

The LSE logo is a red square with the white letters 'LSE' inside.The KFAS logo features a stylized orange and white sunburst icon to the left of the letters 'KFAS' in a bold, black, sans-serif font.

# **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



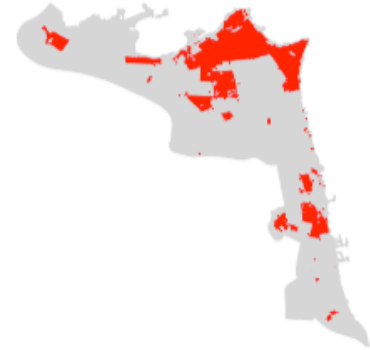
Urban living area - 4.9 km<sup>2</sup>  
Population - 124,589 pers  
ULA density - 25,426 pers/km<sup>2</sup>

1963



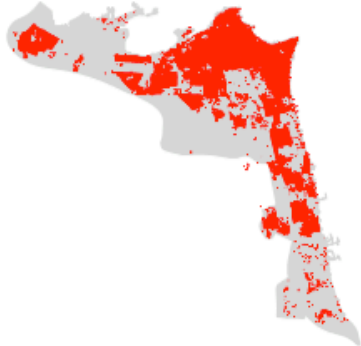
Urban living area - 45.6 km<sup>2</sup>  
Population - 394,480 pers  
ULA density - 8,651 pers/km<sup>2</sup>

1977



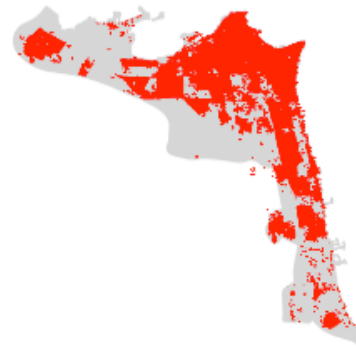
Urban living area - 143.8 km<sup>2</sup>  
Population - 1,100,000 pers  
ULA density - 7,650 pers/km<sup>2</sup>

1990



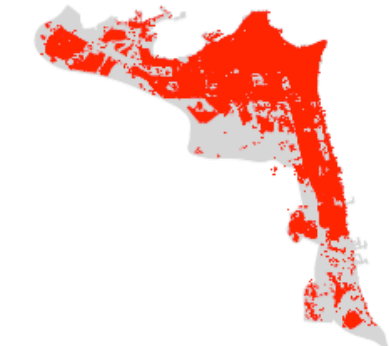
Urban living area - 281.7 km<sup>2</sup>  
Population - 1,900,000 pers  
ULA density - 6,745 pers/km<sup>2</sup>

