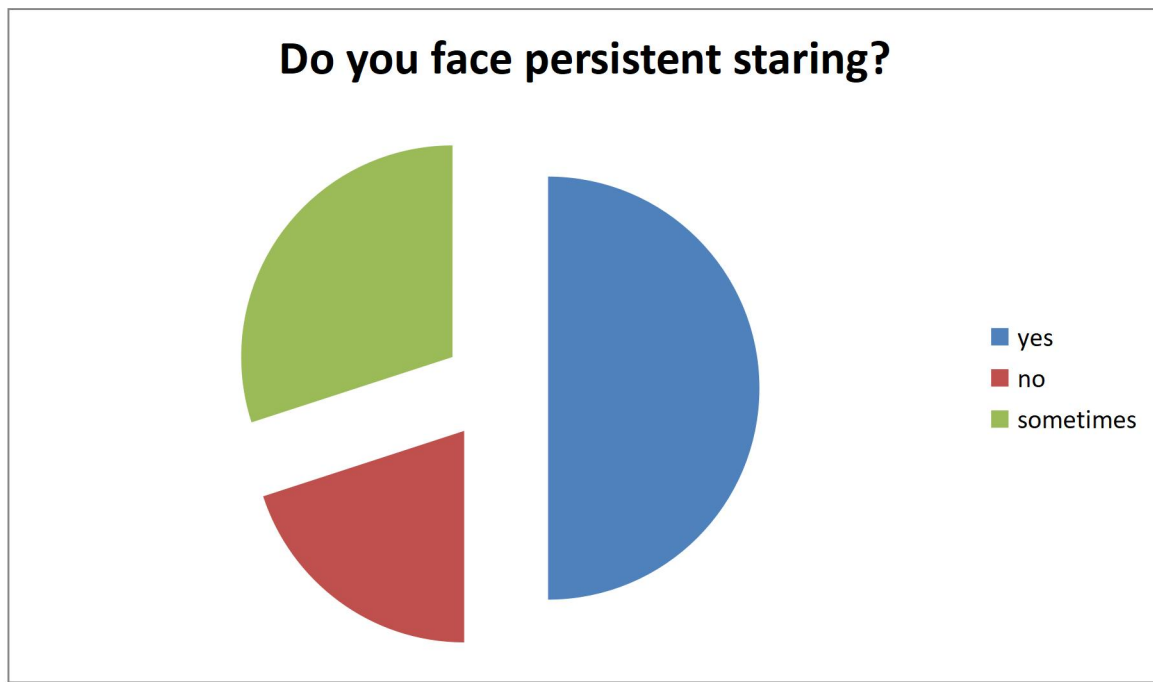
The above figure and the table show that 75% of women face physical abuse from their co-passenger; 12% of them did not face physical abuse, while only 13% of women sometimes face physical abuse from their co-passenger.

**TABLE 4.27**

**Do you face persistent staring?**

<b>Do you face persistent staring</b>	<b>frequency</b>	<b>Percentage of respondents</b>
yes	50	50.0
no	20	20.0
sometimes	30	30.0
total	100	100.0

**Figure 4.31**



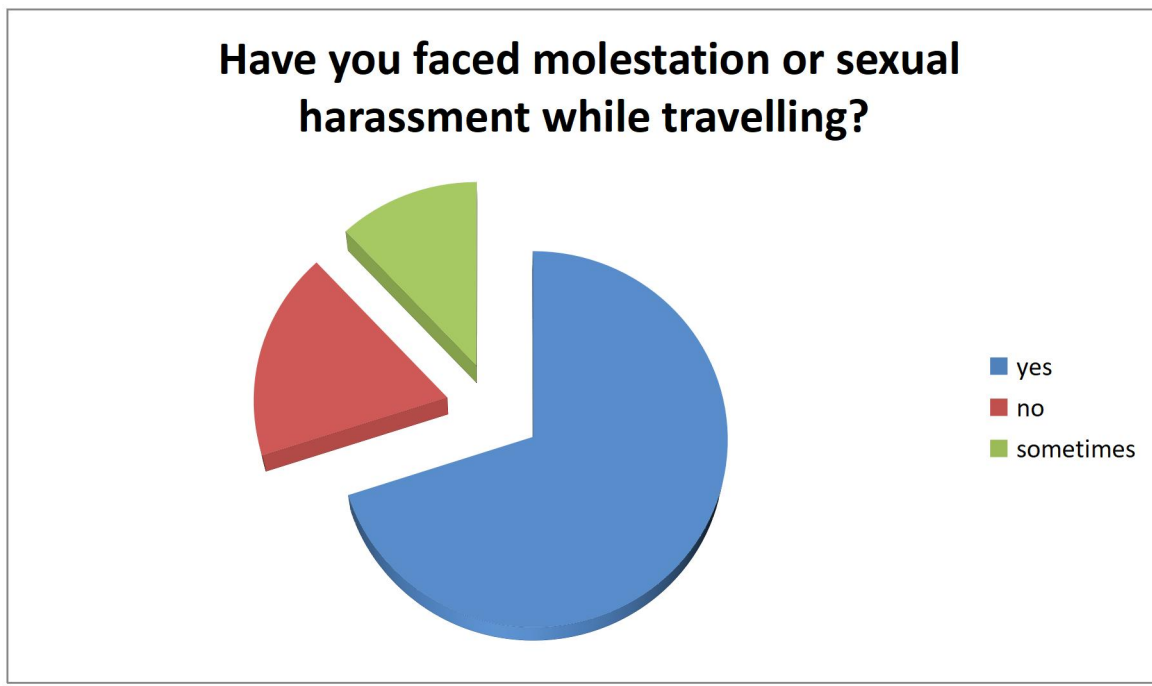
Out of 100 respondents, 50 percent of women face persistent staring; 20% of respondents said that they did not face persistent staring; the rest, 30%, say that they sometimes face persistent staring.

**Table 4.28**

**Have you faced molestation or sexual harassment while travelling?**

<b>Have you faced molestation or sexual harassment while travelling</b>	<b>frequency</b>	<b>Percentage of respondents</b>
yes	70	70.0
no	18	18.0
sometimes	12	12.0
total	100	100.0

