



LSE



Towards an Equitable Transport System in Kuwait ,

Understanding the social and cultural context of transport accessibility in Kuwait

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- Objectives:
 - To measure the spatial equity of access to the public transport system
 - To examine their role in shaping the travel decisions and mode choice
 - To investigate the role of non-spatial factors (i.e. social and cultural) in shaping travel behavior and mode choice
- Data and methods
 - Mixed methods study: quantitative and qualitative data analysis
 - Spatial analysis of the data from 'Resource Urbanisms' - Big thank you to LSE Cities

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Data and methods

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Kuwaiti Context and Specific Challenges

Kuwait

Urban living area
Metropolitan area

0 10km

1951



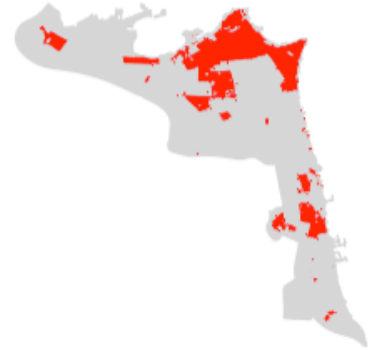
Urban living area – 4.9 km²
Population – 124,589 pers
ULA density – 25,426 pers/km²

1963



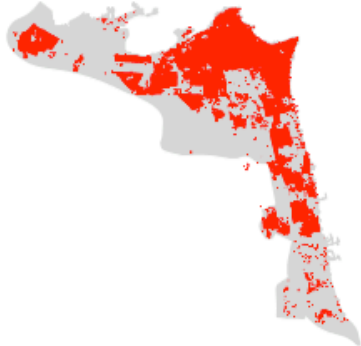
Urban living area – 45.6 km²
Population – 394,480 pers
ULA density – 8,651 pers/km²

1977



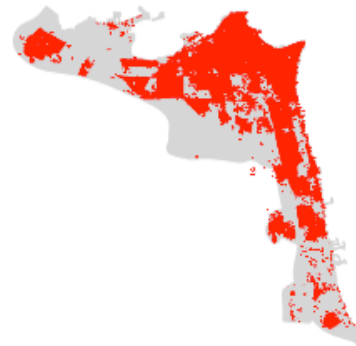
Urban living area – 143.8 km²
Population – 1,100,000 pers
ULA density – 7,650 pers/km²

1990



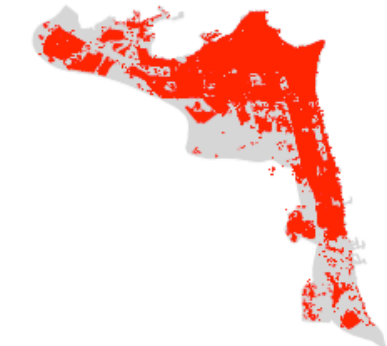
Urban living area – 281.7 km²
Population – 1,900,000 pers
ULA density – 6,745 pers/km²