2000

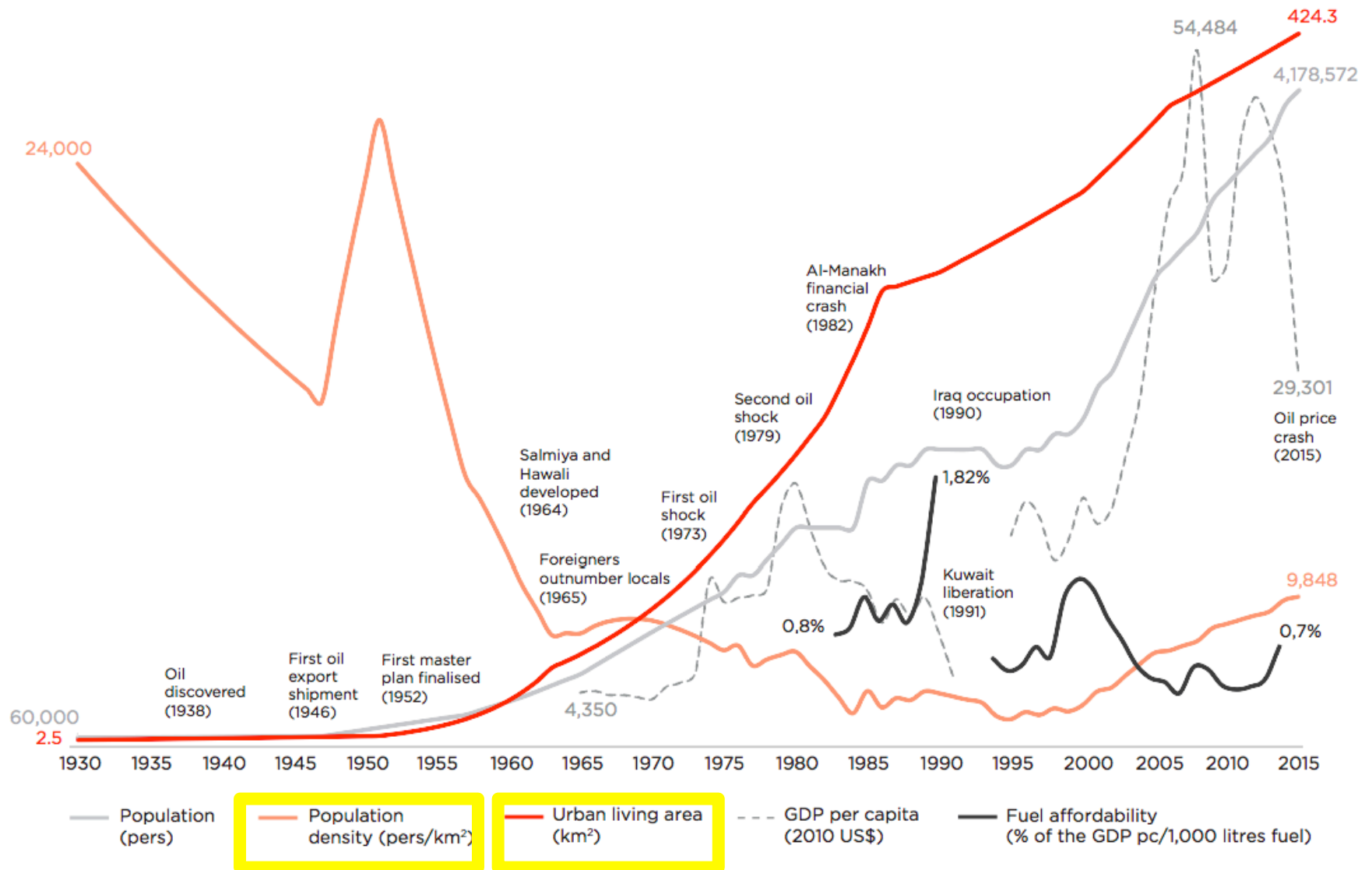


Urban living area - 330 km<sup>2</sup>  
Population - 2,100,000 pers  
ULA density - 6,364 pers/km<sup>2</sup>

