



KISUMU -NAIROBI NON-MOTORISED TRANSPORT PEER LEARNING FORUM

22ND-23RD SEPTEMBER, ACACIA HOTEL, KISUMU



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INTRODUCTION

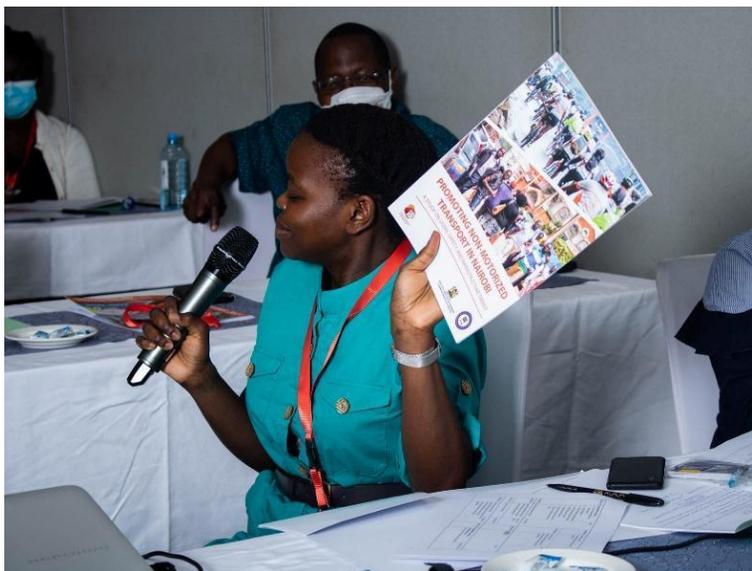
This report presents the findings of the peer learning forum between Nairobi Metropolitan Services (NMS) and the County Government of Kisumu supported by CDKN.

The forum focused on:

- i) Encouraging the exchange of experiences on NMT improvement between Kisumu, and Nairobi.
- ii) Undertaking technical tours of the NMT improvements in Kisumu.
- iii) Brainstorming on sustainable approaches of financing NMT infrastructure and inclusive stakeholder engagement
- iv) Encouraging dialogue and collaboration between key road agencies and counties in the improvement of the NMT experience in Kenya's cities.

OVERVIEW OF THE NMT STUDY

WELCOME REMARKS AND OPENING PRESENTATION



*PRESENTATION BY MS EDNA ODHIAMBO
(Country Lead – CDKN)*

Edna took the team through various considerations on improving the NMT experience including infrastructure and safety matters.

She highlighted several challenges facing the prioritization of NMT; these include encroachment by motorcyclists and street

vendors, air pollution, dumping of solid waste, poor sewerage infrastructure, and the perception of NMT users as trespassers on the road.

The inclusion of motorcyclists and street vendors in the design of NMT infrastructure was emphasized. Motorcyclists have increasingly become and been adopted as an alternative form of public transport in Kenya, making them a key stakeholder in the transport ecosystem.



Using a picture essay, she highlighted some of the major issues such as encroachment by street vending that develops due to livelihood pressures, air pollution, garbage, motorists parking on NMT corridors, illegal pickup and drop-off of passengers by public transport operators and careless pedestrian crossing.

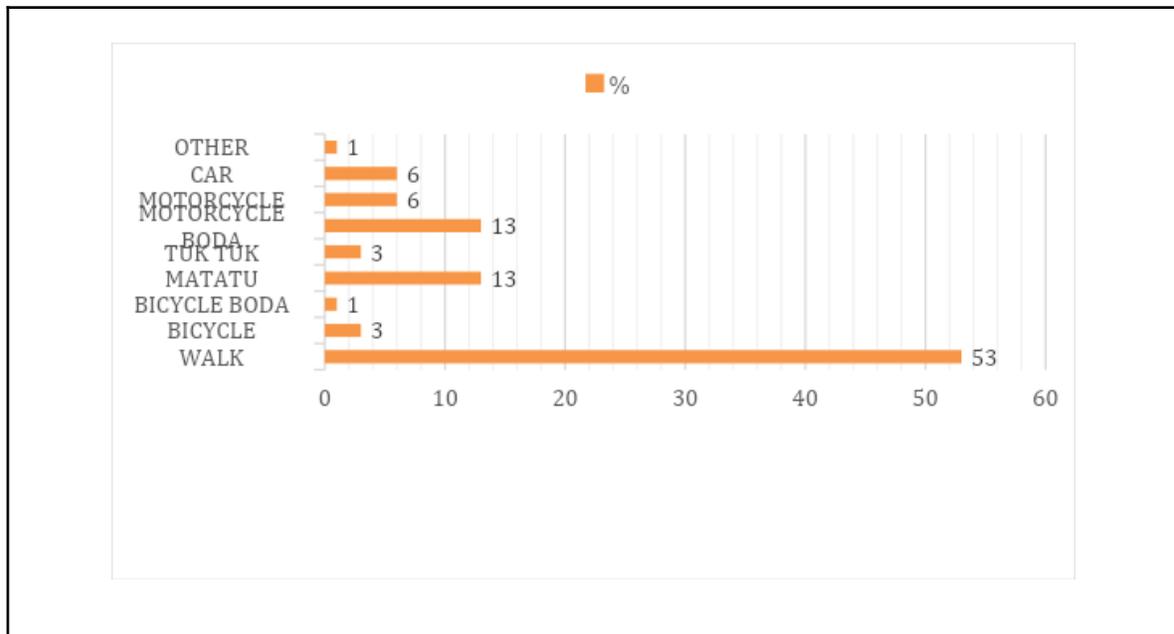
KISUMU CITY NMT FACILITY OVERVIEW

PRESENTATION BY ENG KEVIN AJUUL (Engineer at the County Government of Kisumu)

