

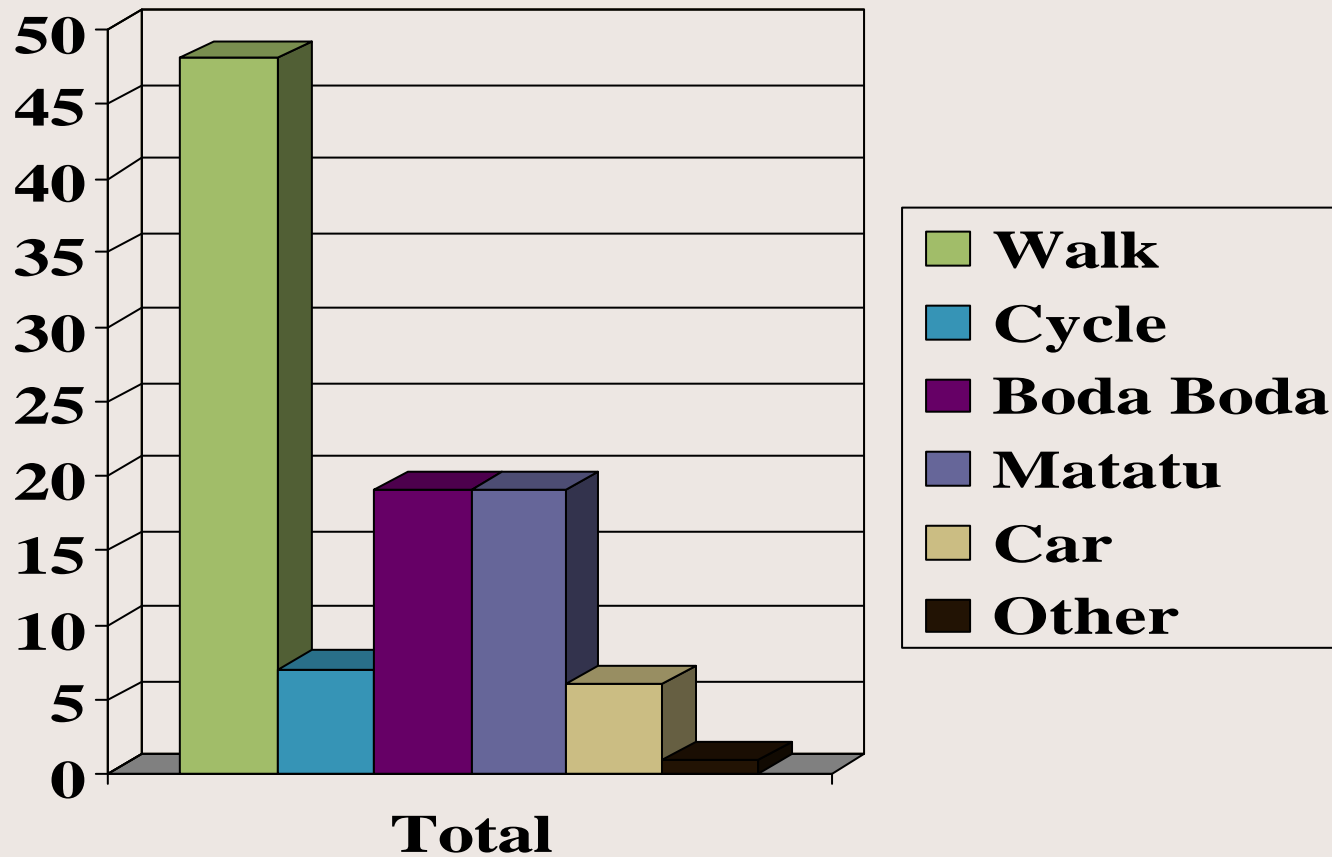
Kisumu Mobility Situation and Demonstration Interventions

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Mobility Market



Mobility Market

Conclusions from the travel demand HH survey:

1. Non Motorized modes constitute 74% of the total market.
2. Sustainable modes (NMT+PT) provide 93% of all travel needs.

Road Use in Kisumu



Road Use in Kisumu



Road Use in Kisumu



Traffic Conditions

In general, road spaces are used in a mixed fashion:

- Cyclists and other motorised traffic share the same space.
- Parking and movement, in many places, are on the same space.
- Walking and street trading are on the same space.

The mixed road use seems to be contributing to the safe but interrupted flow of traffic on most roads within the town centre. Trunk roads and the main arterials within the town are dangerous for mixed use.

Traffic Conditions *(contd)*

The most important inefficiencies and safety concerns relate to:

1. *Matatu* and taxis waiting for passengers or stopping randomly on the carriageway.
2. *Boda boda* operators waiting for passengers at intersections, on the carriageway.
3. The use of road shoulders/walkways for trading.
4. Lack of designated pedestrian crossings.
5. Speeding and insufficient width for mixed use along trunk roads and main arterials.
6. Human-drawn handcarts on the carriageways.

Road designs not reflecting the existing mobility market.

