

Women's Sense of Security on Public Transport

Survey findings among women and girls – Arabic and Hebrew questionnaires

October 2026

330

respondents across both questionnaires

72%

of Arabic-questionnaire respondents feel unsafe travelling at night

84%

of Arabic-questionnaire respondents feel unsafe at a dark stop

82%–87%

did not report the incident to anyone

1. Summary

Respondents to the Arabic questionnaire feel far less safe on public transport than respondents to the Hebrew questionnaire, in every situation and on every mode. Travelling in the evening or at night, their average score is 1.9 out of 5, compared with 3.0 in the Hebrew questionnaire.

- **Night-time and dark stops are the low points.** 72% of Arabic-questionnaire respondents feel unsafe travelling at night (score 1–2), and 84% feel unsafe waiting at a dark or deserted stop. At a dark stop, 79% of Hebrew-questionnaire respondents also feel unsafe.
- **A lit stop improves the sense of security in both groups**, by about 1.1–1.6 points compared with a dark stop.
- **A quarter of Arabic-questionnaire respondents do not use public transport at all** (24%, compared with 3% in the Hebrew questionnaire).
- **What would help:** in Arabic – security staff or stewards (79%), cameras (58%) and lighting (51%). In Hebrew – better lighting (78%) and security staff (70%).
- **More than half avoid certain areas, lines or times:** 53% in Arabic and 65% in Hebrew. The main reason is evening and night hours.
- **Almost no one reports.** 82% of Arabic-questionnaire and 87% of Hebrew-questionnaire respondents did not report the incident they described to anyone.

2. About the survey

The survey was distributed in two versions of the same questionnaire, Arabic and Hebrew, with the same 40 questions in the same order. This report presents the two versions side by side and refers to each group by the language of the questionnaire.

	Arabic questionnaire	Hebrew questionnaire
Respondents (after removing duplicates)	205	152
Of whom men (excluded from analysis)	9	18
Analysis base	196	134
Response period	February–October 2026	May 2025–April 2026
Cities where most incidents occurred	Haifa, Jerusalem, Bir al-Maksur	Tel Aviv, Jerusalem, Petah Tikva
Left contact details	29	26

Notes on reading the data

- **Gender in the Hebrew questionnaire:** the question was added only in December 2025, so 115 respondents did not answer it. The questionnaire is worded in the feminine form, so they were included. Scores of those who answered "woman" are similar to theirs.
- **Scale:** from 1 (not safe at all) to 5 (very safe). "Not relevant" answers were excluded from averages.
- **Not a representative sample:** the questionnaires were shared through networks and groups, so the findings show patterns and differences rather than exact population rates.

- **Questionnaire language is not identity:** the questionnaire did not ask about nationality or place of residence. The comparison is between those who answered in Arabic and those who answered in Hebrew.

3. Respondent profile

A quarter of Arabic-questionnaire respondents do not use public transport at all, and another quarter use it only once every few months. In the Hebrew questionnaire, most respondents (63%) travel once a week or more.

	Arabic	Hebrew
Age (answered: 188 / 77)		
Under 18	10%	16%
18–30	38%	22%
31–64	52%	44%
Over 64	1%	18%
Frequency of use (195 / 133)		
Almost every day	23%	36%
Several times a week	16%	27%
Several times a month	12%	21%
Rarely	26%	13%
Not at all	24%	3%