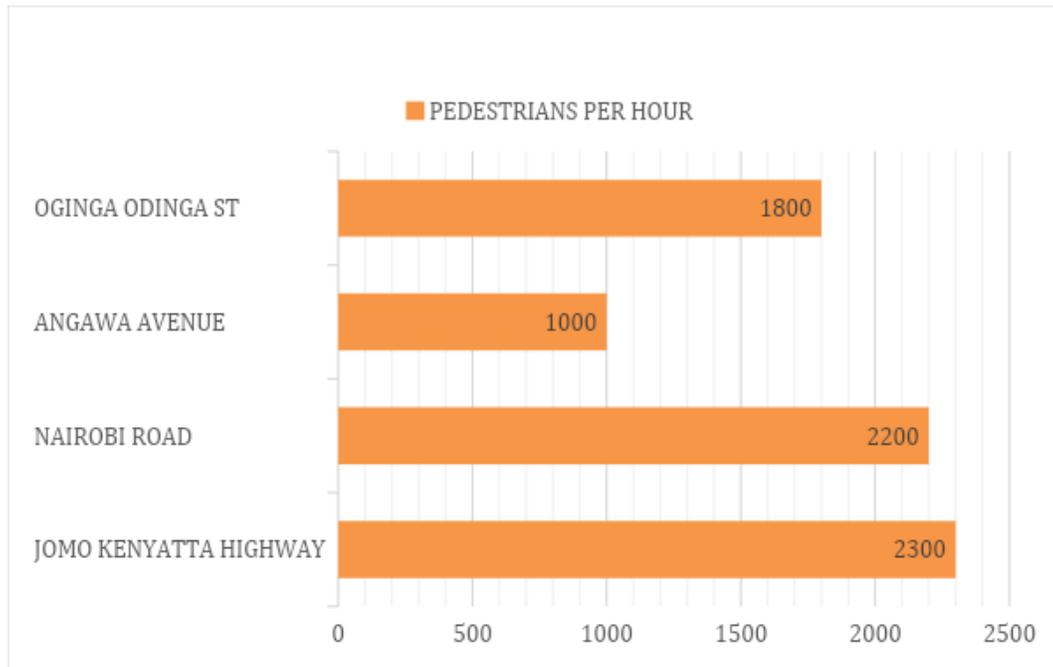


Kevin Ajuul made a presentation on the efforts that Kisumu County Government has made in incorporating NMT facilities in the city. He took participants through a demographic analysis of the patterns of NMT users.

NMT Users in Kisumu City



An analysis of pedestrian traffic per hour on 4 NMT roads in Kisumu



Infrastructure gains



1. Dedicated and marked footpaths and cycling paths encouraging users to make use of them. The paths adhere to a minimum width of 2metres as per standard street design guidelines and are made of suitable material for walking and cycling.

2. Drainage works.

Adequate and efficient stormwater drainage prevents waterlogging and erosion thus

protects the carriageway.

Footpaths raised by 150mm above carriageway to permit stormwater runoff.

Closed drains free up road space for NMT facilities.

Drainage covers are properly finished to create smooth surfaces for NMT users.

3. **Service ducts and sleeves for service providers;** power, telephone lines, internet etc. they also have enough room for future expansion to prevent road cutting and NMT damage.

4. **Solar-powered street lights and high mast lights** that allow the businesses to operate longer, offer security for users, better business and encourage adoption of clean energy.

5. **Dedicated and planned vending kiosks** as they provide demand for NMT usage; Chichwa market was constructed as part of the relocation plan for vendors affected by NMT construction.

6. **New ablution blocks along NMT corridors with PWD accessible infrastructure,** shower facilities, changing room for infants and accommodation for vendors such as shoe shiners.

7. **Motorcycle shades for riders and bus bays;** constructed along NMT corridor for proper organization of the public transport sector and convenience of the users.

8. **Landscaping with greenery and benches** to provide shade, comfort and improve aesthetics.



9. **Increased Parking slots.** Cities have realized the significant impact of parking on urban land use, transport systems, traffic patterns, pedestrian access, and urban form. NMT 2 has dedicated parking in most parts of its corridor i.e., Omollo Agar.

Infrastructure Gaps

1. A **cycle track was not achieved in NMT phase 1** due to limited space, design inadequacies and institutional discontent, especially with KURA.

2. **Conflict in the use of NMT space.** Street vending finding comfort in NMT spaces to sell products. Design should accommodate both formal and informal commercial

activity. Encroachment of NMT spaces by motorists including motorcycles is also a conflict being observed.

3. Design oversight:

NMT 1 did not take a lot of this into consideration because of several factors i.e., reduction of space to provide continuity for cycle track construction, poorly made planter boxes.

NMT 2 has not considered the inclusion of ablution blocks and erection of motorcycle shades and bus bay forcing motorcyclists to park on the pathways.

4. **Lack of Enforcement;** When the enforcement team closes for the day, the vendors take the opportunity to hawk their items on pedestrian walkways.

5. **Poor acceptance of the use of service ducts by service providers such as KPLC and KiWASCO;** some of the existing power lines obstruct NMT pathways and electric wires on transformers hang as low as 2M from ground.

Safety Gains

1. **Street lighting** improves visibility and enhances safety & security for all road users.
2. **Universal/tabletop crossings**; reduced accidents & fatalities, people in wheelchairs do not require assistance to crossroads.
3. **Installed traffic calming features**, signals, pedestrian islands, curb extensions that minimize crossing distances.
4. **Reduced traffic conflict with defined use of space.**
5. **Raised walkways 150mm above carriageway**; eradicates overlapping of motorized traffic into NMT.
6. **Flat footpaths** with proper surfacing enhance the safety of pedestrians.
7. **Covered drains** improved the safety of pedestrians.
8. **Bollards at pedestrian crossings** to prevent vehicles from using the ramps to enter the footpaths.

Safety Gaps

1. Roundabouts adopted instead of interchanges leading to underutilization of space; some are tiny and cannot offer pedestrian refuge from cars.
2. Universal/tabletop crossings were not achieved as desired; design, number, and positioning of crossing need to be along the pedestrian desire lines.
3. There needs to be footbridges instead of at-grade pedestrian crossings on highways.
4. Few dedicated cycle tracks are built in the plan.
5. Kisumu has provided few parking racks for bicycles spread across the city. The steel cycle parking racks allow cyclists to secure their bicycles safely. However, there is a need to increase the number of cycle tracks.