2000

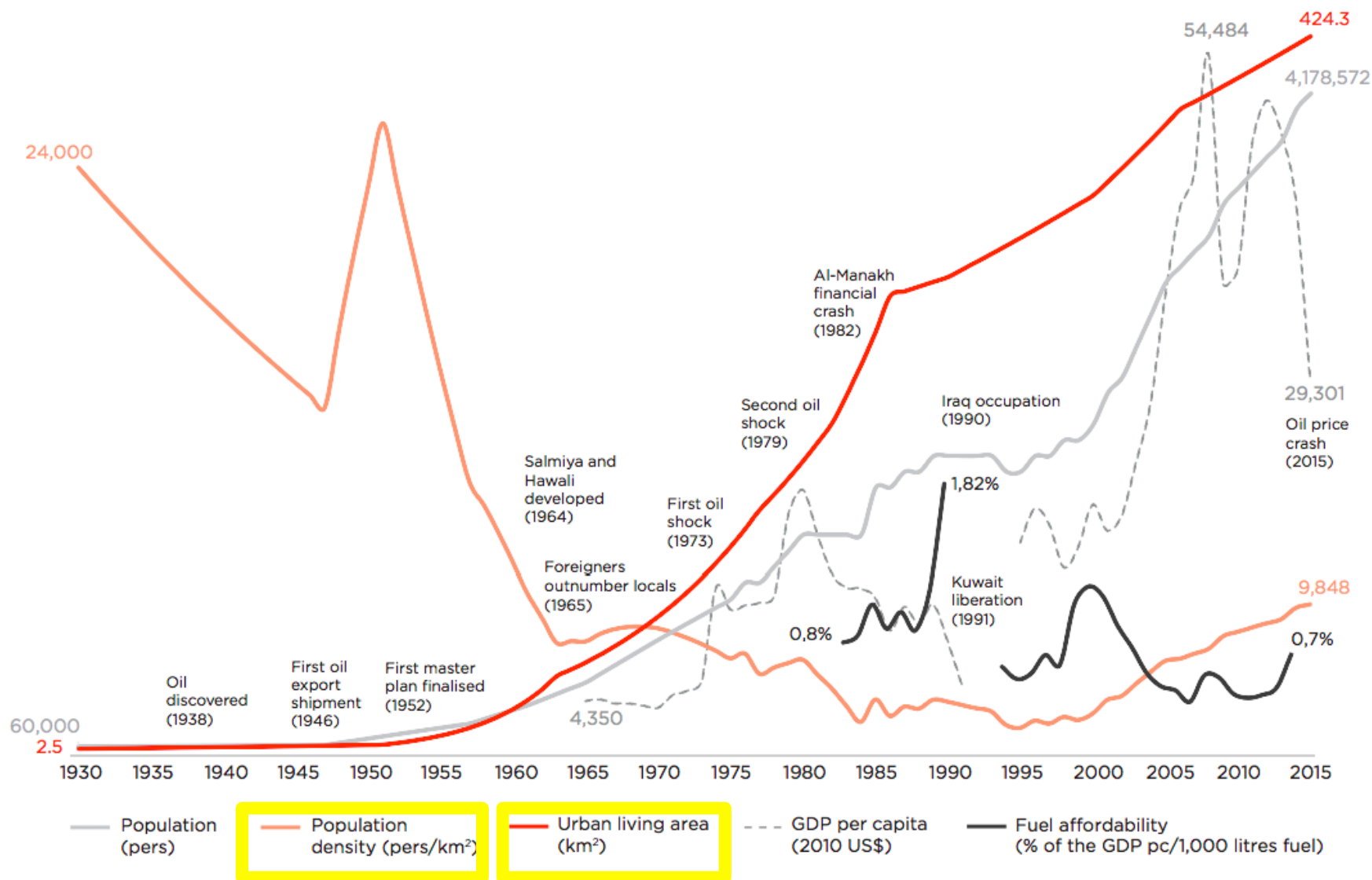


Urban living area – 330 km²
Population – 2,100,000 pers
ULA density – 6,364 pers/km²

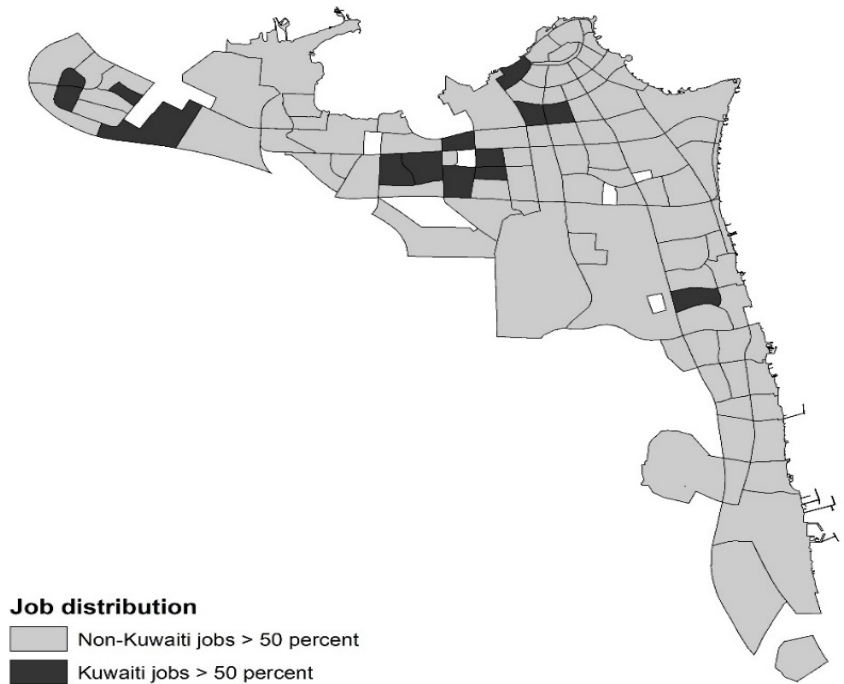
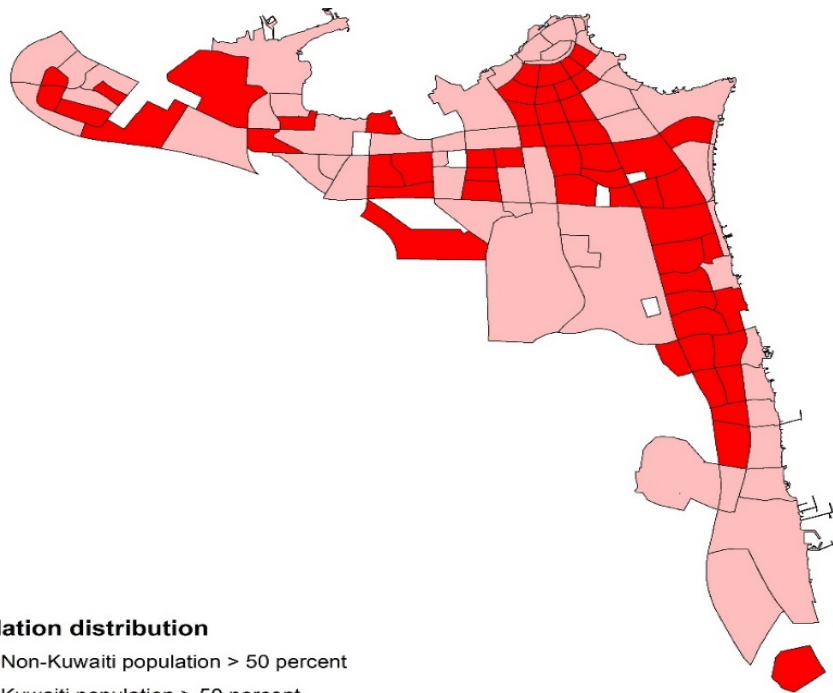
2015



