



Enhancing gender inclusion in public transport: Case studies from Nairobi & Cairo

May 2024



Nairobi BRT Line 3 gender study



Ministry of Roads
and Transport



Line 2: Under construction

Line 3: Financing agreement under discussion

Line 4: Detailed design to commence

Line 5: Detailed design completed



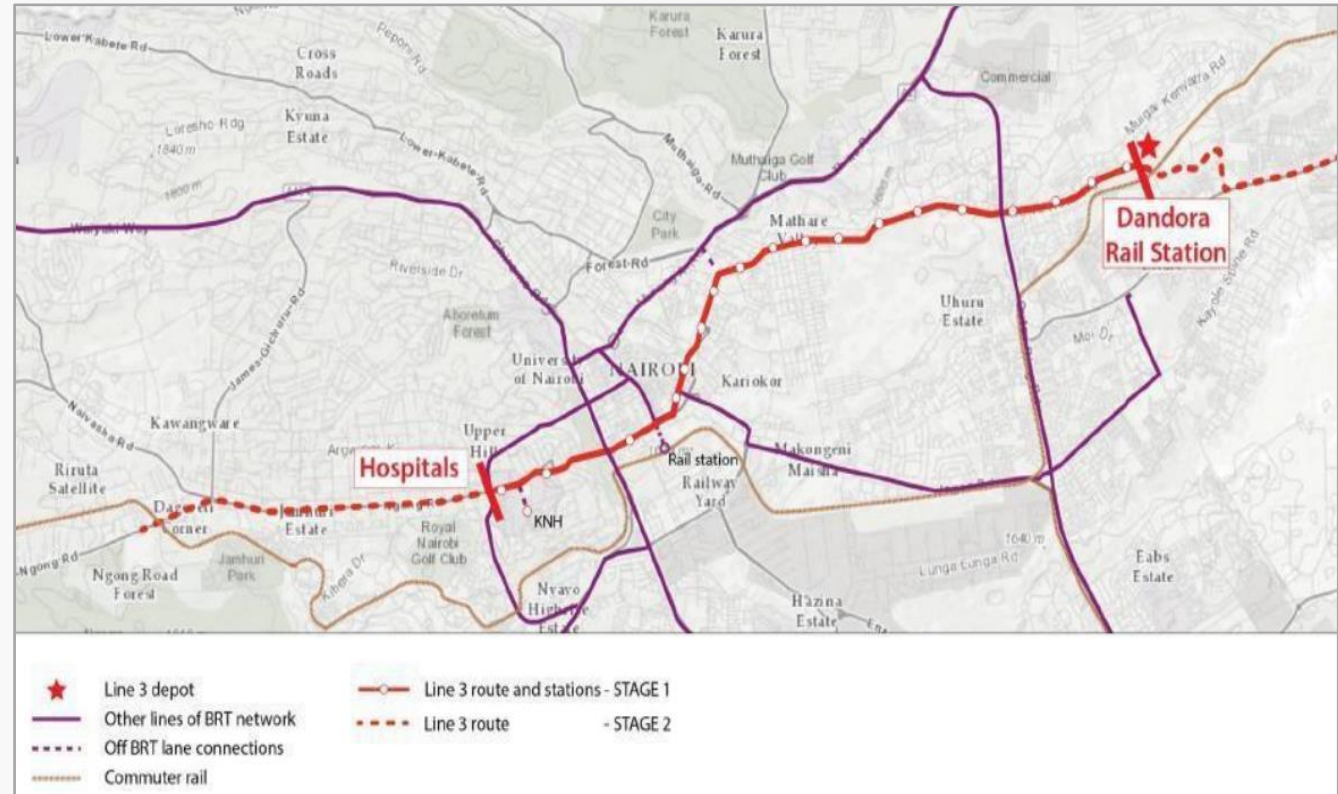
Nairobi BRT Line 3

12.5 km

300,000 boardings
per day

120 electric buses

Financing
commitment by EU,
AFD, EIB, GIZ



Source: EIB


Data collection



- On- and off-board gender-disaggregated occupancy counts
- Passenger interviews: preliminary results (n = 843)
- Focus group discussions
- Operator interviews

Interview questionnaire

✕ TUMI gender study: Publi... 🔄 ⋮

 Nairobi BRT Line 3

Location Name*

Select item
>

Respondent's observed gender*

Male
 Female

Clear

Where is the origin of your trip?*

Answer

What is the purpose of your trip?*

Select items
>

How long did it take you to walk to the point where you boarded the first vehicle? (Min)

0-15
 16-30

31-45
 46-60

More than an hour

Clear

✓ Submit

Add entry for each mode of segment

✕ TUMI gender study: Publi... 🔄 ⋮

What influences your decision regarding which mode of transport to use for your trips?*

Distance
>

On average do you carry goods or luggage during your trips?*

Yes
No

Have you ever experienced any discomfort or harassment while commuting?

Yes (Specify)
 No

Clear

Have you ever experienced any discomfort or harassment while commuting? (Specify)*

Select items
>

What should be done to improve public transport? (chose one)*

Select item
>

Respondent's age*

Select item
>

Do you have any form of disability?

Yes
No

Any other comments?

Answer

✓

✕ TUMI gender study: Publi... 🔄 ⋮

Have you ever experienced any discomfort or harassment while commuting? (Specify)*

Select items
>

What should be done to improve public transport? (chose one)*

Select item
>

Respondent's age*

Select item
>

Do you have any form of disability?