6. Lack of a maintenance budget for prompt repairs when needed on drainage facilities and streetlights.
7. Inadequate training of the road users on the use of designated space for each user.

NAIROBI NMT FACILITY OVERVIEW

PRESENTATION BY JOHN MU YA (Deputy Director Roads Transport and Public Works)



Nairobi's take on NMT development has focused on the main routes of the mass rapid transit system.

Mr Mu ya added that the user focus is composed of pedestrians, cyclists, animal, and wheel drawn carts, wheelchair users, skateboarders and stroller users among others.

Nairobi has an NMT Policy and Master Plan guiding its projects. The main objectives of

the policy are to increase mobility and accessibility and to improve transport safety and security.

The output and outcomes to achieve the objectives are offering safe and cohesive pedestrian crossing facilities from 500m to 1.5 Km, cohesive cycle network of lanes, tracks, and destination facilities from 50 Km to 1,000Km, increasing signals on the pedestrian crossing from 185 to 500 and footbridges from 27 to 50 as well as clear marking on roads from 150 to 500 and having operational streetlights.

The Action plan comprising of:

- a) Development of a Nairobi Street and Roads Design Manual (NSRDM) to guide planning, design and management of all transportation facilities and amenities within the County, in line with the adopted 'Complete Streets' principles. This is developed by the Ministry of Transport with support from NTDP.
- b) Development of master plans for pedestrians, cyclists. This is developed by NaMATA.

- c) Passing the necessary by-laws to enable proper planning, effective enforcement, adequate funding and effective land use planning and control. This is under the Nairobi County Transport Bill which has been enacted by Nairobi City County Assembly.

IMPROVEMENT OF NMT INFRASTRUCTURE IN NAIROBI

Mr Muya explained that the County's main areas of focus have been the following:

1. Aesthetics, comfort, and attractiveness – Focus is on rehabilitation of the existing NMT infrastructure in the city.
2. Barriers and missing Links – The removal of barriers and provision of missing links, taking into consideration links to public transport facilities, the connection between low-income areas to social and economic areas like industrial areas, Schools, Markets.
3. Safety and Security – construction of NMT facilities on roads that have high pedestrian and cyclist volumes, provision of safe pedestrian crossing points, the introduction of traffic calming measures, rehabilitation of footbridges, lighting of NMT corridors

Mr Muya shared some of the completed projects.

- a. Luthuli Avenue- previously used as a stage for several matatu operators was now fitted with NMT facilities including designated cycle and walking path, more greenery, more room for users after the relocation of the stage.
- b. Paving of Kenyatta Avenue, Muindi Mbingu, Parliament Road with a different coloured separate track for walking and cycling.



- c. Park Road Terminus in Ngara; there was plenty of room for pedestrians and cyclists as well as a shed for motorcycle operators. Eng. Kimathi added that the locals had been very cooperative in taking up the maintenance of the facilities.

NMT Gains

1. Collaborative engagement
 - **NMS has leveraged on partnerships with corporates, in a project such as the NMT development on the Aga Khan -Haille Sellasie route where they have partnered with businesses along the routes.** The Central Bank of Kenya coordinates the work being done with the support of Cooperative Bank and business along the road. NMS still offers technical support where needed.
 - It was noted that intercounty cooperative efforts can be encouraged, such as having the County Government of Kisumu adopt areas to support in Nairobi such as having Kisumu ndogo in Nairobi.
2. **Engaging locals** as seen on Park Road Ngara with street vendors where locals are allowed to organize themselves and clean the area has allowed for better uptake of use and maintenance of NMT facilities. Increased follow-up and enforcement from local authorities should accompany such measures.
3. High-security government areas: difficulties were faced at Parliament Road where road blockages were to be removed as well as the Bomb blast area on Aga Khan Walk where digging was to be done; both were successfully resolved by engaging politicians and decision-makers on the benefits that stood from the inclusion of NMT facilities. The place of political goodwill was heavily emphasized.
4. **Luthuli Avenue**, a successful pilot program, saw the businesses and public transport operators engaged in placemaking week after which the uptake was quite successful.
5. Maintenance plan after the donor exits- Nairobi had worked on having a clear maintenance plan including self-funding for maintenance works after donor exit.

6. **Currently, NMS was not engaging donors for its projects and had taken on internal capacity building in terms of machinery, skill, and staff to be more sustainable.** 20% of the infrastructure budget to go towards NMT. Ensures construction and development of future NMT infrastructure
7. **Policy guided work-** Nairobi had an Integrated Transport Policy guiding NMT projects among other legislative supportive documents. However, the need to avoid over-legislation was emphasized. This can be achieved through clear terms of reference with its partners to avoid duplication of work and reports leading to the wastage of resources.

NMT Gaps

1. Encroachment of NMT spaces- NMS has been actively using the licensing regime (NTSA) to ensure compliance where motorists are found in violation of rules. Such enforcement measures include revocation of licenses.
2. Some areas have NMT facilities that end abruptly forcing users into carriageways; these areas are being marked for the provision of better facilities.
3. Lack of understanding of the usefulness of NMT- Educating people on the importance of the designated pathways and placing pedestrian guard rails such as those on Mombasa Road and Waiyaki Way.

Nairobi is yet to investigate the following in its NMT ecosystem, **charging point for e-transportation, shared biking racks, PWDs accessible infrastructure, safety intelligence systems and guidelines for motorcycle operators/ hawker spaces.**

TECHNICAL TOUR OF KISUMU SEPTEMBER 22, 2021 (WORLD CAR-FREE DAY)

Participants were divided into 3 teams observing various aspects of NMT: Infrastructure, Safety and User-experience.

