Gender and public transport in Kampala

Statistical findings
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 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
USD 1.5 million

Daily costs of traffic congestion in GKMA

(representing 4.2% of GKMAs daily GDP)

Women and men’s needs and travel patterns differ...
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.
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 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
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.
The study is statistically representative and represents the voices of women using public transport, with access to mobile phones and resident in Kampala district.
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.
Reasons for difficulties

- Chronic illnesses: 32.2%
- Walking: 16.7%
- Seeing: 8.9%
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.
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
Most common uses

- Going to the market/shop: 62%
- Going to work: 48%
- Travel for leisure/holiday: 48%
- Going to business or for trading purposes: 38%
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.

6 in 10 women in Kampala central used public transport to travel to work
Nature of economic activities

- Working for someone else: 31.0%
- Owning a formal business: 10.3%
- Informal business activities: 16.8%
- Farming (including subsistence farming): 3.3%
- Not working - looking for a job: 27.6%
- Not working and not looking for a job: 14.9%
- Other: 2.7%
Changes in economic activities since onset of COVID-19

<table>
<thead>
<tr>
<th>Area</th>
<th>NO</th>
<th>YES - changed due to COVID-19</th>
<th>YES - changed but not due to COVID-19</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rubaga</td>
<td>30.1</td>
<td>63.6</td>
<td>4.9</td>
</tr>
<tr>
<td>Nakawa</td>
<td>34.8</td>
<td>60.4</td>
<td>2.5</td>
</tr>
<tr>
<td>Makindye</td>
<td>28.0</td>
<td>67.0</td>
<td>2.9</td>
</tr>
<tr>
<td>Kawempe</td>
<td>29.9</td>
<td>64.6</td>
<td>4.5</td>
</tr>
<tr>
<td>Kampala Central</td>
<td>23.1</td>
<td>71.6</td>
<td>4.5</td>
</tr>
<tr>
<td>Total</td>
<td>30.4</td>
<td>64.3</td>
<td>3.7</td>
</tr>
</tbody>
</table>

- NO
- YES - changed due to COVID-19
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### Economic sector of the place of employment/own business (%)

<table>
<thead>
<tr>
<th>Sector</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Other</td>
<td>16.4</td>
</tr>
<tr>
<td>Government</td>
<td>6.1</td>
</tr>
<tr>
<td>Banking and finance</td>
<td>6.0</td>
</tr>
<tr>
<td>Service activities e.g. repairs / cleaning etc.</td>
<td>14.7</td>
</tr>
<tr>
<td>Retail trade/buying and selling of goods</td>
<td>40.0</td>
</tr>
<tr>
<td>Building and construction</td>
<td>2.7</td>
</tr>
<tr>
<td>Manufacturing</td>
<td>5.8</td>
</tr>
<tr>
<td>Agriculture / Forestry and Fisheries</td>
<td>6.9</td>
</tr>
</tbody>
</table>
Destination division for work related travel (%)

- Rubaga: 6%
- Kampala Central: 31.8%
- Nakawa: 21.1%
- Makindye: 14.3%
- Kawempe: 13.8%
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.
Travel times to work of 30 minutes or longer (%)

- Rubaga: 38.2%
- Kawempe: 38.7%
- District: 40.6%
- Makindye: 40.9%
- Nakawa: 41.3%
- Kampala Central: 52.6%
<table>
<thead>
<tr>
<th>Location</th>
<th>Waiting Time (%)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Nakawa</td>
<td>8.7</td>
</tr>
<tr>
<td>Kawempe</td>
<td>13.3</td>
</tr>
<tr>
<td>District</td>
<td>13.5</td>
</tr>
<tr>
<td>Makindye</td>
<td>15.3</td>
</tr>
<tr>
<td>Rubaga</td>
<td>16.4</td>
</tr>
<tr>
<td>Kampala Central</td>
<td>17.2</td>
</tr>
</tbody>
</table>
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.
Top three Kampala Central

74.9% High cost of transport

65.7% Heavy/slow flow of traffic

52.2% Air pollution
Top three Kawempe

78.8%  
High cost of transport

64.9%  
Heavy/slow flow of traffic

51.2%  
Leave home early to avoid congestion
Top three Makindye

- **70.8%**
  - High cost of transport
- **61.9%**
  - Heavy/slow flow of traffic
- **55.8%**
  - Poor quality of roads/bridges
Top three Nakawa

- 74.1% High cost of transport
- 64.4% Heavy/slow flow of traffic
- 53.5% Risk of vehicle accidents/crashes
Top three Rubaga

70.5%  
High cost of transport

66.7%  
Heavy/slow flow of traffic

55.7%  
Risk of vehicle accidents/crashes
Feeling unsafe or very unsafe to use public transport during specific time slots

- 7pm to 9pm: 68.8%
- 10pm to 7am: 80.7%
- 8am to 7pm: 7.8%
Incidence of violence experienced and witnessed

- Make the person have sex when s/he did not want to and "do something sexual thats/he did not want to do".
  - Experienced: 3.8%
  - Witnessed: 12.2%

- Slapped/hit/kicked/thrown things/or done anything else to physically hurt the person.
  - Experienced: 9.3%
  - Witnessed: 46.6%

- Evicted/thrown out from the transport
  - Experienced: 19.7%
  - Witnessed: 57.7%

- Denial of resources/services e.g. transporting produce/products
  - Experienced: 30.0%
  - Witnessed: 61.1%

- Verbal and other forms of emotional abuse etc.
  - Experienced: 54.0%
  - Witnessed: 78.2%

- Disputes over payment e.g. overcharging transport fares/not giving change/demand payment twice.
  - Experienced: 75.1%
  - Witnessed: 86.7%
Where most recent violent incident occurred (%)

- **taxi 14 seater**
  - Slapped kicked/physically hurt: 5/10
  - Sexual harassment: 6/10

- **boda boda**
  - Slapped kicked/physically hurt: 5/10
  - Sexual harassment: 3/10
Where most recent violent incident occurred (%)

<table>
<thead>
<tr>
<th>Mode</th>
<th>Disputes over payment</th>
<th>Verbal abuse</th>
</tr>
</thead>
<tbody>
<tr>
<td>taxi 14 seater</td>
<td>3/4</td>
<td>3/4</td>
</tr>
<tr>
<td>boda boda</td>
<td>1/4</td>
<td>1/5</td>
</tr>
</tbody>
</table>
Who are the perpetrators of violence?

- Forced sex: Conductor or taxi touts 20%, Driver 50%
- Sexual harassment: Conductor or taxi touts 32%, Driver 30%
- Physical abuse: Conductor or taxi touts 37%, Driver 43%
- Verbal abuse: Conductor or taxi touts 25%, Driver 44%
- Denial of resources/services: Conductor or taxi touts 25%, Driver 44%
- Disputes over payment: Conductor or taxi touts 32%, Driver 71%
Policy 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
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