Urban living area – 424.3 km²
Population – 4,178,572 pers
ULA density – 9,848 per/km²



Source: LSE Cities Resource Urbanisms, 2018

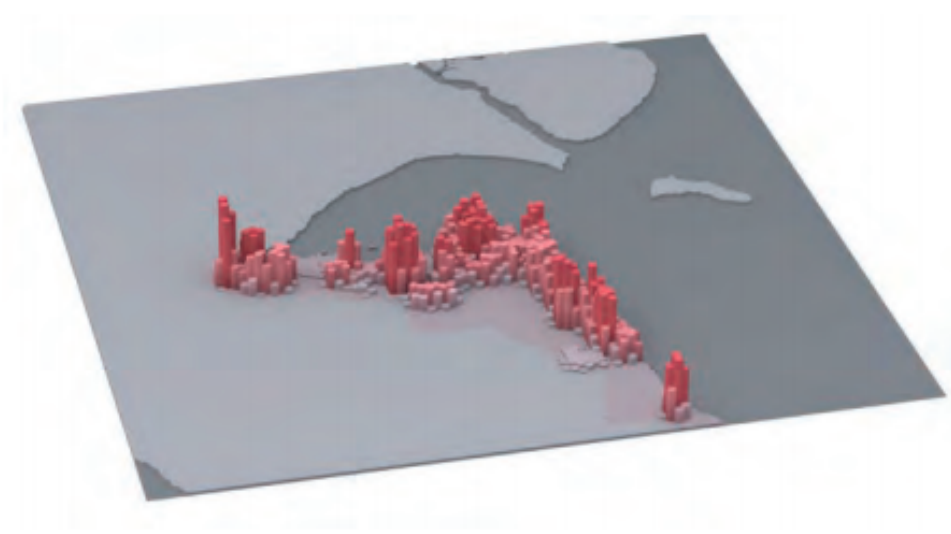


(Source: based on 2011 data from PACI and EMISK, Kuwait)

Kuwaiti population

Population (2015)
1,291,139 pers
% of the total population
31%

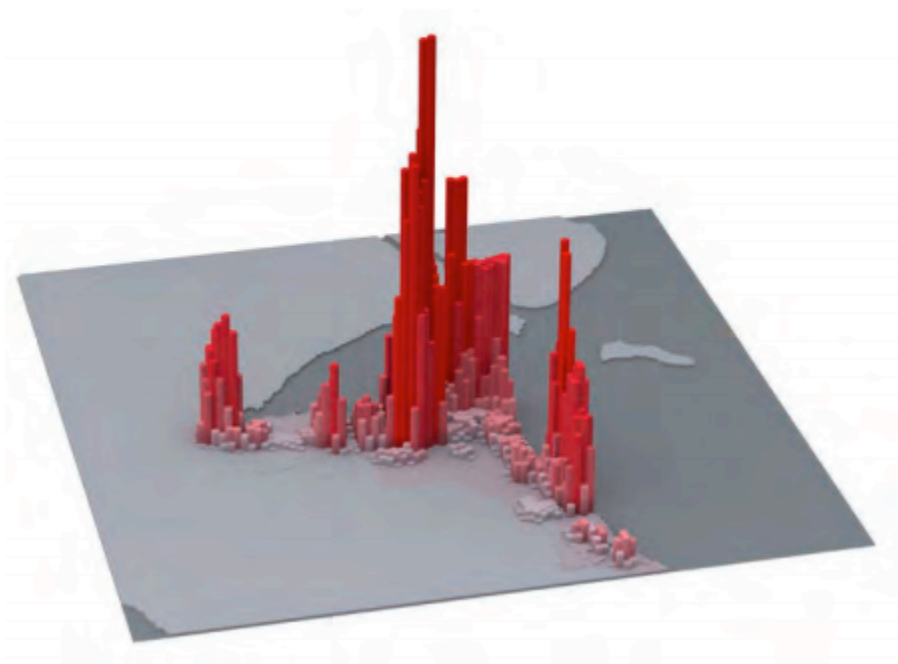
Urban living area density
3,043 pers/km²
Peak density
9,888 pers/km²