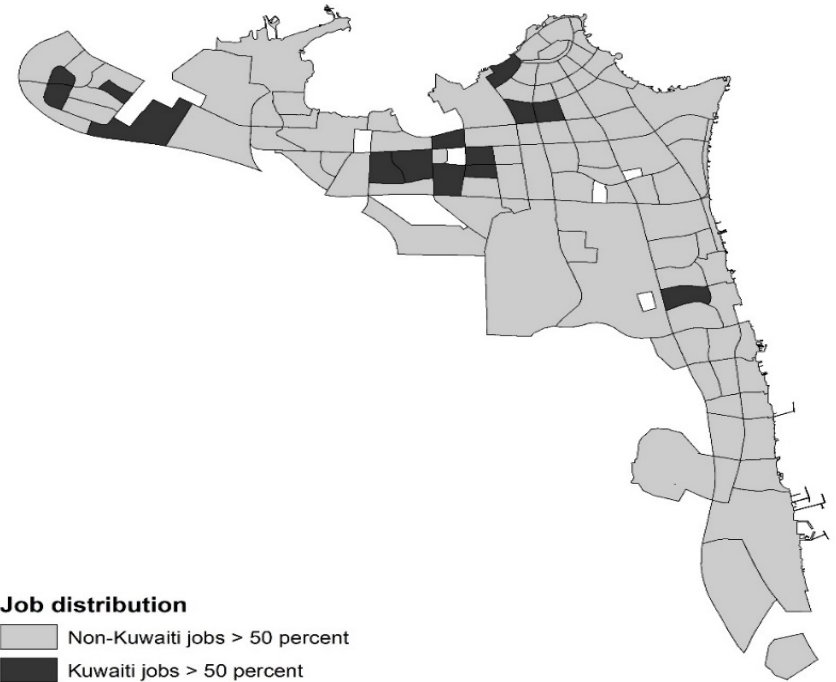
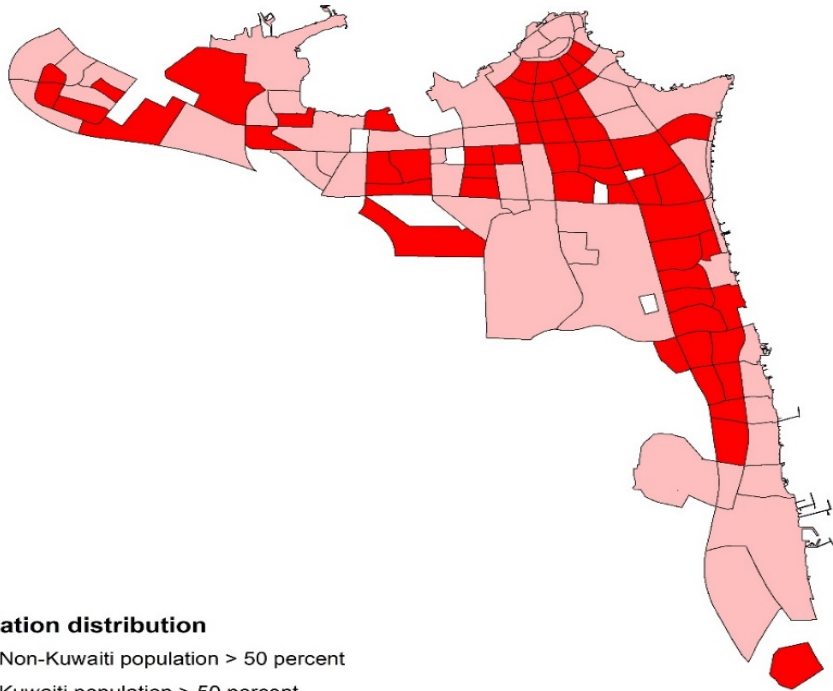
2015



Urban living area - 424.3 km<sup>2</sup>  
Population - 4,178,572 pers  
ULA density - 9,848 per/km<sup>2</sup>



Source: LSE Cities Resource Urbanisms, 2018

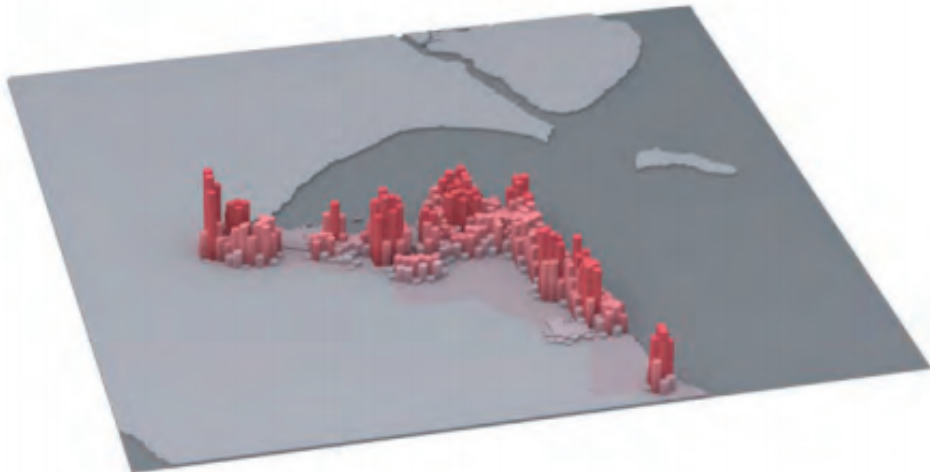


(Source: based on 2011 data from PACI and EMISK, Kuwait)