The technical tours were conducted along 4 sites in the city:

Site 1: Awour Otiende Road

Site 2: Omollo Agar Road

Site 3: Nairobi Road

Site 4: Central Business District (CBD) Triangle

NMT INFRASTRUCTURE

Group Lead Eng. Korir (KURA)



Observations	Site 1:	Site 2:	Site 3:	Site 4:
Are the NMT corridors at least 2 meters wide?	YES	YES	YES	YES
Are walking corridors separated from cycling corridors?	YES	YES	YES	YES
Are NMT users separated from motorized traffic either through bollards or vegetation?	YES	YES	YES	YES
Are there adequate road signs?	NO	NO	NO	NO
Can you observe adequate greenery along the NMT corridors?	YES	YES	YES	YES
Are there litter bins along NMT corridors?	NO	NO	NO	NO
Is there street furniture (benches) along NMT corridors?	NO	NO	NO	YES
Are there public toilets along NMT corridors?	NO	NO	YES	YES

NMT SAFETY

Group Leader Dr Kibogong (NTSA)



Observation	Site 1:	Site 2:	Site 3:	Site 4:
Are there adequate pedestrian crossings?	NO	NO	NO	YES
Can you observe careless pedestrian crossing?	YES	NO	YES	YES
Are the streets well-lit especially at night? Please can ask pedestrians and cyclists if night visibility is adequate	YES	YES	YES	YES
Are NMT users separated from motorized traffic either through bollards or greenery?	YES	YES	NOT REALLY	YES
Can you observe speeding on the carriageway next to busy NMT corridors?	MODERATE	NO	NO	NO
Are there speed limits on the carriageways next to busy NMT corridors?	NO	NO	NO	NO

USER EXPERIENCE

Group Leader Constant Cap CDKN



Observations	Site 1:	Site 2:	Site 3:	Site 4:
Can you observe encroachment of NMT spaces by traders or any form of motorized traffic?	YES	NO	YES	YES
Can you observe pick -off and drop-off of passengers at non-designated stops?	NO	NO	YES	NO
Can Persons with Disabilities, the elderly and children easily access the NMT corridors?	NO	NO	NO	NO
Can you observe open drains on the NMT corridors?	NO	YES	NO	NO
Can you observe litter along the NMT corridors?	NO	NO	NO	NO
Can you hear loud noises or smell unpleasant odours along the NMT corridors?	NO	NO	NO	NO
Can you observe any street activity or vibrancy? (e.g., Street art, socializing on streets)	YES	NO	YES	YES

REFLECTIONS ON TECHNICAL TOUR

1. Encroachment

It was noted in a few places. It can be managed through more strict enforcement and sensitization, for example, having vendors place their signboards next to the shops rather than on the pathways and having dedicated parking for motorcyclists and dedicated shop areas for street vendors. However, on encroachment by service providers such as KPLC, further consultation would be needed to move larger structures like transformers and electric lines which were erected long ago.



2. Accessibility by PWDs (Wheelchair accessibility and the blind), the elderly and children

The Kisumu team explained that NMT construction was still ongoing and that marking on crossings, signage would be added. However, it was emphasized that the issue of accessibility would be viewed more wholesomely as a continuous part of NMT construction rather than detail at the tail-end. With that, tabletop crossings, at-grade crossings should be constructed; temporary solutions should be put in place before the project is completed. Crossing marshals could assist; in Nairobi, Safaricom partnered with the County to offer such manpower.

3. Street activity/Socializing

At YWCA, Nairobi RD, a wall was proposed separating the NMT path from the shops. The team engaged some of the vendors who expressed disappointment in the decision. The Kisumu team expressed that they would engage the proprietor of the land in looking for alternative ways to ensure security is assured without compromising the social and economic vibrancy of the street.

4. Open Drains



There were several, at Angawa rd, and materials to cover it have been procured. Some of the covers of manholes along the road were broken and others did not fit properly. Other drains were left open and posed a threat of falling to road users. Some of the open drains and manholes had garbage in by passers-by and cleaners.

5. NMT infrastructure

Cycling lanes:

The cycling lane should be made of concrete and not the -paving blocks as they are much smoother, and cyclist need not worry about the maintenance of their bicycles.

Ensure surfaces are as flat as possible, level areas with depression

Where trees and poles obstruct the pathways, curving the cyclist lane can allow for easier riding.



6. Safety on the roundabout

The crossing path should be curved for a safer crossing for cyclists at the St. Stevens Church crossing.

Pedestrian crossing points should not be at the junction; rails to channel pedestrians to designated crossing points should be used.

7. Signage

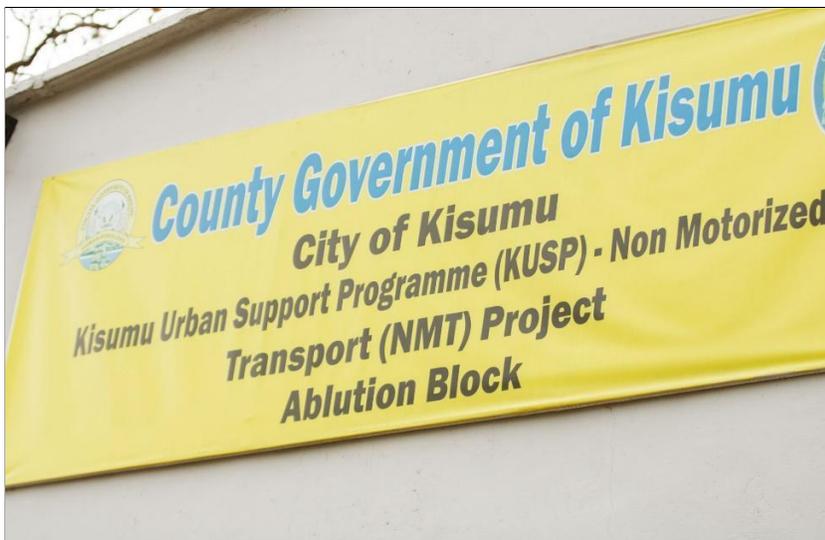
Fewer exist on the corridors as the roads are incomplete. Temporary and cheap signage can be used at the time as the road are still being used. If they are not provided, it is safer to divert users.