Non-Kuwaiti population

Population (2015)
2,887,433 pers
% of the total population
69 %

Urban living area density
6,805 pers/km²
Peak density
51,582 pers/km²



Spatial analysis: accessibility to bus stops

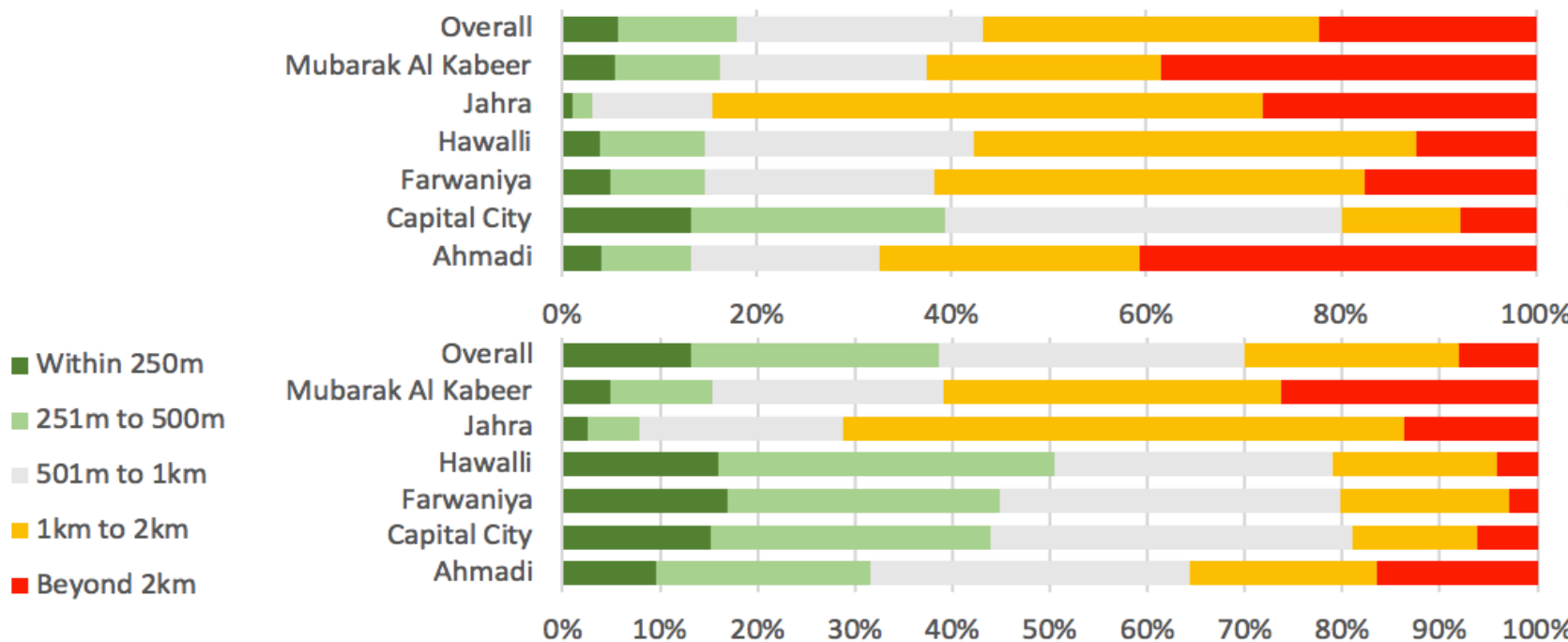


Figure 5 Share of Kuwaiti (top) and Non-Kuwaiti (bottom) population by distance to bus stops

