

# “GTALK Report Series: Safer Cities in Asia”

## *Bandung, Indonesia*



*Unsplash, 2019*

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# GTALK Report Series:

## Safer Cities in Asia

Gender and Transport Assemblage of Learning and Knowledge



The **Women in Transport Leadership Knowledge Network (WITL)** is an International community of transport scholars with the ambition of encouraging more women and girls to take up careers in transport and foster women's leadership in the transport sector. In partnership with transportation domestic societies in Asia, and the regional transport peak body Eastern Asia Society for Transport Studies (EASTS), we collectively aim: 1) to increase the profile and global presence of women leaders in transport; 2) to strengthen women's voice to be able to advocate their distinct transportation needs; 3) to acknowledge and celebrate female leadership; and 4) to employ research to gather evidence base to better address the gendered dimension of transport planning and design, strategically supporting the United Nations' Sustainable Development Goal (SDG) 11 (make cities inclusive and safe, resilient and sustainable) and SDG5 (empower women and girls). [www.witl.info](http://www.witl.info)

The **Gender and Transport Assemblage of Learning and Knowledge or GTALK** is a unifying framework an online, open-access knowledge database on gender and transport (e.g. information, research publications, webinar presentation materials, interviews of women transport leaders, including case study initiatives on pandemic response in transport settings across the several cities), to be shared nationally and internationally. These materials are developed to raise awareness and support the embedding of planning and policies that will help advance the shared regional opportunity of shaping more gender-inclusive and responsive transportation sector in Australia and Asia-Pacific.

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Image 1: By Eugenia Clara, Unsplash, 2021  
(<https://unsplash.com/photos/rF7wHTvZbwo>)

## Summary

This report presents the results and findings of the survey implemented in Bandung, Indonesia in 2021. The report is drawn from a combination of literature review and online survey responses of tertiary students attending a university in Bandung, Indonesia. This documents their perception of public transport safety. The study was undertaken from October 2021 to January 2022. This report on Bandung was an output of the GTALK Research conducted by the Women in Transport Leadership Knowledge Network.



## Introduction

**This report presents the study results conducted on student victimization and perceptions of transport safety in Bandung, Indonesia. The objectives of the study were to investigate the impact of COVID-19 outbreak to public transport travel and the victimization and perceptions of transport safety of students.**

Bandung is the capital of West Java Province in Indonesia, located about 150-km south of Jakarta, the capital of Indonesia. Bandung has an area of 16.67 km<sup>2</sup> with population about 2,4 million, making it the 4<sup>th</sup> largest city in Indonesia in terms of its population.

Bandung is supported by buffer cities surrounding it, which are Cimahi City, Bandung Regency, West Bandung Regency, and Sumedang Regency. They are known as Bandung Metropolitan Area or Greater Bandung. The transportation condition in Bandung City is greatly affected by the mobility of people in the Greater Bandung that many people commute daily between Greater Bandung area.

Public transportation in Bandung consists of paratransit (**Image 1**), city bus (**Image 2**), regular taxi (car and motorcycle), online taxi/ridesharing car (such as Gocar, Grabcar, etc.). online motorcycle taxi/ridehailing motorcycle (such as Gojek, Grab, etc.). Some pedicabs may also be found in several residential and market areas.

The use of bus and paratransit in Bandung is still limited. The result of 2017 Greater Bandung Commuter Survey stated that 72% of the commuter used motorcycle as their primary mode, while only 12% used public transportation (Triani, 2019).

The use of motorcycle is more favourable than public transportation for several reasons. Firstly, motorcycle is relatively cheap, and the operating cost is also very cheap compared to car or public transportation. Secondly, motorcycle give higher accessibility.



**Image 2: 'A Typical Paratransit in Bandung' by iNewsJabar, 2018**



**Image 3: 'City Bus in Bandung' by JabarEkspress, 2022**

The survey also revealed that 95% of respondents who, at that time, used private transportation stated that they would not shift to public transportation. The reason is that using public transportation will take longer travel time. In Bandung, public transport, especially paratransit, often stops for long time to wait for passenger.

Since recent years, the use of online transportation, especially motorcycle-type, has become very popular for the Bandung people. Almost everyone will favour online transportation over bus or paratransit although the fare is more expensive than using bus or paratransit but they can arrived faster to their destination

This research investigated the change of travel patterns of university student in Bandung due to COVID-19 outbreak as well as victimization and perceptions of transport safety. Although the survey was carried out to limited number of respondents, but the results should be able to give general overview to the travel pattern of university students in Bandung.

This research is part of a wider comparative study under GTALK research, led by the Woman in Transport Leadership (WiTL) network. Similar research were conducted in Bangkok (Thailand), Cagayan de Oro (Philippines), Ho Chi Minh City (Vietnam), Kuala Lumpur (Malaysia), Pathum Thani (Thailand), and Tokyo (Japan).

Data needed for this research were gathered through an online survey conducted between October 2021 and February 2022. The respondents were limited to students from a university in Bandung. However due to, at that time, the campus was mostly closed due to COVID pandemic, only 102 respondents filled the questionnaires.

# 2

## Respondent's Profile

Majority of respondents of this study (63 percent) were woman and 82 percent were between 18-24 years old. Since 72 percent of the respondents were undergraduate students, therefore most of respondents were single and unemployed. As many as 82 percent has lived in Bandung for more than five years.

