



# MOMBASA-KISUMU-NAIROBI NON-MOTORIZED TRANSPORT PEER LEARNING FORUM

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## DAY 1

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### WELCOME REMARKS - *By HON. TAUFIQ BALALA (CECM- TIPW)*



Hon. Balala welcomed all participants to the peer learning forum and stated that he looked forward to learning from the achievements and non-achievements of parties from Nairobi, Kisumu, and Mombasa.

### NMS-CDKN – PARTNERSHIP *By EDNA ODHIAMBO (COUNTRY LEAD -CDKN)*



Edna welcomed all participants and gave a brief on the work that Climate & Development Knowledge Network carries out and how NMT was selected as a priority area under the ‘Cities’ thematic area. She stated that cities are the background of economies and therefore offer a unique position to improve people’s lives. She reiterated that NMT has the power to increase socio-economic access for city dwellers and safeguard the environment as a low-carbon form of mobility.

### NMT Study Outcomes

CDKN partnered with Nairobi Metropolitan Services (NMS) to improve the NMT experience in Nairobi. To achieve this, research was conducted to understand the demographic of the people who would use it. Some of the questions to be answered were:

- Who are we moving?
  - What services are they seeking?
-

- Where are they coming from and going?

In asking these questions they were able to walk the journey of a pedestrian/ cyclist in Nairobi.

Some of the key challenges observed were as follows:

- Encroachment by vendors and motor vehicle users
- Illegal pick-up and drop-off by public transport operators (matatus and motorcyclists)
- Difficulty in enforcement of traffic rules and rules on use of designated pedestrian paths
- Illegal pedestrian crossing where NMT users put themselves in danger
- The perception by pedestrians that they are encroachers (e.g., running while using a zebra crossing)
- Lack of NMT infrastructure particularly in low-income areas where 6 out of 10 residents of Nairobi live
- Pollution and clogged drainage
- Air pollution

Edna stressed on the need for evidence-based research that offers a reliable map guiding NMT development to the users who need it the most. Among these are the corridors that have the highest volumes of NMT users and those that are the most dangerous to NMT users. A synthesis of 5- year crash data showed the following:

- NMT users accounted for 66.3% fatalities recorded
- Pedestrians are the most vulnerable group of users
- 88% of traffic fatalities are men
- 20-44yr old are the most vulnerable

The demographics classify group data by age, gender, and social class; this allows planners and decision makers to know which groups to target in road safety and public awareness campaigns.

The research further investigated the types of vehicles that mostly cause the accidents, the time where most accidents were recorded and the days of the week when most accidents happened. Finally, it investigated infrastructure challenges faced by NMT users and possible solutions.

The data provided actionable research to assist decision-making and NMS adopted the report as a guide in its NMT development.

## Peer Learning Approach

Edna shared that the Nairobi team visited Kisumu City and interacted for a two-day workshop with representatives from the County Government of Kisumu (five of whom are present in Mombasa) to exchange NMT experiences and learnings through technical tours in Kisumu City.

## Outcomes from Kisumu – Nairobi NMT Peer Learning Forum

### 1. Use of design to improve pedestrian safety

Kisumu is using tabletop crossing as a traffic calming tool at crossing points and incorporating at-grade level crossing points to allow Persons With Disabilities access with ease.

Insert picture of the children crossing from Kisumu Pictures

### 2. Innovative approaches to enforcement against encroachment:

Nairobi shared the use of license revocation to motorists found encroaching on NMT spaces.

### 3. Incorporation of service ducts with sleeves to avoid future cutting of the road while expanding.

The Kisumu team has managed to co-opt telecommunication companies to use service ducts and shared the difficulties they have in onboarding players such as Kenya Power and their Water and Sewerage utility company to use the ducts.

### 4. Establishment of modern ablution blocks with facilities such as showers and baby changing tables.

The Kisumu discussion brought to light the need to incorporate NMT supporting services at such central points such as: bicycle repair shops, vending shops. Currently most shops on ablution blocks have shoe repair and shining services only.

### 5. The importance of effective stakeholder consultation (the users, businesses/vendors, corporates/public transport sector etc.)

Nairobi and Kisumu were able to characterize each of these groups and had deep dive discussions on their characteristics and how these can be leveraged for NMT improvement.

Kisumu also benefited from getting feedback on areas that needed improvement incorporation of more at-grade crossing points for PWDs, having walk paths clear of obstructions such as trees, electric poles and incorporating more cycle tracks.

## KISUMU PRESENTATION

*By Eng. Kevin Ajuul (Structural Engineer -County Government of Kisumu)*

### NMT Gains and Gaps: Infrastructure and Safety

#### Infrastructure Gains

1. On **footpaths and cycle tracks**, the county uses a standard of a minimum width of 2M for footpaths and uses proper surfacing for comfort of pedestrians and clearly marked cycle tracks.
2. On **drainage works**, adequate and efficient storm water drainage facilities have been installed and footpaths raised by 150mm above the carriage way to permit stormwater runoff. The drains are covered to free up space for NMT facilities, and the covers have a smooth finish for comfort of pedestrians.
3. On service ducts, the county has provided shared ducts with sleeves to reduce road cutting and property damage.
4. On **provision of streetlights and high masts**, the county uses solar power lighting and has set up several lights and high masts that have prolonged operation hours for businesses, improved security, and increased adoption of green energy.
5. On **inclusion of vending kiosks**, the county had constructed Chichwa market, one of the several open-air markets that was relocated for the traders affected by the construction of the NMT 1 project.
6. On **ablution blocks**, three facilities each with 8 rooms were constructed along the NMT 1 corridor.
7. On **provision of shades for motorcyclists and bus bays**, the county constructed several along the NMT corridor; this further allowed proper organization of the public transport sector operations and made their use convenient for users.
8. Increased **landscaping and greenery** have improved aesthetics and provided shade.



