

The

# ABC

Place

Accessibility Audit Report

June 2024





The National Council for Persons with Disabilities is a state corporation established by an Act of Parliament, the Persons with Disabilities Act No. 14 of 2003, and set up in November 2004. The Council representation is drawn from key government Ministries and organisations of/for persons with disabilities.

**Mission:**

To promote and protect equalization of opportunities and realization of human rights for PWDs to live decent livelihoods.

**Vision:**

A barrier-free society for Persons with Disabilities.



Flone Initiative is a pan-African, women-led non-profit organization working towards realizing safe, accessible, inclusive and sustainable public transportation.

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APDK is a charitable, non-governmental organisation that is committed to improving the lives of persons with disabilities through advocating for an inclusive society.



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# List Of Acronyms

<b>APDK:</b>	Association for the Physically Disabled of Kenya
<b>KeNHA:</b>	Kenya National Highways Authority
<b>NCPWD:</b>	National Council for Persons with Disabilities
<b>OPD:</b>	Organisations of/for persons with disabilities
<b>SDG:</b>	Sustainable Development Goals
<b>UNCPRD:</b>	United Nations Convention on the Rights of Persons with Disabilities

## Definitions Of Terms



### **Pedestrian Crossing:**

This means road crossing points that give legal priority to pedestrians.



### **Pedestrian Facilities:**

This means features installed along or within the road to ensure pedestrian accessibility, safety, and comfort.



### **Pedestrian Fencing:**

Walkways/Pedestrian Footpath: Means Lanes separated from roadway vehicles provide pedestrians with dedicated space to travel within the public right of way.



### **Street light:**

This means a raised source of light mounted on a column pole on the roadside or within the road median to provide illumination.



### **Traffic calming:**

This means the collection of physical measures installed to alter driver behaviour and improve safety conditions for non-motorized street users. (Institute of Transportation Engineers)



### **Universal Design:**

It means an approach that enables and empowers a diverse population by creating environments, products, and systems that can be used by all people to a great extent, thereby significantly improving human performance, health and wellness, and social participation(Steinfeld & Maisel, 012).

# Executive Summary

This report outlines the findings of a road accessibility audit conducted in collaboration with NCPWD along the Waiyaki way from the ABC Place to the APDK Compound. It compares these findings to universal access standards defined in the street design manual for urban areas in Kenya.

The report is intended as a document that identifies shortcomings and barriers to accessibility and inclusion for persons with disabilities, provides guidance on current good practices, and can be used to assist in preparing an action plan to improve the accessibility of the existing infrastructure to promote accessibility and safety for the road users particularly persons with disabilities.