**2.1 Gender:** Out of the 102 respondents, 63 percent were woman while the rest were man.

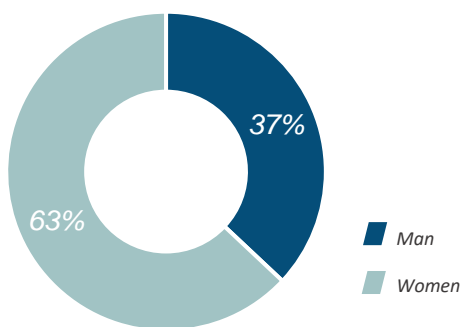


Figure 1: Respondent's Gender

**2.2 Employment Status:** Majority of respondents were unemployed (80 percent). As many as 61 percent of respondents who were employed, worked in private companies. This is shown in Figure 5.

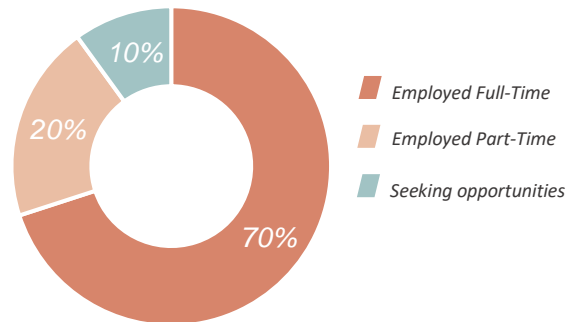


Figure 2: Respondent's Employment Status

**2.3 Marital Status:** Majority of the respondents (92 percent) were single (Figure 4).

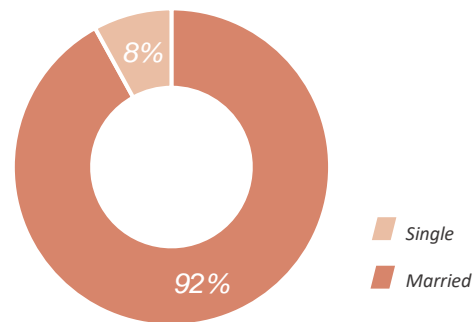


Figure 3: Respondent's Age Group

**2.4 Education:** About 72 percent of respondents has completed High School as their highest level of education (Figure 3), therefore they were, at the time of survey, undergraduate students.

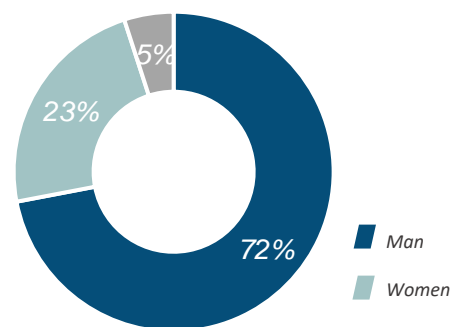
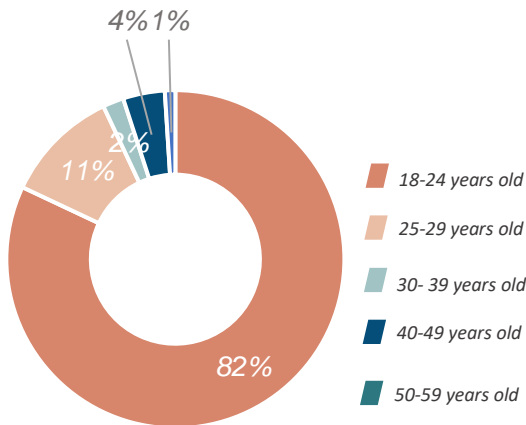


Figure 4: Respondent's highest degree or level of education completed

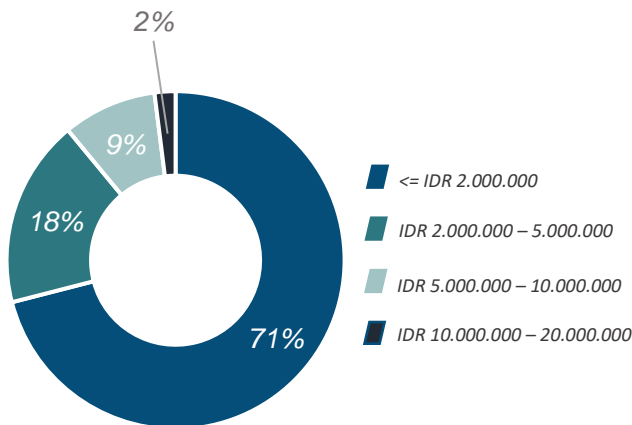
**2.5 Age:** As many as 82 percent of respondents were 18-24 years old age, as shown as Figure 2.



**2.7 Residency:** Most of them (82 percent) has lived in Bandung for more than five years.

**Figure 5: Respondent’s marital status**

**2.6 Household Monthly Income:** In terms of household monthly income, 71 percent of respondents earned less than IDR2,000,000, 18 percent earned between IDR2,000,000 up to IDR5,000,000, 9% earned between IDR5,000,000 up to IDR10,000,000, while only 2 percent earned more than IDR10,000,000. These are shown in the following **Figure 6**.



**Figure 6: Household Monthly Income**



*Image 4: By Roihan Haidar, Unsplash, 2020,  
(<https://unsplash.com/photos/Hb96RPqsVew>)*

# 3

## Respondents Trip Characteristics

At the time of survey, as many as 65 percent of respondents had driver’s license. about 67 percent respondents had at least one bicycle in their household, 82 percent had at least one motorcycle and 51 percent had at least a car. The modes frequently used by the respondents for travelling both short distance and long distance were motorcycle (personal or ride hailing motorcycle).

