

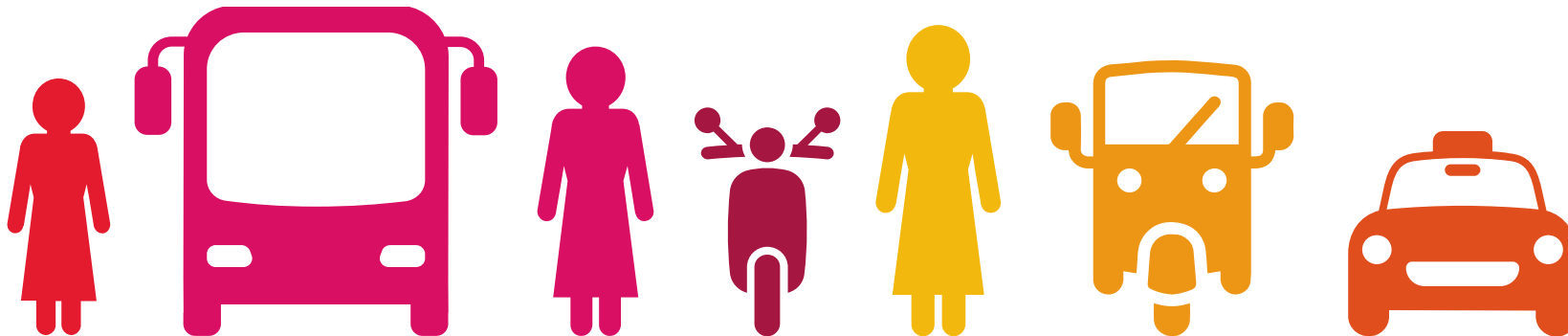


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Gender and public transport in Kampala

Statistical findings





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





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What we know from existing studies...





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Transport systems in Kampala characterized by:

- Inadequate funding for transport infrastructure and services
- Increased demands on the transport infrastructure due to rural urban migration and population growth
- Urban sprawl increasing distance
- Predominance of para-transit systems.
- Traffic congestion





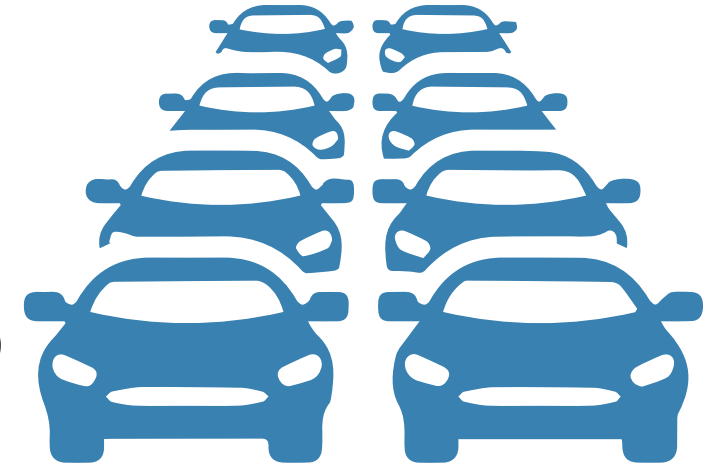
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USD 1.5 million

Daily costs of traffic congestion in GKMA

(representing 4.2% of GKMA's daily GDP)



Source: ICG Policy Brief UGA-19148, 2020. Quantifying the economic benefits of public transportation in Kampala.





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**Women and men's needs
and travel patterns
differ...**





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Women generally have...

- Poorer access to public transport.
- Complex mobility patterns: due to higher reproductive and care responsibilities coupled with productive work.
- Less time and traffic congestion therefore impacts them more.
- Less access to employment in urban transport and associated industries.

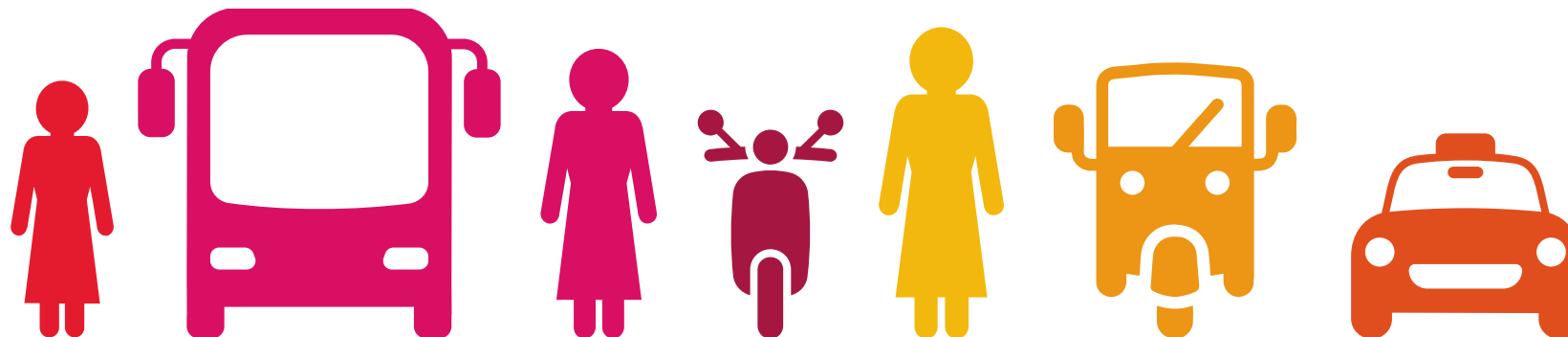




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Objectives and methodology





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Problem statement: Gender mainstreaming data gap



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





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Objectives of the study

This report is 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



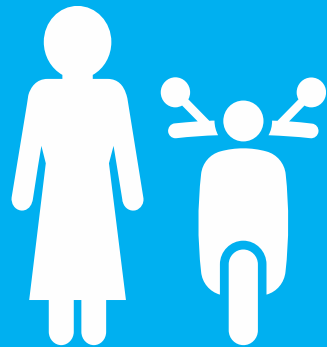


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Study design

2,548 women aged 18 years and older



Use public transport and resident Kampala District



Access to or own a mobile phone.