9. On **parking slots**, NMT 2 has more parking slots on its corridor especially on Omollo Agar Road.
10. More **street furniture** e.g. benches, planter boxes have been installed to provide resting areas for NMT users and improve aesthetics.

### **Infrastructure Gaps**

1. NMT 1 had few cycling tracks due to limited space, inadequacies in design and institutional discontent with (Kenya Urban Roads Authority) KURA.
2. Conflict in the use of space between NMT users and vendors; in this there is a need for designing accommodations for street vendors in designing NMT infrastructure.
3. Design oversight: NMT 1 did not consider several design issues due to factors such as reduction of space to provide continuity for cycle truck construction, poor placement of planter boxes which currently are too close to the road and face away from the road. NMT 2 has not considered the inclusion of ablution blocks, construction of motorcycle and bus bays forcing motorists to park on NMT pathways.
4. Difficulties in enforcement where vendors hawk on pedestrian pathways in the evenings when the enforcement team has closed work for the day.

### **Safety Gains**

1. Installation of street lighting has improved visibility and enhanced safety for all road users.
2. Use of universal/tabletop crossings has reduced accidents & fatalities and improved equitable road access as people using wheelchairs do not require assistance when crossing the road.
3. Installation of traffic calming features e.g., signals, pedestrian islands, curb extensions that minimize crossing distances has made use of road safer especially to pedestrians who are the most vulnerable.
4. Defining use of space and separating paths according to the types of users has reduced road traffic conflict.
5. Raising of walkways by 150mm above carriageway has eradicated overlapping of motorized traffic into NMT paths.
6. Installing flat footpaths with proper surfacing has enhanced the safety and comfort of pedestrians.
7. Covering of drains has improved safety of pedestrians as they cannot fall/trip and get injured.
8. Installation of bollards at pedestrian crossings to prevent vehicles from using the ramps to enter the footpaths has improved pedestrian safety.

## **Safety Gaps**

1. The roundabouts adopted are too small and offer little to no refuge for Pedestrians.
2. The number and positioning (according to desired lines) of universal/tabletop crossings were not achieved as desired.
3. Use of at-grade pedestrian crossing at highways was seen to be less safe.
4. There are few dedicated cycle tracks forcing cyclists to use the carriageway.
5. Kisumu has provided a few cycle parking racks spread across the city.
6. There is no maintenance budget for the drainages and streetlights making it difficult to ensure long-term use and enjoyment by the public. This had happened before as there was evidence of a previous NMT network in the city that was dilapidated due to poor maintenance.
7. There is inadequate training of the road users on the use of space; some pedestrians and cyclists still use corridors endangering their lives.

## **Lessons from Kisumu-Nairobi Peer Learning Forum**

Eng. Ajuul led the participants in reviewing the lessons learnt from the discussion and the technical tours. These were:

1. Use of compartmentalized service ducts; each service provider can have a separate compartment allocated to them.
2. Incorporation of training in use of NMT in institutions.
3. Use of interchanges instead of roundabouts where space is limited.
4. Use of footbridges instead of at-grade crossing on highways
5. Prioritization of safety throughout the NMT construction process; this is by having temporary and cost-efficient measures such as temporary signage, covering of manholes with cardboards or other cheap temporary materials, or where these cannot be done blocking off access to unsafe areas to avoid endangering NMT users.
6. Need to look into sustainable funding – the Kisumu NMT projects were fully donor- funded; the county needs to establish self-funding streams to support when the donors exit. Some of the options include partnerships with the private sector, leveraging of funds from Kenya Roads Board and county department funds.
7. Formulation of by-laws to legitimize and guide NMT construction and use. This further allows for formal measures supporting enforcement and penalization.

8. Increased integration of vending activities to increase street vibrancy and resolve conflicts among road users.
9. Removal of obstructions on pathways and where such obstructions cannot be removed, the pathways can be curved.
10. Use of ramps to address the topographic challenges along the walkways
11. Introduction of traffic marshals at public institutions such as schools.
12. Increased cycle tracks and parking facilities for cyclists.
13. Construction of the cycle tracks and walkways at the same height/level, that is, 150mm above the carriage way.
14. Provision of waste management structures along the NMT corridor, e.g., Garbage bins
15. Use of social media to boost enforcement (encouraging the public to report encroachers through posting and tagging enforcement teams, creating public awareness of the use of NMT facilities, and updating the public of projects and their status.) The approach also allows the public to have a sense of ownership and responsibility of the NMT.