**3.1 Driver’s License Ownership:** Majority of respondents (about 65 percent) owned a motorcycle license or/and a private car license.

**3.2 Vehicle Ownership:** The respondents were asked regarding the number of vehicles they had in their household. The results shows that about 67 percent respondents stated that they had at least one bicycle in their household, while 82 percent had at least one motorcycle in their household and 51 percent had at least a car in their household.

**3.3 Mode of Travel:** When travelling long distance (more than five kilometres), the modes frequently used by most respondents were personal motorcycle (31 percent), ride hailing motorcycle (30 percent), and personal car (23 percent), as seen in Figure 7.

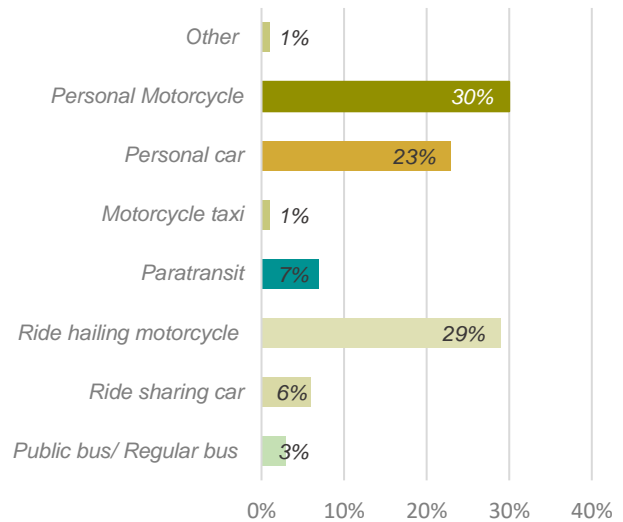


Figure 7: Modes for long distance travel

Meanwhile, the modes frequently used for short distance travel were ride hailing motorcycle (32 percent) and personal motorcycle (26 percent). The complete figures can be seen in Figure 8.

It can be seen from the figure that only 16 percent respondents walked whereas 13 percent respondents used paratransit for short distance travel.

**3.4 Travel Pattern:** Almost all respondents reported that, on a typical commute day, they usually departed from their home to campus and after that most of them (82.4 percent) returned to their home again. Only 9,8 percent of the respondents went to restaurant or other entertainment place after school.

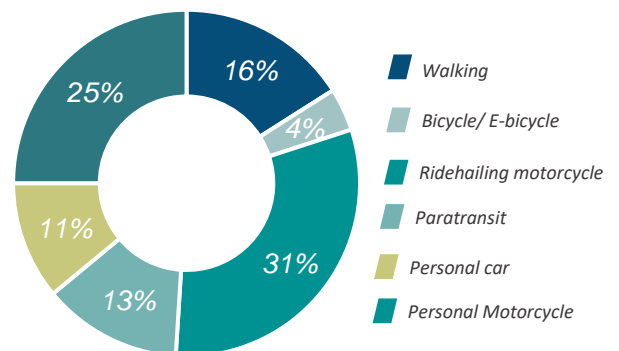


Figure 8: Modes for short distance travel



*Image 5: By Hobi industri, Unsplash, 2018,  
(<https://unsplash.com/photos/bsOychzIujU>)*

# 4

## Perception about Public Transport

**Before Covid-19 Pandemic, only 16 percent respondents used public transport on daily basis. Majority of them (36 percent) used public transport once a week or less. They preferred to use personal motorcycle/car much than public transport for the reason of slower travel time of public transport (especially bus and paratransit).**

Majority of respondents (69 percent) felt safe when using public transportation during daytime, but the proportion of respondent who felt safe when using public transport after dark was greatly reduced to 24 percent. About 70 percent of respondents had experience or knew someone that had experience harassment or felt harassed or uncomfortable while using public transport. Nevertheless, in the last three years, almost 72 percent of respondents said that they never experienced any harassment while using public transport.

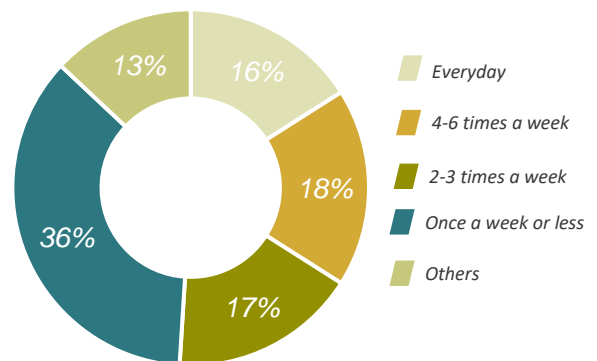
**4.1 Public Transport Usage Before Covid-19 Pandemic:** Figure 9 presents the frequency of public transport (bus, paratransit, ride-hailing/online motorcycle taxi, motorcycle taxi, ridesharing car, etc.) usage by the respondents before COVID pandemic.

The figure shows that most of the respondents (36 percent) used public transport once a week or less and merely 16 percent of them used public transport on daily basis.

