



Harassment Faced by Females at Bus Stops in Lahore

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Abstract

This research was undertaken to assess harassment at bus stops in Lahore. Harassment is unwelcome sexual attention. It is a type of harassment that affects all women, irrespective of age, race, color, class, and religion. Harassment is a tool used by men to show their power over females. Harassment happens everywhere, from home to the office. During their daily commute, females face harassment. Due to this reason, females are reluctant to travel on public transport. This quantitative research identified several types of sexual harassment females face at bus stops. The sample consisted of 200 female participants. A convenient sampling technique was used for this study. Standardized Questionnaire of Eve Teasing (ETQ, Talboys, 2015) and Sexual Experience Questionnaire (SEQ, Fitzgerald & Shullman, 1985) were used after getting permission from the respective authors. SEQ consists of four subscales, i.e., sexist behavior, offensive behavior, unwanted sexual attention, and sexual coercion. Data obtained was analyzed through SPSS. T-test and one-way ANOVA was conducted to determine the difference in harassment keeping in view age, marital status, residential area, profession, commute timing, and mode of commuting. For ETQ, the results remained significant except for residential areas. For SEQ, the results of the age-wise difference for SEQ and its subscale of offensive behavior and sexual coercion remained significant. The results of subscale unwanted sexual attention remained significant for marital status. For commute time, SEQ and its subscale offensive behavior remained significant.

Keywords: Harassment, offensive behavior, sexual attention, sexist behavior

1. Introduction

The issues of sexual harassment in public spaces are not a problem in a specific country or region. It is a global issue. This dissertation will focus on the problems faced by females during their commute. Harassment is unwelcome sexual attention. It is harassment that affects all women, irrespective of age, race, color, class, and religion. Harassment is the result of power imbalance. Females are victims of harassment because they lack power and are socialized in a way to suffer in silence. Violence and harassment are behaviors that threaten or are more likely to result in physical, verbal, sexual, or economic harm. These actions may happen simultaneously or multiple times (International Labor Organization, 2019). Street harassment, also known as harassment in public places, is when unwelcome behavior based on gender is engaged in by strangers, causing the harasser to feel resentful, annoyed, or embarrassed. Calling names, calling phrases, remarks that might be "positive" like "beautiful legs" or "negative" like "fat cow," grabbing, following, and flashing is prevalent sorts of conduct. (Stop Street Harassment, 2014). The most frequent forms of harassment are verbal and nonverbal, then physical. (Mishra & Lamichhane, 2018). In underdeveloped nations like Pakistan, women's travel requirements, concerns, priorities, and preferences are rarely considered when designing transportation projects or services. Women, especially younger women, and girls, frequently encounter harassment in public transportation and associated places through verbal and physical innuendos, groping, leering, or even outright physical attacks. (Asian Development Bank, 2014). In Brazil and Nepal, women are responsible for bringing violence upon themselves by wearing provocative clothing. Similarly, Liberia imposed a dress code so women would not be raped. Females face challenges in reporting violence, like fear and lack of awareness that if they report, nothing will be done, and women mistrust the police. Male-on-male violence is also a key factor for violence against females. In Brazil and Liberia, young males are perpetrators and victims, and in turn, they become violent to their wives, family, and friends. Men play a crucial role in allowing or restricting women's mobility. In Ethiopia, females identified husbands as preparators, while in Nepal, females felt safe with their husbands (Tylor, 2011). Females not only experience harassment in workplaces; 92% of females from low-income families experience harassment using public transportation. In Pakistan, public transport is a standard means of transportation for low-income groups because of low fares. Females from low-income face harassment daily because of daily exposure to public transport (Ahmed, 2012). Most people in public places are men. They serve as both allies and harassers. The male passengers who saw the harassment remained mute, which gave the harassers the impression that their behavior was normal and gave them the courage to continue. Because there is not a designated area for women in trains and buses, the majority of the female passengers experienced the worst harassment. (Harrison, 2012). Ho, et., al (2012) identified that the frequency of sexual harassment had adverse effects on psychological health among college students, such as depression and other forms of psychological distress such as Self-doubt, Feelings of betrayal, Subjection, Low self-esteem, Anxiety disorders, Substance-related disorders, Depression, Disbelief in loved one. The relationship between physical health and the frequency of sexual harassment is not much linked, although females with severe PTS symptoms are physically weak, not those with fewer PTS symptoms. Similarly, females who experience harassment are more likely to develop adverse psychological outcomes than those who face little or do not experience harassment (Fairchild & Rudman, 2008).

