

GOVERNMENT OF NAIROBI CITY COUNTY



*Paper laid by Hon  
Peter Wanyorke on  
7/6/22 at 9.30am  
[Signature]*

THE NAIROBI CITY COUNTY ASSEMBLY

OFFICE OF THE CLERK

SECOND ASSEMBLY  
(SIXTH SESSION)

NCCA/TJ/PL/2022(19)

7<sup>th</sup> June 2022

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PAPER LAID

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Pursuant to Standing Order 191 (6), I beg to lay the following Paper on the Table of the Assembly, today Tuesday 7<sup>th</sup> June, 2022:

— **THE REPORT OF THE SECTORAL COMMITTEE ON TRANSPORT AND PUBLIC WORKS ON WORKSHOP HELD FROM 3<sup>RD</sup> TO 6<sup>TH</sup> SEPTEMBER 2021.**

**(Chairperson of the Sectoral Committee on Transport and Public Works)**

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THE GOVERNMENT OF NAIROBI CITY COUNTY



NAIROBI CITY COUNTY ASSEMBLY  
(SECOND ASSEMBLY – FIFTH SESSION)

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REPORT OF THE SECTORAL COMMITTEE ON TRANSPORT AND PUBLIC WORKS  
FOR THE WORKSHOP HELD FROM 3<sup>RD</sup> TO 6<sup>TH</sup> SEPTEMBER 2021  
AT CONTINENTAL HOTEL, MOMBASA COUNTY

CLERK'S CHAMBERS,  
NAIROBI CITY COUNTY ASSEMBLY  
CITY HALL,  
NAIROBI.

JUNE 2022

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## 1.1 PREFACE

### 1.1.1 Committee Mandate

Hon. Speaker,

The Sectoral Committee on Transport and Public Works is established under Standing Order No. 203, and its mandate amongst others, as outlined under the third Schedule includes *to investigate, inquire into and report on all matters related to County transport, including county roads, street lighting, traffic and parking, public road transport, county public works and services including storm water management systems in built-up areas.*

### 1.1.2 Committee Membership

Hon. Speaker,

The Committee on Transport and Public Works is composed of the following Members:-

1. The Hon. James Mwangi, MCA - Chairperson
2. The Hon. Mark Mugambi Macharia, MCA – Vice Chairperson
3. The Hon. Abdi I. Hassan, MCA
4. The Hon. Osman Adow, MCA
5. The Hon. Beatrice Waithera, MCA
6. The Hon. Patricia Mutheu, MCA
7. The Hon. Mark Ndung'u, MCA
8. The Hon. Peter Wanyoike, MCA
9. The Hon. Geoffrey Ng'ang'a, MCA
10. The Hon. Anthony N. Gatune, MCA
11. The Hon. Asli Mohammed, MCA
12. The Hon. John Kamau, MCA
13. The Hon. Fredrick Njogu, MCA
14. The Hon. David Ayo, MCA
15. The Hon. Abdi Osman Khalif, MCA
16. The Hon. Kennedy Oyugi Odhiambo, MCA
17. The Hon. Nicholas Okumu, MCA
18. The Hon. Evans Otiso, MCA

19. The Hon. Stazo Omung'ala Elijah Ang'ila, MCA
20. The Hon. Mary Ariviza Mwami, MCA
21. The Hon. Jared Okode Okoth, MCA
22. The Hon. Husin Lawi, MCA
23. The Hon. Geoffrey Majiwa, MCA
24. The Hon. Wilson Ochola, MCA
25. The Hon. Hafsa Khalif, MCA
26. Hon. John Kamangu, MCA

### 1.1.3 Background

The Committee held a two-day workshop from 3<sup>rd</sup> to 6<sup>th</sup> September, 2021 in Mombasa.

The objective of the workshop was to enable the Committee to undertake the following;

- a. Hold discussions with Nairobi Metropolitan Area Transport Authority (NaMATA) on the progress of rolling out various aspects of MRTS; and
- b. Hold a meeting with the County Executive on the implementation of the Nairobi City County Transport Act, 2020;

### 1.1.4 Acknowledgement

Hon. Speaker,

The Committee takes this opportunity to thank the Offices of the Speaker and of the Clerk of the County Assembly for the logistical support accorded to it in the execution of its mandate. Further, the Committee extends its gratitude to the Secretariat for their contributions during and after the workshop and compilation of this report.