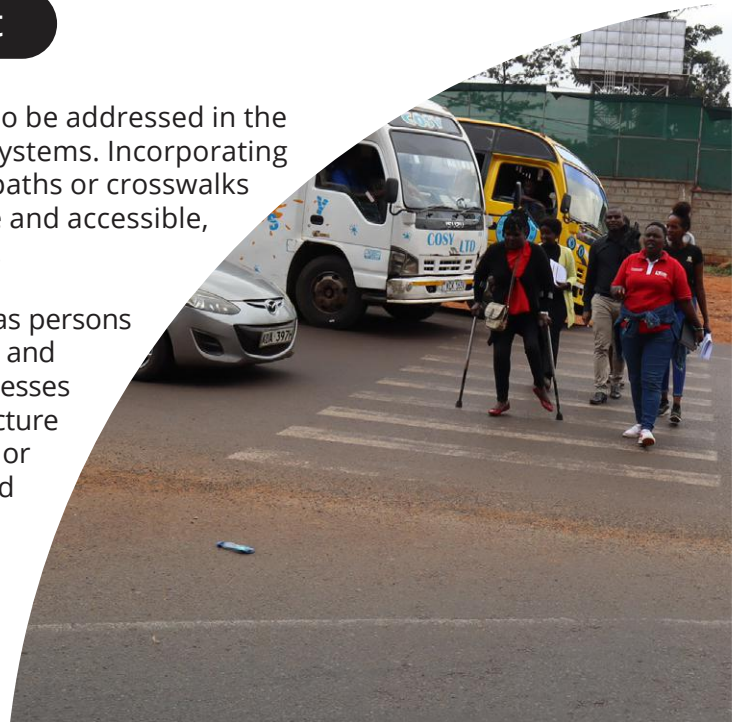
# 1. INTRODUCTION

## 1.1 Disability inclusion in road transport

Walking is an essential human activity that needs to be addressed in the design and implementation process of transport systems. Incorporating pedestrian facilities is more than just putting footpaths or crosswalks in place; it involves making infrastructure inclusive and accessible, which has the potential to be a good design for all.

Key beneficiary groups are vulnerable groups such as persons with disabilities, pregnant mothers, young children, and older persons, as well as users whose injuries or illnesses may temporarily impair. In contrast, when infrastructure is inaccessible to any degree, it excludes individuals or groups from society, degrading the quality of life and mobility.

Universal design is at the core of promoting accessibility. It reduces the need for special accommodations and the barriers that persons with disabilities face when accessing infrastructure, placing them on an equal playing field with non-disabled persons. The Universal Design approach encompasses seven fundamental principles.



1. **Equitable use**—Incorporating road infrastructure design that provides the same means of use for all users with diverse abilities.
2. **Flexibility in use**—Road design that accommodates a wide range of individual preferences and abilities and provides a choice in methods of use.
3. **Simple and intuitive use**—Road design that is easy to understand regardless of users' experience and knowledge and accommodates a wide range of users while eliminating barriers.
4. **Perceptible information**: A design that communicates necessary information to the user in different modes (verbal, tactile, pictorial) regardless of the user's sensory abilities.
5. **Tolerance for error**: A design that minimises hazards and unintended actions.
6. **Low physical effort**: A design that can be used efficiently and comfortably with minimum fatigue.
7. **Size and space for approach and use**: Appropriate size and space are provided for approach, reach, manipulation, and use regardless of users' mobility.



Adopting these principles in road infrastructure design, construction, and maintenance will ensure usability to a greater extent.

## The seven principles of Universal Design. © Interaction Design Foundation



Pedestrian walkability is directly related to the existence, quality and safety of pedestrian facilities and systems. Safety concerns originate not only from motor vehicle traffic but also from crime and other concerns that affect personal security for pedestrians.

The pedestrian walkways need to be well-lit to encourage walking in the late hours. In addition, where the footpaths are not accessible to users with mobility impairments, it may necessitate them to use the street which puts them at a safety risk.

Walking and commuting are complementary activities. Proper pedestrian facilities serve as an enabler to the use of public transport as they ensure last-mile connectivity.

## 1.2. Accessibility as a Human Right

Accessibility is a core principle of development as well as a human right. The Convention on the Rights of Persons with Disabilities, ratified by Kenya on May 18, 2008, is an obligation and commitment to fulfill the provisions set in the Convention. Article 9 outright states that state parties shall take appropriate measures to ensure that persons with disabilities have equal access to facilities, transportation services, and the physical environment (UNCRPD, 2008).

The SDGs have an overarching principle of 'leave no one behind'; SDG 11.2 makes provisions for safe, affordable, accessible, and sustainable transport systems for all, improving road safety and expanding public transport with special attention to the needs of vulnerable and marginalised users. The Bill of Rights makes provisions for individuals to enjoy the rights and freedoms recognized therein without discrimination, including based on disability.

Consequently, Article 54 requires that persons with disabilities be treated with respect and dignity and have access to education, information, and public transport (The Constitution of Kenya, 2010). Persons With Disabilities Act Of 2003 provides for the equalisation of opportunities and the elimination of discrimination.

Section 21 of the act outlines that persons with disabilities are right holders of a barrier-free and disability-friendly environment that enables them access to buildings, roads, and other social amenities, as well as assistive devices and other equipment to promote their mobility. The Street Design Manual For Urban Areas In Kenya, 2022, offers guidance on the universal access principle, which advocates for universal design in transport infrastructure to ensure that the needs of persons with disabilities are accommodated in each step of the transport chain.