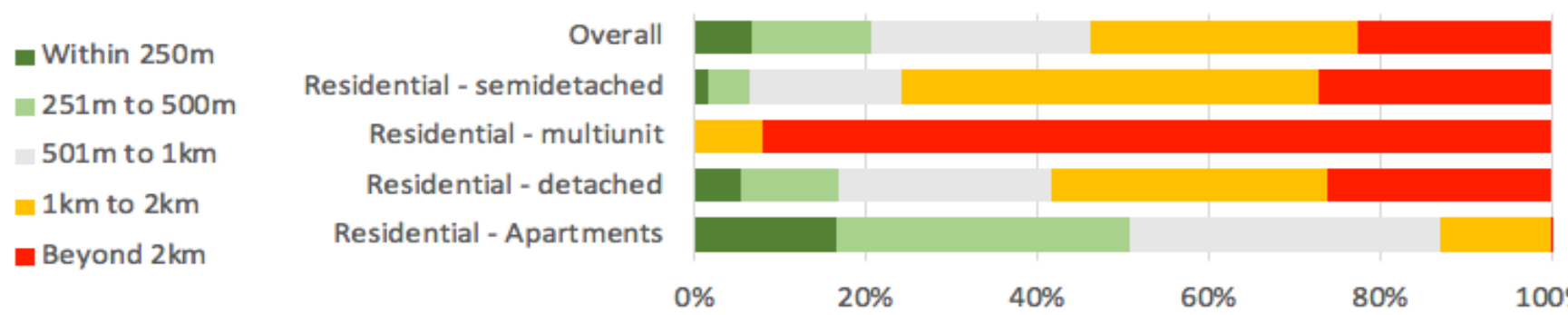


Figure 6 Share of population by distance to bus stops across by housing typologies

Kuwait

Highway length (2015)

309 km

Number of interchanges (2015)

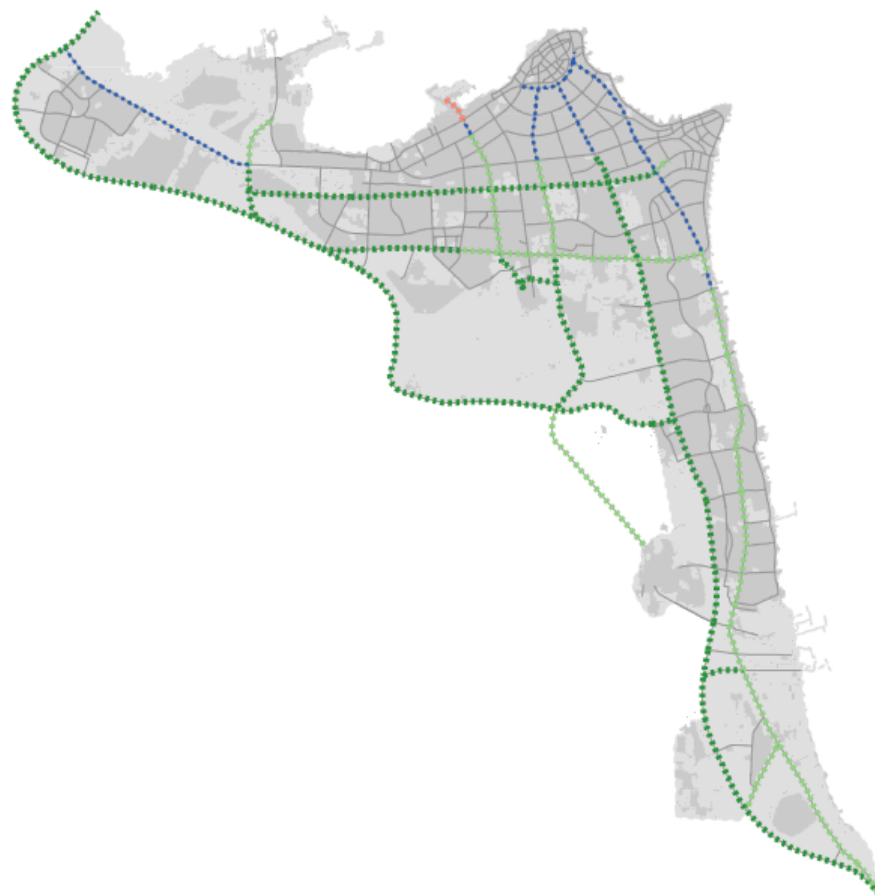
164

Highways (year)