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1.1. Objectives

- To identify several types of harassment experienced by students and working ladies at bus stops.
- To determine females' opinions about harassment in local transport.
- To determine females' suggestions to prevent or reduce harassment in local transport and at bus stops.
- To identify the age-wise, residential area-wise, mode of commuting, and challenging time that females faced harassment the most.

1.2. Rationale of the Study

As a literature review, this work will be valuable for further research. In our region, there has not been anything done to combat the sexual harassment that women endure at bus stops. This topic of study has been studied in numerous cultures. This study aims to uncover novel interpretations and discoveries about Pakistani culture. Diverse viewpoints on sexual harassment will also be found in this study.

1.3. Hypotheses

- There will be a significant difference in harassment between students and working ladies.
- There will be a significant difference in harassment between modern and backward residential areas.
- There will be a difference in harassment among different age groups
- There will be a difference in harassment among different timings, i.e., morning, evening, and afternoon.
- There will be a significant difference in harassment among different marital statuses.
- There will be a difference in harassment among different modes of commuting.

2. Material and Method

2.1. Research design

Quantitative research was used to identify harassment faced by females at bus stops.

2.2. Participants

The sample for this study were females from different areas of Lahore, i.e., modern and backward areas, traveling in different modes of commuting (auto, van, bus, metro, speedo, and others). They were traveling in the morning, afternoon, evening, and nighttime. The sample consisted of students and working ladies. Two hundred people in the sample, ranging in age from 18 to 55 and older, made up the sample.

2.3. Sampling Strategy

A convenient sampling technique was used in this quantitative study.

Table 1: Demographic of participants

Variables	Total(<i>N</i> =200)	Percentage
Age		
18-28	50	25
29-38	50	25
39-48	50	25
49-55	50	25
Marital status	78	39
Single	103	51.5
Married	14	7
Widow	5	2.5
Divorced	200	100
Total		
Residential Area	102	51
Backward	98	49
Modern		
Profession	92	46
Working	88	44
Students	20	10
Others		
Commute time	113	56.5
Morning	40	20
Afternoon	41	20.5
Evening	6	3
Night		

2.4. Inclusion criteria

Students and working ladies traveling in public transport within Lahore were included in the sample.

2.5. Exclusion criteria

After 18 years, females were excluded.

2.6. Operational Definition

Harassment is any unwelcome sexual advance, requests for sexual favors, the body language of sexual nature, offensive remarks about body or appearance, and other oral or physical conduct of sexual nature.

2.7. Instruments

2.7.1. Sexual Experience Questionnaire

SEQ, designed by Fitzgerald and Shullman (1985), was used to explore sexual experience. The SEQ-DoD-S is a shortened version of Form W; the result of subjecting the scale to item response theory analysis (Stark et al., 2002; Ali & Bibi, 2020) was used in this study. SEQ is a valid and reliable instrument (Cronbach Alpha of 0.877 to 0.797) used in this quantitative study. This scale consists of 18 items with four subscales (sexist behavior, offensive behavior, unwanted sexual attention, and sexual coercion). In this study, only 11 items were used because other questions come under the concept of rape. Results are measured by utilizing a 4-point Likert scale ranging from 0=" Never" to 1=" Once or Twice" to 2=" Sometimes" to 3=" Often" to 4=" Many times."

2.7.2. ETQ

To measure harassment, ETQ, proposed by Talboys (2015) was used in this study. For this scale, Cronbach's Alpha is 0.866. This scale consists of 12 items. Results are measured by a dichotomous scale 1=" No" and 2=" Yes."

2.8. Procedure

The researcher selected different bus stops within Lahore and different modes of commuting using convenience sampling to reach the target sample. The consent of the participants was taken, and privacy was ensured. After that purpose and objectives were briefly described to the participants. We distributed 200 questionnaires among participants, and the results were analyzed using SPSS version 25.

2.9. Analysis

T-test was used to study the harassment difference between students and working ladies. Moreover, study the harassment difference between modern and backward areas. One-way ANOVA was used to study the age-wise difference, time of commuting, mode of commuting, and marital status difference in harassment.

3. Results

Firstly, Cronbach Alpha values were calculated to determine whether scales are reliable for current research. This table gives the representation of the reliability of scales and subscales.