Yes (Specify)
 No

Clear

Main work status (Select one)*

Select item
>

Do you think there should be public transport services dedicated for women only?*

Yes
No

Any other comments?

Answer

✓



Focus group discussions

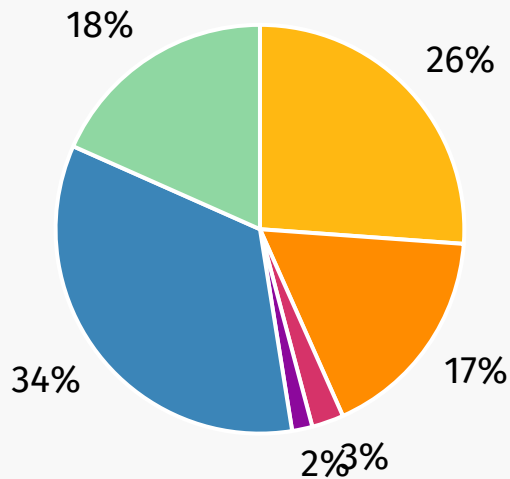
Conducted in
Mathare, Dandora,
and Eastleigh

Representation in
terms of age,
religion, work status,
mode of transport,
location, and
disability

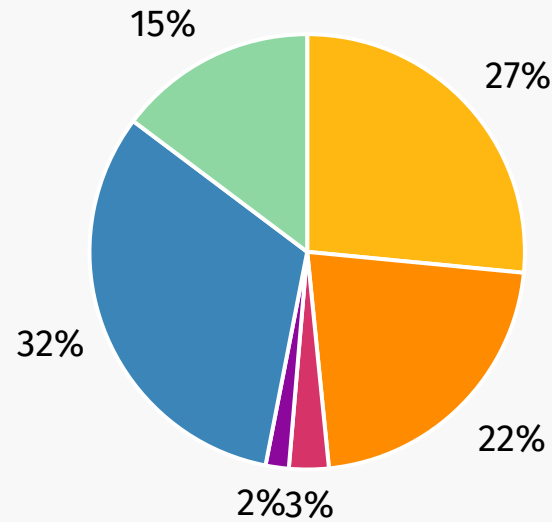


Work status of respondents

Women

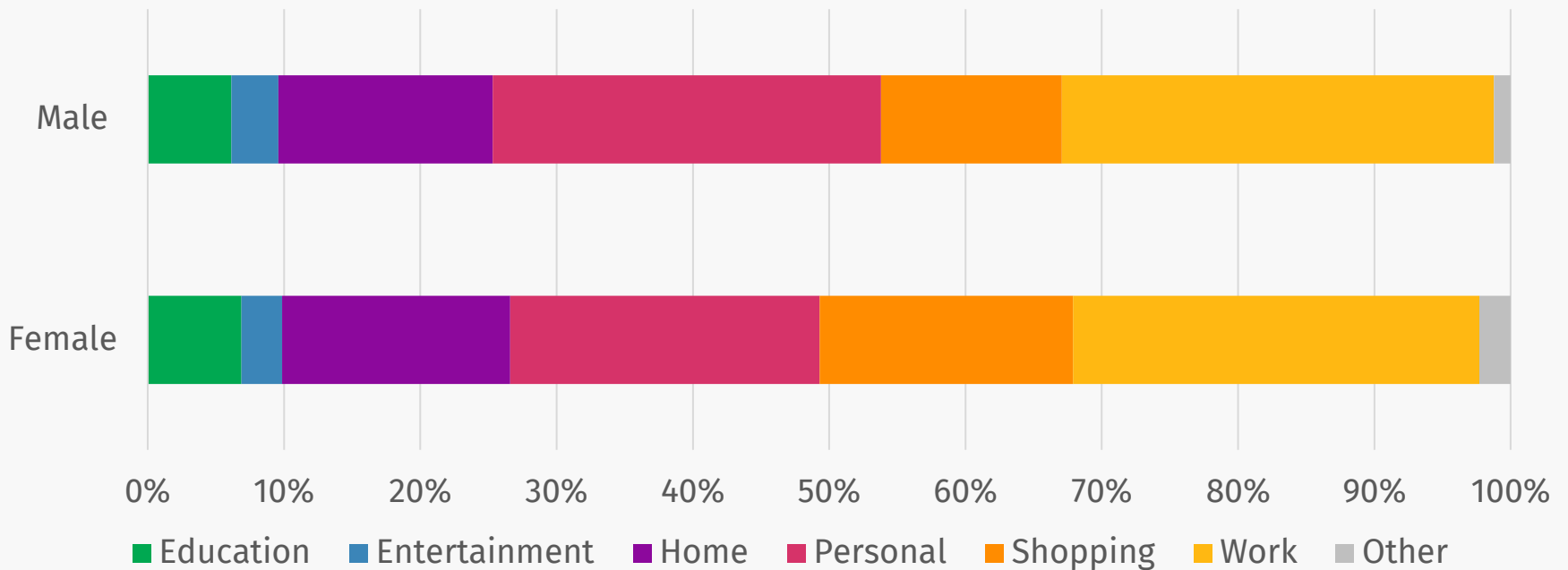


Men

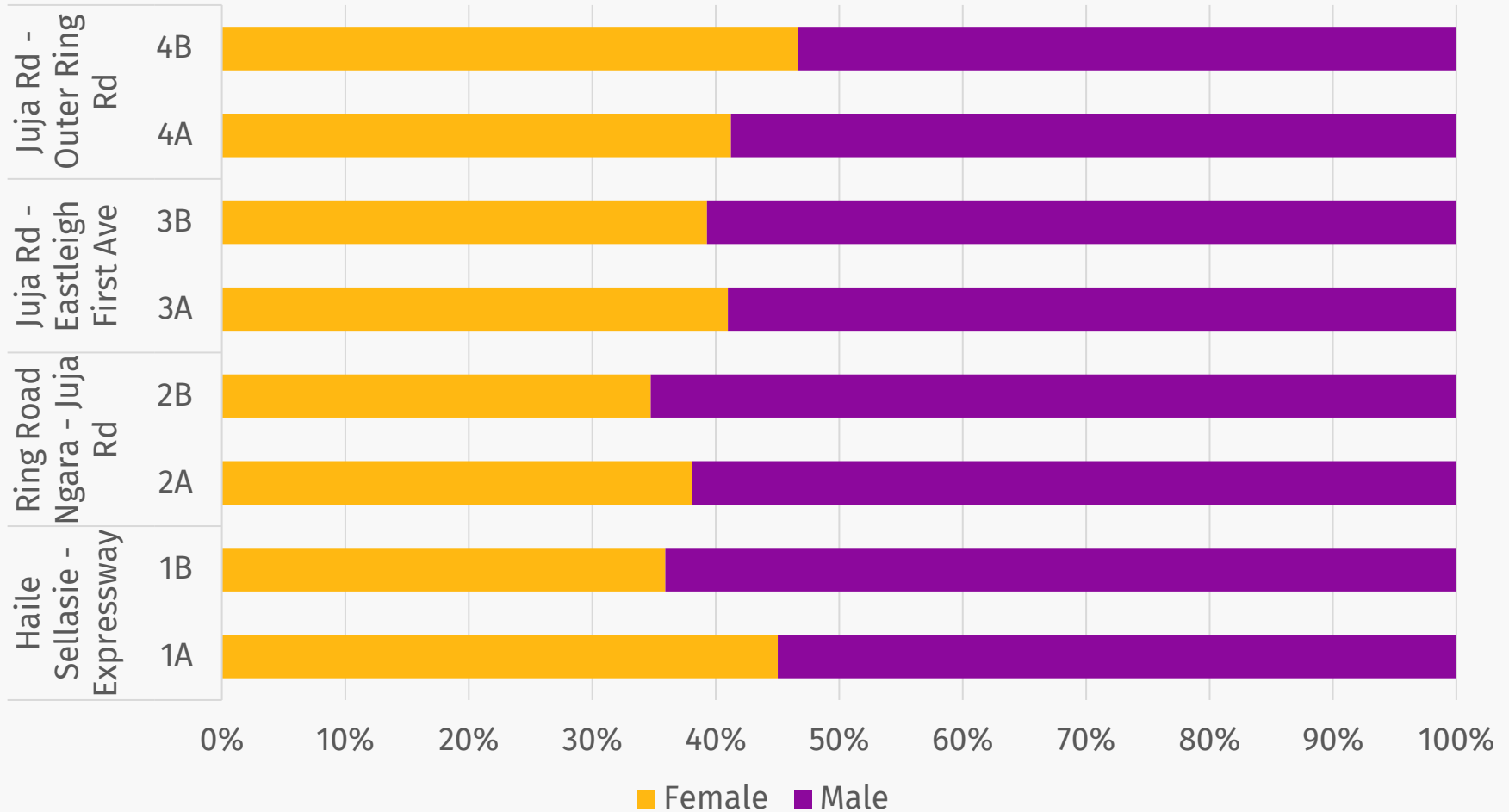


- Formal employment
- Informal employment
- Other
- Retired
- Self-employed
- Unemployed

