



# City Mobility Dialogue, Nakuru

## Nakuru Municipal Board and Partners

A conversation towards Inclusive Transport and Socially Just Mobility for Nakuru City



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## INTRODUCTION

The Nakuru Municipal Board in collaboration with partners promoting the *'just'* city principles jump started the journey towards the new city vision 2050 through an engaging dialogue held on 29 October 2021 at the Sarova Woodlands, Nakuru. This dialogue, while saluting the new city status, drew attention to the need to incorporate the core principles of the just city in the emerging city vision to guarantee a better city offering better life for the residents. The emerging city vision would therefore promote democracy, dignity, equity, diversity, rights and responsibilities amongst the citizenry as they embrace the new-found city status. The dialogue also highlighted specific sector concerns in the progression towards the city, with mobility and transportation attracting great attention from the participants. It was indeed highly recommended that a sustainable city mobility plan ought to take center stage in the subsequent dialogues.

As the city prepares to receive the formal charter, the Municipal Board has extended its collaboration with the Friedrich Ebert Stiftung (FES) and its partners to convene a follow-up dialogue that focusses on mobility and transportation. This dialogue aims to bring together the primary agencies and institutions responsible for mobility infrastructure and planning together with user groups such as Matatu Owners Association, Boda Boda Associations etc, to unbundle the mobility concerns and challenges of Nakuru as part of the road map towards vision 2050. Under the theme “Inclusive Transport and Socially Just Mobility”, the session will dialogue on the socially just public transport pillars – availability, accessibility and affordability, inclusion, human rights and equity, and sustainability. The dialogue convenes at the Sarova Woodlands, Nakuru on Friday 03 December 2021 between 09:00H and 13:00H.

## BACKGROUND

Cities in Africa struggle to manage rapidly growing populations. Sprawling development patterns push new housing development far from people’s jobs, resulting in longer and longer commute times. Despite heavy investment in road infrastructure in major cities, traffic congestion is a daily challenge, turning a 10-kilometre commute into a 3-hour ordeal. New and wider roads simply invite more commuters to start using private cars. Congestion thus worsens to the same level as before the expansion. Unfortunately, planning efforts and investments continue to focus on building roads and highways that mainly benefit the motorised transport users at the expense of non-motorized and pedestrians. Such projects, continue to promote a car-dependency in African cities with rising numbers of car accidents, unintended injuries and fatalities, congestion, air pollution <sup>1</sup>, and preventable non-communicable diseases

It is estimated that 40-60% of trips in the cities are taken by foot and mostly by women. Despite this large pedestrian fraction, the roads infrastructure is predominantly designed for motorized usage with limited provision for Non-Motorized Transport (NMT) such as footpaths

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<sup>1</sup> <https://www.urbanet.info/sustainable-mobility-africas-cities/>

and walkways. As a consequence, pedestrian accidents are on the increase and Nairobi pedestrians, for example account for 70% of road fatalities. The situation is no different in Nakuru, where increased pedestrian mode has been occasioned by unreliable and inadequate mass transport systems within and outside the city, and rising safety concerns. Like other cities, motorcycles are a popular mode of transport in Nakuru, despite increasing safety concerns.

Nakuru, being one of the fastest growing urban centres in Africa, needs to pay greater attention to the mobility of its residents. Examples of mass transportation exist in the region such as the Lagos BRT system and state-run bus services, the Addis Ababa Light Rail Transport (LRT) network, the Dar es Salaam Rapid Transit (DART) BRT system that carries 400,000 passengers every day. Several sub-Saharan Africa countries are investing in mass transit systems, which serve only a fraction of users travel demand as the cities populations continue to rise.



As Nakuru strides into the newfound city status, there is need to expand access to safe, inclusive, affordable and sustainable mobility modes. With limited space available, the City will need to prioritize the modes that make most efficient use of road and urban space available. More importantly, land use regulations must be

reformed to encourage compact development along rapid transit corridors. For instance, socially just transit-oriented development (TOD) features compact, pedestrian-friendly neighborhoods; a mix of affordable housing, diverse jobs and services; and high-quality rapid transit connections to other parts of the city. In order to achieve such a vision, cities need to reform regulations that limit compact development (e.g., low caps on built up area and ground coverage; setback requirements; and minimum off-street parking standards). Zoning rules must be reformed to permit a mix of uses and to encourage the development of small, low-cost units within walking distance of rapid transit corridors. In the long run, TOD policies will not only improve social equity, but will also reduce energy use, save infrastructure costs, and cut greenhouse gas emissions.

The dialogue towards the inclusive transport and socially just mobility vision hence needs to take account of such factors. Such vision should focus not only on the inner-city transportation systems but also the peri-urban, rural, and freight transit systems, to enhance movement of people and goods.

## NAKURU MUNICIPALITY INTEGRATED DEVELOPMENT PLAN 2019-2023

The Municipal Board of Nakuru has prepared an integrated development plan for the period 2019-2023. The Nakuru Municipality Integrated Development Plan (NMIDeP) 2019-2023 sets the development framework for the Board in the five-year period with an intention of fulfilling the objectives provided under Section 36 of UACA. The plan recognizes that Nakuru Municipality has a varied topography ranging from the steep slopes of the Menengai crater and Menengai Forest to the gentle slopes in the CBD and surrounding areas. Lake Nakuru is an inland lake on the floor of the Rift Valley drained by Rivers Njoro and Makalia, Enderit and Lamuriak. Lake Nakuru is also located inside Lake Nakuru National Park, a national tourist destination. The slope character offers varied potential for spatial development and opportunities for urban development. The favourable climate and fertile loam soils, which are predominant in the town, support agricultural activities. The town however has geologically unstable areas (faults) that cut across the Western part. These faults have been associated with sinkholes that have been occurring around Shabab, Kaptembwo and adjacent areas according to a recent Geotechnical Investigation report, 2020.