In conclusion, Eng. Ajuul shared that sustainability in NMT implementation lay in legitimizing it in legislations, training of professions (engineers, planners etc.) in NMT matters, engaging non-state actors (CBOs, FBOs, NGOs, businesses etc.) to agitate for NMT programs, creating awareness on the relevance of NMT to policy makers, data finding and sharing in government, private sectors and NGOs, and sensitization of the public.

## **NAIROBI PRESENTATION**

*By Eng. Kimathi Njiru (Structural Engineer -Nairobi Metropolitan Services)*

### **NMT Gains and Gaps: Infrastructure and Safety**

#### **NMT Gains**

1. Use of legislation to legitimize NMT. Nairobi has adopted the Nairobi City Council NMT policy as well as an actionable research-based guide in partnership with CDKN on how to approach NMT development.

The Nairobi Transport Act provides that a percentage of the taxes collected be used in NMT projects.



These taxes are mostly from parking dues and dues from motorcyclists.

The county is in the process of having regulations under the Act to support penalization.

Nairobi has a master plan which is used to ensure the NMT, and BRT programs are holistic. This is done by having end-to-end networks looking at movement from residential areas to work areas. This further assists in properly scoping and tracking corridors to be done, future on the corridors and allocation of funds.

2. Collaborative partnership with the private sector and parastatals such as the construction of an NMT pathway on Haile Selassie Avenue and Aga Khan Walk which is coordinated by the Central Bank of Kenya (CBK) and funded by CBK, Cooperative Bank and other businesses along the area.
3. Innovative solutions in enforcement- liaising with National Transport and Safety Authority (the regulator in charge of licensing motorists) to revoke licenses of those caught parking on NMT pathways. The trespassers are required to learn road traffic rules among them proper use of NMT facilities to have their licenses re-issued.
4. Leveraging on political goodwill- the construction of an NMT path along Parliament Road caught the attention and support of the many legislators using its backdrop in media interviews.
5. Use of pelican crossing allowing pedestrians to cross safely.
6. Use of place-making to allow the public to see the benefits of NMT and have them buy-in the idea- the business community along Luthuli Avenue highly benefited from the render and championed for more street in the CBD to be transformed; Other busy streets in CBD that followed were Ronald Ngala, Muindi Mbingu and Kenyatta Avenue.
7. Balancing of interests and prioritizing of NMT users in allocation of space in the Central Business District (CBD)- On Kenyatta Avenue, NMS and the county had to agree to prioritize the experience of pedestrians over motorists and reclaim the parking spaces on the corridor for conversion into NMT spaces.
8. The construction of the Green Part Terminus- the new stage is fitted with NMT facilities for the large volume of public transport users who will use the new stage.

### **NMT Gaps**

1. Encroachment by motorists on NMT facilities, and vendors.
2. Lack of drainage facilities on NMT corridors leading to destruction of the pavement by rainwater.
3. Poor design of pathways where some stop abruptly forcing cyclist and pedestrians to use the road or cross at unsafe places

### **Lessons Learnt from Kisumu**

1. There is a need to increase the use of tabletop crossings in the NMS design of NMT facilities.
2. NMS can have more engagement with development partners in financing NMT facilities.
3. NMS should install more common service ducts for service providers.

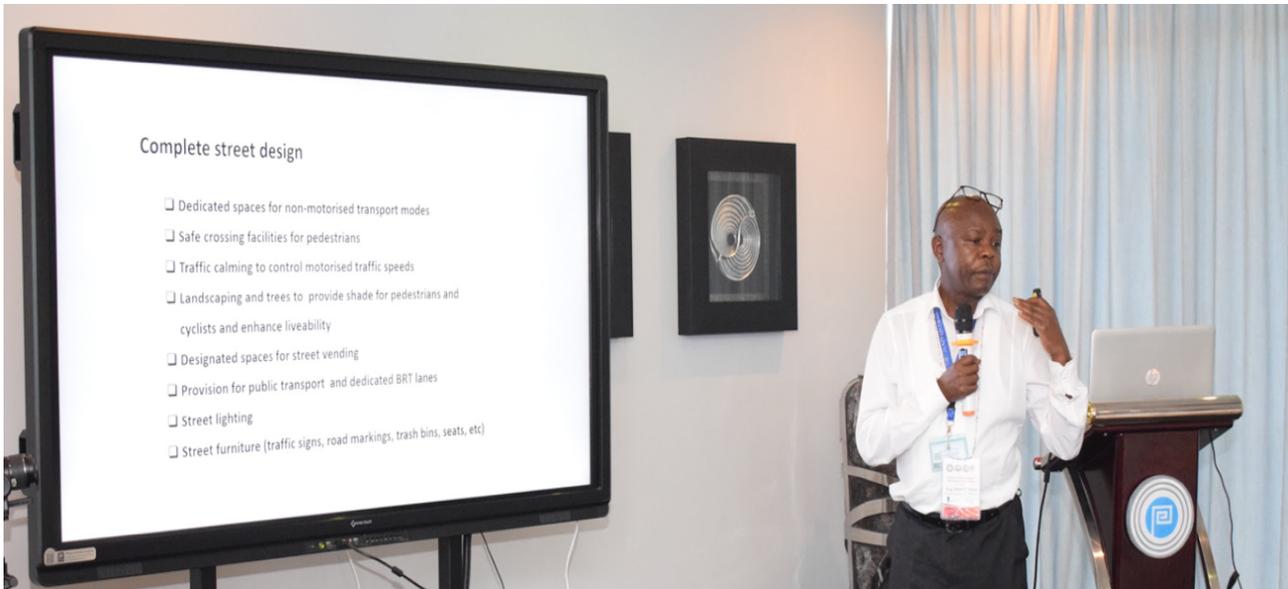
Eng. Kimathi added that there were several areas of cooperation that NMS was looking at these included:

- Increased technical assistance in the planning and designing of NMT on the identified corridors.
- Development of NMT sustainable planning
- Investigation of more avenues of financing NMT projects
- Increased public education of the relevance and use of NMT facilities
- Organizing more exchange, peer review and feedback programs on NMT adoption in different cities such as the ones CDKN has organized.