The most reasons given by the respondents who used public transport once a week or less of not using public transport more often were as follows:

- More likely to use personal motorcycle/car (20 percent)
- Slow travel time due to congestion, delay, and lot of transfer (19 percent)
- Unsafe during the evening (from accident, crime, harassment, violence) (11 percent)
- Unreliable travel time or infrequent service (10 percent)
- Lack of schedule and ticketing information (7 percent)
- Living in areas without public transport access (6 percent)
- Public transport fare (6 percent)
- Unsafe during daytime (6 percent)
- Dirty public transport environment in station, along the route and inside the public transport (5 percent)
- Overcrowded service on station and on-board the public transportation (5 percent)
- Other reasons (5 percent).

The proportion figures on the above answers were obtained from 198 answers given by the respondents.



**Figure 9: Frequency of public transport usage**



During daytime 69 percent respondents felt safe when using public transport while only 24 percent felt safe when using public transport after dark. When they were asked about their perceive safety when heading (walking) to public transport shelter/terminal, almost 72 percent felt safe during daytime but only 20 percent felt safe after dark. In addition, 63 percent of the respondents felt safe while waiting for the public transport at the shelter/terminal.

The most significant problems perceived by the respondents on the public transport they used were:

- Personal safety/security risk issues such as assault, crime, harassment, and violence (18 percent)
- Unsafe during evening (16 percent)

Lack of adequate public transport infrastructures (such as terminal, shelter, etc) (15 percent)

- Inconvenient and involving multiple transfer (14 percent)
- Poor service (such as long waiting time, over capacity, etc.) (10 percent)
- Poor facilities (such as cleanliness, ventilation, illumination, etc.) (9 percent)
- Health risk (8 percent)
- Other problems (10 percent)

The proportion figures on the above answers were obtained from 441 answers given by the respondents.

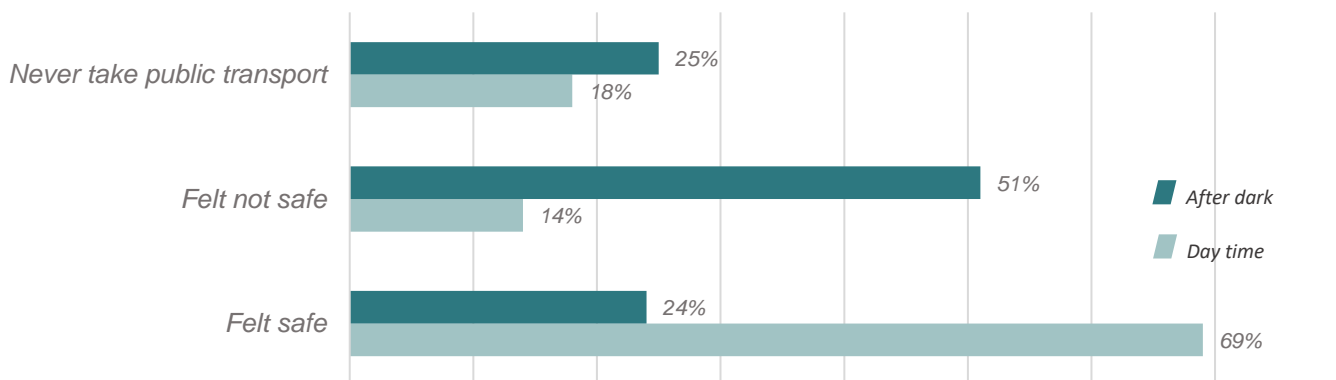


Figure 10: Perception of safety when using public transport

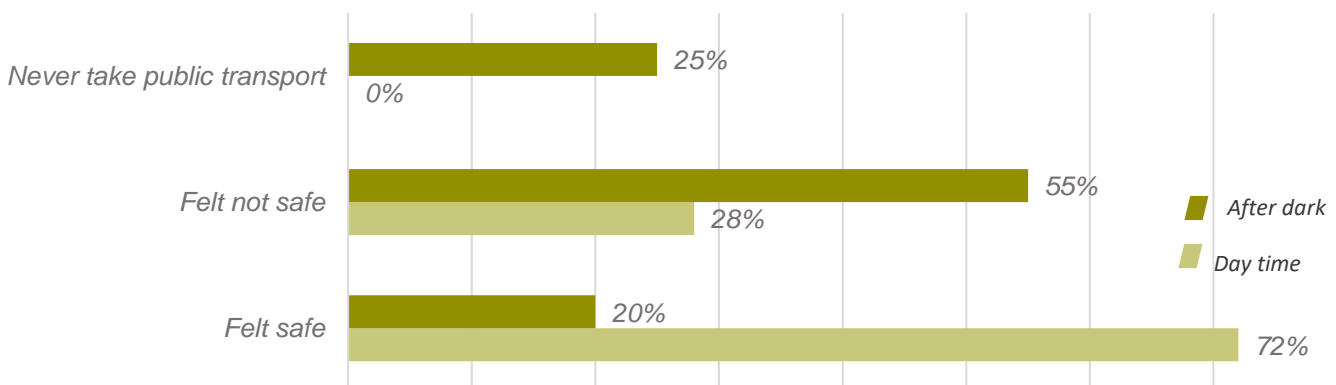
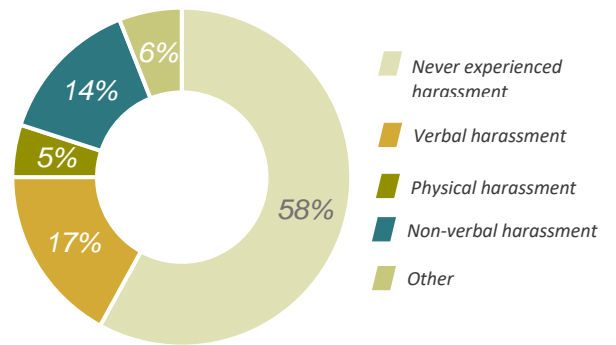


