

**FACTORS INFLUENCING GENDER VIOLENCE AGAINST WOMEN IN
PUBLIC TRANSPORT SECTOR IN KENYA: THE CASE OF NAIROBI
COUNTY PUBLIC TRANSPORT SYSTEM**

BY

CORAZON WASUNA/LOBURE

**UNIVERSITY OF NAIROBI LIBRARY.
EAST AFRICANA**



**A RESEARCH PROJECT REPORT SUBMITTED IN PARTIAL
FULFILLMENT OF THE REQUIREMENT FOR THE AWARD OF MASTER
OF ARTS IN PROJECT PLANNING AND MANAGEMENT OF THE
UNIVERSITY OF NAIROBI**

2017

75.53

Afr

HV



6250.4

.W65028

C.2

DECLARATION


This research project report is my original work and has not been submitted for any award in any other university.

Signature:.......... Date:.....

CORAZON WASUNA OBURE

Reg. No.: L50/77671/2015

This research project report has been submitted for examination with my approval as university supervisor.

Signature:.......... Date:.....

Dr. ANNE ASEEEY

Senior Lecturer, University of Nairobi

DEDICATION

This research project report is dedicated to my Mother Rehema and my brother Bernard for the support and encouragement during my study period.

ACKNOWLEDGEMENT

My gratitude goes to my supervisor Dr. Anne Aseey for her professional advice and guidance as I was writing the proposal. Her continuous communication and availability throughout the study period that acted as a guiding light has enabled me finish the thesis in time.

My appreciation goes to the University of Nairobi Extra Mural Centre for offering the Master of Art in Project Planning and Management thus giving me an opportunity to conveniently do the course. I appreciate the services of the University of Nairobi's Jomo Kenyatta Memorial Library which has made my research manageable due to the availability of reading materials needed during the study.

TABLE OF CONTENTS

	Page
DECLARATION	ii
DEDICATION	iii
ACKNOWLEDGEMENT	iv
LIST OF TABLES	vii
LIST OF FIGURES	viii
ABSTRACT	ix
CHAPTER ONE: INTRODUCTION	1
1.1 Background of the study.....	1
1.2 Statement of the problem.....	3
1.3 Purpose of the Study.....	4
1.4 Objectives of the study.....	5
1.5 Research questions.....	5
1.6 Significance of the study.....	5
1.7 Basic assumptions of the study.....	6
1.8 Limitation of the study.....	6
1.9 Delimitation of the Study.....	7
1.10 Definitions of Significant Terms.....	7
1.11 Organization of the Study.....	8
CHAPTER TWO: LITERATURE REVIEW	9
2.1 Introduction.....	9
2.2 Governance and management and gender violence in public transport system.....	9
2.3 Women empowerment and gender violence in public transport.....	12
2.4 Structure and capacity of vehicles and gender violence in public transport.....	14
2.5 Women's grooming in relation to gender violence in public transport.....	19
2.7 Conduct of public vehicles touts and drivers on gender violence.....	22
2.6 Theoretical Framework.....	30
2.7 Conceptual Framework'.....	31
2.8 Explanation of Variables.....	32
2.9 Gaps in Literature.....	34
2.10 Summary of Literature Review.....	36

CHAPTER THREE: RESEARCH METHODOLOGY	39
3.1 Introduction.....	39
3.2 Research Design.....	39
3.3 Target Population.....	39
3.4 Sample size and sampling procedure.....	40
3.5 Data Collection Instrument.....	42
3.6 Data collection Procedures	43
3.7 Data Analysis Techniques.....	44
3.8 Ethical Considerations	44
3.9 Operational Definition of Variables.....	45
CHAPTER FOUR: DATA ANALYSIS, PRESENTATION AND INTERPRETATION	46
4.1 Introduction.....	46
4.2 Questionnaire Return Rate.....	46
4.3 Demographic Characteristics of the Respondents	47
4.4 Governance and management in the Matatu Sector and gender violence	53
4.5 Women Empowerment on gender violence in Public Transport.....	56
4.6 Vehicle Structure and Capacity on gender violence in Public Transport.....	59
4.7 Women Grooming and Gender Violence in Public Transport.....	62
4.8 Conduct of Matatu Crew on gender violence in Public Transport	65
CHAPTER FIVE: SUMMARY OF FINDINGS, DISCUSSIONS, CONCLUSIONS AND RECOMMENDATIONS.....	69
5.1 Introduction.....	69
5.2 Summary of the Findings.....	69
5.3 Conclusions.....	72
5.4 Recommendations.....	73
5.5 Suggestions for Further Studies.....	74
REFERENCES.....	75
APPENDIXES.....	79
Appendix I: Letter of Transmittal	79
Appendix II: Questionnaire for Drivers, Touts and Commuters	80
Appendix IV: Interview Schedule for Director of City Transport.....	85
Appendix V: Interview Schedule for Matatu SACCO officials?.....	86
Appendix VI: Map of Study Area.....	87

LIST OF TABLES

Table 2.1: Kenya CPI score, regional rank, and global rank, 2005–2012	12
Table 3.1: Target population.....	40
Table 3.2: Sample frame and sampling technique.....	41
Table 3.3: Reliability scale	43
Table 3.4: Operational Definition of Variables	45
Table 4.1: Response Return Rate.....	46
Table 4.2: Distribution of respondents by gender.....	48
Table 4.3: Distribution of respondents by age.....	48
Table 4.4: Distribution of respondents by marital status	49
Table 4.5: Distribution of respondents by level of education	50
Table 4.6: Frequency of using matatu transport	50
Table 4.7: Main factor considered when chose matatu as means of transport	51
Table 4.8: Knowledge of existence of gender violence in the matatu sector	51
Table 4.9: Having witnessed instances of gender violence in the matatu sector.....	52
Table 4.10: Governance and management gender violence in the matatu sector.....	53
Table 4.11: Women empowerment and gender violence in the matatu sector	56
Table 4.12: Vehicle structure and capacity and gender violence in public transport	59
Table 4.13: Grooming among women and gender violence in the matatu sector.....	63
Table 4.14: Conduct of matatu crew and gender violence in the public transport sector.	66

LIST OF FIGURES

Figure 2.1: Conceptual Framework	32
----------------------------------------	----

ABSTRACT

Kenya's public transport sector is gender imbalanced, with up to 90% of the participants in the industry from investors to employees being predominantly male. While the Kenya constitution calls for up to 33% participation of women in all sectors of the economy, this is largely ignored in this sector. The study sought to analyze the factors influencing gender violence against women in public transport sector in Nairobi County Kenya. The objectives of this study were: to establish how grooming of women exposes them to gender violence; to determine how the structure and capacity of the vehicles used in public transport enhances gender violence against women; to determine the influence of poor governance on gender violence against women; to establish how women empowerment influences the reduction of gender violence against women and to establish the role of the conduct of public transport drivers and touts (makanga) on gender violence against women in public transport in Nairobi. The study adopted mixed method approach collecting both qualitative and quantitative data using questionnaires, interview schedule and document analysis. The study sampled *matatu* crews, commuters, SACCO officials, Traffic commandant and director of city transport. Purposive sampling technique was used to select SACCO officials, director of city transport and Base Commandant. Researcher designed self-administered questionnaire was used to collect data from the commuters and *matatu crew* while interview schedule was used to collect qualitative data from Traffic Commandant, Director of City Transport Directorate and SACCO officials. The instruments were pretested in Rongai route using six participants and a Cronbach alpha value of reliability = 0.757 was obtained for the questionnaire. Descriptive statistics was used to analyze the quantitative data by the help of SPSS software version 20 while thematic content analysis was used to analyze qualitative data from the interviews. The study found that victims of gender based harassment in the *matatu* sector are always dressed in provocative manner (42.5%), that random sitting plan in the *matatus* (55.4%) and congestion (58.9%) encourages gender violence against women, the type of music played in public transport vehicles encourage gender based violence against women (60.4%). Similarly, policies governing the public transport sector are not effective in reducing gender based violence against women (54.0%). Saccos and *matatu* owners do not implement policies to curb gender based violence against women (66.8%), traffic police department and other transport agencies do not implement laws to curb gender based violence (58.3%) and that the *matatu* owners/SACCOS do not conduct regular inspection to ensure the *matatus* are hospitable for women (43.6%). The study also found that women are not able to speak up against violence meted on them in public transport vehicles (54.4%), low economic status makes women vulnerable to gender related violence in the public transport vehicles (62.4%) and that gender inequality in the public transport sector was found to encourage violence against women (57.5%). The study concludes that provocative dressing is a factor which promotes gender based violence as well as congestion in public transport and nature of seats and structure. Policies in the public transport sector are an issue in effectively reducing gender violence against women while women are not able to speak and remain silent as gender violence is perpetrated against them thus a great level of harassment against women by *matatu* crew due to considerable lack of respect towards the female commuters.

CHAPTER ONE

INTRODUCTION

1.1 Background of the study

The Kenyan constitution 2010 article 81(Article 81 (b) which alludes to the general standards of Kenya's appointive framework expresses 'the discretionary framework should conform to the accompanying guideline - (b) not more than 66% of the individuals from elective public bodies might be of a similar gender orientation. Public transport as an entrance to public life is of focus for policing agencies as well as affirmative action programs. Traditionally women tend to be under-represented (Silvestri, 2003) a very much archived truth that has reproduced their dread of public transport compelling travel conduct adjustment (Loukaitou, 2008 and Schulz and Gilbert, 2000). Women's activist gatherings contend that genuine and saw viciousness, obliging women versatility, is a type of gender disparity inserted inside general society travel framework (Garibi et al., 2010; Valentine, 1992 and Wade, 2009). To guarantee women security and equivalent rights to versatility, transportation options have been executed or are at present being actualized in many urban areas over the world, incorporating Rio de Janeiro in Brazil, Lahore in Pakistan, Jakarta of Indonesia and Tokyo in Japan. (Amy Dunkel Graglia Journal of public transportation Vol 16 No 2, 2013).

Spatial scholars stress "the way of life of a place" while breaking down social marvels as affirmed by Castells (1983), Lefèbvre (1991) and Soja (1996), especially how each place influences the conduct of people in an unexpected way. Understanding the family as a "woman's place" and public transportation as a "man's place" clarifies the levels of savagery against women in broad daylight transport, and in addition how women are relied upon to act amid their day by day drives. As indicated by women's activist geographers, public and private circles are all the time characterized as "ladylike" or "manly" spaces. Thusly, when a place winds up noticeably marked as manly it standardizes inappropriate behavior and savagery towards women (Koskela and Pain, 2000), and in this way reassuring adjustment by women. Public transportation as the path to public life has for some time been viewed as a man's place.

It is within this cultural environment that the public transportation in Mexico City directly led to two major repercussions for women. First, it made urban mobility a Male entitlement. It further normalized crude behavior, thereby leading to "acceptance" of violence against women as a "woman's problem." Violence and harassment against women is considered "normal," "inherent," and "unchangeable," or even "masculine." Women, therefore, are responsible for recognizing the situation and modifying their behavior accordingly. Government agencies mandated to protect women's rights recognizes that gender violence against women in public transport is preventing them from breaking traditional gender barriers. Among every single public space, public transportation is where women must face the best levels of savagery. It speaks to a grave issue of segregation that cutoff points security, flexibility to travel, and versatility for women in urban spaces, all of which influence their capacities and public doors for progress (Garibi et al., 2010).

In spite of the fact that women only transportation had been actualized in Mexico in 2002, managers of the program were starting to understand that it had little impact on diminishing savagery against women and, consequently, changing women urban equity (Azis, 2002). In 2009, in organization with the National Board for the Prevention of Discrimination, INMUJERES directed an investigation on the viciousness against women in broad daylight transportation in Mexico City. They found that 9 out of 10 women will have been a casualty of some sort of gender viciousness in their lifetime (Azis, 2002).

In 2008, 8 out of 10 women had been a casualty of gender wrongdoing, 43.8 percent having endured at least 4 brutal circumstances and 10 percent having endured at least 7 (Garibi et al., 2010). Utilizing these startling figures, they manufactured another crusade that straightforwardly reprimanded public transportation in Mexico City as a place that routinely dis-engages and deactivates women. They requested that women only travel programs be reinforced and overhauled; contending that basically issuing a couple of metro autos and transports was not going to change the profoundly inserted culture that bolstered brutality against women.

Paying much attention on nature of Public and private gender divide, together with high rate of violence that affect women in this generation, therefore, Nairobi public

transport system has put in place a hyper-masculinized culture to curb this issue (Kinyita, 2015).

It is within this context that the *Little cabs* taxi services pioneered by Safaricom and Craft silicon in Kenya offers a 'lady bug' package where women customers are able to ride with women drivers and though this is still public to men but only between 8am and 6pm. Kenya. Safaricom's Little Cab app goes head to head Retrieved February 8, 2017, from <https://www.bing.com/crthey saw the gap and came up with this initiative aimed at enticing women and elimination the hyper-masculinized culture embedded in the public transport industry>.

1.2 Statement of the problem

Although violence against women in various sectors especially the public transport sector is a problem for a wide range of people and all gender types, the most prevalent forms of gender violence targets women. Truly women have prevalently been dealt with as peons, they needed to battle for the privilege to vote, the privilege to have their own particular personalities outside of the home, and at last women have needed to battle for their place in the general public. The battle proceeds with today, even after women increased some of these rights after the famous Civil Rights Act was passed.

Kenya's transport sector is not exclusion and continues to experience countless challenges that have resulted to a negative impact to the industry. The major challenges in the transport sector are poor infrastructure, inappropriate institutional structure, carelessness and ignorance by the road users, poor legal framework and inevitable road accidents. In many territories of Kenya, matatu are the principle method of public transport, with every vehicle conveying around 14 travelers, yet this does not stop the driver and his tout who gathers toll cash from packing in whatever number individuals as could reasonably be expected. In this officially awkward, swarmed air, lewd behavior of female travelers is regularly the standard.

Viciousness against females riding public transport is a worldwide issue particularly in creating nations (Moore, 2010; Mowry et al., 2013 and Quinn, Chaudoir and Kallen, 2008). There are different frequencies like when a 23-year-old physiotherapy understudy was ruthlessly assaulted and beaten after she got on a public transport in

India: the world responded with fitting awfulness (Women Empowerment Link, 2015). However we ought not envision that ambushes coordinated against women utilizing public transportation are strange or disengaged to one country. Indeed, a serious assault like the ambush in India occurred in May 2012 in the uneven district of Nepal, where a 21-year-old Buddhist cloister adherent was pack assaulted on a public transport by five men, together with the driver and his staff (Sommers, 2010).

Less terrible lewd behavior of women taking public transport is a piece of regular day to day existence in Nepal – and 66% of Indian women likewise say they have encountered such episodes, the vast majority of which are not authoritatively announced. About portion of Japanese women say they have had no less than one such experience, and the issue has likewise been accounted for in Hong Kong and Jakarta, Indonesia (Salon and Gulyani, 2010).

As indicated by an investigation directed by Women Empowerment Link (2015), nearly 54 percent of very nearly 400 women met had encountered gender based viciousness, characterized as physical, gender or mental damage, while utilizing public transport in Nairobi, Kenya. Further, recordings of men stripping and attacking women in transport for wearing attire viewed as bold became famous online in 2014, prompting a challenge exhibit in the capital, Nairobi (WEL, 2015).

This is a clear indication that gender violence is a menace in the society especially in public spaces, public transport being one of them. Thus the aim of this research was to analyze the factors influencing gender violence against women in public transport system in Nairobi County, Kenya.

1.3 Purpose of the Study

The main purpose of the study was to establish the factors that influence gender violence against women in Public Transport system in Nairobi County, Kenya.

1.4 Objectives of the study

The main objective of the study was to determine the factors that influence gender violence against women in public transport system with a view of Nairobi County.

The objectives have been categorized into five specific areas as per the below:

- i. To determine the influence of governance and management on gender violence against women in Public transport in Kenya
- ii. To establish how women empowerment influences the reduction of gender violence against women in public transport.
- iii. To determine how the structure and capacity of the vehicles used in public transport enhances gender violence against women in public transport in Nairobi.
- iv. To establish how grooming of women exposes them to gender violence in public transport sector in Nairobi.
- v. To establish the conduct of public transport drivers and touts (makanga) on gender violence against women in public transport in Nairobi

1.5 Research questions

- i. To what extent does governance and management influence gender violence against women in Public transport in Kenya?
- ii. How does women empowerment contribute towards reduction of gender violence against women in public transport?
- iii. Does the structure and capacity of the vehicles used in public transport enhance gender violence against women in Nairobi?
- iv. To what extent does grooming of women expose them to gender violence in public transport?
- v. What role does the conduct of the public transport drivers and touts (makanga) play in gender violence against women in public transport system in Nairobi?

1.6 Significance of the study

The findings of this research are beneficial to the government because they may use it to improve on public transport and become more gender sensitive in issues of public transport and various stakeholders name them e.g. city planners as it provides them

with information when designing city transport safety programs. The findings of this study if well implemented can be used to help improve gender equality and reduce gender violence in public transport system by creating awareness of the same. Government can apply the findings of the study to ensure emancipation and women empowerment assist to reduce gender discrimination in the transportation industry. The various stakeholders and players in the industry can apply the findings of the study to come up with initiatives to assert emancipation and empowerment to ensure gender equality is embraced and gender violence is remarkably reduced in the industry. To scholars the findings of the research can be used as a basis for future research especially on the recommendations of the study.

1.7 Basic assumptions of the study

In order to collect the study data, analyze and present the findings, the researcher made the assumption that the respondents provided truthful and honest response to the information in the questionnaire and interviews and that the respondents had enough time for answering the questionnaire items. Further, the researcher assumed that the respondents had undergone or witnessed some forms of gender violence.

1.8 Limitation of the study

Gender violence often manifests itself as sexual harassment a subject that is still a taboo in most African communities and is not to be public ly discussed and since this research will explore this subject at length, the researcher encountered limitations such as difficulties in accessing certain information from the respondents since some of the respondents were not willing to cooperate with the researcher to provide such information due to the feeling of confidentiality and therefore making it difficult for the study to run as planned by the researcher. Other limitations that the researcher anticipates encountered were limited time to collect the data and analyze it, limited resources as the research was conducted with a constrained budget and also access to relevant literature as the researcher was required to visit the library and purchase online content and this might be a challenge without access to credit cards as they are not widely used in Kenya.