Finally, on behalf of the Sectoral Committee on Transport and Public Works, it is my pleasure and duty to present to the Assembly, the Committee's retreat report pursuant to the Standing Orders of the County Assembly.

Thank you.

Signed .....

Hon. James Mwangi Wambui, MCA

(Chairperson)

Dated this 27<sup>th</sup> day of October 2021

## 2.0 DAY 1 OF THE WORKSHOP

### 2.1 PRESENTATION: About NaMATA

#### 2.1.1: Introduction

The workshop was officially opened on 4<sup>th</sup> September 2021 by a word of prayer from the Chair Hon. James Mwangi before welcoming Members to the meeting. The Chair then invited the Members, Director General of NaMATA and the secretariat to introduce themselves and subsequently urged members to actively participate in the retreat sessions to understand and scrutinize the presentations for informed discussions and decisions.

Thereafter, the Chairperson handed the session to the session Chairperson who subsequently invited Eng. Francis Gitau, the Director General, NaMATA to make his presentation as indicated below.

#### 2.2.1 Mandate and functions of NaMATA

The Committee was informed that the Nairobi Metropolitan Area Transport Authority (NaMATA) was established by a Presidential Legal Notice contained in the Kenya Gazette No. 17 of 17<sup>th</sup> February 2017. Its scope of mandate covers the 5 metropolitan Counties of Nairobi, Kajiado, Kiambu, Murang'a and Machakos. The Authority is composed of a Board and a council whose composition is as follows:

#### 2.2.2 The Board

- 1) The Chairperson of the Board, appointed by the President;
- 2) The Principal Secretary responsible for transport;
- 3) The Principal Secretary responsible for finance;
- 4) The County Executive Committee Member responsible for
- 5) Transport in each of the five counties of the Metropolitan Area;
- 6) The Director-General appointed under paragraph 13; and
- 7) Three independent persons who shall be appointed by virtue of their knowledge and experience in the following fields:
  - Transport;
  - Law;
  - Intelligent transport systems;
  - Civil engineering;



- Traffic engineering;
- Economics;
- Urban design, planning and management; or
- Any other relevant field.

### 2.2.3 The Council

- 1) The Cabinet Secretary responsible for Transport;
- 2) The Cabinet Secretary responsible for Finance;
- 3) The Governor of Nairobi City County;
- 4) The Governor of Kiambu County;
- 5) The Governor of Machakos County;
- 6) The Governor of Kajiado County; and
- 7) The Governor of Murang'a County.

- The Cabinet Secretary responsible for Transport shall be the Chairperson of the Council.
- The Governor of Nairobi City County shall be the Deputy Chairperson of the Council.
- In the absence of both the Chairperson and Deputy Chairperson, the members of the Council present shall nominate a member from their number, to preside over the meeting.
- The secretary to the Board appointed to provide secretarial services to the Council.

Further, the Committee was informed that the authority was formed to undertake the following functions with respect to transportation within the metropolitan area:

- 1) Develop a sustainable integrated public transport strategy for the Metropolitan Area;
- 2) Develop a sustainable urban mobility plan for the Metropolitan Area derived from the strategy;
- 3) Formulate and oversee the development of a sustainable, evidentially based, Integrated Mass Rapid Transit System Strategy;

- 4) Plan, regulate and co-ordinate the supply of adequate and effective Mass Rapid Transit System;
- 5) Formulate and implement programmes and policies for the overall improvement of public transportation systems within the Metropolitan Area;
- 6) Provide an enabling environment for orderly and structured development of the mass transit system, including both bus rapid transit and commuter rail within the Metropolitan Area;
- 7) Coordinate with other government agencies and other parties for the development and operation of transport infrastructure, facilities and works necessary for the Discharge of the functions of the Authority;
- 8) Develop an inventory and undertake continuous evaluation of the declared road network status within the Metropolitan Area;
- 9) Formulate strategies to ensure overall improvement in traffic flow, planned and programmed traffic engineering and traffic management works within the Metropolitan Area;
- 10) Ensure optimal utilization of intermodal means of transport including air, road, rail and non-motorized transport and any other modes targeting mass movement within the Metropolitan Area;
- 11) Assist in poverty alleviation by increasing economic efficiency through lower transport costs and prices within the Metropolitan Area;
- 12) Improve the environmental sustainability of the transport system in the Metropolitan Area;
- 13) Facilitate the integration of transport and land use planning in the Metropolitan Area;
- 14) Make better use of existing road space for all modes and reduce the need for the construction of new roads within the Metropolitan Area;
- 15) Regulate both on street and off-street parking on declared corridors and impose fees and penalties with respect thereto;
- 16) Conduct studies and research for, amongst other things, identification of the Mass Rapid Transit System routes, corridors, network and service levels;



- 17) Develop appropriate and sustainable funding mechanisms in order to achieve the objectives of the Authority; and
- 18) Perform the any other functions vested upon the Authority under this Order.

