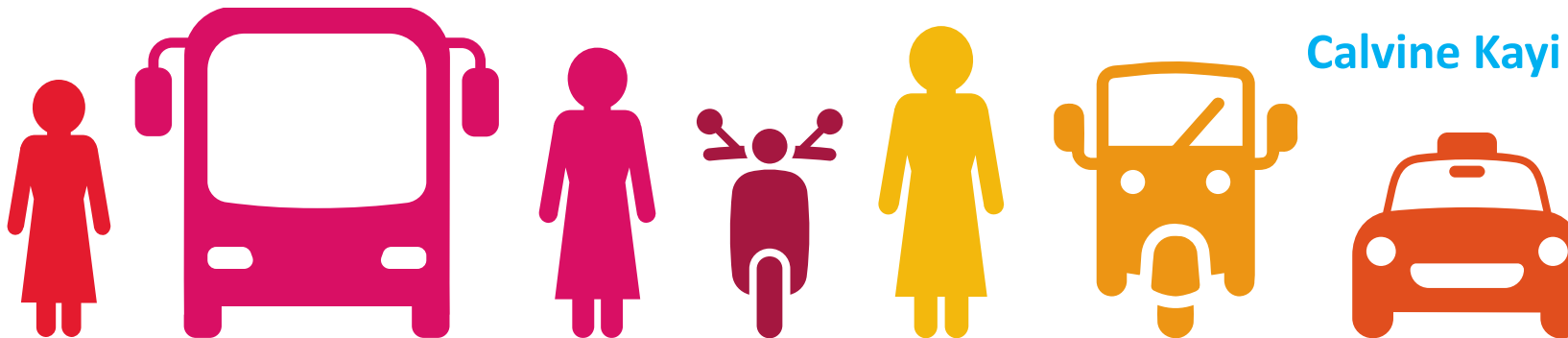




Women and public transport in Nairobi

Statistical findings



Calvine Kayi & Judith Waudu



An effective, affordable and inclusive transport system can propel urban growth and development by facilitating access to social and economic opportunities and benefits.





What we know from existing studies...





Transport systems in Nairobi characterized by:

- Inadequacy & lack of proper maintenance of infrastructural facilities
- Concentration of economic, employment & other activities in CBD and industrial area – directional mobility demands
- Inadequate supply of public transport services against growing demand
- Urban sprawl increasing distance
- Dominance of informal sector – the paratransit
- Low efficiency traffic management & operations





USD 1 billion lost annually



Source: NaMATA report, 2019





Women's and men's mobility patterns differ..





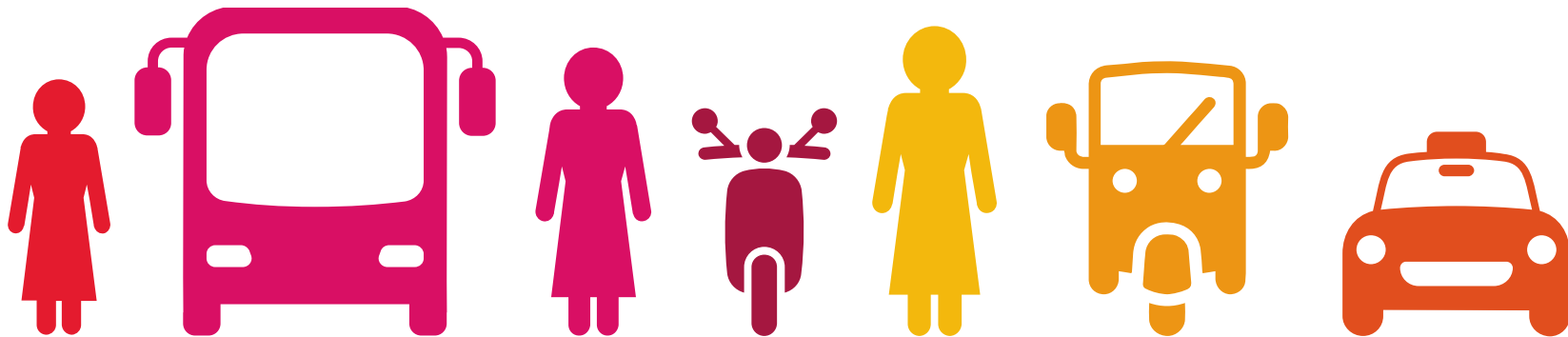
Women generally have...

- **Complex mobility patterns:** due to dual roles – salaried work and housekeeping activities.
- More multimodal trips
- Less time and traffic congestion therefore impacts them more.
- Less access to employment in transport sector and associated industries.
- More concerns & sensitive to **safety and security**
- Less access to a car.



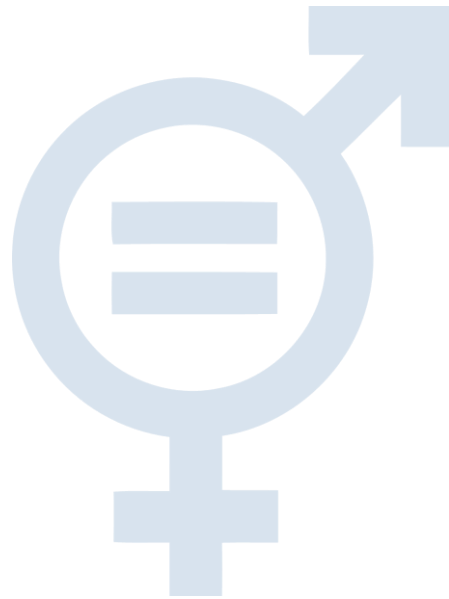


Objectives and methodology





Problem statement: Gender mainstreaming data gap



Numerous qualitative studies but lack of statistical data on transport use and obstacles.





Objectives of the study

This report was designed to:

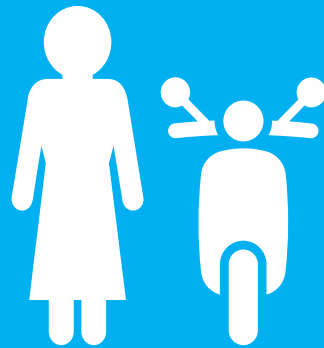
- present empirical evidence of trends and conditions of gendered transport usage
- identify obstacles women face when using public transport
- provide summary findings and present lessons for policy





Study design

2,484 women aged 18 years and older



Use public transport and resident Nairobi County



Access to or own a mobile phone.