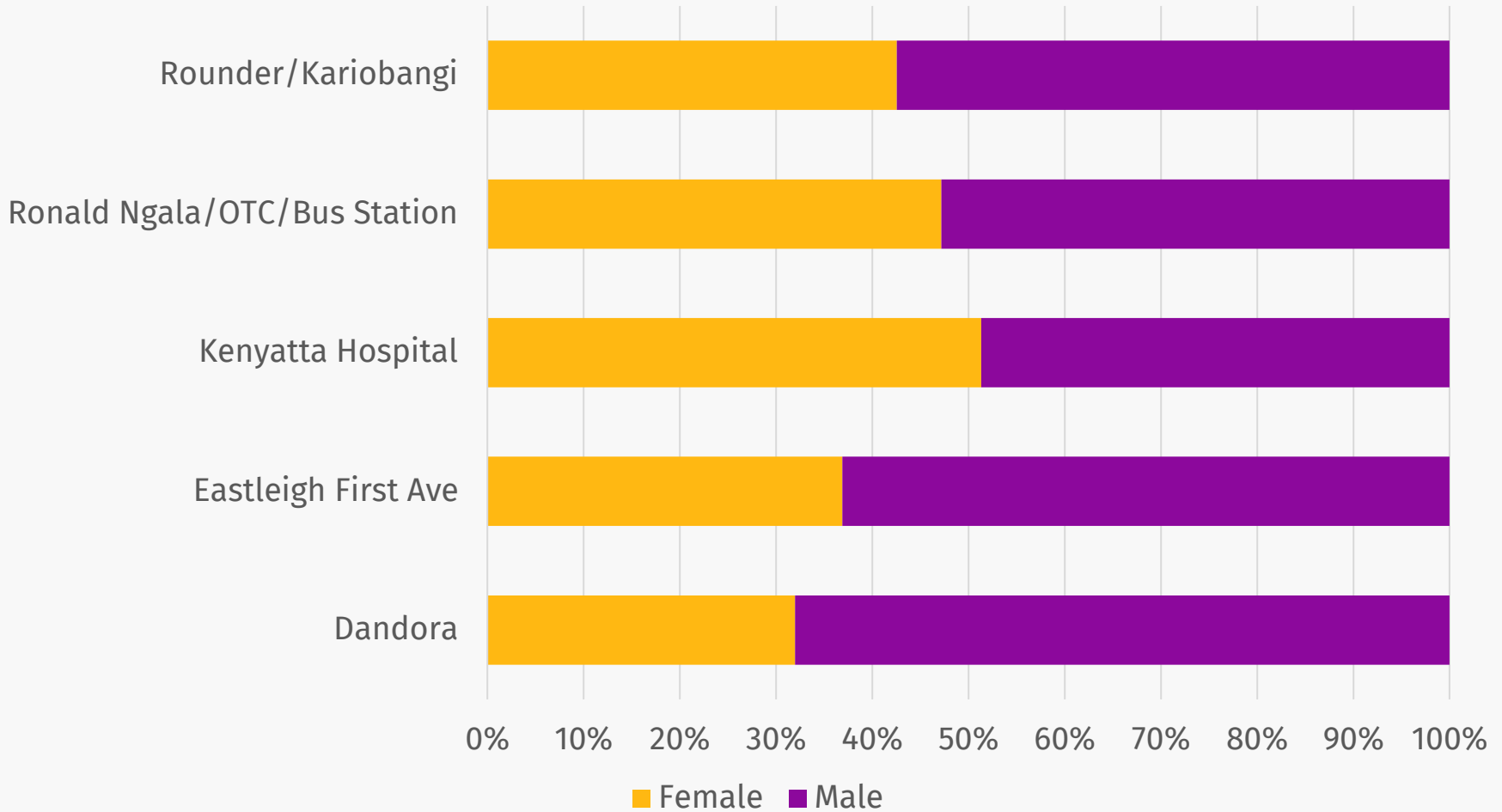
Trip purpose by gender



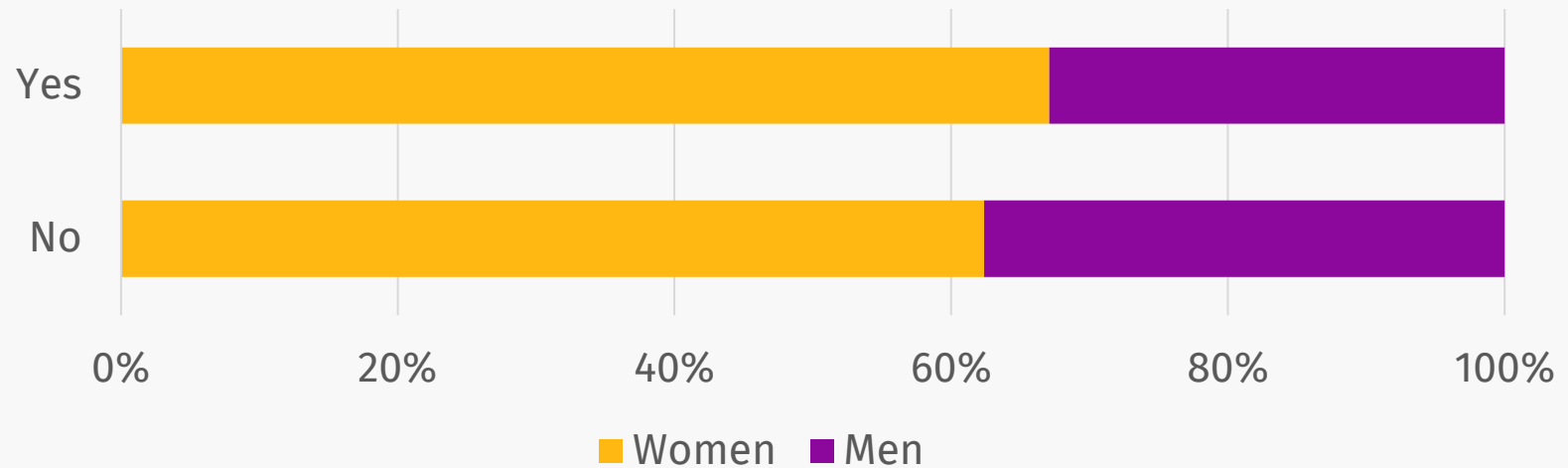
Gender composition on matatus



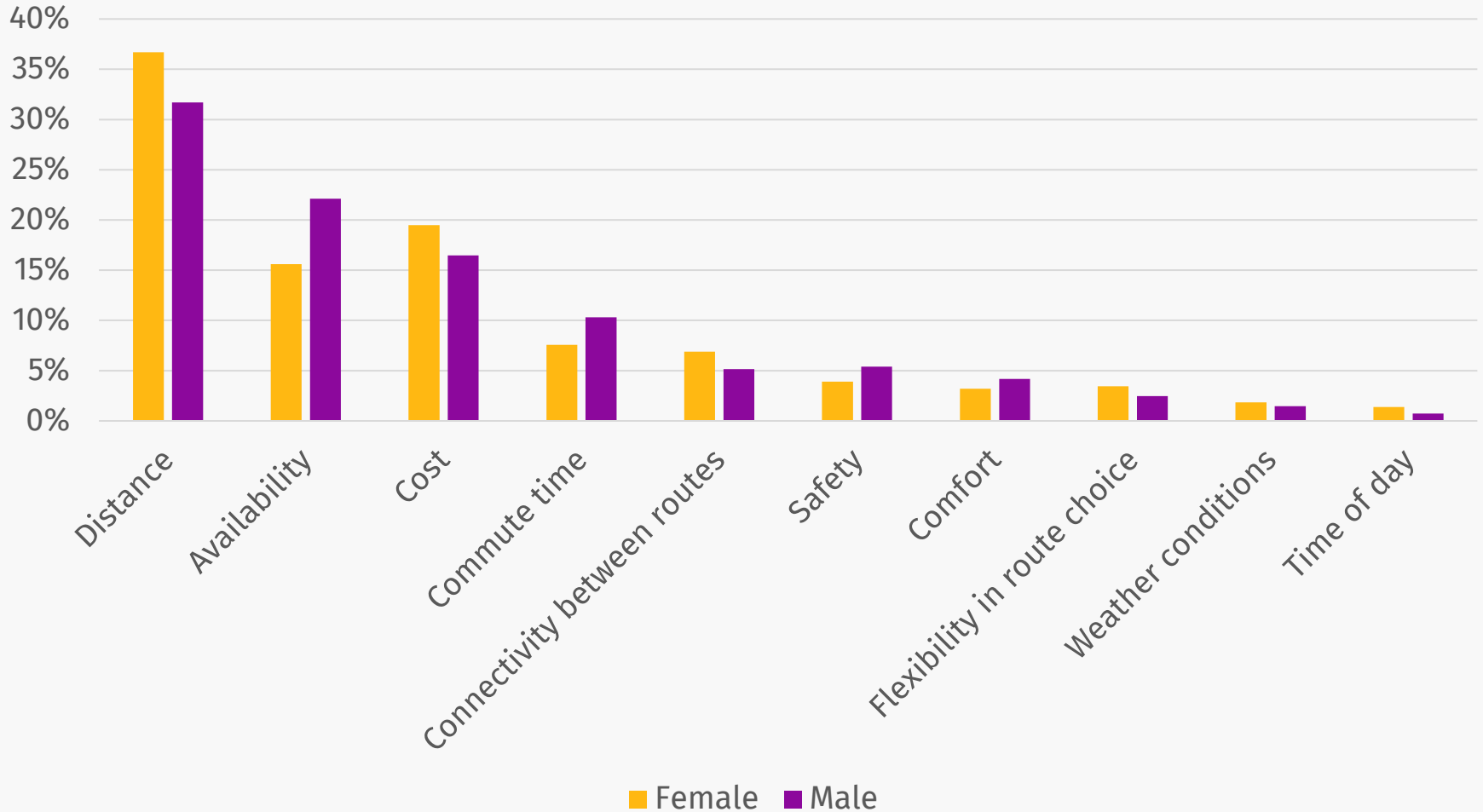
Gender composition on buses



Carrying of goods or luggage during trips