In view of the foregoing, the Director General informed the Committee that the Board and the Council are in place and that the authority has embarked on ambitious initiatives targeting the metropolitan Counties in the area of Mass Rapid Transit System (MRTS) that encompass Bus Rapid Transit (BRT), Commuter Railway and Non-Motorized Transport (NMT). He further stated that this integrated transport systems approach is intended to provide convenience in variety and alternatives of transport means in order to achieve the much-needed effective and efficient urban mobility. In light of the existing challenges of congestion, inefficient and uncoordinated public transport system, the authority comes in to ensure co-ordination, order and convenience. However, the Director General decried insufficient funding and called upon the County Governments to step up their support under Section 14 (e) of the Legal Notice.

### **3.1 PRESENTATION 2: NON-MOTORIZED TRANSPORT**

#### **3.1.1 Introduction**

The Committee was informed that Non-Motorized Transportation is an important aspect in the Integrated Transport System as it comes with many benefits to households and travelers alike. It incorporates bicycle, carts, walking e.t.c. It is the dominant travel mode in Nairobi Metropolitan Area, with 40% of commuters walking especially the poor who find public transport unaffordable.

#### **3.1.2 Nairobi City County Non-Motorized Transport Policy**

The Nairobi City County has a NMT Policy that was developed as a joint initiative between UNEP and NCCG to improve the transport sector performance by promoting the Non-motorized transport mode. The policy recognizes the main NMT modes as being walking, cycling, animal and human drawn carts as well as wheelchairs, skateboards and strollers. The policy aims to develop, link and maintain a transport system that fully integrates NMT as core to the Nairobi transport system.

The Committee noted that the Nairobi Metropolitan Services (NMS) has commenced a program of implementing this policy by identifying NMT as a mode for short and medium trips.

The NMS, through the aforementioned programme and other plans intends to approach the integration of NMT into the urban transport system by focusing on the following key aspects:

- 1) Aesthetics, comfort and attractiveness. The focus is on rehabilitation of the existing NMT infrastructure in the City
- 2) Barriers and Missing Links. The focus is on removal of barriers and provision of missing links, taking to consideration links to public transport facilities, connection between low income areas to social and economic areas like industrial areas, Schools, Markets et.c.; and
- 3) Safety and Security. The agency is focusing on construction of NMT facilities on roads that have high pedestrian and cyclist volumes, provision of safe pedestrian crossing points, introduction of traffic calming measures, rehabilitation of foot bridges and lighting of NMT corridors

### 3.1.3 Projects corridors and implementation status

The table below demonstrates the various NMT corridors within Nairobi County as planned by the NMS and their various stages of implementation:

	CORRIDOR/PROJECT	STATUS
1)	Upper Hill (Community) – Uhuru park – City Hall way – Luthuli– Ngara Road – Park Road PTF	<ul style="list-style-type: none"> <li>• Uhuru park section - Under rehabilitation</li> <li>• City Hall way Section – Rehabilitation to commence</li> <li>• Luthuli Avenue – Pedestrianization is complete</li> <li>• Ngara Road – Rehabilitation is complete</li> <li>• Park Road – Rehabilitation Works is complete</li> </ul>
2)	Kibera to Industrial Area: Mbagathi – Langata – Enterprise Road	<ul style="list-style-type: none"> <li>• Lusaka Road has been constructed under the Missing Links Project</li> <li>• Enterprise Road – Lusaka Road (Part) – Works are at procurement stage</li> </ul>
3)	Kawangware – Westlands/Waiyaki Way: (1) Chalbi drive – Isaac Gathanju – Mugumo – Olenguruone – Ring Road Kileleshwa – Ring Road Westlands (15 km)	<ul style="list-style-type: none"> <li>• Under procurement</li> </ul>
4)	Park Road – Ngara Road – Ring Road – Kamunkunji	<ul style="list-style-type: none"> <li>• Works are complete</li> </ul>