Sample was based on quotas representative of women by age and division of residence in Kampala district.





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

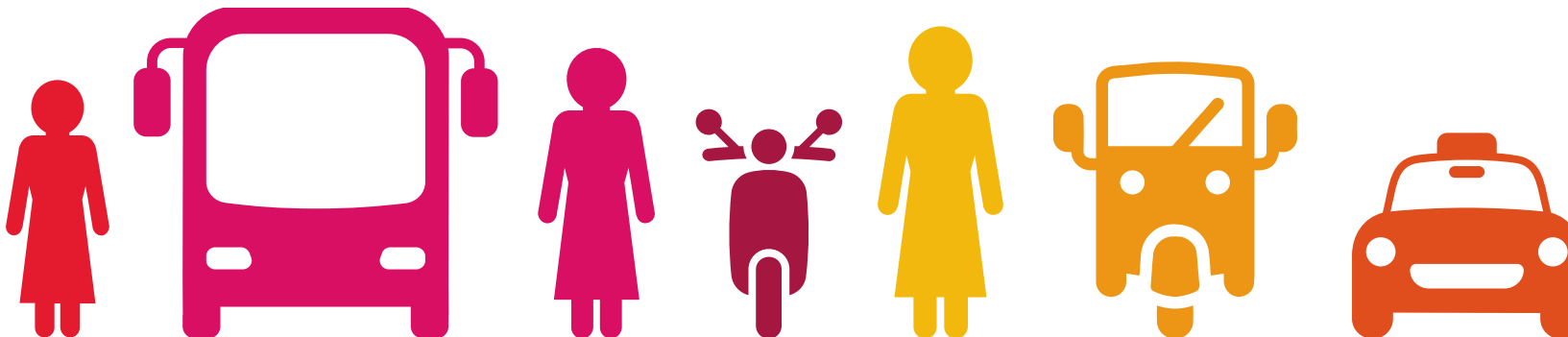




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Findings





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12% had physical hindrances which makes it difficult to use public transport

Women aged 55 years and older more likely to have difficulties as 35% of them are affected

compared to around 10% in age groups 18-44 years.

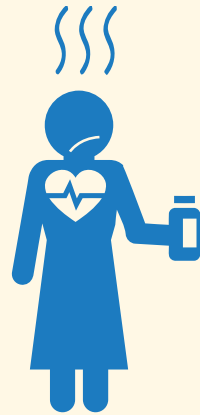




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Reasons for difficulties



Chronic illnesses
32.2%



Walking
16.7%



Seeing
8.9%

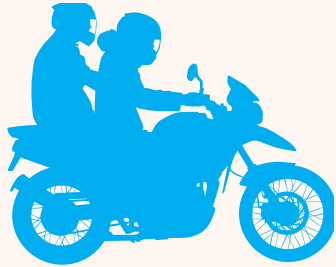




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Most commonly used modes of transport



Boda-boda
76.5%



Taxi 14 seater
73.7



Buses 43 plus seater
10.8%

Young women less likely to use Taxis (14 seater) 69.4% and more likely to use Boda boda 81.9% than older women

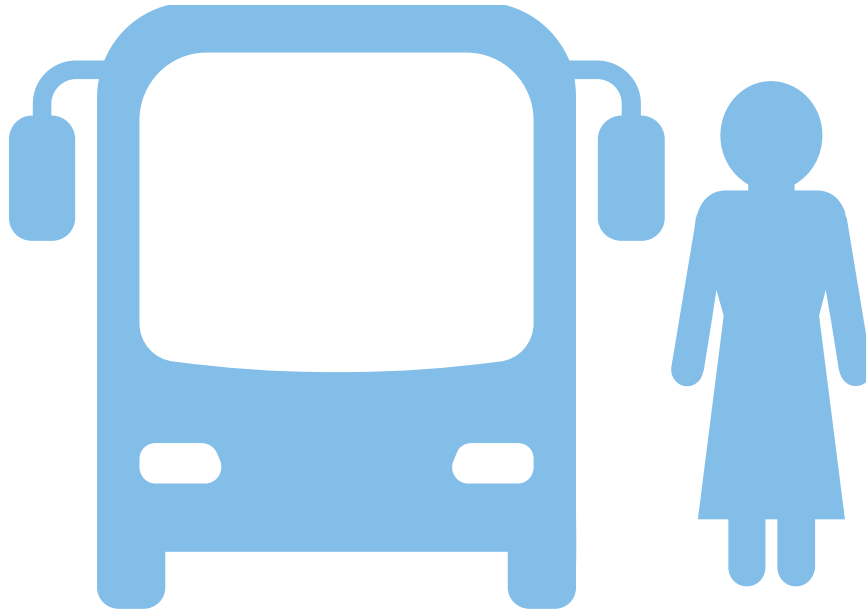




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Frequency of public transport use



