NAIROBI CITY COUNTY GOVERNMENT

NON MOTORIZED TRANSPORT POLICY

"TOWARDS NMT AS THE MODE OF CHOICE"

March 2015

FORWARD BY THE NAIROBI CITY COUNTY GOVERNOR, DR. EVANS KIDERO

By 2050, two thirds of all humans will be living in cities. Urbanization is happening at a rate never seen before. In 1993, participants in the 'Nairobi We Want' Convention expressed desire to have a non-motorised transport facilities incorporated as part of the urban fabric. Tremendous opportunities therefore exist within Nairobi City County, for creation of complete Non-Motorized Transport (NMT) systems.

For decades, plans throughout the city for new roads construction and upgrades have only partially provided physical infrastructure for NMT users. Users of non-motorised modes are at greater risk of accidents as they share a common right of way with motorized transport.

Having attended the African Sustainable Transport forum in October 2014, in Nairobi, I realize that NMT is of significant importance to Nairobi, more particularly as they can be used as an effective form of mobility for short trips and for last mile connectivity to the proposed mass transportation systems such as the Bus rapid transit systems. There is clear evidence that NMT provides efficient mobility with substantially low investment, improves access, creates livelihoods and is a low carbon emitter.

With the above I felt that there was a need to develop a policy for NMT in Nairobi and hence the Nairobi City County Government entered into a partnership with UNEP and KARA.

This Non-Motorized Transport policy strives to facilitate a mobility environment where all transport modes are of equal importance. This is indeed a turning point in our country, particularly in our efforts to include NMT within our Integrated Transport System. Improving walking environments and facilities is important in ensuring equitable transport access.

This NMT policy covers critical areas and it is important to plan for and manage NMT more effectively. The policy is accompanied by a set of objectives and strategies to realize an improved NMT environment and culture in Nairobi, for a better city, a better life.

I congratulate the project team members, the consultant and thank the city county officials who participated in the assessment and subsequent discussions for supporting the preparation of this policy document. I feel this NMT policy document is only a step in the right direction, I hope that all actors and stakeholders will use the policy document and findings to support and promote NMT initiatives in our city.

Dr. EVANS KIDERO
GOVERNOR
NAIROBI CITY COUNTY

FORWARD BY NAIROBI CITY COUNTY EXECUTIVE COMMITTEE MEMBER, ROADS, PUBLIC WORKS & TRANSPORT, MR. MOHAMED ABDULLAHI

The Non-motorized transport (NMT) policy is a joint initiative of UNEP and the Nairobi City County to improve the transport sector performance by promoting the Non-motorized transport mode. To take a more sustainable mobility path, the significant role of NMT needs to be recognized and factored into public transport and road infrastructure investments. The Governor and I share a determination to ensure that NMT policy document is implemented.

Over the next five years, the transport sector is set to undergo the most significant change in its history. With the planning of mass transport systems implementation, NMT is a key intervention close to sustainable urban mobility loop. It is important to understand that mobility access challenges are not only solved by construction of good roads but also by the implementation of an effective public transport system with adequate NMT linkages.

The NMT policy prepared today outlines the county's objective of increasing the role of NMT as a transport mode, integrating NMT as an essential element of public transport, providing safe NMT infrastructure & allocating adequate and sustainable funding for the development & promotion of NMT.

With pleasure, I confirm that the NMT policy document before us, has taken consideration of all stakeholders views during several consultative forums.

I therefore call on all parties, fellow government agencies, the private sector entrepreneurs, the young and old & development partners to support this initiative for the benefits of a greater number of our people.

MOHAMED ABDULLAHI
COUNTY EXECUTIVE
TRANSPORT, ROADS & PUBLIC WORKS

ABBREVIATIONS AND ACRONYMS

CBD	Central Business District
GDP	Gross Domestic Product
GHG	Green House Gases
INTP	Integrated National Transport Policy
JKIA	Jomo Kenyatta International Airport
KeNHA	Kenya National Highways Authority
KeRRA	Kenya Rural Roads Authority
KNBS	Kenya National Bureau of Statistics
KRB	Kenya Roads Board
KHPC	Kenya Population and Housing Census
KURA	Kenya Urban Roads Authority
LOS	Level of Service
MOTI	Ministry of Transport and Infrastructure
MT	Motorized Transport
NCC	Nairobi City County
NCCG	Nairobi City County Government
NMT	Non-Motorized Transport
NTSA	National Transport and Safety Authority
NUTRIP	Nairobi Urban Transport Improvement Project
PT	Public Transport
PWD	Person With Disability
ROW	Right Of Way
UN	United Nations
US DoT	United States, Department of Transport

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CHAPTER 1: NON MOTORISED TRANSPORT IN NAIROBI

1.1 NMT users

NMT is a means of transport that include walking, the use of wheelbarrows and carts, , animal transport (horses, camels, donkeys, mules and oxen), animal-drawn carriages (such as sledges), bicycles and tricycles for passenger and freight transport (GOK, 2012). NMT modes also include the use wheelchairs, skate-boards, and strollers

The common NMT modes in Nairobi are walking, cycling for personal and as public transport, and human and animal drawn carts for goods and garbage transport. Wheel barrows and trolleys are also used but to a limited extent.

