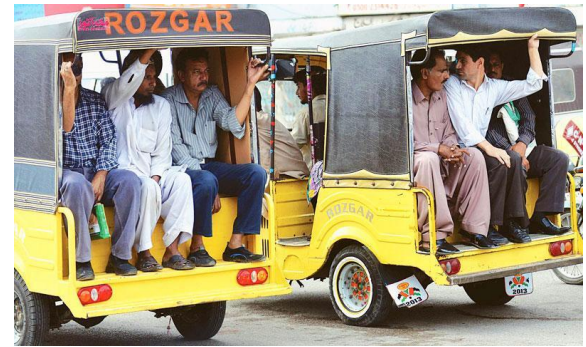
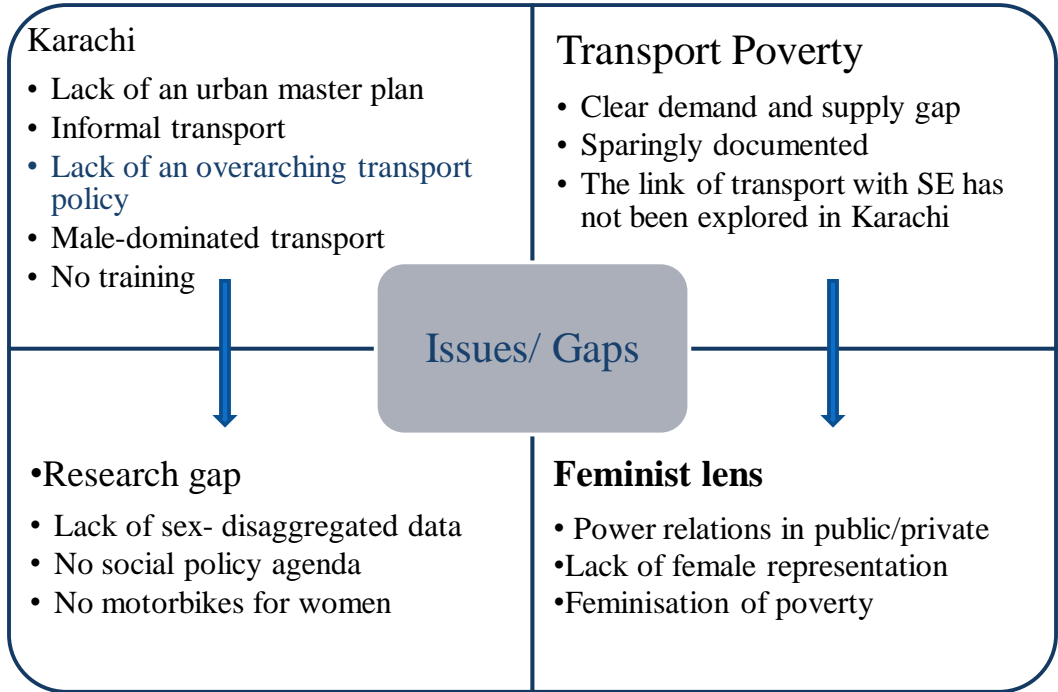


FROM MANSPLAINING TO MANSREADING: UNDERSTANDING THE TRANSPORT POVERTY OF MIDDLE-INCOME WOMEN IN KARACHI

SANA IQBAL

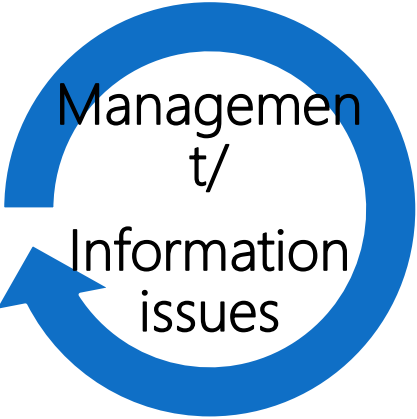


Significance of research



'Sometimes, the head of the house did not allow (us) to interview their wife and children and answer(ed) the question about the trip information of their family' (JICA 2012:2).

What characterises transport-poverty for middle-income women in Karachi?



Management/ Information issues

- Overcharging
- Ad hoc route changes
- Lack of timetable
- Poor integration
- Excessive travel time = **Multimodal trips for women, avoid non-work journeys**



Design issues

- Lack of seats/overcrowding
- Poor maintenance of vehicles
- Height of steps
- Poor cleanliness
- Lack of storage space
- No consideration for weather
- Rudimentary bus stops = **Spend more time in waiting, stand longer and adjust (lack of oversight)**
- Encroachment and Ineffective traffic management
- Poor infrastructure
- Corruption and pollution
- Crime and urban violence = **Clothing related injuries, physical discomfort, anxiety, powerlessness, congestion. avoid walking**



Behavioural issues

- Attitudes of drivers/male road users
- Lack of agency
- Burden of unpaid care
- Social Stigma/work.
- Strict dress code
- Disregard for harassment
- Purposeless trips = **Seek permission, Affirming gender roles, remain dependent, lack of voice, hypervigilance, alienation.**



Macro-level issues

Policy Recommendations

Access is gendered and transport poverty is not gender-neutral

- Addressing the data gap

- Zero tolerance policy for harassment

- Pushing the agenda of female representation

- Participation of women in planning groups/Decision making roles

- Focus on the constitutional rights to the city

