



NAIROBI CITY  
COUNTY

# REGIONAL CONSULTATION ON AIR QUALITY, CLEAN VEHICLES AND SUSTAINABLE MOBILITY ROADMAP

## NAIROBI NMT POLICY

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ROADS, PUBLIC WORKS &  
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# PRESENTATION OUTLINE

- Introduction

- Overview

- Current status

- The policy

- Impacts

- Conclusion

# INTRODUCTION

- NMT is the oldest and most basic form of human transportation.
- It is non-polluting, requires little infrastructure, and is integral to the health of individuals and their communities.
- People who walk know their neighbours and their neighbourhood.
- A community that is designed to support NMT is liveable and attractive.

# Modal share

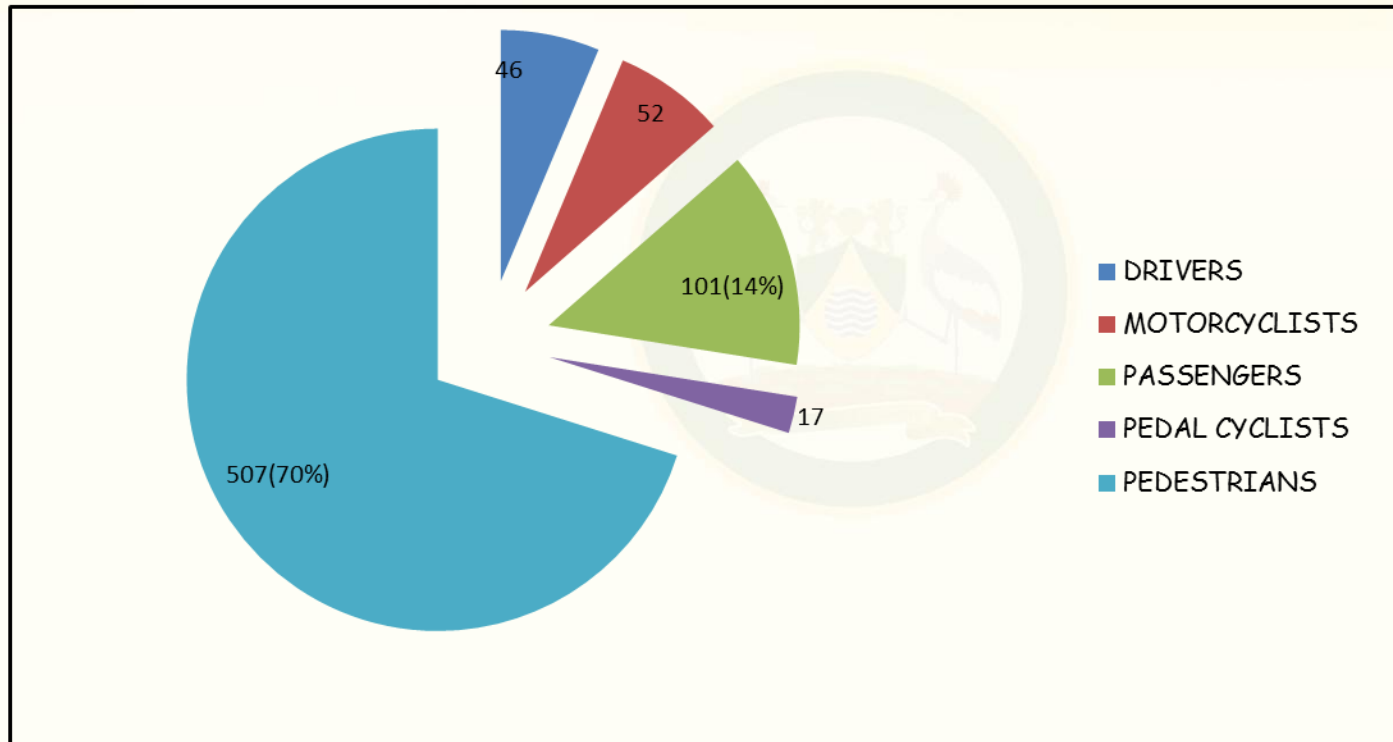
Study	Public Transport (%)	Walking (%)	Cycling (%)	Private car (%)	Train (%)	Institution bus (%)	Others
1	32.7	47.1	1.2	15.3	0.4	3.1	0.2
2	36	47		16.5	0.4		
3	51.5	41.2	3.0	7.0			
4	42	47	1	7		3	

*Table 1: Modal split in Nairobi County*

*Source: Various studies*

# Accident data

## *Road accident fatalities in Nairobi, 2014*



*Source: Transportation Unit, Nairobi City County, 2014*



# OVERVIEW OF THE POLICY

- Vision- to be a County where NMT is the mode of choice for short and medium trips.
- Objectives -
  - Increase mobility and accessibility;
  - Increase transport safety;
  - Improve amenities for NMT;
  - Increase recognition and image of
  - Ensure that adequate funding/investment is set-aside for NMT infrastructure. 20% of RPWT budget

# OVERVIEW

- proposes an integrated and all-inclusive transport system in which the NMT users are provided with appropriate space and facilities to enjoy their freedom of safe movement, which is a fundamental human right.