1.9 Delimitation of the Study

The aim of the study was to analyze factors that influence gender violence against women in Public Transport in Nairobi County Kenya. The study was conducted between the months of February-July 2017. The study scope was limited to the people who use public transport for commuting purposes as well as the various stakeholders in the industry. The target population was the part of the population that regularly uses and is involved in public transport in Nairobi County which had total up to 1000 people.

1.10 Definitions of Significant Terms

Gender - encompasses the distinctive parts, obligations and societal desires doled out to what is generally acknowledged as female and male.

As it were, gender contrasts connect to social portions of gentility and manliness, which "compose" society, frequently, in an esteem scale that downgrades or connects ladylike with shortcoming, delicacy, mindful (for others), quietness, submission. Conversely with the manly, which is frequently combined with quality, (being the) supplier, definitiveness and other power-related traits. This "association" of the social request saturates all parts of life: religion, governmental issues, advertising, training, gender orientation assigns mental, social and social parts of maleness and femaleness, that is, manliness and gentility (Newton, 1999)

Women Empowerment is about people - both women and men - taking control over their lives, setting their own plans, picking up abilities, building fearlessness, taking care of issues and creating confidence.

Women Grooming: Refers to dressing, bodily make-ups used for purposes of bodily cover and fashion.

Gender violence: Violence involving men and women, in which the female is usually the victim and which is derived from unequal power relationships between men and women (World Health Organization, 2009). It is used in this study to refer harassment and antisocial treatment of women in their undertakings to use public transport vehicles.

Governance and management: Refers to legislations, regulations and procedures aimed at ensuring an acceptable level of operation, efficiency and compliance with set guidelines and standards. The term is used in this study to refer to regulations and prescribed practices by the ministry of transport, matatu operators and city transport inspectorate to govern safe and convenient transportation within the public transport sector.

1.11 Organization of the Study

This study is organized into five chapters; Chapter one consisted of introduction and background to the study which provided an overview of the components of the study. This includes the development of context by providing background information and a summary of the state of existing research on the factors that influence gender violence against women in public transport system, purpose of the study, statement of the problem, objectives of the study, hypotheses, justification of the study, limitation of the study, delimitation of the study, definition of significant terms and the structure of the study.

In Chapter Two, the literature review was organized into two broad categories which included an analysis of published information related to the objectives of the study on the factors that influence gender violence against women in public transport system. Theoretical framework where theory on the factors influencing gender violence against women in public transport system is reviewed as well as the conceptual framework representing the related variables. A review of the relevant literature in each of the broad categories used is critically analyzed to select on the information which is directly related to the study.

Chapter Three presents the steps which were followed to meet the objectives of the study. These were introduction, research design, and target population from which data was collected. The steps are followed by the sampling method and data collection procedure. Chapter four was concerned with the data analysis, presentation and interpretation whereas chapter five presents the summary of the findings, discussions, conclusions and recommendations.

CHAPTER TWO

LITERATURE REVIEW

2.1 Introduction

This chapter covers review of relevant literature for this study. It comprises of the themes that the objectives of this study sought to achieve. They include poor governance, emancipation and empowerment of women, conduct and behavior of touts (MAKANGA), mode of dressing and grooming, structure and capacity of vehicles all in relation to gender violence against women in public transport. The chapter also presents the theoretical and conceptual framework of the study as well as explanation of variables. This chapter ends with the gaps in literature and a summary of literature review.

2.2 Governance and management and gender violence in public transport system

The Campaign for Good Urban Governance is supported by seven interrelated standards: supportability, decentralization, value, proficiency, straightforwardness and responsibility, city engagement and citizenship, and security. Strategy paper on women and urban administration: draft. (2000). Nairobi, Kenya: United Nations Center for Human Settlements. While each of these is material to men and women, there are particular gender orientation perspectives that should be featured. This area utilizes the standards as an expository system for review women more prominent consideration in the basic leadership process. Public transport is the prevalent method of transport in Kenya and conveys around 93% of all freight and traveler activity in the nation. Kenya's street organize has been built up to be 160,886 km long. Around 61,945 km of these streets are characterized while the staying 98,941km are not arranged (Kenya Roads Board, 2011).

The extent of public transport foundation involves the whole street arrange in Kenya and incorporates all public offices whereupon public transport works, regardless of whether characterized or unclassified, of provincial or neighborhood significance, public or private, embraced, un-received, or something else. The Kenya Vision 2030 tries for a nation to be immovably interconnected through a system of streets, railroads, ports, airplane terminals, conduits and media communications and in addition enough gave vitality. Couple with this, the Economic Recovery Strategy (2003-2007) recognizes transport as the third mainstay of the economy anticipated

that would assume a reactant part in the improvement of different segments of the economy. The centrality of street transport in the national economy is outlined by the way that amid the period 1998-2002, yield in street transport arrived at the midpoint of more than 25% of aggregate yield every year in the vehicle and correspondences part. This mode represents more than 80% of the aggregate inside cargo and traveler activity in the nation with the rest of chiefly conveyed by rail and air. Kenya's street organize serves both household and provincial traveler and cargo transport request. The northern passageway is essential as a cargo transport hallway for both import and fares for nations in the eastern and focal Africa districts (Eastern Democratic Republic of Congo, Rwanda, Burundi, Southern Sudan and Uganda).

The administration has been trying critical endeavors in attempting to update the public transport sub-area. Amid the period 2003-2007, changes were executed to improve proficiency of street transport. In October 2006, Parliament endorsed Sessional Paper No. 5 of 2006 on the administration of the streets sub-division for practical monetary development. In this way, in 2007, Parliament authorized the Kenya Roads Act 2007, which accommodated the making of three new offices to be in charge of the improvement and upkeep of the street arrange.

The Government has kept on financing activities that expect to help the streets sub-area, this is in the principal medium term design of Vision 2030, where the leader programs were set up. Notwithstanding these long haul designs, Kenya in the vicinity of 2009 and 2010 built up a National Climate Change Response Strategy (NCCRS). The NCCRS has far reaching proposals towards making Kenyan transport division atmosphere strong. As far as approach and lawful system, there are a few arrangements and methodologies that help the advancement of the street sub-division.

Difficulties confronting the vehicle part as distinguished by the Integrated national transport approach of 2009 are; low quality of transport administrations; wrong modular split; unexploited provincial part of the vehicle framework; transport framework not completely coordinated; urban natural contamination; absence of a urban/country transport arrangement; institutional insufficiencies; insufficient human asset limit; and absence of a dream for the vehicle segment.

To manage these difficulties the National Transport and Safety Authority (NTSA) was built up through Act 33 of Parliament, on 26th October 2012. The goal of framing the Authority was to fit the operations of the key street transport divisions and help in successfully dealing with the street transport sub-area and limiting loss of lives through street mishaps. The center elements of NTSA include: To prompt and influence proposals on issues identifying with street to transport and wellbeing, actualize approaches identifying with street transport and security, design, oversee and direct the street transport division as per the arrangements of the Act no.33.2012 and guarantee the arrangement of sheltered, solid and effective street transport benefit.

This was in a bid to foster greater governance in public institutions as enshrined in Chapter 6 of The Kenya Constitution 2010. However the recent sacking of 127 officers of Kenya's notoriously corrupt traffic police department is evidence of just how deeply corruption continues to embed itself in the transport sector. . In nations where defilement is implanted in their political economy, for example, Kenya, there are low administration scores and feeble administration organizations, and this converts into drowsy financial execution and lower rates of development as monetary productivity is weakened. Besides, debasement undermines the conveyance of public administrations, for example, human services, transportation and instruction on which the poor depend. Fixes, kickbacks, and illicit installments to get things going are all lease looking for exercises that have the impact of expanding costs straightforwardly to the payer or to people in general when all is said in done as they are just added to the last expenses of the merchandise and ventures henceforth the high customer value file (CPI). The Consumer Price Index (CPI) is a measure that analyzes the weighted normal of costs of a crate of buyer products and enterprises, for example, transportation, sustenance and restorative care. This explains the situation in the public road transport system in Kenya. This change in CPI from 2005-2012 in Kenya is depicted in the table below.

Table 2.1: Kenya CPI score, regional rank, and global rank, 2005–2012

Year	CPI score	Regional rank	Global rank
2005	2.1	N/A	144
2006	2.2	35	142
2007	2.1	40	150
2008	2.1	32	147
2009	2.2	32	146
2010	2.1	35	154
2011	2.2	35	154
2012	2.7	33	139

Source: Compiled from data from Transparency International. Corruption Perceptions Indices (2005–2012) retrieved from <http://www.transparency.org/research/cpi/overview>.

Despite the establishment of NTSA to curb the challenges due to poor governance, the menace has persisted and there has been no order in the transport sector and this has contributed to deplorable conditions in the public transport sector. This poor governance perpetrated by corruption has led to violation of the rules and regulations as far as road safety is concerned and this in turn has led to increased gender violence against women in the sector.

2.3 Women empowerment and gender violence in public transport.

While it's seen that meanings of women strengthening have, from the beginning, enveloped a financial measurement, this measurement has turned out to be progressively unmistakable inside the worldwide approach talk as of late. The Beijing Platform for Action talked about the need to advance women' monetary autonomy, including business, and 'guaranteeing approach access for all women (Golla et al., 2011). Given the strength of financial speculation inside the World Bank, it isn't astounding it was one of the main offices to expressly embrace the dialect of women monetary strengthening: 'Financial strengthening is tied in with influencing markets to work for women (at the arrangement level) and enabling women to contend in business sectors (at the organization level) (World Bank 2006: p.4). From the perspective of gender orientation advocates inside the Bank, this definition, with its reasonable concentrate on monetary parts (indicated as land, work, item and money related markets), had the upside of giving gender issues more footing institutionally.

The idea of strengthening is identified with gender orientation correspondence however particular from it. The center of strengthening lies in the capacity of a woman to control her own predetermination (Malhotra, Schuler, and Boender, 2002; Kabeer, 1999). This implies to be engaged, women must not just have parallel capacities and equivalent access to assets and public yet they should likewise have the organization to utilize those rights, abilities, assets, and chances to settle on vital decisions and choices. (for example, is given through initiative public doors and investment in political foundations). In addition, for them to practice organization, they should live without the dread of compulsion and savagery. In light of the verifiable inheritance of the impediments women have confronted, still they very regularly alluded to as a defenseless minority. In many nations, be that as it may, women are a greater part, with the possibility to catalyze colossal power and advance.(Caren et al, 2005 Taking action: achieving gender equality and empowering women) While this report recognizes the limitations that women confront, it additionally underscores their versatility and the commitments they make to their families, groups, and economies regardless of those requirements—commitments that could be increased if those imperatives were expelled (Xu et al., 2015).

Expanded instruction is related with the strengthening of women (Malhotra et al., 2003). Educated women are more compelling at enhancing their own particular prosperity and that of their family. They are better prepared to extricate the most advantage from existing administrations and public hearings and to produce elective public doors, parts, and bolster structures. These engaging impacts of women instruction are showed in an assortment of ways, including expanded salary gaining potential, capacity to can foresee assets inside the family unit, basic leadership self-sufficiency, control over their own richness, and interest out in the public life. Any such effects, be that as it may, are very reliant on the specific situation. They are emphatically molded by such factors as level of financial advancement, profundity of the work market, and level of gender stratification. The effect of women instruction is more noteworthy in settings that are as of now moderately libertarian. Under such conditions, even unassumingly instructed women will probably take an interest in essential family choices, to work in nonfarm occupations, and to control monetary assets. Training alone may not be transformative without other regulating shifts and

changed power relations. In such settings, it takes more than training to achieve edges of progress (Kline-Rogers et al., 2004).

Concentrates in Latin America, Asia, and Africa demonstrate that more elevated amounts of training increment the likelihood that women will take part in formal paid work (Birdcall and Behrman 1991; Cameron, Dowling, and Worsick 2001). More elevated amounts of training increment the additions from formal work compel interest more for women than for men (Deolalikar 1994; Aromolaran 2002; Birdsall and Fox 1985). An audit of the writing on comes back to interest in training finds that, by and large: women get just marginally higher comes back to their tutoring speculations (10 percent) than men (9 percent) (Psacharopoulos and Patrinos, 2002). Returns differ, in any case, by level of tutoring. Women encounter higher comes back to optional instruction (18 percent) than do men (14 percent) do, yet bring down returns (13 percent) to essential training than do men (20 percent). (Caren et al. 2005 Taking action: achieving gender equality and empowering women)

With an end goal to make travel more secure and more agreeable for women one Kenyan association the FLONE activity is fighting gender brutality out in the public transportation in Kenya. Its general objectives are to chief workforce improvement association for public transport crew to avert gender orientation viciousness in the business and to be a main expert on the status of women in transportation. To accomplish these objectives FLONE has banded together with Men Engage Kenya Network (MENKEN).

2.4 Structure and capacity of vehicles and gender violence in public transport

In Central Africa specifically Cameroon, the ministry of transport is responsible in managing the public. This ministry incorporates Land Transport department which is concerned with matters of urban and interurban transportation. There are about 9,000 to 10,000 yellow painted cabs in operation: all the cabs are second-hand vehicles imported from Europe and are characteristically poor in condition. As of late in parallel to the development in taxi operations, there has been a staggering development in the utilization of cruiser taxis privately called "twist skin" or "bensikin"

The Ministry of Transport and Civil Aviation is in charge of dealing with all vehicle exercises in the Central African Republic and especially public transport. Public transport administrators are basically made out of minibuses and cabs with an offer of 15 and 4 situations individually. The armada comprises fundamentally of second-hand vehicles imported from Europe, however generally Japanese brands. Cabs perform intra-area and interurban (long-separate) transport while the minibus courses by and large serve the edges of urban areas. Cruisers as of late showed up in suburbia of Bangui. They were prohibited until August 2005 when the City chamber chose to permit their operation in this particular region. (Ousmane Thiam. Overview of public transport in Sub Saharan Africa, 2008).

In Chad transport approach all in all and public transport arrangement specifically is under the obligation of the Ministry of Infrastructure which is responsible for Transport through the State Secretariat. There are around 16,000 bike taxis in Chad in general. basically packed in the urban areas of the south. They are exceptionally viable given the poor streets of Chad. however offer little wellbeing because of the terrible street conduct of their drivers. There are a few cabs in N'Djamena yet these are somewhat rare at night with the exception of before the global inns and the most ideal approach to discover one is to call by phone. It is important to realize that in Chad there are neither consistent transports nor bramble taxi courses giving customary associations between the distinctive urban communities. (Ousmane Thiam. Overview of public transport in Sub Saharan Africa, 2008).

In Congo Brazzaville the general population transport area is under the supervision of the Ministry of Transport and Civil Aviation. They comprise of 35-40 seaters called "Liners" and "foula-foula" with 12-20 seats, chiefly Toyota Hiaces. Around 2,000 work today in Brazzaville. Shared taxicabs, these vehicles offer 4 or 6 situations yet actually re-ceive for the most part in the vicinity of 6 and 10 travelers travelling a similar way at a cost shared collectively. An expected 1,000 units are in operation in Brazzaville. The prevailing trademark is that cabs have a place mainly with private people who are by and large drivers. Some of them work private adventures while others utilize the aggregate shared mode. (Ousmane Thiam. Overview of public transport in Sub Saharan Africa, 2008)

The Ministry of Transport and Communication Routes is the one concerned with the public transport in the Democratic Republic of Congo (DRC). Transport in Kinshasa is basically given by vehicles possessed by private administrators. The casual segment works principally finished short distances utilizing second hand imported vehicles (approximatively 1,200 minibusses) with a limit running from 5 to 26 situations however really conveying twofold this figure, with an absence of solace and security. They are of combi sort (Volkswagen previous model), in which seats are supplanted by wooden seats and they cover approximately 69% of transport benefits in Kinshasa. They take after their own particular courses and will stop at some exact stops despite the fact that there is no formalized arrangement. They set their own particular charges in view of the quantity of zones to be crossed. Those minibusses constitute the most wide-spread methods for transport in the common towns. The Ministry of Transport, Technologies, Posts and Telecommunication go about as the administrative expert for public transport in the Equatorial Guinea. Taxicabs are the most well-known method of transport. Until April 2006, every city committee was allowed to set the qualities of taxicabs working in its zone. Along these lines, for a long time, taxis were for the most part old second-hand vehicles typically foreign made from Spain with the particular qualities chose by every district. In any case, since April 2006, the Ministry of Transport and Communications attempted to revamp the area and chose that the main approved cabs would be metallic dark shading Mercedes sort. Licenses issued to administrators before that date were never again substantial. (Ousmane Thiam, Overview of public transport in Sub Saharan Africa, 2008).

The Ministry of Transport and Civil Aviation is responsible for all public transport operations in Gabon. Cabs and minibusses are people in general transportation vehicles utilized inside the city of Libreville or between the city and its neighborhoods. Autos, minibusses or taxis bear similar hues, which are red and white for Libreville. A taxi-transport offers around 15 seats while the taxi-auto can take up to 4 people. The taxi is the principle method of transporting people in Libreville, in like manner in alternate urban areas of Gabon. Some of them are utilized for public transportation outside the city for long separations. Due to destitution, bartering remains a present practice.

The same applies in Eastern Africa in Eritrea Asmara which has 10 downtown transport lines utilizing particular red Mercedes Benz transports. The transports have particular stops where they can be boarded. Their low admission lev-el implies that they are frequently packed and moderate. A similar circumstance applies in Western Africa in Gambia where the Gambia Public Transport Corporation (GPTC) with the Gambia Government as sole investor out in the public transport. by and by has an armada of 51 expansive transports, around half be-low the base number expected to serve current request.

In Southern Africa in Zambia the Ministry of Communications and Transport is the one concerned with the administration and control of the Department of Road Transport. This ministry also has mandate to execute streets in line with essential issues in public transport like registration, licensing of vehicles, traffic law execution and issuing specific regulations. Just like the rest of the areas they have buses, minibuses and taxis that operate in public transport. In South Africa, the department of transport under the ministry of transport is the one that has mandate in policy formulation, monitoring and revamping old vehicles. The National Transport Master Plan NATMAP 2050 was established to offer directives to the department of transport on formulating policy regarding transport and infrastructure plan in South Africa (Ousmane Thiam, Overview of public transport in Sub Saharan Africa, 2008).