## MOMBASA PRESENTATION

By Eng. Albert Keno (CCO-Infrastructure & Public Works -County Government of Mombasa)

### NMT Policy frameworks



Eng. Keno began by explaining that Mombasa is the smallest county in Kenya with 6 sub-counties. Mombasa has a public transport plan that focuses on making public transport safe, convenient, and affordable for all. Some of the challenges addressed in the plan include traffic congestion, lack of adequate and comfortable walking paths and lack of proper crossing facilities for pedestrians, cyclists and PWDs. The public transport sector suffers challenges such as unreliable services (lack of scheduling of trips, erratic pricing, and poor service delivery, mostly arising from difficulty in regulation) and poor quality of vehicles.

To address these challenges, Eng. Keno stated that the plan touches on incorporation of BRT and more NMT projects to reduce traffic congestions, make walking safe and affordable and improve the quality of life of the public. Mombasa is dedicated to using the complete street design policy to ensure the paths are PWD inclusive.

### NMT User patterns/ demographics

The demographics of road users showed that 45% of people walk followed by 36% who use public transport, and 3% who use private transport, motorists accounted for 11%, with tuk-tuk users and cyclists accounting for 4% and 1% respectively.

He explained that there is a perception that those who primarily use walking as their daily transport means in urban areas are poor. Eng. Keno keenly stated that *all pedestrians are not*

*drivers, but all drivers are pedestrians.* This emphasized the need to view NMT as a universal need regardless of class.

Being an island, Mombasa receives over 300,000 people who cross using the ferry; majority are pedestrians.

These statistics have allowed Mombasa to ensure that its NMT design accommodates the last-mile usage for public transport users.

### **NMT Gains**

1. Mombasa has completed the construction of 81km of NMT.
2. NMT paving in Mombasa has been made by using material that allows pedestrians to walk comfortably.
3. Installation of PWD- friendly infrastructure- Use of special material at crossing points to indicate when to stop or go for the blind (marking with different texture-straight lines(go) and circles (stop)). This was followed with public awareness to the targeted user of the different meanings.



Use of at-grade design to allow those using wheelchairs to move around in the city smoothly. Eng. Keno added that design needs to be people centered to understand how every human uses each facility to ensure that they can comfortably access it.

4. Use of traffic calming features such as stop signs to ensure NMT users are safe

### **NMT Gaps**

1. Normalization of abnormalities leading to wastage of resources- Eng. Keno explained that ignoring traffic rules has been normalized to the extent that having speed limit signage is no longer effective leading to the need to use scarce resources in constructing bumps, having traffic marshals, and erecting bollards just to have motorists do what is already expected of them.
2. Difficulty in waste management as the city caters for both residential and commercial needs.

## PRESENTATION BY HON. TAUFIQ BALALA



Hon. Balala stressed on the need to have decision makers and policy makers be the champions for NMT in their departments. He explained the idea behind the use of red-colored material on the NMT paths, now popularly known as *'The Red Carpet'*". He explained that the red carpets are reserved for important people, and this shows the prominence Mombasa is giving to pedestrians.

Mombasa had designed their pathways to be 5m wide instead of 2m wide. The rationale for the increase was that most of the people using public transport, private transport and cyclists eventually end up using the pathways as well, increasing the already high volume of people using pathways. The 5m width also allowed more social vibrancy among people while walking. Hon. Balala added that KURA should also consider increasing the width of their paths as well.



In expanding the pathways, the county reclaimed parking slots that had been previously allocated to banks and businesses.

He also shared that the city had introduced the 'Happy Hour' period that ran during rush hours to reduce traffic congestion in the city. During the selected times all lanes on specific roads were used to direct traffic out of the city, through unidirectional flow of traffic.

As a policymaker himself, Hon. Balala stressed the need to prioritize service to the people and the need to set precedent in service. He continues to push for Kenya National Highway Authority (KeNHA) to incorporate NMT facilities in the construction of the highway leading to Mtwapa.

He added that institutional collaboration among different players in government is vital to having holistic service delivery to the public.

He stated that public engagement before the budget is allocated is necessary especially in allowing the public to understand what services are most relevant to them. Many are brainwashed by politicians and ask for roads yet majority of them (low-income areas) do not own cars and need proper and safe walking and cycling paths, health services, water, proper drainage facilities etc. From an informed position, the public can have funds allocated to the areas that will serve them best.

Hon. Balala concluded by stating that leaders need to be the ones who set the example for others in terms of how they conduct themselves and the way they dress and interact with the public.