# CURRENT STATUS

- The transport system is basically road-based, and more oriented to private car use.
- The infrastructure required by the many NMT users is lacking, or in very poor state and incomplete when provided.
- Encroachment into NMT spaces and lack of enforcement



# CURRENT STATUS



MAMA NGINA STREET



TOM MBOYA STREET

# CURRENT STATUS



Scenes from North  
Airport Road



# CURRENT STATUS

- Safety of pedestrians is a major concern- about 70% of accidents in the city involve pedestrians
- Accessibility problems include: lack of parking facilities for bicycles at many destinations; transfer to motorized transport for cyclists; the gradients of the footbridges are often too steep and do not allow continuity of movement.



# Current status

- Comfort in usage of pedestrian and cyclist facilities -walkways not properly maintained; tarmacked once have potholes and ponding water during the rainy season.
- Lack of policy implementation - frustrates provision of a balanced transport system that includes NMT provisions, despite the existence of an Integrated National Transport Policy (INTP)

# THE POLICY

- Develop a Nairobi Streets and Roads Design Manual (NSRDM) to guide planning, design and management of all transport facilities and amenities within the County, in line with the adapted "Complete Streets" principles.
- Review existing by-laws to
  - Enhance safety of NMT users as they are "vulnerable users" so that they can be protected.

# THE POLICY

- Ensure provision of NMT on the frontage of all commercial developments
- Propose enhanced penalties for violations involving NMT users etc
- Develop comprehensive data base for NMT users and facilities regular NMT surveys (behaviour, socio-economic status, gender, volumes, trip rates and purposes,



# THE POLICY

- Develop and roll-out basic NMT education and awareness programmes for local neighbourhoods , schools etc and provide targeted educational and awareness opportunities.
- Setting up of steering committee to oversee the implementation of the policy

# THE POLICY

- Integrating land use patterns with
  - A description of public input used to develop implement the NMT Plan
  - Estimated number of existing and future NMT commuters
  - Existing and proposed NMT facilities
  - Existing and proposed multi-modal connections
  - Project descriptions and priority listings

# THE POLICY

- Develop guidelines for
  - road side activities
  - During and after trenching on NMT wayleaves
  - NMT management during road construction
  - Signage
- Put in place a funding structure for NMT facilities

# THE POLICY

- Develop incentives for organisations/business that encourage NMT usage
- Develop a feedback and use evaluation mechanisms (monitoring and evaluation tools)
- Develop a

# Next steps

- Adoption of the policy by CEC
- Adoption of the policy by the Assembly
- Coming up with an implementation action plan
- Secure funding for NMT
- Implementation of the policy

# IMPACTS

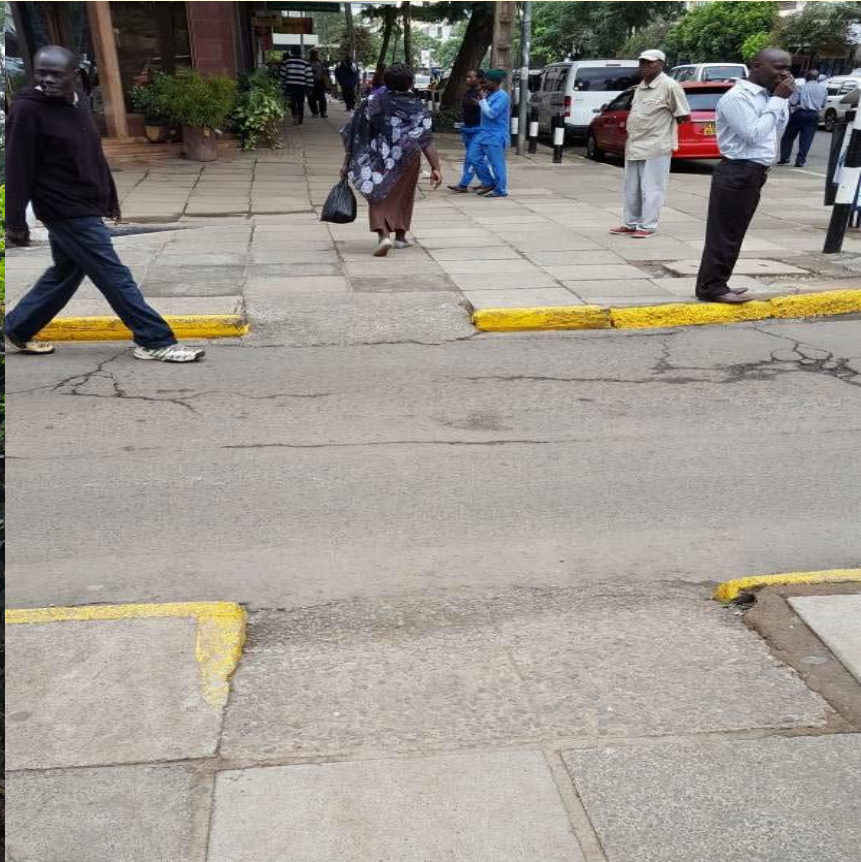


SAFE NMT FACILITY-  
SEGREGATION





# IMPACTS



COMFORTABLE AND ACCESSIBLE  
WALKWAYS



# IMPACTS





# IMPACTS



Redesign of city hall way to enhance aesthetics and accessibility

# IMPACTS



CAR FREE STREET IN LISBON



# IMPACTS



**NEW YORK USA**  
Pedestrianisation  
project results -  
Pedestrian accidents  
down by 33% -  
commercial activity up  
by 180%