8. Adequate greenery

The city had a lot of beautiful greenery. Removal of trees has been problematic due to interest in preventing deforestation; however, the Kisumu team could engage donors and decision-makers and advise on the best types of trees to be planted to prevent unnecessary obstructions. Encourage planting of trees with taproots. Dried tree stumps should be removed. Where trees

cannot be cut, the pathways should be curved.



9. Public toilets

Modern ablution blocks were constructed but they were not yet functional and needed to be commissioned. The County is still working on management strategies. The Nairobi team shared how partnerships with corporates have helped ease the management of such infrastructures.

10. Street furniture

The location should be as far away as possible from the road and facing the road. Having shelter/shade above seating blocks would provide more comfortable use of the facility. The seats should also be of a reasonable height to accommodate children and shorter people.

11. Use of social media for constructive public participation

Eng. Korir shared her experience in KURA, the organization has a department dedicated to social media engagement with the public through WhatsApp and Facebook. Comments from concerned members of the public are posted on the WhatsApp group for faster action and ease of accountability. She shared a case of a posted sign that blocked a pathway on Ngong Rd Nairobi that was quickly resolved.

The progress of projects is also shared to keep the public informed of the timelines and issues that may arise. They also post on Facebook to show the work that they are doing to keep the public informed, even show the timelines.



12. Speeding by motorists of the crossing points

Tabletop crossings to reduce speed can be used; however, strict enforcement to ensure that motorcycles do not use them as parking should follow. Crossing bridges for pedestrians can also be used.

Mr Eshiwani commended the Kisumu team for implementing the NMT infrastructure through the approved street design manual. He recognized that the team had managed to reclaim a lot of NMT space that had been encroached upon. He was hopeful of the rolling out of NMT in highly populated residential areas located around the city centre in Nyalenda, Obunga and Manyatta where walking was the primary means of mobility.



SUPPORTING COUNTIES TO DEVELOP NMT INFRASTRUCTURE THAT MEETS STANDARD DESIGN GUIDELINES

PRESENTATION BY ENG. KORIR (Senior Engineer at KURA)



At conception, KURA's focus was on the decongestion of carriageways; this was mainly done through the expansion of carriageways without leaving room for NMT facilities. However, the perception changed to include more NMT facilities as it offered a more sustainable and inclusive view of transportation, especially in urban areas. Eng. Korir shared that NMT inclusion in urban roads in Kenya is guided

by the design guidelines for urban roads in Kenya and the Street Design Manual for Kenya Urban Roads. The Urban Street design manual encourages the prioritization of pedestrians as users. As an avid cyclist herself, she emphasized the need to understand the user experiences to have safe and comfortable NMT facilities. Accessibility of NMT to all users regardless of age, gender, or special need also need to be factored in.

According to KURA, the governing criteria for the design and construction of NMT facilities are comfort, continuity, and safety. She shared the design criteria recommended for use by counties, these were:

1. A minimum clear width of 2M; high pedestrian volumes may require larger width measurements.
2. Elevation over carriageway of +150mm.
3. Constant height at property entrances.
4. Provision of continuous shade through tree cover.
5. No railings/barriers.

6. Ramp slopes that are no steeper than 1:12.
7. Cross slopes of 1:50.
8. Tactile pavers for persons with visual impairment.

Ms Korir added that KURA works in collaboration with counties in project implementation; they provide capacity building, technical support and also participate in keeping the public informed of NMT benefits through road safety campaigns. Some of the counties benefiting from these efforts are Marsabit, Turkana, Uasin Gishu, Bungoma, Busia, Kakamega and Mandera.

Some of the projects they have worked on in Nairobi County include the redesign of UN Avenue in 2011 to include pedestrian pathways and cyclist lanes, construction of sidewalks from Ngong Road to Industrial Area through the Central Business District (a high pedestrian volume route) and Workshop Road to Lusaka Road through the Central Business District.

ADDRESSING INSTITUTIONAL COLLABORATION TOWARDS ENFORCEMENT OF NMT SAFETY (NTSA, KENYA POLICE, COUNTY ADMINISTRATION AND ROAD AGENCIES)

PRESENTED BY DR. KIBOGONG (Deputy Director Safety Strategies and County Co-ordination NTSA)

Dr Kibogong explained that a large burden lay in addressing the safety issue of roads. While most developing countries have less than a third of motor vehicles compared to developed countries, we record much more fatalities. Road accidents have been recorded as among the main causes of death for people aged between 15-29 years. By 2030, road accidents are projected to kill more people than HIV/AIDS and malaria. The situation calls for all stakeholders to prioritize safety measures on roads.

He stated that the future of road safety and sustainable transportation lay in walking, cycling, and sharing vehicles. While pedestrians were formerly the main casualties of road accidents, the increase in motorcycles on Kenya's roads has increased the numbers of motorcyclists who perish.

He pointed out that in 2017, there were 600,000 certified deaths caused by road accidents as per the Civil Registry department, yet police reports only indicated 300,000 deaths. The disparities are further

widened when considering that only 40% of deaths in the country are registered compared to 70% of the registered births. Using the same proportion, the number of deaths from road accidents can be much higher than those recorded. Road crashes account for 5% of the GDP; over 400B is lost annually.

Participants discussed the following avenues for collaboration:

1. Collaborative efforts to resolve the situation not only need to be within the key institutions but also must involve policymakers and communities.
2. Enforcement efforts such as withdrawal of license have been among the innovative ways to ensure that drivers are more careful and disciplined.
3. Collaboration with private sector players to offer crossing marshals such as that seen by Safaricom on Waiyaki way are also improving safety on highways.
4. Deliberate information sharing: concern was noted from both counties on the need to have a central access point for the various studies, policies, laws and guidelines on NMT that is accessible by decision-makers. This would reduce the constant reliance on studies that often regurgitate information and are too bulky.
5. Participants also stressed the need for such studies, where need be clear on the Terms of Reference sought to avoid generalization and address specific gaps.
6. The presentation of studies should also be in an actionable format to allow for straightforward implementation by the different actors involved.
7. A gap in NMT training was noted as many engineers graduate with little training in NMT ecosystems compared to the construction of carriageways. Education institutions need to include training on NMT alongside that of supporting infrastructure.
8. Inclusion of NMT facilities in roads constructed by KURA and KeNHA in Nyalenda and Nairobi Road to Kondele respectively to support the work that the County Government of Kisumu is doing in the Central Business District Area.