5)	Rehabilitation of Walkways in the CBD	<ul style="list-style-type: none"> <li>Parliament Road, Turbman Street, Market street – Rehabilitation work is on-going</li> <li>Moi Avenue, City hall way, Koinange street – Project is at procurement stage</li> <li>Pedestrianization of Mfangano street – Project is under procurement</li> <li>Rehabilitation/Construction of NMT facilities along Kenyatta Avenue, Wabera Street and Mama Ngina Street – Works are ongoing</li> <li>CBD – Kenneth Matiba Road – Ngara - Works to commence</li> </ul>
6)	Juja road corridor to the CBD from Dandora - Outer Ring – Ring Road Ngara – Race course	<ul style="list-style-type: none"> <li>At design stage as part of BRT Line 3</li> </ul>
7)	Mathare – Pangani – City Park Market – Highridge - Westlands	<ul style="list-style-type: none"> <li>Work to commence</li> </ul>
8)	Mathare area 4 – Thika Road (Walkway)	<ul style="list-style-type: none"> <li>Works are complete</li> </ul>
9)	Jogoo Road – Ladhies Road - River Road	<ul style="list-style-type: none"> <li>Jogoo Road NMT – Under rehabilitation by KURA</li> <li>Ladhies Road NMT – Under Rehabilitation by KURA</li> <li>River Road and Tom Mboya Street NMT – Works to commence</li> </ul>
10)	Marking of pedestrian crossing points	<ul style="list-style-type: none"> <li>Work are ongoing</li> </ul>
11)	Signalization of pedestrian crossing points	<ul style="list-style-type: none"> <li>Pilots implemented on Harambee avenue and City Hall way</li> <li>ITS project design review under review in collaboration with KURA</li> </ul>

The Committee noted that the NMT Policy was considered by the Committee and passed by the Assembly as a step towards ensuing multiplicity of transportation by encouraging the use of NMT through integration of appealing necessary NMT infrastructure into the existing and new transport systems. The Committee noted that the ongoing works by the NMS especially within the CBD were encouraging. However, the Committee urged the NMS to step up the enforcement of deterrent laws that will discourage Motorcycles and PSVs from interfering with NMT facilities.

#### 4.1 PRESENTATION 3: COMMUTER RAIL WAY

##### 4.1.1 Introduction

The Committee was informed that the integrated National Transport Policy underscores the need for mass public transport and Sets up a policy objective to increase use of mass public transport by all citizens. The policy also requires the establishment of an independent institution at the metropolitan level (MTA) to manage urban passenger

transport services, operations and development of infrastructure. Further it recommends for a policy to provide railway infrastructure for mass rapid transport in Nairobi and its environs, undertake and implement feasibility studies for the provision of similar services in other local authorities and urban centres.

#### **4.1.2 Background information**

The Committee was informed that one of the reasons for traffic congestion in urban areas, especially in Nairobi is improper land use and physical planning and practices. Land use planning and development especially in urban areas and road passenger transport development are currently not integrated. It is upon the government to promote the preparation of integrated land use plans for all urban areas to facilitate the regulation of development at all levels so that development approval is subject to conformity with integrated land use and transport plans.

Further, the Committee noted that there are 2 key plans that guide land use in Nairobi:

- Nairobi Spatial Planning Concept (Ministry of Nairobi Metropolitan) 2012
- The Nairobi Integrated Urban Development Masterplan (NIUPLAN) 2014

Of note, is the NIUPLAN's placement of development centres and sub-centres along the commuter lines or areas where commuter rail can easily be extended to provide adequate coverage of high-density settlements.