Table 2: Cronbach's Alpha values of ETQ, SEQ, and its subscales

Scales	Cronbach's Alpha value
ETQ	.866
SEQ	.877
Sexist behavior	.701
Offensive behavior	.786
Unwanted sexual attention	.721
Sexual coercion	.797

The above table indicates that ETQ, SEQ, and subscales of SEQ were highly reliable. The first hypothesis of this study was "There will be a significant difference in harassment between students and working ladies." The t-test analyzed this hypothesis for ETQ and SEQ (along with subscales). The results for ETQ showed a significant difference in harassment between students and working ladies. The results for SEQ and its subscales showed no significant difference in harassment between students and working ladies. The results are as follows:

Table 3: Independent sample t-test calculating the harassment difference between students and working ladies. (N=200)

Variable	Students (n=92)		Working (n=88)		<i>t</i>	<i>P</i>	95% CI	
	<i>M</i>	<i>SD</i>	<i>M</i>	<i>SD</i>			<i>LL</i>	<i>UL</i>
ETQ	1.53	.304	1.42	.309	2.46	.032	.023	.203

The results remained significant for the harassment of differences between students and working ladies. The mean difference showed that students scored higher ($M=1.53$, $SD=.304$) than working ladies ($M=1.42$, $SD=.309$). Cohen's *D*'s value ($d=0.30$) suggested a minor difference in harassment.

The results remained nonsignificant for harassment differences between students and working ladies for SEQ, along with its subscales.

Table 4: Independent sample t-test calculating harassment difference between students and working ladies. (N=200)

Variable	Students (n=92)		Working (n=88)		95% CI			
	<i>M</i>	<i>SD</i>	<i>M</i>	<i>SD</i>	<i>t</i>	<i>P</i>	<i>LL</i>	<i>UL</i>
SEQ	1.06	.842	.95	.853	.873	.384	-.138	.356
Sexist Behavior	1.33	1.03	1.25	.98	.531	.596	-.216	.357
Offensive Behavior	1.32	1.14	1.03	1.01	1.80	.074	-.028	.610
Unwanted Sexual attention	.92	.946	.84	1.11	.463	.644	-.233	.376
Sexual coercion	.681	.91	.62	.87	.426	.671	.56	.133

The second hypothesis states that "there will be a significant difference in harassment between modern and backward residential areas." The t-test analyzed this hypothesis for both scales along with subscales. The results for ETQ revealed no significant difference in harassment between modern and backward areas. The results for SEQ and its subscale revealed no significant difference in harassment between the modern and backward areas of Lahore. The results are as follows:

Table 5: Independent sample test calculating harassment difference between modern and backward areas in Lahore. (N=200)

Variable	Modern (n=102)		Backward (n=98)		95% CI			
	<i>M</i>	<i>SD</i>	<i>M</i>	<i>SD</i>	<i>t</i>	<i>p</i>	<i>LL</i>	<i>UL</i>
ETQ	1.44	.311	1.45	.314	-.292	.770	-.100	.074

This step's outcomes showed no significant difference in harassment between modern and backward areas. The mean difference showed no difference between backward (M=1.45, SD= .314) and modern areas (M=1.44, SD=.311).

Table 6: Independent sample test for measuring the difference in harassment between modern and backward areas in Lahore. (N=200)

Variable	Modern (n=102)		Backward (n=98)		95% CI					
	<i>M</i>	<i>SD</i>	<i>M</i>	<i>SD</i>	<i>t</i>	<i>p</i>	<i>LL</i>	<i>UL</i>		
SEQ			.96	.870	.93	.781	.219	.827	-.205	.256
Sexist behavior			1.29	1.08	1.24	.89	.614	.540	-.191	.365
Offensive behavior			1.137	1.186	1.03	.95	.693	.489	-.196	.408
Unwanted Sexual Attention			.82	.94	.80	1.06	.117	.907	-.263	.297
Sexual Coercion			.53	.87	.64	.85	-.925	.356	-3.55	.128

The conclusions showed no significant difference in harassment for backward and modern areas. The third hypothesis states that "there will be a significant difference in harassment among different age groups." One-way ANOVA analyzed this hypothesis for both scales along with subscales. The results for ETQ revealed a significant difference in harassment among different age groups. The results for SEQ and its subscale offensive behavior and sexual coercion showed a significant difference except for sexist behavior and unwanted sexual attention.