**Figure 4.32**



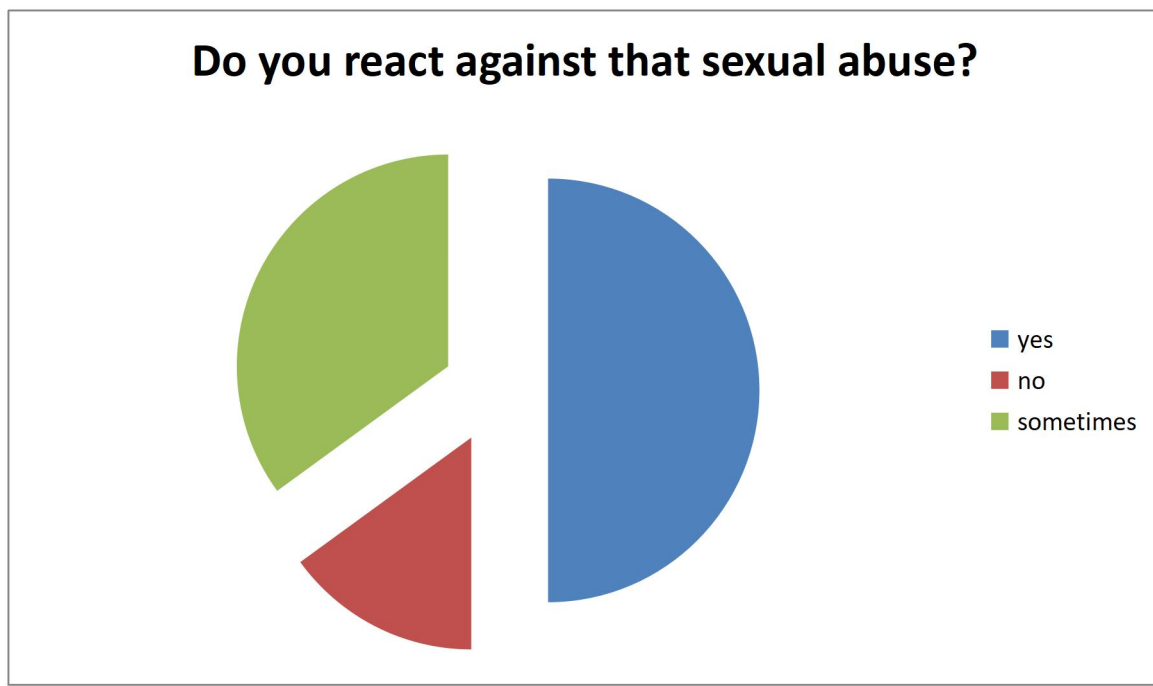
In this study, out of 100 respondents, only 78% had faced molestation or sexual harassment while traveling, only 18% had not faced molestation or sexual harassment while traveling, and 12% of women sometimes face molestation and sexual harassment while traveling.

**Table 4.29**

**Do you react against that sexual abuse?**

<b>Do you react against that sexual abuse</b>	<b>frequency</b>	<b>Percentage of respondents</b>
yes	50	50.0
no	15	15.0
sometimes	35	35.0
total	100	100.0

**Figure 4.33**



From the above table and figure, it is clear that most of the women react against that sexual abuse; 15% of women did not react against that, and 35% of them also sometimes react against the sexual abuse in private buses.

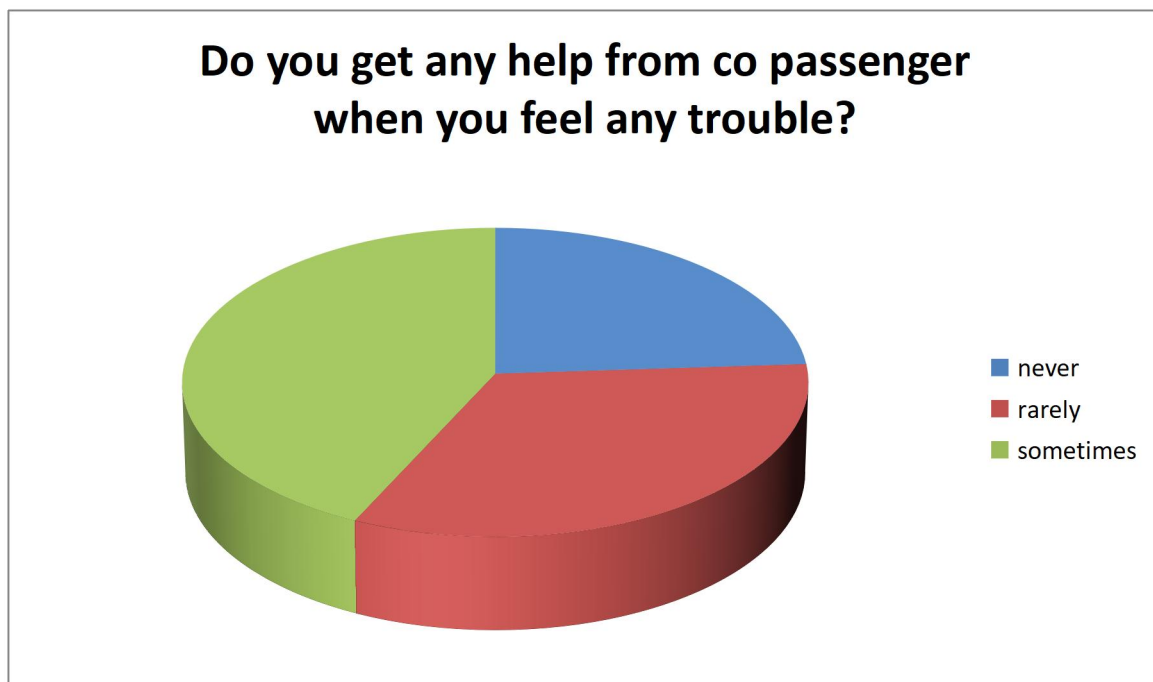


**Table 4.30**

**Do you get any help from co passenger when you feel any trouble?**

<b>Do you get any help from co passenger when you feel any trouble</b>	<b>frequency</b>	<b>Percentage of respondents</b>
never	24	24.0
rarely	33	33.0
sometimes	43	43.0
total	100	100.0

**Figure 4.34**



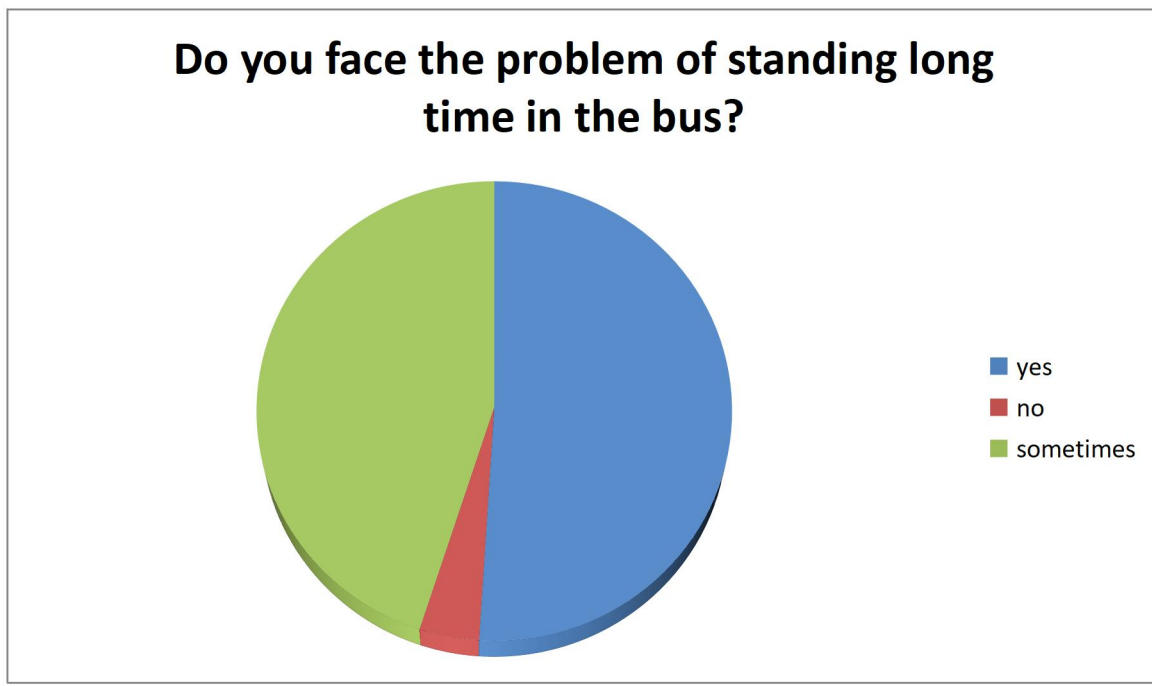
The study shows that 24% of the respondents had never gotten any help from their co-passenger when they felt trouble, 33% of women rarely got help from their co-passenger, and 43% of women got help sometimes.