Factors influencing mode choice

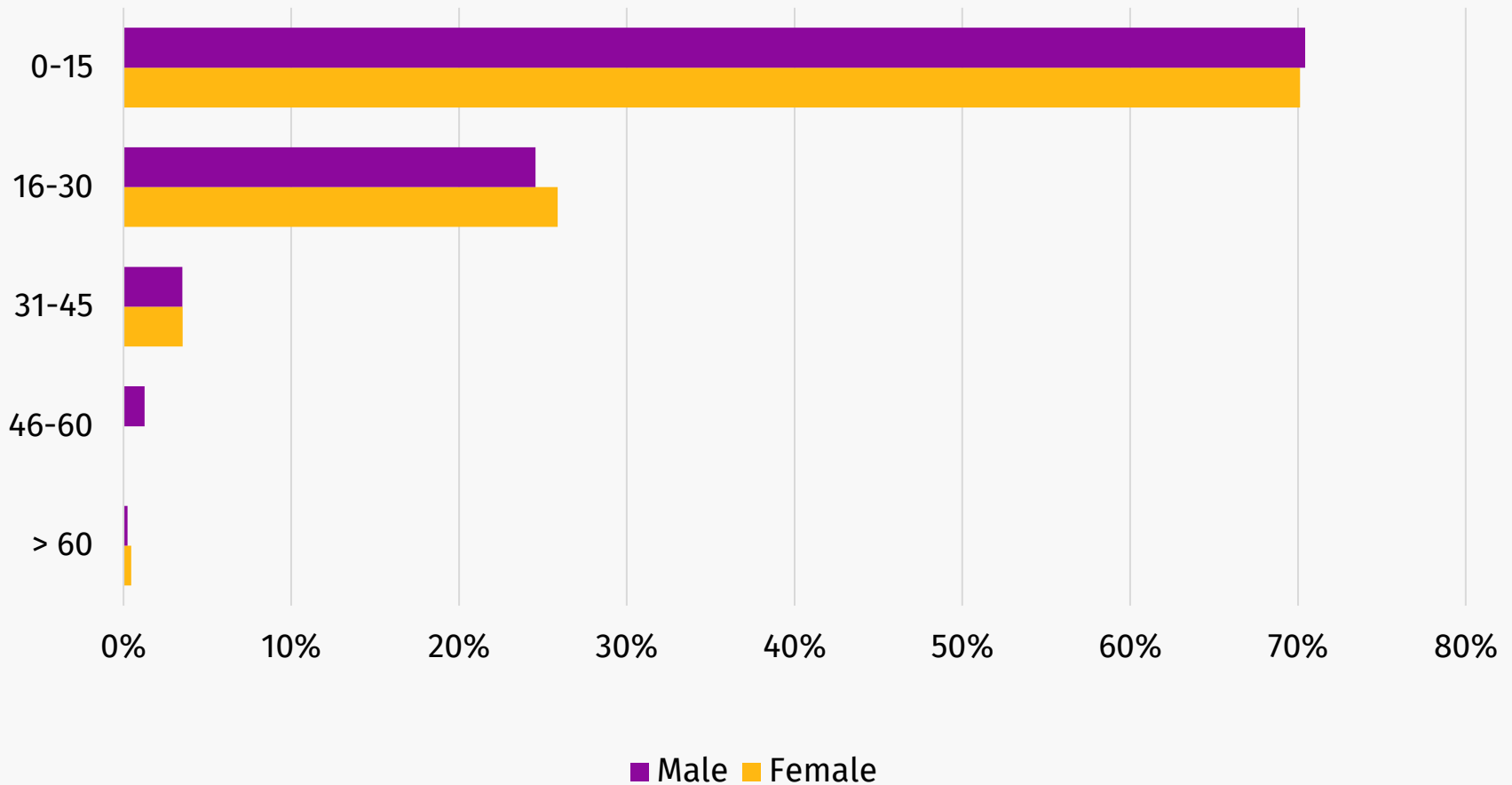


Experiences with public transport



- Inconsistent fares
- Route detours
- Poor customer service
- High number of crashes and fatalities due to speeding of vehicles and boda bodas
- Lack of public toilets at public transport stops
- Train frequency is poor and only serves trips to the industrial area and town
- Train station is inaccessible due to poor connectivity and lack of inclusive designs