Sample was based on quotas representative of women by age and sub-county of residence in Nairobi City.



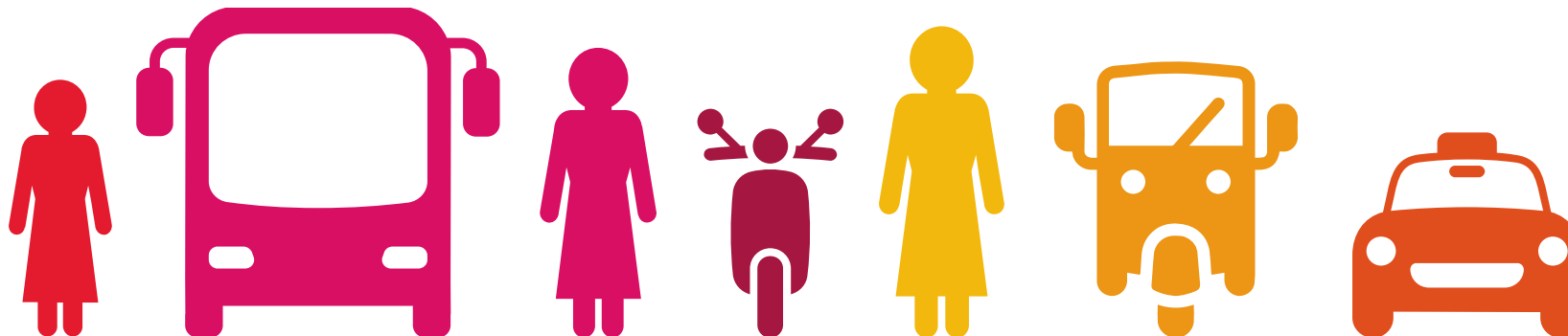


The study is statistically representative of the voices of women using public transport, with access to mobile phones and resident in Nairobi city.





Findings





7% had physical hindrances which makes it difficult to use public transport

Women aged 55 years and older more likely to have difficulties as 26% of them are affected

compared to around 2.4% in age groups 18-24 years.

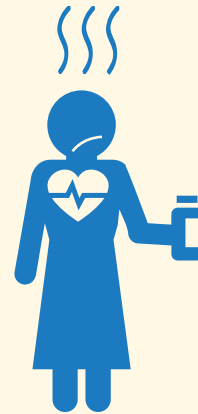




Reasons for difficulties



Walking
41.9%



Chronic illnesses
21.8%

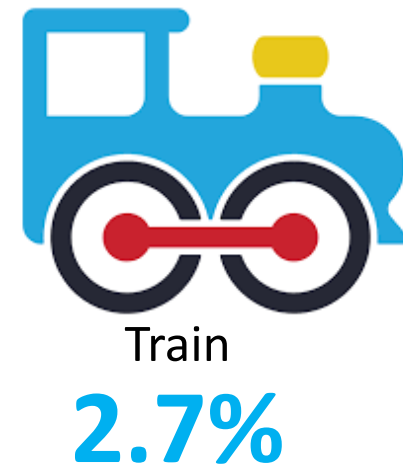
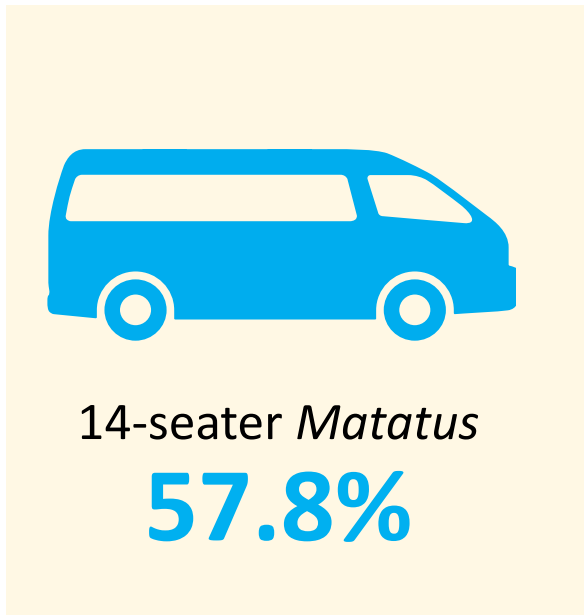
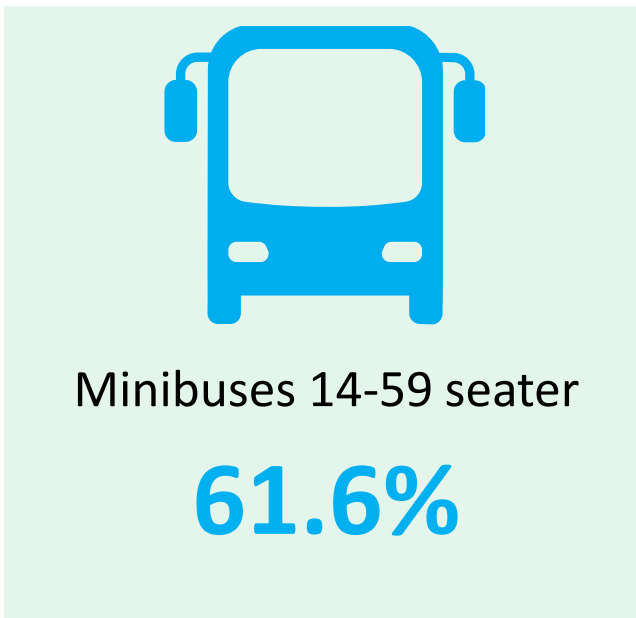