38.3%

Daily

44.4%

Once a week or more often but not daily

6.5%

Four times a month

10.4%

Less frequently than four times a month





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Most common uses



62%

Going to the market/shop



48%

Going to work



48%

Travel for leisure/holiday



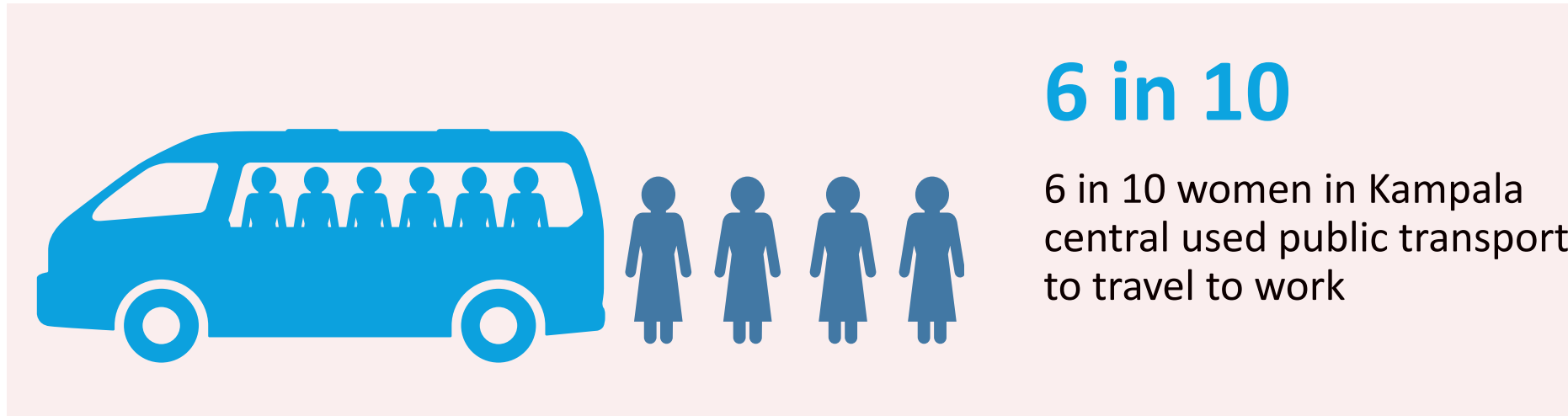
38%

Going to business or for trading purposes





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Women aged **25-34 (42.3%)** and **35-44 (56.2%)** were more likely to use public transport to travel to work than the other age groups.

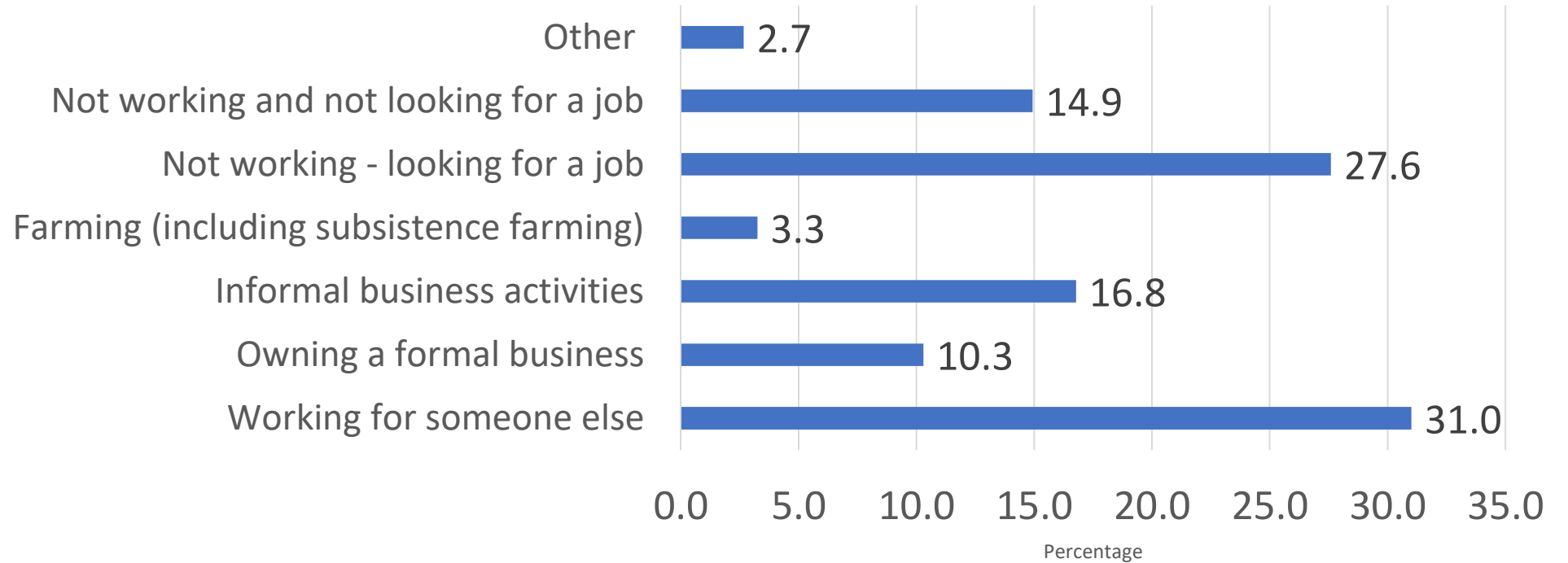




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Nature of economic activities

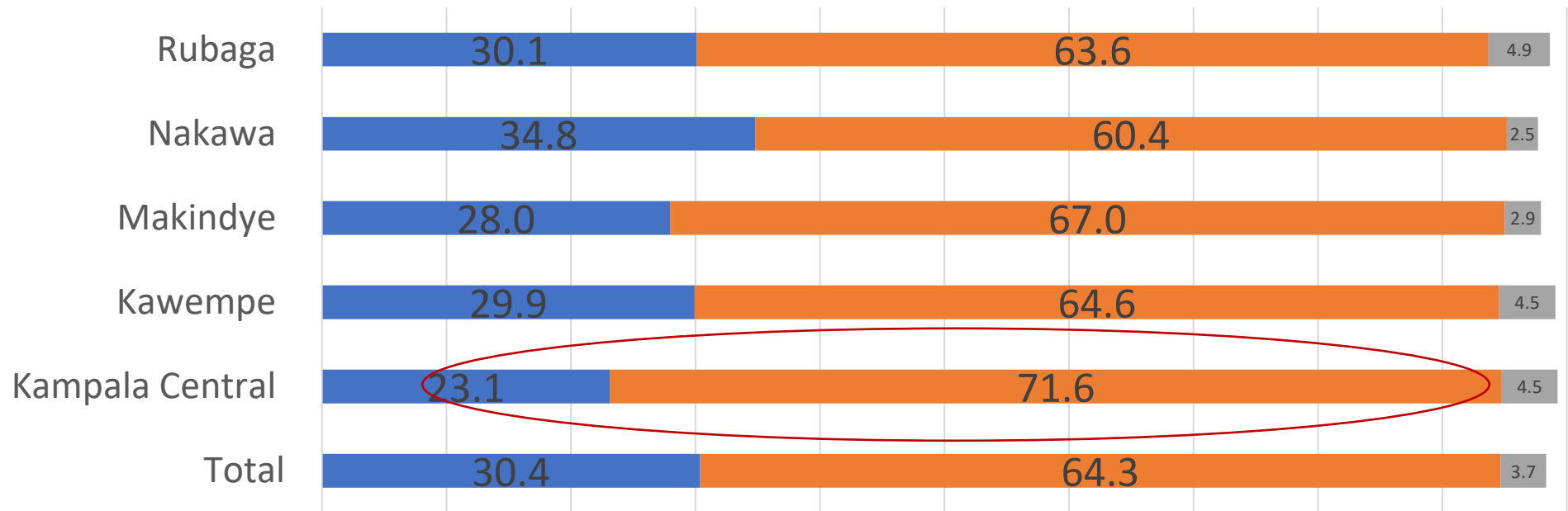




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Changes in economic activities since onset of COVID-19



