



Improving women's access to public transport in Greater Cairo

April 2025



Lack of safe infrastructure for women and vulnerable groups







Footpaths are unusable due to encroachments





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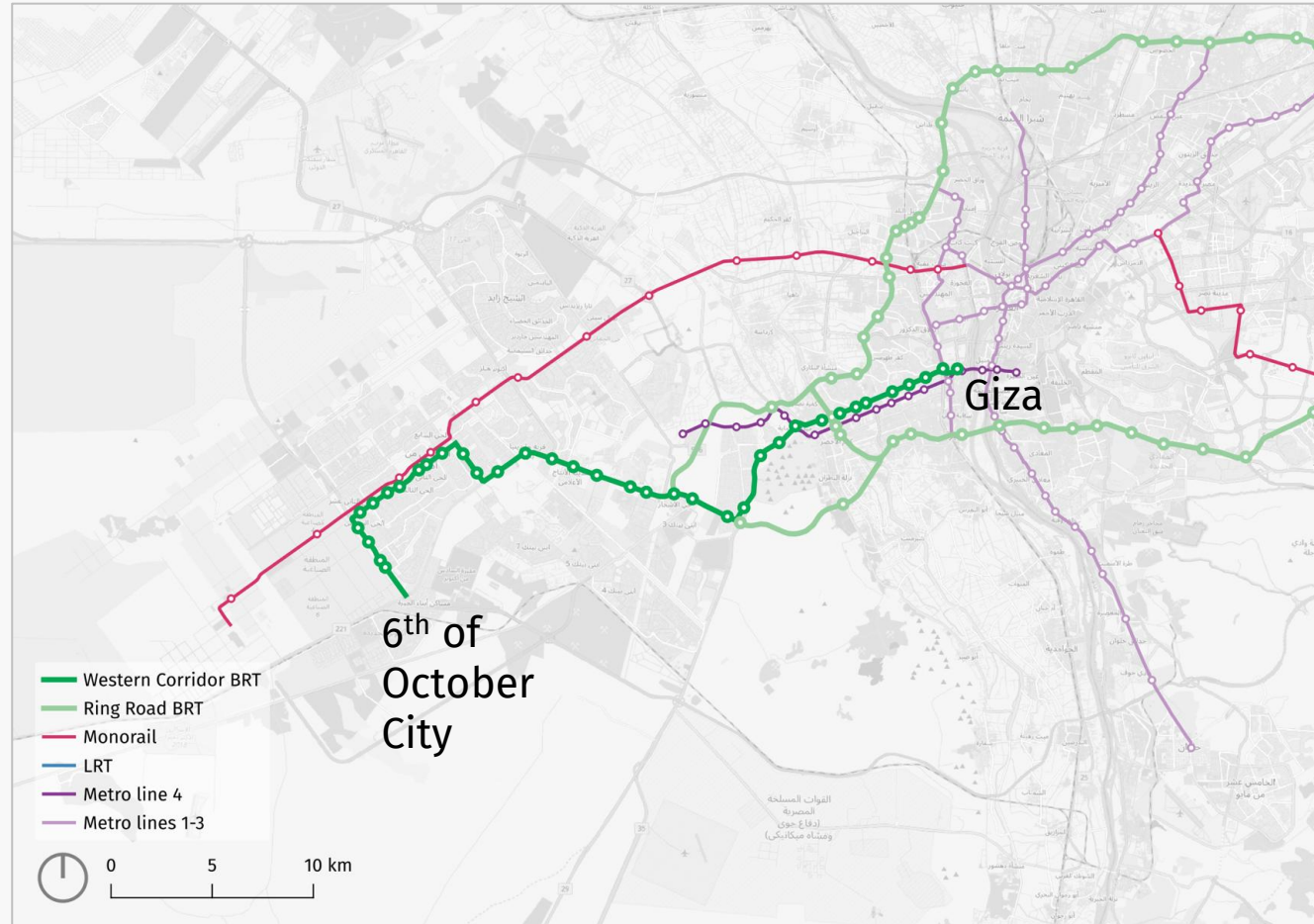




- Increase travel time and distance
- Not accessible to persons with disabilities
- Dangerous at night (and maybe during the daytime too!)
- Elevators and escalators are expensive and break
- They usually obstruct the footpath

Western Corridor BRT project

ITDP is working with the relevant authorities on an Industry transition plan that will engage current operators and ensure gender inclusion



Women's travel patterns



25%
of public transport
passengers are
women.

Over 80% of women
surveyed faced harassment at
some stage of their journey.



Recommendations



Streets for all: women, children, and persons with disabilities



Proposal for Faisal St, Giza



Road safety





Universal access



Maximum slope:
1:12

The zone system

Frontage
zone

Furniture
zone

Pedestrian zone:
 ≥ 2 m



Mixed land use to improve security

"The presence of shops gives us a sense of security."

"If ... I were harassed by anyone in the street, the first people I could resort to are shop owners."

"On the main street, people are going and coming and it makes you feel secure. But our street is a different case."



Campaigns against harassment

Communicate to public transport operators, commuters, and the general public on women's security



More women in transport operations and planning roles

Equity, diversity, and inclusion in agency staffing can improve responsiveness to the needs of women



Thank you!

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