Uniqueness of *Boda Boda*

- Provides employment and retains money in the local economy.
- Provides competition in the market - keeping PT fares low.
- Is flexible, convenient, fast, and cheap.
- Self regulated and financed.
- Limited use of local environmental resources and non polluting form of public transport.

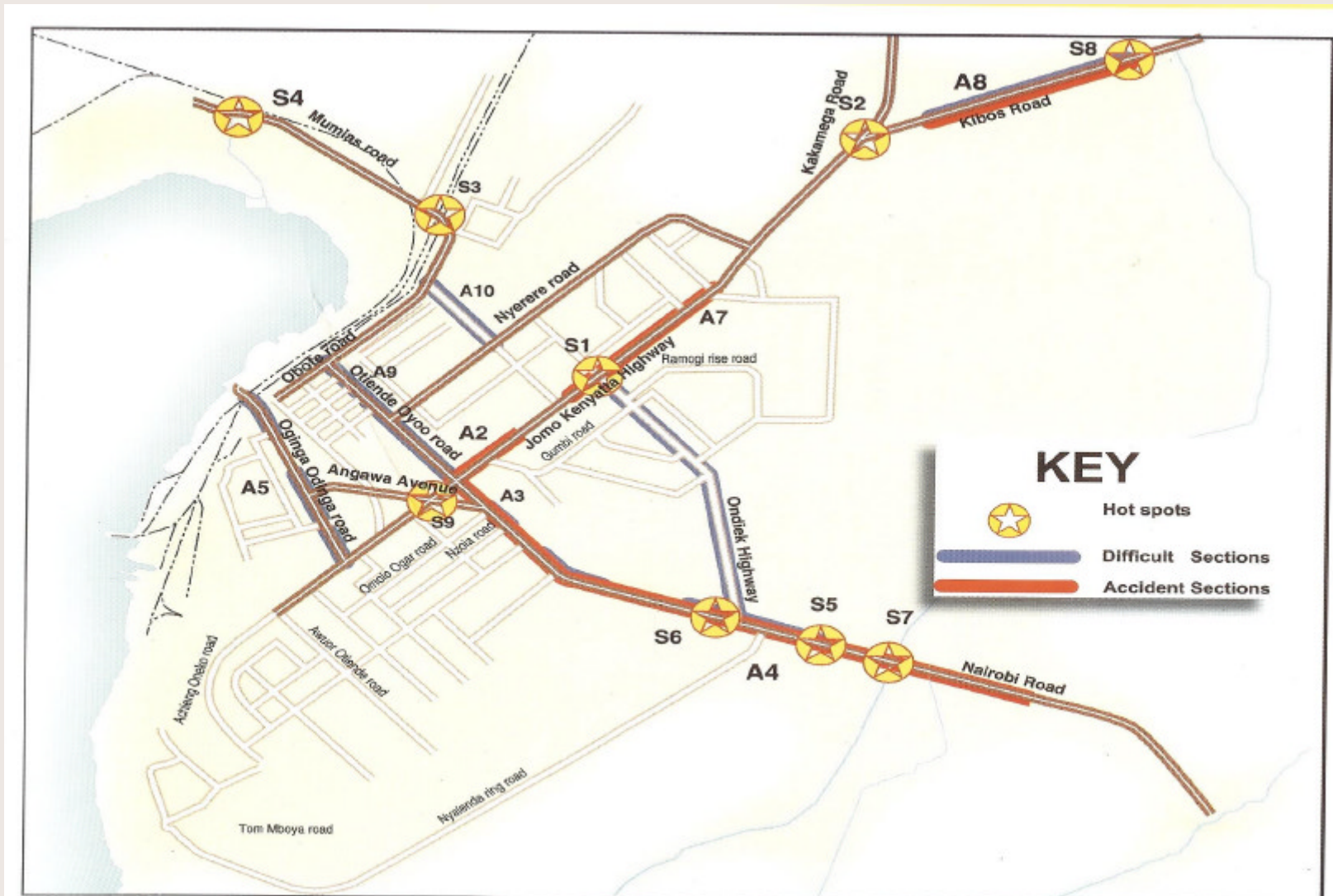
Provisional Policy Directions

- Investments in infrastructure is to reflect the mobility market and encourage the use of sustainable modes.
- *Boda Boda* industry is to be promoted and regulated.

Criteria for Selection of Demonstration Interventions

1. Addressing the provisional policy directions.
2. Highly visible – exposed to many users.
3. High impact – efficiency and safety of sustainable modes.
4. Contributing to environmental protection and wealth creation.
5. Addressing some of the identified problem areas as prioritized by stakeholders.

Prioritized Problem Areas



List of interventions along Jomo Kenyatta Highway

1. *Boda Boda* waiting areas.
2. *Matatu* stopping areas.
3. Improvement of road cross section.
4. Traffic calming and provision of safe pedestrian crossings.
5. Reconstruction of one accident-prone intersection.
6. Relocation of street traders, improvement of walkways, and re-organization of parking bays around an open-air market (Oile).

