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Enhancing Mobility in Kenya Counties through Strategic Policies Formulation

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List of Abbreviations and Acronyms

BRT	Bus Rapid Transit
CIDP	County Integrated Development Plan
DDP	District Development Plan
DURP	Department of Urban and Regional Planning
EAC	East African Community
GoK	Government of Kenya
ICT	Information Communication Technology
IDS	Institute for Development Studies
INTP	Integrated National Transport Policy
ISUDP	Integrated Sustainable Urban Development Plan
JICA	Japan International Cooperation Agency
KeNHA	Kenya National Highways Authority
KRB	Kenya Roads Board
KURA	Kenya Urban Roads Authority
MDGs	Millennium Development Goals
MTP	Medium Term Plan
NIUPLAN	Nairobi Integrated Urban Development Master Plan
NMT	Non Motorized Transport
NMGS	Nairobi Metropolitan Growth Strategies
NUDP	National Urban Development Policy
PLWD	Person Living With Disability
SDGs	Sustainable Development Goals
TOD	Transit Oriented Development
UK	United Kingdom
UNDP	United Nations Development Programme
UNEP	United Nations Environmental Programme
WB	World Bank

Abstract

Kenya Government has put a lot of effort in streamlining transportation sector in the whole country. This has led to formulation of the Sessional Paper number 2 of 2012 on Integrated National Transport Policy (INTP) and initiating other progressive programmes and projects such as Roads 2000 and the recently launched National Urban Transport Improvement Project (NUTRIP). This paper acknowledges these efforts but focuses on how the counties can embrace the government initiative by cascading the national government efforts through development of relevant transport policies which takes into account the unique mobility and accessibility needs of each county in ensuring that the policies addresses the inter-modal transfer of each county sufficiently. The paper also observes that some counties have developed some isolated policies such as the Non Motorised Transportation (NMT) policy which is an indication of concern with the mobility of vulnerable roads transport users but this can be improved by investing in county composite transportation policies which are integrated and which can be linked with both the transportation plans and budgetary allocation factored in respective County Integrated Development Plans (CIDPs). This paper relies on previous studies conducted by the Institute for development studies on NMT institutional issues and several researchers in the Department of Urban and Regional Planning (DURP). It acknowledges progress made in addressing transportation challenges in Kenya and sees this as an opportunity to cascade these efforts to County level. The paper concludes that achievement of good mobility and accessibility at County level will heavily rely on their ability to formulate multi and inter-modal oriented transport policies and plans, which will also enhance the competitiveness of the Counties and attract investors.

1.0 Introduction

Transport is vitally important to local economies, and policies fast tracking new infrastructure can provide the missing links that are often so crucial in guiding local and wider mobility which are key asset in getting local economies moving and creating opportunities for new investment and employment.

Strategic functions like managing and developing road networks, shaping public transport provision and influencing national transport planning to achieve the best outcomes are potential fundamental components for counties to strategically drive socio-economic growth and development.

In developed Countries such United Kingdom (UK) There is a growing consensus that transport must be directed to local needs via the involvement of local decision-makers. According to the County Councils Network (2015) the Campaign for Better Transport in UK has noted that; *"Devolving transport powers and funding works because local decision-makers know they will be made accountable by voters…they recognize more clearly the key importance of better transport to their wider economic, social and environmental aims."*

The focus of most Africa countries in the past has been on reducing the infrastructure gap, a greater goal of transport policies would be to address the accessibility gap where infrastructure and services join forces to help economies grow. The impact on transport users stems from how the infrastructure is used and not from the infrastructure itself. For this, good policies are essential because they lead to both good infrastructure and good use of the infrastructure (Runji, 2015). Though at national level, there is existing integrated national transport policy to guide how transport infrastructure is used, managed and governed, it is at county level where most counties are still pre-occupied with the provision of infrastructure which is good but this can be enhanced when this is tied with policies which integrate good infrastructure provision and good use of the same to enhance mobility and connectivity within and outside the counties.