### **MOMBASA NMT TECHNICAL TOURS**

The participants were divided into 3 groups looking into: Infrastructure, Safety and User Experience.

<b>TIME</b>	<b>LOCATION VISITED</b>
11:30am- 2:00pm	Digo Road Moi Avenue Jomo Kenyatta Avenue
2:45pm- 5:30pm	Fidel Odinga Road Links Road (Mamba Village) Likoni Bridge (Happy Hour)

## DAY 2

### REFLECTIONS ON TECHNICAL TOURS



*By Constant Cap (Urban Planning Consultant- CDKN)*

Constant welcomed the participants and recapped the discussions of the previous day.

### USER EXPERIENCE



#### **1. Can you observe encroachment of NMT spaces by traders or any form of motorized traffic?**

There was controlled encroachment- the paths had designated street vending allocations. It was regularized and sectioned by the county government with the aim of empowering people with disabilities.

Three PWDs were interviewed; two were lame, one lady was deaf and dumb. The first two expressed that the designated point made them feel more comfortable and accepted as they knew that the spots were theirs, one man added that the leveling of paths made it easier for him to reach his workstation and leave comfortably without help.



Internet, electricity, and telephone service providers had installed manholes that rose above the pathways obstructing movement especially for PWDs particularly in Digo Road.

## **2. Can you observe pick-off and drop-off of passengers at non-designated stops?**

Currently Mombasa does not have a public bus stage; the existing stages are located on private land and road terminus points on routes A7 and A8. However, plans are underway to have a county bus stage at Changamwe estate.

Mombasa struggles with overpopulation of tuk-tuks that have been overcrowding the town, increased air pollution and insecurity.

Efforts to manage them include the following:

1. Having a color-code system per area of services to ensure that they are fixed and traceable to a particular area.
2. Incorporation them in the licensing regime- currently tuk-tuk operators are not licensed under NTSA, local governments collect tariffs from them, but the regulation is not similar to licensing. This has led to operation by untrained, unlicensed operators causing accidents. The licensing regime will also require the operators to be trained on traffic rules and introduce punitive measures where necessary.
3. Requiring self-organization of tuk-tuk operators in SACCOs to assist in self-regulation and management of numbers.
4. Requiring operators to be uniformed, as seen in the matatu sector, to ease identification of the tuk-tuk drivers.
5. Introduction of the use meters to avoid erratic changes in fare.
6. Erecting barriers to manage where they can go.

## **3. Can Persons with Disabilities, the elderly and children easily access the NMT corridors?**



Eng. Kuyiki (NMS) observed that there was room to have more leveled crossings. Mr. Vipul commented that they are working on putting rails in such places with hand support structures.

Eng. Korir added that some of the business facilities are inaccessible to PWDs; while the county investigates long-term solutions such as having the business level their entry ways, temporary solutions can be put in place.

Mr. Sule added that counties can leverage the PWD Act in enforcement of the requirement to have all businesses provide access to PWDs.

**4. Can you observe open drains on the NMT corridors?**

*No, the city has ensured that the drains are covered.*

**5. Can you observe any street activity or vibrancy? (e.g., Street art, socializing on streets)**

Yes, the streets were very vibrant. The width of 5m allows people to socialize more as they can walk as a group.



**6. Can you observe illegal parking on NMT?**

The concept of Red Carpet (power of color) has been used to make the public aware of their right to designated, safe and unobstructed paths. This has allowed them to take part in enforcement as they appreciate its importance. The public actively posts trespassers on social media to shame them and involve enforcers in acting. Citizen power combined with

enforcement is used to recognize the dignity of the majority. The County provides safe parking for cyclists and motorists.

**7. Can you see usage of Service Ducts?**

Eng. James Okero commented that additional service duct installation seemed to lead to destruction of the paving. Mr. Chula confirmed that the reinstatement of fiber ducts had been problematic. The County had however come up with a solution that involved providing a list of conditions including charges to cater for fixing the paths to service providers when they need to make changes that would affect the pavements.

Other measures include having an inhouse team in each of the 4 zones of the county with NMT to make more inspections and note any recommendations in improving the quality of the paving. Each team had among them an engineer to assist with technical know-how and an inspectorate officer to assist in enforcement matters.



Mr. Migosi explained that currently there were no shared service ducts as the county had planned to fully fund the NMT project and have the service duct installation funded by the private sector. The latter did not work due to competitive interest among players seeking to bar competitors from use. However, the county was looking into setting aside funds for the project.

Nationalization of stakeholder discussion so that issues are handled from a central point. -Mr. Kigen shared that NMS was having a similar challenge with service ducts. In discussing the matter, participants felt that there was a need to have a united approach among counties in dealing with the players, who were the same (Safaricom, Liquid Telkom, Jamii etc). Discussion with the players as well as with the regulator, Communications Authority of Kenya (CAK), have made conversations less hostile. CAK has stressed the need to do business in a cohesive and socially responsible manner.

This will also help upcoming cities such as Nakuru that are quickly growing.



## INFRASTRUCTURE

### *1. Are the NMT corridors at least 2 meters wide?*

Mombasa expanded theirs to a width of 5m which is a good standard to allow for ease of movement on walking paths and increases street vibrancy which everyone observed.