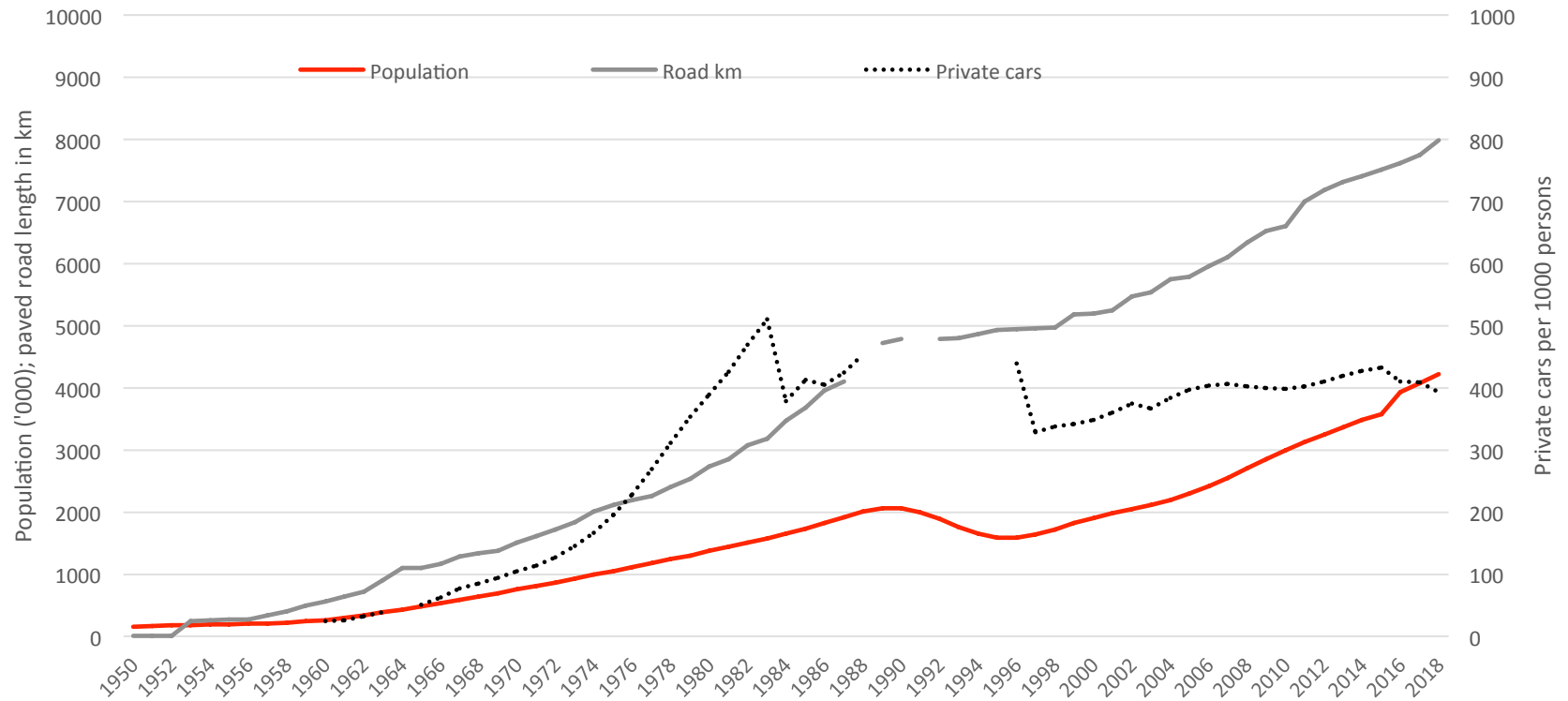
- 1963
- 1977
- 1982 - 1986
- 1990

- 2015 minor roads
- 2015 urban living area
- Metropolitan area

0 10km

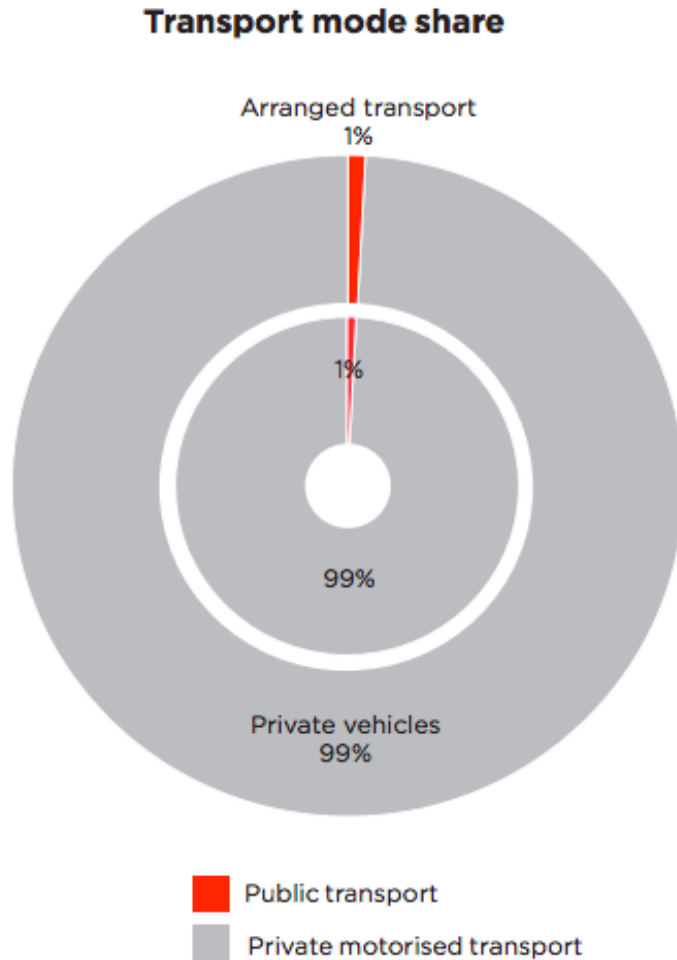


Historical growth in the population, private