Dr Kibogong concluded by emphasizing that the future of transport lies in natural things such as walking and cycling rather than brick and mortar.

BRAINSTORM SESSION 1

SUSTAINABLE LONG-TERM NMT FINANCING STRATEGIES

PRESENTATION BY CONSTANT CAP (CONSULTANT CDKN)

Constant Cap led the team in a brainstorming session where the following issues were noted:



The Kisumu team shared that the NMT projects in the city were fully donor-funded by the World Bank through the Kenya Urban Support Program (KUSP).

The Kenya Informal Settlement Improvement Project (KISIP) has also been instrumental in focusing NMT facilities on residential areas;

funding for the 2021/2022 financial year has already been received. Lungalunga Road, which has about 2,000 cyclists per day, will be among the top beneficiaries.

The County has the Kisumu Sustainable Mobility Plan (KSMP) and received partners such as African Development Bank (AfDB) who are interested in funding the development of the public transportation systems. They are currently pushing the County Assembly to formally adopt the Plan.

Self-financing

1. **Apportion NMT cost in the budget;** NMS currently receives funds from the National Treasury through the county. 20% of the infrastructure budget is allocated to NMT facilities. Nairobi's Transport act also has a provision for the transportation fund to boost its NMT kitty.

2. **In Kisumu, the county budget currently only caters for maintenance costs;** there is a need to expand income sources to allow for self-funding for new projects.
3. *Funding from the Kenya Roads Board Fund:* this avenue has less political interference as it does not require approval by MCAs. It is easier to prioritize NMT and implement it. Edna encouraged counties to look at *climate financing opportunities*

Mainstreaming the NMT Agenda

The issue of NMT needs to be looked at from all relevant avenues rather than having a single department working on it. Transport is a cross-cutting issue and should be mainstreamed across county departments.

Collaboration with Private Sector and Government

1. In Nairobi, NMS has partnered with the Central Bank of Kenya and businesses along Aga Khan walk to manage, fund, and oversee the construction of an NMT facility on the route.
2. Approaching corporates to partner with Counties on street lighting, bike share programs, maintaining green spaces, offer street furniture and crossing marshals while allowing to use the various avenues to advertise has also been instrumental in cutting costs
3. Community engagement, as seen on Park Road, Ngara, where local vendors and businesses took up the work of maintaining and cleaning NMT facilities allow the county to have user-driven maintenance.

Leveraging on the power of decision-makers

1. Use of political goodwill: As most of the fund allocation and development plans have to be approved by MCAs, there is a need to engage with political decision-makers in a manner that ensures that they understand the benefits of NMT to the public. This can be done by engaging them in relaxed environments and explaining the importance of NMT or even by showing them the effects on the life of the electorate.

Engagement with local Advocacy groups to push the agenda of NMT adoption to the political decision-makers.

Eng. Korir emphasized that it was upon everyone concerned to buy into the idea of NMT first, then have their department adopt it, and thereafter move on to the top decision-makers.

BRAINSTORM SESSION 2

SUSTAINING IMPLEMENTATION OF NMT PLANS AND POLICIES IN LIGHT OF POLITICAL SUCCESSIONS



1. **Having NMT plans anchored in policies and legislation;** currently, NMT is anchored in the Revised Integrated National Transport Policy and other plans and policies allowing for continuity even where decision-makers change.
2. **Building champions within implementing agencies.** Buy in from officers working for these institutions- currently those in NMS will be deployed back to Nairobi County Government (NCG) and National Government agencies. these officers have already adopted and become champions in NMT. Progress is being seen with other agencies such as KURA.
3. **Training and education on NM.** Engineers' training has emphasized training in the design and construction of highways and rural roads. Very little is taught on NMT. More inclusion of NMT in training is needed, not only for engineers, but also for policymakers.
4. **Collaboration with non-state actors such as CBOs, NGOs, and the public** to increase demand for NMT programs to be sustained and for the government to act. User-driven action is also sustainable in the long term as they are at the centre of consumption.

5. **Sensitization of the public** on NMT user rights such as the need for well-designed pathways, and cycle lanes; a public that understands the need, use and standards of NMT can proactively advocate for NMT and maintain the existing infrastructure
6. **Leveraging on politicians’** interest through sensitizing MCAs and other politicians on the effects of lack of proper NMT facilities on the lives of their electorate.
7. **The use of innovating ways of engaging the public** through social media allows the public to keep up with planned projects, question where projects unexpectedly halt etc. **Using methods such as placemaking** e.g., in Luthuli Street, to allow the public to see first-hand the benefits that can be accrued from proper NMT facilities within their surroundings. Other areas are more receptive in requesting, pushing for similar projects as they see the boost in business, safety, reduced pollution, and other benefits.

STAKEHOLDER ENGAGEMENT

PUBLIC

1. *What role does the public in NMT matters?*

- The public creates demand for NMT as they are central in its use.
- NMT tends to take up space therefore a positively responsive public can ease the process of space acquisition as they understand the benefits to be derived.

2. *What characteristics of the public can we capitalize on while engaging in NMT?*

- The influence of the opinion leaders can sway political goodwill and the masses positively towards adopting NMT.
- In sensitization and education of the public on the benefits of NMT, is it best to use opinion leaders?
- Where the public has owned the project, enforcement and maintenance are easier and at times even community led.