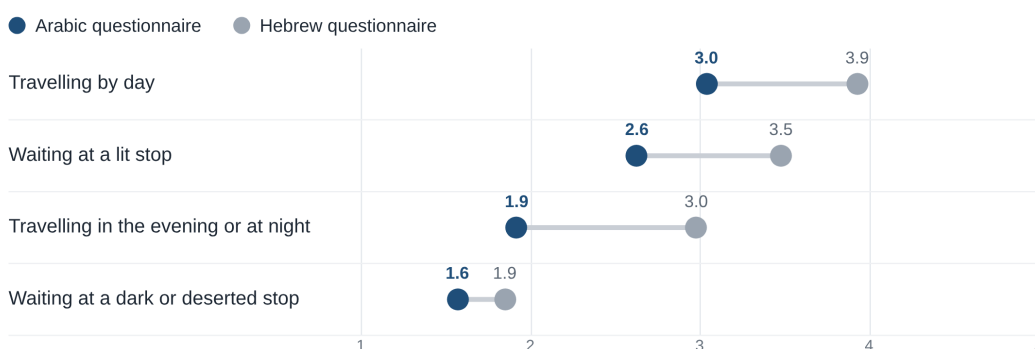
In the Hebrew questionnaire, 57 respondents did not state their age, so the age distribution there is less stable.

4. Sense of security by situation

At night the sense of security drops by about one point in both groups, and waiting at a dark or deserted stop is the most frightening situation of all. In the Arabic questionnaire, 72% feel unsafe travelling at night, compared with 34% in the Hebrew questionnaire.

Arabic-questionnaire respondents feel less safe in every situation

Average sense of security: 1 = not safe at all, 5 = very safe



Source: project survey · Arabic 186–190, Hebrew 131–132 respondents per situation

Moving from a lit stop to a dark one lowers the score by 1.1 points in Arabic and 1.6 in Hebrew. At a dark stop the gap between the groups almost disappears: 84% in Arabic and 79% in Hebrew feel unsafe there.

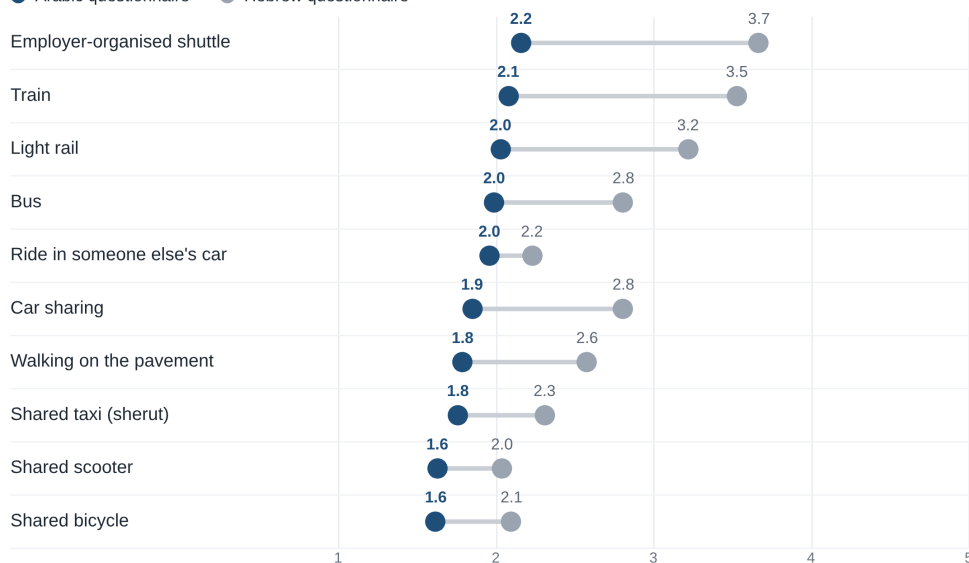
5. Sense of security by mode

In the Arabic questionnaire, no mode scored above 2.2 at night. In the Hebrew questionnaire, trains and employer-organised shuttles are seen as relatively safe even at night (3.5–3.7), and that is where the gap between the groups is largest.

At night, every mode scores 2.2 or less in the Arabic questionnaire

Night-time sense of security, average score 1–5

● Arabic questionnaire ● Hebrew questionnaire



Source: project survey · "not relevant" excluded · Arabic 175–188, Hebrew 61–126 respondents per mode

Daytime scores are higher on every mode, but the gap remains. On buses, for example, the daytime score is 2.8 in Arabic and 3.6 in Hebrew, and for walking on the pavement 2.5 versus 3.4. Shared scooters and bicycles received the lowest scores in both groups.