Seeing
16.1%



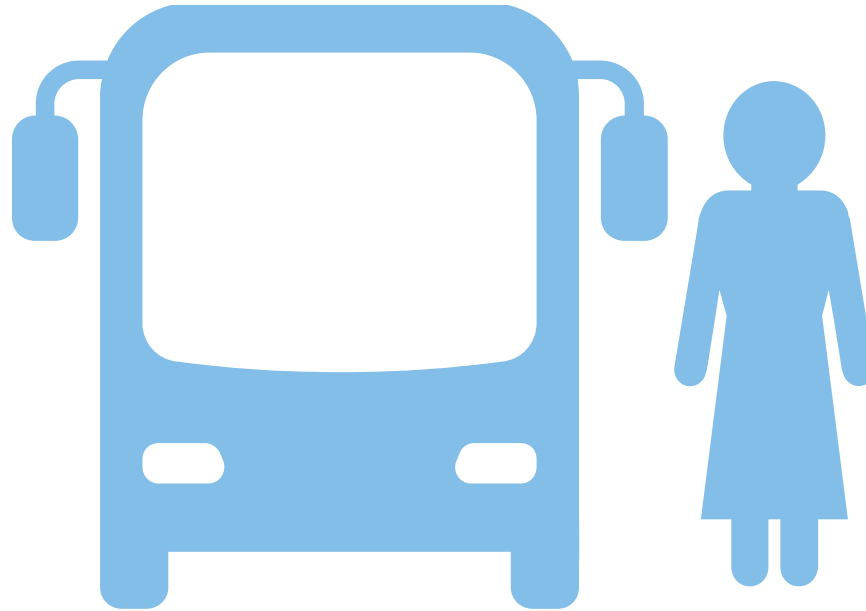


Most commonly used modes of transport





Frequency of public transport use



50%

Daily

41%

Once a week or more often but not daily

4%

Four times a month

5%

Less frequently than four times a month





Most common trip purposes



44.3%

Going to work



41.6%

Going to the market/shop



28.4%

Going to business or for trading purposes



25.3%

Travel for leisure/holiday





5 in 10

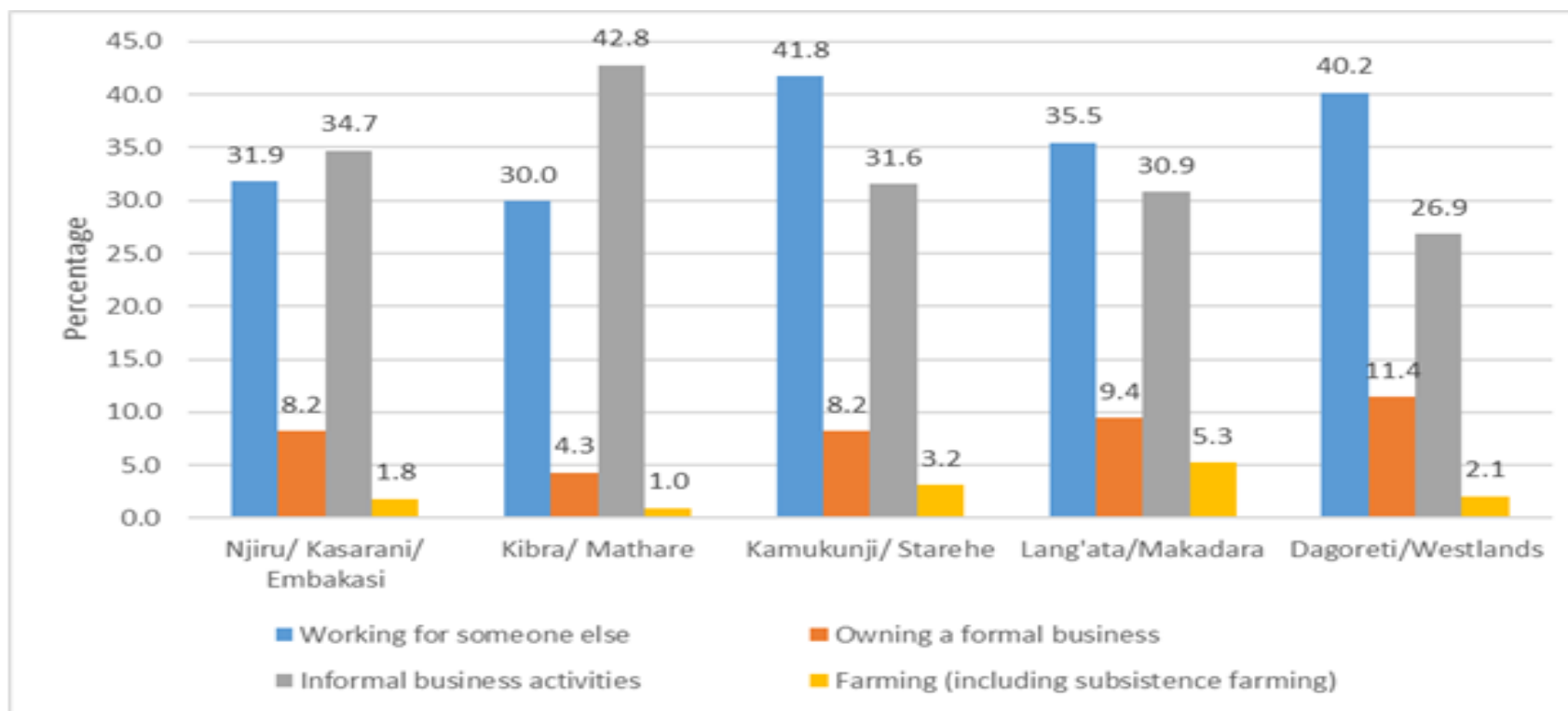
women in Nairobi city used public transport to travel to work

Women aged **18-25-34 (52.5%)** and **35-44 (46%)** were more likely to use public transport to travel to work than other age groups.