# CONCLUSIONS

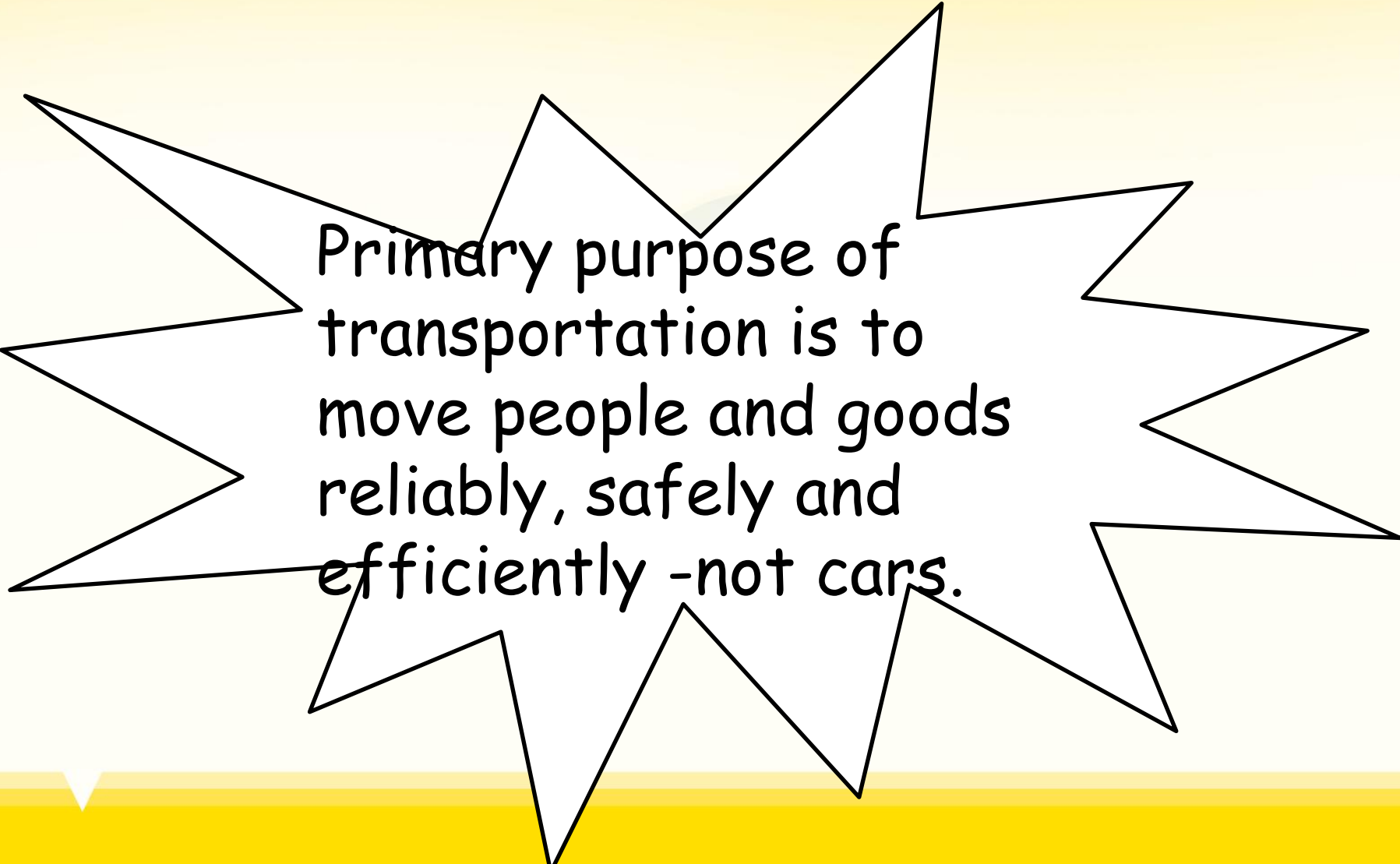
- NMT is an important mobility option for every one for short trips and public transport link
- NMT is non polluting and has capacity to reduce Green house gases hence the most environmentally sustainable transport means



# CONCLUSIONS

- Design should be based on road hierarchy/class: convenience is the first priority to eliminate risk taking behaviour; design for NMT first, car second; and NMT-only routes should be provided
- Appropriate facilities for NMT are required to reduce conflicts between NMT and MT.
- Education and Public Awareness for all road users to encourage and change perception on NMT users

# Thought



Primary purpose of transportation is to move people and goods reliably, safely and efficiently -not cars.



**NAIROBI CITY  
COUNTY**

**Thank You**