1.1 Problem Statement

Most counties have a particular pressure on their transport networks given their size, geographies and diversity combined with the fact that most of them lack integrated transport policy or land use plans which can enable them guide transportation projects and programmes aim at developing different counties. There is a good attempt by Nairobi county to develop some transport policies and more specifically the NMT policy, though it would be wise if an integrated transport policy is prepared for such counties in relation to county land use plans which is still missing in many Kenyan counties. The transport policy and governance are intertwined, without transport policy and appropriate legislation, governance of transport sector just like other sectors can be a major challenge to any county, a situation which seems to be the case for most counties in Kenya.

1.2 Questions

This paper aims at highlighting the potential and various efforts made at county level in developing transport policies and plans which can help the counties provide good transport infrastructure and good use of the same in enhancing mobility in various counties by raising the following concerns:

1. How are counties addressing mobility needs of their residence?
2. What informs current transport programmes and projects in the counties?
3. What is the potential of counties to improve mobility?

1.3 Paper Conceptualization

The transport sector in Kenya is recognized as a key pillar and a critical enabler in the achievement of Vision 2030, whose achievement will rely on the performance of the sector at county level. According to GoK (2012) given the envisaged economic development and subsequent sustained growth, in the context of changing population and land use patterns, it is apparent that the task for transport will be highly complex and demanding which necessitated the formulation of Integrated National Transport Policy under the theme "the moving of a Working Nation" which identifies a number of challenges inhibiting the transport sector from performing its role in respect to national and county economies.

Runji (2015) appreciated that a lot of efforts has been made by many Sub-Saharan African countries to improve transport infrastructure but was concerned with the fact that less has been done in improving policies, despite the fact that sound policies are needed to make the infrastructure efficient leading to reaping of full benefits from infrastructure projects. This concern can be cascaded further to what is happening at county level, where a lot of transport projects are going on and others are proposed as witnessed in the focus of all County Integrated Development Plans (CIDPs) it will be of this paper's interest to highlight the mobility challenges that comes with *adhoc* transportation projects without developing transport policies which link current and proposed infrastructure within the wider transport infrastructure within the County and land use plan to avoid situations where counties spend a lot of money in compensating people before embarking on functional integrated transport projects which is essential in enhancing mobility and achievement of counties development goals and the country's vision 2030. This is given that operationalization of Kenya's development goals will be done and achieved at county level, where transportation plays a critical role of ensuring accessibility to services and connectivity to various points in attempt to unlock the development potential of different counties and addressing the residents felt needs and attraction of investment opportunities.

2.0 Legal and Policy Framework

2.1 Legal Framework

2.1.1. Constitution of Kenya

Transportation matters in the constitution is mentioned thrice, with the first mention with reference to the bill of rights in Article 54(1c) *which notes that; a person with any disability is entitled to reasonable access to all places, public transport and information;* secondly it is mentioned twice in fourth schedule with regards to distribution of functions between the National Government and the County Government. Part 2 of the fourth schedule indicate that the functions and powers of the county in relation to county transport include;

a) County roads
b) Street lighting
c) Traffic and Parking
d) Public road transport and
e) Ferries and harbors excluding the regulation of international and national shipping and matters related thereto.

NB: The Central Government and Counties are independent and interdependent.

The constitution identifies two types of roads

a) National trunk roads: those roads classified as A, B and C could qualify to be called national trunk roads
b) County roads: the rest of the roads including all roads in cities, municipalities and town councils are county roads.

The budget for county roads is prepared by the County government at County level inclusive of public participation.

Portions of County government fund are used to fund construction, rehabilitation and maintenance of road in the counties. Counties expect to get their funding from some of the following sources:

a) Consolidated fund
b) Equalization fund
c) Contingencies fund
d) Kenya Roads Board Fund
e) Development Partner Financing
f) Loans and grants
g) Public Sector financing

From the above constitutional scenario, it is clear that County Governments plays a fundamental role in transportation matter; hence need to come up with strategic policies which can enable handle transportation mandates in an efficient and effective manner.

