

**NAIROBI NON-MOTORIZED TRANSPORT GOVERNANCE FORUM, WEDNESDAY JUNE 9TH, 2021.
RADISSON BLU HOTEL, ARBORETUM DRIVE, NAIROBI, KENYA.**



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1. Introduction

This report presents the findings of a joint study by the Climate and Development Knowledge Network (CDKN) and the Nairobi Metropolitan Services (NMS). The study focused on promoting non-motorized transport (NMT) in Nairobi while paying particular attention to the safety of cyclists and pedestrians and the various infrastructure trends involved. Notably, there were also other key stakeholders present. These included; the Kenya Urban Roads Authority (KURA), the National Transport and Safety Authority (NTSA), the Nairobi Metropolitan Area Transport Authority (NaMATA) and the Kenya National Highway Authority (KeNHA).

Beyond presenting the findings of the Study, this report also details the deliberations and conclusions made by the various stakeholders present.

2. Overview of the NMT Study

2.1 Welcome Remarks and Opening Presentation



The governance forum began with welcome remarks from **Edna Odhiambo (Country Lead, CDKN)** to all the distinguished guests present.

She then proceeded to give the background and overview of CDKN, highlighting its objectives, themes and global presence.

Thereafter, she made a detailed presentation of the NMT study as she aptly illustrated its benefits which included health and economic benefits.

In her presentation, she outlined the key areas of the study:

- a. Description and categorization of the road users (cyclists and pedestrians) by age and gender;
- b. Safety audits and;
- c. Infrastructure challenges.

The key take-aways from the presentation as depicted in the various NMT corridors were that:

- a. Most of the NMT corridors had open drainages, open manholes, flooded sewerage areas, inadequate green spaces and heaps of garbage that made it difficult to utilize the spaces for non-motorized transport.
- b. The age profile of cyclists and pedestrians showed that it was mostly the youth between ages 18-40 under this category.
- c. The income profile showed that most cyclists and pedestrians are lower-income earners with income ranging from Kshs. 5,000-15,000/= on average.
- d. The study revealed that most cyclists and pedestrians had adequate literacy levels ranging from high school to post-graduate degrees.
- e. The gender profile of pedestrians and cyclists in Nairobi's NMT corridors showed that most were men.
- f. Most roads in the Nairobi NMT corridors were seen to be unsafe for walking and cycling because of poor lighting or lack of street lights, no side-walks, busy roads, terrain and unsafe neighbourhoods.
- g. Pedestrians suffered more fatalities on the road as opposed to cyclists. Most of the fatalities were shown to be young men.
- h. The top three causes of road accidents in Nairobi include; losing control, misjudging clearance and a majority of the causes were untraced.
- i. Most road accidents occur between Friday and Sunday (and at mostly at night).

Edna ended her presentation by asking the key stakeholders to join hands to safeguard the lives of cyclists and pedestrians in a bid to end the needless loss of lives due to road accidents that can be avoided.

2.2 Planning and infrastructure

The next speaker was **Constant Cap (Consultant, CDKN)** who emphasized on the need for proper planning for the effective use of the NMT corridors. Moreover, he brought out the issue of infrastructure and its impact on NMT.

The infrastructural challenges affecting cyclists and pedestrians include the following:

- a. Poor drainage facilities
- b. Encroachment of footpaths and inadequate footpaths
- c. Lack of street furniture, garbage bins and public toilets
- d. Lack of protected footpaths and cycling lanes
- e. Presence of litter or huge heaps of garbage on footpaths
- f. Inadequate facilities or lack of consideration for persons with disability

Constant concluded his presentation by urging the relevant stakeholders to look into the infrastructural challenges that pose major challenges to the implementation of non-motorized transport in Nairobi and Kenya at large.

3. Nairobi's NMT Master Plan: Priority NMT Corridors in the urban mobility Plan and network

Engineer Francis Gitau (Director General – NaMATA) started his presentation by describing the history of the city, which to date is largely defined by the 1948 plan which was 'A plan for a Colonial Capital.' He pointed out that we are still trying to transform from the colonial land use and infrastructure pattern.