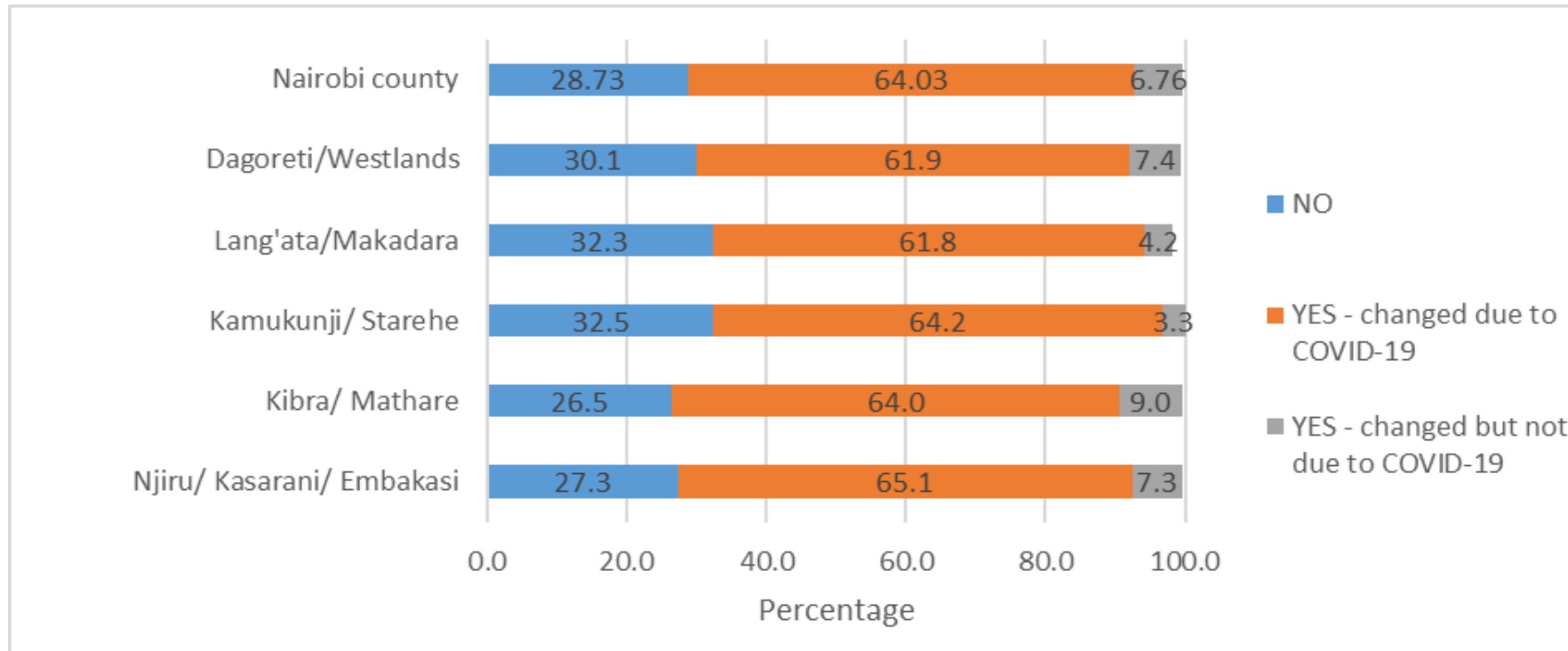


Nature of economic activities



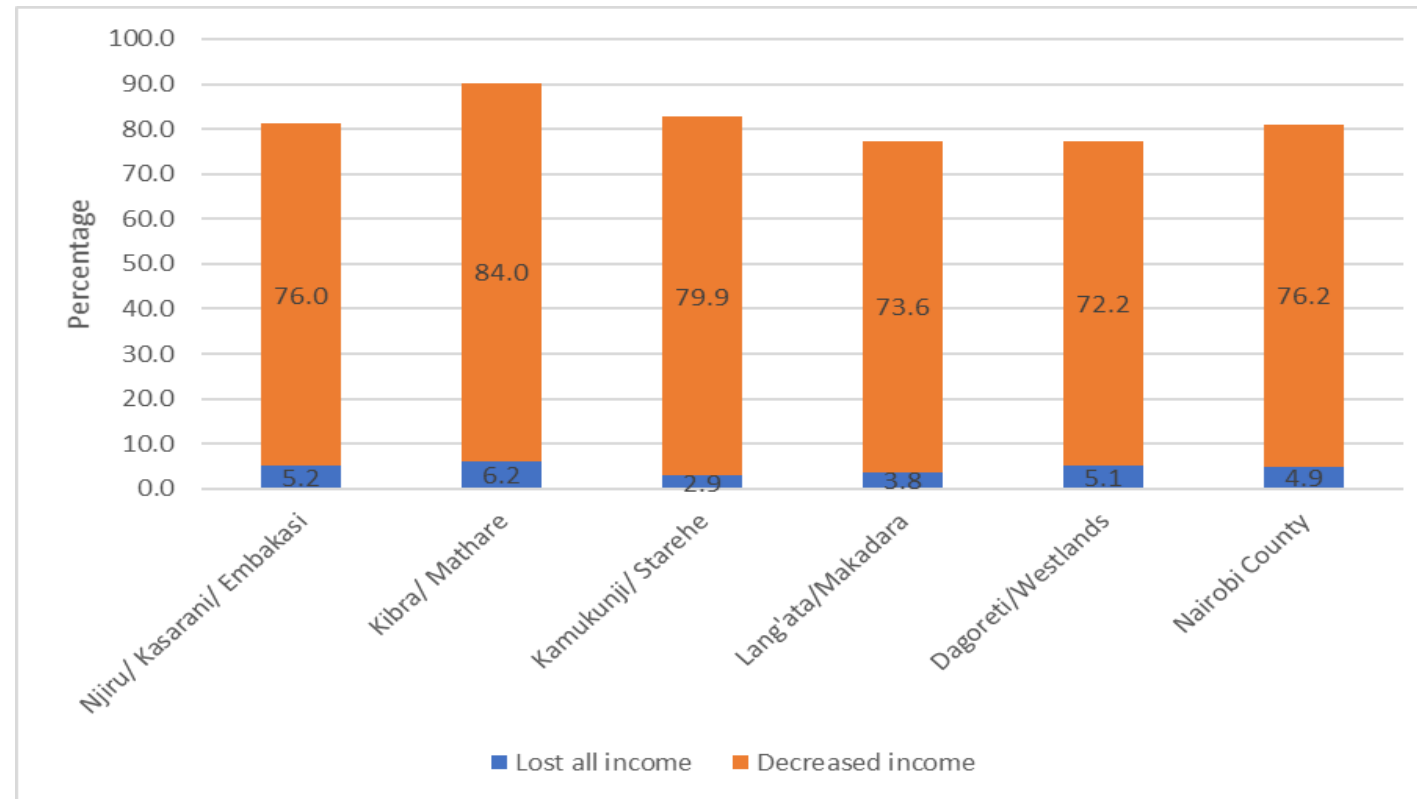


Changes in economic activities since onset of COVID-19





Directional effects of COVID-19 on women's incomes (%)