Table 7: One-way ANOVA calculated the age-wise difference in harassment for ETQ.

Variable		<i>SS</i>	<i>df</i>	<i>MS</i>	<i>F</i>	<i>P</i>
ETQ	Between Groups	3.057	3	1.019	12.245	0.000
	Within Groups	16.310	196	0.083		

The result showed a significant difference in harassment among different age groups. Post Hoc analysis and analysis of mean scores showed that the age group 49- 55 and above scored lower (M= 1.25, SD= .276) as compared to the age group 39- 48 (M= 1.43, SD= .296), age group 29- 38 (M= 1.58, SD= .272) and age group 18- 28 (M= 1.52, SD= .316).

The results of this step showed a significant age-wise difference in SEQ along with its subscales, except for sexist behavior and unwanted sexual attention. Post Hoc analysis and analysis of mean score with SEQ revealed that

group 4 (49 and above) scored lower ($M= 1.13$, $SD= 0.901$) as compared to age group 39- 48 ($M= .95$, $SD= .84$), age group 29- 38 ($M=1.09$, $SD= .65$) and age group 18-28 ($M= 1.13$, $SD= .901$).

Table 8: One-way ANOVA calculates the age-wise harassment difference for SEQ and its subscale.

Variable		<i>SS</i>	<i>Df</i>	<i>MS</i>	<i>F</i>	<i>P</i>
SEQ	Between Groups	8.52	3	2.84	4.3	0.005
	Within Groups	127.03	196	0.648		
Sexist Behavior	Between Groups	7.01	3	2.34	2.4	0.069
	Within Groups	190.75	196	0.973		
OffensiveBehavior	Between Groups	27.28	3	9.09	8.7	0.000
	Within Groups	203.76	195	1.04		
Unwanted Sexual Attention	Between Groups	5.12	3	1.707	1.72	0.163
	Within Groups	193.08	195	0.990		
Sexual Coercion	Between Groups	8.67	3	2.89	4.0	0.008
	Within Groups	141.2	196	0.720		

The results of the offensive behavior scale also remained significant. Its Post Hoc analysis and analysis of mean scores showed that the age group 49-55 and above scored lower ($M=.47$, $SD= .75$), the age group 18- 28 ($M= 1.21$, $SD=1.01$), the age group 29-38 ($M= 1.26$, $SD= .933$) and age group 18- 28 ($M= 1.13$, $SD= .94$).

For the significant difference between sexual coercion Post hoc analysis and analysis of the mean score, it was revealed that the age group 49- 55 and above ($M=.28$, $SD= .66$) as compared to the age group 18-28 ($M= .55$, $SD= .88$) as compared to age group 29-38 ($M= .68$, $SD= 1.05$) as compared to age group 39- 48 ($M=.85$, $SD= .73$). The highest harassment was reported by the age range 18- 28.

The fourth hypothesis states, "There will be differences in harassment among different commuting timings, i.e., morning, afternoon, evening, and night." One-way ANOVA analyzed this hypothesis for both scales along with subscales. The results for ETQ revealed that there was a significant difference in harassment among different modes of commuting. The results for SEQ and offensive behavior showed significant results except for sexist behavior, unwanted sexual attention, and sexual coercion. The results are given as follows:

Table 9: One-way ANOVA for measuring harassment differences among different timings for ETQ.

Variable		<i>SS</i>	<i>Df</i>	<i>MS</i>	<i>F</i>	<i>p</i>
ETQ	Between Groups	1.132	3	0.377	4.05	0.008
	Within Groups	18.235	196	0.093		

The results showed a significant difference in harassment among different timings. Post Hoc analysis and analysis of mean score showed that afternoon had lower scores ($M= 1.32$, $SD=.304$) as compared to evening ($M=1.39$, $SD= .285$) and night ($M= 1.43$, $SD= .295$) and morning ($M=1.50$, $SD= .299$). In the morning time, most harassment is faced by women.

Table 10: One-way ANOVA for measuring harassment difference among different timings for SEQ and its subscale.