2.1.2 County Government Act

An Act of parliament to give effect to Chapter Eleven of the Constitution; to provide for county governments' powers, functions and responsibilities to deliver services and for connected purposes. This Act gives county government powers to control development and investments including infrastructure investments in their areas of jurisdiction through various plans such as County Integrated Plans and land use plans

2.1.3. Traffic Act

This Act consolidates the law relating to traffic on all public roads. The Act also prohibits encroachment on and damage of roads including land reserved for roads.

2.1.4. The Kenya Road Act (2007)

The act was enacted for management and provision of road Infrastructure including NMT in all classes of roads through various authorities. Under part two section 3(1), the act establishes the Kenya National Highways Authority (KeNHA) as a body corporate. The Highways Authority is responsible for the management, development, rehabilitation and maintenance of national roads[1].

Some of the functions of KeNHA include[2]:

a) Constructing, upgrading, rehabilitating and maintaining roads under its control;
b) Controlling national roads and road reserves and access to roadside developments;
c) Implementing road policies in relation to national roads;
d) Ensuring adherence to the rules and guidelines on axle load control prescribed under the Traffic Act;
e) In collaboration with the Ministry responsible for transport and the Police. Department, overseeing the management of traffic and road safety on national roads;

[1] Part 2, Section 4(1) of Kenya Roads Act 2007 gives the responsibility of KeNHA
[2] Part 2, Section 4(2) of Kenya Roads Act 2007 provides functions of KeNHA

f) Collecting and collating all such data related to the use of national roads as may be necessary for efficient forward planning under this Act;
g) Preparing the road works programmes for all national roads;
h) Liaising and coordinating with other road authorities in planning and on operations in respect of roads.

Under part two section 9(1), the act establishes the Kenya Urban Roads Authority (KURA) as a body corporate.

The Urban Roads Authority is responsible for the management, development, rehabilitation and maintenance of all public roads in the cities and municipalities in Kenya except where those roads are national roads. Some of its functions include:

a) Monitoring and evaluating the use of urban roads;
b) Planning the development and maintenance of urban roads:
c) Collecting and collating all such data related to the use of urban roads as may be necessary for efficient forward planning under this Act
d) Preparing the road works programmes for all urban roads;
e) Liaising and coordinating with other road authorities in planning and on operations in respect of roads.

2.1.5. Kenya Roads Board Act, 1999

In 1998, a Kenya Roads Board (KRB) bill was drafted for establishing an autonomous, executive (or national) roads board to manage the RMLF and MR&R. The bill was discussed and passed by the parliament in December 1999 as the KRB Act 1999.

The act outlines the major tasks of the KRB as follows:

Coordinate implementation of all policies relating to the maintenance, rehabilitation and development of the network

Coordinate maintenance, rehabilitation and development of the road network with a view to achieving efficiency, cost-effectiveness and safety
Administer funds derived from the fuel levy and any other funds that may accrue to the board
Determine the financial allocations for road agencies and evaluate the delivery of works through technical, financial and performance audits
Ensure that all procurement of works is conducted in accordance with the guidelines and criteria set by the board
Recommend to the minister responsible for roads the areas for study and research; the specifications, design standards and classification for roads; vehicle types and dimensions; axle-load limits; and road safety measures.

In essence, the board provides an institutional framework within which the entire road network is managed, and is entrusted with the authority to efficiently use KRB funds to develop, rehabilitate and maintain the network.
The KRB Act provides for broad allocation of funds, with 60% going to international and national trunk roads and primary roads, 24% to secondary roads, and 16% to rural roads.

The successful implementation of the KRB Act is expected to translate into the physical improvement of the road network, improved utilization of the fuel levy funds, reduction in vehicle operating costs and travel times, open and accountable procurement of road works, and effective financial and technical auditing of road works.

2.1.6. Public Roads and Roads of Access Act (Cap. 399)

Section 8 and 9 of the Act provides for the dedication, conservation or alignment of public travel lines including construction of access roads adjacent to lands from the nearest part of a public road. Section 10 and 11 allows for notices to be served on the adjacent land owners seeking permission to construct the respective roads.

