



**MINISTRY OF TRANSPORT, INFRASTRUCTURE, HOUSING AND
URBAN DEVELOPMENT**

STAKEHOLDERS FORUM ON "SAFER STREETS FOR ALL BY DESIGN"

ADDRESS BY

Ms. Arch. Aidah Munano,

Principal Secretary State Department of Housing and Urban
Development

ON THE OCCASION OF THE

POLICY DIALOGUE ON COMPLETE STREETS AND URBAN DESIGN GUIDELINES

WEDNESDAY, JUNE 15TH, 2016

9.30AM-11.30AM

AT

**THE CROWNE PLAZA HOTEL, KENYA ROAD, UPPER HILL,
NAIROBI**

All Protocols observed,

Distinguished Guests, Ladies and Gentlemen

It gives me great pleasure to join you in today's Forum. I congratulate K.A.R.A that being just over 15 years old you have expanded the interactive space for stakeholder engagement through several of the fora that you organize. As government we are always ready and available for these very constructive discussions. As you may recall, we were with you again during the 46th Bimonthly Talk Series on 16th November, 2015. I trust that the intercourse we then had on **Public Space protection, the gains challenges and impact on urban development** has seen our people enjoy better services.

Ladies and Gentlemen

I am aware that you are the apex body representing a proactive voice and action of resident associations on consumers and taxpayers' rights countrywide and that you focus on improving access to public service delivery even as you embrace evidence-based advocacy and public private partnerships. For these reasons we (KARA and the Government) converge on many fronts.

Ladies and Gentlemen, Allow me to remind ourselves that a street, unlike a road, is a public thoroughfare that also facilitates public interaction. It serves as catalyst for the neighborhood's prosperity, culture and solidarity. The Government therefore appreciates that a good street is a basic necessity for our being as a people. As Kenyans, we are inherently social and love interacting and streets offer the invaluable opportunity to do so in an urban setting environment. It cannot be gainsaid that we are urbanizing fast (currently

at about 4% annually and with an urban population of over 40%). By 2030, more than half of Kenya's population (approx 63%) is likely to be residing in urban areas. Streets need to be complete for us to reap the maximum benefits.

Ladies and Gentlemen complete Streets are streets for everyone. They must be designed and operated to enable safe access for all users, including pedestrians, bicyclists, motorists and transit riders of all ages and abilities. Complete Streets make it easy to cross the street, walk to shops, and bicycle to work or even simply linger on them for man to man interaction.

All of us must talk together on this and more so about problematic and unsafe streets: disused/neglected streets, properties(e.g schools) that have no sidewalks, train/bus stops that are not accessible for all people, non motorized transportation, identity branding and placemaking and work together to identify ways to make these places safer and more attractive. Complete streets improve safety, lower transportation costs, provide transportation alternatives, encourage health through walking and biking, stimulate local economies, create a sense of place, improve social interaction, and generally improve adjacent property value and many more other benefits. Everyone must be involved: Financiers, policy makers, developers, regulators, street users, utility providers, property owners and residents/business owners.



Examples of Complete streets-inclusive, safe and accessible

Ladies and Gentlemen let me highlight some of the Government's key actions towards complete streets and urban Design guidelines:

Location of the United Nations Human Settlements Programme (UN-Habitat) in our capital has greatly assisted the promotion of socially and environmentally sustainable, neighbourhoods, towns and cities. The UN-Habitat's Safer Cities Programme was launched in 1996 at the request of African Mayors seeking to tackle urban crime and violence in their cities. Under the programme we have witnessed the recent improvement works to The Silanga grounds in Kibera and to the Jeevanje Gardens in Nairobi.

In 2011 during the UN Habitat Governing Council, The Government sponsored and lobbied for adoption of a resolution on **sustainable urban development through access to quality urban public spaces**. Adoption of the same by the UN General Assembly fed into the development of some of the goals in the Sustainable Development Goals (SDGs) that further the cause of the MDGs i.e addressing the root causes of poverty and the universal need for development that works for all people. Sustainable city life (SDG Goal 11) is one of 17 Global Goals that make up the 2030 Agenda for Sustainable Development. Two targets echo this goal: 1. By 2030, provide access to safe, affordable, accessible and sustainable transport systems for all, improving road safety, notably by expanding public transport, with special attention to the needs of those in vulnerable situations, women, children, persons with disabilities and older persons and 2. By 2030, provide universal access to safe, inclusive and accessible, green and public spaces, in particular for women and children, older persons and persons with disabilities Our Government joined the rest of

the world in embracing this new development agenda that promotes peaceful and inclusive societies, creates better jobs and tackles the environmental challenges of our time.