In Burundi the Ministry of Transport, Posts and Telecommunications (OTRACO) is the one that is concerned with formulation of public transport policy in the country (Jarbouï, et al., 2012). OTRACO has been said to meet about 10% of the demands of public transport in Bujumbura and a fleet averaging to 10years consisting of 10 high capacity buses and 30 minibuses.

A research conducted by Justin-Temu et al., (2011) shows that Dar-es-Sa-laam has a poor public transportation framework however a decent system of every weather street interfacing every major town, worked by people in general specialist. The predominant method of transport in Dar-es-Sa-laam is public transport, which represents around 60% of the modular split. There are more than 7.000 minibuses, prevalently known as "dala-dala", which command mechanized public transportation in Dar-es-Salaam (Justin-Temu et al., 2011). The larger part of individuals in the city rely upon this method of transport. In Kenya the circumstance isn't any extraordinary

and an examination has been authorized to investigate the viability of receiving BRT framework for Nairobi city. Proposals have been submitted awaiting funding of the project. Motorized public service transport in Kenya dates back to the day when the first motor vehicle was used to ferry passengers for a fee from one point to another. At first, the business of transporting people commercially was a preserve of buses owned either by individuals or by passenger transport companies. Matatu is “a crowded taxi” (World Book, Inc., 2001). Use of “crowded taxis” in Kenya started in the 1950s (Graeff, 2009). Those who used the “crowded taxis” at that time say that the owners of station wagon type of the Ford model cars individually started ferrying passengers from Nairobi’s City center to Lungalunga residential estate also in Nairobi at a fee of three ten cents coins. Due to the thirty cents fare charged, Kikuyu speaking people coined the phrase “mangotorematatu” meaning “thirty cents”, was used in reference to the vehicles offering public passenger service to an extent that land public passenger transport vehicles were named matatus (Chitere and Kibua, 2004).. Indeed Matatu Welfare Association (2010) provides an estimate of over 80,000 PSV vehicles in Kenya and 85% of these are 14 -seater PSVs operating in the urban and rural areas.

The Matatu Welfare Association additionally appraises that there are 15,000 matatus on around 50 courses in Nairobi, and around 80 for every penny of them – 12,000 – are the 14 seaters (Kenya Confidential, 2010). 14 seater PSVs worked illicitly in Kenya until 1973 when then President Jomo Kenyatta issued a declaration authoritatively perceiving matatus as a lawful method of public transport. The declaration permitted matatus to work without getting any type of authorizing (Mutongi, 2006).

The public passenger transport service grew by leaps to such an extent that regulations governing operations in the industry were not followed and even seemed non-existent. The industry was so chaotic that when the National Rainbow Coalition government assumed control over the reins of energy from Kenya African National Union in January 2003 it named J. N. Michuki the Minister responsible for the Transport docket. The Minister conveyed to noticeable quality the principles that should have represented the part however had not been implemented by the past holders of the workplace. Lawful Notice 161, which is usually alluded to as the

Michuki Rules, after then transport Minister Michuki, was embraced in 2004 (Graeff, 2009). He went further to acquaint others which were implied with guarantee that the segment worked couple with the present needs of travelers.

Koimur, Kangogo and Nyaoga (2014) incorporated the prerequisites that all PSVs must be fitted with an emergency treatment pack, a speed sensor and seat straps for every traveler, drivers and their associates wore garbs that plainly recognized their parts and each PSV needed to have a yellow line drawn on its sides. From that point forward, ensuing Ministers of Transport through Legal notice; 165 of 2005, 118 of 2007 and 173 of 2009 have attempted to present changes that could essentially modify the administration rehearses in the division (www.kenyalaw.org, 2011). Some of the floated proposals for inclusion in the industry's activities included: the need for each PSV to have a waste bin, the requirement that individual PSV owners should register with SACCOs, or join a company, and; that 14-seater PSVs were to be phased out while retaining those with higher passenger capacity to continue with the business (Ibid). The implementation of the later policy proposal was scheduled to kick off in Nairobi in January, 2011 (www.matatu.co.ke, 2010). The policy was to be rolled out to other parts of the country at a later date. The reasons given by 14-seater PSV operators for rejecting the proposed policy change are diametrically opposite to the scenario envisaged by the policy makers at the Ministry of Transport. The Ministry's idea of policy change to the proposed phasing out of 14-seater PSVs was driven by the need to decongest vehicular traffic in the city of Nairobi hence reduced motor vehicle accidents (G.O.K, 2010). It was also in the opinion of the policy makers in government that the use of vehicles with higher passenger capacity in transporting people would greatly increase the rate at which commuters would move in and out of the city.

2.5 Women's grooming in relation to gender violence in public transport

In the year 2012 a study arranged for the Vermont Governor's Prevention of Domestic and gender Violence Task Force, 46% of respondents trusted that it was "now and then evident" that women who wear tight or uncovering attire are welcoming gender remarks or advances," and 60% of respondents matured eighteen to twenty-four concurred with the announcement women who wear tight or uncovering apparel are welcoming gender remarks or advances.

An investigation in Brazil found that 58.5% of those studied concurred with the announcement, women who wear tight-fitting garments merit it when they are assaulted (Cress et al., 1995). In the course of the most recent twenty years, different examinations in the United States and somewhere else have discovered that therapists, judges, legal hearers, and understudies trust that a woman wearing a noteworthy outfit will probably be assaulted or genderly bothered than an unassumingly dressed woman, and if assaulted, that she is somewhat in charge of her strike, and her assailant is less punishable.

These discoveries outline the diligence of the conviction that a woman who wears tight-fitting and uncovering apparel is welcoming gender consideration. In discourses of these issues, such outfits are regularly depicted as "provocative," yet the suitability of that term stays unchallenged. Also, it is once in a while noticed that it is just women's garments that is depicted as genderly provocative. Men's attire, regardless of how uncovering, is never depicted as provocative (Plested, 2008).

Gender among male and female is associated with various factors such as psychological, social and cultural factors which are masculinity and femininity (Newton, 1999). Dressing code creates an impression about someone's gender and whether they are made on biological or social background (Barnes & Eicher, 1992).

Mode of dressing and grooming is related to disposable income and level of education. The level of education sometimes result in how difference in preference and taste of clothing. People who are educated tend to wear very expensive cloth because of their profession (Viljoen, 1998). Isika (2006) found that education level has a great significant on the choice of clothing behavior as professional women with high level of education may have better taste in the choice of clothing. Customers are heavily influenced by the fashion press and media. Channels such as fashion magazines, fashion shows, and television, were under-utilized by Kenyan adult consumers because they were costly, unavailable and of foreign origin.

The importance of dress relates motives in social interactions, linked to the fact that people try to interpret one another's motives as a means of understanding (Isika, 2006). Isika (2006) further indicated that people are not likely to admit public ly that they try to sexually attract, enhance their egos, or display status by the way they dress.

However, clothes do the talking for them. Maynard (2004) found that modern industry has made people to change their social habits which has an impact to local people. In the process of self-modernization, they have had to change their clothing habits. Considering the nature of the clothes that women put on they might send the wrong message in the hyper masculinized public transport culture and this might expose them to assaults and suffer indecent treatment unlike men whose mode of dressing can sustain harassment and tough conditions that are experienced in public transport (Kilonzo, 2012).

The social elucidation of women' apparel as provocative emerges from the externalization of women bodies and the special social and lawful status of men's gender excitement. Women garments are taken to connote their gender accessibility and want for gender, autonomous from women real inclinations. Kilonzo (2012) contend that depicting women' dress as provocative fortifies an externalized origination of women bodies and gendered that builds women powerlessness to rape and shapes social and lawful dispositions about women obligation regarding such assaults.

Public stripping is not a new phenomenon in Nairobi. Recent reports of Embassava sacco crew stripping a female passenger (Guguyu 2014). Cases of the notorious Mungiki militia stripping women perceived to be less than acceptable dressed. (Kilonzo 2012, 223). There is a greater societal weight for women to fit into different social standards. Public mortification of females on matatus goes back to historical time in Kenya, and focuses to a more extensive history of public viciousness being utilized to shape profound quality of municipal temperance, and a gendered lead (Carotenuto 2012, 9). In this sense, public restorative measures have turned into a piece of urban culture keeping in mind the end goal to mirror the conventional desires of female conduct. These occasions have started dissents entitled "My Dress My Choice." and judgment from the administration, however this addresses the kind of states of mind that exist towards the part of male expert representing female lives. It additionally communicates a positive push back against those states of mind, which is apparently an endeavor to reshape them. This is an extraordinary instance of misogyny, where the crew felt they should manage how a female carries herself in public (Muller v. Oregon, 2015).

2.7 Conduct of public vehicles touts and drivers on gender violence

Although the hurdle that is gender violence has vastly changed since mid the 21st Century, it is important to understand that gender violence remains pervasive in various sectors in today's society. These differently propelled and differently working examples of genuine conduct, these schedules related with standard procedures, together constitute what may be known as a "social request (Goffman, 2010). A mix of unwritten guidelines and adjusted individual conduct are what make up the social request - individuals associate with other individuals and utilize social schedules and designed adjustments to the principles.

The Public transport sector, in different parts of the world is threatening towards women, this extends misogyny. In Nairobi where Matatu are the main for transportation and urban travel .both the crew and travelers on the Matatu have perceived standards, for example, genderism. Due to the nature of public transport, matatu crew are often aggressive, which borders on misogyny. Thus is compounded by the fact that most of the crew come from poor backgrounds and therefore have little or no control over their working conditions which are some of the most exploitative.

Hostility to social conduct can be a genuine obstruction to utilizing public transport. Again social conduct on public transport is regularly connected with rambunctious conduct, utilizing hostile or undermining dialect, being tanked or drinking liquor on public transport, and drivers and touts carrying on seriously (Moore, 2010). Such conduct, if unchallenged, can stir a dread of wrongdoing which can keep individuals from utilizing public transport. In London Transport For London (TfL) Safety and Security Survey found that three of every ten (31 for every penny) Londoners are put off utilizing public transport more by worries about the counter social conduct of others (Moore, 2010). In a similar area which is viewed as a created nation Black, Asian and Minority Ethnic (BAME) Londoners and women are the destined to state that their recurrence of travel is influenced 'a ton' as a result of worries over wrongdoing and against social conduct (Moore, 2010).

While accomplices are influencing positive walks in handling wrongdoing on the vehicle to organize, a substantial extent of wrongdoing and hostile to social conduct on public transport isn't accounted for. This might be because of a hesitance to postpone an adventure, the nonappearance of somebody to answer to, the conviction that the report won't be considered important, or an absence of certainty that the guilty party will be gotten (Moore, 2010). We were informed that in London, specifically, "there is additionally a low level of trust in the capacity of the police to process dissensions and capture guilty parties (Moore, 2010).

At the point when a 23-year-old physiotherapy understudy was mercilessly assaulted and beaten after she got on an public transport in India, the world responded with fitting frightfulness, (Lemieux et al., 2008). yet we ought not envision that ambushes coordinated against women utilizing public transportation are bizarre or segregated to one country. Indeed, a serious assault like the ambush in India occurred in May 2012 in the bumpy locale of Nepal, where a 21-year-old Buddhist cloister adherent was pack assaulted on an public transport by five men, including the driver and his staff (Lemieux et al., 2008).

Less loathsome lewd behavior of women taking public transport is a piece of regular day to day existence in Nepal – and 66% of Indian women likewise say they have encountered such episodes, a large portion of which are not authoritatively announced (Lemieux et al., 2008). Almost 50% of Japanese women say they have had no less than one such experience, and the issue has likewise been accounted for in Hong Kong and Jakarta, Indonesia. Such infringement may appear to be shocking in the twenty-first century, yet in truth the world has a long history of countenancing savagery against women (Jaques, 2013). Truly, vicious acts against women inside the house were confined as "family matters" into which the police were hesitant to mediate. Indeed, even attacks out in the public coordinated against women by outsiders could be limited assuming, by one means or another, the lady could be displayed as strange – dressing the wrong route or outside at an unseemly time or place. She could then be characterized as bringing the strike upon herself (Jaques, 2013).

The financially propelled vote based systems. extensive advance results in women shifting their habits despite the fact that we frequently see prove that improvement isn't as entire as it ought to be. Be that as it may, in the present creating countries. the most exceedingly terrible public cities are. whether anything, on the ascent (Cheng et al., 2015). Particularly in quickly developing creating economies like India, instructive and word related public doors are extending. However to exploit these public doors. women must leave spaces characterized as "private" – spaces controlled by relatives or recognizable neighbors – and move around in the general population area. Out in the public zones they can appear to be "strange" and reasonable amusement (Mowry et al., 2013). They end up noticeably helpless against undermining assaults or badgering. Women in creating countries unquestionably appreciate more noteworthy versatility. yet their flexibility to move and claim new public doors includes some major disadvantages, since they turn out to be substantially more defenseless against obnoxious social, mental, and physical encounters (Mowry et al., 2013).

Basic sorts of strikes in broad daylight go from irritating conduct – scoffing looks, winking, and signals – to hostile acts, for example, superfluous touching, pointless inclining or squeezing against the lady, startling touching of the bosom, brushing of thighs and bottoms, squeezing of the bottoms, and squeezing of the hips (Nieddu et al., 2010). Frequently depicted as "smaller scale imbalances," women are more helpless to such repulsive encounters as they turn out to be spatially portable (Nieddu et al., 2010)

Research led with Gita Neupane in Kathmandu, Nepal, found that lewd behavior in broad daylight transport is a typical affair for women with obviously harmful results. As per a review of college understudies, 97% of those utilizing public transportation had encountered some type of lewd behavior. The normal young lady said she had been annoyed more than thirty times in a year, and half said it happens "constantly" (Ansari et al., 2010). In any case, the social and mental effect isn't standard. Almost 66% of the women said provocation influenced them to feel dismal for quite a while and furthermore caused mind-set changes and influenced relations with other individuals.

Bully and naughty people on public transportation regularly target specific zones weaker sexes who are women. For example in the province of Hawaii, a school going law understudy detailed that "once a person in a swarmed transport held my bosom tight and attempted to press it (Ansari et al., 2010). I felt so awful; I couldn't go to the school for seven days. I continue asking myself for what valid reason I couldn't render retribution." Another young lady said "some of the time I have a feeling that I wish I can leave all my female private parts at home while going in a transport" (Ansari et al., 2010).

The effect can be enduring, as one understudy persuasively clarified. "Once while riding a miniaturized scale transport, a man put his hand on my gut inside my coat. I will always remember this in my entire life." Transit representatives can likewise be a piece of the issue, instead of a put stock in wellspring of assistance (Enders, 2013). "The transport conductor gazed at my bosoms strangy," one understudy said. "I felt exceptionally humiliated. I secured my bosoms with my pack. When I looked toward him after some time, he was all the while looking. I felt more humiliated."

In spite of exceptional responses, most women don't make a move in light of badgering. But with a couple of dear companions, they don't chat with others about what happened. Women stress that public revealing provocation will prompt shame for them and their families (Wilkins, 2014). However appropriate public naming of what happens is vital and worldwide associations and women' developments are pushing on that front. Alongside different sorts of brutality coordinated against women, bothering demonstrations of the sort routinely experienced on public transport are currently appropriately comprehended to be infringement of universal law. The 1993 United Nations Declaration on the Elimination of Violence against Women characterizes such brutality as "any demonstration of gender based viciousness that outcomes in, or is probably going to bring about, physical, gender, or mental mischief or enduring to women, including dangers of such acts, intimidation or self-assertive hardship of freedom. in the case of happening public or private life" (Wilkins, 2014).

Past universal activity, the national shock that spread in India after the assault and murder of the physiotherapy understudy recommends that, finally, public perspectives at any rate on the planet's biggest majority rules system – might move far from

faulting the female casualties. Ideally, public concern will develop, spread, and yield brings about India and different nations. The capacity of a huge number of women to unreservedly enter and move about in the general population circle is especially in question (Wilkins, 2014).

The casual area likewise affects vocations, as it works on a support. System, with the crew getting paid a small amount of the cash being earned in spite of concentrated time and exertion put into the work (Myers and Murray 2007, 6). Matatus are known for their hazardous driving and uncontrollable treatment of travelers (wa Mungai and Samper 2006, 57). The occupations of workers are regularly illicit, given the condition of work wages and hours, individual to the proprietor's requests (Sommers, 2010, 322). Numerous urban occupants who try to create extra pay will take an interest and encourage this sort of work, for example, the limited responsibility for to a little gathering of elites. The support methodology is the fundamental type of direction, since it powers crew to stay steadfast. This framework keeps up the informal community that contains these laborers, and breaking point turnover when conceivable. In spite of the fact that it seems, by all accounts, to be clever, numerous casual laborers have swung to this market as a survival technique. The casual crew include around 80% of the part all in all, with the other 20% being the proprietors of casual creation (Meagher, 2011, 268). The increments of joblessness and extreme occupation weights caused a surge of passage into the circle, which has made mass fracture among the youthful crew (Meagher, 2011, 56). This is because of the expanded rivalry, which makes people create strains among class, age, and gender. There are still obstructions to passage because of the focused idea of the segment and the public for elites to concede positions in view of support connections. Support structures are a casual practice where first class will concede supports or positions to the individuals who will help propel their interests. This is an inflexible, top-down structure that has a various leveled nature.

Among the cartels that is said to dominate large number of the matatu courses was the Mungiki, an adolescent vigilante bunch that evolved in 1980s in Nairobi (Kilonzo, 2012; Rasmussen 2012). Mungiki took charge over the segment subsequent to setting up its unmistakable quality as an urban civilian army that utilized underestimated youth from ghettos through support procedures (Ibid). Utilizing the matatu segment as

a springboard. the gathering moved into other casual regions, for example. rubbish accumulation, settlements, and racketeering for security as it developed in conspicuousness (Ibid). Mungiki consistently coerce cash from matatu administrators, at a rate of roughly 200KSH (\$2.50 USD) per trip. In 2007 the matatu part started to gripe about this blackmail, which brought about an influx of killings of matatu crew in different ghetto neighborhoods (Ibid. 236). Mungiki nets 90 million KSH (1.3 million USD) a day, a lion's share of the benefits originating from blackmail (Ibid).