2.17. Land Acquisition Act (Cap. 295)

The Act provides for the compulsory or otherwise acquisition of land from private ownership for the benefit of the general public. Section 3 of the Act states that when the Minister is satisfied on the need for acquisition, notice will be issued through the Kenya Gazette and copies delivered to all the persons affected. Full compensation for any damage resulting from the entry into land for things such as survey upon necessary authorization will be undertaken in accordance with section 5 of the Act. Likewise where land is acquired compulsorily, full compensation shall be paid promptly to all persons affected in accordance to sections 8 and 10 along the following parameters:

- Area of land acquired
- The value of property in the opinion of the Commissioner of land (after valuation)
- Amount of compensation payable
- Market value of the property
- Damages sustained from severance of the land parcel from the land
- Damages to other property in the process of acquiring the said land parcel
- Consequences of changing residence or place of business by land owners
- Damages from diminution of profits of the land owner

Part II of the Act allows for the temporary acquisition of land for utilization in promotion of the public good for periods not exceeding 5 years. At the expiry of the period, the Commissioner of Land shall vacate the land and undertake to restore the land to the conditions it was before. Any damages or reduction of value shall be compensated to the land owners.

2.2. Policies

2.2.1. Vision 2030

Kenya's Vision 2030 is the current long-term development blueprint for the country. The aim of Vision 2030 is to realize "a globally competitive and prosperous country with a high quality of life by 2030." It aims at transforming Kenya into "a newly industrializing, middle income country providing a high quality of life to all its citizens in a clean and secure environment".

The Vision is anchored on three key pillars: economic; social; and political Governance. The economic pillar aims to achieve an economic growth rate of 10 per cent per annum and sustain the same until 2030 in order to generate more resources to address the Millennium Development Goals (MDGs).

The Kenya Vision 2030 is phased to be implemented in successive five year Medium Term Plans. The first plan covered the period 2008-2012. The Medium Term Plan (MTP 2013-2017) is the second in a series of successive 5-year plans under which Kenya Vision 2030 is to be implemented.

The demand for transport infrastructure and services is expected to be influenced by the economic policies to be implemented under Vision 2030, population growth, urbanization, increased volume of trade and productivity both in Kenya and in the neighboring countries. Transport sector is expected to play an even greater role than it had ever previously done in all key sectors of the economy, namely; agriculture, manufacturing, building and construction, mining and quarrying, tourism, and in the service sectors, including wholesale and retail trade.

To achieve vision 20130 the Government identified the following infrastructure projects, among others, for implementation:

a) Developing a 50-year Integrated National Transport Master Plan which is linked to the National Spatial Plan. It will ensure that the investment and location of transport infrastructure and services are consistent, with other public policies. Also, it will ensure optimal transport infrastructure investment to position Kenya as the most efficient and effective transport hub of the East and Central African region and promote national aspirations for socio-economic reconstruction and development. It will also facilitate improvement and expansion of transport infrastructure in a manner that will reduce transport costs and also open new frontiers for economic development.
b) Developing Nairobi metropolitan region Bus Rapid Transit System to cover three transport corridors
c) Development of light rail for Nairobi and its suburbs. It is projected to serve at least 150,000 passengers daily. (GOK 2007).

Second Medium Term Plan (2013-2017) and Devolution

Since the inception of the First MTP (2008-2012), Kenya adopted a new constitution, which significantly altered the governance framework by creating a two-tier government - a national government and 47 county governments. The Constitution entrenches devolution, which will play a major role in service delivery and give all Kenyans key social and economic rights. This also has an impact on how transportation matters are handled.

The second MTP seeks to integrate the proposed international community development goals now known as Sustainable Development Goals (SDGs) for the post 2015. The SDGs are a follow up to the Millennium Development Goals (MDGs) that Kenya implemented and made significant progress.