cars and major roads in Kuwait

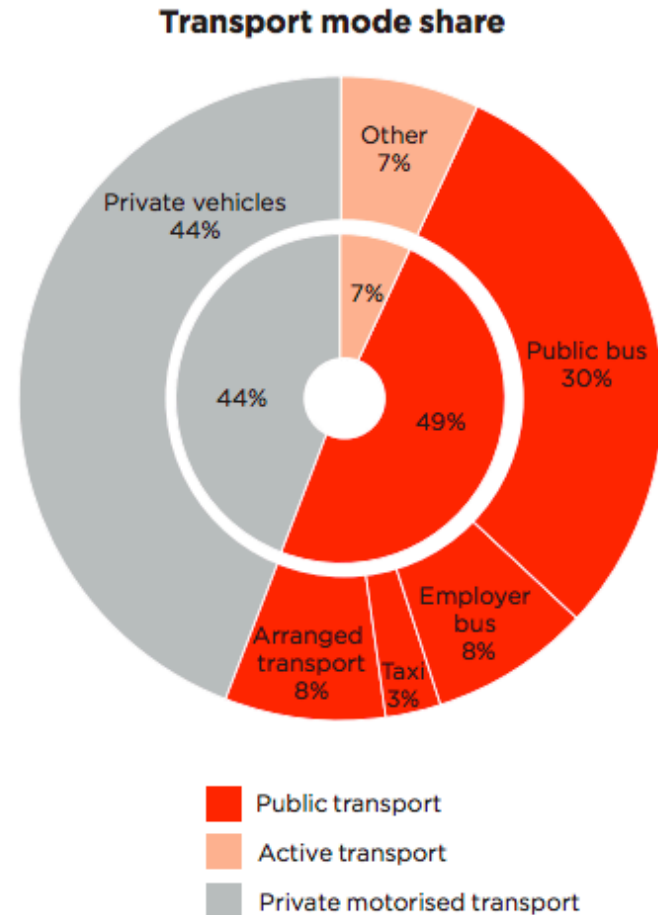


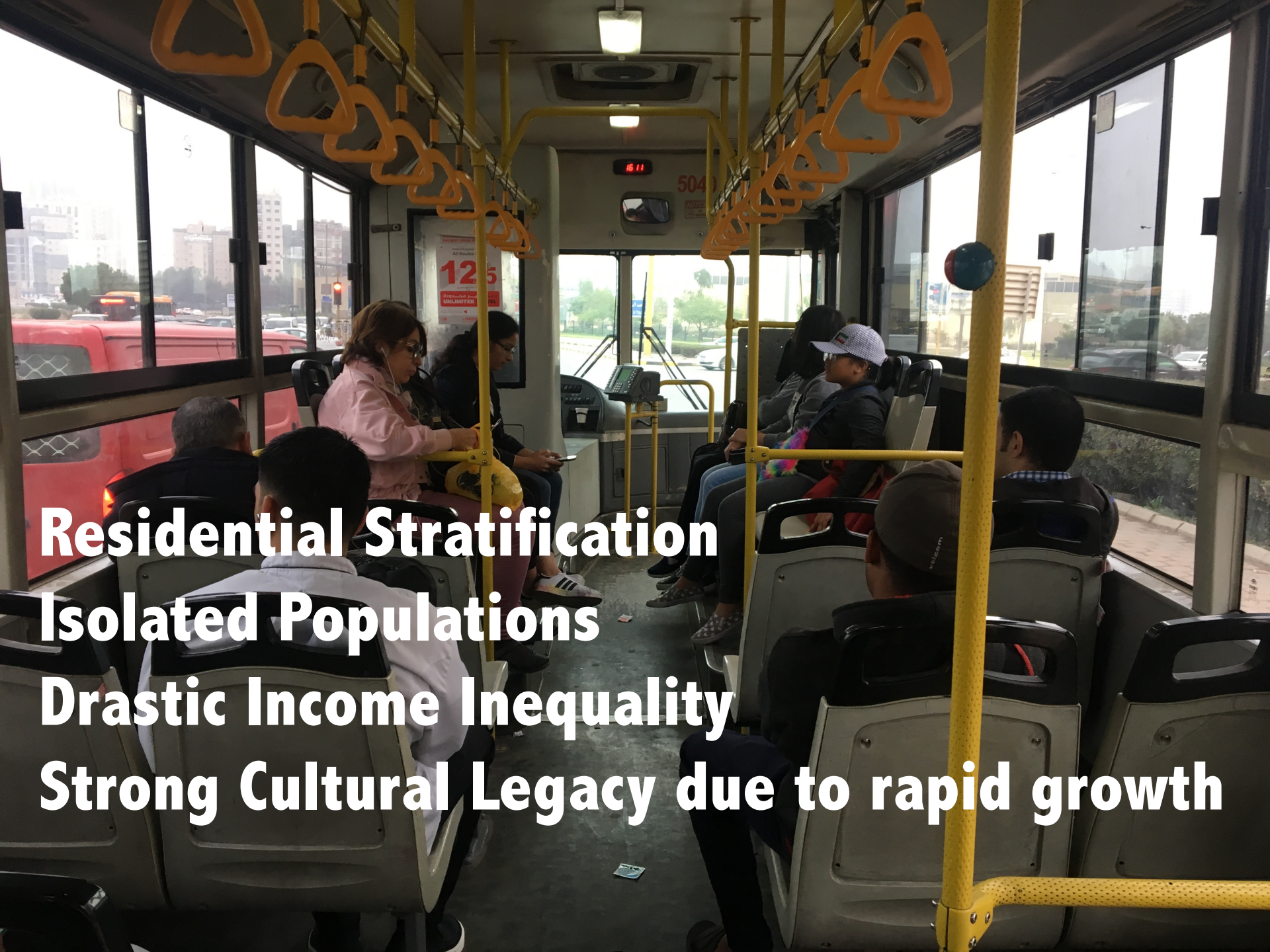
(Source: Annual Statistical Bulletins from Kuwait's Central Statistics Bureau; various years with missing data)