- Capitalizing on the vulnerability of the public e.g., pedestrians (children, elderly) and motorcyclists are at a high risk of being hurt in road accidents hence the need to provide them with dedicated and safe NMT infrastructure. This is best supported by statistics.
- Affinity towards streets with vendors- Design the walkways in a manner that includes other benefits such as vending shops.
- Capitalize on the need for more opportunities for economic development- sensitize the public of the fact that NMT can boost businesses by increasing social vibrancy along the street as well as security.
- The need for shorter routes- Having NMT on shortcuts where foot traffic is generally more.
- Capitalizing on the need for healthier lifestyles through promoting cycling and walking.
- NMT offers opportunities to save costs on fares in commuting, especially in informal areas.
- Emphasizing that cars are not necessarily a sign of development; this is particularly important in informal settlements where communities may want more carriageways, yet they may not be suited to the needs of the demographic.

3. ***What are the challenges faced while engaging with the public and how can they be overcome?***

- **Poor reception**

Solution

The mode of engagement particularly language, dressing and presentation should speak to the status of the person being addressed.

Timeliness and patience should also be exercised for a productive social engagement.

Listen more, don't tell them. This allows for more fruitful engagement

- **Use of influence held by opinion leaders to advance personal interest to incite against NMT projects**

Solution

Involving the opinion leaders in reaching out to communities and sensitizing them on how they can achieve their interest through NMT. Care should be taken to avoid being swayed by political agendas. Going through the elders, have their buy-in and work with them in reaching out to the community has proved to have less resistance.

- **Lack of trust from the community**

Solution

Build trust with the community.

4. In your experience, what has worked well while engaging with the Public?

- Use of opinion leaders.
- Levering political goodwill.
- Listen to the stakeholder rather than talking to them to find common ground.
- Proper appearance in engagement.
- Use of a non-biased approach.

PRIVATE SECTOR (Formal traders, vendors/hawkers, and corporates)

1. *What role does the Private sector play in NMT matters?*

- They are the traffic attractors; they create demand for NMT facilities e.g., customers and employees.
- They are next to the NMT (have immediate access to NMT facilities).

2. *What characteristics of the private sector can we capitalize on while engaging in NMT?*

- Partnering with them as investors as they have vested interests in boosting their business.

This has been seen with the onboarding of banks and businesses along Aga Khan Walk to coordinate and fund the NMT facility on the route. These partnerships are mutually beneficial as they offer advertising opportunities.

- They offer maintenance services for NMT as they derive benefit from its existence e.g., benches, vendors along Park Road in Ngara.
- They have access to power as seen with the partnership with CBK.

3. *What are the challenges and how can we overcome them?*

- **The perception that NMT will disrupt business activities**

Solution

This can be addressed by including shops for vendors in the design of NMT facilities.

Place rendering as seen in Luthuli Avenue to showcase the benefits in that business stand to get.

Shops use the space in front of them to advertise

- **Reluctance to provide space by service providers.**

Solution

The provision of dedicated sleeves and service conduits in the design and construction of NMT facilities offers services providers space for their infrastructure as well as planned room for expansion for future needs.

There is a need for more sensitization to companies of the existence of services and how to apply to use them.

PUBLIC TRANSPORT SECTOR

1. What role does public transport play in NMT matter?

- They provide access to NMT facilities through the mode of shift services and end-user services.

2. What characteristics of the public transport sector can we capitalize on while engaging in NMT?

- Due to the diversity of players; corporate players in the sector such as Uber Eats who use Motorcycle riders can be engaged as partners in providing NMT infrastructure such as street furniture as they advertise.
- Emphasizing specific drop-off and pick up stations at the shift points: Implementation can be supported by their internal disciplinary mechanism.
- Identify the major pick up and drop off points to understand pedestrian traffic and know the areas where NMTs would be most efficient.
- Leveraging on the in-house management of SACCOs in promoting enforcement of the rules of use of NMT services.

3. What are the challenges and how can we overcome them?

- Encroachment by public service vehicles and motorcycle riders

Solutions

Including designated parking for motorcycle operators in the design and construction of NMT facilities.

- Disregard for traffic rules and regulations on the use of NMT paths

Solutions

There needs to be a policy guiding the manner of dealing with motorcycle operators; the policy would include a county-specific operational model for the operators, licensing regime, identification, and enforcement avenues for non-compliance.

Participants from both NMS and Kisumu shared similar frustration in enforcement as many of the riders are not registered. The ease of acquiring a motorcycle and starting ferrying passengers in many parts of Kenya makes it hard for regulators to monitor their activities. Similar sentiments are shared by the counterparts from the Kenya Police department.

The Kisumu team shared that they developed mobile municipal courts which catered for the rogue motorcyclist. The courts had proved very effective as indiscipline cases could be dealt with immediately and the fees charged were low enough, e.g., Ksh. 200-300, to force compliance but not too high as to lead operators out of business.

Providing more training facilities for aspiring motorcycle operators especially in existing institutions that train on industrial skills such as NITA and NYS which train many youths in various parts of Kenya.

Insisting that operators self-register in SACCOs or any identifiable group. These groups should have a code of conduct for their members. Mr, Eshiwani explained that operators appear to adhere to such rules more easily and faithfully than the general laws of the counties/government.

Looking for more creative ways of having blockades without compromising the needs of different users such as wheelchair users.

Use of market forces such as the provision of access to finance and credit facilities to groups/SACCOs that meet requirements of attractive business models. The factors to be considered are how the group enforces issues of security, traffic law adherence, cleanliness, and professionalism among its members.

Having traffic signage and laws interpreted to the language that users in the area are familiar and comfortable with e.g., Kiswahili or even vernacular languages where needed.

Mr Muya explained that in the operationalization of the new Green Park Stage, NMS is in consultation with motorcycle operators to have a colour-based identification system for end-user

commute routes. The system also allows motorcycle operators to feel accepted in the NMT transportation ecosystem as users.

Provision of facilities that are helpful to them such as waiting bays with sheds and shops for snacks.

- **Involvement of motorcycle riders in insecurity incidences**

Solution

Using the internal structures of the SACCOs and groups to sensitize its members on the need to avoid criminal activities. Law enforcement can also use such structures to get information on persons who double as criminals in the guise of offering public transportation.