The Second MTP outlines policies designed to implement devolution, accelerate growth, reduce poverty, transform the structure of the economy and create more quality jobs, as the country prepares to achieve middle income status by 2030.
The following are some of the key priority areas that Government will implement over the Plan period:

1) Constitution and Devolution: The Government is committed to full implementation of the Constitution to ensure the rapid set-up of all the county institutions. Chapter Two, Article 6 (1) to (3) and the Fourth Schedule of the constitution will be implemented without disrupting public service delivery at national and county levels. Priority will be given to the development of the capacity of all county governments, improve policy coordination and implementation in order to get the full benefits of devolution.
2) Infrastructure: The Second MTP will build on successes of the First MTP. New investments will include cheaper and adequate electricity; local and regional rail and road networks that provide safe, efficient and cost effective transport and sustainable environmental management.
3) Competitiveness and Rebalancing Growth: To make Kenya globally competitive, the government will increase investment in expansion, development and modernization of roads, rail, ports, ICT and telecommunications in order to make Kenya a top logistics hub.

2.2.2 Metro 2030

Metro 2030 was majorly formulated to ensure Kenya Vision 2030 comes to grips mitigating urbanization challenges currently faced. It recognizes transportation system as a key component of creating a competitive business environment as well as means through which various social and environmental objectives can be achieved. An efficient transportation system that minimizes travel times as well as reduces externalities will be put in place.

It aims at optimizing the role of Nairobi Metropolitan Region in the national development effort. The strategy seeks at ensuring effective and efficient utilization of region's resource endowments as well as integrating the region into national fabric. It is key to enabling Kenya achieve high and sustained rates of economic growth required for successful economic and social development. Nairobi Metropolitan Region covers an area of 32,000km^2 that substantially depend on the city for employment and social facilities. It seeks to address three key elements of sustainability which include: global competitiveness, liveability of places and becoming conscious of the environmental implications of development.

It states the need to optimize mobility and accessibility through improved transport network has the key infrastructure for development in Nairobi Metropolitan Region. It aims at reducing traffic jams and congestion of private vehicles in the region. It is one of the key components in promoting Bus Rapid Transit (BRT) system.

Transportation challenges in Metropolitan region according to Metro 2030 are:

a) Inadequate transport management institutions
b) Incomplete transport network and poor inter-modal connectivity

c) High cost of land and energy
d) Unsafe and insecure transport services
e) Congested transport network and environmental pollution.

According to METRO 2030, Nairobi city center forms the core which comprises the city council of Nairobi.

Delineation of Nairobi as Metropolitan boundary is based on the following criteria:

a) Functional criteria: it looked into interactions between the core area and the peri-urban in terms of traffic flow.
b) Administrative parameter considered the gazetted local authorities boundaries
c) Morphological criteria observed the trends of land use changes and densities of development.

With the Metro 2030 experience, it is important and useful for the national government and counties to evaluate the success of Metro 2030 and see its feasibility in addressing and handling regional transportation matters, since all counties are linked to one another and share transport facilities and services. Some transportation policy at regional level are likely to be more successful and integrative, by use of existing regional development bodies such as Coast Development Authority (CDA), Tana and Athi Regional Development Authority (TARDA among others including the upcoming new regional block such as *Jumuiya ya Pwani*.

2.2.3 Integrated National Transport Policy (INTP)

The INTP guides the development of all the sub-sectors including: road, rail, aviation, maritime and inland water transport and pipeline transport system.

The Integrated National Transportation Policy (INTP) covers key challenges related to transport infrastructure planning, development and management, legal, institutional and regulatory framework for the sector, safety and security, funding, gender mainstreaming, utilization of Information and Communication Technology (ICT), and environmental considerations, among others. Its aim is to provide a policy that is conducive to the stimulation of rapid development and efficient management of a safe, widely accessible transport system that responds to modern technological advancement in a rapidly changing and globalized environment

The policy is comprehensive and anticipates key participation of counties in transportation matters through: Committing the national government to improve governance and service delivery at the local level (County) and this will call for increased responsibilities and greater managerial competence. Some of the reform initiatives at this level will involve improvement of local finances including utilization of cess.