Variable		<i>SS</i>	<i>Df</i>	<i>MS</i>	<i>F</i>	<i>P</i>
SEQ	Between Groups	5.432	3	1.81	2.72	0.045
	Within Groups	130.12	196	.664		
Sexist Behavior	Between Groups	7.14	3	2.38	2.44	0.065
	Within Groups	190.63	196	.973		
Offensive Behavior	Between Groups	10.25	3	3.41	3.01	0.031
	Within Groups	220.79	195	1.13		
Unwanted Sexual Attention	Between Groups	6.64	3	2.216	2.25	0.083
	Within Groups	191.56	195	.982		
Sexual Coercion	Between Groups	2.641	3	.880	1.172	0.322
	Within Groups	147.23	196	.751		

This step showed a significant difference in harassment in different timings for SEQ and its subscale offensive behavior, except for sexist behavior, unwanted sexual attention, and sexual coercion. Post Hoc analysis and

analysis of mean score with SEQ showed that afternoon scored lower ($M = .65$, $SD = .75$) as compared to evening ($M = .88$, $SD = .76$) and morning ($M = 1.06$, $SD = .84$) and night ($M = 1.18$, $SD = .835$).

Post Hoc analysis and analysis of mean score with offensive behavior showed that afternoon had lower scores ($M = .737$, $SD = 1.12$) as compared to evening ($M = 1.2$, $SD = .93$) and morning ($M = 1.27$, $SD = 1.06$) and night ($M = 1.9$, $SD = 1.02$).

The fifth hypothesis states, "There will be differences in harassment among different marital statuses." Way ANOVA analyzed this hypothesis for both scales along with subscales. The results of ETQ showed a significant difference in harassment among different marital statuses. The results for SEQ and its subscales, except unwanted sexual attention, showed no significant difference in harassment.

Table 11: One-way ANOVA for measuring harassment difference among marital status for ETQ.

Variable		SS	df	MS	F	P
ETQ	Between Groups	1.278	3	0.426	4.6	0.004
	Within Groups	18.08	196	0.092		

The results showed a significant difference in harassment among different marital statuses. Post Hoc analysis and analysis of mean scores showed that widow scored lower ($M = 1.30$, $SD = .311$) as compared to divorced ($M = 1.37$, $SD = .240$) and married ($M = 1.39$, $SD = .308$) and single ($M = 1.54$, $SD = .300$). Unmarried girls reported the highest harassment.

Table 12: One-way ANOVA for measuring the difference among harassment marital status for SEQ and its subscales.

Variable		SS	df	MS	F	p
SEQ	Between Groups	4.37	3	1.57	2.3	0.072
	Within Groups	130.82	196	.667		
Sexist Behavior	Between Groups	3.72	3	1.242	1.25	0.291
	Within Groups	194.05	196	.990		
Offensive Behavior	Between Groups	7.899	3	2.63	2.30	0.079
	Within Groups	223.14	195	1.14		
Unwanted Sexual Attention	Between Groups	7.848	3	2.61	2.68	0.048
	Within Groups	190.3	195	.976		
Sexual Coercion	Between Groups	4.14	3	1.38	1.85	0.138
	Within Groups	145.7	196	.744		

The results of this step showed that there was no significant difference in harassment with SEQ and its subscale except for unwanted sexual attention. Post hoc analysis and analysis of mean score with unwanted sexual attention showed that married scored lower ($M = .64$, $SD = .78$) as compared to divorced ($M = .65$, $SD = .94$) and single ($M = .98$, $SD = .99$) and the widow ($M = 1.25$, $SD = 1.98$).

The sixth hypothesis states that "there will be a significant difference in harassment for different modes of commuting." One-way ANOVA analyzed this hypothesis for both scales along with subscales. The results showed that there was a significant difference in harassment for different modes of commuting. The results for SEQ and its subscale showed no significant difference for different modes of commuting.

Table 13: One-way ANOVA for measuring the difference in harassment for different modes of commuting for ETQ.

Variable		SS	df	MS	F	p
ETQ	Between Groups	1.271	5	.254	2.742	0.021
	Within Groups	18.09	194	.093		

The results showed a significant difference in harassment for different modes of commuting for ETQ. Post Hoc analysis and analysis of mean score showed that the van had lower scores ($M = 1.26$, $SD = .351$) as compared to the metro ($M = 1.45$, $SD = .291$), speedo ($M = 1.45$, $SD = .286$) local bus ($M = 1.47$, $SD = .272$) and other modes of commuting ($M = 1.46$, $SD = .376$) as compared to auto ($M = 1.52$, $SD = .351$). The highest harassment was reported

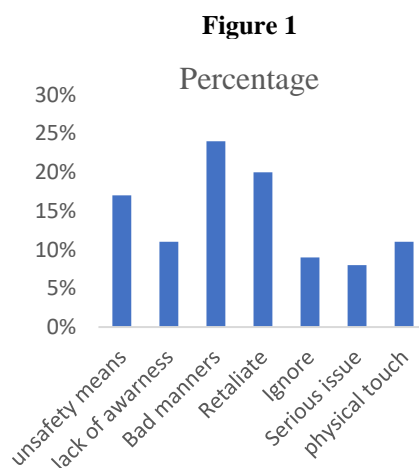
by the females traveling in auto, whereas the mean score remains the same for females traveling in the metro and speedo.