Figure 11: Perception of safety heading to public transportation shelter/ terminal

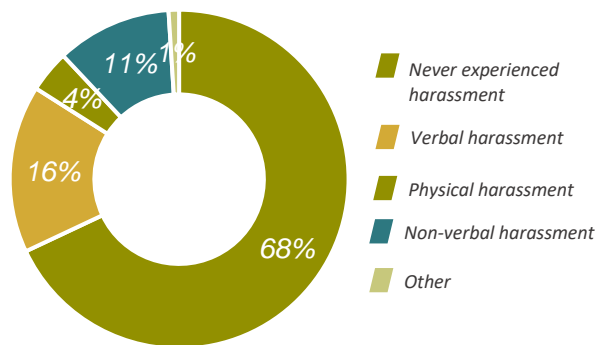
**4.2 Harassment Experience:** Almost 70 percent respondents had experience or knew someone that had experience harassment or felt harassed or uncomfortable while using public transport. Nevertheless, in the last three years, 58 percent of respondents said that they never experienced any harassment while using public transport and 71 percent never experienced any harassment while heading to and waiting at the public transport shelter/terminal.

The type of harassment mostly received by the students while using public transport, heading to and waiting on the shelter/terminal were in the form of verbal (such as comments, whistling, making kissing sounds, asked personal questions about sexual life, sexual comments about clothing, looks, asked to have sex, using obscene/abusive language, calling you babe, honey, sweetheart, etc.) and non-verbal harassment (such as being stared, leered, gesticulated, having unwanted sexual looks or gestures, indecent exposure, showed pornographic images, masturbating in public). The complete figures are presented in Figures 12 to 14.

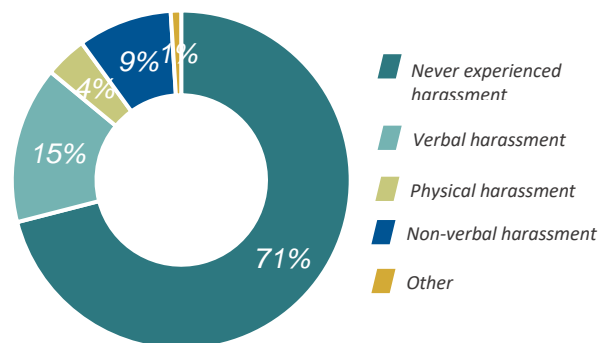
Out of the respondents who had ever experience harassment, only 24 percent said that someone helped them when having they were being harassed, mostly by confronting the harasser (38 percent) and getting support by people around (27 percent).



**Figure 12: Harassment experience while using public transport**



**Figure 13: Harassment experience while using waiting at the public transport shelter/ terminal**



**Figure 14: Harassment experience while heading to public transport shelter/ terminal**

The followings were recommendations given by the respondents to increase public transport safety/security:

- Putting more surveillance camera (17 percent)
- Improving lighting in waiting area and public transport (17 percent)
- Having police presence/patrol (13 percent)
- Having 'women only' dedicated transportation (9 percent)
- Clean and well-maintained public space and toilets with no vandalism/littering (8 percent)
- adhere to on-board capacity limit (7 percent)
- accessibility for senior citizens and differently abled persons, women, children (6 percent)
- clear directional signs, information signs and trip timetable (5 percent)
- driving within speed limit (5 percent)
- ease of getting on and off the public transport (4 percent)
- other recommendations (9 percent)

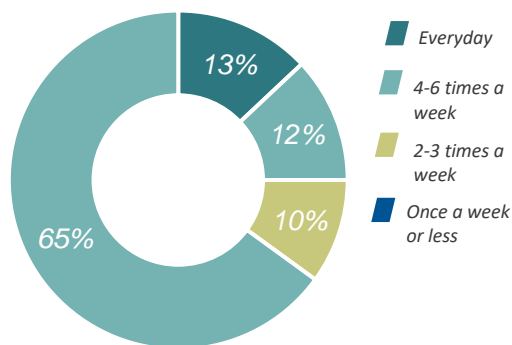
The proportion figures on the above answers were obtained from 300 answers given by the respondents.

## 5

## Perception about Active Transport

Merely 13 percent respondents walked or rode a bicycle to school every day while 12 percent respondents did the same thing 4 to 6 times a week and 10 percent respondents did those 2 to 3 times a week.

**5.1 Active Transport Usage Before Covid-19 Pandemic:** Figure 15 presents the frequency of active transport (walking or bicycle riding) usage by the respondents before COVID pandemic.



**Figure 15: Frequency of active transport usage**

It can be seen from the figure that only 13 percent respondents walked or rode a bicycle to school every day while 12 percent respondents walked or rode a bicycle to school 4 to 6 times a week and there were 10 percent respondents who walked or rode a bicycle to school 2 to 3 times a week.

Majority of respondents (65 percent) walked or rode a bicycle to school once a week or less.