#### **4.1.3 Chronology of key policy documents on urban transport improvement**

To achieve a coordinated transport planning in the metropolitan area, the following agencies were established and to come up with the respective planning documents:

##### **1) MRTS 2011**

- Proposed a rail based MRTS network on 9 corridors converging at the City centre
- BRT as extension to the corridors

##### **2) NATIONAL URBAN TRANSPORT IMPROVEMENT PROJECT (NUTRIP) 2012**

- Set up to Implement some of the BRT lines in the MRTS 2011
- Prepare designs for some of the Rail networks
- Develop a Metropolitan Transport Authority

##### **3) NAIROBI METROPOLITAN IMPROVEMENT SERVICES PROJECT (NAMSIP) 2012**

- An urban project (Sister to NuTRIP) set up prepare urban transport plans for Nairobi Metropolitan and including land use plans
- Other services such as liquid and solid waste disposal Markets

##### **4) MRTS HARMONIZATION 2014**

- Address the shortcomings in MRTS 2011 transport plans
- Establish the Nairobi Commuter Railway as part of the MRTS System
- Design one of the BRT Corridors



The key outputs of the 2014 study were 5 BRT Lines on Major Corridors and Nairobi Commuter rail as the backbone of the MRTS Network

#### 5) KEY TRANSPORT OUTPUTS FROM NUTRIP

- Establishment of NaMATA
- Preparation of the Commuter Rail Masterplan
- Preparation of Intelligent Transport System

#### KEY TRANSPORT OUTPUTS FROM NAMSIP

- Preparation of the Interdisciplinary Land-Use and Transport;
- Metropolitan Analysis
- Implementation of access roads and Commuter Stations;
- Preparation of the Railway City Transit Oriented Development (ToD) Planning which currently ongoing; and
- Preparation of the Standard Gauge Railway Embakasi Transit Oriented Development (ToD) Planning that ongoing.

The government through the agencies intends to roll out the following actions in order to achieve the bigger objective of effective transport system within the metropolitan area:

- Develop prime Kenya Railways land to generate revenue for Supporting the Nairobi Commuter Rail (NCR);
- Create a ToD to Provide Ridership for the NCR;
- Create a Transport Hub with Multi-modal Facilities to support the MRTS
- Expand the Nairobi CBD to the South
- Open up access to the South of the CBD to ease Congestion
- Provide an Iconic development to position Nairobi as a leading World City

The Committee was informed that the master plan has identified the following six actions need to be done immediately (within 6 to 12 months) in order to boost the number of passengers:

- 1) Create a Commuter Rail Agency;
- 2) Upgrading 20 mini stations, which are currently only halts;
- 3) Repairs on the existing locomotives and procuring 11 new Diesel Multiple Units;
- 4) Implementing the modernization of Nairobi Central Station;
- 5) Undertaking urgent civil works on critical sections of the tracks;
- 6) Creating a passing loop at Imara-Daima.

#### 4.1.4 Milestones in the achievement of effective Commuter rail transport

The Committee was informed of the following milestones achieved most of which are at various stages of rolling out in a bid to the achieve the objectives of the commuter rail:



- 1) Renovation of Nairobi Railway Central Station and improvement of access has largely been completed.
- 2) Creation of Commuter Rail Unit is ongoing. Staff have been assigned.
- 3) Procurement of 11 Diesel Multiple Units (DMUs) been delivered, branded and deployed for use.
- 4) Ballasting, track rehabilitation and drainage works is currently ongoing and 80-90% complete.
- 5) Construction of mini-stations amongst which 18 are in design, while two (Mukuru and Lukenya) are under construction; and
- 6) Removal of freight/commuter conflict was completed by building the track bypass at Imara Daima station.
- 7) Rolling Stock, workshop and signalling. Financing is currently being worked out. The Spanish Government has been approached to finance under the FIEM arrangement:
- 8) Construction of railway stations. Financing is being worked out; and
- 9) Rehabilitation of railway lines: Financing is being worked out, part of which has been secured through the government for the Konza line.

The Committee noted that cumulatively, the foregoing interventions have remarkably improved daily passenger ridership from 11,000 to about 24,000 and this is expected to increase once the Covid-19 situation eases. The Committee was confident that the commitment being demonstrated by the government through the agencies will ultimately lead to achievement of effective and efficient mobility of people, goods and services within the metropolitan area Counties.

## **5.1 PRESENTATION 4: BUS RAPID TRANSIT-SIMBA BRT LINE 2, THIKA ROAD PILOT PROJECT**

### **5.1.1 Background**

The Committee was informed that since its establishment under the Legal Notice No. 18 of 2017 that provides for its mandate, NaMATA has since gazetted the 5 BRT lines, namely, Ndovu, Simba, Chui, Kifaru and Nyati. To ensure that the projects are up and running, the authority in November of 2019, awarded a contract Ksh. 5,575,071,798.84 to M/S STECOL Corporation in a joint venture with SMEDI to work on Simba line 2.

