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
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