■ NO
 ■ YES - changed due to COVID-19
 ■ YES - changed but not due to COVID-19

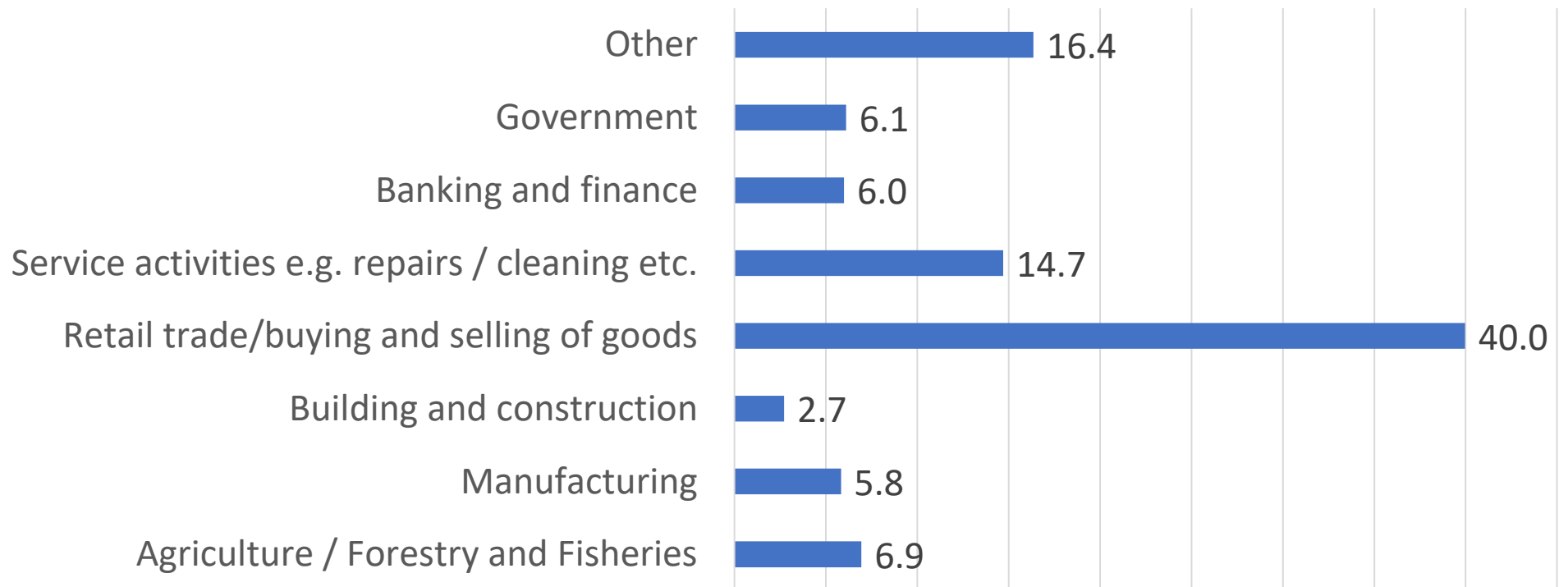




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Economic sector of the place of employment/own business (%)