### **5.1.2 BRT Simba Line 2 Pilot Project**

The Project is located on the existing Thika Superhighway lines A2S and A2S R. The government intends to improve the infrastructure on Thika Superhighway so as to provide Bus Rapid Transport (BRT) from Ruiru-Nairobi CBD-Kenyatta National Hospital. The Committee noted that the project will be constructed in two phases:

Phase I: Clayworks-Nairobi CBD Section

Phase II: Clay works-Ruiru-Nairobi CBD-Kenyatta National Hospital (KNH)

Specifically, the project starts from Ruiru Depot to KNH Terminal through Nairobi CBD with total length of about approximately 28km. Along this line there will be 10 intermediate stations on the existing footbridges to be modified by adding of staircases in the middle to allow passengers to enter and exit the stations. In addition, there will be 3 terminals at KNH, Ruiru Depot and Kasarani Depot.

### 5.1.3 Project design

The authority informed the Committee that the project in its entirety is composed of the following aspects in its design:

- 1) Reconstructing 10 existing footbridges;
- 2) BRT picking platforms;
- 3) Motorized and non-motorized lanes;
- 4) Isolation of BRT lane from asphalt pavement;
- 5) Kasarani transfer station;
- 6) Automatic traffic signals for Pangani underpass;
- 7) Detailed engineering designs for the smooth flow of traffic at the junctions and accesses;
- 8) Building of BRT infrastructure and roads;
- 9) Provision of office, laboratory and other facilities for the engineer;
- 10) Maintenance of the existing roads during construction;
- 11) Traffic control during construction; and
- 12) Road markings, road signs and other ancillary facilities.

On behalf of the Committee, the Chairperson expressed his commendation to NaMATA for the effort the authority is already putting in place to have BRT lines operational. However, the Committee was concerned that the rolling out was taking quite a longer time given that the people are anxious for Simba Line project to be operational. This is in the wake of many working hours being lost in snarl-ups and congestions. The Committee was confident that with the necessary financial support, the authority will deliver on all the 5 lines in the interest of the metropolitan area Counties.



## 6.0 PRESENTATION 5: LAND USE PLANNING AND URBAN TRANSPORT

The Committee was informed that Transportation and land use are interrelated because of the locational and interactional nature of urban activities. Urban land use reflects the location as and level of accumulation of activities such as retailing, management, manufacturing, or residence. Such activities, the Committee was informed, generate movement of goods, services and people supported by transport systems.

It was noted that social, economic and cultural activities are the main characteristics of urban activity system that are usually related to the mobility of passengers. The current BRT system will therefore shape and transform the diversity of activities at various locations along the line and strategic points.

The Committee noted that developing cities face unique challenges including a growing economy that comes with rising car ownership, increased traffic and congestion. This is referred to as the transport paradox where unlike other sectors such as health that tend to improve with economic development, transportation tend to become worse. There also comes the roads safety concerns due to increasing speeds, conflict among modes of transportation hence more accidents. The accumulation of these factors lead to increased energy consumption that has a ripple effect on climate through higher emission levels.

The Committee was further informed that the trends are changing from the tradition transportation that emphasizes on automobile centered approach towards sustainable approach that espouses planning to increase access. The contemporary sustainable approach embraces principles such as high-density compact development that involve intensification of commercial and residential uses around high capacity rapid transit stations and that people can live nearer to their jobs, hospitals, schools and other amenities; mixed land use that reduces distance traveled in search for services, transit oriented land use that incorporates many modes of transport modes; and Non-Motorized Transport for human driven modes such as bicycle, tricycle, walking.

The Committee noted that Sustainable urban mobility provides efficient access to goods, services, job markets, social connections and activities while limiting both short- and long-term adverse consequences on social, economic, and environmental services and systems.

An evolving transformative trend is the shift away from dependency on automobiles towards reconfiguring of settlements, commercial set ups, transport systems and services for effective and efficient urban mobility systems.

## 7.0 DAY 2 OF THE WORKSHOP

### 7.1 PRESENTATIONS: THE NAIROBI CITY COUNTY TRANSPORT ACT, 2020

#### 7.1.1 Introduction

On 5<sup>th</sup> September 2021, the workshop was facilitated by the County Executive focusing on the key provisions of the Act and the implementation plan. The Salient provisions of the plan are highlighted against their intended timelines for rolling out by the relevant authorities in the following implementation plan.