### Kuwaiti population

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

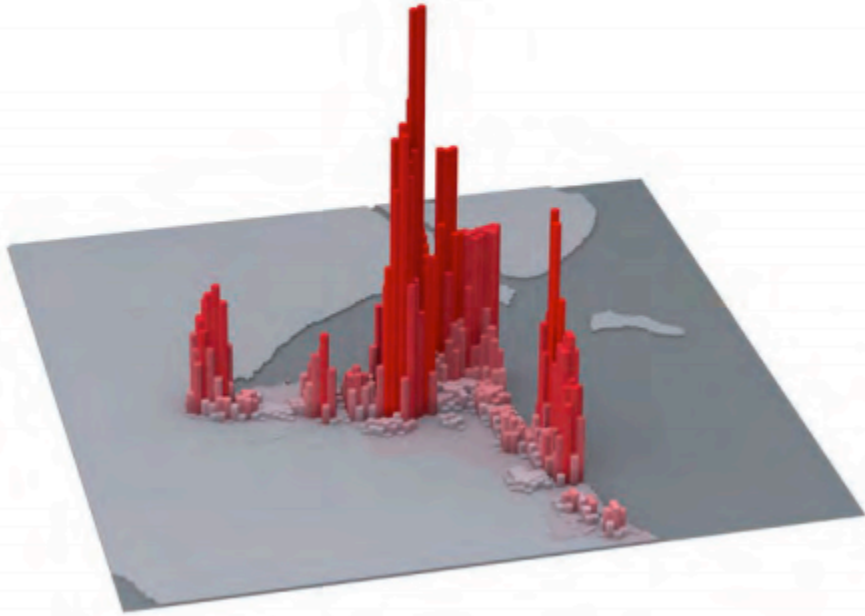
**Urban living area density**  
3,043 pers/km<sup>2</sup>  
**Peak density**  
9,888 pers/km<sup>2</sup>