Commute-times to work of 30 minutes or longer (%)

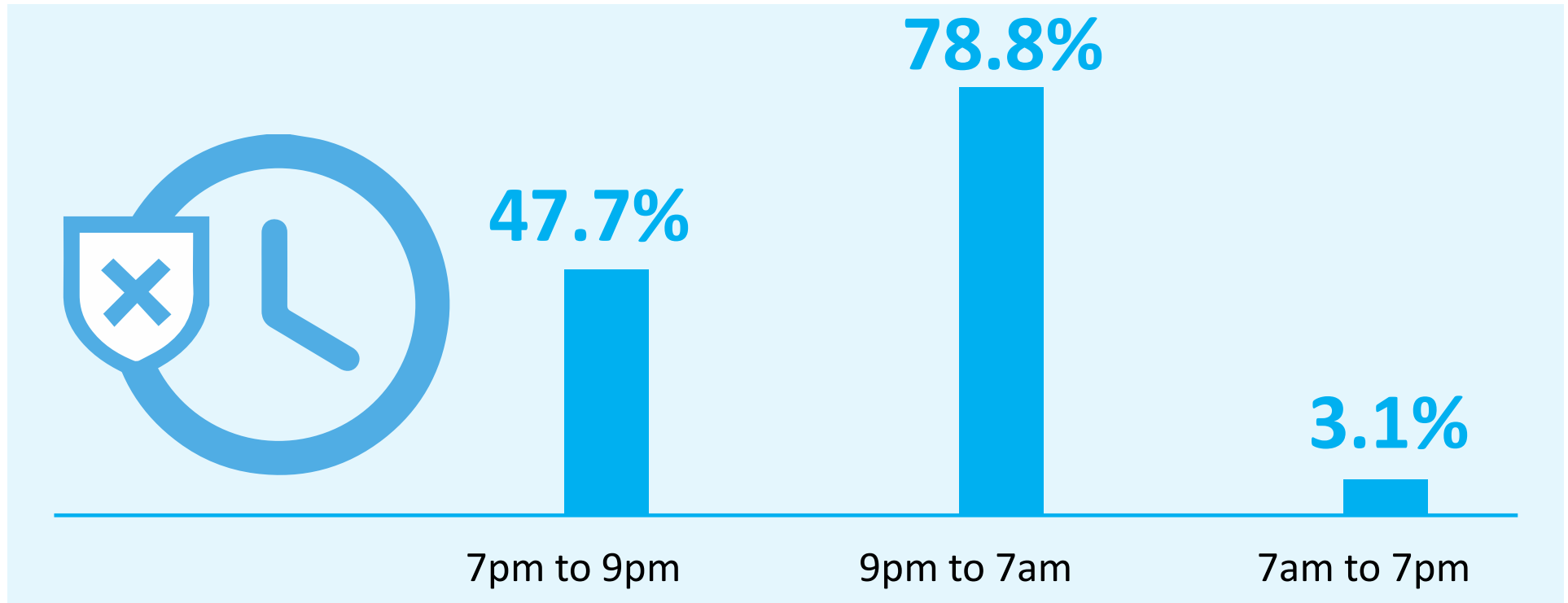
Duration (in minutes) taken by Women in Nairobi to commute to work		
Minutes	Frequency (weighted)	Percent
1-30	825	45.2
31-60	749	41.0
61-90	100	5.5
91-120	97	5.3
Above 121	17	0.9
Do not know/unspecified	114	6.3

Number of weighted responses: 1,902





Feeling unsafe or very unsafe to use public transport during specific time slots





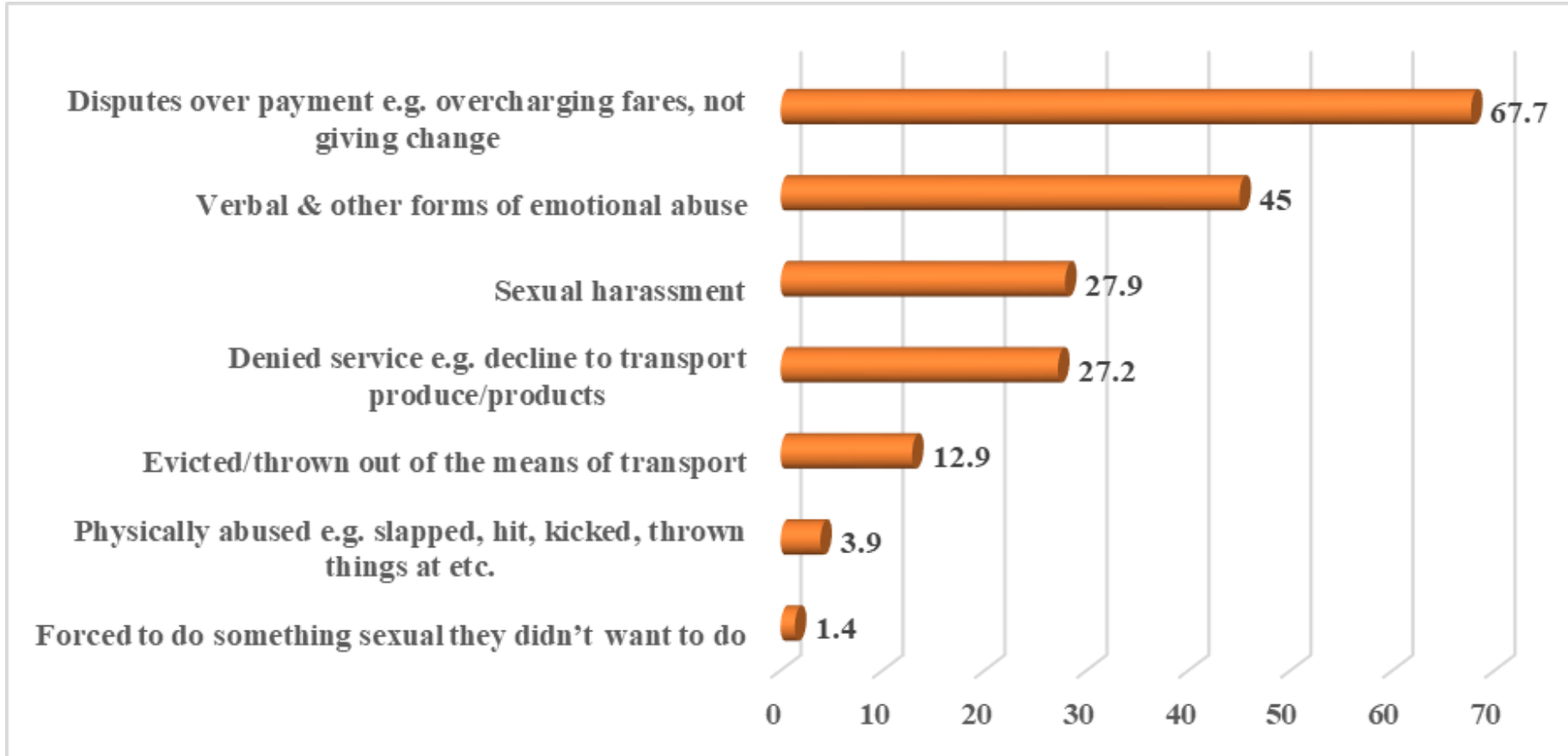
Types of violence witnessed while using public transport