**Table 4.31**

**Do you face the problem of standing a long time in the bus?**

<b>Do you face the problem of standing a long time in the bus</b>	<b>frequency</b>	<b>Percentage of respondents</b>
yes	51	51.0
no	4	4.0
sometimes	45	45.0
total	100	100.0

**Figure 4.35**



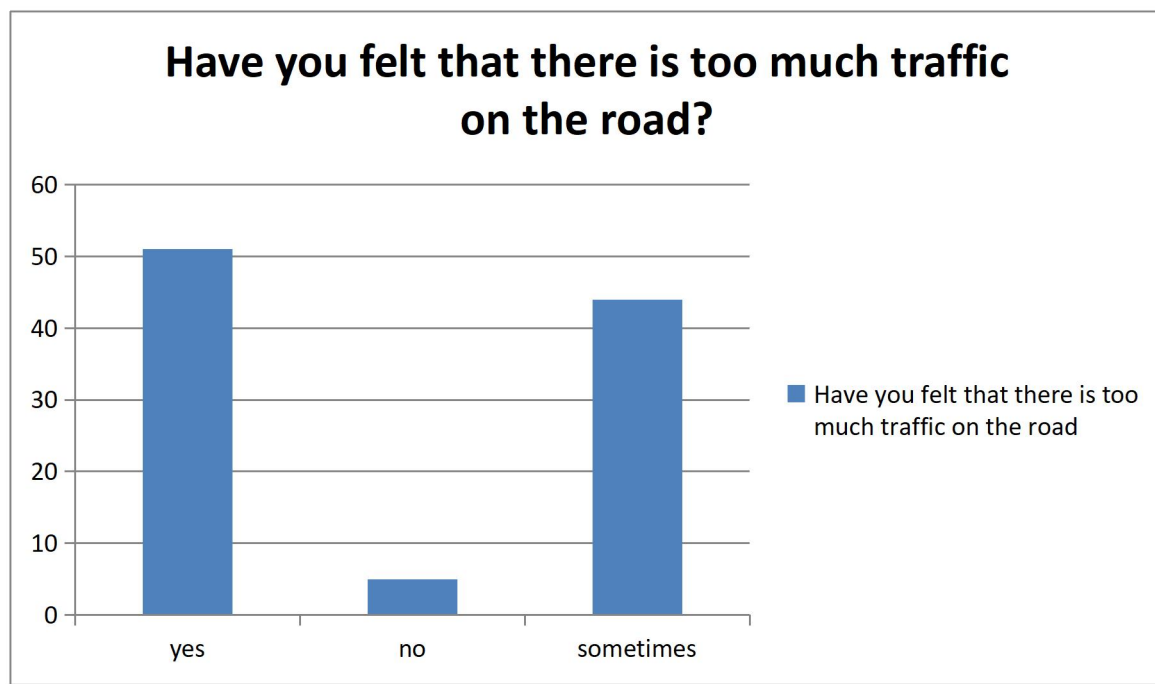
About 51% of the women respondents faced the problem of standing a long time in the bus, and only 4% of women had not faced this particular problem. About 45% of people sometimes face the problem of standing a long time in a private bus.

**Table 4.32**

**Have you felt that there is too much traffic on the road ?**

<b>Have you felt that there is too much traffic on the road</b>	<b>frequency</b>	<b>Percentage of respondents</b>
yes	51	51.0
no	5	5.0
sometimes	44	44.0
total	100	100.0

**Figure 4.36**



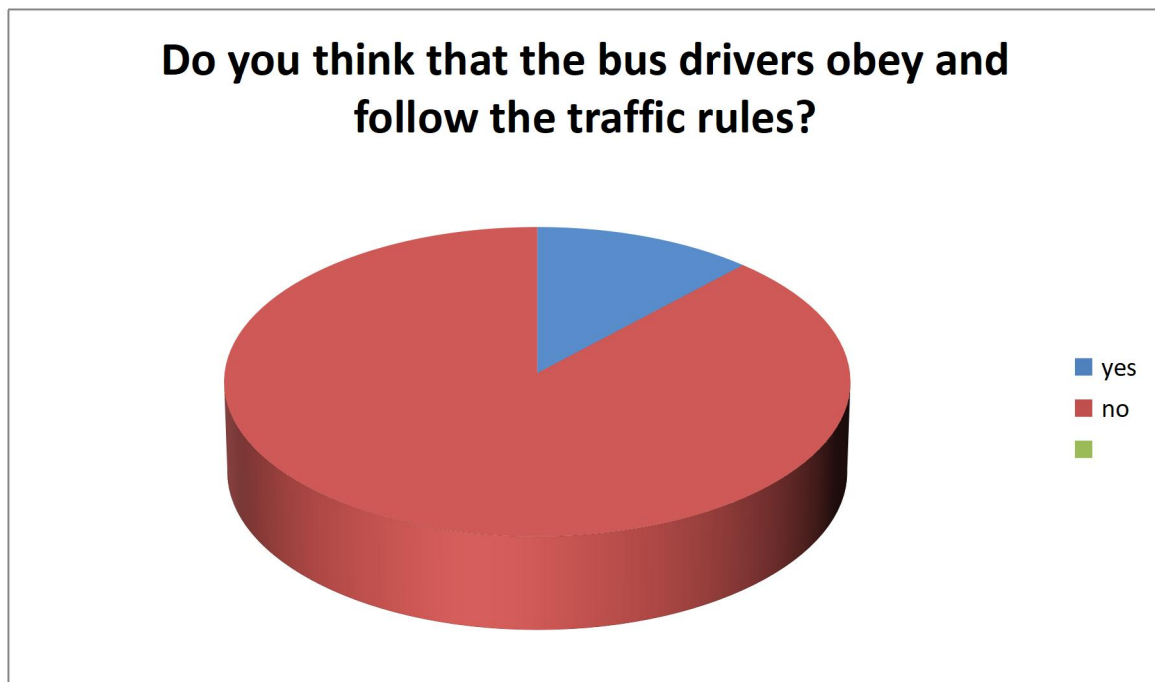
Most of the respondents, or 51% of women, among those from whom the data was collected, felt that there was a problem with too much traffic on the road; only 5% of women responded that they did not face traffic issues; and 44% of people said that they sometimes faced too much traffic on the road.

