Transport for Cairo

Transport
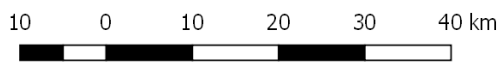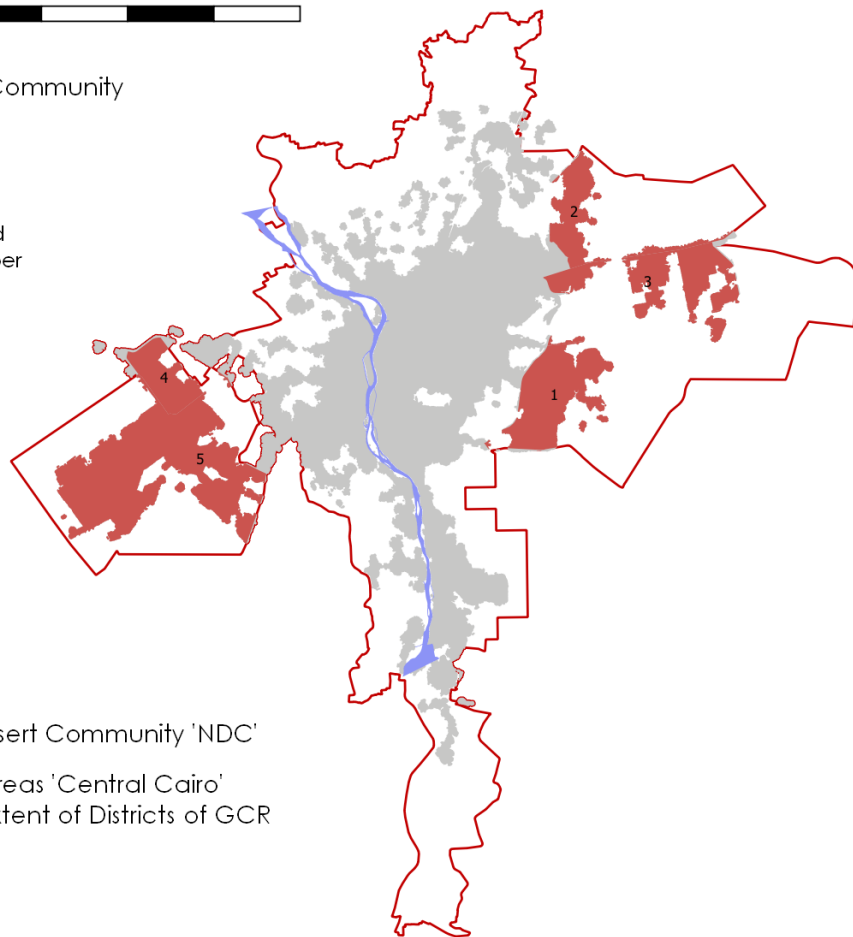for Cairo مواصلات
للقاهرة

Greater Cairo Region
Data Factsheet (Q4 – 2018)

10   0   10   20   30   40 km

New Desert Community

1 - New Cairo
2 - Obour
3 - Shorouk
4 - Sheikh Zayed
5 - 6th of October

Legend

Nile
New Desert Community 'NDC'
Urban Areas 'Central Cairo'
Urban Extent of Districts of GCR

The Digital Cairo project maps all formal and informal transport in Cairo.

Transport
for Cairo مواصلات
للقاهرة

تكوين
Takween Integrated
Community Development تكوين لتنمية المجتمعات المتكاملة

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1. Scope

The Study Area is the whole of the Greater Cairo Region with a focus on the New Desert Communities, the satellite cities surrounding inner-city Cairo. In particular, the fieldwork scope included:

1. All intra-city public transport services originating and ending within six New Desert Cities 'NDC's: El-Sheikh Zayed City, 6th of October City, New Cairo, El-Obour City, El-Shorouk City, Badr City.[1]
2. All inter-city public transport services originating within an NDC's and ending in a different NDC.
3. All inter-city public transport services originating within an NDC's and ending within the boundaries of Cairo.