He made an elaborate presentation that outlined the NMT Policy that was developed with the help of UNEP. He also went on to show how NaMATA has borrowed heavily from the NMT Policy. The key aspects that he brought out include:

- a. Investment of NMT infrastructure (Examples that NaMATA has proposed include - Huruma, Ruaraka, Githurai, Zimmerman, Roysambu, and Ruiru where it will be integrated with the commuter rail).
- b. Equity
- c. Implementation
- d. Design Parameters (taking into consideration where journeys start and end)
- e. People-centred approach to NMT (investing in the people)

He also projected diagrammatic presentations and infographics relating the NMT corridors in Nairobi and the 2030 travel demand. Special emphasis was made on NaMATA's objectives which are training of its operations and co-ordination with other agencies to achieve safe transport

systems in Nairobi. He pointed out the importance of planning for sustainability (relating to connectivity and land use) as well as equity and justice.

4. NTSA collaboration with various stakeholders to improve safety among vulnerable groups in Nairobi.



George Njao (Director General - NTSA) gave his remarks on the NMT study that was earlier broken down by Edna Odhiambo and Constant Cap. He brought out the need for the different agencies and institutions to collaborate for the realization of effective NMT in Nairobi. In this regard, he urged for collaboration from the affected road users as well. Every party has a role to play for NMT in Nairobi to become safe and reliable. He pointed out that from the presentations nothing new needs to be done.

He spoke about the need for protection and increase of NMT infrastructure. This is because it was noted that road users with vehicles, both public and private, have the habit of encroaching NMT pathways for their own use. This has greatly limited the number of safe-to-use NMT pathways which therefore calls for their protection and increase in numbers in various places within Nairobi. He also emphasized on the necessity for safe NMT infrastructure for the protection of children.

He also raised the pertinent issue of the need for more rehabilitation areas for those victims of road accidents. This is due to the statistics shown in the NMT study report that showcased an accident causation database. He noted that it is important to have that database but even more effort should be put in the construction of rehabilitation centres for such victims or casualties (post-crash accident data). He explained that they were now working as a data driven authority and not politically driven authority.

Lastly, he opined that greater efforts need to be put on the enforcement of speed limits. The NMT study showed that over-speeding is the leading cause of road accidents in the top ten dangerous NMT corridors. He called for all the relevant stakeholders to push for the implementation of the policies that relate to road safety in order to secure the effectiveness of NMT.

The **Deputy Director-General of NTSA, Engineer Katelo**, echoed what the director-general mentioned above. He emphasized on the need to enhance laws and regulations on road infrastructure. He pointed out some tendencies that have developed including; reckless driver behaviour, using of road shoulders as extra lanes, dust clouds covering road markings and too many access points along some highways (for example Eastern Bypass where land use has changed). He also stated the importance of safety audits in relation to NMT. Lastly, he brought out the need for a multi-agency approach in improving the safety of vulnerable groups in Nairobi.

5. KURA's NMT partnership with NMS to secure a network of NMT infrastructure.

Engineer Wilson Tikwa (Head of Road Safety, KURA) spoke emphatically on challenges of NMT which include encroachment of footpaths by drivers of public and private vehicles, vandalism of road signs, careless behaviour of drivers, too many access roads and unhygienic conditions of foot bridges. These are just among the challenges that have made NMT a pipe dream. However, he pointed out that despite all these challenges there is still hope for the effective development of NMT using the complete street design which includes safe crossing points, green areas, carriageway and traffic calming measures. This, he mentioned, can be done through the partnership of KURA and NMS to secure a network of NMT infrastructure by actualizing various projects. He highlighted the importance of integrating transport and land use planning and stated some of their proposed projects including Lusaka Road, Globe Cinema, Landhies, Langata, Mbagathi Way, Ngong Road and Argwings area. He left us asking how we can educate people on NMT.

6. NMS plans to improve NMT infrastructure in Nairobi, priority corridors and areas of cooperation



Engineer Michael Ochieng' (Director Roads Transport Public Works, NMS) welcomed and introduced the forum's chief guest, Major General Mohammed Badi (Director General- NMS).



Major General Badi talked about the various issues that plagued informal settlements in Nairobi including no proper access to services (for example, health care) while children were forced to cross sewers or use man-made bridges. NMS have thus curtailed the development of access roads with emphasis of NMT in such areas. These challenges include but are not limited to poor drainage, poor infrastructure and inequitable access to NMT pathways due to congestion.

He also brought out the importance of NMT, a subject which cannot be over-emphasized especially when looked from a health and economic lens. Major General Badi elucidated the NMT vision for Nairobi which includes exciting concepts such as setting out greener spaces and proper transport systems. The key concern raised in the implementation of this vision is road safety, which he mentioned is an area that NMS is looking

into closely. He asked how an act as natural as walking can endanger the lives of people. He talked about NMS' public notice on encroachment of footpaths as a means to ensure road safety for pedestrians and cyclists.