**When they were asked to list the reasons why they did not walk or ride a bike more often, their answers were:**

- Far distance from home (25 percent)
- Weather condition, either it was too hot or rainy (14 percent)
- No or poor bicycle lanes or bicycle ways (13 percent)
- Did not own a bicycle or it was in poor condition (11 percent)
- Poor active transport support facilities such as resting area, shelter stations, bicycle parking, etc. (10 percent)
- Concern about bicycle theft (8 percent)
- Health risk from air pollution, noise, etc. (6 percent)
- Lack of bicycle racks or bicycle parking (4 percent)
- No showers at school (4 percent)
- Did not know how to ride a bicycle (2 percent)
- Other answers (3 percent)

The proportion figures on the above answers were obtained from 277 answers given by the respondents. If the above issues were resolved, as many as 56 percent respondents would consider walking or riding a bicycle to school while there were only 10 percent respondents who would not consider walking or riding a bike. The rests (34 percent) were not sure whether they would or would not consider walking or riding a bicycle to school.

Figure 16 describes these answers in graphical manner.

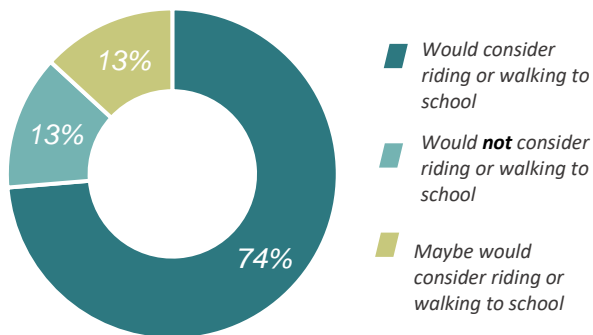


Figure 16: Willingness to shift to active transport when existing issues were resolved

## 5.2 Things that would Encourage Walking to School More Often

When the respondents were asked about what would encourage them walking to school more often, their answers were:

- Developed a network of safe and connected walking route with supporting street furniture such as benches and trees (24 percent)
- Improved amenity (such as night lighting, covered walk, signage) of areas with intense pedestrian activity (22 percent)
- Added more footbridge for crossing pedestrian strategically along CBD areas and highways with heavy vehicle traffic volume (16 percent)
- Added more crosswalks for crossing pedestrian strategically along schools, hospitals, markets, parks, CBD areas etc. (16 percent)
- Established a program to provide greater priority for pedestrian access across busy arterial roads (12 percent)
- Introduced speed limits in areas that attract high pedestrian use (9 percent)
- Others (2 percent)

The proportion figures on the above answers were obtained from 347 answers given by the respondents.

## 5.3 Things that would Encourage Riding a Bicycle to School More Often

When the respondents were asked about what would encourage them riding a bicycle to school more often, their answers were:

- Provided dedicated and protected bicycle lanes or bicycle ways (23 percent)
- Developed a network of safe and connected cycling route with supporting infrastructure such as rest areas (23 percent)
- Traffic safety policies that emphasised driver responsibility for avoiding crashes with pedestrians and cyclists (18 percent)
- Traffic calming measures (12 percent)
- Advocacy for public, political and media support for policy change such as reduced urban speed limits, reversing subsidized car use, restrictions on car use including parking provision (11 percent)
- Educational and promotional programs that addressed real and perceived barriers to cycling (6 percent)
- Bicycle skills training program (4 percent)
- Others (2 percent)

The proportion figures on the above answers were obtained from 325 answers given by the respondents.

# 6

## Covid-19 Pandemic Impact on mobility

Covid-19 pandemic forced people to adjust their travel in the form of changing the trip frequency, changing the manner of travelling, changing the mode of travel among other adjustments. Most respondents (51 percent) reduce using public transportation for various reasons, especially because the fear of being sick. However, only 41 percent shifted to walking and riding a bicycle as mode of travel.

### Travel Adjustments

During the Covid-19 pandemic, 81 percent of respondents adjust their travel, 11 percent did not adjust their travel while there were 8 percent respondents who were not sure whether they have adjusted their travel, as given in Figure 17.

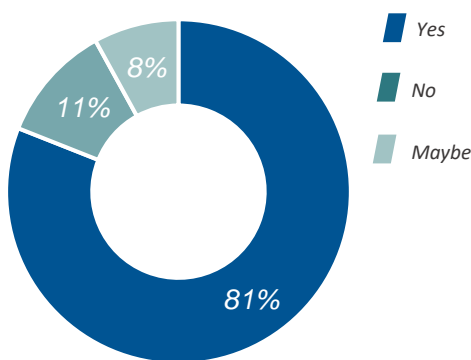


Figure 17: Proportion of Respondents who Adjusted Their Travel during Covid-19 Pandemic

### Their main reasons for changing day-to-day travel were:

- Health consideration and fear of being sick (42 percent)
- Government and community related regulation (such as quarantine and curfew regulations) (24 percent)
- Business/work related reasons (such as lean staffing, work from home, closure of jobs and shops) (16 percent)
- Public transportation operation was delimited and getting expensive (6 percent)
- Travel restriction to cross borders (city, town, district etc.) (6 percent)
- Travel delays due to routes checkpoints and road closure (2 percent)
- Other reasons (5 percent)

### The travel adjustments were made in the form of:

- Change the trip frequency (54 percent)
- Change the manner of travelling (17 percent)
- Change the mode of travel (12 percent)
- Change the daily trip routine or schedule (9 percent)
- Change the trip purpose (6 percent)
- Other adjustments (3 percent)

### Use of Public Transport

Figure 18 describes public transport usage during Covid-19 Pandemic.