Mungiki powerfully enroll underestimated youth, which discloses their capacity to degree into different groups inside Nairobi (Ibid). Mungiki are an illustration how the in formalization of society drives approach to other intense tip top gatherings to develop in noticeable quality. Its sign is one of the ways that disappointed adolescents have demonstrated governments that they have to manage youth issues and financial difficulties (Ibid 243, Rasmussen, 2012, and Sommers, 2010). In the event that one looks at the day by day life of a matatu tout or driver, it is debasing because of the need to fix and after that propel themselves onto the two travelers and associates to meet amounts. This makes a neglectful mindset that frequently brings about numerous auto crashes and gender brutality in the division.

A greater part of representatives inside this division are youthful underestimated bring down class guys. They are monetarily powerless thus as a methods for character they anticipate genderism to ensure their concept of a positive personality (Yaffe, 2010). This inescapable culture has been vital to the development of the segment and its rejection of women. To work inside a focused environment of the casual economy, for example, this, it requires forceful conduct, as there are no certifications of holding your work in spite of the extend periods of time and diligent work (Ibid, Rasmussen 2012, 418). Matatu crew are come up short on in contrast with the cash that they deliver, which makes estrangement because of the unlikely desires they should meet, given that they don't possess their methods for creation. Moreover, they are decreased in their versatility with little leave system (Salon, 2010).

At its beginning, the general population sees towards matatu laborers were certain. In any case, this changed in the 80s, as rich men started to exploit the absence of direction in the area and changed it, with a 30% expansion in matatus out and about and the rising unmistakable quality of cartels (Mutongi, 2006; waMungai and Samper.

2006; Rasmussen 2012). This brought about an expansion in rivalry, which is the reason matatu crew turned out to be progressively forceful, along these lines destroying public observations. The area still wound up noticeably one of the biggest entrepreneurial parts in Kenya, which attracted the interests of more elites and expanded rivalry (Ibid). Matatu administrators in Nairobi are presently observed as hooligans who abuse and abuse travelers, and in addition taking an interest in posse like brutality (Mutongi, 2006; wa Mungai and Samper 2006; Rasmussen 2012). A portion of the regular qualities of matatu touts and drivers incorporate genderist dialect, uproarious music, congestion, speeding, and the harsh treatment of travelers (Ibid).

Conventional gender orientation parts in urban spaces are a contributing variable to the misogyny seen in Matatus. Albeit mass provincial movement has happened for youth, many still trust that guys ought to rule general society circle, which can make perilous directions (Sommers, 2010). This clarifies the general male nearness in the matatu business, as it isn't viewed as a place where a lady ought to flourish. Another part is the idea that men are instructed how to practice specialist while women are educated to be tame. This division makes space for men to communicate without repercussions (waMungai and Samper, 2006). They are associated in a way where it is acknowledged to be definitive towards others and express partial perspectives on the grounds that simply being a man acceptably habituates it. Moreover, this is a normal conduct, which has outcomes for the individuals who don't comply with this standard. When females are avoided from a word related space it can contrarily influence their economic wellbeing (Jules et al., 2013).

It can likewise bring about normalizing how men consider how women ought to perform in an adequate part thus it ends up noticeably standard to prohibit them (Raynor and Mirzoev 2014 and Barker 2005). There is a discernment that matatu work isn't for females because of its forceful work conditions. The two travelers and other matatu laborers habitually annoy the couple of female matatu crew that exist, calling them whores among different types of disdainful dialect (Mutongi, 2006). This line of imagining that recommends that women aren't reasonable for specific types of work demonstrates that society has a scholarly public site to trust how a male and female ought to characteristically carry on (Anker, 1997). This adds to gender

orientation generalizations, which has issues on the two sides. For females, when their conduct is standardized to fit a specific edge it turns out to be simple for guys to disparage them when they don't fit the standard.

The misogyny that exists inside the matatu space starts with the fine art or stickers on the matatus themselves. A portion of the stickers read, "A woman resembles a typical maize cob for everybody to bite," and "Men resemble oxygen women can't manage without them" (Mutongi, 2006). Matatu crew guard these sorts of stickers by saying that the clients discover them entertaining (Ibid). Regardless of whether this is the situation, it is unprecedented for a traveler to scrutinize the stickers, considering that they depend on the matatu for transportation, know about the forceful inclinations of the laborers, and might take entertainment in them. This makes a domain where genderist dialect turns out to be implicitly reasonable. The similarity of workers empowers this inclination, which makes it progressively troublesome for these profound seeded perspectives to change (waMungai and Samper, 2006). It prompts an exorbitantly manly culture, which ends up plainly fortified as the crew keep on facing hardship. This sort of projection of misogyny is likewise difficult to battle, as the matatus are not under government control so they are not subject to any working environment codes or human rights infringement.

The Kenya Demographic and Health Survey (KDHS) in 2009 demonstrated that roughly 45% of women matured 15-59 have encountered either physical or gender savagery (KDHS Survey 2009). The Police Annual Crime Report demonstrated an 8% expansion in assault, and 19% expansion in defilement (Ibid). In this report, 23% had encountered assault, 13% of which happened in the previous year (Otsola, 2012). Regardless of whether it is a remark on a young lady's body, disparaging comments or an affront, this more straightforward conduct is normal (Ibid, 565, Githinji, 2008). There have been visit records of matatu crew gingerly and physically ambushing female travelers too (see waMungai and Samper, 2006, Carotenuto, 2012 and Guguyu 2014). Regardless of this, there have not been any studies directed to measure the level of women who encounter strike or provocation in the matatu space. This, regarding the restricted information on the measurements of gender orientation brutality in Kenya, could be because of the commonness of socialization. Women in

Kenya are associated to acknowledge, endure, legitimize, and to stay noiseless on these encounters (Otsola, 2012).

Generalization is a standout amongst the most common types of badgering/ambush on matatus. Crew are sufficiently sure to hassle travelers, realizing that alternate travelers are probably not going to challenge their activities. Regardless of whether this is because of dread of the laborers or the likelihood that the travelers concur with what is being said on account of abuse, it is another case of baseless genderist conduct (Mutongi, 2006). The generalization of women out in the public settings has numerous results, including the standardization of these demonstrations (Quinn et al., 2008). By taking part, male specialist and female lack of involvement is re-stated. Disparaging dialect tends to depict women as degenerates given that social parts are one-sided against women (Githinji, 2008). It publically fortifies the adequacy of male forcefulness towards females which additionally discourages the account of wrongdoing and the productive distinguishing proof and treatment of guilty parties (Githinji, 2008).

2.6 Theoretical Framework

This study was guided by gender violence problem in the developing countries that has been compounded further by the existence of very limited legal structures that support equality between the sexes

Gender based violence in public transport has exposed greatly denied women's freedom among them freedom of movement, occupation and equal opportunity to take part in public, political, economic, social and cultural life. This violence subjects women to fear factor amounts to women holding back from participating in activities such as social, cultural and economic. In addition, GBV in public transport directly affects access to the workplace and educational institutions.

A systemic example of this form of violence, affecting among other things women's transport to their workplaces, occurred in Ciudad Juarez, Mexico and was the subject of international investigation and of a decision of the CEDAW Committee.

2.7 Conceptual Framework

The conceptual framework shown below represents the conceptualized interaction among mode of dressing and grooming, structure and capacity of the vehicles, emancipation and women empowerment, behaviour and conduct of touts and drivers and poor governance in public transport. Therefore the conceptual framework generally depicts the influence of mode of dressing and grooming, structure and capacity of the vehicles, emancipation and women empowerment, behaviour and conduct of touts and drivers and poor governance in public transport on gender violence in public transport in Nairobi County.

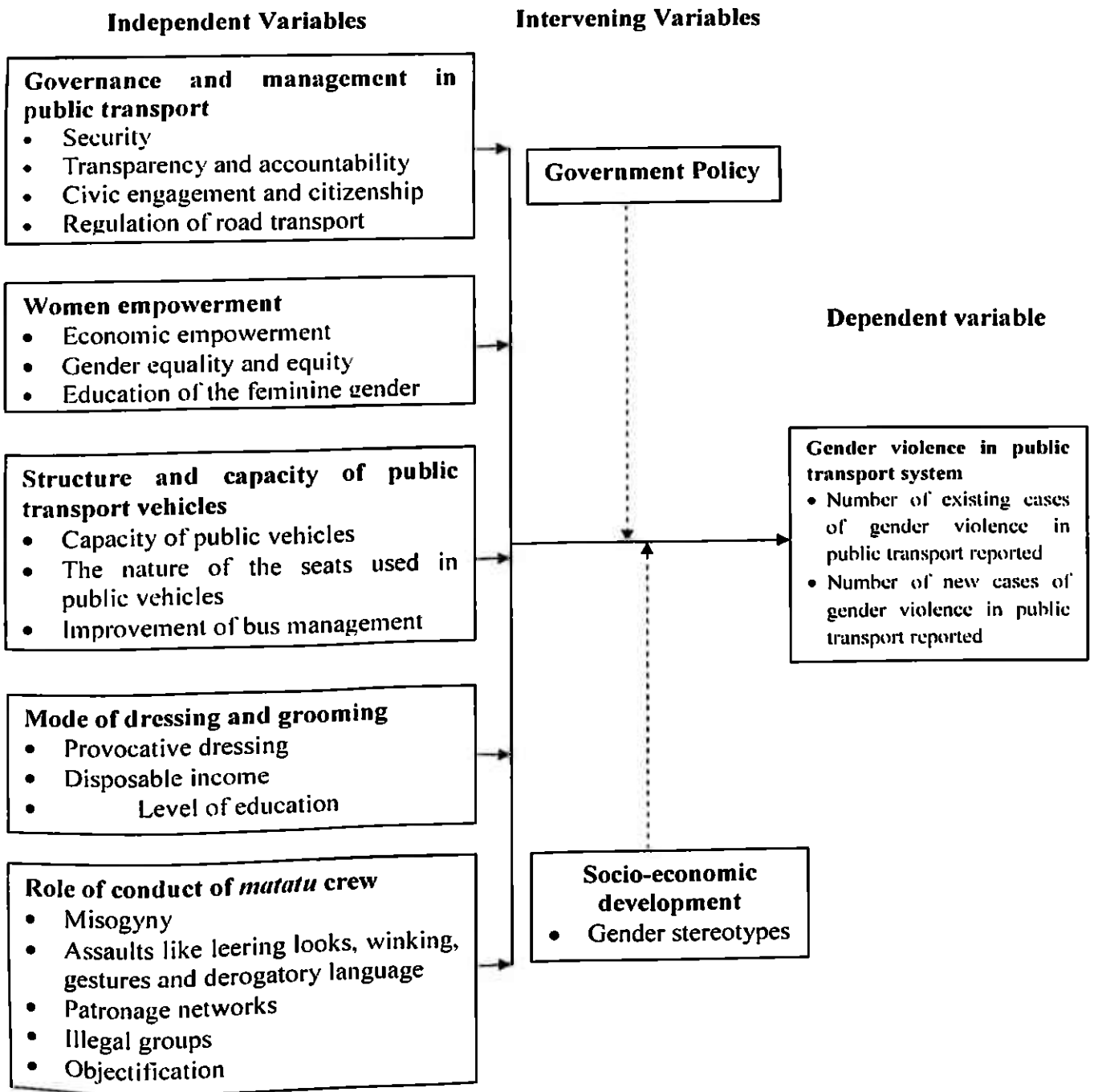


Figure 2.1: Conceptual Framework

2.8 Explanation of Variables

In this study, there were five important elements in public transport that could determine whether or not gender violence is enhanced. They include poor governance in public transport, women's mode of dressing, conduct of public transport drivers and

touts (makanga). structure and capacity of the vehicles used in public transport and emancipation and women empowerment

Poor governance entails rules and regulations put in place by the government bodies to ensure law and order in the transport sector. These rules are there to govern the day to day activities in the sector and ensure that all stakeholders concerns are addressed accordingly.

Women` mode of dressing entails attire and how it might expose them to gender violence in the sector. The misconceptions and perceptions around this mode of dressing need to be addressed so that there are no misunderstandings that eventually make women become victims of circumstances.

The conduct of public transport drivers and touts (makanga) is a major factor to look at as they are on the operational side of the sector and they are the ones who interact directly with their customers and they might enhance or reduce gender violence depending on how they conduct themselves while at work.

The structure and capacity of vehicles used in public transport is a policy phenomenon that the relevant authority charged with overseeing activities in the sector ought to address to ensure that the needs of the various stakeholders are taken into account regarding the same.

However much all other aspects can be made favorable women themselves need to be emancipated and empowered to understand their position in society and actions they need to take incase their rights are violated in any way. This can only be achieved when women are equipped with the knowledge they require to understand their environments and come up with adaptation to ensure they are respected and given a fair share of the values they represent. When all these are achieved then gender violence especially in public places can be addressed and women will feel a lot safer and confident in such setups and this will in turn increase their contribution towards the economic growth and development of economic sector of a country.

2.9 Gaps in Literature

The following Table 2.2 presents a summary of gaps in the literature reviewed.

Table 2.2: *Summary Gaps in Literature*

Study	Methodology Used	Gaps
Barker (2005)	<ul style="list-style-type: none"> • Descriptive survey • Multiple challenges facing young men 	<ul style="list-style-type: none"> • Did not consider the factors influencing gender violence against women • Did not adopt quantitative approach
Barnes and Eicher (1992)	<ul style="list-style-type: none"> • Used only historical secondary data 	<ul style="list-style-type: none"> • Did not investigate the aspect of gender violence among women based on their dressing • Did not collect primary data in a quantitative approach through survey design
Carotenuto (2012)	<ul style="list-style-type: none"> • Focused on repatriation in colonial Kenya • Studied the nation's extra-judicial gendered violence • Used secondary data 	<ul style="list-style-type: none"> • Did not consider the factors of gender violence related to fashion as championed by men • Did not collect primary data
Githinji (2008)	<ul style="list-style-type: none"> • Review of literature • 'Focused on gender issues under sexism encrypted in word connotations and word structure' 	<ul style="list-style-type: none"> • Did not delve into gender violence against women in public transport • Did not collect quantitative data

Kilonzo (2012)	<ul style="list-style-type: none"> • Descriptive survey using qualitative data • Focused on organized gangs 	<ul style="list-style-type: none"> • Did not investigate the role played by such gangs in the gender based violence against women in the public transport sector • Did not collect quantitative data
Meagher (2011)	<ul style="list-style-type: none"> • Examined how popular organizational strategies and coping mechanisms affect broader trajectories of urban governance in contemporary Africa 	<ul style="list-style-type: none"> • Focus of the study was not on gender violence among women especially in the public transport sector
Isika (2006)	<ul style="list-style-type: none"> • Descriptive design • Focused on socio-demographic characteristics, information sources and socio-cultural factors as the determinants of fashion • Self-administered questionnaires 	<ul style="list-style-type: none"> • Did not investigate the aspect of gender violence among women in the matatu sector
Otsola (2012)	<ul style="list-style-type: none"> • Data was collected using GIS technology, interviews as well as analysis and extrapolation of Census Data and Kenya Health and Demographic survey data. 	<ul style="list-style-type: none"> • Did not look at gender violence in the transport sector • Quantitative data from public transport users was not obtained
Rasmussen (2012)	<ul style="list-style-type: none"> • The politics of public transportation in Nairobi with focus on the illegal Mungiki movement's control of matatu routes • Used qualitative data 	<ul style="list-style-type: none"> • Did not report on the gender based violence against women in the public transport sector • Did not obtain the views of the matatu users

Raynor and Mirzoev (2014)	<ul style="list-style-type: none"> • Collected views of matatu drivers to understand road safety • Sampled 20 male drivers • Used semi-structured interviews 	<ul style="list-style-type: none"> • Did not look into gender violence against women • Did not also collect quantitative data from women
Salon and Gulyani (2010)	<ul style="list-style-type: none"> • Investigated travel choices of slum residents in Nairobi with mobility, poverty and gender as the key factors • Was a survey of 4375 slum residents 	<ul style="list-style-type: none"> • Did not investigate the aspect of gender violence against women in public transport
Sommers (2010)	<ul style="list-style-type: none"> • Researched on the life of urban youth in Africa • Focused on socio-economic factors of violence • Used descriptive design 	<ul style="list-style-type: none"> • Did not investigate gender violence against women in the public transport sector • Socio-economic basis as opposed to dressing
waMungai and Samper (2006)	<ul style="list-style-type: none"> • Used personal experience narratives about riding on Kenya's public passenger vehicles • Articulated the challenges of the public transport system 	<ul style="list-style-type: none"> • Did not collect quantitative data to be able to make conclusions on the extent of such gender based violence

2.10 Summary of Literature Review

Kilonzo (2012) investigated the activities of organized gangs focusing on the survival trajectories of the Mungiki youth in Nairobi Kenya. However, the study did not investigate the role played by such gangs in the gender based violence against women in the public transport sector, a gap which the present study seeks to fill. On the other hand Meagher (2011) examined how widespread strategies of an organisation and coping mechanisms affect broader trajectories of urban governance in modern Africa but did not focus on gender violence among women especially in the public transport sector. In Kenya, Rasmussen (2012) investigated the politics of public transportation

in Nairobi by looking at the matatu sector with focus on the illegal Mungiki movement's control of matatu routes but did not report on the gender based violence against women in the public transport sector. Moreover, the study did not collect the views of the matatu users which the present study intends to collect by use of questionnaires.

Barker (2005) argue that there are various challenges that men face when they are raised in a society where violence is prevalent. However, the study did consider the factors influencing gender violence against women. Moreover, the study did not adopt quantitative approach in a descriptive survey design collecting data through self-administered questionnaires to commuters on routes leading to Nairobi Industrial area as is the case in the present study. In the transport sector, Salon and Gulyani (2010) investigated travel choices of slum residents in Nairobi with mobility, poverty and gender as the key factors. However, the study did not investigate the aspect of gender violence against women in public transport thus the research gap which the present study seeks to fill.

In their study, Barnes and Eicher (1992) investigated the aspect of dress and gender. The study considered dress as one of the most significant aspects of gender identity yet always ignored. However, the study did not investigate the aspect of gender violence among women based on their dressing. Moreover, the study used only historical data as opposed to collecting primary data in a quantitative approach through survey design thus the gap. Similarly, Isika (2006) investigated the factors influencing the professional women's likelihood to adopt clothing fashion in Nairobi City. Although the study also adopted a descriptive survey design using self-administered questionnaires to collect data, it did not investigate the aspect of gender violence among women in the matatu sector which is the focus of the present study.

