

Feeling Unsafe Among Female Users of Crowded Public Transportation

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Feeling Unsafe Among Female Users of Crowded Public Transportation

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Abstract

Introduction: Sexual harassment is a serious problem; it often occurs in public spaces, especially on crowded public transportation. In acts of sexual harassment, women are considered more vulnerable to being victims. The impact of these acts of sexual harassment is the emergence of insecurity among female users; Feeling of security is considered the most important factor when one uses public transportation. **Objective:** This study analyzes the importance of the insecurity women feel when using congested public transportation. **Method:** A total of 215 female respondents using dense public transportation were involved in filling out the insecurity scale research questionnaire, the Personal Safety Perception Index. The collected data is then analyzed using correlation and regression statistical techniques. **Result and Discussion:** The results of the study stated that the insecurity felt by women when using crowded public transportation can influence fear of crime, especially in sexual harassment crimes. **Conclusion:** It can be concluded that insecurity in women who use public transportation is very influential on the condition both psychologically and physically of the woman
Keywords: Women; Insecurity; Sexual Harassment; Public Transportation

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Introduction

According to Pertiwi and Rosnawati (2022), she stated that sexual harassment is an act that targets sensitive body parts of a person carried out individually or in groups of people that can cause anxiety, fear, shame, anger and feel that their self-esteem is degraded. Sitorus (2019) revealed that the fact is that there are many women who unconsciously that they have received unpleasant treatment or have even entered into sexual harassment, this is due to the permissive culture that comes from the environment and the lack of knowledge about the true definition of sexual harassment.

Ramadhani (2017) revealed that sexual harassment usually occurs from verbal expressions to physical abuse. The perpetrators of this sexual abuse are generally men and most of the victims are women and children (Bahri, 2015). Women are considered to be more vulnerable to sexual harassment to cause them to feel insecure when using public spaces. this happens due to gender stereotypes in women that place women as weak creatures (Pratiwi & H, 2021). Cases of harassment felt by women are more and often occur in the public sphere (Qisthy Rabathy, 2018). Meanwhile, Rusyidi et al (2019) in their research revealed that the public sphere in question is a place where sexual harassment often occurs, one of which is public transportation.

According to Carolina et al (2022) stated that the number of cases of sexual harassment against women in Indonesia has increased from year to year. Kurnia (2023) stated that based on a survey conducted by KRPA (Safe Public Space Coalition), there is data showing that in the period from November to December 2021, this survey involved 62,224 female respondents spread across 34 provinces in Indonesia. As many as 70% of women tend to experience harassment in public spaces and as many as 23% of the 2,130 respondents who have filled out the survey experience it on transportation public along with its facilities and infrastructure. Based on existing data, this shows that the number of violence against women in public spaces, especially in the form of sexual harassment, ranks highest (Trihastuti & Nuqul, 2020).

Indecent comments, physical touch that is considered impolite, and actions that threaten the victim's safety are actions that are quite detrimental to victims and make victims, especially women, feel a feeling of insecurity in using public transportation, especially during hourly hours for passengers who have a high potential for sexual harassment (Horii & Burgess, 2012). Feeling unsafe according to Gilow (2015) is a feeling of fear that arises accompanied by feelings of anxiety when an individual is in an environment that he thinks is considered insecure, feels a threat and also feels unprotected, this feeling is often accompanied by feelings of anxiety and discomfort.

Based on the results of research conducted by Bharucha and Khatri (2018) states that almost all women who are in Mumbai, India, have experienced some form of harassment while in public places. After the woman became a victim, she showed the effects of the abuse namely fear, guilt and helplessness, shame, depression to lack of confidence. And from the study there is also the fact that many women experience feelings of insecurity when they are outdoors, especially during work hours or even when they are in their own environment, they feel insecurity. In another study conducted by

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Gilow (2015) she found that feelings of insecurity have a significant impact on women's mobility and limit women's freedom to explore the city using public transportation. Women are considered to often experience sexual harassment while using public transportation in Brussels, the harassment in question includes inappropriate comments, unwanted physical touch and other actions that threaten the safety of the woman, therefore the impact of sexual harassment greatly contributes to the feelings of insecurity felt by women when traveling in the city.

The importance of emphasis in understanding a woman's fear and perception of safety in public spaces including in public transportation, effective measures are needed to overcome this feeling of anxiety, and can create a safer environment for women. By overcoming women's fear of crime, these steps may increase women's sense of security and can encourage their participation in public spaces, including in public transportation (Vanier & Jubainville, 2017). Based on several existing studies on the problem of sexual harassment that can affect women's insecurity in the general range, it can be concluded that there is a need for a mode of public transportation where users, especially women, feel a guaranteed security when they travel using public transportation, especially in public transportation modes that are quite densely used. This guaranteed security is a necessity and also the right of public transportation users, especially for women (Putra et al., 2020). Therefore, based on the results of existing research studies, this study intends to study the insecurity felt by women who use dense public transportation against an act of sexual harassment.