It also gives county governments powers in collaboration with the relevant government agencies and stakeholders, to focus on development and management of transport infrastructure as appropriate, implementation of urban policy, development of local transport plans and integrating these with overall urban land use planning, environmental management, enforcement and local traffic management.

2.2.4. Draft National Urban Development Policy (NUDP)

This policy seeks to create a framework for sustainable urban development in the country by addressing various thematic areas including physical infrastructure and services. For the purpose of NUDP infrastructure consists of the following components:

- Transportation- non-motorized and intermediate transport, the pipeline, road transport, maritime transport and inland waterways, railway transport, air transport and public transport
- Water and sanitation
- Energy services
- Information and Communication Technology (ICT) services

NUDP proposes that the national and county governments will address transportation challenges in urban areas by ensuring that all urban areas and cities prepare and implement an appropriate transportation strategy with emphasis on mass transport, pedestrian and cycling modes.

It also recognizes the constitutional mandates of national and county governments on transportation matters; where county governments are required to focus on county roads and street lighting, traffic and parking, public road transport and ferries in their areas of jurisdiction.

2.2.5. Nairobi Non Motorised Transport Policy: Towards NMT as the Mode of Choice

The Nairobi NMT policy proposes an integrated and all-inclusive transport system for Nairobi in which the non-motorized users are provided with appropriate space and facilities to enjoy their freedom of safe movement, which is a fundamental human right.

The policy advocates for the development and full integration of NMT within the whole of the Nairobi transport system, not just the urban centre.

The Policy will facilitate creation of a safe, cohesive and comfortable network of footpaths, cycling-lanes and tracks, green areas, and other support amenities. Further, it will put in place laws and regulations to ensure that NMT facilities and areas are not encroached by the MT modes and other street users.

The Objectives of the Nairobi NMT policy are to:

1. Increase mobility and accessibility;
2. Increase transport safety;
3. Improve amenities for NMT;
4. Increase recognition and image of NMT in Nairobi County.
5. Ensure that adequate funding/investment is set-aside for NMT infrastructure.

The objectives are fairly well thought out and linked to specific target outputs which are considered critical in increasing accessibility which is key in enhancing mobility. However the geographic scope of the policy is not well delineated. The timelines are well articulated and supported by the transport proposals detailed in the Nairobi Integrated Urban Development Master Plan (NIUPLAN).

2.3. Plans

2.3.1. County Integrated Development Plans (CIDPs)

This stems from section 104 (1) of the County Government Act of 2012 which requires all county governments to plan for the county and no public funds shall be appropriated outside a planning framework developed by the county executive committee and approved by the county assembly. All current CIDPs are aligned to vision 2030 and are running from the year 2013 to 2017. The CIDPs for the all 47 counties have addressed transportation matters under infrastructure and access chapter. They have listed all the ongoing and proposed transport related projects in their respective counties.

2.3.2 Nairobi Integrated Urban Development Plan (NIUPLAN)

This is the plan guiding development of Nairobi County after the expiry of the Nairobi Metropolitan Growth Strategy (NMGS) in the year 2000. Nairobi has been lucky to have had plans since 1920s. The first master plan was developed in 1927 to capitalize on Nairobi strategic location as the hub of the Kenya Railway line which is transport oriented. The most elaborate plan for Nairobi was the 1973 Nairobi Metropolitan Growth Strategy (NMGS).

The NMGS was meant to tackle post independence challenges and requirements such as housing development, supply of public services and infrastructure improvement. The NMGS paid attention to detailed design of future residential areas and their relationship to employment areas, to ensure that segregated footways, perhaps combine with cycle ways, can be provided as part of the development. NIUPLAN guides formulation of various transport policies from NMT to highly complicated policies such as railway transport policy.

NIUPLAN builds from the Study on Master Plan for Urban Transport in the Nairobi Metropolitan Area (NUTRANS) which was supported by JICA in 2006 in terms of addressing missing links in Nairobi transportation system. NIUPLAN is the first deliberate attempt to integrate land use in transportation planning in Nairobi. It also emphasizes on modal integration though heavy on motorized transport including heavy expenditure on public transport infrastructure such as Bus Rapid Transit (BRT).