**Table 4.33**

**Do you think that the bus drivers obey and follow the traffic rules?**

<b>Do you think that the bus drivers obey and follow the traffic rules</b>	<b>frequency</b>	<b>Percentage of respondents</b>
yes	12	12.0
no	88	88.0
total	100	100.0

**Figure 4.37**



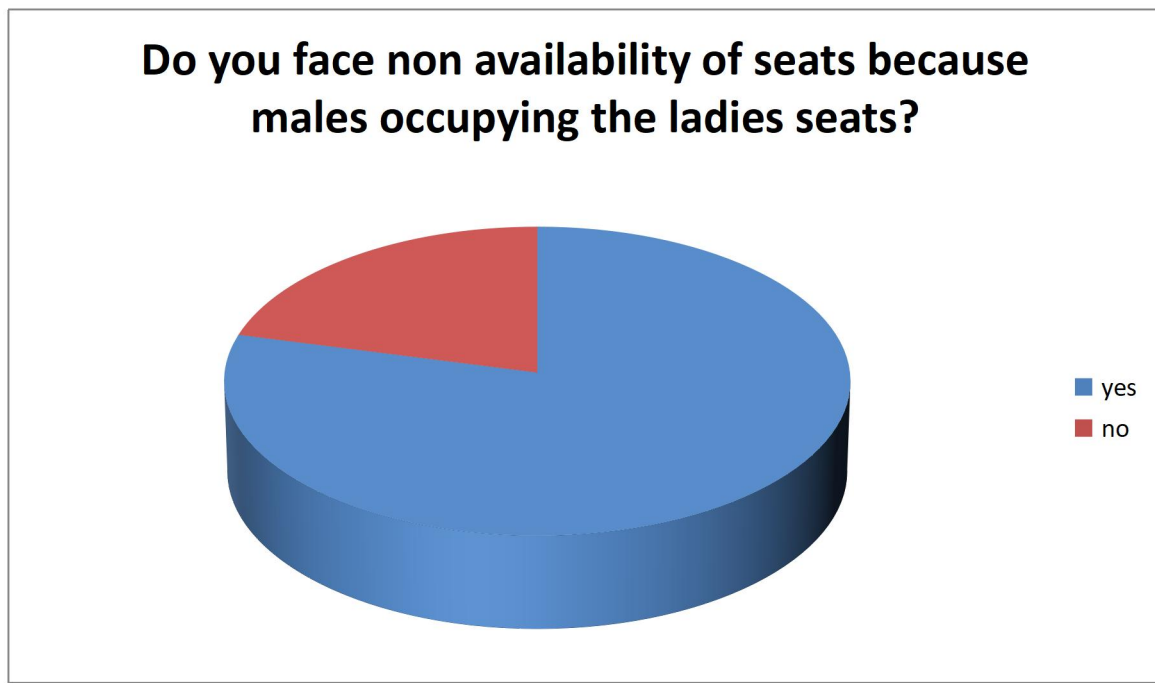
Most of the respondents, 88%, said that the drivers did not obey the traffic rules; only 12% of them said they obeyed the rules properly.

**Table 4.34**

**Do you face non availability of seats because male occupying the ladies seats?**

<b>Do you face non availability of seats because males occupying the ladies seats</b>	<b>frequency</b>	<b>Percentage of respondents</b>
yes	79	79.0
no	21	21.0
total	100	100.0

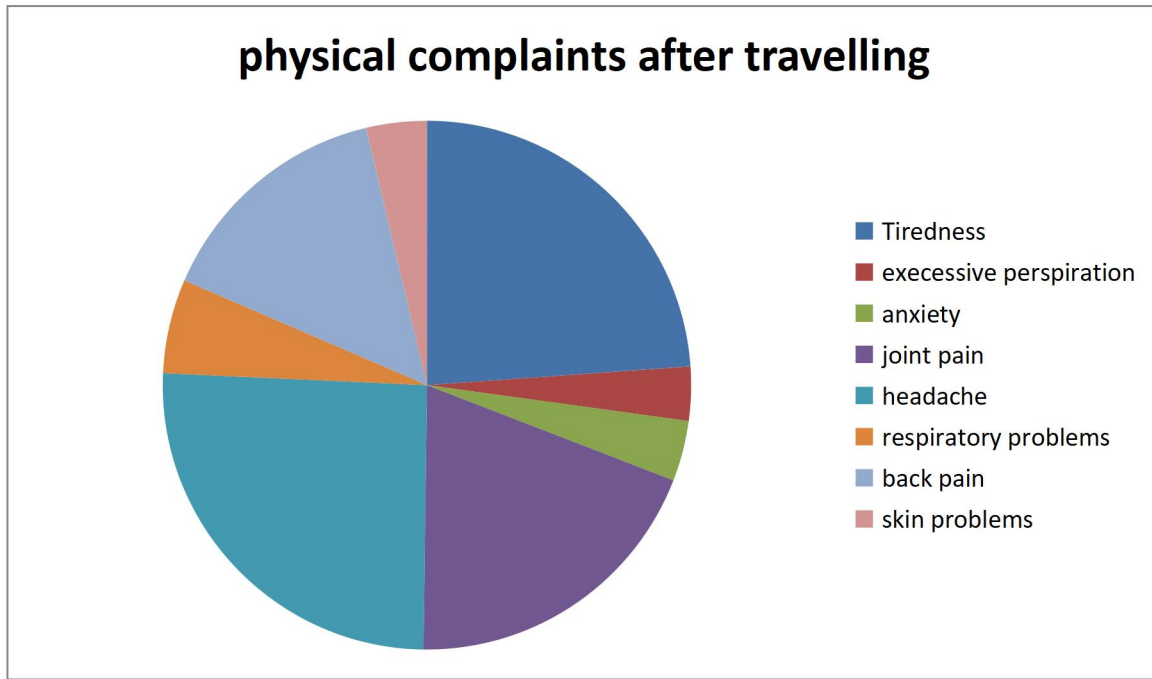
**Figure 4.38**



The study shows that 79% of women respond that they face the problem of non-availability of seats because males are occupying most of them. Only 21% of women say they get seats, and the men do not occupy the ladies seats.

**Figure 4.39**

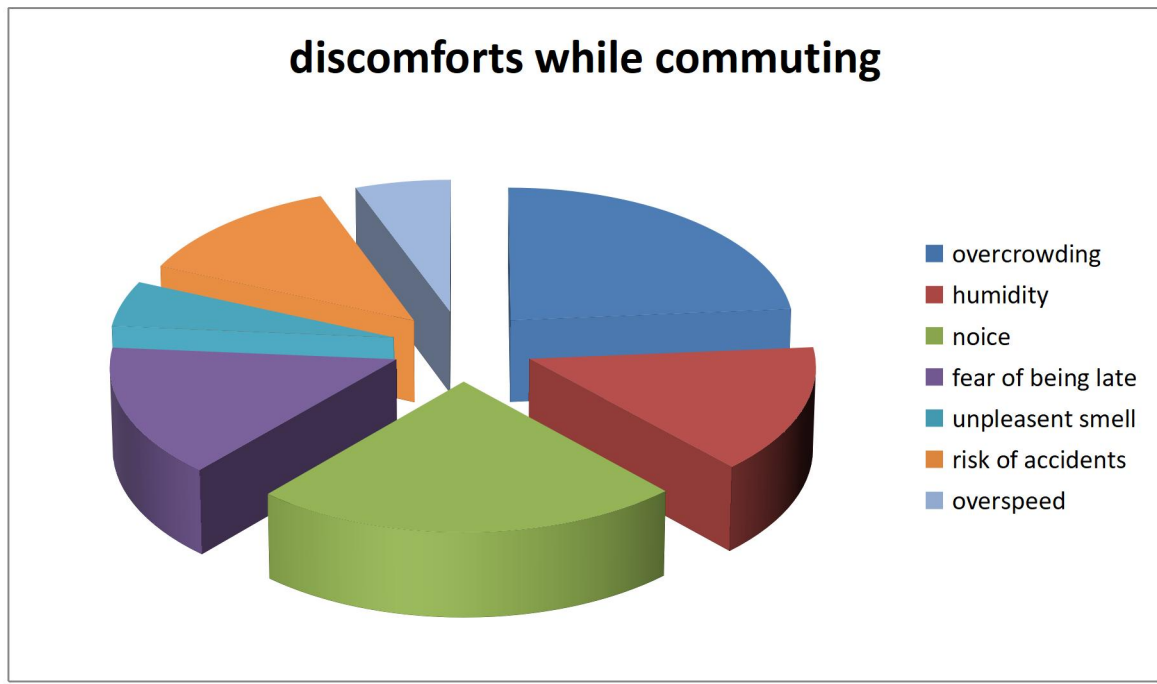
**What are the physical complaints you face after travelling?**



