Flone Initiative is a women-led organization, working towards the creation of safe, sustainable and accessible public transportation spaces for women and vulnerable groups in Africa, by influencing behavioral change, generating knowledge and movement-building.

We envision a world where everyone is able to experience all freedoms of mobility.
Introduction

PWDs have:
• lower education achievements;
• Less economic participation;
• Higher poverty rates than people without disabilities.
• Partly attributed to existing barriers in accessing services such as transport as well as information.
• WHO (2011) IB PWD globally
• 2.2% (0.9 M) in Kenya are PWDs -2019 census
Introduction
Objectives

Identify technical, social and policy gaps and implementation challenges with regards to inclusive mobility for OP & PWDs

Specifically:
- Identify the current policy policies and programmes promoting accessibility in public transport;
- Identify the technical, social and policy gaps that hinder the implementation of policies and programmes promoting accessibility in public transport;
- Document the challenges faced by persons with disabilities and the elderly in accessing public transport;
- Provide recommendations to guide the improvement of accessibility of public transport;
- Document best practices on accessible public transport can be replicated in other counties of Kenya.
Why this research?

- Transport dominated by informal paratransit vehicles
- GOK has allows private transport providers to operate
- Commendable efforts to expand the road network & build terminuses
- improved accessibility & mobility options for OP & PWDs
- Recent reforms in the matatu sector - higher capacity & BRT
- Legal Notice 219 of 2013 allows for better regulation of the public transport sector
- Unclear whether these efforts address needs of OP & PWDs
- Intersectionality between old age & disability
- depleted capability, significant fragility, susceptibility to maltreatment
- discrimination is rife & special protection is required.
- Need to inform interventions: policy and programming
Legal Justification

CRPD Article 9 requires State Parties to:
Identify and eliminate obstacles and barriers to accessibility of buildings, roads, transportation etc
Specifically:

❖ Develop, promulgate & monitor the implementation of minimum standards and guidelines for the accessibility of facilities and services open or provided to the public;
❖ Ensure private entities account all aspects of accessibility
❖ Provide training for stakeholders on accessibility issues
❖ Provide in buildings and other facilities signage in Braille & in easy to read and understand forms;
❖ Provide forms of live assistance & intermediaries, e.g. Guides, SLI to facilitate accessibility to buildings and other facilities
Legal Justification

- Accessible
- Safe
- Effective PST
- Available
- Affordable
- Reliable

Diagram with interconnected circles representing the justifications.
## Legal Justification

<table>
<thead>
<tr>
<th>Group of respondents</th>
<th>Description</th>
<th>Targeted</th>
<th>Reached</th>
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<tbody>
<tr>
<td><strong>KII (Policymakers and key stakeholders)</strong></td>
<td>Government agencies</td>
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<td>MOA</td>
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Policy & Programmes

V2030: MTP 3:
NaMATA-Implementation of Mass Rapid Transit (MRT)-BRT
Developing a 50-year Transport Master Plan (TMP) for multimodal transportation system


• **The National Building Code, 2020**
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• **The National Building Code, 2020**
Research Findings: Demographics

Which of these best describes your impairment?

- Physical impairment: 58%
- Blind/visual impairment: 9%
- Deaf/hard of hearing: 7%
- Psychosocial and intellectual: 9%
- None: 9%
- Other (please specify): 8%
Which county of the Nairobi Metropolitan Area do you live in?

- Nairobi: 60%
- Kiambu: 24%
- Machakos: 11%
- Kajiado: 5%
Effectiveness of PSV

Means of transport commonly used

- Public service vehicle (matatu): 77%
- Walking: 6%
- Personal car: 6%
- Taxi: 6%
- Motorbike/boda boda: 6%
- Other (please specify): 1%
Effectiveness of PSV

Matatus are effective and reliable

- Strongly agree: 4%
- Agree: 10%
- Neutral: 20%
- Disagree: 37%
- Strongly disagree: 29%
Effectiveness of PSV

Issues that concern most users about matatus:

1. Boarding a matatu: 47%
2. Getting to the...: 43%
3. Cost of transport: 43%
4. Switching from one...: 40%
5. Condition of...: 40%
6. Alighting a matatu: 38%
7. Getting to the...: 31%
8. Comfort of a matatu: 29%
9. My safety in a...: 29%
10. Reliability of a...: 20%
11. Other (please...: 9%
Challenges

Lack of adequate financing e.g. BRT impeded by resources available

Weak coordination of transport initiatives: e.g testing of Green Park Terminus

“The testing of green park matatu terminus caused much chaos. No adequate communication was made to the would-be beneficiaries. One person with physical a challenge had to walk for one hour to town. The challenge is lack of proper planning for such policy”. (A non-state stakeholder in the public transport).

Weak linkage between the practitioners and policymakers and low engagement of persons with disabilities

“Sometimes the government implements plans without involving or consulting the relevant stakeholders, and thus the plan ends up failing no matter good the intention was.” (A matatu operator).
Inaccessibility of the public service vehicles

“Public transport vehicles are not disability friendly, as the spacing of the seats inhibits a person with a disability from sitting comfortably.” (user)

“It is not possible to accommodate passengers on wheelchairs on matatus as they require additional spaces which might prompt removal of some seats. This can be a loss to the business. It can only be possible if the government comes up with policy remedies for the foreseen losses.” (Matatu staff).
Challenges

Matatus are easy to board and alight

- Strongly agree: 3%
- Agree: 8%
- Neutral: 13%
- Disagree: 47%
- Strongly disagree: 30%
Challenges

Undignified handling, stigma from operators and passengers, condescending attitude, unresponsiveness, and use of unfriendly language

“We face harassment as conductors compete for you to board their matatu.”
(A male user who is blind).

“Autism comes paired with a sensory disability, and so the loud noise as soon as a matatu stop means that he gets overwhelmed even before the trip begins. So many times, matatus will just leave rather than switch off the music or videos.”
(A female caregiver of a child with autism).

“Even when they purport to help you in a matatu, there is no dignity and respect.”
(Caregiver of a person with intellectual challenge).
Challenges

- 60% PWDs reported being left by a matatu because of their disability
- Majority (64%) of those left have physical challenges
- Some SACCOs are supportive to vulnerable groups

“People who are stubborn we call such as ‘swara’ in our business language and we usually leave them wherever we spot them.” (Matatu Staff)

“The conductor told the driver to leave me for it will take time to board.” (A male user with a physical challenge).
Challenges

Matatus are easy to board and alight

- Strongly agree: 3%
- Agree: 8%
- Neutral: 13%
- Disagree: 47%
- Strongly disagree: 30%
Gender specific recommendations

- Increase the number of women working in eco system with the aim of having women fill 50 percent of the jobs in areas such as manufacturing and assembly, service providers, financiers, investors and distributors/vendors and in repair and maintenance.
- Adopt and disseminate sexual harassment policies with clear procedures on how to respond, report, and document sexual harassment cases.
- Provide grants, fellowships, and scholarship programs to help encourage more women professionals into the e-mobility industry.
- Ensure equal pay for equal work.
- Offer awards and recognition to celebrate women in the e-mobility.
Asante

naomi@floneinitiative.org
www.floneinitiative.org
www.womenandtransportafrica.org
info@floneinitiative.org
Facebook: FloneInitiative
Twitter: @Floneinitiative
Instagram: Flone_Initiative