Moreover, he mentioned that there would be further consultative meetings with the relevant stakeholders on the implementation and enforcement of NMT. He was emphatic on the need for a multi-agency and a multi-sector approach to achieve a working NMT system.

He closed his remarks by officially releasing for public use the joint study report on promoting NMT in Nairobi by the Climate and Development Knowledge Network (CDKN) and the Nairobi Metropolitan Services (NMS).

7. Inter-agency collaboration and peer learning opportunities with Kisumu and Mombasa

Constant Cap brought the forum to a close by urging for inter-agency collaboration and peer learning opportunities with Kisumu and Mombasa. This is so that the NMT concept can be promoted on a larger scale and eventually be normalized country-wide. This can be done through trainings and implementation of NMT policies by the relevant stakeholders.

7.1 Mentimeter Survey /Wrap up

A digital survey was conducted through mentimeter where the participants present were able to answer one question **Do you find the Study findings related to your agency's mandate actionable?** The rest of the feedback was done orally where Constant/Edna asked various participants at random about the key action points and areas for implementation that they had gathered from the session.

Highlights: Eng. Maiteka from KenHA emphasized the need for CDKN to have a follow up mechanism for implementation and for CDKN to support Eshiwani from NMS finds the study actionable and reiterated need for inter-agency collaboration.

Annex 1: NAIROBI NMT Governance Forum Participants

NAIROBI NON-MOTORIZED TRANSPORT GOVERNANCE FORUM, WEDNESDAY JUNE 9TH, 2021

LIST OF PARTICIPANTS

Major General Mohammed Badi

Michael Njonge

Martin Eshiwani

James Maina

Michael Ochieng'

Andrew Maiteka

Moses Kuiyaki

Jeniffer Korir

Samson Kigen

Wilson Tikwa

Eston Kimathi

Merin Koitalek

John Muya

Duncan Kibogong

Thomas Karatai

George Njao

Francis Gitau

Badu Katelo

Doreen Abiero

Rose Gakuo

Edna Odhiambo

Constant Cap

Annex 2: NAIROBI NMT Governance Forum Agenda

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RADISSON BLU HOTEL, ARBORETUM DRIVE, NAIROBI, KENYA**

AGENDA TIME	ACTIVITY	FACILITATOR/SPEAKER
8:30 am– 9:00 am	Breakfast and registration of participants	CDKN/Radisson Blu
9:00 am- 9:15 am	Welcome remarks	Edna Odhiambo, Country Lead, CDKN
9:15 am- 10:15am	Background to the project, NMT study methodology and Corridors covered. Findings, recommendations and collaborations.	Edna Odhiambo, Country Lead, CDKN Constant Cap Consultant, CDKN
10:15 am-10:30 am	Methods used by Traffic Police to address safety of Pedestrians, cyclists and <i>bodabodas</i> in Nairobi and priority corridors Areas of collaboration with Government agencies and non-state actors	Commandant, County Traffic Enforcement Officer Nairobi Area
10:30 am-10:45 am	Nairobi's NMT Master Plan: Priority NMT Corridors in the urban mobility Plan and network	Director General NAMATA
10:45 am -10:50 am	Questions and Comments	Moderator, Edna Odhiambo
10:50 am-11:05 am	Tea break	Radisson Blu
11:05 am-11:25 am	Areas of focus and NTSA collaboration with KURA, NMS Police and stakeholders to improve safety among vulnerable groups in Nairobi.	Director General NTSA

11:25am- 11:40am	KURA's NMT priority corridors and partnership with NMS to secure a network of NMT infrastructure. Use of design guidelines for NMT infrastructure development.	Director General Kenya Urban Roads Authority
11:40am-12:00noon	NMS plans to improve NMT infrastructure in Nairobi, priority corridors and areas of cooperation	Director General NMS Nairobi Metropolitan Services
12:00am-12:20pm	Questions and Comments	Moderator, Edna Odhiambo CDKN
12:20pm –12:30pm	Inter-agency collaboration and peer learning opportunities with Kisumu and Mombasa	Moderator, Constant Cap
12:30pm-12:45pm	Mentimeter Survey /Wrap up	Constant/Edna Odhiambo CDKN
12:45pm –1:45pm	Lunch/Guests leave at their pleasure	Radisson Blu