### *2. Are there adequate road signs?*

Yes, Mombasa uses composite material and plastic to make the signage. The Nairobi and Kisumu team commended the innovative use. Some of the signage needs to be raised to avoid instances where people can get knocked on the head. The use of the composite material has provided a good option for Nairobi which is struggling with vandalism of street signs and the NMT Study recommended alternative material.

### *3. Can you observe adequate greenery along the NMT corridors?*

Yes, on some corridors. Eng. Ajuul added that there was a need for more planter boxes and city friendly trees to create shade.

### *4. Are there litter bins along NMT corridors?*

No. Mr. Vipul explained the city has mixed use being a residential and commercial center. They had formally installed some but faced challenges in management as residential use required

streamlining of collection times and had a high volume of waste. Mombasa being a coastal city, records high temperatures requiring waste collection several times per day.

**5. *Is there street furniture (benches) along NMT corridors?***

Few. There is a need for more benches.

**6. *Are there public toilets along NMT corridors?***

No, there is a need to construct modern ablution blocks with changing rooms and PWD access.

**SAFETY**

**1. *Are there adequate pedestrian crossings/ Speed limits on busy corridors?***

There is a need to have more measures to limit speed using signage. The county is improving road safety especially in areas that have schools, churches etc (these are declared school zones) and the speed limited to 30km with bumps and crossing points.

**HAPPY HOUR**



Participants were able to experience the popular happy hour period with the assistance of the County Inspectorate. The Happy Hour was a measure brought in to allow traffic to flow faster during peak traffic hours in the mornings and the evenings. Vehicles leaving the city are allowed to use both lanes for three periods of about 10-15 minutes with the assistance of the traffic police and county inspectorate officers.

Mr. Ibrahim explained that the County introduced the concept through a legal notice issued under the County Transportation Act. He added that the public has been very receptive to it. Nairobi and Kisumu participants commended the team and expressed that they had enjoyed being part of happy hour and seeing its effectiveness.

## SUSTAINABLE FINANCING FOR NMT

### KISUMU

NMT Phase 1 was fully funded by world bank through KUSP (Kenya Urban Support Program), however, the fund did not cater for maintenance. KUSP focused on funding development of cities since research indicated that they were being underfunded in the existing county government regime. The county also has other donor funded support from Kenya Informal Settlement Program (KISP) (also from World Bank).

Alternative sources of financing the county is looking into include:

- Financing through programs such as the Kenya Urban Mobility Program (KUMP).
- Through the Local Physical Development Plan (LPDP). Kisumu is planning an Investment conference in November to showcase the work done and the gaps where investors can partner.
- Ensuring that all departments and institutions dealing with roads design and execute proper drainage systems. Poor drainage contributes highly to destruction of NMT.
- Having tariffs collected from fiber optics plowed into maintenance of NMT facilities.
- Collaboration with corporates, such as a partnership they have had with Naivas Supermarket on Nairobi Road.
- Deliberate budgeting in Kisumu County to increase allocations to a minimum of 5% for urban infrastructure.

### MOMBASA

The NMT infrastructure (81 KM) in Mombasa was done by several stakeholders; 29.4km was financed by Kenya Municipal Program, 40km financed by the county government and the rest by KURA and KeNHA (write the actual kms).

In Mombasa, the Road department prioritizes funds according to the needs. NMT and drainage are often sacrificed when there are budgetary constraints. This can be addressed using a complete street guide to inform how funds are prioritized and budgetary guidelines to ensure that drainage and NMT are catered for.

There is a need to revise NMT key Performance Indicators to focus on outcomes of the facilities to users rather than focusing on the length of NMTs constructed.

Creating NMT champions to shelter against politically driven changes and promote NMT programs even after political successions.

James Otiende from Nairobi Sub-County administration emphasized the need to have sustainable financing anchored in:

- County Integrated Development Plans
- County Annual Development Programs and
- Public Sensitization and participation to ensure funds are appropriated according to the needs of the people. Public engagement is critical in making them the vision bearers and not the politicians. There is however a need to have the public understand their rights.

## **NAIROBI**

Eng. Kimathi explained that according to the Nairobi NMT Policy 20% of funds collected by the county are allocated to infrastructure as Roads Funds

- The Transport act provides that 15% of county revenue is to be allocated to transport fund; the revenue contributors are mostly those in the transport sector (parking fees/licenses)

The Ward development program: ward committees identifying projects within their own ward whilst mostly choosing roads (The budget allocation for wards is about KES 1.5B, research shows that up to 80% of the funds are allocated to roads)

- In Nairobi, the Road department similarly prioritizes finances according to needs- there is a need to have a complete road design framework included in decision making in road departments.
- Nairobi also gets a share in the fuel levy fund which is used for maintenance and routine works. All counties receive a share of this fund.
- In the 2020/2021 financial year, Nairobi saw 40% of finances being focused on NMT projects.
- Nairobi also receives funding from the Kenya Informal Settlement Program (KISP)
- NMS has partnered with private sector players to assist in financing and coordination projects.
- Counties can also leverage on funding offered from existing linkages between climate and transport.
- NMS has invested in its in-house capacity in skills and machinery and having stock of paving materials that can be used in maintenance.
- Leveraging on the Nairobi Metropolitan Improvement Project (NAMSIP) phase 2 for NMT prioritization is also an avenue of finance.