A baseline study was conducted and it focused on providing both qualitative and quantitative information which enabled the KWACW with her partners to come up with strategic ways of curbing gender based violence in Kasarani (Otsola (2012). However, the study did not look and gender engineered violence against women in the transport sector based on the vehicle structure. Similarly, Sommers (2010) researched on the life of urban youth in Africa on the premise that most African cities are unusually violent because so many unemployed young men live there, and that urban

migrant youth can be drawn back to their former rural homes. However, the study did not investigate gender violence against women in the public transport sector.

Githinji (2008) conducted a review on gender issues under sexism encrypted in word connotations and word structure. However, the study did not delve into gender violence against women in public transport sector while it did not collect quantitative data, all aspects which appear to be gaps the present study fills. Similarly, Raynor and Mirzoev (2014) collected views of matatu drivers to understand road safety in Kenya. However, the study did not look into gender violence against women and did not also collect quantitative data from women thus the research gap. Further, waMungai and Samper (2006) used personal experience narratives about riding on Kenya's public passenger vehicles, commonly called matatu, form part of Nairobi residents' to articulate the challenges of the public transport system. However, the study did not collect quantitative data to be able to make conclusions on the extent of such gender based violence perpetuated against women in the sector. This study thus used quantitative approach in a descriptive survey design collecting data through self-administered questionnaires to commuters on routes leading to Nairobi Industrial area to fill the gap.

CHAPTER THREE

RESEARCH METHODOLOGY

3.1 Introduction

This chapter contains information on the methods and techniques used in the study. In summary, this chapter contains the research design, the target population, the sample size and sampling procedures, data collection and analysis methods, pilot testing, validity and the reliability of the instrument to be used. In addition, this chapter contains the ethical issues addressed in the study and the operational definition of the study's variables.

3.2 Research Design

This investigation embraced descriptive survey design with a blend of both quantitative and subjective approach where a formal, objective, precise procedure to depict and test connections and inspect circumstances and end results collaborations among factors. An enlightening overview configuration was utilized to gather unique information for depicting a populace too huge to watch specifically (Mouton 1996:232). The outline acquires data from an example of individuals by methods for self-report, that is, the general population react to a progression of inquiries postured by the examiner (Polit and Hungler 1993:148). In this examination the data was gathered through self-regulated surveys disseminated by and by to the subjects by the analyst.

The study employed a descriptive design which gives short and clear information on qualitative data such as behaviour, attitude, convictions and identifying a certain norms and characters of certain people in a group.

3.3 Target Population

The study population consisted of men, women, using matatus to access the industrial area, Sacco with matatus accessing the industrial area and matatu crew for the matatus plying these routes. There are estimated 293 matatus plying the routes in Nairobi's industrial area with 424 drivers and 674 touts. Moreover, industrial area is estimated to have employee over 60000 of Nairobi residents who form part of the commuters from time to time. This population formed the study's target population. The study

also included the SACCO representatives. Base Commandant Industrial Area police station as well as the director of the directorate of City Transport. Summary of the target population is presented in Table 3.1.

Table 3.1: Target population

Category	Number
SACCO Representatives	12
Drivers	424
Touts	674
Commuters	15,000
Base Commandant	1
Director of City Transport	1
Total	16112

Source: Nairobi City County (2014)

3.4 Sample size and sampling procedure

The study used a sample of 16112 respondents and the researcher purposively targeted SACCO representatives, drivers, touts, commuters, base commandant and director of city transport.

3.4.1 Sample size

In order to obtain a representative sample for the commuters using public transport to and from industrial. Yamane (1969) equation for sample size determination was used.

The equation is presented as:

$$n = \frac{N}{1 + N(\epsilon)^2}$$

Where:

- n is the sample size
- N is the target population
- ε is the confidence interval, in this case 90%, thus ε = 0.10

Thus, the sample size was computed from the target population of 15,000, with ε = 0.10 as follows:

$$n = \frac{15000}{1 + 15000(0.10)^2} = 99$$

As for the drivers and touts, the assertion by Mugenda and Mugenda (2003) that when the study population is known and with elements less than 1000 forming the entire population of interest, then a sample size of between 10% and 30% is considered representative was adopted. Thus 10% of drivers and 10% of touts working on the routes around the study area were considered to represent the population of drivers and touts respectively.

As for the SACCO representatives, Base commandant and Director of City Transport, purposive sampling technique was used to select all of them as they were known individuals with specific required information attributed to their role in the transport sector (Mouton, 1996).

3.4.2 Sampling procedure

The study used stratified simple random sampling and purposive sampling methods in the selection of subjects to be administered with questionnaires and interviewed respectively. Stratified simple random sampling methods was used in the selection of commuters for the study who use matatus that ply the routes to access the industrial area. The commuters were stratified based on gender to capture the views of both sides. As for drivers, simple random sampling was used to select them. However, for Sacco officials, Base Commandant and director of City Transport, purposive sampling technique was used. Sample frame and sampling technique is shown in Table 3.2.

Table 3.1: Sample frame and sampling technique

Category	Population	Sample	Percentage	Technique
SACCO	12	12	100.0%	Purposive sampling
Representatives				
Drivers	424	42	10.0%	Simple random
Touts	674	67	10.0%	Simple random
Commuters	15,000	99	0.70%	Stratified simple random
Base Commandant	1	1	100.0%	Purposive sampling
Director of City Transport	1	1	100.0%	Purposive sampling
Total	16,112	222	1.4%	

Source: Report on Integrated Urban Development Master Plan for Nairobi City (2014)

3.5 Data Collection Instrument

This study used a structured questionnaire and interview guide to collect data. The questionnaire had both closed ended and public ended questions to allow standardization of responses and at the same time give respondents the opportunity to indicate their opinion on the phenomenon under study and analyze emerging themes respectively. It had six sections. The first section sought information on the background information of the respondents. The second, third, fourth and fifth sections sought information on gender violence against women and the operations of the sector that influence this respectively. The last section sought information on public transport vehicles and the crew in Nairobi County. Interview schedule was used to interview the officials in the Nairobi County planned transport routes.

3.5.1 Pilot Testing of the Instrument

A pilot study of 12 respondents was carried out before the main study. They comprised of commuters 2 men and 2 women who use the matatus that ply the routes from town to Rongai as the route also has matatu activity within the influence of the town, 1 Sacco official for each route and 2 matatu crews. These respondents did not take part in the main study to avoid chances of bias. They were selected using purposive sampling method. The aim of this pilot study was to test the research instrument used in the main study.

3.5.2 Validity of the Instrument

Legitimacy, as substantiated by Robinson (2002), is how much outcome acquired from the examination of the information really speaks to the wonder under investigation. Legitimacy was guaranteed by having target inquiries in the poll. The legitimacy of research instruments utilized as a part of the investigation was guaranteed by surveying and talking about them with the administrator. The administrator exhorted on the most suitable markers that deliberate factors of the investigation.

3.5.3 Reliability of the Instrument

Mugenda and Mugenda (2003) declared that, the exactness of information to be gathered to a great extent rely upon the information accumulation instruments regarding dependability. Dependability is how much an examination instrument is

steady in catching data on a marvel. This was accomplished by pre-testing the instrument to be utilized to recognize and change any vague, unbalanced, or hostile inquiries and systems as stressed by Cooper and Schindler (2003). In this investigation, dependability was guaranteed through pilot testing of the exploration instruments and utilizing Cronbach's Alpha incentive to build up whether the examination instrument is solid or not. A Cronbach's Alpha estimation of 0.7 or more is suggested for a solid research instrument. Dependability of the different scales utilized as a part of the survey and in addition the general poll is exhibited in Table 3.3.

Table 3.1: Reliability scale

Scale	Items	n	Cronbach alpha
Grooming of women	4	6	0.924
Structure and capacity of vehicles	5	6	0.677
Governance	5	6	0.649
Women empowerment	5	6	0.720
Conduct of <i>matatu</i> crew	5	6	0.813
Overall instrument	24	6	0.757

The study found an overall reliability coefficient of $\alpha = 0.757$ being above the 0.7 threshold for social research thus the instrument was considered reliable.

3.6 Data collection Procedures

The method of data collection used was both primary and secondary methods. The researcher trained 3 research assistants who assisted on data collection. The research assistants were required to have good communication skills and the ability to approach and engage the respondents while administering questionnaires and interviewing the respondents.

Research authorization letter from the university, ministry for interior coordination and national government as well as National Commission for Innovation and Research were obtained and presented to the respondents before data collection for authentication and establishing rapport. Primary data was collected from commuters

using public transport. Sacco officials and public transport employees who ply these routes accessing industrial area in Nairobi County using questionnaires. The questionnaires were administered using real-time filling in method. The research assistants identified the commuters at the bus terminus while waiting for their rides and were presented with the questionnaires. This was made possible by the long waiting durations especially during the evening peak hours. Moreover, other commuters were given questionnaires while on board the matatus where filling in the questionnaires was facilitated by the duration taken during the trips which was long due to traffic jams. This method gave respondents time to fill in their questionnaires as they did this in the course of their commuting. Face-to-face interviews method was used to collect data from the 4 officials of the planned transport routes.

Secondary data was collected from Annual budget and financial estimates of Central Bank of Kenya published by the GoK.

3.7 Data Analysis Techniques

The study had both quantitative and qualitative data. Quantitative data was analyzed using descriptive and inferential statistics. Descriptive statistics such as frequencies, percentages and mean scores were used to analyze quantitative data. Inferential statistics such as Pearson chi-square test will also be used to analyze quantitative data. Statistical Package for Social scientist (SPSS) was used as an aid in data analysis. Results of quantitative data analysis were presented in tables and charts.

Content analysis was used to analyze qualitative data. Responses from public ended questions in the questionnaire and interviews were categorized based on emerging themes. The emerging themes were used to supplement quantitative data and make conclusions in the study.

3.8 Ethical Considerations

The researcher sought approval and obtained a research authorization letter from the University of Nairobi before proceeding to apply for research permit from National Commission for Science and Technology Innovation. The researcher also sought informed consent from the respondents. The respondents were advised not to indicate any identifying information in the questionnaires that they filled. Confidentiality was upheld throughout the study from data collection to reporting.

3.9 Operational Definition of Variables

Table 3.1: Operational Definition of Variables

Variable	Type	Indicators	Type of analysis	Scale of measurement
Poor governance in public transport	Independent	<ul style="list-style-type: none"> • Legislations • Transport authorities • Inspection 	<ul style="list-style-type: none"> • Descriptive • Pearson chi square 	<ul style="list-style-type: none"> • Likert
Empowerment of women	Independent	<ul style="list-style-type: none"> • Gender inequality • Education levels • Economic status • Speaking out 	<ul style="list-style-type: none"> • Descriptive • Pearson chi square 	<ul style="list-style-type: none"> • Likert
Structure and capacity of vehicles in public transport	Independent	<ul style="list-style-type: none"> • Capacity • Nature of seats • Sitting plan • Congestion 	<ul style="list-style-type: none"> • Descriptive • Pearson chi square 	<ul style="list-style-type: none"> • Likert
Grooming	Independent	<ul style="list-style-type: none"> • Provocative dressing • Disposable income • Level of education • Self-modernization 	<ul style="list-style-type: none"> • Descriptive • Pearson chi square 	<ul style="list-style-type: none"> • Likert
Conduct and behavior of public vehicles drivers and touts (makanga)	Independent	<ul style="list-style-type: none"> • Insults by crew • Illegal groups • Derogatory language 	<ul style="list-style-type: none"> • Descriptive • Pearson chi square 	<ul style="list-style-type: none"> • Likert

CHAPTER FOUR

DATA ANALYSIS, PRESENTATION AND INTERPRETATION

4.1 Introduction

This chapter presents the study results on questionnaire return rate, demographic characteristics of respondents, thematic and sub thematic areas as per the objectives. The thematic areas were drawn from proposed factors influencing gender harassment with specific sub-themes such as grooming, structure and capacity of vehicles, women empowerment, governance and management and conduct of matatu crew. Quantitative analysis entailed the use of questionnaires for both descriptive and inferential statistics and qualitative statistical analysis for content analysis for each of the sampled groups. For each research objective, descriptive analysis was done by use of percentages, frequencies, arithmetic mean and standard deviation and presented in tables. Inferential analysis was done by correlation analysis to test the significance of relationships under study (Misigah, Kinyanjui and Ohaya, 2013). Qualitative analysis involved content analysis from the interview guide as data collection instruments developed by the researcher as survey instruments. SPSS was used as software to analyze data sets for fast and accurate presentation and interpretation.

4.2 Questionnaire Return Rate

The study used the same questionnaire for touts, drivers and pedestrians. The total number of questionnaires delivered to respondents was 208 for the drivers, touts and commuters. Table 4.1 shows the Response Return Rate for the all study participants.

Table 4.1: Response Return Rate

Category	Sampled	Returned	Return Rate
SACCO Representatives	12	11	91.7%
Drivers	42	39	92.9%
Touts	67	64	95.5%
Commuters	99	99	100.0%
Base Commandant	1	1	100.0%
Director of City Transport	1	1	100.0%
Total	222	215	96.8%

From Table 4.1. the study obtained a response return rate of 100% for commuters, 95.5% for touts and 92.9% for drivers. Moreover, as for the targeted 12 SACCO representatives, the study achieved 91.7% response as 11 were interviewed. The Base Commandant and the Director of City Transport were also interviewed giving an overall response return rate of 96.8%.

The reason for the high response rate was that the questionnaires were collected on the spot. This might have exerted pressure on the commuters, touts and drivers to return their questionnaires promptly as requested. The other reason which contributed to getting 100% response on questionnaires for commuters was convenience sampling technique which enabled respondents to be conveniently sought on the basis of those who were willing to respond to the questionnaires until the targeted 99 commuters was achieved. The 96.8% response return rate was sufficient for data processing and analysis as per Mugenda and Mugenda (2003) and Kothari (2004) which recommends that a return rate of more than 50% is acceptable in research.

4.3 Demographic Characteristics of the Respondents

Under this section the researcher sought to look at demographic factors including the gender, age, marital status, level of education and common issues that respondents encounter while using matatu as a means of transport. Demographic information from the respondents was further discussed in the following subsequent sub themes.

4.3.1 Distribution of respondents by Gender

Gender of respondents was investigated for all categories to capture male and female participants. The findings were summarised in frequency and percentages. Findings on distribution by gender are presented in Table 4.2.

Table 4.1: Distribution of respondents by gender

Gender	Male		Female		Total
	Frequency	%	Frequency	%	
SACCO Representatives	7	(63.6)	4	(36.4)	11
Drivers	37	(94.9)	2	(5.1)	39
Touts	60	(93.8)	4	(6.3)	64
Commuters	38	(38.4)	61	(61.6)	99
Base Commandant	1	(100.0)		(0.0)	1
Director of City Transport	1	(100.0)		(0.0)	1
Total	144	(67.0)	71	(33.0)	215

Table 4.2 shows that majority of the study participants (67%) were male with female accounting for 33%. However, majority of the commuters who participated in the study (61.6%) were female. The category of drivers (94.9%) and touts (93.8%) were dominated by males with the base commandant and director of city transport both being male. This shows that the matatu industry is dominated by males especially in terms of crew. This finding provides a foundation for exploring issues of gender violence against women since there is adequate representation of each gender.

4.3.2 Distribution of respondents by age

The age of the respondents was also captured and analysed as presented in Table 4.3.

Table 4.1: Distribution of respondents by age

Category	< 18 years		18 – 30		30 – 50		> 50 years		Total
	Freq	%	Freq	%	Freq	%	Freq	%	
SACCO Representatives	0	(0.0)	1	(9.1)	8	(72.7)	2	(18.2)	11
Drivers	0	(0.0)	4	(10.3)	28	(71.8)	7	(17.9)	39
Touts	0	(0.0)	17	(26.6)	42	(65.6)	5	(7.8)	64
Commuters	16	(16.2)	35	(35.4)	38	(38.4)	10	(10.1)	99
Base Commandant	0	(0.0)	0	(0.0)	1	(100.0)	0	(0.0)	1
Director of City Transport	0	(0.0)	0	(0.0)	1	(100.0)	0	(0.0)	1
Total	16	(7.4)	57	(26.5)	118	(54.9)	24	(11.2)	215

Table 4.3 shows that majority of the study respondents (54.9%) were aged between 30 – 50 years with 18 – 30 years accounting for 26.5% of the respondents. Significantly though, it was only commuters who had participants aged below 18 years accounting for 16.2% of the commuters. This proportion were mainly school going students. The finding shows that the respondents had the requisite age to provide the necessary information for the study. Thus, the respondents are capable of providing information relating to the themes of the study especially on gender violence.

4.3.3 Distribution of respondents by marital status

Marital status of the commuters, touts and drivers was investigated. This is because marital status establishes social relationship between individuals which transcend gender and could determine their perception of gender violence. The findings showing percentages and frequencies are presented in Table 4.4.

Table 4.1: Distribution of respondents by marital status

Marital status	Single/Never married		Married		Divorced/widowed		Total
	Freq.	%	Freq.	%	Freq.	%	
Drivers	5	(12.8)	22	(56.4)	12	(30.8)	39
Touts	21	(32.8)	34	(53.1)	9	(14.1)	64
Commuters	38	(38.4)	39	(39.4)	22	(22.2)	99
Total	64	(31.7)	95	(47.0)	43	(21.3)	202

The findings in Table 4.4 shows that majority of the participants (47.0%) were married. Specifically, 56.4% of the drivers and 53.1% of touts were married. However, significant 32.8% of touts reported being single of never married just as 38.4% of the commuters. This could be attributed to explain their perception of and attitude towards gender based violence.

4.3.4 Distribution of respondents by level of education

Education level is a factor of knowledge, awareness and understanding of various social issues. Thus, level of education was investigated to establish awareness among the participants, of gender based violence occurring within the public transport sector. The findings are presented in Table 4.5.