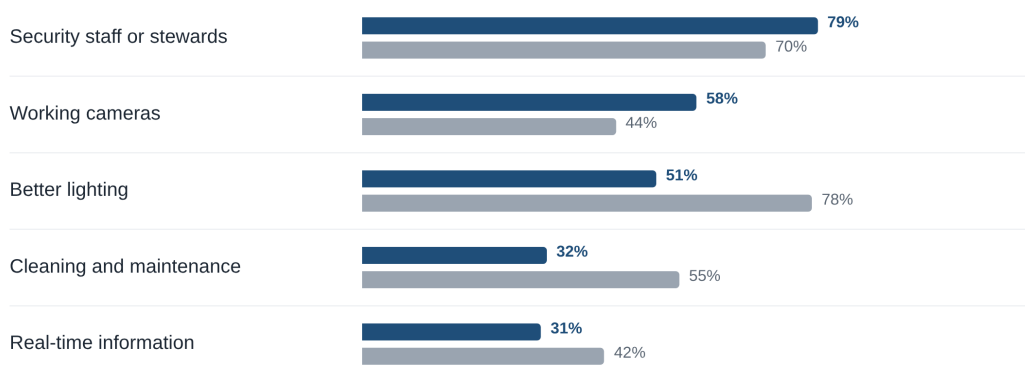
6. What would improve the sense of security

Arabic-questionnaire respondents ask first for a human presence of security staff or stewards (79%); Hebrew-questionnaire respondents ask first for better lighting (78%). Several answers could be chosen, and on average 2.5–2.9 were selected.

Arabic: security staff first; Hebrew: lighting first

Share of respondents choosing each step (several could be chosen)

● Arabic questionnaire ● Hebrew questionnaire



Source: project survey · Arabic 193, Hebrew 133 respondents

Open answers also asked for more careful and respectful driving, enforcement against harassment, higher frequency at night, local transport within the town, and stops in more central locations rather than isolated junctions.

7. Avoiding areas, lines and times

53% of Arabic-questionnaire respondents (103 of 195) and 65% of Hebrew-questionnaire respondents (87 of 134) avoid certain areas, lines or times. Open answers coded by theme (one answer may raise several themes):

Theme	Arabic (70 answers)	Hebrew (67 answers)	Examples
Evening and night hours	27	37	"after 9 pm", "late night hours"
Fear of hostility on national, religious or political grounds	17	9	mixed cities, areas of extremist groups, fear of being targeted for wearing a hijab
Neglected or crowded urban areas	8	19	south Tel Aviv, Hadar and downtown Haifa
Isolated and dark places	11	10	junctions outside towns, stops with no one around
Central bus stations	4	13	Tel Aviv, Jerusalem and Haifa central stations
Security situation and war	5	1	"during the war", "when we hear of violent incidents"

For Arabic-questionnaire respondents, the second most common reason is fear of racism and hostility in mixed spaces. This points to the need for an enforcement presence and a clear stance against racist harassment on public transport.

8. Incidents described and reporting

Most respondents did not report the incident they described to anyone: 82% in Arabic and 87% in Hebrew. Only 7%–9% reported to the authorities, similar to the hotline findings.

Type of incident (more than one possible)	Arabic (164)	Hebrew (91)
General feeling of insecurity	60%	57%
Lack of arrival-time information	35%	46%
Infrastructure fault (sign, shelter)	20%	29%
Dirt and neglect	18%	43%
Violence or harassment	14%	40%
Driver or staff behaviour	14%	33%

Where it happened: for Arabic-questionnaire respondents mainly at the stop (48%), then on the bus or train (37%). For Hebrew-questionnaire respondents mainly on board (53%), then at the stop (23%). About 12% in both groups described an incident on the way to the stop.

Which city: Arabic – Haifa (27), Jerusalem (11), Bir al-Maksur (7), Nazareth (5) and Tel Aviv (4). Hebrew – Tel Aviv (17), Jerusalem (13) and Petah Tikva (3).