Table 14: One-way ANOVA for measuring the difference in harassment for different modes of commuting for SEQ and its subscale.

Variable		<i>SS</i>	<i>Df</i>	<i>MS</i>	<i>F</i>	<i>P</i>
SEQ	Between Groups	5.96	5	1.81	1.76	.117
	Within Groups	129.5	194	.664		
Sexist Behavior	Between Groups	6.92	5	2.38	1.40	.223
	Within Groups	190.8	194	.973		
Offensive Behavior	Between Groups	9.65	5	3.41	1.68	.141
	Within Groups	221.3	193	1.13		
Unwanted Sexual Attention	Between Groups	7.26	5	2.21	1.46	.202
	Within Groups	190.9	193	.982		
Sexual Coercion	Between Groups	3.39	5	.880	1.061	.383
	Within Groups	145.8	194	.751		

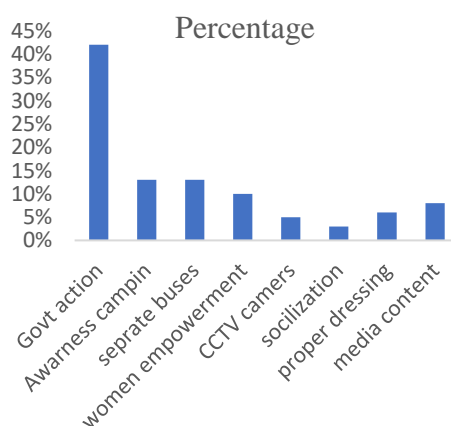
The results showed no significant difference in harassment for different modes of commuting for SEQ and its subscale.

The opinion of the respondent towards harassment in public transport.



The above figure shows the respondent's opinions about harassment. We know the respondents' opinions through the open-ended question. We generate codes, and the frequency of codes is converted into a percentage. 17% thought public transport is unsafe means for females. 11% said it results from a lack of awareness about harassment. 24% said it is terrible and affects a female's modesty. 20% thought it is a result because females cannot retaliate, and 9% thought it happens because females ignore harassment. 8% said it is a severe issue in our society. 11% said physical touch mostly happens in public transportation.

Figure 2: Steps to reduce harassment



The above figure shows the steps to reduce harassment. This question is also open-ended. We generate codes, and the frequency of codes is converted into a percentage of 42% who thought that the government should take steps

to reduce harassment by making police departments stronger and assigning security guards to bus stops. Female conductors in buses make strict laws that commit harassment. 13% said an awareness campaign could reduce it. 13% thought that it could be reduced by arranging separate buses for males and females. 5% thought installing CCTV cameras makes it easy to identify harassers. 6% thought it could be reduced by teaching a son at an early stage to respect women. 8% said that it could be reduced by filtering aired content on electronic media.

4. Discussion

The present goal of this study is to identify the experience of harassment at bus stops. Females travel in different modes of transportation for different purposes like work, education, shopping, outing, etc. They felt harassed by fellow passengers, drivers, and conductors. Harassment is an issue that affects females from every part of the world.

The first hypothesis was "there will be a significant difference in harassment between students and working ladies." The findings revealed a significant difference in harassment between students and working ladies for ETQ, but SEQ revealed nonsignificant. ETQ's previous literature proved that there was a significant difference in harassment between students and working ladies. The Social Policy and Development Centre conducted a rapid assessment of sexual harassment in public transport in Karachi, Pakistan (Asian Development Bank, 2014; Haider & Ali, 2015). They revealed that the high prevalence of harassment among students and working ladies was due to the high frequency of commuting and age factor.

The results for SEQ remained nonsignificant due to the nature of the questions. These questions come under the concept of rape instead of harassment. So, this study provides a literature review for further studies in our society. The second hypothesis was "There will be a significant difference in harassment between modern and backward residential areas." The finding revealed a nonsignificant difference in harassment between modern and backward areas for ETQ and SEQ, along with its subscales. There is no previous literature to support this hypothesis. It indicates that harassers are everywhere, so the area does not matter.