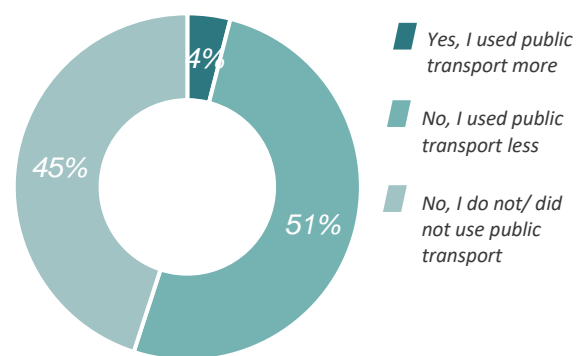


Figure 18: describes public transport usage during Covid-19 Pandemic

As many as 51 percent of respondents reduced their frequency of using public transport during the Covid-19 pandemic and 45% did not use public transport at all. Only 4 percent respondents said that they used public transport more during the Covid-19 pandemic.

The frequency of public transport usage during the Covid-19 pandemic is then presented in Figure 19.

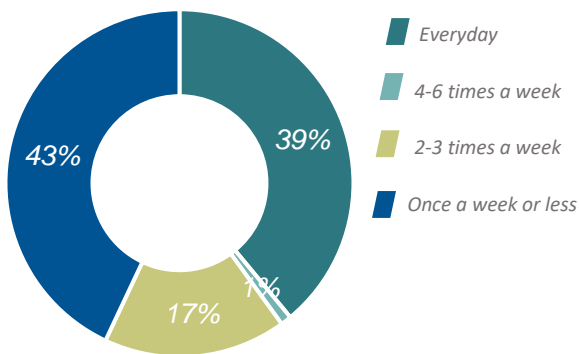


Figure 19: Frequency of public transport usage during Covid-19 pandemic

When the respondents were asked about their comfortability of using public transport after the pandemic had passed, about 65 percent respondents said that they would feel comfortable using public transport while 35 percent said that they would not feel comfortable.

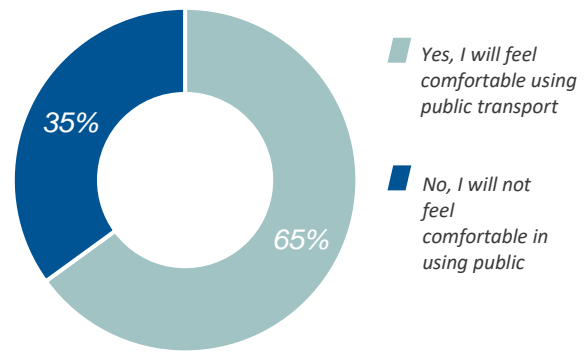


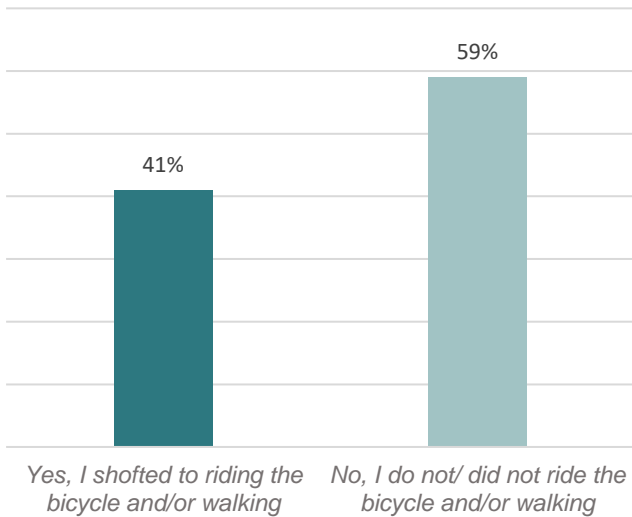
Figure 20: comfortability of using public transport after Covid-19 pandemic had passed

**The reasons why they shifted to walking and/or bicycling were:**

- **changed to healthy lifestyle (33 percent)**
- **avoid public transport for fear of being sick with Covid-19 (32 percent)**
- **public transportation was getting expensive (11 percent)**
- **travel delays due to routes checkpoints and road closure (7 percent)**
- **travel restriction to cross borders (city, town, district etc.) (7 percent)**
- **accesses to public transportation were delimited (3 percent)**
- **others (7 percent)**

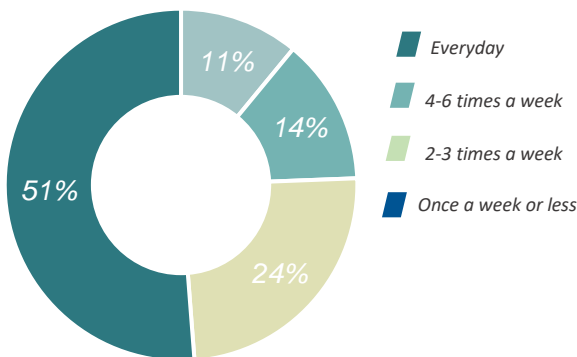
### Use of Active Transport

There were 41 percent respondents who shifted to use active transport such as walking and/or riding a bicycle during the Covid-19 pandemic, as seen in Figure 21.