1.2NMT use

Transport services are mainly road-based. Railway transport is limited to services during peak hours between the CBD and the eastern and southern parts of the City.Although there is widely varying data, walking and public transport are the main means of transport in Nairobi (Table 1). The private car only accounted for about 15% of all trips, but dominates in numbers on Nairobi roads and streets.

The public passenger transport is operated by the private sector, mainly low-capacity mini-bus vehicles (*matatus*). The *matatus* were estimated to be more than 60,000 in number and moved about 3 million passengers per day in 2004[1]. Competition among operators is very stiff as there is over-supply of vehicles and delays due to congestion. There is no reliable data on fares in Nairobi but indications are that they are high because all public transport routes terminate within the CBD, and trips across the CBD are made by using more than one vehicle.

Table 1.1: Modal split in Nairobi County

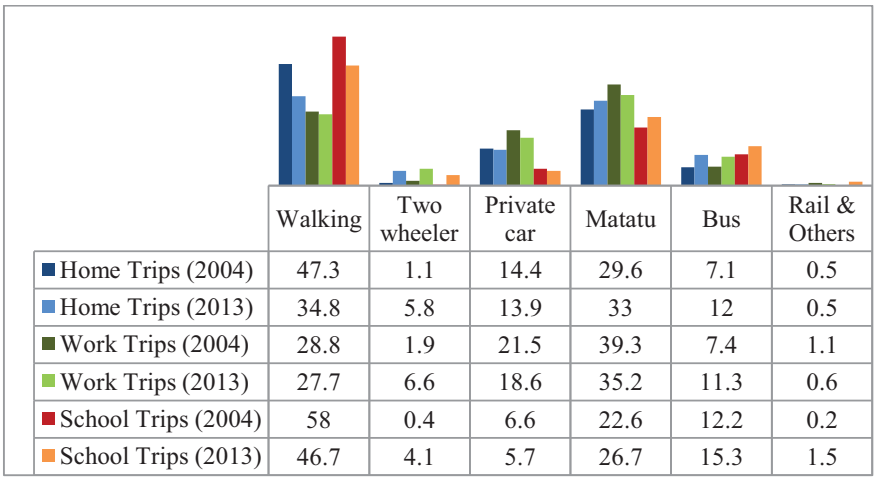
Study	Public Transport (%)	Walking (%)	Cycling (%)	Private car (%)	Train (%)	Institution bus (%)	Others
Ref. 1[2]	32.7	47.1	1.2	15.3	0.4	3.1	0.2
Ref. 2[3]	36	47		16.5	0.4		
Ref. 3[4]	51.5	41.2	3.0	7.0			
Ref. 4[5]	42	47	1	7		3	

Source: Various studies

Figure 1.1 shows that walking is an important means of transport for trips to school and work as it accounted for over 85% of all walking trips in 2004 and 2013.

Figure 1.1: Means of transport by purpose in 2004 and 2013

[1]NUTRANS, 2005
[2]JICA: The Study on Master Plan for Urban Transport in the Nairobi Metropolitan Area (2006)
[3]NUTRANS, 2005
[4]Travel Behaviour in Cape Town, Dar es Salaam and Nairobi Cities, July 2011
[5] Scoping Study,TRL Nairobi Field Surveys, May 2002.(WB)



	Walking	Two wheeler	Private car	Matatu	Bus	Rail & Others
Home Trips (2004)	47.3	1.1	14.4	29.6	7.1	0.5
Home Trips (2013)	34.8	5.8	13.9	33	12	0.5
Work Trips (2004)	28.8	1.9	21.5	39.3	7.4	1.1
Work Trips (2013)	27.7	6.6	18.6	35.2	11.3	0.6
School Trips (2004)	58	0.4	6.6	22.6	12.2	0.2
School Trips (2013)	46.7	4.1	5.7	26.7	15.3	1.5

Source: NIUPLAN, 2014

The actual contribution of NMT to transport in Nairobi is not well documented as already shown by varying modal splits in Table 1 above. However, whichever data one looks at, it is still the dominant transport mode in Nairobi accounting for over 40 % of the total trips made per day.JICA found in 2004 that, out of 4.82 million person trips per day 2.32 million trips per day were made by walking and bicycles. An earlier study also revealed that 64 % of all the trips originating from Eastern Nairobi along the Jogoo Road corridor and terminating in industrial area and CBD were made by walking and 0.8 % by cycling[6]. These data may be considered out-dated, but give some indications on the order of magnitude of the importance of NMT in Nairobi.

The increase in two wheelers for all trip purposes (Table 1.1) can be attributed to the rise of motorcycles use in the city for public transport. Motorcycles offer flexible and faster public transport compared to other motorised transport on the congested Nairobi road network.

The main characteristics of transport in Nairobi are summarised below:

1. **Traffic Congestion**: Over the last 10 years, traffic congestion has worsened, during peak and off-peak hours, and in many parts of the city. Congestion is mainly due to rapid increase in car ownership and use. A study[7] undertaken in 2013 established that the total traffic flows increased by 1.69 times between 2004 and 2013, and car ownership rate increased to 0.290 from 0.233. The private car measured by volumes on the roads increased by 106,000, accounting for 63% of total vehicle population increase. Over the