Issue	F	%
Sexual harassment e.g. inappropriate and unwelcome jokes / suggestive comments / people indecently exposing themselves to them	1254	52.2
Verbal and other forms of emotional abuse etc.	1989	82.9
Slapped / hit / kicked / thrown things / or done anything else to physically hurt the person.	929	38.7
Make the person have sex when s/he did not want to and “do something sexual that s/he did not want to do”.	132	5.5
Denial of resources/services e.g. transporting produce/products.	1488	62.0
Disputes over payment e.g. overcharging transport fares/not giving change/demand payment twice.	2093	87.2
Evicted/thrown out of the vehicle	1302	54.3
<i>Number of weighted respondents for each: 2400</i>		





Incidence of violence experienced





In which means of public transport did most recent incidents of violence occur?



44%
Mini-buses



38.6%
14-seater
Matatus



11.6%
60+-seater
buses

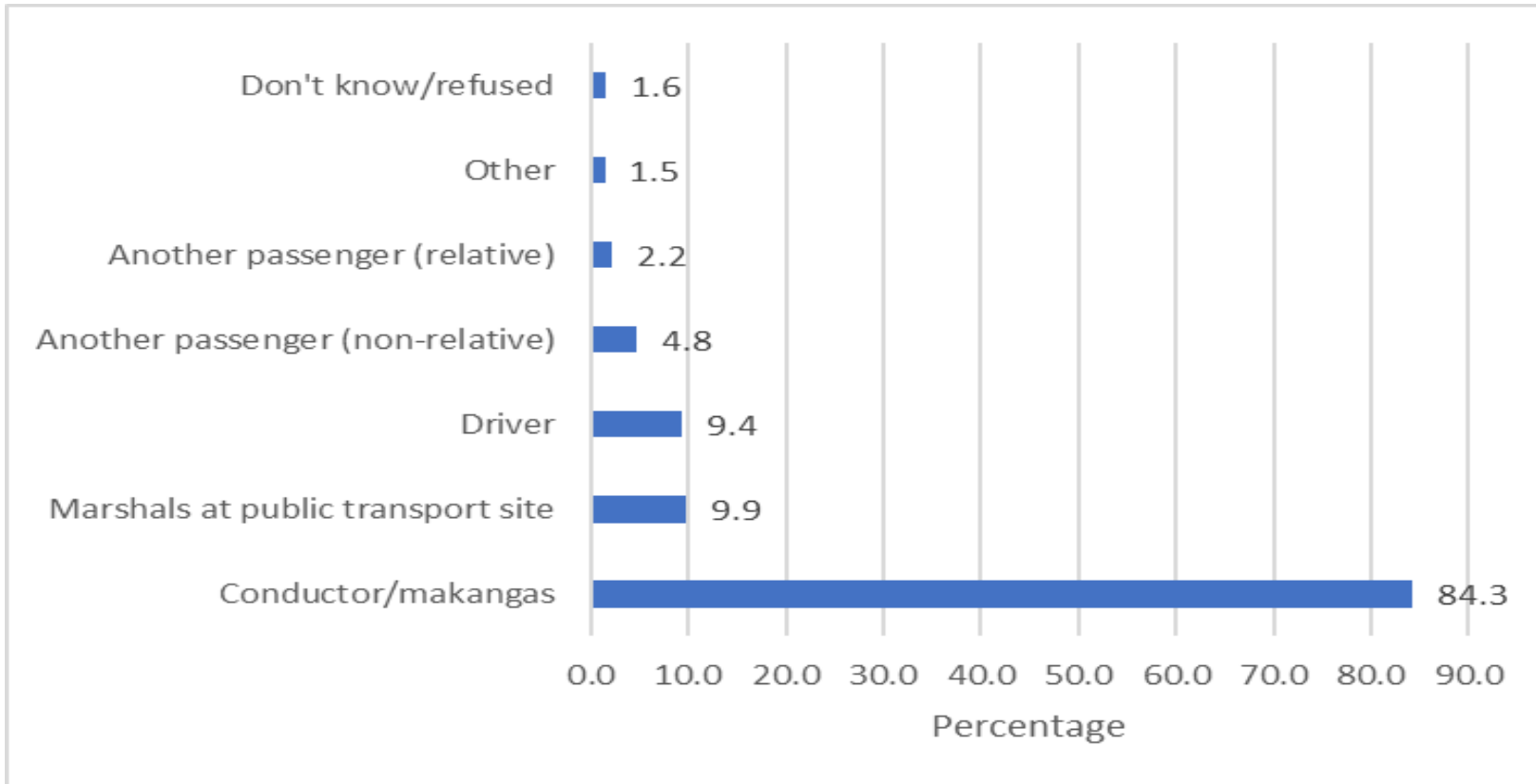


1.8%
Boda
boda



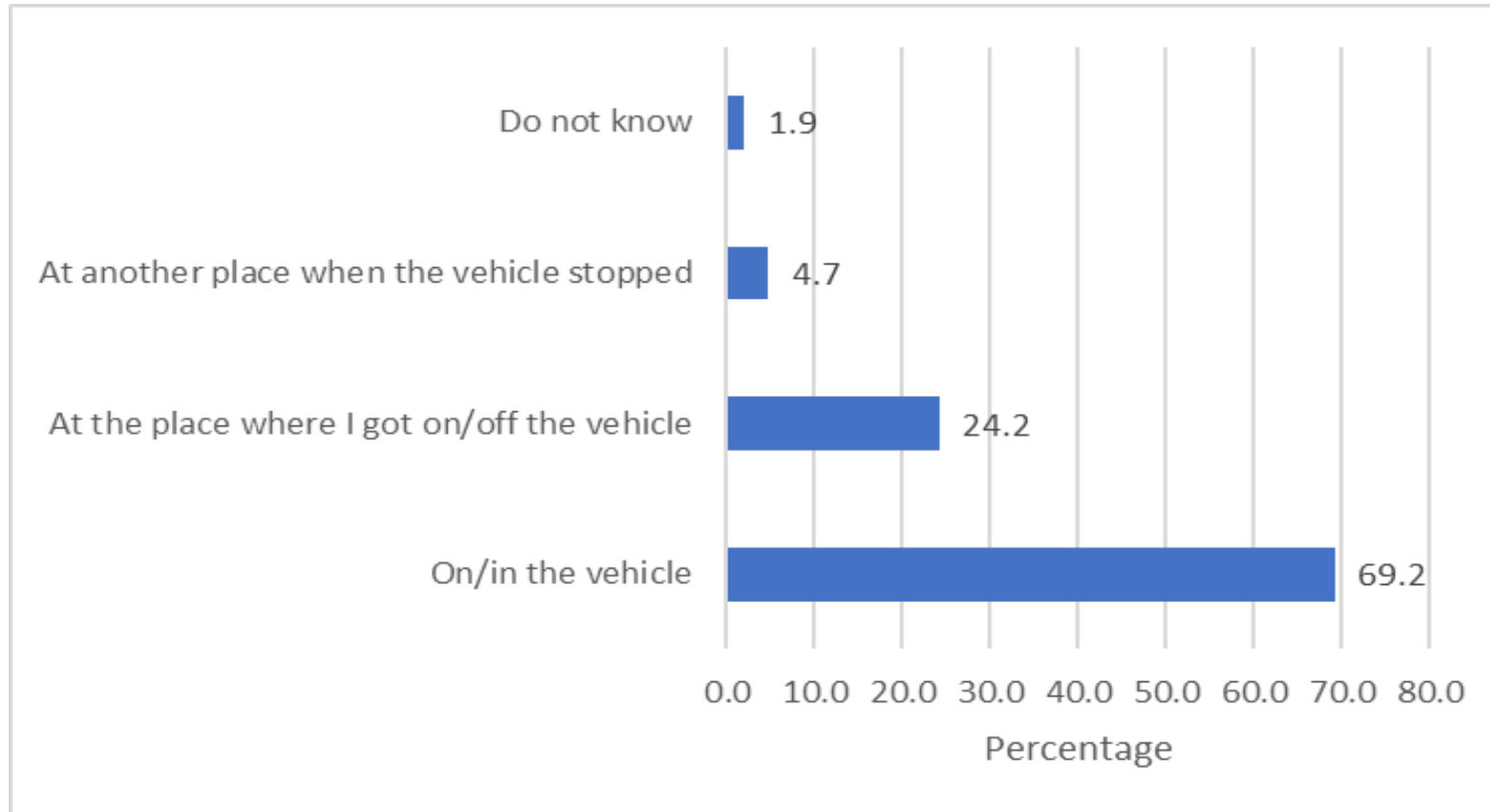


Who are the perpetrators of violence?