## Recommendations on Enforcement

Eng. Kimathi noted that inclusion of enforcement teams in peer learning was needed as they contribute largely to NMT implementation. Mombasa was commended for having a representative from the County Inspectorate.

He added that NMS had experienced difficulties in dealing with government drivers who were used to parking on walkways. Eng. Kimathi shared that they the matter with the chief transport officer for Kenya Police who informed the drivers under his department that they would be held personally liable for parking illegally. He added that the matter needs to be raised in all government departments nationally as it affects all counties.

In conclusion, Eng. Kimathi emphasized on the importance of having the political team support NMT as seen in Mombasa where Hon. Balala is an active supporter. Working with NGOs to push for NMT programs was also noted as an important facet of improving the NMT experience.

## PUBLIC PARTICIPATION: OPPORTUNITIES AND CHALLENGES

By Edna Odhiambo (Country Lead- CDKN)



The public possess several characteristics that make them invaluable in NMT matters.

These include:

- The public provides demand for NMT facilities.
- They are very impressionable; therefore, it would be opportune for opinion leaders to encourage NMT uptake among the public and advocate for its improvement.
- Their vulnerability as road users.

However, several challenges arise, such as:

- Lack of awareness on the importance of NMT facilities leading to misprioritization of funding.
- Competing priorities for low-income persons where immediate needs such as poverty are of a higher priority compared to NMT facilities.
- Lack of information of their vulnerabilities and the effects.

Educating the public through the research collected can help them understand the importance of NMT and entrenching NMT in the public participation process at sub-county and ward levels.

Edna shared some of the possible solutions:

- Rethinking the view that pedestrians are poor; the dignity of those walking needs to be upheld.
- Being patient more with pedestrians and cyclists.

### Mombasa



By Rachel Kavata -Sub-County Administrator (Mvita – Mombasa)

Ms Kavata expressed that there is a need to have more avenues for public participation in addition to those offered by ward and sub-county administrators. In addition, increased capacity building to include not only the stakeholders in transport planning but also the ward and sub-county administrators in NMT matters will also empower the administrators to deliver the message

Ms. Kavata emphasized on the need to investigate how to package the message in a way that people can readily accept it and understand. She gave an example of how community policing (taking care of what you have) allows the public to be part of the NMT project and encourages them to take care of the infrastructure.

She stated that the transport department in the county needs to build a stronger working relationship with the sub county administrators and ward administrators to ease access to officials.

## Nairobi

*By Linet Boyani - Sub-County Administrator*

She mentioned the need to have technical support from the County during public participation meetings. Sub-county officials can assist with mobilizing the public, but they need the expertise of the technical folk to explain finer details on NMT during these forums. Enforcement personnel also need to attend these forums so that



they can understand the reasons that lead users to trespass such as where paths are made of uncomfortable material, cyclists and pedestrians resort to alternative routes. She added that when key stakeholders don't take part in such conversations, administrators can only forward the comments and complaints; this method has not been effective in addressing concerns from the public leading to frustration of the public. Constant added that there is need to have capacity building in NMT matters for the ward and sub-county administrators to help them communicate NMT issues more effectively.

*Legal Framework in Public Participation - By James Otiende - Ward Administrator, Nairobi CBD*



Mr. Otiende explained that public participation is provided for and rooted in various legislation. The Constitution of Kenya provides that power belongs to the people and is services through their representatives. Public participation is the backbone of devolution with County Governments being required to involve the public through forums especially on

technical matters where public education is needed. He added that the Public Finance Management Act and the Public Procurement and Disposal Act also provide for public participation. The county government Nairobi had adopted the latter providing its legislators and

institutions an opportunity to leverage on it through public participation to address the issue of inadequacy of funds.

## Challenges

Mr. Otiende shared the challenges faced in engaging with the public.

1. Inadequate financial and human resources including lack of skilled facilitators especially while engaging residents in the informal sector. He shared that in such areas it is best to have skilled facilitators to assist in public awareness and education. This approach allows use of language that the people can understand and relate to.
2. There is low interest among stakeholders in engaging the public as well as poor organization and preparation before engaging them.
3. In Nairobi most public participation forums are done at the sub-county level, these forums need to be done in smaller areas like ward level to fully touch on the specific need of the people in the area. He shared an example of a forum held at Kariakor which would include the needs of those based in the Central Business District as well as those in Kariokor itself. This is problematic as the two groups have very different concerns and interests.
4. Mr. Otiende stated that there is lack of interest from line forums such as technical officers and senior officers with power to affect policy. The groups are not obligated to attend and often send junior officers who do not hold power, are not fully aware nor skilled in the issues being discussed and are therefore not able to contribute effectively.
5. Governance challenges- there is misappropriation of funds allocated to public participation forums where basic materials needed fail to be provided. He stressed on the importance of electing leaders wisely.
6. There is a lack of clear operation structure between the Nairobi Metropolitan Services, the Nairobi County Government and the Kenya Revenue Authority creating too many centers of power that are unstructured.
7. There is weak oversight- he gave the example that currently the county assembly does not have oversight power of NMS.