Kuwaiti Population:



Non-Kuwaiti Population:





Residential Stratification
Isolated Populations
Drastic Income Inequality
Strong Cultural Legacy due to rapid growth

LONDON SCHOOL OF ECONOMICS

ARE YOU CONCERNED ABOUT THE FUTURE OF TRANSPORT IN KUWAIT?

Become part of the dialogue

March 15 or 16 or 17 2019
Kuwait City, Kuwait



Become part of a one-time research focus group where we talk about transportation and society. No expertise necessary, just your experience living in Kuwait! Lunch will be provided. Transportation Assistance may be provided. Please RSVP to ralfahadresearch@gmail.com or DM @reemixtion for details.

هل أنت من المهتمين بمستقبل النقل العام في دولة الكويت؟

شارك معنا في إحدى هذه الجلسات النقاشية

١٥ أو ١٦ أو ١٧ مارس ٢٠١٩
مدينة الكويت



شاركنا في هذه الجلسة النقاشية الخاصة عن وسائل النقل العام في الكويت وأهمية تطويرها على المجتمع. للتسجيل و تأكيد الحضور يرجى مراسلتنا على البريد الإلكتروني التالي
ralfahadresearch@gmail.com

Methods: Qualitative Approach



- Focus Groups (4 + public discussion) - mixed
- In-depth Interviews – gender specific (3 female domestic workers (Indian, Ethiopian, and Filipino), 1 foreign middle-income retail worker (Filipino), and 2 Kuwaiti women of different ages
- Limitations



Findings – and Key Insights

Four Categories of “invisible” female transport challenges:

- 1) Low income, foreign national – domestic workers (Tend to be Ethiopian, Filipina, Indian, Bangladeshi, and so forth)**
- 2) Middle Income, foreign national (Tend to be Filipina, Lebanese, Syrian, Egyptian, and so forth).**
- 3) High income, foreign national (‘Western’, Lebanese, Jordanian, Indian, and so forth).**
- 4) Kuwaiti nationals (both middle income and high income)**

1) Low income, foreign national – domestic workers (Tend to be Ethiopian, Filipina, Indian, Bangladeshi, and so forth)



Source: Kuwait and the next generation - VPRO documentary, 2019

2) Middle Income, foreign national (retail, admin, etc.) (Tend to be Filipina, Lebanese, Syrian, Egyptian, and so forth).



Source: Kuwait and the next generation - VPRO documentary, 2019

3) High income, foreign national ('Western', Lebanese, Jordanian, Indian, and so forth).



Source: Kuwait and the next generation - VPRO documentary, 2019

4) Kuwaiti nationals (both middle income and high income)



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‘Explanatory’ social and cultural structures driving behaviour

- **dominantly male public culture**
- **dominant local vs. expatriate divide**
- Thirdly, a shared, albeit sometimes interrogated, fidelity towards **tradition as an organizer of society** -mainly affects Kuwaiti men and women.
- Fourthly, the **culture of status, entertainment, and class** associated with private vehicles, both for those who create and propagate that symbolism, and those who feel excluded from it.

Takeaways, and Moving Forward

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