The Nakuru Municipality Integrated Development Plan (NMIDeP) is linked to a set of policies, strategies, legal and institutional framework that guide key players in the development realization process of various international, regional, national and local development blueprints. These include the Kenya Vision 2030 and MTP III, and the Integrated Strategic Urban Development Plans (ISUDP).

The (NMIDeP) outlines the transport infrastructure in Nakuru, that includes road network, rail and air. The road network in the Municipality is a mix of tarmacked and earthen roads. Road network that is proximal to the Central Business District is mostly tarmacked or paved. As you move outwards towards the residential areas, the bulk of the road network are graveled.

Construction and maintenance of roads in the Municipality fall both under National and County Governments. The Kenya Roads Board entities such as KURA, KENHA and KERRA have jurisdiction over most of the major roads in the Municipality. The County government has jurisdiction over the link and feeder roads, especially in the residential areas. The construction and maintenance of the drainage system has also been given focus by the County government in the recent past. However, proper classification of the roads in this area is required, as overlaps have been cited in the past.

The old railway line traverses through the County to Uganda which transports cargo mainly from the port of Mombasa to Malaba border and has a station at Nakuru Town. With the proposed Standard Gauge Railway (SGR) which has Dry port terminal at Mai Mahiu (Naivasha), the proposed rehabilitation of Nakuru-Kisumu rail-line combined with the functional Nakuru-Malaba line, the revival of the rail transport is imminent, making the Nakuru Railway terminus a busy station in the future.

Currently, the Municipality does not have an existing airport. However, there are plans for expansion of the airstrip at Lanet Military Base for commercial services. This will improve economic integration with the rest of the nation and open international market for products within the County including direct export of horticulture and floriculture.

## THE DIALOGUE

The dialogue follows up on the inaugural one and aims to bring together the primary agencies and institutions, unions, service operators among others, responsible for mobility infrastructure and planning together with user groups to unbundle the mobility concerns and challenges of Nakuru as part of the road map towards vision 2050. The dialogue will be guided by the pillars of socially just public transportation to promote inclusive and just transit-oriented development (TOD). These are availability, accessibility and affordability, inclusive, human rights and equity, and sustainability.

The framing of the dialogue is guided by three key questions.

- How is Nakuru positioned to respond to the mobility demands that come with the new City status?
- What are the current mobility concerns and challenges, and which opportunities exist to transcend these as we move towards a socially just and inclusive mobility system?
- What role should the suppliers and users play in ensuring that a socially just and sustainable mobility plan is achieved for the city of Nakuru?

Expert Panelists will reflect upon each of these dialogue questions as a prelude to the moderated plenary debate. The dialogue envisages two Expert Panelists drawn from either gender in each of the subject matters.

The setting of the dialogue will be guided by the program outline below;

<b>Theme:</b> Inclusive transport and socially just mobility		
<b>Moderator:</b> TBC		
<b>Time</b>	<b>Dialogue Question</b>	<b>Facilitator</b>
<b>09:00 – 10:00</b>	Welcome Remarks conducted by the Municipal Board: <ul style="list-style-type: none"> <li>• Country Representative, FES</li> <li>• Municipal Board Chairperson</li> <li>• CECM (Transport and Infrastructure)</li> <li>• Speaker of the County Assembly</li> <li>• H.E Lee Kinyanjui, Governor Nakuru County</li> </ul>	David Kuria
<b>10:00 – 11:00</b>	<b>High Level Panel:</b> How is Nakuru positioned to respond to the mobility demands that come with the new City status? <ul style="list-style-type: none"> <li>○ Lead Paper presentation on “inclusive transport and socially just mobility” – Eng. Njeri Mburu, ITDP/SJPTWG</li> <li>• <b>Panel Discussion:</b> <ul style="list-style-type: none"> <li>○ KURA</li> <li>○ Dr. Catherine Gateri Constant Cap, Naipolitans</li> </ul> </li> </ul>	Moderator
<b>11:00-11:30</b>	<b>HEALTH BREAK</b>	
<b>11:30 – 12:30</b>	<b>Panel 2:</b> What are the current mobility concerns and challenges, and which	Moderator

	<p>opportunities exist to transcend these as we move towards a just and inclusive mobility system?</p> <ul style="list-style-type: none"> <li>• BOARD SECRETARY, GITAU THABANJA</li> <li>• NTSA DIRECTOR CATHERINE WAWERU</li> <li>• TRAFFIC COMMANDANT CHRISTINE ORINA</li> <li>• Eng George Matheri, University of Nairobi</li> <li>• Dan Mihadi, GS TAWU</li> </ul>	
<b>12:30– 13:00</b>	Q&A	Moderator
<b>13:00</b>	<b>Conclusion of Dialogue</b> – Road Map towards mobility sector vision 2050	David Kuria

## THE BUDGET

### A. FES

1. Conference package (FES)
2. Contracts for Panelists (7 Panelists and 2 Facilitators),
3. Branding – Roll Up Banner (FES)
4. Travel logistics (Nairobi based team)
5. Media – onsite payments

### B. Nakuru Municipal Board

1. Event Branding - Banner for vision 2050
2. Allowances to MCAs, CECMs