Walk time to public transport



Lack of personal security: frequent theft and knife attacks

No crossing facilities

Poorly maintained walkways

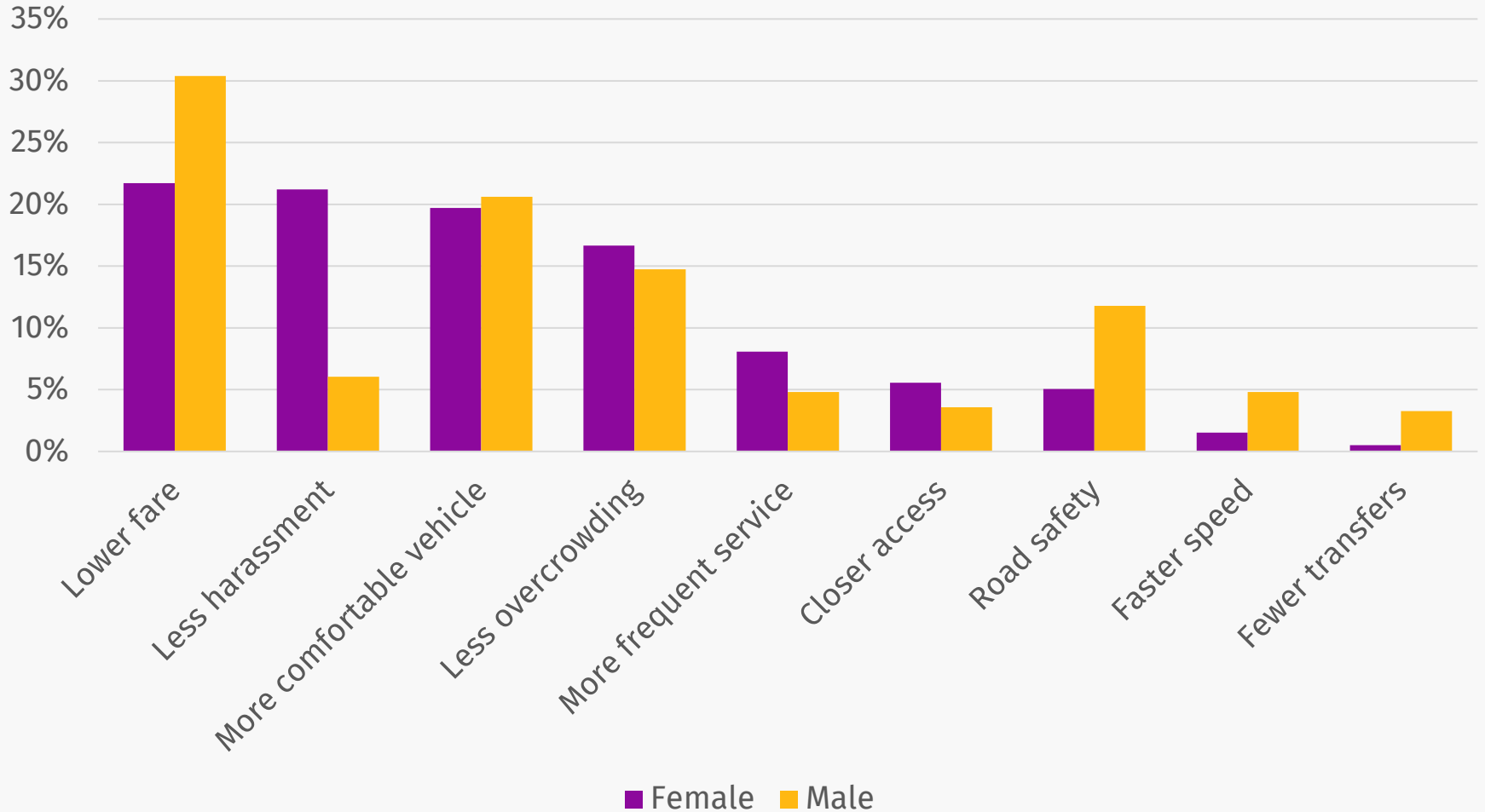
Encroachment by vendors

Boda boda riders involved in theft and underage relationships with young children





Public transport improvement interventions



Opportunities for women



- Frequent service on the BRT corridor will shorten trip times
- BRT infrastructure should be universally accessible
- Direct service model for the BRT to improve last-mile access
- NMT improvements along the corridor, including safe crossings
- Public toilets
- Employment opportunities for women



Cairo BRT gender study

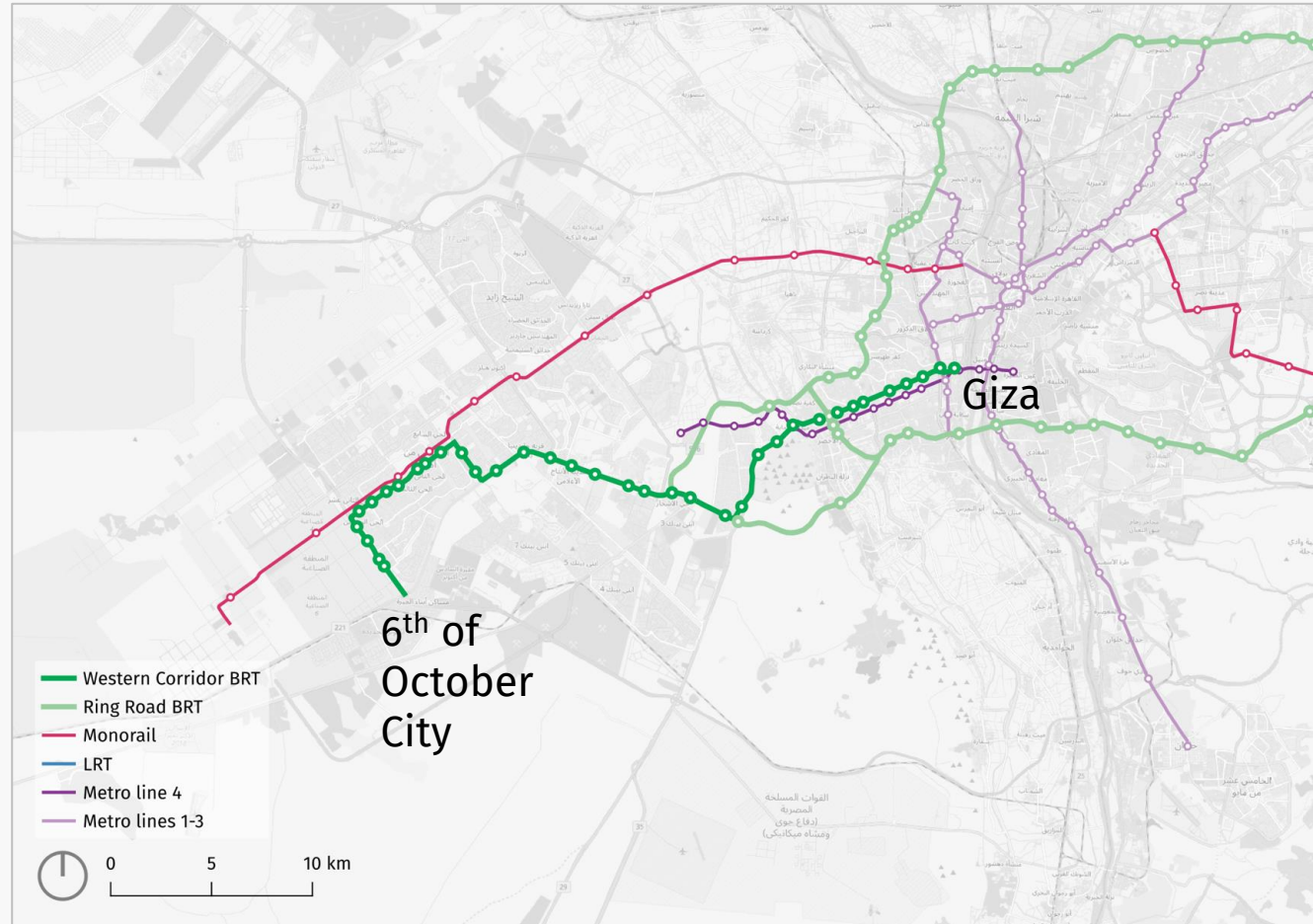


41.5 km

34 stations

3 terminals: Giza Square, Metro Faisal, & Industrial Rd

1 depot: Industrial Rd





Frequency-Occupancy Gender counts

Count of passengers on each vehicle, distinguished by gender – 5 locations



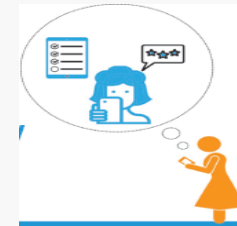
Focus Group Discussion

Capture information on level of safety within catchment area of proposed BRT corridor -49 participants.