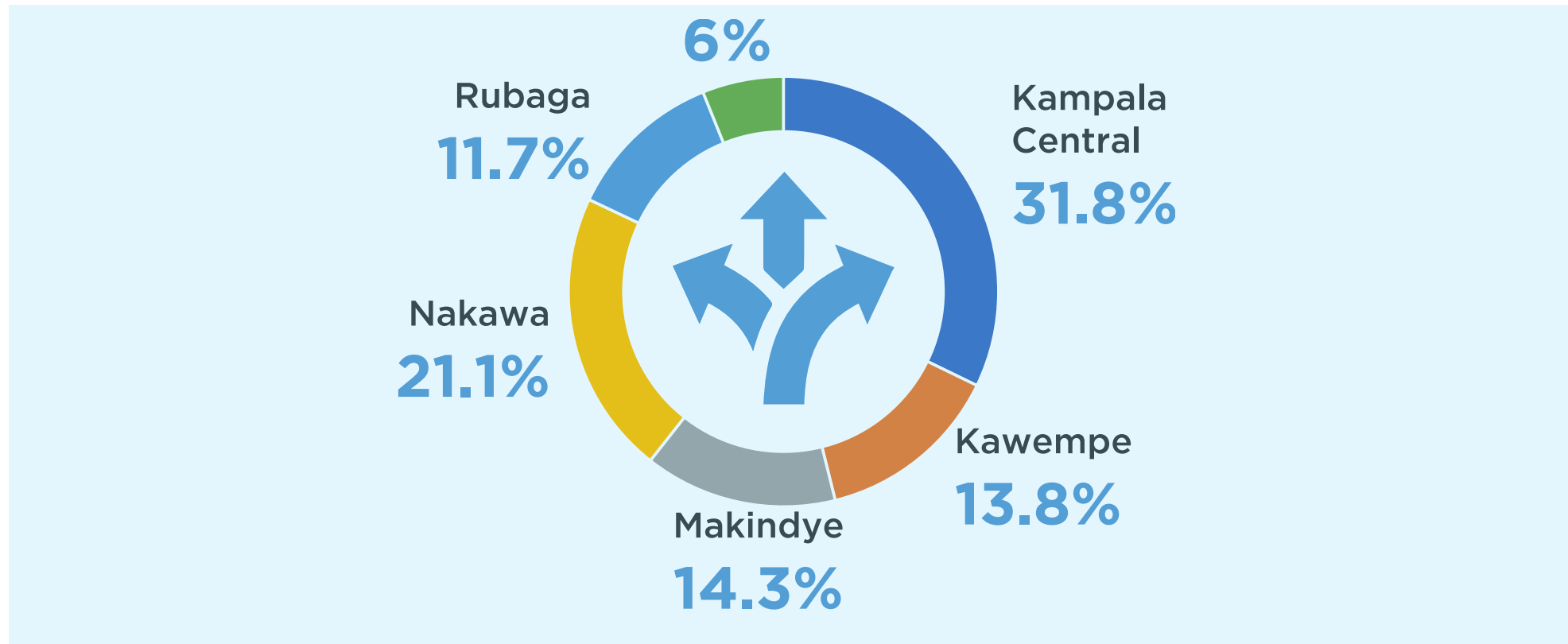




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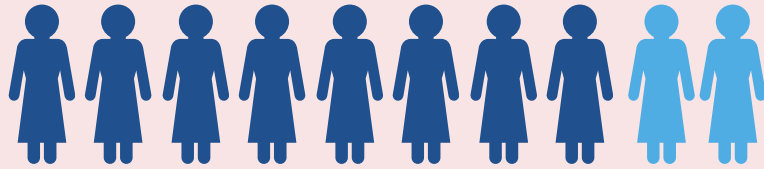


Destination division for work related travel (%)

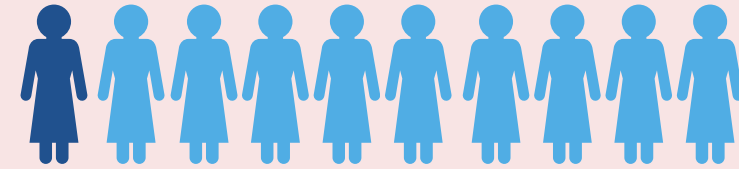




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More than **8/10** workers in Kawempe, Makindye, Nakawa and Kawempe also live in those same divisions.



Only **1/10** women who were economically active in Kampala division also live there.





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Travel times to work of 30 minutes or longer (%)

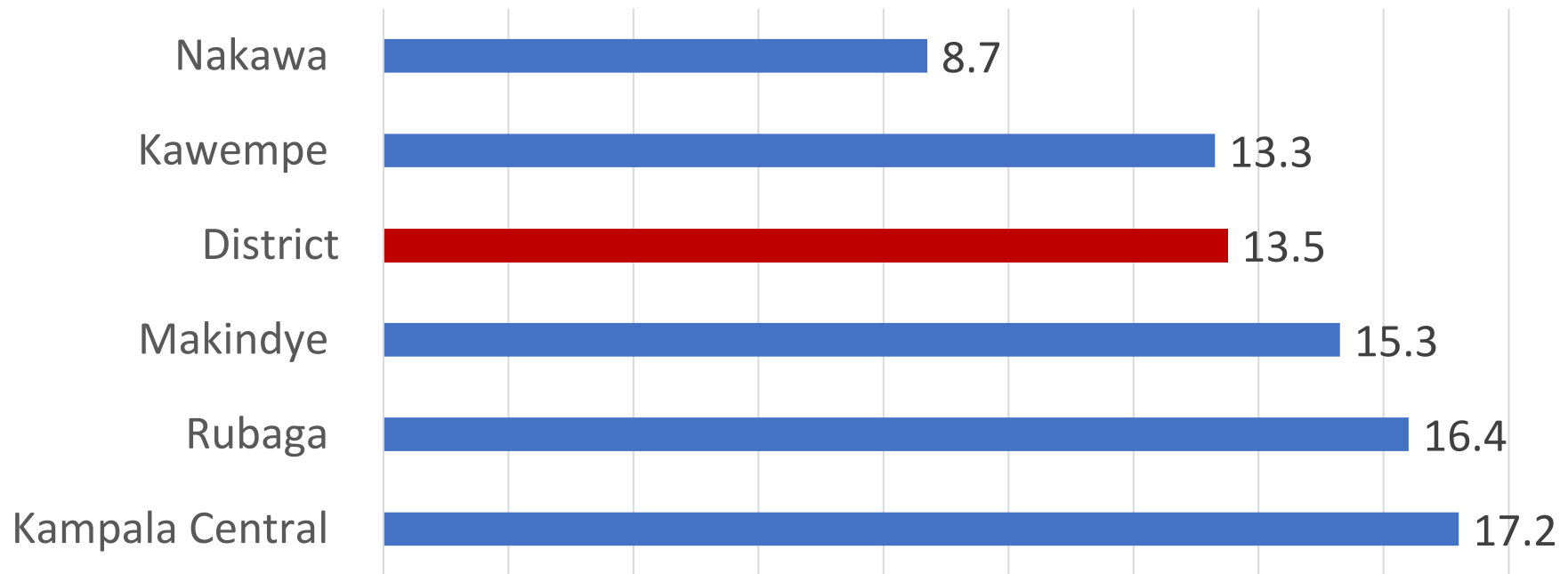




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Waiting times for 30 minutes or more when going home (%)





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Transport related problems



Approx. **75%**
have problems with high
cost of transport



>66%
heavy/slow flow of traffic



Approx. **50%**
poor quality of roads/
bridges; poor quality of
vehicles; risk of vehicle
accidents and crashes.





