

## ABSTRACT

In many African cities, walking is the most familiar form of non-motorized transport. Other forms include bicycles and human porterage which includes the use of handcarts and animal-drawn carts. Non-motorized transport users are the majority in many places, despite this they are often neglected when it comes to the design, construction, modernization and provision of transport infrastructure. For example, new construction and upgrading often do not provide physical infrastructure (e.g., overpasses or shoulders) for existing NMT users, sometimes resulting in higher NMT-automobile accident rates, longer travel times for NMT users, or even complete elimination of NMT traffic. The result of this neglect is a transportation system that in many ways favors cars and other motorized traffic to the disadvantage of poorer segments of the population; thus, consideration of NMT during infrastructure design is an essential element to providing equitable transportation opportunities. The objectives of the study are to map the state of the existing NMT infrastructure, assess the adequacy of existing infrastructure, to profile and analyze NMTs and mobility challenges along Kibera station road and to propose planning interventions for the NMT infrastructure. The study employed the use of a cross-sectional design that allowed gathering information at one time only. This design used both the qualitative and quantitative research methods to help come up with sufficient data for the scope of the study. A sample size of 60 was arrived upon, the sample size units included 30 pedestrians, 10 cyclists, 10 handcart operators and 10 persons with disabilities. The purposive sampling method and simple random sampling method was adopted for this study. There was a review of literature from secondary sources concerning NMT transport to give insight into NMT provision and requirements. The study reveals that the provision of adequate and efficient NMT infrastructure is still an issue on the Kenyan urban roads. NMT is convenient, affordable, fast, flexible and interlinks well with other land uses. Despite NMT having such positive characteristics, many of the NMT users (pedestrians, physically challenged, cyclists and handcart users) have been facing some difficulties as they use their chosen mode of transport on Kibera station road. From the findings, the three main problems faced by the NMT users were congestion stated by 25% of the respondents, flooding stated by 25% of the respondents and reckless driving stated by 19% of the respondents. The main conclusion derived from this research project is that the provision of NMT infrastructure is behind in many African countries.

To provide solutions, the research project put forward the following recommendations: planning for an integrated NMT infrastructure should be introduced, there should be proper development and maintenance of the NMT infrastructure, NMT awareness campaigns should be conducted and the NMT should be integrated with urban greenery.