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

May 2024
Nairobi BRT network

**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
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:
- Formal employment: 34%
- Informal employment: 17%
- Other: 2%
- Retired: 32%
- Self-employed: 34%
- Unemployed: 18%

Men:
- Formal employment: 22%
- Informal employment: 27%
- Other: 2%
- Retired: 15%
- Self-employed: 32%
- Unemployed: 22%
<table>
<thead>
<tr>
<th>Route</th>
<th>Female</th>
<th>Male</th>
</tr>
</thead>
<tbody>
<tr>
<td>Juja Rd - Outer Ring Rd</td>
<td>48%</td>
<td>52%</td>
</tr>
<tr>
<td>Juja Rd - Eastleigh First Ave</td>
<td>54%</td>
<td>46%</td>
</tr>
<tr>
<td>Juja Rd - Ngara - Juja Rd</td>
<td>42%</td>
<td>58%</td>
</tr>
<tr>
<td>Ring Road - Expressway</td>
<td>45%</td>
<td>55%</td>
</tr>
<tr>
<td>Haile Sellasie - Expressway</td>
<td>40%</td>
<td>60%</td>
</tr>
</tbody>
</table>

**Gender composition on matatus**
Gender composition on buses

- **Rounder/Kariobangi**: Female 40%, Male 60%
- **Ronald Ngala/OTC/Bus Station**: Female 50%, Male 50%
- **Kenyatta Hospital**: Female 50%, Male 50%
- **Eastleigh First Ave**: Female 30%, Male 70%
- **Dandora**: Female 20%, Male 80%
Carrying of goods or luggage during trips

- **Yes**
  - Women: 60%
  - Men: 40%

- **No**
  - Women: 80%
  - Men: 20%
Factors influencing mode choice

- Distance
- Availability
- Cost
- Commute time
- Connectivity between routes
- Safety
- Comfort
- Flexibility in route choice
- Weather conditions
- Time of day

Female Male

- Distance: 35%
- Availability: 30%
- Cost: 20%
- Commute time: 15%
- Connectivity between routes: 10%
- Safety: 5%
- Comfort: 5%
- Flexibility in route choice: 3%
- Weather conditions: 2%
- Time of day: 1%
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
Last-mile access challenges

- 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
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
Western Corridor BRT project

41.5 km
34 stations
3 terminals: Giza Square, Metro Faisal, & Industrial Rd
1 depot: Industrial Rd

6th of October City
Surveys performed

**Frequency-Occupancy Gender counts**
Count of passengers on each vehicle, distinguished by gender – 5 locations

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

**Public Transport Terminal Survey**
Capture men and women’s travel patterns and preferences – 481 commuters

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

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

**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.
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 overcrowning there’s also a risk of theft

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

**Percent of women rating the mode as insecure**

- **Bus**: 35%
- **Microbus**: 18%
- **Walking**: 13%

*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!”
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.”

Cairo
Thank you

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