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Top three Kampala Central



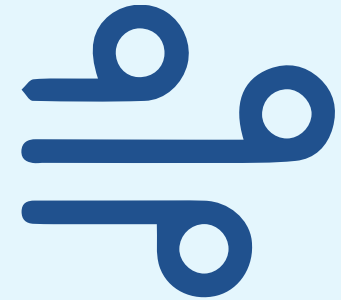
74.9%

High cost of transport



65.7%

Heavy/slow flow of traffic



52.2%

Air pollution





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Top three Kawempe



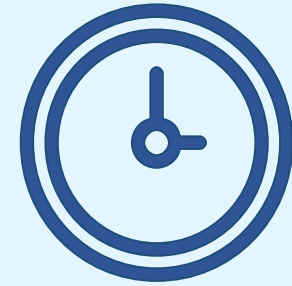
78.8%

High cost of transport



64.9%

Heavy/slow flow of traffic



51.2%

Leave home early to avoid congestion





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Top three Makindye



70.8%

High cost of transport



61.9%

Heavy/slow flow of traffic



55.8%

Poor quality of roads/bridges





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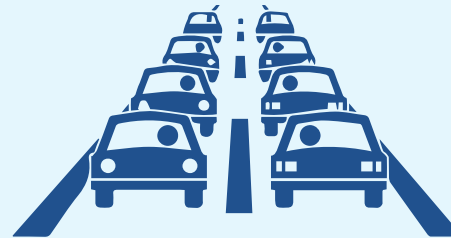


Top three Nakawa



74.1%

High cost of transport



64.4%

Heavy/slow flow of traffic



53.5%

Risk of vehicle accidents/crashes





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Top three Rubaga



70.5%

High cost of transport



66.7%

Heavy/slow flow of traffic



55.7%

Risk of vehicle accidents/crashes

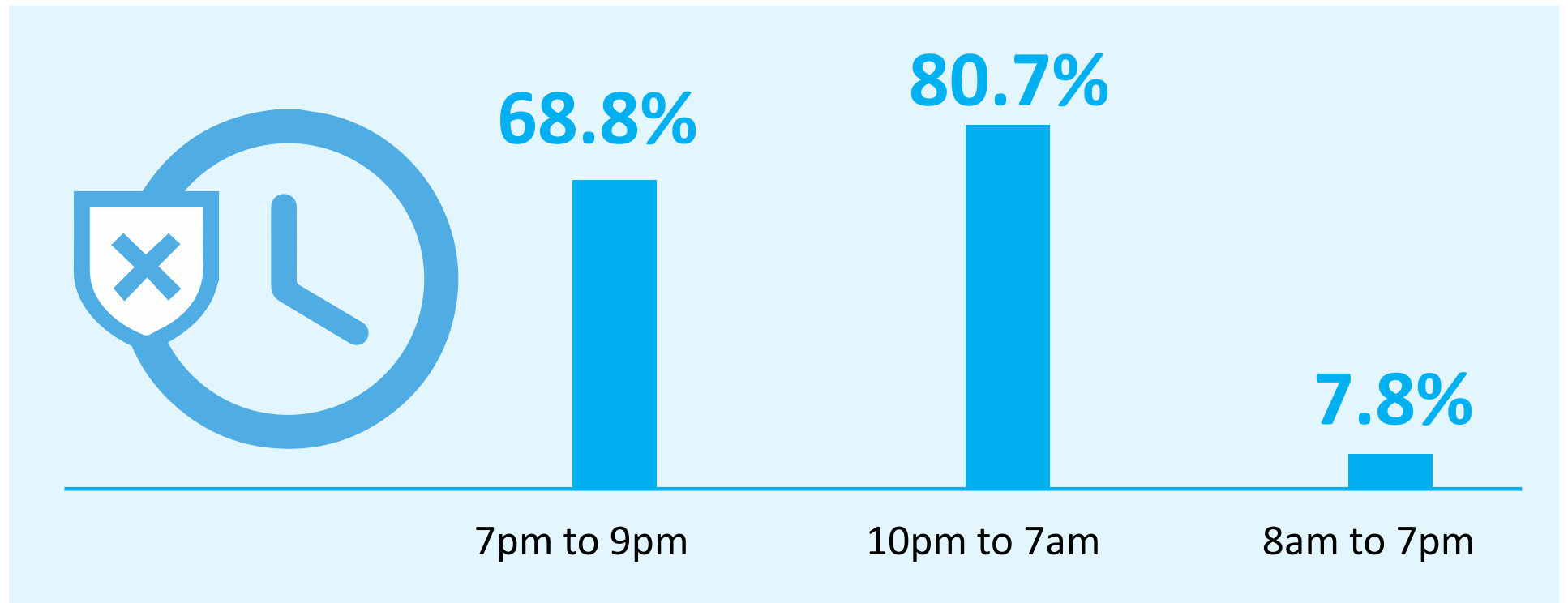




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Feeling unsafe or very unsafe to use public transport during specific time slots