Method

This study involved female respondents of public transportation users including Commuterline and Transjakarta users as respondents in this study. There were 215 female respondents who were willing to fill out questionnaires, namely the personal safety perception Index scale and the Fear Of Crime (FOC) scale. In this study, the feel unsafe questionnaire measuring instrument was made based on a grid of previous research instruments that had been modified by researchers based on aspects and indicators contained in research conducted by Delbosc and Currie, (2012).

For the personal safety perception scale, the Index has a level of validity with a range of 0.364 - 0.743 and reliability of 0.956. And on the Fear Of Crime (FOC) scale has a level of validity with a range of 0.433 - 0.742 and reliability of 0.858. The data obtained were then analyzed using descriptive data analysis techniques, correlation and simple regression. The statistical application used in this study is using *Jeffrey's Amazing Statistics Program (JASP) software Version 0.16.0.0 for windows*.

Result and Discussion

Result

The characteristics of women users of public transport, based on their profiles can be analyzed using descriptive analysis methods, profiles can be described in the following table:

Table 1
 Profil Respond

	Profile	N	Percentage
Public Transportation	Commuterline	99	46%
	Transjakarta	78	36.30%
	Commuterline dan Transjakarta	38	17.70%
Situation in Public Transport	Very crowded with passengers	68	31.60%
	Crowded Passengers	126	58.60%
	Not Crowded with Passengers	21	9.80%
Victims of Harassment	Yes	83	38.60%
	No	132	61.40%
	Total	215	100%

The results of the analysis are based on respondent data obtained by 215 female respondents who use public transportation, namely that there are 99 female respondents or 46% of the percentage of women choosing commuterline as the most widely used mode of public transportation, there are 126 female respondents with a percentage of 58.6% using the mode of public transportation in crowded conditions and among them there are 83 out of 215 female respondents or with The presentation of 38.6% of female respondents using public transportation has experienced sexual harassment.

This study also obtained several facts related to feeling unsafe and fear of crime including demographic data of respondents containing differences in the transportation used and the situation in the transportation and illustrated as the following table:

Table 2
 Demographic Profile Differences

	Scale Feel Unsafe (X)		
	Mean	Median	Sign.
Transportation			
Commuterline	3.07	3.07	0.275
Transjakarta	3.32	3.53	< .001
Commuterline dan Transjakarta	3.27	3.46	<.001
Transport Situation			
Crowded Passengers	3.24	3.46	0.014
Very crowded with passengers	3.05	3.03	< .001
Not Crowded with Passengers	3.4	3.46	< .001

Based on the table above, which is a demographic data table that has been analyzed using T-test or ANOVA analysis, it shows that there are insignificant differences in commuterline users.

Then this study also conducted an additional analysis of the level of *feel unsafe* found in women who use public transportation. Categorization serves to find out how the condition of the respondent on the variable *feels unsafe*. This categorization consists of

low, medium and high categorization. Based on the table above, it can be seen that the highest value limit is if it is greater than 34.29, it is included in the high category. If it has a range of values of 30.71 - 34.29, it falls into the medium category, and if the existing score is less than 30.6, it is included in the low category group.

Table 3
 Statistical Categorization of the Feel Unsafe Scale

Category	Value Limit	Respondent	Percentage
High	≥ 34.29	192	89.30%
Low	≤ 30.6	9	4.18%
Medium	30.71 – 34.29	14	6.51%
Total		215	100%

Based on the table above that there is a percentage result of 89.30% with a total of 192 female respondents included in the high categorization, then there is a percentage of 4.18% with a total of 9 female respondents included in the low category, and there is also a percentage of 6.51% with 14 female respondents included in the medium category. Referring to the empirical mean results, overall respondents are in the high category. The high level of insecurity of women who use public transportation means that individuals indirectly experience feelings of worry about threats and risks to themselves both physically and psychologically.

This is in accordance with existing research, in the study described that the onset of excessive feelings of anxiety indicates that the response he feels to an environment in certain situations. In this case, the use of public transportation is usually used simultaneously, in situations that are full, crowded with passengers, jostling in the carriage can cause feelings of insecurity, anxiety, worry, and anxiety simultaneously, conditions like this make women vulnerable to crime, especially in sexual harassment crimes (Hamdi, 2013).

