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SOMMET CLIMATE CHANCE AFRIQUE

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LEVERS TO PROMOTE THE USE OF BICYCLES IN CITIES IN THE SOUTH

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A comparative study of the quality of walking and cycling infrastructure in Nakuru (Kenya) and Jinja (Uganda)

Session title

Good Practices of Cycling Facilities

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Introduction-Background



Bicycles in Uganda

- First bicycle imported in 1891- pioneer missionary -Later colonial administrators.
- 1990s bicycles used for both personal commercial transport all over Uganda.
- Cycling infrastructure in Jinja is largely lacking and those who cycle either share the road with vehicles or cycle along pedestrian walkways- contributed to a high number of accidents in Jinja City.

Bicycles in Kenya

- The earliest bicycles in Kenya were used by the colonial administrators missionaries, and settlers-1920s.
- Earliest use was commute to and from and work.
- The cycling infrastructure in Nakuru is limited. The existing infrastructure is unused who cyclists either share the road-dangerous



Change of Attitude and Use



- Attitudes changed and more and more people saw cars as class symbol -in east Africa colonial masters had cars.
- In most East Africa in the late 1950s and the early 60s, the bicycle remained a symbol of poverty while cars were more valued.
- Increase in motorization reduced use- dangers in sharing the roads.
- Infrastructure for cars was improved- but little was done for non-motorized transport (NTM).
- Use also changed as bicycles were now mostly used for commercial purposes and not for personal transport.
- The culture of cycling for personal transport slowly died.

Cycling Facilities Status: Cycling Facilities in Nakuru

- Cycling infrastructure is almost non-existence

Concerns

- Existing 2 sections in bad condition thus not utilized.
- While pedestrian mobility issues are in plan –cyclists needs are not.
- Construction of cycling infrastructure not see as necessary- reason, no riders.
- NMT Policy-none

(Ronald ngala street-sharing)



Cycling Facilities Status: Cycling Facilities in Jinja

- Non existent
- There is no proper NMT plan for the city and the NMT network is developed in piecemeal fashion.

Concerns

- The city planners acknowledge lack of Knowledge on location and level of need for cycling infrastructure and NMT in general.
- No plan for cycling infrastructure.
- NMT Policy-none.

(Cyclists along Gabula Road in Jinja City)



Infrastructure Best Practices-Nakuru & Jinja



- More direct routes for bicycles-none
- Interconnected bike routes-none.
- Physical separation from vehicles-none/limited.
- Road structures and signs as speed calming effects –limited.
- The cycling lane be of a particular size-not to standard.

KEY CONCERNS

- Nakuru: (1)Active mobility is a new concept- benefits unknown-awareness is key (2) Cycling not in plan.
- Jinja: (1)Lack of knowledge on level of need-no data/study (2) cycling not in plan.

It is a Governance and awareness/knowledge issue

Nakuru cycling challenges



Jinja cycling challenges