The third hypothesis states, "There will be a significant difference in harassment among different age groups." The results for ETQ, SEQ, and its subscale offensive behavior and sexual coercion revealed a significant difference in harassment among different age groups. The result of unwanted sexual attention remained nonsignificant. Post Hoc analysis and analysis of the mean score showed that aged 49-55 and above 55 years face less harassment than other groups (18-28yrs, 29-38yrs, 39- 48yrs). Nayak and Benazeer (2017) found that the public transport system is not comfortable/friendly to the needs of elders, so they occasionally travel, which is why they do not face harassment.

The fourth hypothesis states that "there will be a significant difference in harassment among commute times. The results for ETQ, SEQ, and its subscale offensive behavior revealed a significant difference. The results for sexist behavior, unwanted sexual attention, and sexual coercion remained nonsignificant. Post Hoc analysis and analysis of the mean score showed that in the morning, most harassment is faced by females. Paudel (2011) showed that office timings (mornings and evenings) are difficult for harassment. The reason behind this was that most females do not have private vehicles. Their work compels them to travel by public transport.

Along with their work, they shop for households and bring kids to schools, hospitals, etc. So, primarily females travel in the morning and evening and face harassment. In Japan harassment takes place during morning rush hours, long distances between stations, and with many schoolgirls. (Gekoski, et.al, 2017; Kassem et al., 2019).

The fifth hypothesis states a significant difference in harassment among different marital statuses. The result for ETQ and unwanted sexual attention revealed a significant difference in harassment among different marital statuses. The results for SEQ and its subscale sexist behavior, offensive behavior, and sexual coercion remained nonsignificant. Post Hoc analysis and mean score analysis showed that unmarried faced more harassment. Neupane and Chesney-Lind (2013) found that unmarried faced more harassment than married females and they experience harassment differently than unmarried. It was because married females with visible mark identities were prevented from happening harassed, and the average range of harassment among unmarried women was more significant than among married females. There was no previous literature on harassment for widows and divorced females. Similarly, Gautam et al. (2020) found that unmarried faced more harassment because they had low physical power, lower capital, and little knowledge of sexual harassment. That is why they face more harassment.

The sixth hypothesis states that "there will be a difference in harassment among different modes of commuting." The result for ETQ revealed significance, but SEQ and its subscale remained nonsignificant. Post Hoc analysis and analysis of mean score showed females traveling in auto faced the highest harassment. Gautam et al. (2020) found that females traveling in buses faced harassment more than other means. It was because buses have more spaces, comfortable seats, and the lowest fares. Due to these qualities, more people prefer buses for commuting, and buses become overcrowded and face harassment. A study conducted by Jabeen et., al (2017) found that most harassment occurs in privately owned vans and minibusses because of the lack of separate spaces for males and females. A study conducted by Wilder (2018) revealed that women use public transportation as an everyday mode of transportation. A lower proportion uses public buses at least once a week and prefers an auto and taxis. Hence, they harassed more in an auto.

4.1. Limitations of Study

The results are only generalizable to some of the population because the data present the city of Lahore. This study is only quantitative; future research can also consider qualitative aspects.

4.2. Recommendations

The government should provide female police at bus stops to avoid harassment problems. CCTV cameras should be installed at bus stops and on buses. As our constitution has harassment laws, the government should implement laws properly and should punish the offender. Females should be awareness of harassment through formal education, i.e., harassment courses should be incorporated in the syllabus up to secondary education. This will be helpful for females as well as males. Staff on bus stops and in buses should give awareness sessions on harassment.

5. Conclusion

This study investigated the prevalence of harassment faced by females at bus stops. It was found that unmarried females faced harassment more than married females. Age has a significant impact on harassment. Harassment is most common among young girls because they travel for work, universities, recreation, etc., using different commuting modes. It was found that most harassments occurred during the morning time. Harassment mostly happened in crowded buses. The findings of this study indicate that interventions should be made at the national level to prevent harassment so that females can travel safely. Harassment restricts females' mobility and becomes dependent on male members. Section 509 of the Pakistan Penal Code states that "anyone who insults the modesty of women or harassing sexually shall be punished up to three years of imprisonment and a fine of 5 lakh rupees or both in severe cases.

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