### Non-Kuwaiti population

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

**Urban living area density**  
6,805 pers/km<sup>2</sup>  
**Peak density**  
51,582 pers/km<sup>2</sup>





# Spatial analysis: accessibility to bus stops

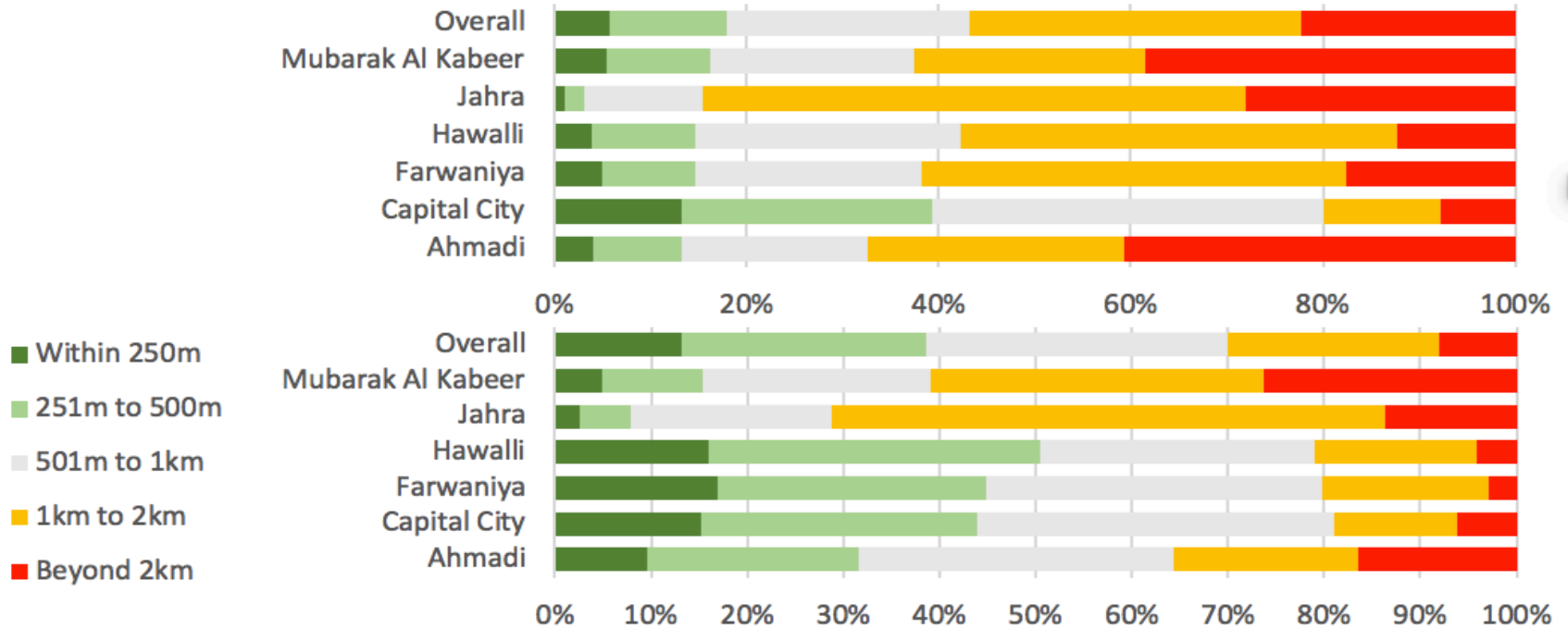


Figure 5 Share of Kuwaiti (top) and Non-Kuwaiti (bottom) population by distance to bus stops

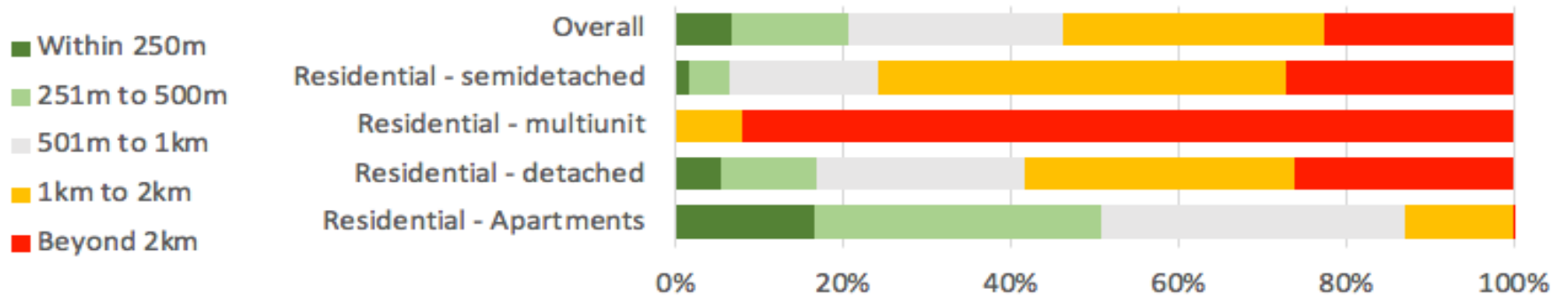


Figure 6 Share of population by distance to bus stops across by housing typologies

