Planning for active mobility in East Africa

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Jul 2024
Addis Ababa NMT Strategy, 2019
Federal NMT Strategy, 2020
Large-scale implementation of walkways, cycle tracks, and intersection retrofits in Addis
Replication in secondary cities
Forthcoming Ethiopia Urban Street Design Manual
First-phase Kisumu Triangle project set a new standard for NMT in Kenya

Replication in Nakuru and other secondary cities

Nairobi is building lots of kilometres but results are lacklustre: failure to prepare designs and poor construction quality
Footbridges and subways on urban streets: waste of money

Grade separated pedestrian crossings are less convenient and less accessible

Opportunity cost: price tag of pedestrian subway at a single intersection in Nairobi is KES 2b (USD 15m)

Implement signalised or tabletop crossings instead

TANROADS has eliminated several footbridges from BRT corridor designs
DART Phase 1 set a high standard for footpath and cycle track design, including universal access detailing.

No cycle tracks in phases 2 or 3 despite ample ROW.

Widespread tree cutting. Phase 2 and 3 designs don’t include space for new trees.
Key action areas

- Adopt urban street design standards
  - ET, RW manuals in process
  - New KE Road Design Manual has some NMT elements
  - New UG manual lacks adequate NMT standards

- Prepare detailed design drawings before going to construction

- Curtail wasteful spending on footbridges

- Retrain existing trees and incorporate new trees in urban street designs
Thank you

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