The above study shows that the women face more than one physical complaint in their travel: 58% of them face tiredness, 9% face anxiety, 47% face joint pain, 62% face headaches after traveling, 14% have respiratory problems, 36% suffer from back pain after traveling, and 95% of them face skin problems after traveling.

**Figure 4.40**

**What are the discomforts you face while commuting?**



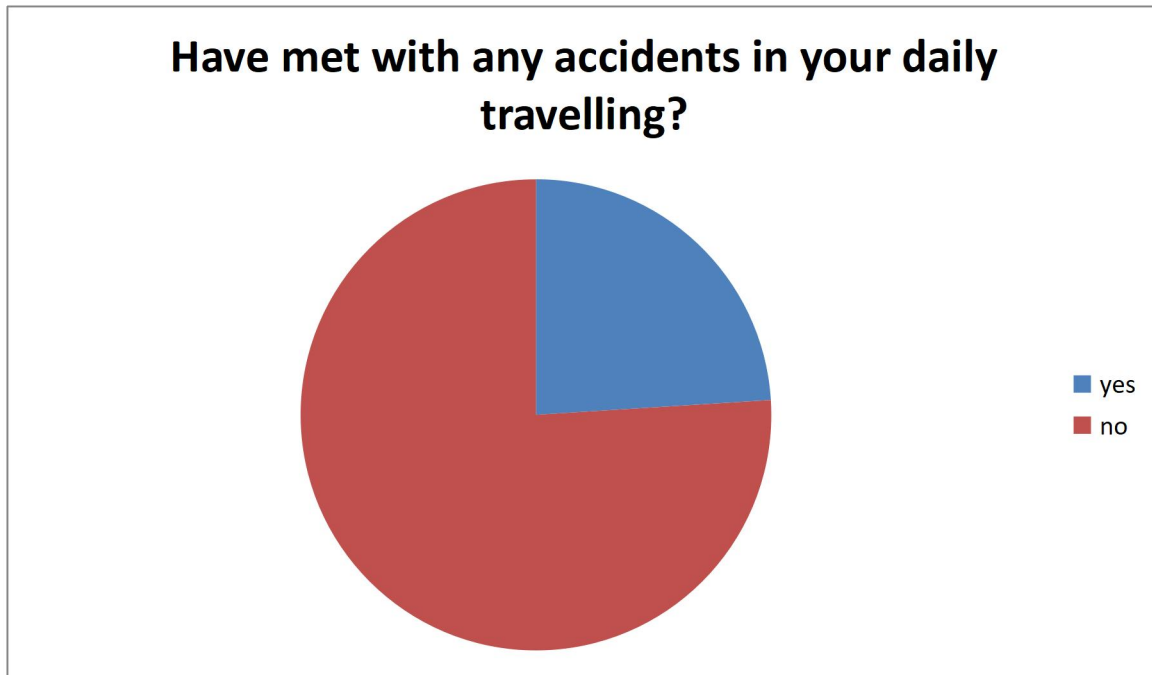
The above figure shows that 54% of women are said to face overcrowding, 33% of them face humidity, 53% of them face the problem of noise, 34% of them face fear of being late, 12% of women face the discomfort of an unpleasant smell, 29% of them have a fear of the risk of accidents, and 13% of women are afraid of over speeding on private buses.

**Table 4.35**

**Have met with any accidents in your daily travelling?**

Have met with any accidents in your daily travelling	frequency	Percentage of respondents
yes	24	24.0
no	76	76.0
total	100	100.0

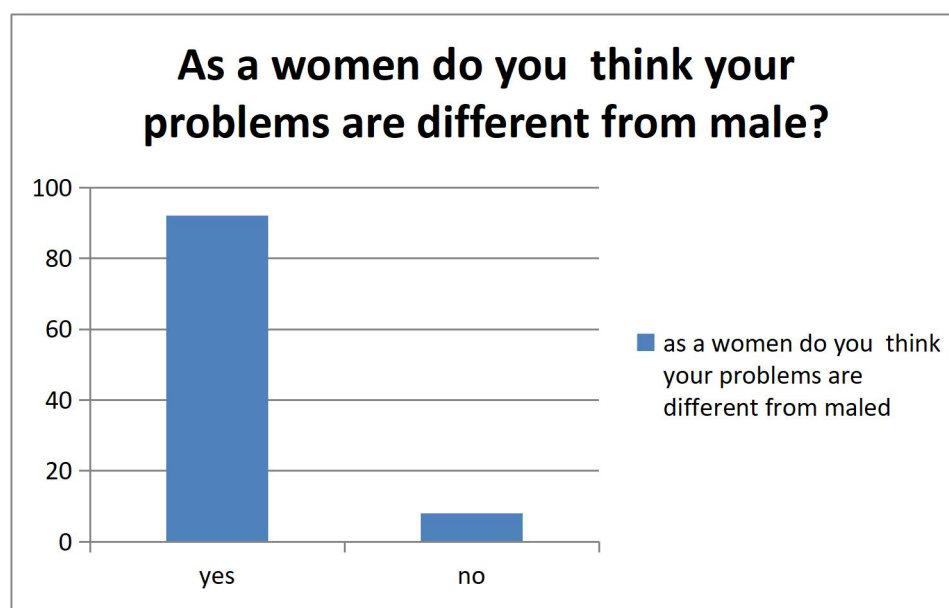
**Figure 4.41**



In this study, 24% of women had met with accidents in their daily travel, and 76% of women said that they had not met with accidents.