#### 7.1.2 Implementation plan

Section of the Act	Summary of subject	Current Status	Revenue Implications
<b>Phase One</b>			
13	Mark road reserves	In draft	Yes
22	Permit to operate public transport service	Mid-September 2021	Yes
25	Bus terminals	In draft	Yes
29	Fare Guide	In draft	No
34	Motor cycle taxi permits	In draft	Yes
34	Three wheeled motor cycle taxis	In draft	Yes
61	Billboards	Mid-September 2021	Yes
68	Regulation of taxi cabs	End September 2021	Yes
<b>Phase Two</b>			
41	Application for a utility company to undertake works on a public road	Mid October 2021	No
42	Designation of truck park	September 2021	Yes
43	Traffic Impact Assessments	End September 2021	Yes
44	Commuted sums	End September 2021	Yes
46 to 49	Designated parking bays	October 2021	Yes
<b>Phase Three</b>			
51	Car park licensing	November 2021	Yes
52	Congestion charge	January 2022	Yes



Section of the Act	Summary of subject	Current Status	Revenue Implications
<b>Phase One</b>			
60	Installation and maintenance of street lights	End September 2022	No
62	Billboards in road reserve	End September 2021	Yes
65	Entry to low emission zone	January 2022	Yes

The Committee noted that the Act was long overdue for the transformation of the public transport sector. The Committee commended the County Executive, Nairobi Metropolitan Services (NMS) and the Partners from the European Union for their effort to have the relevant regulations in place. However, the parties were urged to expedite the process of regulations and appointment of the Chief Officers to have the Act rolled out.

## **8.1 CLOSING REMARKS AND WAY FORWARD**

### **8.1.1 Closing Remarks**

The Director General for NaMATA thanked the Committee for the timely thought to commence engagements such as the workshop to share and deliberate on crucial aspects of urban mobility and transportation in the interest of the people. He stated that by the Members being on board, the authority is able to custom make their intentions to suit the interests of the people as presented directly through their representatives. He believed that the Committee and the authority would have more interactions going forward for many big things are bound to happen in the transport sector. On his part, the Deputy Director for roads appreciated the Committee for the constant desire to have the Transport Act, 2020 implemented. He stated that the constant interactions ensure that the oversight arm and the implementing arm are at par and remedial measures can be instituted in time through sharing and discussions. He told the Committee that the Executive in conjunction with NMS are committed to have the various provisions of the Act rolled out as per the implementation plan. On behalf of the Committee; the Chairman expressed his profound gratitude to NaMATA and County Executive for being always willing and ready to interact with the Committee based on the respective mandates and thanked them for availing



themselves with proper materials to inform the Committee on the various areas in the programme and even more. He undertook to continue agitating for more interactions going forward because it is out of the fora that better plans come out.

### 8.1.2 Way Forward

1. The County Executive Committee Member for Roads, Transport and Public Works to move with speed and forward the Nairobi City County Transport Act, 2020 regulations to the County for consideration and approval in view of having the Act take effect seamlessly;
2. The Ag. Governor to nominate the two chief officers as contained in the Act for vetting by the Committee;
3. NaMATA to further review the provisions of the Act and forward any proposed adjustments to the County Assembly in order to reflect the metropolitan area aspirations;
4. NaMATA to work with the County Government in development and passage of relevant policies and plans requisite for effective undertaking of their mandate;
5. The County Assembly and County Executive to begin the allocation of funds to NaMATA for seamless running of its activities and development initiatives;
6. The Committee to organize periodical meetings with MDAs in the Transport Sector in order to enhance liaison in the interest of coordinated development in the County as well as in the metropolitan area; and
7. The Nairobi Metropolitan Services to enhance the enforcement of transport related laws in relation to the use of NMT facilities in a view of discouraging PSVs, tricycles and Motorcycles from using NMT facilities within the County.

