Women and public transport in Nairobi

Statistical findings

Calvine Kayi & Judith Waudo
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.
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

- **Minibuses 14-59 seater**: 61.6%
- **14-seater Matatus**: 57.8%
- **Train**: 2.7%
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
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.

5 in 10 women in Nairobi city used public transport to travel to work.
Nature of economic activities

The diagram shows the percentage distribution of economic activities in different areas. The activities include working for someone else, owning a formal business, informal business activities, and farming (including subsistence farming). The data is presented for areas such as Kibra/Mathare, Kamukunji/Starehe, Lang'ata/Makadara, and Dagoreti/Westlands.
### Changes in economic activities since onset of COVID-19

<table>
<thead>
<tr>
<th>Area</th>
<th>Percentage of YES - changed due to COVID-19</th>
<th>Percentage of YES - changed but not due to COVID-19</th>
<th>Percentage of NO</th>
</tr>
</thead>
<tbody>
<tr>
<td>Nairobi county</td>
<td>28.73%</td>
<td>64.03%</td>
<td>6.76%</td>
</tr>
<tr>
<td>Dagoreti/Westlands</td>
<td>30.1%</td>
<td>61.9%</td>
<td>7.4%</td>
</tr>
<tr>
<td>Lang’ata/Makadara</td>
<td>32.3%</td>
<td>61.8%</td>
<td>4.2%</td>
</tr>
<tr>
<td>Kamukunji/Starehe</td>
<td>32.5%</td>
<td>64.2%</td>
<td>3.3%</td>
</tr>
<tr>
<td>Kibra/Mathare</td>
<td>26.5%</td>
<td>64.0%</td>
<td>9.0%</td>
</tr>
<tr>
<td>Njiru/ Kasarani/ Embakasi</td>
<td>27.3%</td>
<td>65.1%</td>
<td>7.3%</td>
</tr>
</tbody>
</table>

Legend:
- **NO**
- **YES - changed due to COVID-19**
- **YES - changed but not due to COVID-19**
Directional effects of COVID-19 on women’s incomes (%)
Commute-times to work of 30 minutes or longer (%)

<table>
<thead>
<tr>
<th>Minutes</th>
<th>Frequency (weighted)</th>
<th>Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>1-30</td>
<td>825</td>
<td>45.2</td>
</tr>
<tr>
<td>31-60</td>
<td>749</td>
<td>41.0</td>
</tr>
<tr>
<td>61-90</td>
<td>100</td>
<td>5.5</td>
</tr>
<tr>
<td>91-120</td>
<td>97</td>
<td>5.3</td>
</tr>
<tr>
<td>Above 121</td>
<td>17</td>
<td>0.9</td>
</tr>
<tr>
<td>Do not know/unspecified</td>
<td>114</td>
<td>6.3</td>
</tr>
</tbody>
</table>

Number of weighted responses: 1,902
Feeling unsafe or very unsafe to use public transport during specific time slots

- 7pm to 9pm: 47.7%
- 9pm to 7am: 78.8%
- 7am to 7pm: 3.1%
### Types of violence witnessed while using public transport

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

Number of weighted respondents for each: 2400
Incidence of violence experienced

- Disputes over payment e.g. overcharging fares, not giving change: 67.7%
- Verbal & other forms of emotional abuse: 45%
- Sexual harassment: 27.9%
- Denied service e.g. decline to transport produce/products: 27.2%
- Evicted/thrown out of the means of transport: 12.9%
- Physically abused e.g. slapped, hit, kicked, thrown things at etc.: 3.9%
- Forced to do something sexual they didn’t want to do: 1.4%
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?

- Conductor/makargas: 84.3%
- Marshals at public transport site: 9.9%
- Driver: 9.4%
- Another passenger (non-relative): 4.8%
- Another passenger (relative): 2.2%
- Other: 1.5%
- Don't know/refused: 1.6%
Prominent locations where harassment happens?

- On/in the vehicle: 69.2%
- At the place where I got on/off the vehicle: 24.2%
- At another place when the vehicle stopped: 4.7%
- Do not know: 1.9%
How is the reporting of harassment incidences?

- Did not report: 91%
- Reported: 8%
- Don't know/refused: 1%
To whom were the harassment incidences reported?

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

*Number of weighted respondents: 166*
Where did the victims seek help from?

<table>
<thead>
<tr>
<th>Person/institution</th>
<th>Frequency (weighted)</th>
<th>Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sacco owners</td>
<td>23</td>
<td>10.2</td>
</tr>
<tr>
<td>Family</td>
<td>55</td>
<td>24.1</td>
</tr>
<tr>
<td>Community leaders</td>
<td>1</td>
<td>0.4</td>
</tr>
<tr>
<td>Friends</td>
<td>86</td>
<td>37.9</td>
</tr>
<tr>
<td>Helpline</td>
<td>4</td>
<td>1.7</td>
</tr>
<tr>
<td>Police</td>
<td>8</td>
<td>3.5</td>
</tr>
<tr>
<td>Health facility</td>
<td>2</td>
<td>0.9</td>
</tr>
<tr>
<td>Other</td>
<td>61</td>
<td>26.8</td>
</tr>
<tr>
<td>Don't know/refused</td>
<td>4</td>
<td>1.7</td>
</tr>
</tbody>
</table>

*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
RECOMMENDATIONS

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
RECOMMENDATIONS

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)