Then the researcher conducted a follow-up analysis, namely the correlation test, the *pearson product moment* correlation test analysis to find out how strong the relationship between *feeling unsafe* and other variables, for example using variables that are very relevant to the phenomenon of sexual harassment on public transportation, namely the *fear of crime* variable. The results obtained in this correlation test can be illustrated in the table as follows:

Table 4
 Correlation Test

Variable		Fear Of Crime	Feel Unsafe
Fear Of Crime	Pearson's r	—	—
	p-value	—	—
Feel Unsafe	Pearson's r	0.867***	—
	p-value	< .001	—

Based on the table above, it can be seen that the p-value is < .001 which means that it can be concluded that there is a significant relationship between the *feel unsafe* variable

and the *fear of crime variable*. And in the table there is also a Pearson's r value that gets a result of 0.867^{***} the data can be stated that there is a very strong positive relationship between the variable of insecurity feel *unsafe* and the *variable fear of crime*. This is determined by a high score on the *feel unsafe* variable and then followed by a high *fear of crime* variable score as well. It can be concluded that between the variables *feel unsafe* and *fear of crime* has a very strong relationship that can affect women who use dense public transportation.

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 Based on the results obtained from the data above, this is in accordance with research conducted by Glas et al (2019), in his journal which stated that high crime can cause high *unsafe feelings* felt by a person, especially in women. This insecurity usually occurs in places with high mobility, this causes conditions that are more prone to higher crime and can also cause a high *fear of crime*. In addition, other studies also mention that the insecurity felt by women is strongly influenced by several factors, including the perception factor of crime in the surrounding environment, women who are afraid of crime must also feel insecurity when she is in public spaces and these women also tend to avoid and reduce the use of public transportation to reduce the risk of crime, especially in acts sexual crimes (Yavuz & Welch, 2010). Thus, the *feel unsafe* variable and the *fear of crime* variable have a very strong relationship.

Then the researcher carried out the last analysis process, namely the regression test, this regression test analysis serves to see the relationship between variables where one variable is considered to affect other variables.

7 **Table 5**
 Uji Korelasi Model Summary - Total Y

Model	R	R ²	Adjusted R ²	RMSE
H ₀	0.000	0.000	0.000	5.947
H ₁	0.867	0.752	0.751	5.310

Based on the regression test table above, researchers can conclude that the R² value is 75.2%, this means that showing at every level the *feel unsafe variable* has an influence on the *fear of crime variability* with a percentage of 75.2%. So the effect of *feeling unsafe* can increase the *fear of crime*. So this is in accordance with research conducted by Yavuz and Welch, (2010) in their article he mentioned that women feel insecurity in public spaces including in public transportation environments, so most likely these women also have a tendency to have a high level of fear of crime, especially in sexual harassment crimes.

Discussion

In this study, researchers managed to obtain data and the fact that there is a close relationship between a sense of insecurity (*feel unsafe*) and *fear of crime* in women who use crowded public transportation. In this study, it was found that the relationship between the two variables was considered to have a positive relationship. The relationship is said to be positive if there is a tendency to experience a joint increase between the two

variables (Periantalo, 2016). This is supported by a research study conducted by Glas et al (2019) in their journal stating that a sense of insecurity (feel unsafe) usually occurs in places with high mobility, this condition can result in a condition that tends to be more vulnerable to crime and increases the risk of fear of crime. Thus, the feel unsafe variable and the fear of crime variable have a very positive relationship.

Meanwhile, based on the table of the results of the categorization of insecurity (feel unsafe), namely there are data that refer to the results of the empirical mean, the overall results of respondents are in the high category. The high level of insecurity of women who use public transportation means that individuals indirectly experience feelings of worry about threats and risks to themselves both physically and psychologically. This is in accordance with research conducted by Hamdi (2013), in his research it was concluded that the emergence of excessive anxiety in women is a response he feels to an environmental condition with a certain situation. In this case when women use public transportation that is usually used together, crowded people, with a very full situation or can be said to be crowded with passengers and crowded in the carriage, This greatly affects women psychologically, especially the emergence of insecurity, anxiety, worry and even anxiety simultaneously, because in these conditions women tend to be more vulnerable to criminal treatment, especially sexual harassment crimes.

Conclusion

Based on the results and discussion above, it can be concluded that insecurity in women who use public transportation is very influential on the condition both psychologically and physically of the woman. Women who use public transportation when in transportation conditions are crowded, full and crowded then women tend to feel insecurity, usually this feeling includes feelings of anxiety, worry and anxiety, especially women are considered as vulnerable people to become victims in crimes, especially in sexual crimes. When a woman feels that she is feeling insecure, there is simultaneously a feeling of fear of crime.

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Suggestions for future research are expected to be able to develop similar research both in terms of themes, methods, and can develop measuring tools for feeling unsafe and fear of crime. And it is expected that future studies can conduct similar studies based on age, education, gender, or can use other demographic data.

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