9. Comparisons between groups

In the Arabic questionnaire, the lowest night-time sense of security is among women aged 31–64 (1.67) and among those who hardly use public transport. In the Hebrew questionnaire, differences between age groups are small.

By age – average night-time score (1–5) and share avoiding

Age group	Arabic: n	Arabic: night	Arabic: avoid	Hebrew: n	Hebrew: night	Hebrew: avoid
Under 18	18	2.33	50%	12	3.25	83%
18–30	71	2.19	48%	17	3.06	59%
31–64	97	1.67	58%	34	3.03	65%
Over 64	2	–	–	14	2.92	71%

By frequency of use – Arabic questionnaire

Frequency	n	Day	Night	Avoid
Almost every day	44	3.34	2.14	64%
Several times a week	31	3.23	2.17	42%
Several times a month	23	3.52	2.00	48%
Rarely	51	2.76	1.75	47%
Not at all	46	2.64	1.69	59%

Women who do not travel, or travel only rarely, feel less safe even during the day. This is consistent with insecurity being one of the reasons they do not travel, but the survey cannot prove cause and effect.

10. Start of the period versus the end

There is no substantial change in the sense of security while travelling between the start and the end of the period, either by day or by night. This is consistent with the assessment that the impact of work with authorities and operators is slow and not immediately visible.

	Arabic: Feb 2026	Arabic: Mar–Oct 2026	Hebrew: May–Aug 2025	Hebrew: Dec 2025–Apr 2026
Respondents	146	50	115	19
Travelling by day (1–5)	3.0	3.2	3.9	4.1
Travelling at night (1–5)	1.9	2.1	3.0	3.1
Lit stop (1–5)	2.5	3.1	3.4	3.7
Dark stop (1–5)	1.5	1.8	1.8	2.1
Avoid	54%	48%	63%	74%
Did not report	83%	76%	86%	93%
Do not use public transport	30%	4%	3%	0%

- **By day and by night:** a slight rise of 0.1–0.2 points in both questionnaires. It is not statistically significant, meaning it may be due to chance.
- **Waiting at a stop (Arabic questionnaire):** a clearer rise, from 2.5 to 3.1 at a lit stop and from 1.5 to 1.8 at a dark stop. The difference remains when comparing only women who use public transport.
- **However, the change cannot be attributed to the project.** At the end of the period a small and different group responded (50 respondents, almost all regular travellers), and the same women were not asked twice. In the Hebrew questionnaire the end group is too small (19) for conclusions.

To measure impact in future, the survey can be repeated in a year in the same towns, comparing stops where lighting was improved with stops where it was not.

11. Conclusions and recommendations

The survey reinforces the hotline findings: night-time, dark stops and waiting without information are the core problems, and women hardly ever report. The gap between Arabic- and Hebrew-questionnaire respondents is consistent and large – almost one point on average by day, at night and at a lit stop.

1. **Lighting at stops and on access routes.** This is the step that most improves the sense of security in both groups. The findings support the Baqa al-Gharbiyye municipality's request for funding to light its bus stops.
2. **Human presence and cameras.** These are the most requested steps in the Arabic questionnaire, especially at central stations and in the evening.

- 3. Real-time information at stops.** A third to a half of the incidents described involved a lack of arrival-time information. Long, unpredictable waits increase the sense of insecurity.
- 4. More accessible reporting channels.** Fewer than one in ten reported to the authorities. This supports the request to the Ministry of Transport to publicise its reporting channels on signs and in several languages.
- 5. Responding to harassment and racism.** Arabic-questionnaire respondents avoid mixed cities for fear of hostility. The issue should be included in driver and steward training and in enforcement.
- 6. Bringing back women who do not travel.** A quarter of Arabic-questionnaire respondents do not use public transport. Improving the sense of security may widen the circle of women who travel.

Next step: 55 respondents left contact details (29 Arabic, 26 Hebrew) and can be updated on the findings.