Table 4.1: Distribution of respondents by level of education

Level of Education	Non formal		Primary		Secondary		Post-Secondary		Total
	Freq.	%	Freq.	%	Freq.	%	Freq.	%	
Drivers	0	(0.0)	2	(5.1)	25	(64.1)	12	(30.8)	39
Touts	2	(3.1)	8	(12.5)	37	(57.8)	17	(26.6)	64
Commuters	4	(4.0)	14	(14.1)	45	(45.5)	36	(36.4)	99
Total	6	(3.0)	24	(11.9)	107	(53.0)	65	(32.2)	202

The findings in Table 4.5 show that majority of the study participants (53.0%) secondary education with another 32.2% having post-secondary education. However, the category with the least proportion having post-secondary education was touts (26.6%) followed by drivers (30.8%). This shows that in as much as most matatu crew had secondary education, considerably few numbers had post-secondary education. This could explain their perception, reaction and attitude towards gender violence in the sector.

4.3.5 Frequency of Using Matatu Transport

The research sought to establish the frequency with which the commuters used matatu transport. The data was summarised into frequency and percentages as presented in Table 4.6.

Table 4.1: Frequency of using matatu transport

Frequency	Freq.	%
Very frequently	73	(73.7)
Occasionally	11	(11.1)
Once in a while	9	(9.1)
Rarely	6	(6.1)
Total	99	(100.0)

The findings in Table 4.6 show that majority of the commuters (73.7%) use matatu very frequently. This coupled with the fact that the matatu crew (drivers and touts) are expected to be using matatu on a daily basis provide good foundation for obtaining information on factor influencing gender based violence on women in public transport.

4.3.6 Factors considered when using Matatu Transport

For the commuters who use *matatus*, the research sought to establish the main factor they consider when choosing *matatu* as their preferred means of transport. The respondents picked from a range of alternatives with the findings summarised in Table 4.7.

Table 4.1: Main factor considered when chose matatu as means of transport

Main factor	Freq.	%
Cost effectiveness	36	(36.4)
Comfort	8	(8.1)
Convenience	14	(14.1)
No alternative	41	(41.4)
Total	99	(100.0)

From the findings in Table 4.7, majority of the commuters (41.4%) chose *matatu* as the preferred means of transport because they do not have any alternative. Moreover, 36.4% consider it to be cost effective. Thus, commuters using *matatus* as means of transport are compelled to do so due to cost and inability to access alternative means.

4.3.7 Existence of Gender Violence in the Matatu Sector

The research sought to establish the level of awareness of the study participants that Gender Violence against women exists in the *matatu* transport sector. The views of drivers, touts and commuters were captured and summarized into frequencies and percentages for those who agreed and those who disagreed. Detailed findings are presented in Table 4.8.

Table 4.1: Knowledge of existence of gender violence in the matatu sector

Respondent	Yes		No		Total
	Freq.	%	Freq.	%	
Drivers	7	(17.9)	32	(82.1)	39
Touts	16	(25.0)	48	(75.0)	64
Commuters	69	(69.7)	30	(30.3)	99
Total	92	(45.5)	110	(54.5)	202

From the findings in Table 4.8, majority of the drivers (82.1%) and touts (75%) said that they were not aware that gender violence against women existed within the

matatu transport sector. This could be attributed to the desire to protect the image of their work. However, 255 of touts and 17.9% of drivers acknowledged the existence of gender violence against in the sector. The difference in level of agreement between drivers and touts could be attributed to the fact that the touts are always in constant contact and active engagement with the pedestrians as opposed to drivers.

As for the commuters, majority (69.7%) agreed that they were aware of the existence of gender violence against women in the matatu transport sector. Thus from the level of agreement between drivers, touts and commuters that there is gender violence against women in the sector, it is necessary to understand the factors which contribute to this violence.

4.3.8 Witnessed Instances of Gender Violence

The research explored further to establish the respondents who had witnessed or experienced gender violence against in the matatu sector. The drivers, touts and commuters gave their opinion regarding this aspect where they were allowed to respond in a yes or no format. The findings were analysed to show frequency and percentages which is presented in Table 4.9.

Table 4.1: Having witnessed instances of gender violence in the matatu sector

Respondents	Yes		No		Total
	Freq.	%	Freq.	%	
Drivers	3	7.7%	36	92.3%	39
Touts	6	9.4%	58	90.6%	64
Commuters	57	57.6%	42	42.4%	99
Total	66	32.7%	136	67.3%	202

From Figure 4.2 it emerged that although majority of the respondents (67.3%) disagreed that they had witnessed or experienced gender violence against in the matatu sector, a significant 32.7% agreed. Further, among the commuters, majority (57.6%) agreed that they had experienced or witnessed gender violence. This finding emphasizes the existences of gender violence and the need to establish the causes.

4.4 Governance and management in the Matatu Sector and gender violence

The third study objective sought to determine the influence of poor governance on gender violence against women in Public transport in Kenya. This was interrogated using a 5-item 5-point Likert scale of items related to governance in public transport sector. The respondents reported their opinion based on level of agreement as strongly disagree (SD), disagree (D), neutral (N), agree (A) and strongly agree (SA). The responses were aggregated and analysed to show frequencies and percentages of each response for each respondent category viz. *matatu* crew and commuters. The findings are presented in Table 4.10.

Table 4.1: Governance and management gender violence in the matatu sector

Statement	Category	SD		D		N		A		SA		Total
		F	%	F	%	F	%	F	%	F	%	
The policies governing the public transport sector are effective in reducing gender based violence against women	Crew	44	(42.7)	28	(27.2)	15	(14.6)	10	(9.7)	6	(5.8)	103
	Commuters	16	(16.2)	21	(21.2)	14	(14.1)	28	(28.3)	20	(20.2)	99
	Overall	60	(29.7)	49	(24.3)	29	(14.4)	38	(18.8)	26	(12.9)	202
The Saccos and matatu owners implement policies to curb gender based violence against women	Crew	26	(25.2)	33	(32.0)	13	(12.6)	21	(20.4)	10	(9.7)	103
	Commuters	35	(35.4)	41	(41.4)	11	(11.1)	9	(9.1)	3	(3.0)	99
	Overall	61	(30.2)	74	(36.6)	24	(11.9)	30	(14.9)	13	(6.4)	202
Traffic police department and other transport agencies	Crew	23	(23.2)	30	(30.3)	16	(16.2)	24	(24.2)	6	(6.1)	99
	Commuters	30	(32.3)	29	(31.2)	19	(20.4)	11	(11.8)	4	(4.3)	93
	Overall	53	(27.6)	59	(30.7)	35	(18.2)	35	(18.2)	10	(5.2)	192

implement laws to curb gender based violence												
The matatu owners/SACCOS conduct regular inspection to ensure the matatus are hospitable for women	Crew	13 (12.6)	18 (17.5)	4 (3.9)	38 (36.9)	30 (29.1)	103					
	Commuters	27 (27.3)	30 (30.3)	34 (34.3)	6 (6.1)	2 (2.0)	99					
		40 (19.8)	48 (23.8)	38 (18.8)	44 (21.8)	32 (15.8)						
	Overall											202
There is security of persons of all gender due to implementation of transport policies in the matatu sector.	Crew	13 (12.6)	22 (21.4)	17 (16.5)	29 (28.2)	22 (21.4)	103					
	Commuters	42 (42.4)	32 (32.3)	12 (12.1)	9 (9.1)	4 (4.0)	99					
		55 (27.2)	54 (26.7)	29 (14.4)	38 (18.8)	26 (12.9)						
	Overall											202

From the findings, majority of the study respondents (54%) cumulatively disagreed that the policies governing the public transport sector are effective in reducing gender based violence against women where 29.7% strongly disagreed as 24.3% disagreed. However, there was a conflicting view between *matatu* crew and commuters as majority of the *matatu* crew (69.9%) cumulatively disagreed while majority of the commuters (58.5%) cumulatively agreed that the policies governing the public transport sector are effective in reducing gender based violence against women. The findings show that policies in the public transport sector could be an issue in effectively reducing gender violence against women. The findings are cognizant of the views of Koimur, Kangogo and Nyaoga (2014) who outlined the rules and regulations to be adhered to by all public service vehicles. These rules required all

PSV's to be identified by a yellow line, drivers and touts on duty to wear uniforms, to fit PSV with first aid kits and every passenger to wear safety belt.

Further, it emerged that Saccos and matatu owners do not implement policies to curb gender based violence against women as reported by 66.8% of the respondents. Specifically, majority of the study respondents (36.6%) disagreed that Saccos and matatu owners implement policies to curb gender based violence against women while 30.2% strongly disagreed. The view that Saccos and matatu owners do not implement policies to curb gender based violence against women was mainly voiced by commuters where 76.8% cumulatively disagreed that Saccos and matatu owners do not implement policies to curb gender based violence against women. The finding shows that although the commuters agree that policies governing the sector are effective in reducing gender violence against women, they believe that implementation by the Saccos and matatu owners is lacking thus leading to the witnessed gender violence in the sector. On a similar note, Moore (2010) also discovered that three out of ten (31%) Londoners are discouraged by public transport due to raising claims of anti-social behavior.

The findings were similar to that on statement regarding whether traffic police department and other transport agencies implement laws to curb gender based violence where 58.3% of the respondents cumulatively disagreed. Specifically, 30.7% of the respondents disagreed while 27.6% strongly disagreed. However, this view was strongly voiced by commuters of whom the majority (63.5%) cumulatively disagreed as compared to only 53.5% of the *matatu* crew.

The study findings also indicate that the matatu owners/SACCOS do not conduct regular inspection to ensure the matatus are hospitable for women as the respondents generally disagreed (43.6%). However, the *matatu* crew indicated that matatu owners/SACCOS conduct regular inspection to ensure the matatus are hospitable for women with majority (66.0%) cumulatively agreeing where 36.9% agreed while 29.1% strongly agreed. This is contrary to the opinion of the commuters where majority (57.6%) cumulatively disagreed with the statement as 34.3% were not sure whether this was taking place. The findings show that there is some level of

inspection among *matatu* owners and SACCOS although this is low which is responsible for instances of gender violence against women.

Majority of the respondents (53.9%) also cumulatively disagreed that there is security of persons of all gender due to implementation of transport policies in the *matatu* sector. This view was mainly from commuters (74.7%) who cumulatively disagreed compared to 49.6% of the *matatu* crew who agreed that there is security of persons of all gender due to implementation of transport policies in the *matatu* sector. However, 34.0% of the *matatu* crew also cumulatively acknowledged that there is no security of persons of all gender due to implementation of transport policies in the *matatu* sector. This finding indicates that due to low level of implementation of transport policies in the *matatu* sector, security and safety of persons of both genders have not been guaranteed which has resulted into gender violence in the sector.

4.5 Women Empowerment on gender violence in Public Transport

The fourth study objective sought to establish how women empowerment influences the reduction of gender violence against women in public transport. Consequently, the views of commuters and *matatu* crew were captured using a 5-item 5-point Likert scale on how women empowerment contributes to reduction of gender violence. The responses were analysed for commuters and crew as well as the overall opinion to show frequencies and percentages of each response as strongly disagree (SD), disagree (D), neutral (N), agree (A) and strongly agree (SA) as shown in Table 4.11.

Table 4.1: Women empowerment and gender violence in the *matatu* sector

Statement	Category	SD		D		N		A		SA		Total
		F	%	F	%	F	%	F	%	F	%	
Women are treated fairly in the public transport vehicles	Crew	5	(4.9)	11	(10.7)	23	(22.3)	37	(35.9)	27	(26.2)	103
	Commuters	20	(20.2)	27	(27.3)	16	(16.2)	21	(21.2)	15	(15.2)	99
	Overall	25	(12.4)	38	(18.8)	39	(19.3)	58	(28.7)	42	(20.8)	202
Women are able to	Crew	26	(25.2)	25	(24.3)	15	(14.6)	20	(19.4)	17	(16.5)	103
	Commuters	31	(31.3)	28	(28.3)	20	(20.2)	14	(14.1)	6	(6.1)	99

speaking up against violence meted on them in public transport vehicles		57	(28.2)	53	(26.2)	35	(17.3)	34	(16.8)	23	(11.4)	
	Overall											202
Low economic status women vulnerable to gender related violence in the public transport vehicles	Crew	8	(7.8)	9	(8.7)	15	(14.6)	38	(36.9)	33	(32.0)	103
	Commuters	13	(13.1)	20	(20.2)	11	(11.1)	31	(31.3)	24	(24.2)	99
	Overall	21	(10.4)	29	(14.4)	26	(12.9)	69	(34.2)	57	(28.2)	
Education levels of women in the public transport vehicles makes them unable to speak up against the violence meted on them	Crew	24	(23.3)	22	(21.4)	8	(7.8)	28	(27.2)	21	(20.4)	103
	Commuters	29	(29.3)	34	(34.3)	15	(15.2)	12	(12.1)	9	(9.1)	99
	Overall	53	(26.2)	56	(27.7)	23	(11.4)	40	(19.8)	30	(14.9)	
Gender inequality in	Crew	13	(12.6)	20	(19.4)	22	(21.4)	27	(26.2)	21	(20.4)	103
	Commuters	8	(8.1)	14	(14.1)	9	(9.1)	40	(40.4)	28	(28.3)	99

the public	21	(10.4)	34	(16.8)	31	(15.3)	67	(33.2)	49	(24.3)
transport										
sector										
encourages										
violence										
against										
women										

From Table 4.11, it emerged the respondents averagely agree that women are treated fairly in the public transport vehicles as 49.5% cumulatively agreed with the statement. However this was low as 31.2% cumulatively disagreed with the statement. The view that women are treated fairly in the public transport vehicles was mainly held by *matatu* crew where a majority (62.1%) agreed. However, majority of the commuters who participated in the study (47.5%) cumulatively disagreed that women are treated fairly in the public transport vehicles. The finding shows that women are not treated fairly to some extent in public transport vehicles.

The study however found that majority of the women are not able to speak up against violence meted on them in public transport vehicles (54.4%). This view was shared by both *matatu* crew (49.5%) and the commuters (59.6%) who cumulatively disagreed that women are able to speak up against violence meted on them in public transport vehicles. The finding shows that because women are not able to speak, they remain silent as gender violence is perpetrated against them in the public transport sector.

The study found that low economic status makes women vulnerable to gender related violence in the public transport vehicles as indicated by majority of the respondents (62.4%) who cumulatively agreed with the statement. In this regard, majority of the respondents (34.2%) specifically agreed while 28.2% strongly agreed. This however appeared to be mainly the view of *matatu* crew (68.9%) compared to commuters (55.5%). This finding shows that low socio economic status contribute to gender violence against women in public transport sector.

As for education level contributing to gender violence against women in the public transport sector, the respondents averagely disagreed that education levels of women in the public transport vehicles makes them unable to speak up against the violence meted on them where as indicated by 53.9%. Majority of the commuters (63.3%)

cumulatively disagreed with the statement that education levels of women in the public transport vehicles makes them unable to speak up against the violence meted on them while only 44.7% of the *matatu* crew disagreed. This shows that although low education level contributes to gender violence against women, it is not very significant.

The study however found that gender inequality in the public transport sector encourages violence against women as indicated by majority of the respondents (57.5%) who cumulatively agreed with the view. This position was highly held by commuters (68.7%) compared to *matatu* crew (46.6%). This is because *matatu* crews tend to believe that it is not because the sector male dominated that there is gender violence against women. This finding shows that gender imbalance in the sector greatly contributes to gender violence against women.

4.6 Vehicle Structure and Capacity on gender violence in Public Transport

In the second objective, the study objective sought to determine how the structure and capacity of the vehicles used in public transport enhances gender violence against women in public transport in Nairobi. In order to achieve this, a 5-item 5-point Likert scale was developed based on which the *matatu* and commuters who participated in the study provided their responses. The responses were provided as strongly disagree (SD), disagree (D), neutral (N), agree (A) and strongly agree (SA). The data obtained was analysed to show frequencies and percentages for responses of both the crews and the commuters as presented in Table 4.12.

Table 4.1: Vehicle structure and capacity and gender violence in public transport

Statement	Category	SD		D		N		A		SA		Total
		F	%	F	%	F	%	F	%	F	%	
The random sitting plan in the matatus encourage gender	Crew	8	(7.8)	22	(21.4)	18	(17.5)	32	(31.1)	23	(22.3)	103
	Commuters	6	(6.1)	17	(17.2)	20	(20.2)	30	(30.3)	26	(26.3)	99
	Overall	14	(6.9)	39	(19.3)	38	(18.8)	62	(30.7)	49	(24.3)	202

violence against women												
The congestion in our public transport is responsible for gender violence against women	Crew	14	(13.6)	23	(22.3)	9	(8.7)	35	(34.0)	22	(21.4)	103
	Commuters	8	(8.1)	13	(13.1)	16	(16.2)	39	(39.4)	23	(23.2)	99
	Overall	22	(10.9)	36	(17.8)	25	(12.4)	74	(36.6)	45	(22.3)	202
The nature of seats and their structure in matatus make it difficult for decent sitting thus encourage gender based harassment	Crew	26	(25.2)	33	(32.0)	17	(16.5)	19	(18.4)	8	(7.8)	103
	Commuters	11	(11.1)	29	(29.3)	22	(22.2)	21	(21.2)	16	(16.2)	99
	Overall	37	(18.3)	62	(30.7)	39	(19.3)	40	(19.8)	24	(11.9)	202
The images and paintings in public transport vehicles encourage gender	Crew	41	(39.8)	35	(34.0)	14	(13.6)	9	(8.7)	4	(3.9)	103
	Commuters	19	(19.2)	27	(27.3)	34	(34.3)	14	(14.1)	5	(5.1)	99
	Overall	60	(29.7)	62	(30.7)	48	(23.8)	23	(11.4)	9	(4.5)	202

based violence against women.												
The type of music played in public transport vehicles	Crew	12	(11.7)	8	(7.8)	22	(21.4)	37	(35.9)	24	(23.3)	103
	Commuters	10	(10.1)	12	(12.1)	16	(16.2)	41	(41.4)	20	(20.2)	99
encourage gender based violence against women	Overall	22	(10.9)	20	(9.9)	38	(18.8)	78	(38.6)	44	(21.8)	202

From the findings in Table 4.12, majority of the study respondents (55.0%) cumulatively agreed that the random sitting plan in the matatus encourage gender violence against women with 30.7% agreeing while 24.7% strongly agreed. This shows that sitting arrangement in public transport vehicles is a factor which encourages gender based violence among women. The decision was almost similar between the *matatu* crew and commuters where 52.4% of the *matatu* crew and 56.6% of the commuters agreed with the statement. However, there are a cumulative 26.2% of respondents who disagreed with the view that sitting arrangements in public transport vehicles contribute to gender violence against women.