**MINUTES OF THE (VIRTUAL) SITTING OF THE SELECT COMMITTEE ON TRANSPORT AND PUBLIC WORKS HELD ON 27<sup>TH</sup> OCTOBER, 2021 AT 1.00 PM**

**PRESENT: -**

1. Hon. John Kamau, MCA - Chairing
2. Hon. James Mwangi Wambui, MCA - Chairperson
3. Hon. Jared Okode, MCA - Vice Chairperson
4. Hon. Mark Mugambi, MCA
5. Hon. Kennedy Oyugi, MCA
6. Hon. Stazo Omung'ala, MCA
7. Hon. Peter Wanyoike, MCA
8. Hon. Fredrick Njogu, MCA
9. Hon. Mary Ariviza Mwami, MCA
10. Hon. David Ayoi, MCA
11. Hon. Husni Alawi, MCA
12. Hon. Evans Otiso, MCA
13. Hon. Beatrice Gakuru, MCA

**ABSENT:-**

1. Hon. Asli Mohammed, MCA
2. Hon. Anthony Gatune, MCA
3. Hon. Geoffrey Majiwa, MCA
4. Hon. Hafsa Khalif, MCA
5. Hon. Patricia Mutheu, MCA
6. Hon. John Kamangu, MCA
7. Hon. Osman Adow, MCA
8. Hon. Osman Khalif, MCA
9. Hon. Nicholas Okumu, MCA
10. Hon. Geoffrey Ng'ang'a, MCA
11. Hon. Wilson Ochola, MCA
12. Hon. Abdi Hassan, MCA
13. Hon. Mark Ndung'u, MCA

**SECRETARIAT:**

1. Mr. Austin Inyundele – Senior Clerk Assistant

**AGENDA**

1. Prayers
2. Adoption of Agenda
3. Confirmation of previous minutes
4. Matters arising
5. Deliberation on the progress report of the Committee business
6. Consideration and adoption of Committee workshop report held from 3<sup>rd</sup> to 6<sup>th</sup> September 2021
7. AOB & Adjournment

### MIN.0198/T&PW /OCT/2021 – Preliminaries

The Chairperson called the meeting to order at 1:00 pm and opened the meeting with a word of Evans Otiso, MCA and seconded by Hon. David Ayo, MCA.

### MIN.0199/T&PW/OCT/2021: confirmation of previous minutes.

1. The minutes of the meeting of the Committee that was held on 26<sup>th</sup> July 2021 were read by the Chairperson and confirmed as true record of the proceedings and proposed by Hon. David Ayo, MCA and seconded by Hon. Stazo Omung'ala, MCA.
2. The minutes of the meeting of the Committee that was held on 2<sup>nd</sup> August 2021 were read by the Chairperson and confirmed as true record of the proceedings and proposed by Hon. Mary Ariviza, MCA and seconded by Hon. Kennedy Oyugi, MCA.
3. The minutes of the meeting of the Committee that was held on 4<sup>th</sup> August 2021 were read by the Chairperson and confirmed as true record of the proceedings and proposed by Hon. Husni Alawi, MCA and seconded by Hon. Mark Mugambi, MCA.

### MIN.0200/T&PW/OCT/2021: Deliberation on the progress report of the Committee business

The Committee was informed that the Committee was progressing on fairly with regards to dispensing and deliberating on issues that relate to its mandate. However, the delays by the Nairobi Metropolitan Services (NMS) in provision of timely responses to Statement was pulling back the efforts of the Committee to fulfil its mandate.

The Committee was informed that there are 19 Statement requests that are pending because responses had not been forwarded by the NMS. Accordingly, the Committee resolved that the Director for Roads, Transport and Public Works be invited to a meeting of Committee on 10<sup>th</sup> November 2021 in order to provide responses to all pending Statements.

### MIN.0199/T&PW/OCT/2021: Consideration and adoption of Committee workshop report held from 3<sup>rd</sup> to 6<sup>th</sup> September 2021

The Committee was informed that the report before the Committee was as a result of the workshop held jointly with NaMATA. The objective of the retreat was for the agency to sensitize Members of the Committee on the various initiatives they have rolled out within the Nairobi Metropolitan area in order to decongest Nairobi. The Chairperson led the Committee in reading through the report and was adopted as the true record of the deliberations at the workshop.

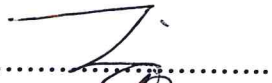
### MIN.0201/T&PW/OCT/2021 – Adjournment and date of next meeting

The Committee having dispensed the business of the day and the time being 1.35 p.m, the Chairman adjourned the meeting. The date of next meeting would be communicated by notice.

**CONFIRMED TO BE TRUE RECORD OF THE PROCEEDINGS**



CHAIRPERSON



SECRETARY



1.12.2021

1<sup>st</sup> Dec. 2021