# Kuwait

## Highway length (2015)

309 km

## Number of interchanges (2015)

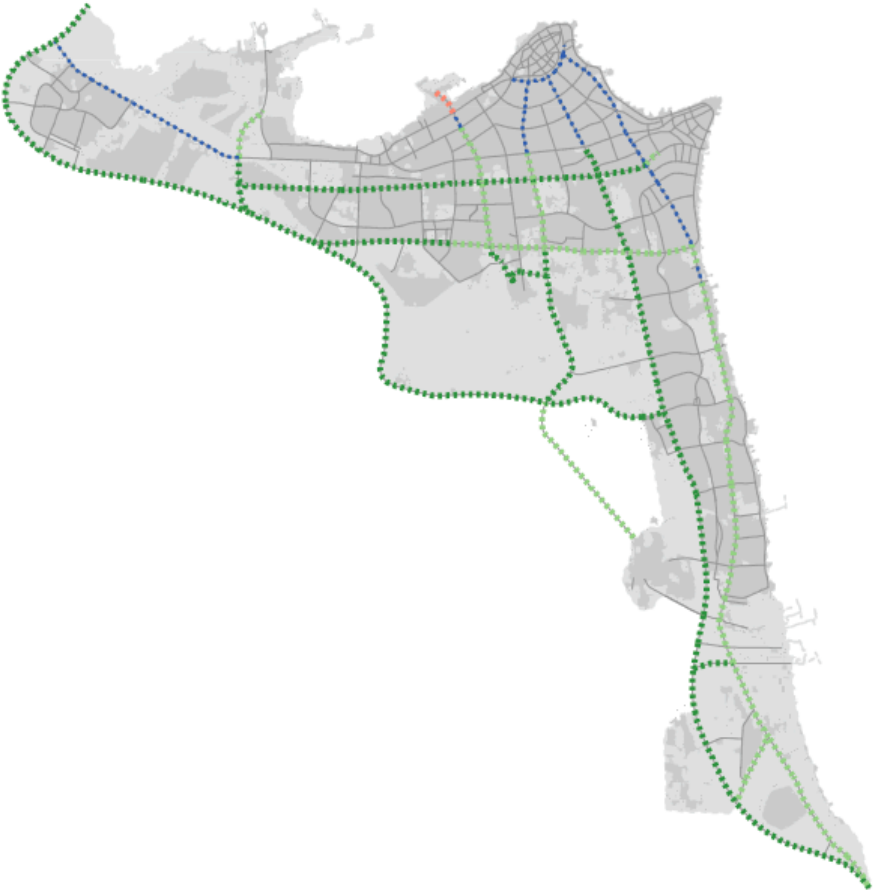
164

## Highways (year)

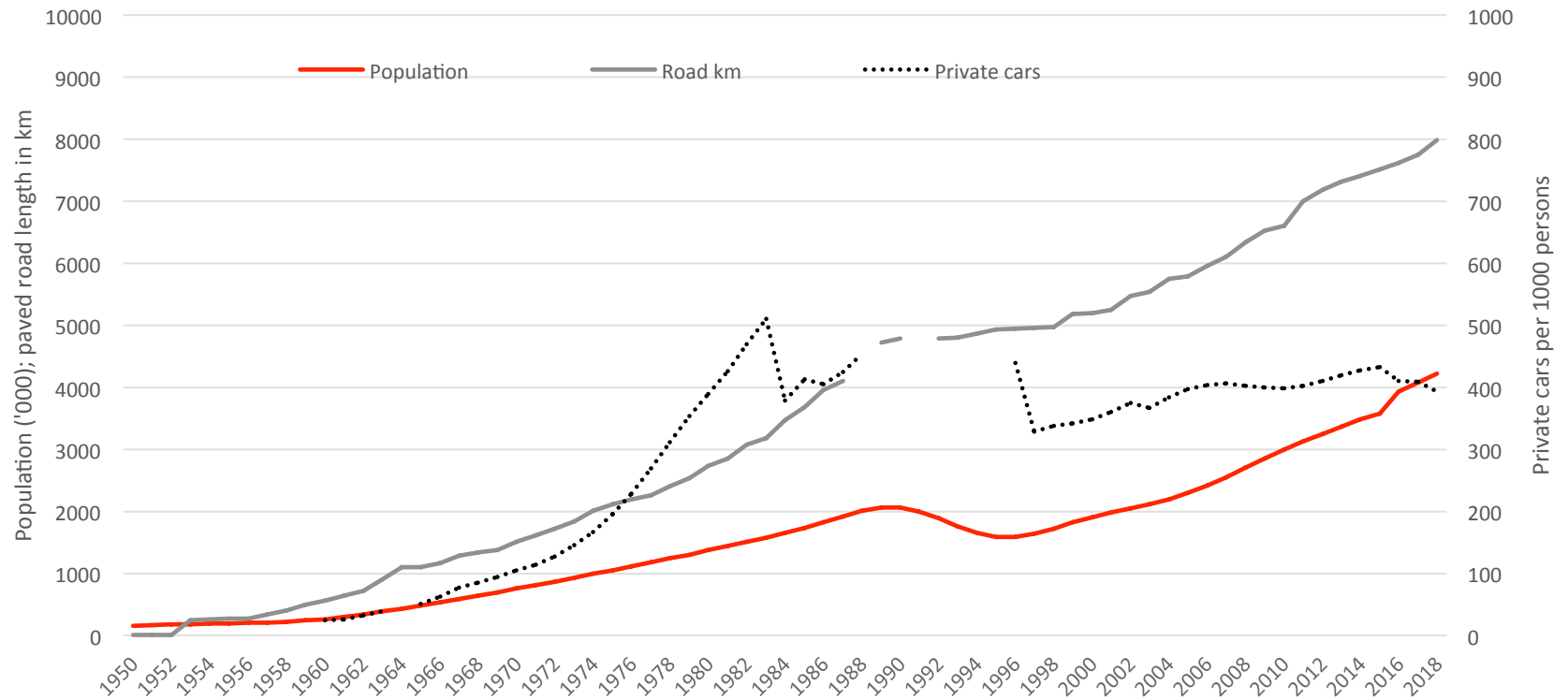
- 1963
- 1977
- 1982 - 1986
- 1990

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