Similarly, majority of the respondents (58.9%) cumulatively agreed that the congestion in public transport is responsible for gender violence against women with 36.6% agreeing while 22.3% strongly agreed. This view was held more by the commuters where majority (62.6%) cumulatively agreed compared to only 55.4% of the *matatu* crew who agreed. This shows that the congestion in public transport is responsible for gender violence against women.

On whether the nature of seats and their structure in matatus make it difficult for decent sitting thus encourage gender based harassment, the study found that majority of the respondents (49%) cumulatively disagreed. Specifically, majority of the respondents (30.7%) disagreed with the statement while 48.3% strongly disagreed. Majority of those who were opposed to the view that the nature of seats and their structure in matatus make it difficult for decent sitting thus encourage gender based harassment were *matatu* crew (57.2%) compared to commuters where only 40.4% were opposed to the view. However, 37.4% of the commuters acknowledged that the nature of seats and their structure in matatus make it difficult for decent sitting thus encourage gender based harassment. The findings indicate that nature of seats and structure in public transport vehicles contribute to GBV against women to some extent although it is not such a dominant factor.

The findings also show that images and paintings in public transport vehicles do not encourage gender based violence against women. This emerged as majority of the respondents (60.4%) cumulatively disagreed that the images and paintings in public transport vehicles encourage gender based violence against women. This view was mainly favoured by *matatu* crew where 73.8% cumulatively disagreed compared to only 46.5% of commuters. However, a significant 34.3% of commuters were neutral indicating that they were not sure as to whether images and paintings in public transport vehicles encourage gender based violence against women.

The findings also showed that the respondents agreed that the type of music played in public transport vehicles encourage gender based violence against women where majority (60.4%) cumulatively agreed with 38.6% agreeing and 21.8% strongly agreed. This view was shared by both commuters (61.6%) and *matatu* crew (59.2%). These finding shows that the type music played in public transport vehicles encourage gender based violence against women.

4.7 Women Grooming and Gender Violence in Public Transport

The first study objective sought to establish how grooming of women exposes them to gender violence in public transport in Nairobi. In order to achieve this, a 4-item 5-point Likert scale was developed based on which the *matatu* and commuters who participated in the study provided their responses. The responses were provided as

strongly disagree (SD), disagree (D), neutral (N), agree (A) and strongly agree (SA). The data obtained was analysed to show frequencies and percentages for responses of both the crews and the commuters. Detailed findings are presented in Table 4.13.

Table 4.1: Grooming among women and gender violence in the matatu sector

Statement	Category	SD		D		N		A		SA		Total
		F	%	F	%	F	%	F	%	F	%	
The way women dress makes them feel comfortable when using <i>matatu</i> for transport	Crew	39	(37.9)	28	(27.2)	19	(18.4)	12	(11.7)	5	(4.9)	103
	Commuters	24	(24.2)	19	(19.2)	21	(21.2)	21	(21.2)	14	(14.1)	99
	Overall	63	(31.2)	47	(23.3)	40	(19.8)	33	(16.3)	19	(9.4)	202
Grooming determines the likelihood of gender based harassment in public transport sector	Crew	11	(10.7)	16	(15.5)	25	(24.3)	22	(21.4)	29	(28.2)	103
	Commuters	22	(22.2)	19	(19.2)	39	(39.4)	13	(13.1)	6	(6.1)	99
	Overall	33	(16.3)	35	(17.3)	64	(31.7)	35	(17.3)	35	(17.3)	202
Victims of gender based harassment in the <i>matatu</i> sector are always	Crew	8	(7.8)	17	(16.5)	21	(20.4)	37	(35.9)	20	(19.4)	103
	Commuters	23	(23.2)	29	(29.3)	18	(18.2)	16	(16.2)	13	(13.1)	99
	Overall	31	(15.3)	46	(22.8)	39	(19.3)	53	(26.2)	33	(16.3)	202

dressed in provocative manner												
Provocative Crew	9	(8.7)	14	(13.6)	23	(22.3)	32	(31.1)	25	(24.3)	103	
dressing is Commuters	33	(33.3)	27	(27.3)	15	(15.2)	18	(18.2)	6	(6.1)	99	
the main reason for gender based harassment	Overall	42	(20.8)	41	(20.3)	38	(18.8)	50	(24.8)	31	(15.3)	202
in the public transport sector.												

From the findings in Table 4.13, majority of the respondents (54.5%) cumulatively disagreed that the way women dress makes them feel comfortable when using *matatu* for transport where 31.2% strongly disagreed while 23.3% disagreed. This shows that the way women dress do not make them feel comfortable when using public transport vehicles. This opinion was stronger among the *matatu* crew where an overwhelming 65.1% cumulatively disagreed that way women dress makes them feel comfortable when using *matatu* for transport. However, in the case of passengers, those who disagreed were cumulatively 43.4%. This shows that although the commuters and crew are both of the opinion that the way women dress do not make them comfortable when using public transport, it is mainly perceived as such by the *matatu* crew and not commuters who were mainly women.

As to whether grooming determines the likelihood of gender based harassment in public transport sector, majority of the study respondents were generally neutral (37.4%). However, 34.6% of the respondents agreed that grooming determines the likelihood of gender based harassment in public transport sector with 33.6% cumulatively disagreeing. Specifically, majority of the crew (49.6%) cumulatively agreed that grooming determines the likelihood of gender based harassment in public transport sector where 28.2% strongly agreed as 21.4% agreed. However, majority of

the commuters (41.4%) cumulatively disagreed that grooming determines the likelihood of gender based harassment in public transport sector. The findings show that in as much, the general view is that grooming determines the likelihood of gender based harassment in public transport sector, the conflicting positions held by the crew and the commuters emerges from the fact that the crew are perceived to be perpetrating the violence while female commuters, who were the majority of commuters, the victims of violence. The findings resonate with that of Kilonzo (2012) who also concluded that the nature of the clothes that women put on they might send the wrong message in the hyper masculinized public transport culture and this might expose them to assaults and suffer indecent treatment unlike men whose mode of dressing can sustain harassment and tough conditions that are experienced in public transport

The findings further reveal that majority the respondents (42.5%) cumulatively agree that the victims of gender based harassment in the *matatu* sector are always dressed in provocative manner where 26.2% agree while 16.3% strongly. This shows that the respondents agree that provocative dressing is a factor which promotes gender based violence. However, commuters and *matatu* crew tend to disagree with majority of the commuters (52.5%) cumulatively disagreed with the statement as 55.3% of the crew cumulatively agreed. These findings are in agreement with those of Cress et al. (1995) who found that 58.5% of those surveyed agreed with the statement, women who wear tight-fitting clothes deserve it when they are attacked

4.8 Conduct of Matatu Crew on gender violence in Public Transport

The fifth study objective investigated the influence of conduct of *matatu* crew on gender based violence against women in the public transport sector in Nairobi. A 5-item 5-point Likert scale measuring crew behaviour and actions towards female commuters was developed to measure conduct of the crew. The responses were provided on a scale as strongly disagree (SD), disagree (D), neutral (N), agree (A) and strongly agree (SA). Data obtained was aggregated and analysed to show frequency and percentage of each response for the *matatu* crew, commuters and the overall respondents' pool as presented in Table 4.14.

Table 4.1: Conduct of matatu crew and gender violence in the public transport sector

Statement	Category	SD		D		N		A		SA		N
		F	%	F	%	F	%	F	%	F	%	
The matatu crew always haul insults directed at women in the matatu	Crew	43	(41.7)	35	(34.0)	5	(4.9)	14	(13.6)	6	(5.8)	103
	Commuters	13	(13.1)	12	(12.1)	16	(16.2)	32	(32.3)	26	(26.3)	99
		56	(27.7)	47	(23.3)	21	(10.4)	46	(22.8)	32	(15.8)	
	Overall											202
Women in the matatu are always harassed by matatu crew through use of derogatory language to refer to them	Crew	38	(36.9)	31	(30.1)	11	(10.7)	19	(18.4)	4	(3.9)	103
	Commuters	11	(11.1)	18	(18.2)	14	(14.1)	31	(31.3)	25	(25.3)	99
		49	(24.3)	49	(24.3)	25	(12.4)	50	(24.8)	29	(14.4)	
	Overall											202
Matatu crew treat women passengers with the same respect as their male counterparts	Crew	8	(7.8)	17	(16.5)	24	(23.3)	29	(28.2)	25	(24.3)	103
	Commuters	19	(19.2)	21	(21.2)	14	(14.1)	25	(25.3)	20	(20.2)	99
		27	(13.4)	38	(18.8)	38	(18.8)	54	(26.7)	45	(22.3)	
	Overall											202
Illegal groups associated	Crew	22	(21.4)	28	(27.2)	21	(20.4)	18	(17.5)	14	(13.6)	103
	Commuters	7	(7.1)	9	(9.1)	4	(4.0)	45	(45.5)	34	(34.3)	99
	Overall	29	(14.4)	37	(18.3)	25	(12.4)	63	(31.2)	48	(23.8)	202

to matatu												
business												
pose threats												
to the												
security of												
women due												
to various												
violent acts												
Matatu	Crew	30	(29.1)	35	(34.0)	28	(27.2)	6	(5.8)	4	(3.9)	103
crews use	Commuters	4	(4.0)	10	(10.1)	8	(8.1)	47	(47.5)	30	(30.3)	99
their		34	(16.8)	45	(22.3)	36	(17.8)	53	(26.2)	34	(16.8)	
position to												
take												
advantage												
of												
vulnerable	Overall											
female												
passengers												
especially												
school												
going girls.												

Source: Analysis of field data (2017); N=202

From the findings in Table 4.14, the respondents averagely disagreed that the matatu crew always haul insults directed at women in the matatu (51.0%) where the *matatu* crew who participated in the study overwhelmingly disagreed (75.7%) with the statement. However, majority of the commuters (58.6%) cumulatively agreed that matatu crew always haul insults directed at women in the matatu. Overall, 38.6% of the respondents agreed that matatu crew always haul insults directed at women in the matatu indicating that there are significant instances where this scenario occurs. The findings are consistent with the arguments of waMungai and Samper (2006), Carotenuto (2012) and Guguyu (2014) that there have been frequent accounts of matatu workers sexually and physically assaulting female passengers as well.

Similarly, the study found that women in the matatu are not always harassed by matatu crew through use of derogatory language to refer to them as indicated by 48.6% of the respondents. However, this view was mainly propagated by the *matatu* crew themselves with 67.0% disagreeing with the statement that women in the matatu are always harassed by matatu crew through use of derogatory language to refer to them. On the other hand, 56.6% of the commuters agree that women in the matatu are always harassed by matatu crew through use of derogatory language to refer to them. This view is supported by 22.3% of the *matatu* crew who also acknowledged that women in the matatu are always harassed by matatu crew through use of derogatory language to refer to them. Thus these findings show that there is a great level harassment against women by *matatu* crew. These findings are similar to the conclusions drawn by Mutongi (2006) who found that matatu workers frequently harass the few female matatu workers that exist, calling them prostitutes among other forms of derogatory language

Further, the findings indicated that the matatu crew treats women passengers with the same respect as their male counterparts as indicated by 49.0% of the respondents who cumulatively agreed with the statement. However 32.2% of the respondents thought this not to be true indicating that female commuters were not treated with the same respect as their male counterparts. Lack of respect towards female commuters was mainly perceived by commuters (40.4%) compared to crew (24.3%). Considerable lack of respect towards the female commuters from the *matatu* contributes to the witnessed gender violence.

CHAPTER FIVE

SUMMARY OF FINDINGS, DISCUSSIONS, CONCLUSIONS AND RECOMMENDATIONS

5.1 Introduction

This chapter presents a summary of the findings, discussions, conclusions, contribution to the body of knowledge, recommendations of the study and suggestions for further research. The summary of findings section presents summary of the main findings and results of test of hypotheses for each study objective. The conclusions are made and presented based on the research objectives which informed the findings, analysis, interpretation and discussion in the study. Based on the conclusions, contribution to the body of knowledge was examined which consisted of new information from findings of the study (Misiga, Kinyanjui & Ohaya, 2013). Recommendations were based on the results for policy and practice and gaps in knowledge identified for further research.

The study was conducted in *matatu* routes to and from industrial where 222 respondents were sampled to include 99 commuters, 42 drivers, 67 touts, 12 SACCO officials, Traffic Commandant and Director of City Transport, the study achieved a response return rate of 96.8%. Majority of the study participants were male (67%), were aged between 30 – 50 years (54.9%), were married (47.0%) and had secondary education (53.0%). The study found an overall reliability index of Cronbach alpha = 0.757 and was considered reliable. The study found that majority of the commuters (73.7%) use *matatu* very frequently with the main reason being that they do not have any alternative (41.4%). Of this, 32.7% agreed that they had witnessed or experienced gender violence against women in the *matatu* sector, a significant agreed

5.2 Summary of the Findings

5.2.1 To determine the influence of governance and management on gender violence against women in Public transport in Kenya

On the first objective, the study found that the policies governing the public transport sector are not effective in reducing gender based violence against women (54.0%) although the commuters generally agreed that they were effective (58.5%) while the

matatu crew disagreed (69.9%). Further, Saccos and *matatu* owners do not implement policies to curb gender based violence against women (66.8%), traffic police department and other transport agencies do not implement laws to curb gender based violence (58.3%) and that the *matatu* owners/SACCOS do not conduct regular inspection to ensure the *matatus* are hospitable for women (43.6%). The study also found that there no is security of persons of all gender due to implementation of transport policies in the *matatu* sector (53.9%) as mainly proposed by commuters (74.7%) compared to 49.6% of the *matatu* crew who agreed that there is security of persons of all gender due to implementation of transport policies in the *matatu* sector. However, 34.0% of the *matatu* crew also cumulatively acknowledged that there is no security of persons of all gender due to implementation of transport policies in the *matatu* sector.

5.2.2 To establish how women empowerment influences the reduction of gender violence against women in public transport.

Based on the second objective, the study found that the respondents averagely agree that women are treated fairly in the public transport vehicles (49.5%) as mainly reported by *matatu* crew (62.1%). However, majority of the commuters who participated in the study (47.5%) cumulatively disagreed. The study also found that women are not able to speak up against violence meted on them in public transport vehicles (54.4%) and that low economic status makes women vulnerable to gender related violence in the public transport vehicles (62.4%) which was mainly the view of *matatu* crew (68.9%) compared to commuters (55.5%). However, the study found that education levels of women in the public transport vehicles does not make them unable to speak up against the violence meted on them (53.9%) although gender inequality in the public transport sector was found to encourage violence against women (57.5%) as reported mainly by commuters (68.7%) compared to *matatu* crew (46.6%).

5.2.3 To determine how the structure and capacity of the vehicles used in public transport enhances gender violence against women in public transport.

On the third objective, the study found that random sitting plan in the matatus encourages gender violence against women (55.4%) as shown by both commuters (56.6%) and *matatu* crew (52.4%). The study also found that congestion in public transport is responsible for gender violence against women (58.9%) more so by commuters (62.6%) than *matatu* crew (55.4%). The nature of seats and their structure in matatus were found not to make it difficult for decent sitting thus encourage gender based harassment (49.0%) with *matatu* crew mostly (57.2%) indicating seats and sitting arrangement do not make it difficult for decent sitting and thus does not encourage gender violence against women compared to only 40.4% of the commuters. Further, images and paintings in public transport vehicles do not encourage gender based violence against women. This emerged as majority of the respondents (60.4%) although the type of music played in public transport vehicles encourage gender based violence against women (60.4%).

5.2.4 To establish how grooming of women exposes them to gender violence in public transport

Based on the fourth objective, the study found that women's grooming does not make them feel comfortable when using public transport vehicles (54.5%) as mainly reported by *matatu* crew (65.1%) compared to commuters (43.4%). The study also found that grooming does not determine the likelihood of gender based harassment in public transport sector (41.4%) although *matatu* crew were of the opinion that grooming determines the likelihood of gender based harassment in public transport sector (49.6%) compared to only 21.4% of commuters. The study further found that victims of gender based harassment in the *matatu* sector are always dressed in provocative manner (42.5%) with only majority of the crew agreeing (55.3%) while majority of the commuters disagree (52.5%).

5.2.5 To establish the role of the conduct of public transport drivers and touts (makanga) on gender violence against women in public transport in Nairobi

On the fifth objective, the study found that there are significant instances where the *matatu* crew haul insults directed at women in the *matatu* (38.6%) although this is not occurring always as indicated by 51.0% of the respondents who disagreed. The study also found that although women in the *matatu* are not always harassed by *matatu* crew through use of derogatory language to refer to them (48.6%), commuters (56.6%) believe that women in the *matatu* are always harassed by *matatu* crew through use of derogatory language to refer to them. The study further found that the *matatu* crew treats women passengers with the same respect as their male counterparts as (49.0%) although 32.2% of the respondents thought this not to be true as mainly perceived by commuters (40.4%) compared to crew (24.3%).

5.3 Conclusions

From the findings of the first objective, the study concludes that policies in the public transport sector are an issue in effectively reducing gender violence against women: policies governing public transport sector are not adequately implemented by the Saccos, *matatu* owners and traffic police department; that there is some level of inspection among *matatu* owners and SACCOS although this is low, which is responsible for instances of gender violence against women since security and safety of persons of both genders have not been guaranteed which has resulted into gender violence in the sector.

With reference to the second objective, the study concludes that women are not treated fairly, to some extent, in public transport vehicles: women are not able to speak and remain silent as gender violence is perpetrated against them in the public transport sector; that low socio economic status contribute to gender violence against women in public transport sector, that although low education level contributes to gender violence against women, it is not very significant and that gender imbalance in the sector greatly contributes to gender violence against women.

The conclusions made regarding the third objective were: that sitting arrangement in public transport vehicles is a factor which encourages gender based violence among

women: that the congestion in public transport is responsible for gender violence against women: that nature of seats and structure in public transport vehicles contribute to gender violence against women to some extent although it is not such a dominant factor: that images and paintings in public transport vehicles do not encourage gender based violence against women and that the type music played in public transport vehicles encourage gender based violence against women.

