



SUSTAINABLE URBAN MOBILITY IN KISUMU

A Process Overview

June 2005

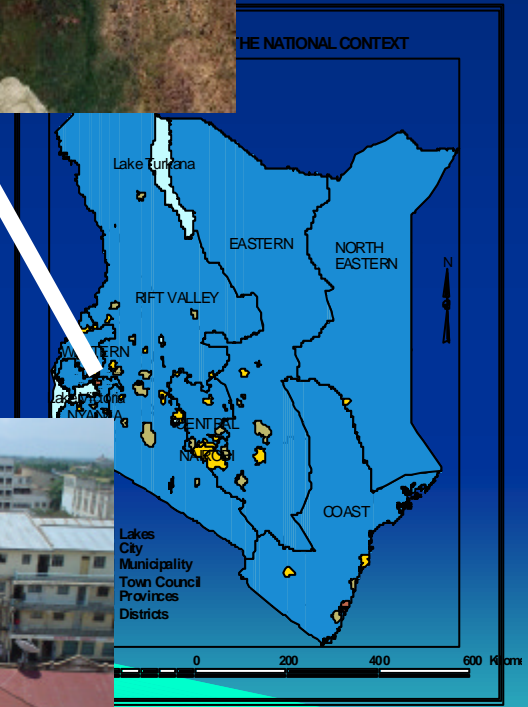
SCP/LA21 Global Meeting

**George Wasonga
Director of Environment**

The City Hall

About Kisumu

- Early existence as Railway terminal (1901)
- City on arm of tertiary lava
- Pop. 500,000 (est)
- 417 Km²(297Km² land)
- 48% absolute Poverty
- 52% engaged in informal sector employment
- 60% urban pop in peri-urban inf. Settlements
- 330.2 km of roads (40% bitumen surf.)
- About **10,000** bicycle transporters (*boda boda*)



The Mobility Situation in Kisumu



SUM Objectives in Kisumu

- To sensitise/train policy makers, technical staff and stakeholders on the socio-economic importance of mobility, and low-cost mobility in particular
- To equip KCC technical staff to continuously and independently analyse, plan and monitor the Kisumu mobility situation, with a focus on low-cost mobility
- To equip KCC staff and key stakeholders to use EPM tools by applying them in the SUM demonstration project
- To safeguard and promote safe and efficient cycling as a sustainable mode of transport in Kisumu
- To demonstrate the benefits of the application of tested physical interventions within that context

Highlights of the SUM Process to date.....

- Commitment from the Municipal Authority
 - Including budgetary commitment
- SUM Profiling (EPM process)
- City Consultation on SUM
- Constitution of SUM Working Group
- Establishing the local agenda ('no cost' options)
- Training and Sensitization
- Field Surveys (Traffic studies, household surveys)
- Identification of Demo Project and Participatory designing

1. City Level Achievements

- **Project Agreement Signed between KCC and UNHABITAT: July 2004**
- **Co-funding committed for demo intervention**
 - **\$100,000 (Council resolution – Road Maintenance Levy Funds)**
- **City Consultation on SUM, 25TH – 26TH Aug 2004**
 - **Consensus achieved on priority mobility issues for Kisumu**
 - **Agenda for the Working Group broadly determined**
 - **Representative Working Group appointed**
- **Selection of demo intervention; Nov, 04**
 - **Consultations with International mission, 9th – 12th Nov '04**
 - **Determination of way forward**

2. Working Group Initiatives

- The SUM Working Group since establishment in Sept 17, 2004 has:
 - Defined and initiated activity on *'No cost'* option (Oile Park area)
 - Through consultations, developed rules and regulations for *'boda boda'*
 - Progressively sensitised various users esp boda boda, handcarts
 - Through wide consultation, built consensus and developed relocation plans for the market park area
 - KCC technical task force constituted to support SUM WG in implementing plans



3. Technical Outputs

- Environment/ Mobility Profile (Oct 2004)
 - **Environment – Mobility interactions described / analysed / documented**
- SUM City profile, Nov 2004
 - **Traffic volumes by category, speeds, users, road inventory, carriageway analysis**
- Demo interventions
 - **Baseline data gathered and analysed**
 - **Preliminary designs discussed and agreed**
 - **Preparation of final designs and contract documents in progress**

4. Capacity Building



- Training of SUM Working Group, and KCC Technical Staff
 - EPM process, Participatory planning and consensus building
 - Mobility profiling, planning and intervention designs
- Sensitization of policy makers
 - EPM/SUM
- Equipping Secretariat at the City Hall
 - Computer, printer, Internet

Key Impacts – Working Group

- The working group has contributed to minimization of regular conflicts; KCC, '*boda boda*' operators, street traders, taxi operators
- Better understanding by political leadership and citizens of significance of '*boda boda*' contribution to city transportation system
- Working group emerged as a forum for city negotiations on conflicts of interest between stakeholders
- Championed formal recognition and regulation of the *boda boda*; proposals ready for incorporation into Local By-laws

The EPM Approach City Level Impacts

- Influenced convening of Kisumu Action Team Development Forum by the Mayor
- KCC has launched first issue of the City Development Strategy Newsletter
- KCC established projects coordinating unit to institutionalize stakeholder consultations



Mayor of Kisumu in meeting with members of KATDF

.....Challenges

- **Human Resource;**
 - Relatively high turn-over of KCC Chief Executives
 - Insufficient technical capacities at the local level
- **Project organization;**
 - Role conflicts
 - Voluntarism principle of the Working Group
 - No directly appointed coordinator at the local level
 - Delays in facilitating working group activities
- **City Governance;**
 - Growing demand on KCC to deliver beyond demo intervention
 - Potential political interference
 - How to deal with other related issues not envisaged within the project scope (e.g street trading)

Next Steps

- Incorporate the SUM agenda in the Kisumu Action Team Development Forum
- Finalize the demo intervention designs and initiate process of implementation
- Develop SUM policy and plan for Kisumu
- Secure the partnership initiative with National Roads Improvement programme
- Strengthen the communication strategy and awareness campaigns
- Engage with partners in scaling-up implementation of the SUM interventions
- Institutionalize and enforce '*boda boda*' rules and regulations within the KCC by-laws

Thank You