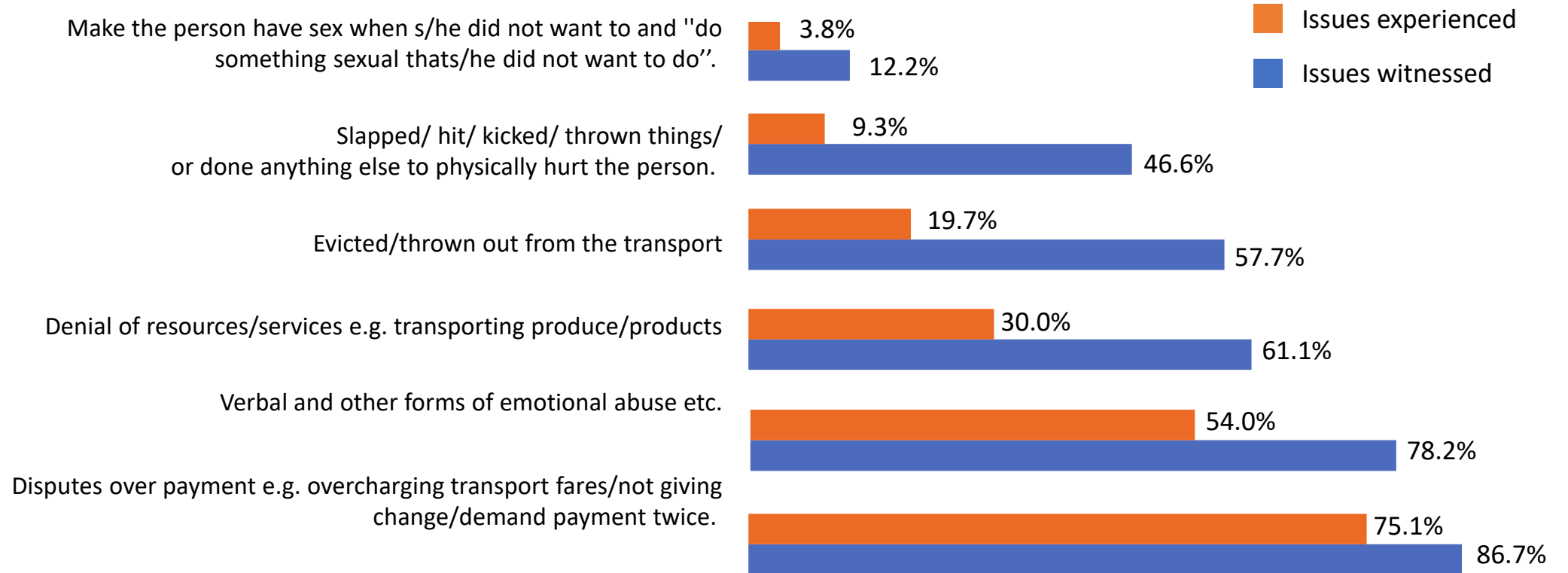




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Incidence of violence experienced and witnessed

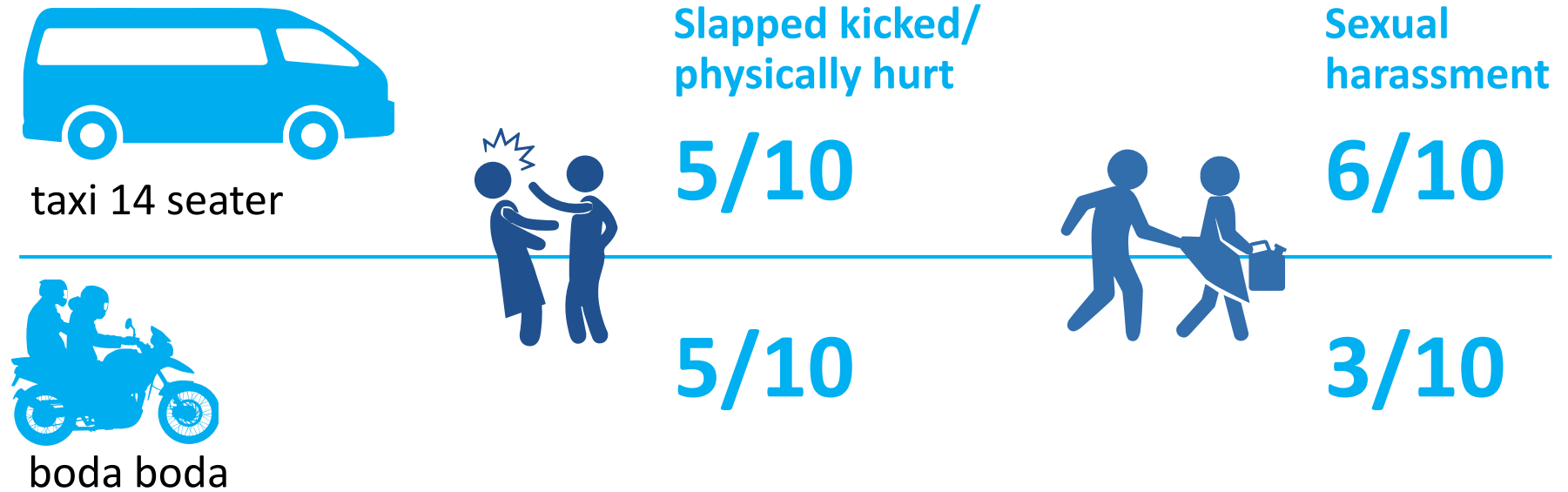




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Where most recent violent incident occurred (%)

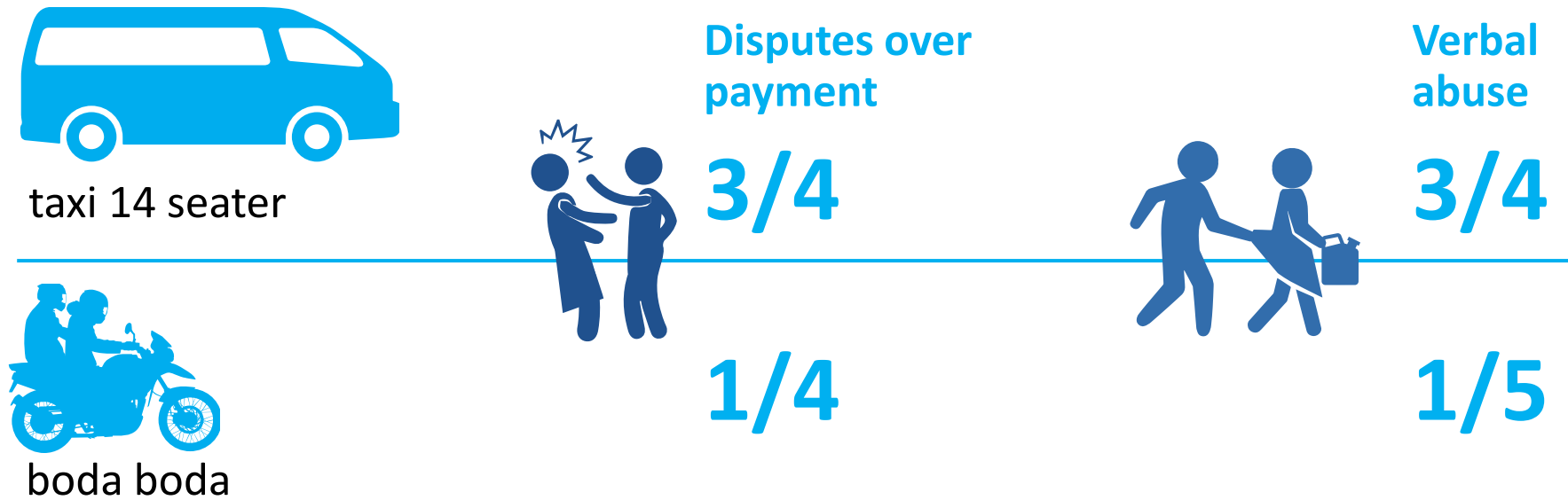




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Where most recent violent incident occurred(%)

