

CITY OF KISUMU NON-MOTORIZED TRANSPORT AND IMPACT

A walking city

Credit: County Government of Kisumu, ITDP



Promoting WALKING & CYCLING within the C.o.K

Kisumu that walks

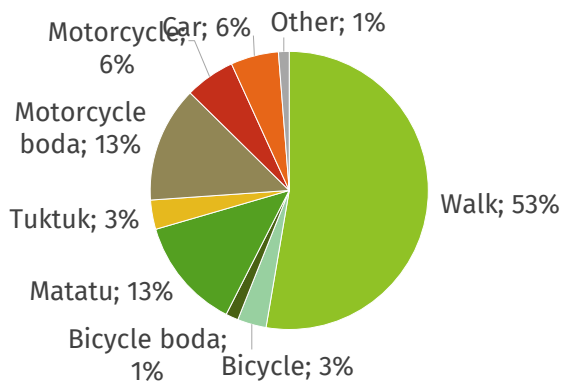
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Transport scenarios for Kisumu

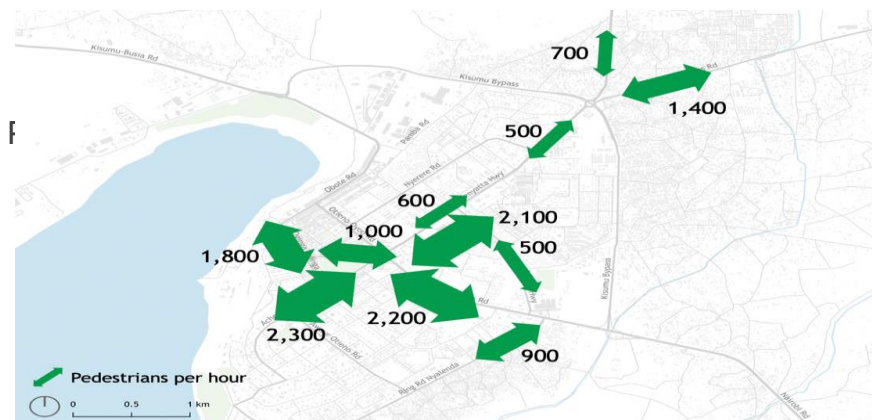
- ▶ Kisumu's population is expected to grow from 567,963 in 2019 (*KBS Census*) to 769,563 people by 2030.
- ▶ Due to the population increase, economic growth, and the lack of adequate facilities for walking, cycling, and public transport, use of personal motor vehicles is increasing.
- ▶ The consequences will include increasing traffic, poor air quality, inefficient public transport, and a rising number of fatal road crashes involving pedestrians and cyclists.

Mobility User patterns/demographics (2020 study)



Based on ITDP survey of 2,762 households in Kisumu

HOW PEOPLE TRAVEL: ACTIVE MOBILITY



KISUMU SUSTAINABLE MOBILITY PLAN

POLICY FRAMEWORK AND GOVERNANCE

Policy	Main elements
Climate Change Act of 2016	Provides for a regulatory framework for an enhanced response to climate change. Provides for mechanisms to achieve low-carbon development. Promotes the use of renewable energy sources in all sectors, including transport.
Constitution of Kenya (CoK, 2010)	COK establishes the devolved system of governance and the formation of county governments. The fourth schedule, Part II, mandates County Governments with: planning, development, and maintenance of county roads; street lighting; traffic; and parking. Article 39 (1) guarantees all Kenyan citizens the right to freedom of movement, and Article 42 guarantees the right to a clean and healthy environment.
County Government Act (2012)	The Act mandates the Department of Roads, Transport, and Public works to prepare ten-year sectoral plans, i.e. a mobility plan and policies to guide budgeting and management of transport systems within their jurisdiction.
Environmental Management and Coordination Act, 1999	Establishes the National Environment Management Authority (NEMA) and legal framework for the management of the environment and lists all major roads among projects to undergo environmental impact assessment before construction.

Policy frame work and governance

ISUD

- An integrated strategic urban development), a long-term policy aimed at guiding the development of Kisumu up to 2030.
- It acknowledges that sprawled and unplanned urban development that have induced the demand for private car use.
- . It further elucidates the informality in the public transport sector and the lack of adequate facilities and recommends for development of NMT.

CITY PLAN

- A comprehensive and detailed master plan that guides physical/spatial development of the city including road networks while being conscience of environmental sustainability.
- Provides for creation of 40 km promenade along the lakefront of lake Victoria.

KSUMP

- First comprehensive transport plan that defines a long-term (10yrs) mobility vision for the City of Kisumu.
- Comes under the umbrella of the Integrated Strategic Urban Development (ISUD) Plan.
- Goal: Provide efficient, affordable, equitable, safe, and convenient mobility for all.

Presentation title

20XX

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NMT features and impacts

Infrastructure gains

1. Footpaths and cycle tracks

- Improved public transport by encouraging walking and cycling
- Wide footpaths (minimum 2m) for convenience
- Flat footpaths with proper surfacing enhance the comfort of pedestrians.
- Clearly marked cycle tracks to avoid conflicts

2. Drainage works;

- Adequate and efficient storm water drainage prevents water logging and erosion thus protects the carriageway
- Footpaths raised by 150mm above carriageway to permit storm water runoff
- Closed drains free up road space for NMT facilities
- Drainage covers properly finished to create smooth surfaces for NMT users

3. Service ducts and sleeves

- ❖ Convenient for service providers
- ❖ Reduce road cutting and property damage

NMT features and impacts

Infrastructure gains cont'

4. **Solar powered street lights and high mast lights**

- ☐ Improved security
- ☐ Prolonged business operating hours
- ☐ Green energy adoption

5. **Vending kiosks;** Apart from providing essential goods and services at a low cost, street vendors increase activity on the streets, making them livelier and safer. Chichwa and an open air market were constructed as a relocation plan for the affected traders by the construction of NMT1

6. **Public toilets;** 3 No. eight door toilets constructed along the NMT 1 corridor for public use

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

NMT features and impacts

Infrastructure gains cont'

8. **Landscaping and greenery,**

- ✓ Improved aesthetics
- ✓ Shade
- ✓ Environmental re-generation

9. **Parking slots;** This was included in NMT phase 2.

10. **Street furniture;** street benches, planter boxes provides resting areas for NMT users, improve aesthetics

Features



NMT section (Amolo Agar Road) highlighting implemented side drain, parking, cycle lane, green corridor, solar street lighting and walkways.



NMT section (Achieng' Oneko Road) highlighting implemented cycle lane, landscaping (green corridor), walkway, retaining wall, bollards and drainage.

IMPLEMENTATION



Ang'awa Avenue - Installation of solar street lighting



Ang'awa Avenue - Walkway, Cycle lane (notice double kerb separation) and service duct manhole works.

Ang'awa street before and after NMT



3. Dilapidated footpaths and after NMT (Jomo Kenyatta Avenue).



IMPLEMENTATION



Amolo Agar Road - Priming for angular parking corridor



Central Police Access Road - Drainage works (Shallow side drain)

Oginga Odinga avenue before NMT: Existing trees provides shade under the hot sun



Oginga Odinga street after NMT



- NMT Impact- car free day**
- The City has been able to hold 3 car free days.
 - Though still not fully welcome, there have been milestones in re-claiming the streets.





2021 car free day





Project area



Questions?

Thank you