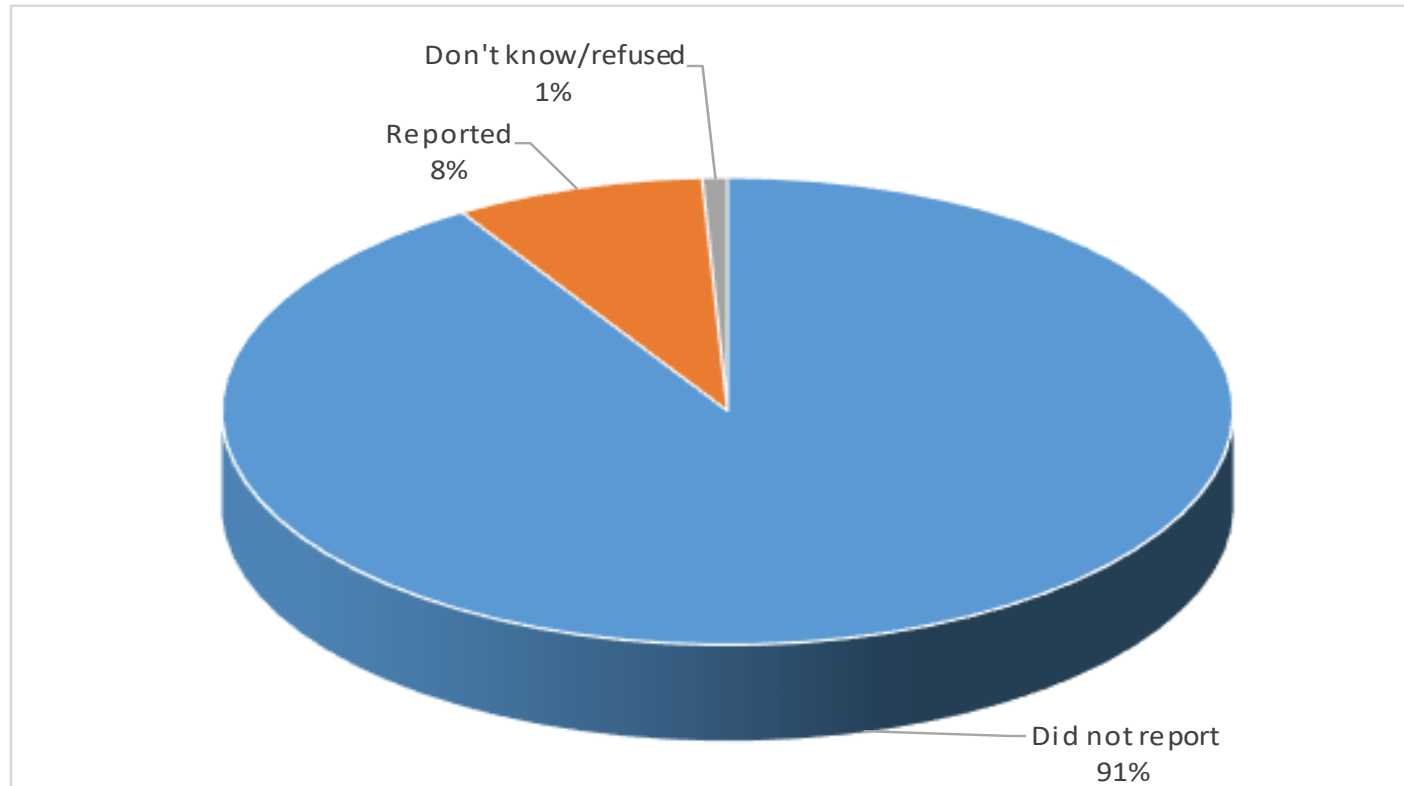


Prominent locations where harassment happens?





How is the reporting of harassment incidences?





To whom were the harassment incidences reported?

Persons to whom the harassment incidences were reported, Nairobi

Person	Frequency (weighted)	Percent
The driver or his/her assistant	47	28.5
The taxi marshall	3	1.8
Vehicle owner	1	0.6
SACCO Administration	46	27.7
Other passengers	28	16.9
Family member/friend	15	8.7
Police	22	13.3
Online platforms [Facebook / etc.]	8	4.6
Other	7	4.2
Don't know/unspecified	1	0.6

Number of weighted respondents: 166





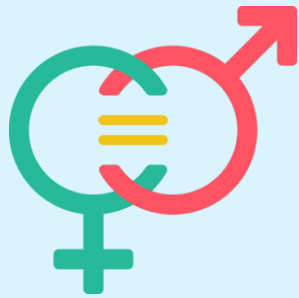
Where did the victims seek help from?

Persons / institutions from which victims sought help, Nairobi		
Person/institution	Frequency (weighted)	Percent
Sacco owners	23	10.2
Family	55	24.1
Community leaders	1	0.4
Friends	86	37.9
Helpline	4	1.7
Police	8	3.5
Health facility	2	0.9
Other	61	26.8
Don't know/refused	4	1.7
Number of respondents for each: 277		





Key types of support needed



51.2%

**Gender-sensitive
policy & traffic
regulation
enforcement**



46.9%

**Protection
from further
victimization**



46%

**Help in reporting
to and dealing
with the police**



45.6%

Legal support



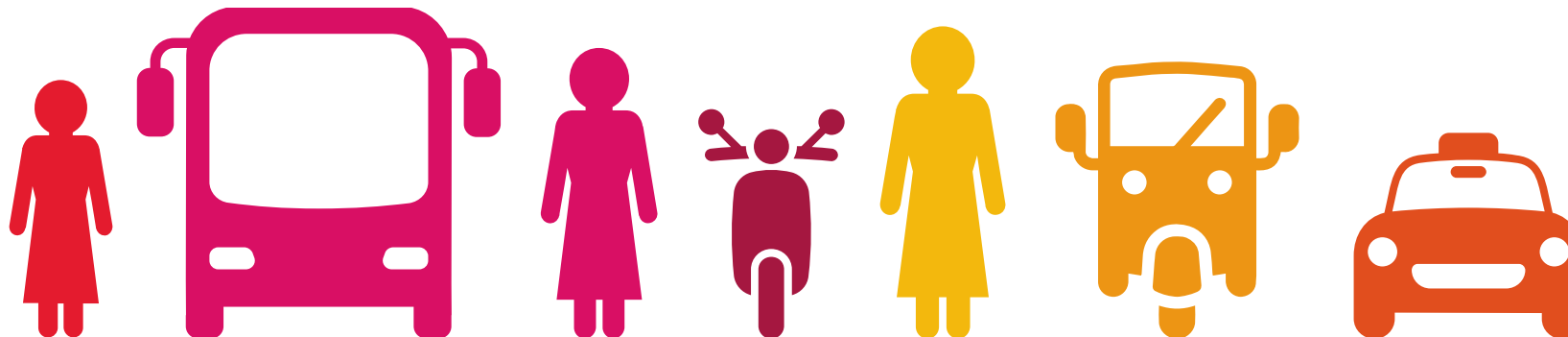
42.8%

**Psychosocial
support**





Policy recommendations





RECOM- MENDATIONS

1

DISABILITIES

Accommodate people with a disability & the elderly

2

ENFORCE LAWS

Gender-policy & traffic regulations

3

MULTI-STAKEHOLDER

To enhance professionalism and discipline in the public transport sector

4

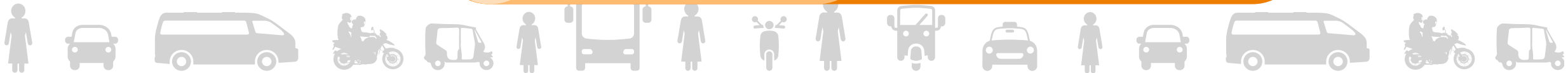
CAPACITY BUILDING AND ADVOCACY

Needs and problems experienced by women in public transport sector – all levels

5

INCLUSION PROCEDURES

Deliberate efforts be made to include women-specific issues in transport policy and planning engagements





RECOM- MENDATIONS

6

MAINSTREAMING

Gender mainstreaming in the public transport sector in order to protect all commuters, especially women

7

Strategic Environmental Assessments (SEAs)

Use for policies, plans and strategies.

8

PUBLIC PARTICIPATION

Involve the public in planning

9

URBAN PLANNING

Link to required transport services and be gender responsive

10

SAFETY & SECURITY

Frameworks to address re-victimization fears be developed & surveillance enhanced (e.g. CCTV in public transport)