**Figure 4.42**

**As women do you think that your problems are different from male?**





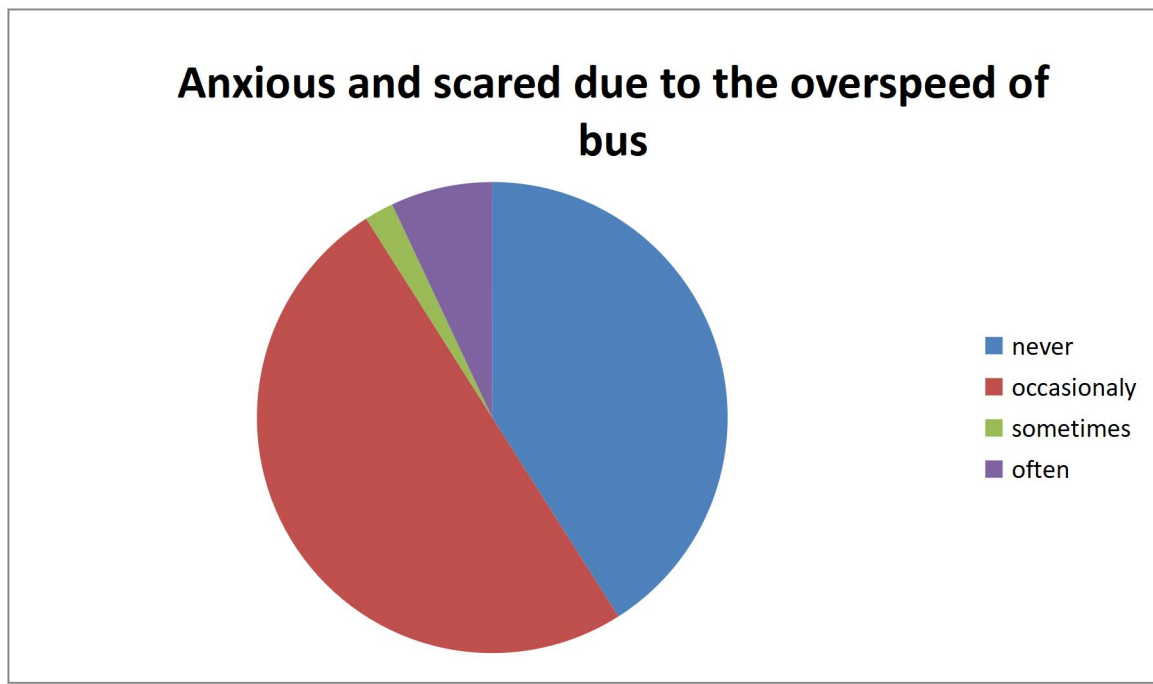
Out of 100 respondents, 92% of women said that their problems are different from those of men, and only 8% said that their problems are not different from those of men.

**Table 4.36**

**Anxious and scared due to the over speed of bus**

Anxious and scared due to the over speed of bus	frequency	Percentage of the respondents
never	41	40.0
occasionally	50	50.0
sometimes	2	2.0
often	7	7.0
total	100	100.0

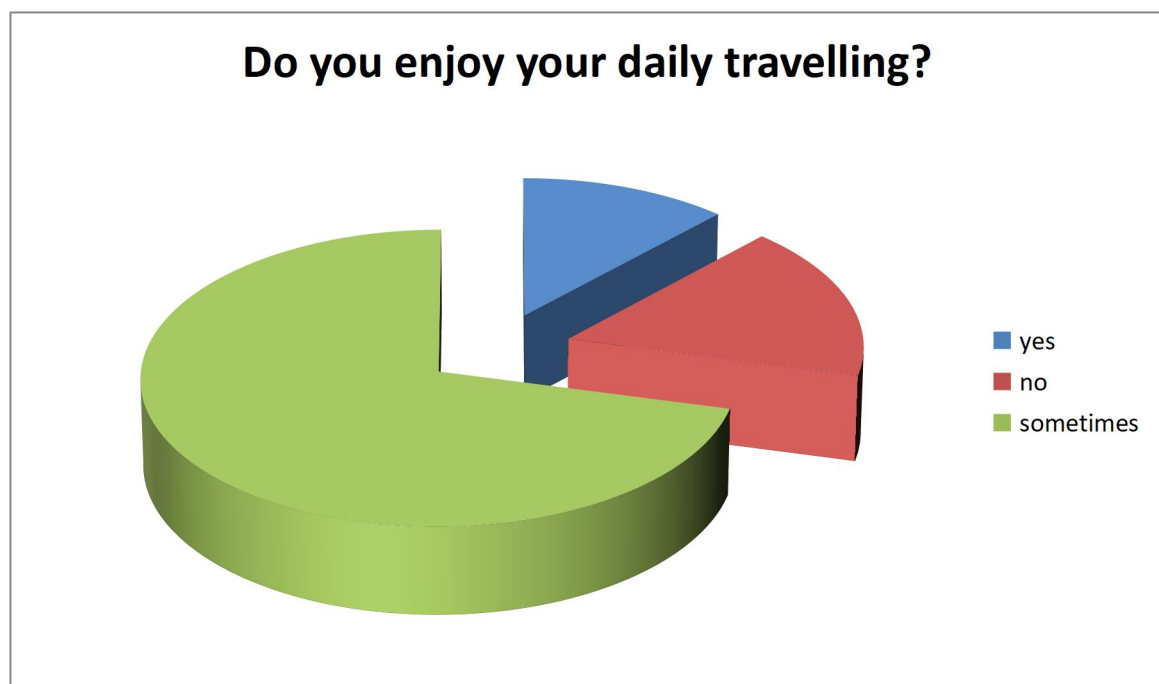
**Figure 4.43**



From this study, 41% of women respondents never become anxious or scared due to the over speed of the bus, but most women (50% are occasionally become anxious or scared due to the over speed, and 2% of women are sometimes scared because of the over speed. Only 7% of women respondents said they were often anxious and scared due to the over speed of the bus.

**Figure 4.44**

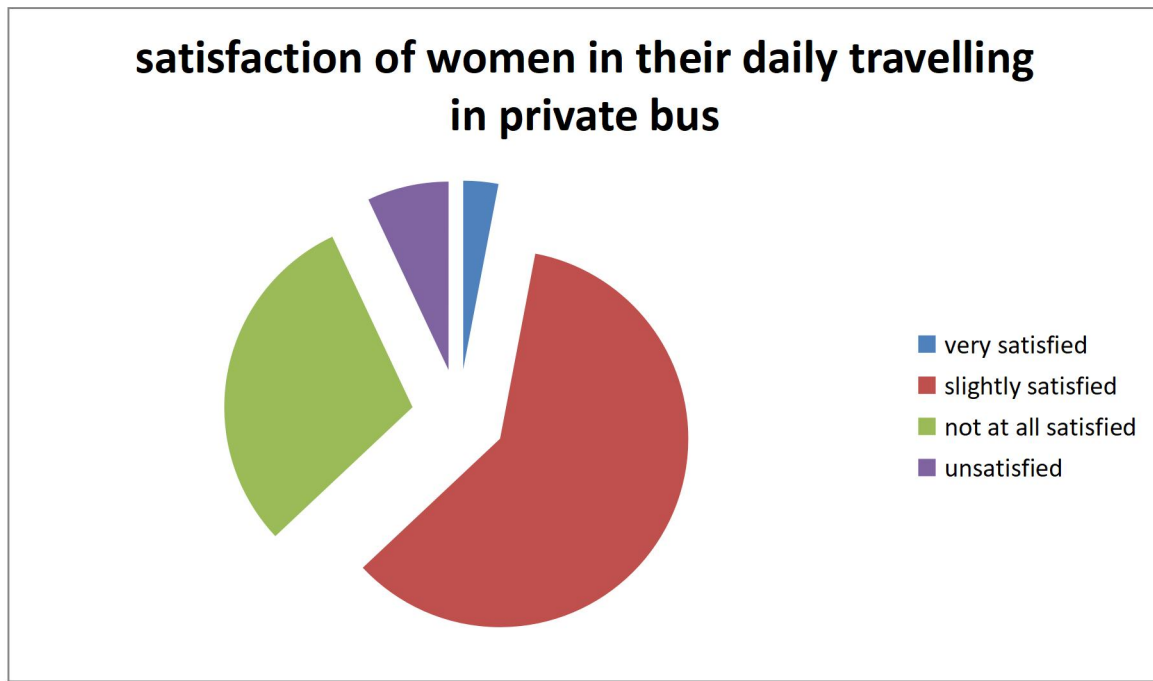
**Do you enjoy your daily travelling?**



In this figure and table, it is clear that 12% of women commuters enjoy their daily travel, but 17% of women do not enjoy their travel, and 71% sometimes enjoy their travel.