Ladies and Gentlemen our Constitution 2010 (Chapter two) emphasizes that the national values and principles of governance that include *human dignity, equity, social justice, inclusiveness, equality, human rights, non-discrimination and protection of the marginalized* among others. It is categorical on retaining the dignity of people and provides for freedom of movement and assembly. Further, Under the Bill of Rights, Article 42 guarantees every person the right to a clean and healthy environment and this includes where he/she stays or works. Streets that meet this threshold are envisaged.

- **Environmental Management and Coordination Act 2000** provides for protection of public spaces from unwarranted use. It provides that the National Environmental Management Authority (NEMA) may issue and serve on any person harming the environment, an environmental restoration order that may require the person to restore land, including the replacement of soil, the replanting of trees and other flora and the restoration as far as may be necessary. It is emphasized that it shall not be necessary for a complainant to show that he has a right or interest in the property, environment or land alleged to have been or likely to be harmed. This protects our streets from misuse
- **The National Land commission Act 2012**(Article 5) bestows the responsibility of, management of public land on behalf of the national

and county governments and ensuring that public land and land under the management of designated state agencies are sustainably managed for their intended purpose in the National land Commission. We have seen tremendous progress made in protecting public land across the country through this institution.

- **The National Urban Development Policy (NUDP)** is guided by the Constitution of Kenya 2010, notably clauses 184 and 176 (2) which call for a nationwide urban planning and development campaign. The NUDP seeks to create a framework for sustainable urban development in the country and addresses the following, among other areas urban safety and disaster risk management; and marginalized and vulnerable groups. The Policy seeks to improve access to land for urban development by supporting a range of reforms that address land banking, land allocation and utilization, property taxation and land management. The Policy also creates a framework for the planning, development and management of public open spaces, parks and recreational facilities, including sports amenities among others.
- The Government prepared the **Nairobi Metropolitan Region Spatial Plan** (Approved in March 2013) to guide investment and development in the Nairobi Metropolitan Region. In the regard of complete streets it was realized that there is no clear and consistent relationship between buildings, streets, open spaces, furniture and metro residents. One of the priority areas under this is the **formulation of an urban design & landscaping strategy 2011-2020** currently underway that seeks to restore the dignity of people, on top of improving their quality of life outside their

houses/offices. It emphasizes that citizens must be provided with opportunities for direct involvement in the decisions that profoundly affect their lives to deepen their awareness of the complexity and interrelatedness of the challenges and the urgent need for concerted action.

- In partnership with the **World Bank**, the Government is undertaking the Nairobi Metropolitan Services Improvement Project (**NaMSIP**). The project comprises four components. Component 1: Institutional reform and planning, Component 2: Local government infrastructure and services, Component 3: Metropolitan infrastructure and services and Component 4: Project management, and monitoring and evaluation. NaMSIP supports the design and implementation of critical urban services—including sanitation, solid waste management, mass transit, sewerage collection and treatment, stormwater drainage, and public parks. Currently there are ongoing projects involving: Street and property addressing, sewerage, Safety and security (CCTV cameras, street/security lighting), emergency response and disaster preparedness, Transport (bicycle and pedestrian pathways, Non Motorized Transport and several roads) to mention but a few.

The Project Development Objective (PDO) is to strengthen urban services and infrastructure and the primary beneficiaries of NaMSIP are the residents.

- **On Public-Private partnerships**, owing to the capital, human capacity and skill challenges, the government has continuously invited the private sector to participate in several assignments especially on urban design

and streetscaping. This is to create a momentum for greater urban design uptake by demonstrating the value of urban design in the whole concept of complete streets and sustainable development.

- **Other legislations.** We have the County Government Act 2012, the Physical Planning Act (Cap. 286), the Urban Areas and Cities Act, 2011 amongst other legislations to help us move forward the complete street agenda.

Ladies and Gentlemen we acknowledge that for a long time, streets and public spaces have often been misused, overlooked and undervalued. Budgetary constraints have also been contributing to limited investment and underdevelopment in this area. Dysfunctional family/social fabrics and poverty continue to impede realization of the complete street concept as vandals of street furnishings and furniture increase by the day. There is exponential and unmatched urbanization. Street trading and other competing interests have exerted pressure on the street. The government is committed to reversing all these. This dialogue is therefore highly welcome to feed into the existing government interventions towards a road map and plan of action for safer streets.

Ladies and Gentlemen the national government in consultation with the county governments and development partners are in also continuous dialogue to build capacity and bridge the resource gaps.

Finally, we reaffirm our commitment to collaborating with KARA and other parties of goodwill on this matter. I look forward to receiving the key highlights

and recommendations for consideration by government. As mentioned earlier we will be available for further engagements including follow up sessions in the digital platforms and in the office. Once again thank you for inviting me to this very important occasion.

Thank you.

Wednesday, 15th June 2016