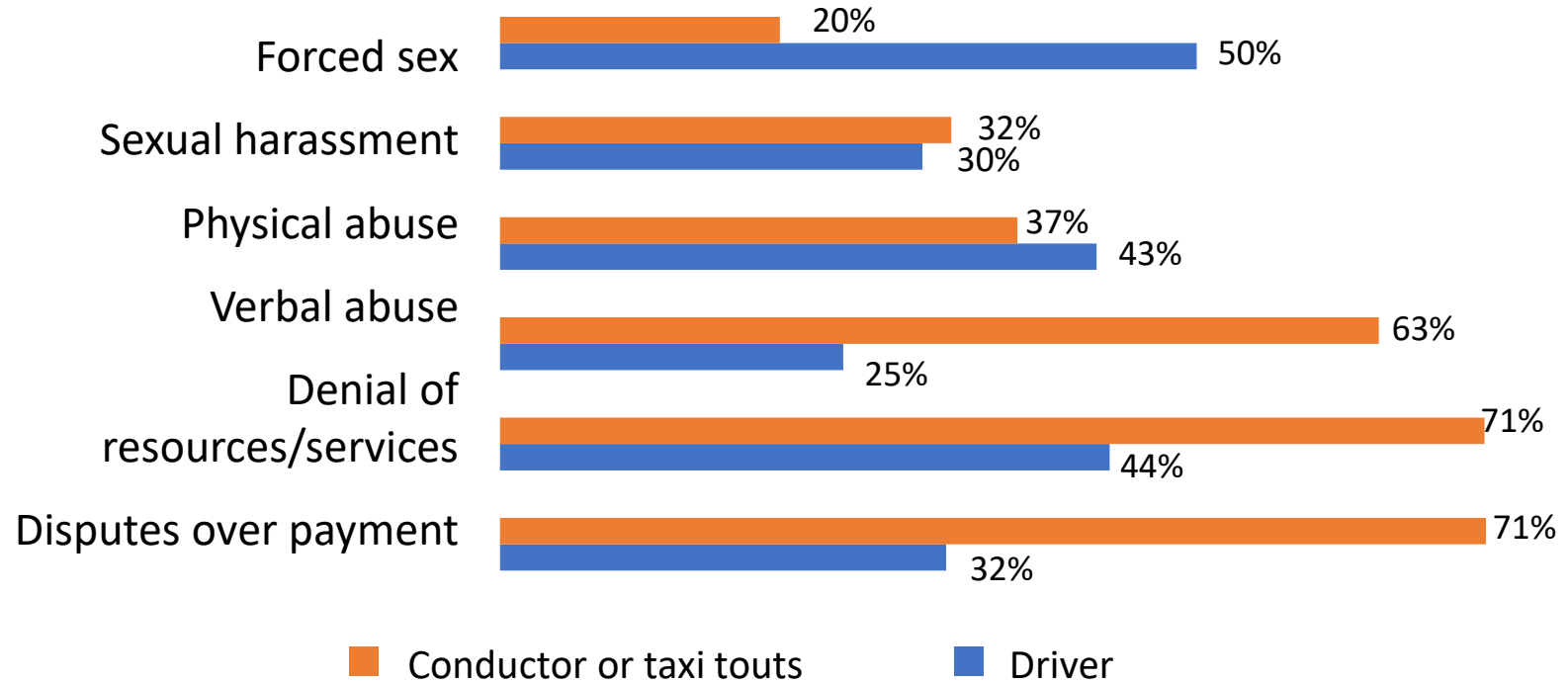




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Who are the perpetrators of violence?

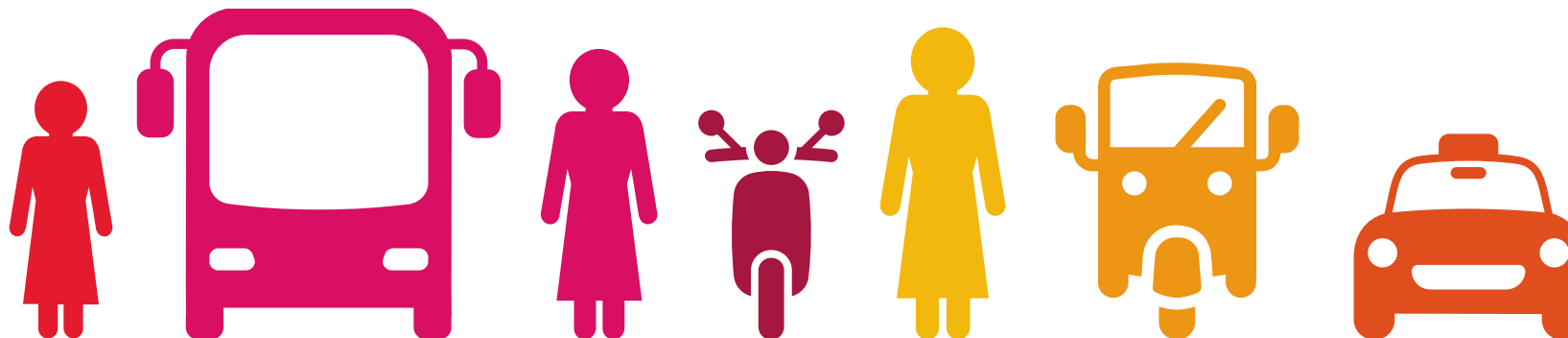




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Policy recommendations





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RECOMMENDATIONS

1

DISABILITIES

Accommodate people with disabilities

2

ENFORCE LAWS

Number of people per vehicle

3

GOODS

Promote policies and plans that support transport of goods

4

CAPACITY BUILDING AND ADVOCACY

Needs and problems experienced by women

5

INCLUDE WOMEN

In transport planning to share their needs and insights about needs of others





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RECOMMENDATIONS

6

POLICY REVIEW

Include views of women and minority groups

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

CAPACITY BUILDING

Capacity building on gender issues should be compulsory at all levels