**Figure 4.45**

**Satisfaction of women in their daily travelling private bus**



In this study, only 3% of women travelers are very satisfied with their travel, 60% of women commuters are slightly satisfied with their daily commuting, 30% of them are not at all satisfied with their daily commuting, and 7% of them are unsatisfied with their travel experience in private buses.

## CHAPTER – 5

### FINDINGS AND CONCLUSIONS

A sociological study on the challenges faced by women while commuting in private buses can provide valuable insight into the issues faced by women in the public transportation system. By analyzing the experiences of women who have faced challenges while commuting, I can gain insight into the underlying causes of gender-based discrimination and harassment on public transportation. By collecting data from women who have faced discrimination and harassment while commuting, the study can provide insights into the underlying causes of gender-based discrimination and harassment on public transportation. The data can be analyzed to identify the most common challenges faced by women and the factors that influence those challenges. The study can also look at the effectiveness of existing safety measures in addressing the challenges faced by women while commuting. It can also look into the potential for introducing new safety measures to improve the safety of women while commuting in private buses.

The findings of the study can be used to inform public policy and provide recommendations for improving the safety and security of women while commuting in private buses. The study can also be used to inform public campaigns to raise awareness about the challenges faced by women while commuting and the need for improved safety measures.

According to the study, Out of 100 respondents 27% comes between the age 15-24 age group and 31% are coming in the age group 25-34 and also 27% are belongs to the age 35-50 and also only 15% belongs in the age 50 above. From this, it is clear that most of the respondents belong to the age range of 35–50 because they are working women. In this study, there are also single respondents, divorcees, and widows. Out of 100 respondents, 52% are married women, 33% are single women, 10% are widows, and only 5% are in the divorced category. The working married women are most dependent on private buses in Cochin city. There are several types of occupational sectors, like government and private. Some of them run their own businesses. In this study, women belong to the private, government, and self-employed sectors, and some have no occupation. Out of 100 respondents, 30% are working in the private sector, and only 15% are working in the government sector. 17% of women are self-employed; 9% have no occupation; and 29% are students. Most of the women workers

belong to the private sector; they depend more on the private sector because it is more affordable.

Education is the process of promoting learning or gaining knowledge, skills, values, principles, beliefs, and behavior. In the present study, 5% of women respondents had primary education, 22% attained secondary education, 19% of women attained a diploma or professional qualification, 30% of women attained bachelor's degrees, and 24% of respondents attained master's degrees. So the educated and educating women are more likely to use private buses for transportation.

In this study, only 9% of respondents have below \$10,000 income, 27% of women have 10,000-20,000 monthly income, 12% of respondents have 20,000-30,000 income, and again 12% have 30,000-40,000 income, 3% of women have 40,000-50,000 income, only 1% of respondents have above \$50,000 income, and 30% of women belong to the category of no income because they are students. 30% of women have no income because they fall into the student category, and this study also shows that middle-class families are more likely to use private buses for travel. 80% are use the private bus for the educational purpose, , 38% who use private bus for the friendly visit, 70% women went for shopping in private bus According to the study, most of the women in Cochin use private buses for education and shopping. The women who use private buses for educational purposes and occupations also use them for friendly visits and shopping. Among the 100 respondents, the study shows 38% of women travel every day, multiple times in a week; most of the respondents travel once or twice a day; 10% of women travel 3 or 4 days in a week; and 7% of women travel in private buses once or twice in a week. So more women are traveling twice a day because they are working women and students.

In This Study The 70% Women In The Cochin City Who Uses Private Bus In Morning And 20% Of Them Uses In After Noon , 70% Of The Women Who Uses Bus In Evening And 5% Of Women Are Use Bus Above All Time .Most Of The Respondents Are Working Women And Students So They Use Morning And Evening The Bus For Their Travelling Purpose.According to the study shows that 40% of women are use KSRTC bus and 21% of respondents are use two wheeler, according to our study most of the women are use private bus for daily transportation,17% Of them are use car, and 33% of women are depend auto rickshaw for transportation. The most of the women respondents are worked in private sector so they afford private bus.The above study shows that the women commuters spend their

commute time in various ways: 35% of them talk to others while traveling, 10% of them study, 40% of them look at their mobile phones while traveling, only 11% of them sleep during their commute, and most of them watch the scenery outside, with 30% of them observing their fellow commuters.

This study also shows that 51% of women's houses are nearer the bus stop and 49% of women's houses are far from the bus stop. Among the 100 respondents, 12% of women indicated that the bus took off before they boarded, and 88% of women indicated that the bus didn't take off before they boarded. Out of 100 respondents, 11% of women get seats inside the bus, 6% do not get seats, and 83% of the respondents get seats sometimes inside the bus. The study shows that 18% of women travel 1 to 5 kilometers by private bus, 38% of respondents travel 6 to 10 kilometers, 27% of women travel 11 to 15 kilometers, and only 17% of people travel above 20 kilometers by private bus. From this study, it is seen that 78% of women wait 10 minutes for the bus, and 22% of respondents wait 30 minutes for the bus. From this study it is seen that 2% of respondents are rate very poor to the facilities inside the bus. 10% of women said that the facilities are poor; most respondents (77%) said that the facilities are neither poor nor good; only 10% said that they are good; and only 1% said that the facilities inside the private bus are very good. The above table and figure shows that the women are depend various type of transportation in rainy season, 89% of women who use private bus, only 2% are depend two wheeler ,65% of them use auto rickshaw,50% of women respondents are use car ,only 12% of women depend other means of transportation. The above study shows that the 100 respondents used different types of transportation in the rainy season.

Out of 100 respondents, 10% face the situation due to an unhygienic condition, 25% respond that there is no unhygienic condition, and 65% of women said that they sometimes face the situation due to the unhygienic condition. In this study out of 100 respondents 4% of women respondents said that the mannerism of the bus operators are friendly and 44% are respond that they face rude and harsh mannerism from bus operators ,7% respond not bad ,only 3% react that the mannerism was good and 42% are said that the mannerism was neutral. Out of 100 respondents, 29% said that they get concessions while traveling, while only 4% said that they don't get the privilege. 67% of students say getting concessions on private buses is not applicable. In this study, out of 100 respondents, 34% faced physical issues while they commuted, 6% of women said they had no physical problems after commuting, and 60% of

women said that long hours of commuting were physically tiring. In this study, out of 100 respondents, 32% arrive late for work and college due to delaying getting a bus; 19% of women do not face the issue; and 49% of people sometimes arrive late for work and college. Transportation is affecting our working conditions as well. Among the 100 respondents, 22% of women respondents faced the problem of getting seats, 22% of respondents had no problem getting seats, and 56% of women respondents sometimes had problems getting seats in private buses.