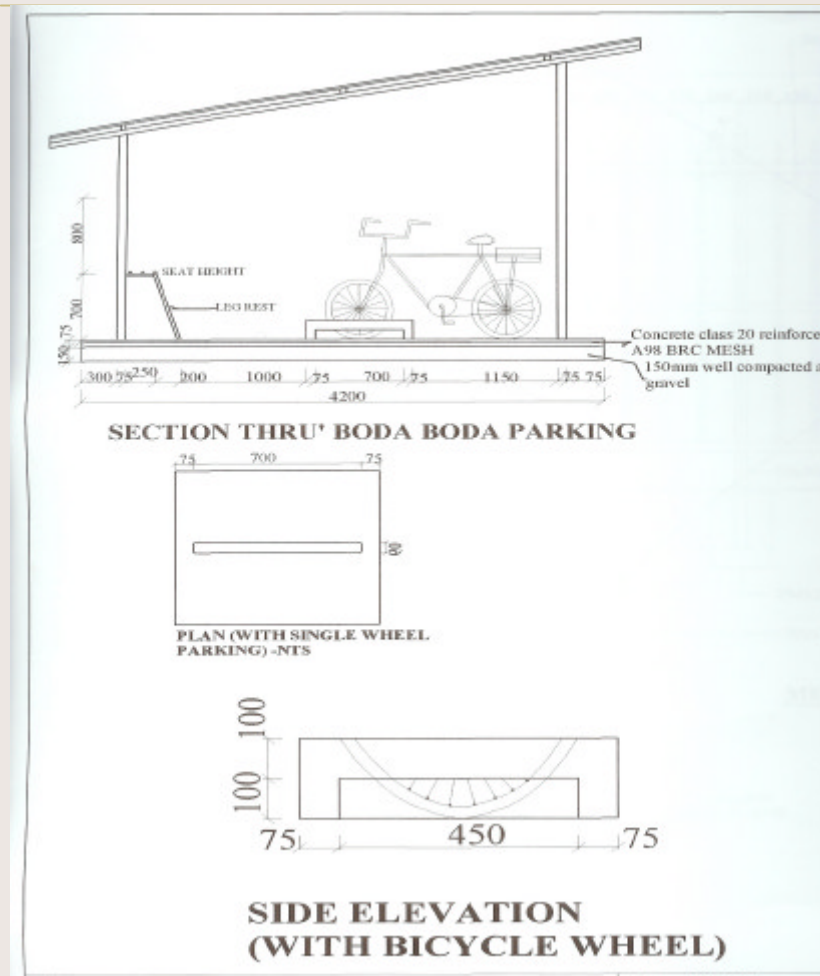
Demo 1: *Boda Boda* Waiting Areas



Existing Situation

- Organized in groups called “bases” of 15 – 20 operators.
- Operators park at road intersections - on the carriageway.
- Also next to supermarkets, main bus park area, and *matatu* drop-off points.
- Contribute to congestion and are exposed to accidents.

Demo 1: *Boda Boda* Waiting Areas



Details of the design:

- Each unit of shed to cater for 20 *boda bodas*.
- Parking slabs to be provided to ensure orderly usage.
- Bench to be provided for operators to sit as they wait for passengers.
- Located as close as possible to the existing waiting areas – established customer base ensured.

Demo 1: *Boda Boda* Waiting Areas

Expected benefits:

- Allow for efficient and safe use of the road space.
- Orderly picking-up of passengers.
- Comfort and convenience to passengers and operators.

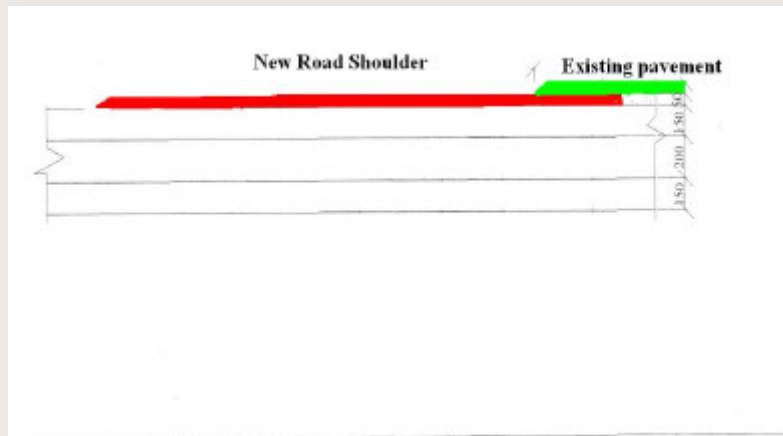
Demo 2: Improvement of road cross section



Existing Situation:

- Insufficient (“border-line”) road space for mixed use: cyclists and motorists.
- No “escape” space for cyclists.
- Injury conflicts are common.

Demo 2: Improvement of road cross section



Proposed Intervention:

- Construction of a 2.5-m wide road shoulder, adjacent to the existing pavement.

Expected benefits:

- Increased safety for cyclists and *boda boda*.
- Additional traffic capacity within the section.

END

THANK YOU