Planned BRT Corridors

Phase 1:
- Corridor length: 40 km
- Expected ridership: 126,000 people/day
- Travel time savings: 15 minutes per trip

Phase 2:
- Corridor length: 26 km
Surveys Performed

Frequency-Occupancy Gender counts
Count of passengers on each vehicle, distinguished by gender

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

Focus Group Discussion
Capture information on level of safety within catchment area of proposed BRT corridor

Online Travel Pattern Survey
Online Survey to capture women travel patterns & safety concerns

Physical Assessment Survey
Examine current state of streets & public spaces

Survey Findings
Recommendations
Women’s Travel Patterns

Many men’s trips are work-related compared to more varied trips for women.

![Bar chart showing travel patterns for men and women.]

- **Own driving license**

- **Survey Findings**
  - 4 out of 5 women make two or more transfers to reach their final destinations.
  - 1 out of 5 women are accompanied by an infant, child or family member in their daily commute.

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Surveys Performed  Survey Findings  Recommendations
Experience With Harassment

“Suppose I have a problem in the microbus, there must be an officer to whom I can resort at the stop and report the problem. A real officer not a friend of the drivers. And I can give the officer the number of the car and he can call the driver to account. If this is repeated two, three and ten times, drivers will behave correctly.”
– Focus group participant.

“Sometimes we women resort to the man organizing the bus stop, or to the man selling tea to the drivers and passengers, and we ask them to help us find a place in the microbus. Then some passengers start calling us names and implying that we have a secret relationship with that man, and in fact we do not even know them.”
– Focus group participant.

Both men and women feel women are unfairly harassed

80% male
89% female

49% During the walk
56% While waiting
57% During the ride

Most women are harassed during all stages of the journey

Surveys Performed → Survey Findings → Recommendations
Feeling of Insecurity

A common theme is that overcrowding at:
- **Bus stops,**
- **Metro stations platforms,** and
- **Vehicles;**
contributes to harassment and general discomfort.

Feeling of insecurity in public transport modes:

- **Metro:** 8%
- **Walking:** 13%
- **Microbus:** 18%
- **CTA Bus:** 35%

Women respondents reported feeling the most unsafe on CTA buses.

Respondents indicated that top reasons for feeling unsafe include **harassment,** **theft** and **overcrowding.**
85% of women expressed their willingness to pay more than what they’re paying now to get a safer and higher quality public transport service.

Average daily spending on transport: EGP 12-17
Equivalent to USD 0.67-0.95
Improving public transport service

• Women suggestions

- Separate sections for women: 73%
- More frequent services: 70%
- Better traffic laws and enforcement: 63%
- Maps of bus stations and service schedules: 60%
Recommendations

Service Plan
- Designated areas for women in each bus
- Large fleet to serve expected passenger volumes without overcrowding

Infrastructure design
- Level boarding at BRT stations
- Bus stops with transparent façades and level boarding
- CCTV cameras in buses
- Adequate street lighting
- Complimentary walking and cycling facilities

Economic Opportunities
- Presence of women in ground operations and mid- and senior-level management
Recommendations

Institutional Reforms
- Participation of women in system planning and design
- A women’s safety task force to develop policies and interventions geared toward making the city safer for women

Education & Awareness
- Communications campaigns on forms of harassment and help centres
- Training of operators on women’s safety and security
Thank You

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