Operator Interviews

Assess the level of gender sensitivity awareness among existing public transport operators



Online Travel Pattern Survey

Online Survey to capture women travel patterns & safety concerns – 2,500 responses



Public Transport Terminal Survey

Capture men and women's travel patterns and preferences – 481 commuters



Physical Assessment Survey

Examine current state of streets & public spaces



Focus group discussion



Women's travel patterns

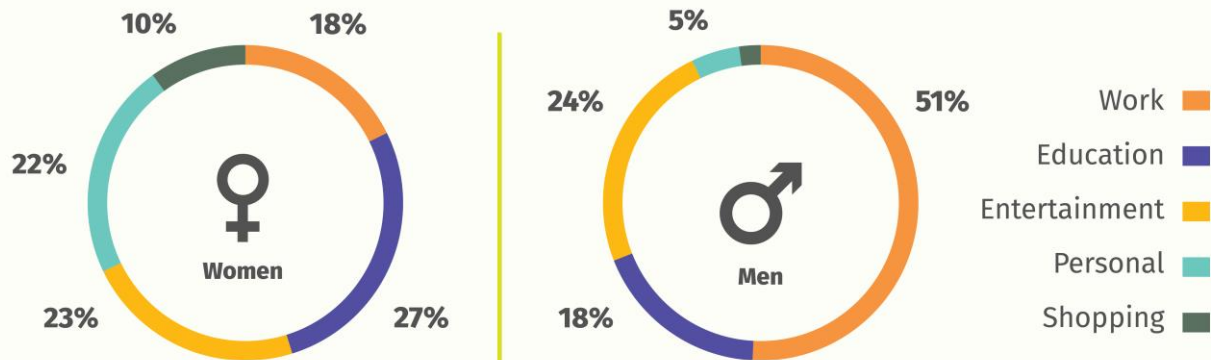


25%
of public transport
passengers are
women.

Over 80% of women
surveyed faced harassment at
some stage of their journey.



While the majority of trips by men were work-related, women had more varied purposes.



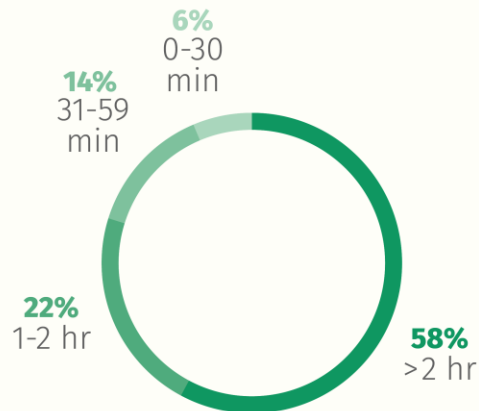
Longer trip durations

Bus and paratransit services are stuck in traffic

Frequent transfers lead to additional delays

70% of passengers transfer at least once to finish their trip

The majority of women using public transport spend **2 hours or more** in their daily commutes



When I arrive home, I am so tired that I cannot do anything anymore.

I do not get tired from working—I am exhausted by the trip.



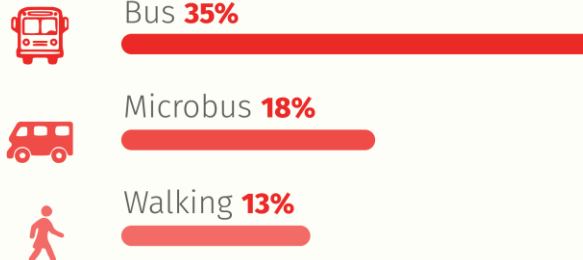
Overcrowding increases the rates of harrassment

Service irregularity leading to infrequent service

With overcrowding there's also a risk of theft

Women cite **overcrowding and lack of designated spaces** as the main reasons behind harassment and lack of security.

Percent of women rating the mode as insecure



”
Some individuals take advantage of the crowd to harrass you.



Operator attitudes & behavior

“You may also ride a microbus and be harassed by the driver or even by one of his friends sitting beside him.”

“We keep telling the drivers to please slow down to secure our lives, but they won’t listen!”

Adequate bus fleet and women only compartments

Cairo metro already has women's sections

A bus fleet that matches the demand is also key in avoiding overcrowding

Women-only compartments are linked to improved safety

90% of women believe public transport should have separate sections for women





Inclusive station and terminal designs



Dar es Salaam



Streets for all: women, children, and persons with disabilities



Proposal for Faisal St, Giza



Mixed land use to improve security

“The presence of shops gives us a sense of security.”

“If ... I were harassed by anyone in the street, the first people I could resort to are shop owners.”

“On the main street, people are going and coming and it makes you feel secure. But our street is a different case.”

Thank you

Chris Kost
chris.kost@itdp.org