2. Geographic Coverage[2]

	Area	Percentage compared to total Urban Area
New Desert Communities	New Cairo	7.07%
	Sheikh Zayed	2.80%
	6th of October	16.32%
	Shorouk	5.91%
	Obour	3.80%
Inner-City Cairo	Cairo	64.10%
	Giza	

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[1] The GCR is considered by NUCA to include 8 total NDC's; 10th of Ramadan City (Which lies in the Governorate of Suez) and 15th of May City are missing from our data collection.
[2] Percentages are based on inhabited areas (excluding unhabituated areas lying with administrative boundaries)

3. Content

1. GIS Data

Trips

The Trips layers are divided into raw and processed layers, where each **route** is composed of two trips, an **outbound** trip and a **return** trip.

Raw Trips layer contains the tracing instances gathered by the TfC team from the field. Routes were mapped multiple times for data redundancy.

Number of features	Total Duration of mapping instances	Number of features by mode of transport
764	452 Hours	• Box: 47 • CTA Buses: 168 • Minibuses: 37 • COOP: 15 • Suzuki (Tomnaya): 261 • Microbus: 229 • Ferry: 6

Processed Trips layer contains the unique trips after being digitized to match the road network based on the raw GPS traces.

Number of features	Total Length of Trips	Number of Unique routes
365	~8100 Km	• Total: 216 • Box: 11 • CTA: 28 • Minibus: 16 • COOP: 9 • Suzuki: 56 • Microbus: 94 • Ferry: 2

Stops

The stops layers are divided into raw and processed layers, where the raw layers correspond to actual boarding and alighting behavior data collected during the fieldwork, and the processed layer corresponding to a hypothetical network of stops determined using statistical and urban design methods.

Number of Stops
1323 Stops (Points)
119 Terminals (Polygons)

2. GTFS feed

All of the aforementioned data has been processed into a functioning and fully compliant 'General Transit Feed Standard' GTFS feed. The GTFS was originally designed for the sole purpose of supporting on-line transit trip planners. Static data types covered by the standard include route and stop locations (for modes with fixed routes), headways and/or frequencies, operating schedules, and fare schedules.

The standard is free and freely available, without the need to register or pay licensing fees to view or use it. The GTFS is heavily documented and clearly defined, and there is a community of global practitioners who voluntarily contribute to improvements. But more importantly, because the standard is open and widely supported, there is a growing community of developers creating innovative solutions to transit challenges using GTFS data.

Content Description [3]

Category	Data Point	Description	Related Metadata	Type
Spatial	Stops & Stations	Bus Stations generally have physical infrastructure, where Bus Stops refer to areas where a bus stops to alight passengers during the trip.	• Stop Name • Stop Infrastructure • Wheelchair • Stop Description • Transfer Times	Observed
	Routes	Each Bus Route consists of multiple trips.	• Route Name • Bus kind & capacity • Wheelchair accessibility • Route Description • Route Fares • Trip Head-sign • Stops passed	Observed
Temporal	Frequency	Route Frequency refers to how often a bus passes, i.e. how many minutes pass in average between a bus and the other.	-	Estimated based on observation
	Trip Duration	Duration between each stop-pair from trip origin to destination.		Estimated based on Traffic Data
	Daily Schedule	Estimated Schedule derived from Trip Duration and Frequency		Estimated
	Schedule Validity	-		Estimated

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[3] Actual Content Availability may vary by Network, and change over time.

System Adequacy	Wheelchair Accessibility Adequacy Data	- Index of Adequate Urban Mobility[4]	Observed Experimental

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[4] The 'Index of Adequate Mobility' was created by Takween for integrated Community Development and TfC, and includes information on Affordability, Accessibility, Comfort, Safety, Security and Sustainability.