CONCLUDING REMARKS

Edna Odhiambo (CDKN)

Ms Edna thanked the two teams from Kisumu and Nairobi for making time to attend and contribute to the discussions. She added that she looked forward to seeing the implementation of the commitments discussed on both sides.

Oscar Adede (Kisumu City)

Mr. Adede thanked participants for the collaborative engagement and sharing useful insights on improving efforts made in NMT inclusion in the transport sector of both cities.

Martin Eshiwani (NMS)

Mr. Eshiwani thanked both teams for the productive workshop.

ANNEX 1: LINKS TO POLICIES AND PLANS RELEVANT TO NMT ACROSS NAIROBI, KISUMU AND MOMBASA

1. [INTP \(Revised\)](#)
2. [Nairobi NMT Policy](#)
3. [Nairobi NMT Masterplan](#)
4. [Nairobi County Transport Act 2020](#)
5. [Kisumu Sustainable Urban Mobility Plan-](#)
6. [Kisumu ISUD \(The Plan\), Kisumu Lakefront Development Corporation Bill](#)
7. [Mombasa Public Transport Service Plan](#)
8. [SDMUAK](#) Street Design Manual for Urban Areas In Kenya
9. [Streets for Walking & Cycling – Designing for safety, accessibility and comfort in African Cities](#)
10. [Mombasa Gate City Master Plan](#)
11. [Mombasa Port City Master Plan 1](#), [Mombasa Port City Master Plan 2](#)

ANNEX 2: AGENDA

KISUMU-NAIROBI NON-MOTORIZED TRANSPORT PEER LEARNING FORUM SEPTEMBER 22-23, 2021, ACACIA HOTEL, KISUMU

AGENDA

Day 1: Wednesday September 22, 2021			Day 2: Thursday September 23, 2021		
Time	Setting the scene	Facilitator(s)	Time	Financing & Stakeholder Engagement	Facilitator(s)
9:00 - 9:10	Welcome Remarks	Kisumu County	9:00 - 9:30	Reflections on technical tours <ul style="list-style-type: none"> What is working What can be improved? 	Constant CDKN
9:10 - 9:25	Introductions Expectation Setting	Edna CDKN	9:30 - 11:00	NMT Financing for infrastructure and policy frameworks Kisumu County overview of NMT financing <ul style="list-style-type: none"> How much comes from County budget/revenue? How much comes from development partners How much comes from loans? 	Kisumu County
9:25 - 9:50	NMS -CDKN Partnership <ul style="list-style-type: none"> NMT Study Outcomes NMT Governance Forum Peer Learning approach, objectives and expectation setting 	Edna CDKN	9:30-10:05		
9:50 -10:00	Ice breaker	Constant CDKN	10:05-10:15	Question and Answer session	Edna CDKN
			10:15-10:50	Nairobi County overview of NMT financing	NMS

<p>10:00-10:40</p> <p>10:40-10:50</p>	<p>Kisumu NMT Overview</p> <ul style="list-style-type: none"> ● institutional mandates and collaboration ● policy frameworks ● NMT User Patterns /demographics ● NMT Infrastructure gains and gaps ● NMT Safety gains and gaps ● Creating and NMT network ● Integrated transport system plans linked to residential and industrial zones. <p>Question and Answer session</p>	<p>Kisumu County</p> <p>Edna CDKN</p>	<p>10:50-11:00</p>	<ul style="list-style-type: none"> ● How much comes from County budget/revenue? ● How much comes from development partners ● How much comes from loans? ● Question and Answer session <p>Question and Answer session</p>	<p>Constant CDKN</p>
<p>10:50- 11:05</p>		<p>Acacia</p>	<p>11:00-11:20</p>		<p>Acacia</p>
<p>11:05- 11:45</p> <p>11:45-11:55</p>	<p>Nairobi NMT Overview</p> <ul style="list-style-type: none"> ● institutional mandates and collaboration ● policy frameworks ● NMT User Patterns /demographics ● NMT Infrastructure gains and gaps ● NMT Safety gains and gaps ● Creating an NMT network ● Integrated transport system plans linked to residential and industrial zones. <p>Question and Answer session</p>	<p>NMS</p> <p>Edna CDKN</p>	<p>11:20-12:15</p>	<p>Long-term NMT financing strategies brainstorm session</p>	<p>Kisumu County</p>
			<p>12:15-1:00</p>	<p>Sustaining implementation of NMT plans and policies brainstorm session</p>	<p>NMS</p>

11:55-12:15	Supporting counties to develop NMT infrastructure that meets standard design guidelines	Eng. Korir KURA	13:00 -14:00		Acacia
12:15-12:25	Question and Answer	Constant CDKN			
12:30-12:50	Addressing institutional between (NTSA, Kenya Police County administration and Road agencies) collaboration towards enforcement of NMT safety	Dr.Kibogong NTSA	14:00 - 14:45	Stakeholder Consulting (World Cafe Style) Public, Business/ Traders, Road Agencies	Constant CDKN
12:50-1:00	Question and Answer	Edna CDKN			
1:00: - 14:00		Acacia	14:45-15:15	Reflections on Stakeholder Engagement Strategies	Group leaders
14:00 -16:30	NMT technical tours of Kisumu Triangle, CBD Area + Peri Urban areas. <i>(Carry a hat, notebook, pen, and bottle of water.)</i>	Kisumu County	15:15- 15:25	Key takeaways on Engagement	Edna CDKN
			15:25 –15:45		Acacia
			15:45 –16:10	Stocktaking: <ul style="list-style-type: none"> • Re-visit expectations • Evaluate resolutions 	Edna CDKN
			16:10-16:25	Evaluation forms	Edna CDKN
			16:25-16:35	Closing Remarks	Kisumu County NMS
16:45- 17:15		Acacia			

18:30-20:30	Group Dinner 	CDKN			
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ANNEX 3 LIST OF PARTICIPANTS

KISUMU - NAIROBI NON-MOTORIZED TRANSPORT GOVERNANCE PEER LEARNING FORUM, SEPTEMBER
22-23, 2021

LIST OF PARTICIPANTS

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