2.3.3 Other Planning Initiatives

Various counties such as Mombasa, Kisumu, Kiambu, Nakuru, Machakos, Kitui, Embu, Nyeri have recently prepared Integrated Sustainable Urban Development Plans (ISUDP) though support from World Bank, Japan International Cooperation Agency (JICA) and French Development agency (AFD), where transportation issues have been addressed exhaustively including elaborate urban transport baseline information which is a sign of goodwill from development partners, this can be expanded to cover all the 47 counties to help the counties develop more informed county wide transport policies to guide provision and management of transport sectors in counties.

3.0 Discussions

From the review of various documents guiding transportation sector in Kenya and ongoing initiatives to improve mobility at county and national level, it seems that apart from CIDPs which have a chapter on transportation matters most counties seem to lack dedicated transport policies or plans that spells out clearly the strategic criteria of dealing with transportation matters and functions which can be relied upon in managing and developing transportation which can shape all forms of mobility including public transport provision in counties.

Most counties tend to rely on the by-laws developed by the defunct Local Authorities (Las) in managing public transport which is limited given their envisaged role as spelt out in the Part 2 of the fourth schedule of the constitution which indicate that the functions and powers of the county in relation to county transport include; County roads, Street lighting, *Traffic and Parking, Public road transport and Ferries and harbors excluding the regulation of international and national shipping and matters related thereto.* These cannot effectively be handled by By-laws since By-laws focuses on enforcement at the expense of provision of a clear roadmaps for transport facilities and service provisions which can address county residents mobility needs. This therefore calls for a focused integrated county transport policy taking into account the unique modes of transport in each county.

It is also clear that a lot of attention and efforts are biased towards urban areas at the expense of the rural population going by the focus of various plans, but on a positive side the plans and policies recognize provision of Non Motorised Transport across the board which takes care of the most vulnerable members of society. Apart from addressing the needs of the vulnerable transport users, the real integrated plan should carefully balance the provisions for both the urban and rural parts of the counties as this is an aspect which has been neglected for a very long time ignoring the fact that most Kenya's population are farmers based in rural areas requiring access to farms and linkage of farm produce to various market destinations.

County Integrated Development Plans (CIDPs) seem to play a critical role in guiding most of the current transport programmes in all counties, since it is a requirement for all counties and the projects implemented is continuation of what was proposed in previous District Development Plans (DDPs). Few Counties have formulated land use plans which give clear linkages of land uses and ongoing or proposed transport projects. Linking of the two is one of the best ways of infusing people's movement with location which enhances accessibility and mobility and reduces wastage of resources on moribund transportation projects since this is guided with objective prioritization and suitability analysis in support of feasible projects. Nairobi City County seems to have the best initiative including the proposed BRT lines and the recently launched NMT policy supported by the NIUPLAN which is keen on Transit Oriented Development (TOD).

Conclusion

With the existence of the integrated national policy and the requirement that all counties formulate land use plans and CIDPs, there is a great opportunity for all counties to seize this moment by developing real integrated county transport policies which can pin-point strategic transporting opportunities addressing the unique mobility needs of specific counties including provision and management of various transport services of the rural residents and farmers, vulnerable groups such as People Living with Disability (PLWDs), children, women and the old who are likely to shun their movements due to the condition of transport infrastructure and services. The policies should give due attention to public transport including NMT in an integrative manner with other modes of transport since such approach will enhance greater accessibility and mobility which is one of the most critical and innovative approaches of transforming lives of people at the county level which will translate to achieving of national targets and goals and meeting other global concerns and parameters such as the Sustainable Development Goals (SDGs).

These clearly shows that County Governments will play an important role in transformation of the livelihoods of Kenyans and hence issues of accessibility and mobility needs to be given proper policy and planning attention for counties to achieve higher levels of competitiveness locally and internationally and also in attraction of local and international investors given the number of investors conference hosted by various counties.

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