Based on the findings of the fourth objective, the study concludes that the way women dress do not make them feel comfortable when using public transport vehicles, that the general view is that grooming determines the likelihood of gender based harassment in public transport sector and that the respondents agree that provocative dressing is a factor which promotes gender based violence.

On the fifth objective, the study concludes that the *matatu* crews do not always haul insults directed at women in the *matatu* although there are significant instances where this occurs: that there is a great level of harassment against women by *matatu* crew and that considerable lack of respect towards the female commuters from the *matatu* contributes to the witnessed gender violence.

5.4 Recommendations

Based on the first objective, the study recommends that the government through the ministry of transport both nationally and at the county levels should continually review the public transport policies to cater for the changing needs of passengers from both genders. This should be done through participatory forums through online platforms as well as local barazas to ensure that views of the people are incorporated. The *matatu* owners and SACCOs should also establish strong and effective inspection units to ensure that the crews comply with the set regulations and courtesy practices set for handling passengers.

On the second objective, NGOs that champion rights of women should conduct awareness campaigns to encourage women to speak up when they feel elements of harassment in public transport vehicles. Women will be able to encourage each other to speak up and this will ultimately reduce cases of gender violence against women.

The government should develop and set appropriate requirements for seat structures and sitting arrangements to adequately accommodate members of different gender. This can be achieved through implementing standard designs for public transport vehicles. Matatu owners and SACCOs should ensure that the kind of music played in their vehicles is tailored to take care of passengers of all gender without encourage violent acts.

Based on the conclusions made from the fourth objective, the study recommendations that fashion awareness campaign should be conducted through various media to encourage appropriate mode of dressing through encouraging the society to actively debate on the issue. This will enable the society to adopt a positive thinking towards dressing and avoid victimization based on ones dressing mode. Moreover, comfort when sitting and walking will be witnessed among members of different gender.

5.5 Suggestions for Further Studies

Based on the findings of this study, various factors have been found to influence gender based violence against women. However, knowledge gap has been left with regard to religious and cultural factors influencing gender violence against women especially in the public transport. Therefore, the study recommendations that further studies should focus on:

- i. Influence of religious practices and beliefs on gender based violence against women in public transport sector.
- ii. The influence of cultural beliefs and practices on gender based violence against women in public transport sector.
- iii. Gender base violence on other modes of transport like airlines and railways

REFERENCES

- Assessment of Commuter Preferences of 14-Seater Public ... (N.D.). Retrieved May 1, 2017.
- Azis, I. J. (2002). *What Would Have Happened in Indonesia if Different Economic Policies Had Been Implemented When the Crisis Started? Asian Economic Papers*.
- Barker, G. (2005). *Dying to be men: youth, masculinity and social exclusion*. London:
- Barnes, R. J., & Eicher, B. J. (1992). *Dress and Gender. Making Meaning in Cultural Context*. Berg Publishers Inc.
- Carotenuto, M. (2012). "Repatriation in Colonial Kenya: African Institutions and Gendered Violence.
- Duchêne, C.. (2011). *Gender and Transport. In 2011 International Transport Forum. Leipzig, Germany: International Transport Forum*
- Frankel, J. R. & Wallen, N. E. (2006). *How to Design and Evaluate Research in Education*.. New York, McGraw- Hill.
- Githinji, P. (2008). "Sexism and misrepresentation of women in Sheng." *Journal of African Culture Studies* 20: 15-32.
- Global Urban (2017). Taking Action to Empower Women. Retrieved January 10, 2017. from <http://www.globalurban.org>.
- Government of Kenya (2003). *Economic Recovery Strategy for Wealth and Employment Creation 2003 –2007*. Ministry of Planning and National Development. Nairobi, Kenya.
- Government of Kenya (2007). *Regional Development Policy. Ministry of Regional Development Authorities* Nairobi, Kenya.
- Graglia, A. D. (2015). *Finding mobility: women negotiating fear and violence in Mexico City's public transit system*. *Gender, Place & Culture*, 23(5), 624-640.
- Hansen, Karen Vaa, Mariken. 2004. "Reconsidering Informality Perspectives from Urban Africa." Madrid: Grafilur Artes.

- Isika, J. K. (2006). *Factors Influencing Professional Women's Likelihood to Adopt Clothing Fashion: A case of Nairobi town*. Unpublished Master's Thesis, Kenyatta University.
- Jarboui, S., Forget, P., & Boujelbene, Y. (2012). Public road transport efficiency: a literature review via the classification scheme. *Public Transport*, 4(2), 101-128.
- Jules, S. J., & Mcquiston, D. E. (2013). Speech style and occupational status affect assessments of eyewitness testimony. *Journal of Applied Social Psychology*, 43(4), 741-748.
- Katumanga, M. (2005). "A City under Siege: Banditry and Modes of Accumulation in Kenya Demographic and Health Survey, 2008-2009. Final Report: Nairobi, 2010.
- Kilonzo, S. (2012). "The trajectories of survival of the Mungiki youth in Nairobi," 229-250
- Kinyita, P. (2015). Relationship between Work Stress and Performance of Employees: A Case Study of Transit Hotel in Nairobi City County. *Archives of Business Research*.
- Krejcie, R. V., & Morgan, D. W. (1970). Determining Sample Size for Research Activities. *Educational and Psychological Measurement*, 30(3), 607-610.
- Lemieux, S. R., & Byers, E. S. (2008). The Sexual Well-Being of Women Who Have Experienced Child Sexual Abuse. *Psychology of Women Quarterly*, 32(2), 126-144.
- Maynard, M. (2004). *Dress and Globalization*: Lancaster. Carnegie Publishing
- Meagher, K. (2011). "Informal Economies and Urban Governance in Nigeria: Popular Power or Political Exclusion?" *African Studies Review* 54: 47-72.
- Migiro, K. (2015, December 16). Most women in Kenya are abused on public transport survey says. Retrieved May 08, 2017, from <http://www.reuters.com/article/us-kenya-women-idUSKBN0TZ22520151216>

- Moore, S. (2010). Preventing anti-social behaviour on public transport: An alternative route? *Crime Prevention and Community Safety*, 12(3), 176-193.
- Mowry, C., Pimentel, A., Sparks, E., & Hanlon, B. (2013). Materials characterization activities for Take Our Sons & Daughters to Work Day
- Muller v. Oregon (2015). A Class by Herself: Protective Laws for Women Workers, 1890s-1990s.
- Murray, M. & Myers, G. (2007). "Introduction: Situating Contemporary Cities in Africa," Pp. 1-30 in Murray, Martin and Myers, Garth, ed. *Cities in Contemporary Africa*. New York:
- Mutongi, K. B. (2006). "Thugs or Entrepreneurs? Perceptions of Matatu Operators in Nairobi 1970 to the Present," *Africa: The Journal of the International African Institute* 76 549-568.
- Nairobi City County (2014). The Project on Integrated Urban Development Master Plan for the City of Nairobi in the Republic of Kenya
- Otiato, G. (2014). "Kenyan posting stripping videos risk arrest". Accessible at: <http://www.nation.co.ke/news/Kenyans-posting-strippingvideos-risk-arrest/-/1056/2538274/-/3iysIq/-/index.html>
- Otsola, J. (2012). "Baseline Survey Report on Gender Based Violence in Kasarani, Nairobi
- Quinn, D. M., Chaudoir, S. R., & Kallen, R. W. (2008). Performance and flow: A review and integration of self-objectification research. Self-objectification in women: Causes, consequences, and counteractions. 119-138.
- Rasmussen, J. (2012). "Outside the Law – Inside the System: Operating the Matatu Sector in Nairobi," *Urban Forum* 23 (4): 415-433
- Raynor, N. & Mirzoev, T. (2014). "Understanding road safety in Kenya: views of matatu drivers" *International Health* 6: 242-248.
- Rush, E., & Anscombe, A. W. (2017). What Can We Do to Make Changes?—Virginia (Ginni) Hall, AO. Empowering Social Workers. 87-99.

- Salon, D. & Gulyani, S. (2010). "Mobility, Poverty, and Gender: Travel 'Choices' of Slum Residents in Nairobi, Kenya." *Transport Reviews* 30: 641-657.
- Sommers, M. (2010). "Urban Youth in Africa." *Environment and Development* 22 (2): 317-332
- wa Mungai, M. & Samper, D. (2006). "No Mercy No Remorse, Personal Experience Narratives About Public Passenger Transport in Nairobi," *Africa Today* 52: 51-81.
- Wilkins, K. G. (2014). Advocacy Communication for and about Women. Reclaiming the Public Sphere, 47-63.
- Women Empowerment Link. (2015). Assessment on the Magnitude of Violence against Women and Girls in the Public Transport in Kenya. Retrieved May 08, 2017, from <http://www.daogewe.org/index.php/publications/reports/43-violence-against-women-and-girls-in-public-transport-by-wel>
- World Health Organization (2005). 20 Avenue Appia, 1211 Geneva 27, Switzerland *Women's perception of partner violence in a rural Igbo community.* *African Journal of Reproductive Health*, 2005, 9:77-88.2.
- Yaffe, G. (2010). Locke on Consciousness, Personal Identity and the Idea of Duration.
- Yamane, T. (1969). *Statistics, an Introductory Analysis*, 2nd Ed., New York: Harper and Row.

APPENDIXES

Appendix I: Letter of Transmittal

10th June, 2017

**UNIVERSITY OF NAIROBI
MAIN CAMPUS
P.O BOX 30197-00100
NAIROBI**

Dear Sir/Madam,

**RE: FACTORS INFLUENCING GENDER VIOLENCE AGAINST WOMEN
IN PUBLIC TRANSPORT SECTOR IN KENYA: THE CASE OF
NAIROBI COUNTY PUBLIC TRANSPORT SYSTEM**

My name is **Corazon Wasuna Obure** Reg. No **L50/77671/2015**, a Master of Arts in Project planning and management at the University of Nairobi. As part of fulfillment for my Masters degree, I am conducting a research titled *“Factors Influencing Gender Violence against Women in Public Transport Sector in Kenya: The Case of Nairobi County Public Transport System”*.

The purpose of this letter is to seek your participation in this study by giving your views and contribution towards investigation of gender based violence towards women in the public transport sector. The information provided herein will be treated with utmost confidentiality and strictly for the purposes of this research.

Your honest responses will be highly appreciated.

Thank you in advance

Sign

CORAZON WASUNA OBURE

Regd. No L50/77671/2015

Appendix II: Questionnaire for Drivers, Touts and Commuters

My name is **Corazon Wasuna Obure**, a postgraduate student at the University of Nairobi. In partial fulfilment of the requirements of the degree of Master of Arts in Project planning and management. I am conducting a research on **Factors Influencing Gender Violence against Women in Public Transport Sector in Kenya: The Case of Nairobi County Public Transport System**. Your participation in this study by responding to this questionnaire will be highly appreciated. Your responses will be treated with utmost confidentiality and used only for academic purposes only.

SECTION A: BACKGROUND AND DEMOGRAPHIC INFORMATION

1. Gender: Male Female
2. Your age bracket: Below 18 years 18 – 30 years
30 – 50 years Above 50 years
3. How are you involved in the public transport in Nairobi?
[A] Driver [B] Tout [C] Commuter
4. Marital status:
Single/Never married Married Divorced/widowed
5. Highest level of education attained:
 - i. No formal education
 - ii. Primary Education
 - iii. Secondary Education
 - iv. Post secondary education
6. How often do you use the *matatu* service?
a. Very frequently b. occasionally c. Once in a while d. rarely
7. What factor is most important to you when choosing *matatu* as means of transport?
[A] Cost effectiveness [B] Comfort [C] Convenience
[D] Others: Please specify.....
8. Do you think gender based violence occurs in public transport system like Matatus?
Yes No
9. Have you ever witnessed or experienced an incident of gender-based violence or harassment in a *matatu*?
Yes No

SECTION B: GOVERNANCE AND MANAGEMENT IN PUBLIC TRANSPORT

10. The following statements relates to poor governance in public transport sector.

Indicate your level of agreement on a scale of 1 - 5 where 1 = Strongly Disagree (SD). 2 = Disagree (D). 3 = Neutral (N). 4 = Agree (A) and 5 = Strongly Agree (SA).

No	Statement	SD	D	N	A	SA
1	The policies governing the public transport sector are effective in reducing gender based violence against women					
2	The Saccos and <i>matatu</i> owners implement policies to curb gender based violence against women					
3	Traffic police department and other transport agencies implement laws to curb gender based violence					
4	The <i>matatu</i> owners/SACCOS conduct regular inspection to ensure the <i>matatus</i> are hospitable for women					
5	There is security of persons of all gender due to implementation of transport policies in the <i>matatu</i> sector.					

SECTION C: WOMEN EMPOWERMENT

11. The following statements relates to emancipation and women empowerment.

Indicate your level of agreement on a scale of 1 to 5 where 1 = Strongly Disagree (SD). 2 = Disagree (D). 3 = Neutral (N). 4 = Agree (A) and 5 = Strongly Agree (SA).

Item	Statement	SD	D	N	A	SA
1	Women are treated fairly in the public transport vehicles					
2	Women are able to speak up against violence meted on them in public transport vehicles					
3	Low economic status makes women vulnerable to gender related violence in the public transport vehicles					
4	Education levels of women in the public transport vehicles makes them unable to speak up against the					

	violence meted on them					
5	Gender inequality in the public transport sector encourages violence against women					

SECTION D: STRUCTURE AND CAPACITY OF VEHICLES

12. Do you think women need special treatment on *matatus*?

Yes [] No []

13. The following statements investigate whether structure and capacity of vehicles influence gender based violence in public transport in Nairobi. Indicate the extent to which you agree or disagree with the statement on a scale of 1 to 5 where 1 = Strongly Disagree (SD), 2 = Disagree (D), 3 = Neutral (N), 4 = Agree (A) and 5 = Strongly Agree (SA).

No	Statement	SD	D	N	A	SA
1	The random sitting plan in the <i>matatus</i> encourage gender violence against women					
2	The congestion in our public transport is responsible for gender violence against women					
3	The nature of seats and their structure in <i>matatus</i> make it difficult for decent sitting thus encourage gender based harassment					
4	The images and paintings in public transport vehicles encourage gender based violence against women.					
5	The type of music played in public transport vehicles encourage gender based violence against women					

SECTION E: GROOMING OF WOMEN

14. The following statements investigate whether dressing and grooming influence gender based violence in public transport in Nairobi. Indicate the extent to which you agree or disagree with the statement on a scale of 1 to 5 where 1 = Strongly Disagree (SD), 2 = Disagree (D), 3 = Neutral (N), 4 = Agree (A) and 5 = Strongly Agree (SA).

No	Statement	SD	D	N	A	SA
1	The way women dress makes them feel comfortable when using <i>matatu</i> for transport					
2	Grooming determines the likelihood of gender based harassment in public transport sector					
3	Victims of gender based harassment in the <i>matatu</i> sector are always dressed in provocative manner					
4	Provocative dressing is the main reason for gender based harassment in the public transport sector.					

SECTION F: CONDUCT OF MATATU CREW

15. The following statements relates to conduct and behaviour of *matatu* crew. Indicate your level of agreement on a scale of 1-5 where 1 = Strongly Disagree (SD), 2 = Disagree (D), 3 = Neutral (N), 4 = Agree (A) and 5 = Strongly Agree (SA).

Item	Statement	SD	D	N	A	SA
1	The <i>matatu</i> crew always haul insults directed at women in the <i>matatu</i>					
2	Women in the <i>matatu</i> are always harassed by <i>matatu</i> crew through use of derogatory language to refer to them					
3	<i>Matatu</i> crew treat women passengers with the same respect as their male counterparts					
4	Illegal groups associated to <i>matatu</i> business pose threats to the security of women due to various violent acts					
5	<i>Matatu</i> crews use their position to take advantage of vulnerable female passengers especially school going girls.					

Thank you for your participation

Appendix III: Interview Schedule for Base Commandant

Gender:

Duration of service in current position:

1. Is there gender violence directed towards women in the matatu sector?
2. What is the extent of gender violence towards women in the matatu sector?
3. What efforts have been put by the police to deal with gender violence in the matatu sector?
4. Comment on the effectiveness of governance structures in matatu industry to mitigate against gender violence against women.
5. How does economic status influence gender violence against women in the matatu sector?
6. What is the effect of the structure and capacity of public transport vehicle on gender based violence towards women?
7. Comment on the influence of grooming of commuters on the existence and perpetuation of gender based violence towards women?
8. How has the conduct of matatu crew contributed to gender based violence in the public transport sector?

Thank you for participating in this study

Appendix IV: Interview Schedule for Director of City Transport

Age:

Duration of service in current position:

1. Is there gender violence directed towards women in the matatu sector?
2. What is the extent of gender violence towards women in the matatu sector?
3. What efforts have been put by the city transport directorate to deal with gender violence in the matatu sector?
4. Comment on the effectiveness of governance structures in matatu industry to mitigate against gender violence against women.
5. How does empowerment influence gender violence against women in the matatu sector?
6. What is the effect of the structure and capacity of public transport vehicle on gender based violence towards women?
7. Comment on the influence of grooming of commuters on the existence and perpetuation of gender based violence towards women?
8. How has the conduct of matatu crew contributed to gender based violence in the public transport sector?

Thank you for participating in this study

Appendix V: Interview Schedule for Matatu SACCO officials?

Gender:

Age:

Position:

Duration of service in current position:

1. Is there gender violence directed towards women in the matatu sector?
2. What is the extent of gender violence towards women in the matatu sector?
3. What efforts have been put by your SACCO to deal with gender violence in the matatu sector?
4. Comment on the effectiveness of governance structures in matatu industry to mitigate against gender violence against women.
5. How does empowerment influence gender violence against women in the matatu sector?
6. What is the effect of the structure and capacity of public transport vehicle on gender based violence towards women?
7. Comment on the influence of grooming of commuters on the existence and perpetuation of gender based violence towards women?
8. How has the conduct of matatu crew contributed to gender based violence in the public transport sector?

Thank you for participating in this study

Appendix VI: Map of Study Area



UNIVERSITY OF NORTHERN IRRRAWADDI
EAST