CIVITAS
Sustainable and smart mobility for all
2030

CIVITAS indicators

Share of inhabitants experiencing sexual harassment on public transport and at stops and stations (SOC_SC_SC1)

DOMAIN

Transport	Environment	Energy	**Society**	Economy

TOPIC	**Security**	
IMPACT	**Transport-related security** *Reducing criminal activity on public transport and at stops and stations*	**SOC_SC**

Category

Key indicator	Supplementary indicator	State indicator

CONTEXT AND RELEVANCE

Ensuring security in public transport is essential for creating safe and inclusive urban environments. This involves reducing crime and threats to personal safety on board and at stops and stations. A key concern is addressing issues like sexual harassment, which remains a significant barrier to mobility and disproportionately affects women and vulnerable groups. Enhancing security in public transit not only improves passenger safety but also encourages greater use of sustainable transport options by fostering a more trustworthy and accessible system.

This indicator provides a measure of transport-related security in the pilot area. **It is a relevant indicator when the policy action is aimed at increasing public transport users' security. A successful action is reflected in a LOWER value of the indicator.**

DESCRIPTION

This indicator is the share of inhabitants of the pilot area that experienced sexual harassment on board public transport or at stops and stations. Its unit of measurement is **event per person**.

METHOD OF CALCULATION AND INPUTS

This indicator relies on a **survey** asking a sample of individuals whether they experienced sexual harassment on public transport or at stops and stations. Organising a sample survey requires some resources and implies some complexities, but the survey can be used to collect more information than the one needed for this indicator. See the dedicated "Guidelines for surveys" for methodological indications.

The indicator should be computed exogenously, by applying the method described and then coded in the supporting tool.

Method	
Calculation of the index based on responses to a sample survey	Significance: **0.50** 

INPUTS

The following information is needed to compute the indicator:

- **Responses from a sample of individuals to a question on whether they experienced sexual harassment on public transport or at stops and stations.**

The document Guidelines for Surveys, part of the MUSE Evaluation Framework, provides an example formulation of this question, which is also presented below.

> *Question: Have you ever experienced sexual harassment in the surroundings of stops/stations or onboard of transport means in [the experiment area]?*
>
> *Available responses*:
>
> *a) No*
> *b) Yes*

METHOD OF CALCULATION

Assuming that the formulation of the question suggested in the Guidelines for surveys is used, the indicator should be computed **exogenously** according to the following steps:

- **Association of a numeric value to each response option proposed in the survey.**

  Available responses and associated numeric values:
  a) *No → 0*
  b) *Yes → 1*

- **Calculation of the ratio between the number of respondents reporting having experienced public transport-related sexual harassment and the population in the pilot area** (see equation below).

EQUATIONS

The equation computing the index is the following:

$$\boldsymbol{TraSecIndex} = \frac{\sum_{i=1}^{R} \boldsymbol{SexHar_i}}{\boldsymbol{Pop}}$$

Where:

$SexHar_i$ = Survey respondent i's answer on whether they have ever experienced public transport-related sexual harassment

R = Number of survey respondents

Pop = Population in the pilot area

ALTERNATIVE INDICATORS

This indicator assesses transport-related security by measuring the share of residents in the pilot area who have experienced sexual harassment on public transport or at stops and stations. The necessary data is collected through a sample survey.

Alternative indicator **SOC_SC_SC2** instead tracks the number of crime incidents occurring on board public transport and at stops or stations based on police records. Since it relies on official data from police reports, SOC_SC_SC2 is fully significant. It is also generally easier to compute, as data collection only consists of retrieving the required input data from the local police department. However, SOC_SC_SC1 may be preferable when the goal is to specifically assess the prevalence of sexual harassment in public transport settings. Furthermore, using survey responses as input data allows to capture incidents that go unreported to the police.

Indicator **SOC_SF_PS1** measures perceived transport-related security. Since perceived security can differ from objective security, this indicator is more complementary than substitutive. Calculating it requires conducting a sample survey, but if one is already planned for other indicators, adding a question on perceived security would require minimal effort.