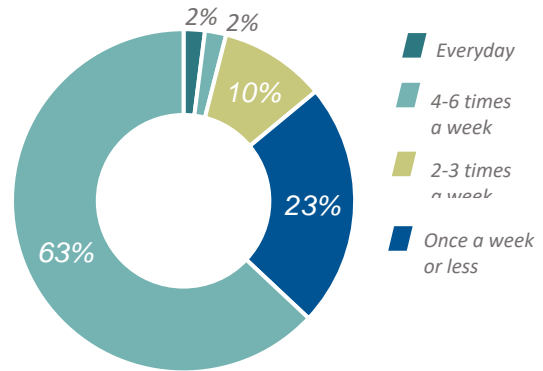
**Figure 21: Shifting to active transport during Covid-19 pandemic**

However, only 18 percent of respondents who regularly walked and 2 percent of respondents who regularly rode a bike during the Covid-19 pandemic while there were 42 percent respondents who walked less than once a week and 23 percent respondents who rode bicycle less than once a week (Figure 22 and 23).

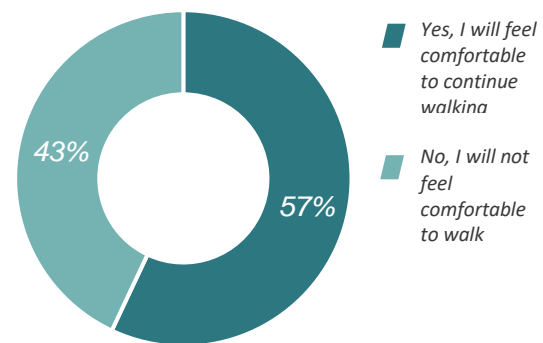


**Figure 22: Frequency of walking during covid-19 pandemic**

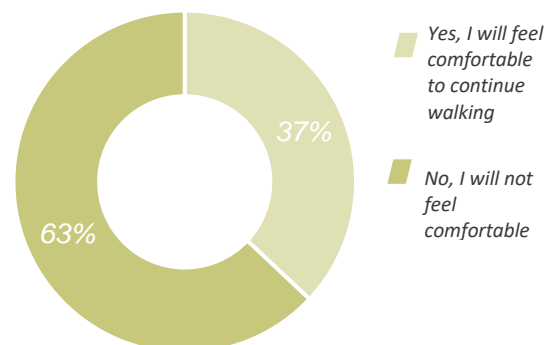
respondents confirmed that they would continue patronizing walking as a mode of travel (Figure 24) while 37 percent respondents said they would feel comfortable to continue patronizing cycling as a mode of travel (Figure 25).



**Figure 23: Frequency of bicycle-riding during covid-19 pandemic**



**Figure 24: Comfortability to continue walking after Covid-19 pandemic has passed**



**Figure 25: Comfortability to continue riding a bicycle after covid-19 pandemic has passed**





Image 6: By Muhammad arief, Unsplash, 2022,  
(<https://unsplash.com/photos/FQ7ynmpB6DA>)

## 7

## Conclusion

**Covid-19 pandemic has impacted the mobility of tertiary students in Bandung. The pandemic forced them to adjust their travel, not only adjusting their frequency of travel but also adjusting the mode they used. During the pandemic, mobility of Bandung people was restricted due to government travel restriction policy. This also affected the mobility of tertiary students in Bandung that they were restricted to go to campus for almost two years since the pandemic began.**

This pandemic had made the students shifted their mode of travel. They used less public transportation such as bus and paratransit, and many shifted to their personally or family-owned motorcycle/car or to online public transportation (motorcycle/car taxi), especially for students that did not have access to personal vehicle. The main reason of shifting was because the fear of being sick when using bus or paratransit.

Here in Bandung, people tend to take online public transportation than the regular ones such as bus and paratransit. The main reasons were their preference to use personal motorcycle or car as this is more economic and they would experience slower travel time when using bus or paratransit due to congestion, delay, and lot of transfer. The other reasons included unreliable travel time or infrequent service of bus and paratransit as well as safety/security issues during evening time due to accident, crime, harassment, and violence.

However, 58 percent of the student respondents never experienced any harassment while using

public transport although almost 70 percent of them had experience or knew someone that had experience harassment or felt harassed or uncomfortable while using public transport.

The type of harassment received by them when using public transport mostly in the form of verbal harassment.

There were several recommendations given by the respondents to increase public transport safety/security. Some of them were to put more surveillance camera, to improve lighting in waiting area and public transport, and to have more police presence/patrol.

Interestingly, only 41 percent students shifted to walking or riding a bicycle as their travel mode during the Covid-19 pandemic. Most of them walked or rode a bicycle only less than once a week for recreational purposes. The main reasons why they shifted to walking and/ or bicycle-riding were changing to healthy lifestyle, afraid of being sick with Covid-19, and public transport fare were getting expensive.

To encourage students to walk to school more often, some of the actions that must be taken by the Government of Bandung include developing a network of safe and connected walking route with supporting street furniture, improving amenity of areas with intense pedestrian activity, and add more pedestrian crossing facilities.

Meanwhile, some of the actions that must be taken by the Government of Bandung to encourage students to ride a bicycle more often are by providing dedicated and protected bicycle lanes or ways, developing a network of safe and connected cycling route with supporting infrastructures, and implementing traffic safety policies that emphasised driver responsibility for avoiding crashes with pedestrians and cyclists.

## References

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Image 1: By Eugenia Clara, Unsplash, 2021

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**Image 2.** A Typical Paratransit in Bandung: retrieved from <https://jabar.inews.id/berita/dishub-kota-bandung-siap-kandangkan-angkot-tua-yang-nekat-beroperasi>

**Image 3.** City Bus in Bandung: retrieved from <https://jabarekspres.com/berita/2022/03/30/info-jadwal-bus-damri-dalam-kota-bandung-2022/>

Image 4: By Roihan Haidar, Unsplash, 2020,

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