## Opportunities

1. Legal framework- there is a clear framework guiding NMT work in Nairobi
2. Political goodwill- there has been support from politicians in pushing for further public participation forums
3. Informed public- the Nairobi public is quite informed and eager to engage

4. Compact nature of the county- the County is rather compact and easy to move around making it easier to engage with more people
5. Availability of room for partnerships and collaboration with key external stakeholders
6. He added that there was a need to engage groups in different sectors e.g., Residents association and the different LSK Chapters.

Mr. Otiende shared that many of the problems faced in maintenance and enforcement are because the public are not educated and informed. He added that public education should always come before enforcement.

### Kisumu



*Kennedy Ochieng – Ward Administrator (Kisumu)*

Mr. Ochieng shared that they have public participation done beyond the sub-county level to the village level. This is enabled through the adoption of the Village Council Act. Many of the participants were eager to see this Act and learn from the Kisumu team on this.

### CONCLUSION

Edna recapped the discussions, thanked all the participants for attending and participating actively as they filled in the evaluation forms.

## ANNEX 1 AGENDA

### MOMBASA-KISUMU-NAIROBI NON-MOTORIZED TRANSPORT PEER LEARNING FORUM

OCTOBER 6-7, 2021, ENGLISH POINT MARINA HOTEL, MOMBASA

#### DAY ONE WEDNESDAY OCTOBER 6, 2021

<b>TIME</b>	<b>ACTIVITY</b>	<b>FACILITATOR(S)</b>
9:00 - 9:10	<b>Welcome Remarks</b>	Hon. Taufiq Balala Mombasa County
9:10 - 9:25	<b>Introductions</b> Expectation Setting	Edna Odhiambo CDKN
9:25 – 9:50	<b>NMS -CDKN-KISUMU Partnership</b> <ul style="list-style-type: none"> <li>• NMT Study Outcomes</li> <li>• Peer Learning approach</li> </ul> Outcomes from Kisumu-Nairobi Peer Learning Forum	Edna Odhiambo CDKN
9:50- 10:10	<b>Kisumu</b> <ul style="list-style-type: none"> <li>• NMT Gains</li> <li>• NMT Gaps</li> <li>• Lessons from Kisumu-Nairobi Peer Learning</li> <li>• Question and Answer session</li> </ul>	Director Oscar Adede Kisumu City  Constant Cap CDKN
10:10-10:30	<b>Nairobi</b> <ul style="list-style-type: none"> <li>• NMT Gains</li> <li>• NMT Gaps</li> <li>• Lessons from Kisumu-Nairobi Peer Learning Questions and Answer</li> </ul>	Eng. Eston Kimathi Eng. Moses Kuyiki Eng. Kigen Nairobi Met Services  Constant Cap CDKN
10:30-10:45		English Point Marina
10:45-11:30	<b>Mombasa</b> <ul style="list-style-type: none"> <li>• What NMT policy frameworks are in place?</li> <li>• NMT User Patterns /demographics</li> <li>• NMT Infrastructure gains and gaps</li> </ul>	Hon. Taufiq Balala Eng. Keno

	<ul style="list-style-type: none"> <li>• NMT Safety gains and gaps</li> </ul>	
<b>11:30 -13:00</b>	<b>Mombasa NMT Technical Tour 1</b> Please carry a hat, bottle of water, and wear comfortable shoes	Director Vipul Patel Mombasa County
<b>13:00-14:00</b>		English Point Marina
<b>14:10-16:30</b>	<b>Mombasa NMT Technical Tour 2</b> Please carry a hat, bottle of water, and wear comfortable shoes	Director Vipul Patel Mombasa County
<b>16:30-17:00</b>		English Point Marina

## DAY TWO THURSDAY OCTOBER 7, 2021

TIME	ACTIVITY	FACILITATOR(S)
9:00-10:00	Reflections on technical tours	Constant Cap CDKN
10:00-10:20	<b>NTSA reflections</b> on technical tours and initiatives to encourage institutional collaboration on NMT safety	Dr. Duncan Kibogong NTSA
10:20-10:40	<b>KURA reflections</b> on technical tours and supporting counties to achieve standards street design guidelines for NMT infrastructure including incorporating ablution blocks, street vending and tabletop crossing	Eng. Jeniffer Korir KURA
10:40-11:10	<b>Legislating budgetary minimums for NMT</b> infrastructure development and maintenance	Edna Odhiambo CDKN
11:10 -11:25	 	English Point Marina
11:25-11:35  11:35-12:15	<b>Public Participation: Opportunities and Challenges</b>  Entrenching NMT in the public participation process at ward/ sub county level.	Constant Cap CDKN  Sub-County Administrators Mombasa Kisumu Nairobi
12:15- 12:30	<b>Stocktaking:</b> • Re-visit expectations • Evaluate resolutions	Edna Odhiambo CDKN
12:30- 12:45	Evaluation forms	Constant Cap CDKN
12:45-13:00	Closing Remarks	Director Adede Eng. Kuyiki Edna Odhiambo Hon. Taufiq Balala
13:00- 14:00		English Point Marina
15:30-16:30	Networking 	English Point Marina

**END**

## ANNEX 2 LIST OF PARTICIPANTS

MOMBASA-KISUMU-NAIROBI NON-MOTORIZED TRANSPORT PEER LEARNING FORUM, OCTOBER  
6-7, 2021

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