

Crop Post Harvest Programme (CPHP)

Rural Transport Services Project for Kenya



Labour based
community
managed
infrastructure
interventions:
Outline of
KENDAT/ILO
collaborative
work

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For



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1.0 Background:

RTS: Interventions Proposals to fill existing information and development gaps in Phase II of the Project (Relevant Abstract in Annex 1)

Recap of Problems/Issues

- Poor maintenance services for IMTs and RTS infrastructure
- Labour based Technologies for feeder roads not widely applied
- Community organization for RTS construction and maintenance not adequately developed

2.0 Context

Summary of Problem:

- Poor infrastructure, imparting negatively on operation of IMTS (manifests in high maintenance costs, fatalities, demotivation)

This problem existing alongside **strengths**:

- Robust economic activity, requiring mobility of goods and services;
- Fairly Liberalised market
- Substantial capital formation;
- Skilled labour availability;
- Elaborate social organization and networks

3.0 Specific Infrastructure Problem Aspects

- **Main movement Corridor- NRB-Meru Road**
 - ◆ Conflict between different modes - vehicular /cyclists/animal drawn IMTS/ pedestrian
 - ◆ Major conflicts likely to be at main nodes- makutano, mutithi, wanguru, kimbimbi
 - ◆ Current interventions are limited traffic calming measures at the nodes
- **Secondary (interior) movement corridors**
 - ◆ Unattractive to motorised traffic - IMTs main means
 - ◆ IMTS Inhibited by poor condition especially in wet conditions

4.0 Current Interventions/investments

- Main road (class B) represents major investment (asset value in range of Ksh. 15 million per km).
- Localised needs not considered (investment in local travel negligible)

5.0 Possible future interventions/investments

Main road- improvement of road shoulder by RD

Structural planning of traffic movement along main corridor to:

- Reduce conflicts;
- Ease flow and improve efficiency
- Ease maintenance

Process: This can be done on a long-term incremental process, with following components:

- (i) Repair Shoulders
- (ii) Planning for other users along main corridor , e.g. a 2.5 m wide "hoofway" for animal drawn IMTs and 1 m wide "cyclway" for human propelled IMTS;
- (iii) Plan for crossings and calming measures and diversions;
- (iv) Plan for improvement of interior corridors, using network approach, spot-improvement priority basis

Summary of potential Interventions

Component	Action	Activities	Responsibility	Remarks
Main Corridor	Repair shoulders	Re-establish right-of way limits and secure for traffic use ^{*1}	RD	Negligible cost ^{*2}
		Repair Shoulders, install curbs (priority driven sequence)	RD	Investment can be justified by reduced periodic maintenance cost
	Construct Pathways & asso. Infra.	<ul style="list-style-type: none"> • Paths build-up and paving • IMT parks ? 	DRC/users	Can be done on incremental basis, pace driven by available funding; ^{*3} Requires feasibility assessment of cost covering user-charge
Interior corridors	Improvement	<ul style="list-style-type: none"> • Spot improvements on network approach. 	Users	Current funding substantial if spread over spot improvements

Abbreviations:

RD- Roads Department, Ministry of Roads & Public Works
DRC- District Roads Committee
CRC- Constituency Roads Committee

Notes:

- *1: Current road encroachment compounds conflict. (Consider appropriate control/sanctions against encroachment in stakeholder (self) regulations).
*2: As matter of responsibility, bush clearing is a routine RD maintenance task
*3: Investment in construction of a 2 wide walkway would cost the equivalent about 6% of main road asset value per unit length.

Annex 1: Background

Rural Transport Services Project-Kenya.

<Abstract >

Interventions Proposals to fill existing information and development gaps in Phase II of the Project

Problem/Issue	Intervention	R or D	Priority	Status	Role
II) Infrastructure provision					
8. Poor maintenance services for IMTs and RTS infrastructure	Develop a workable system for IMT's road transport infrastructure maintenance services	R&D	L	New	KENDAT MORPW ILO-ASIST
9. Labour based Technologies for feeder roads not widely applied	-Investigate and propose appropriate policy on labour-based RTS infrastructure development technologies -Train target groups in labour-based infrastructure technologies	R D	L	New Partially carried out	KENDAT ILO-ASIST
III) Community organization					
13. Community organization for RTS construction and maintenance not adequately developed	-Design/test models on community organization for road construction and maintenance, document experiences and sensitize stakeholders.	D	H	New	KRB KENDAT ILO-ASIST