0 10km



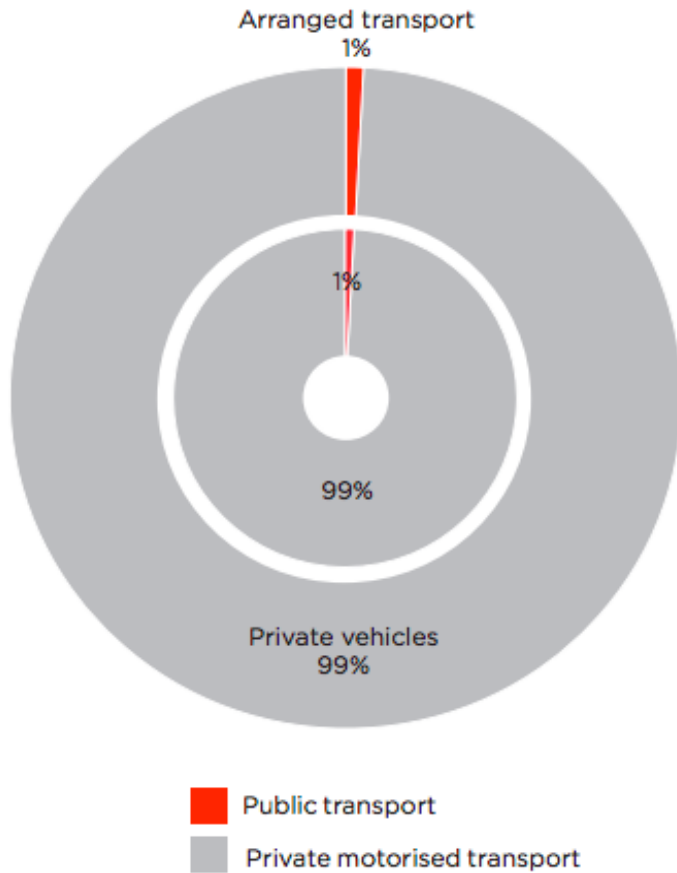
## Historical growth in the population, private cars and major roads in Kuwait



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

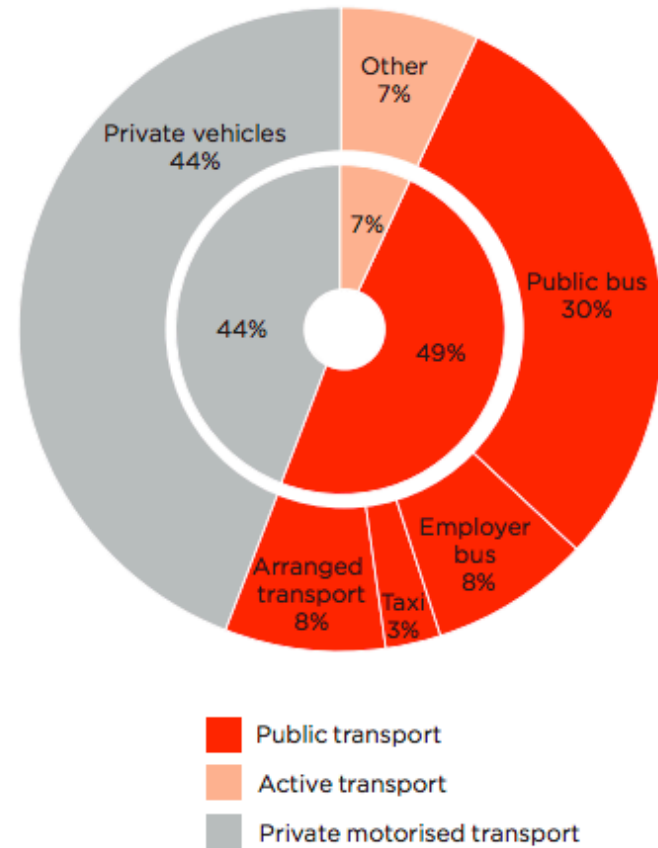
# Kuwaiti Population:

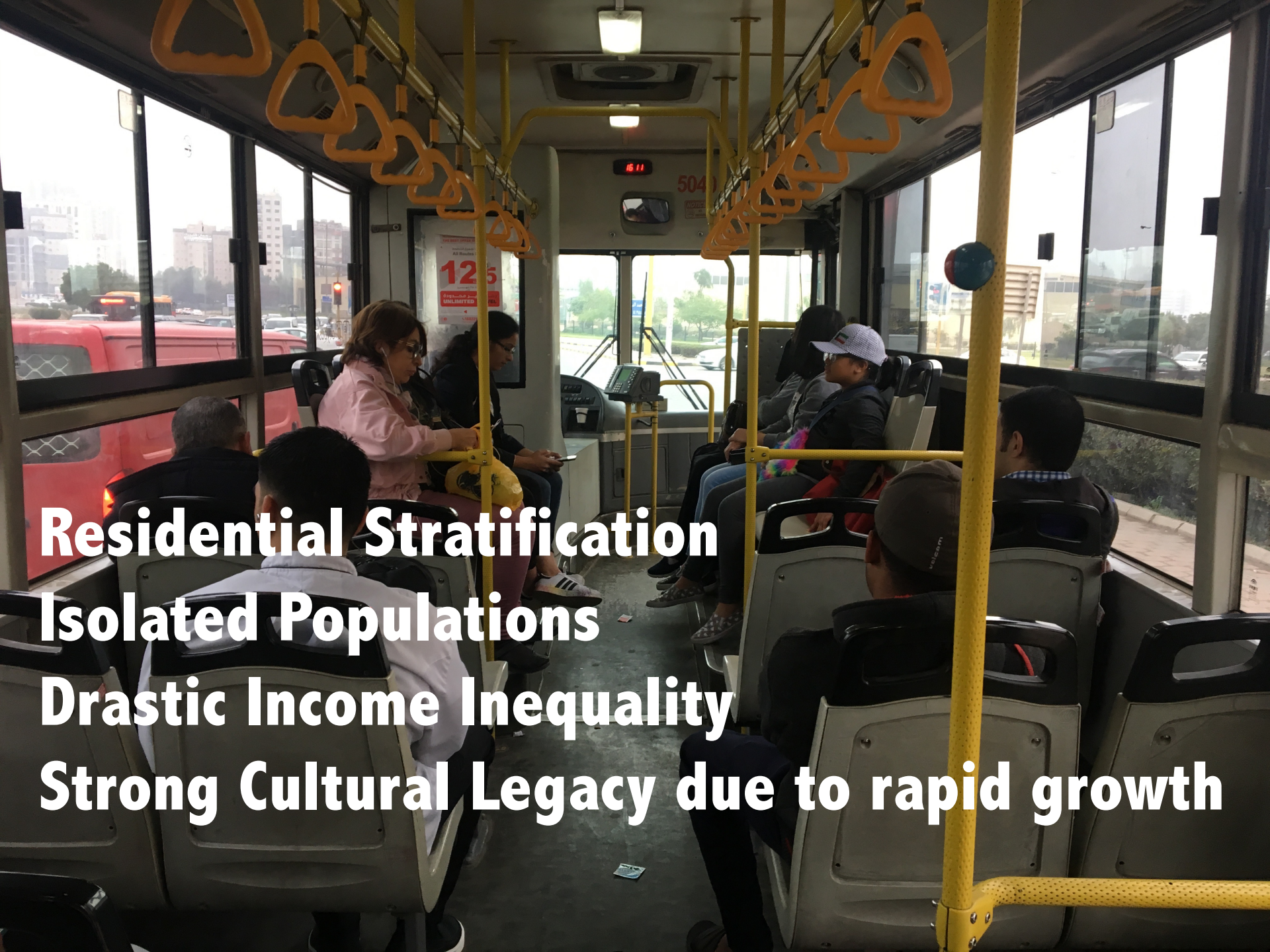
Transport mode share



# Non-Kuwaiti Population:

Transport mode share





**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](mailto: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](mailto: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)**



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

# '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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