Out of 100 % of women respondents ,56% of women had face the problem in buying tickets ,44% of women respond that they have no problem in buying tickets. The study shows that 50% of women face problems getting balance after buying tickets, 20% of women did not have any problem getting balance after buying tickets, and 30% of women respondents sometimes had problems getting balance after buying tickets. Above 30% of women never face any harassment from the conductor while traveling; 43% of women rarely face any harassment from the conductor; and the remaining 27% of respondents sometimes face harassment from the conductor.

Out of 100 respondents, 20% were women who face persistent staring; 50% said that they did not face persistent staring; the rest, 30%, said that they sometimes face persistent staring. Most of the respondents, or 51% of women among those from whom the data was collected, felt that there was a problem with too much traffic on the road. Only 5% of women responded that they did not face traffic issues, while 44% of people said that they sometimes face too much traffic on the road. Most of the respondents, or 51% of women among those from whom the data was collected, felt that there was a problem with too much traffic on the road. Only 5% of women responded that they did not face traffic issues, while 44% of people said that they sometimes face too much traffic on the road. Most of the respondents, or 51% of women among those from whom the data was collected, felt that there was a problem with too much traffic on the road. Only 5% of women responded that they did not face traffic issues, while 44% of people said that they sometimes face too much traffic on the road. From this study 41% of women respondents are never become anxious and scared due to the over speed of bus, but most of women 50% are occasionally anxious and scared due to the overspeed, and 2% of women are sometimes scared because of the overspeed. Only 7% of female respondents said they were often anxious and scared due to the overspeed of the bus.

Out of 100 respondents, 41% of women commuters enjoy their daily travel, but 50% of women do not enjoy their travel; only 2% sometimes enjoy their travel, and 7% are included in the others. In this study, only 3% of women travelers are very satisfied with their travel, 60% of women commuters are slightly satisfied with their daily commuting, 30% of them are not at all satisfied with their daily commuting, and 7% of them are unsatisfied with their travel experience in private buses.



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**APPENDIX**  
**INTERVIEW SCHEDULE**

1. Name
2. Age
  - 15-24
  - 25-34
  - 35-50
  - 50 above
3. Marital status
  - Single
  - Married
  - Widow
  - divorced
4. Occupation
  - Private sector
  - Government sector
  - Self employee
  - No occupation
  - student
5. Educational qualification
  - No formal education
  - Primary education
  - Secondary education
  - Diploma/professional qualification
  - Degree
  - Post graduate
  - doctorate
6. Monthly income
  - Below 10,000
  - 10,000-20,000
  - 20,000-30,000
  - 30,000-40,000,
  - 40,000-50,000
  - Above 50,000
7. What is your purpose of travelling?
  - Educational purpose.
  - Occupational purpose
  - Friendly visit
  - Shopping
  - Any other

8. How often do you travel in a week?

- Every day multiple times
- Once or twice in a day
- 3 or 4 days in a week
- Once or twice in a week

9. Which is your time of travelling?

- Morning
- Afternoon
- Evening
- night

10. Which is your preferred means of public transportation?

- KSRTC bus.
- Two wheeler
- Private bus.
- Auto rickshaw
- Car.

10. Is your house near the bus stop?

- Yes
- No

11. Which is your preferred means of travel in rainy season?

- Bus
- Two wheeler
- Auto rickshaw
- Car
- Any other

12. Do the buses take off before you boarding it?

- Yes
- no

13. Do you get seats inside the buses ? If no why?

Yes

No

14. If yes how do you manage it?

15. Do you get seat inside the bus?

- Yes
- no

16. How much distance do you travel?

- 1 to 5 kilometre

- 6 to 10 kilometre
- 11 to 15 kilometre
- Above 20 kilometre

17. How long you wait for bus?

- 10 minutes
- 30 minutes
- 1 hour
- More than one hour

18. How you rate facilities inside the bus?

- Very poor
- Poor
- Neither poor nor good
- Good
- Very good

19. Have you ever faced any situation in which the bus was unhygienic?

- Yes
- No
- sometimes

20. What is the mannerism of bus operators towards you?

- Friendly.
- Rude/harsh
- Not bad
- Good
- neutral

21. If you are a student, do you get any concession in your daily travelling?

- Yes
- No
- Not applicable

22. If you are a student Do you face any problems in getting concession? If yes specify

- Yes
- No

23. If yes specify?

24 Is long hours of commuting physically tiring?

- Yes
- No
- Sometimes

25. Do you arrive late for work/college due to delaying getting bus?\*

- Yes
- No
- Sometimes

26. How do you spend your commuting time?

- Talking
- Studying
- Looking mobile phone
- Sleeping
- Watching the scenery outside
- Observing fellow commuters
- Other

27. Do you face any problems in getting seats?

- Yes
- No
- Sometimes

28. Do you face any problems in buying tickets?

- Yes
- No
- Other:

29. Do you face any problems getting balance after buying tickets?

- Yes
- No
- Sometimes

30. Do you have to quarrel with the bus conductor for getting balance?

- Yes
- No
- Sometimes
- Other

31. Did you ever face any harassment from conductor while travelling?

- Never
- Rarely
- Sometimes
- Always

32. Do you face any problems from your co passenger?

- Yes
- No

- Sometimes
33. Do you face any physical abuses from your co passenger?
- Yes
  - No
  - Sometimes
34. Do you face persistent staring?
- Yes
  - No
  - Sometimes
35. Have you faced molestation or sexual harassment while travelling?
- Yes
  - No
  - Sometimes
36. If yes ,do you react against that sexual abuse?
- Yes
  - No
  - Sometimes
37. Do you get any help from co passenger when you feel any trouble?
- Sometimes
  - Never
  - Rarely
38. Do you face the problem of standing a long time In the bus?
- Yes
  - No
  - Sometimes
39. Have you ever felt that there is too much traffic on the road?
- Yes
  - No
  - Sometimes
40. Do you think that the bus drivers obey and follow the traffic rules properly?
- Yes
  - No
  - Rarely
41. Do you face non availability of seats because of males occupying the ladies seats?
- Yes

- No

42. What are the physical complaints you face after travelling?

- Tiredness
- Excessive perspiration
- Anxiety
- Joint pain
- Headache
- Respiratory problems
- Backpain
- Skin problems
- Other:

43. What are the discomforts you face while commuting?

- Overcrowding
- Humidity
- Noise
- Fear of being late
- Unpleasant smell
- Risk of accidents
- Overspending

44. Have met with any accidents in your daily travelling?

- Yes
- No

45. As a women Do you think that your problems are different from males?

- Yes
- No

46. Are you become anxious and scared due to the over speed of bus?

- Never
- Occasionally
- Sometimes
- Often
- Always

47. Do you enjoy your daily travelling?

- Yes
- No
- Sometimes

48. Are you satisfied in your daily travelling in private bus?

- Very satisfied



- Slightly satisfied
- Not at all satisfied
- Unsatisfied