## 1.3. Accessibility Audit

Road safety auditing is a formal process which applies specialised safety knowledge in assessing highway projects to examine the safety performance of future and existing projects. The Road Design Manual Geometric Design 2009<sup>1</sup> highlights increased awareness of safe design practices among engineers and lowering the likelihood of accidents as the benefits of conducting road safety.

On the other hand, Road Accessibility audits are crucial in examining and understanding how well the infrastructure accommodates users' needs and ascertaining compliance with the set regulations and standards. The accessibility audit findings inform decision-makers of what road infrastructure users think regarding the availability, accessibility, and safety of pedestrian facilities and help to provide recommendations on the general countermeasures.

In 2021 Flone Initiative conducted research on the Accessibility of Public Transport in the Nairobi Metropolitan Area which aimed at policy advocacy for an improved accessibility of public transport for older persons and persons with disabilities.

One of the key research findings was that little consideration is made to ensure accessibility for persons with disabilities. For instance, when the research was being conducted, the expressway was under construction, and there was no provision for an accessible crossing to the National Council of Persons with Disabilities at ABC Place, where many persons with disabilities are working and visiting to access services. Key informant interviews from an officer at NCPWD highlighted that no efforts had been made to provide accessibility for pedestrians with specific consideration to the needs of

*“We work at the headquarters where mainstreaming starts (At NCPWD). We have seen people being transported by well-wishers who come for them from the office. We tried to follow up on a footbridge that would cross from the bus stage to the office. However, the issue was not addressed because we feel our seniors have private means and they do not care so much.”*

*(A male with physical challenge)*

Flone Initiative & Friedrich Ebert Stiftung, 2022, 31

Flone initiative in collaboration with the National Council for Persons with Disabilities and Kenya National Highways Authority conducted a road accessibility audit at ABC Place, Waiyaki Way to establish the accessibility and safety gaps for persons with disabilities using the road in a bid to access the NCPWD Offices at the APDK Compound.

## 1.4. Objectives of the Audit

01

To identify barriers within the road section which may affect access and safety for persons with disabilities.

02

To identify road elements which do not conform to the set national, and international standards and good practice. Thereafter, provide recommendations to the Road Infrastructure authorities (KenHA) to ensure universal access is considered when designing, constructing and maintaining road infrastructure.

03

To provide insights to road management authorities on the best practices concerning road accessibility for persons with disabilities in Kenya.

<sup>1</sup> Road Design Manuals - Kenya National Highways Authority ([kenha.co.ke](http://kenha.co.ke))



## 2. SCOPE OF THE AUDIT

### 2.1. The Audit Process

The audit process was initiated based on recommendations from the baseline study on accessibility for persons with disabilities in the Nairobi Metropolitan Area. A stakeholder engagement involving NCPWD and KeNHA was held to refine the accessibility audit tool.


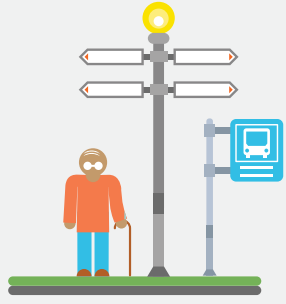
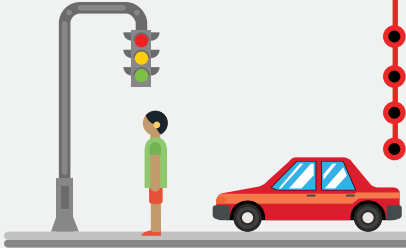

Subsequently, a physical audit was conducted in collaboration with KeNHA engineers and NCPWD Disability Mainstreaming Officers. The Audit involved 15 participants with diverse disabilities: hearing impairments, visual impairments, autism, and a crutch user as well as non-disabled participants.

The audit covered the area from the APD Compound to Aghakhan Secondary School at the footbridge and along the ABC Place to lower Kabete barracks.



The physical audit exercise was conducted using the accessibility audit tool which aimed to assess road users' experience from the public transport drop-off zone, distance to the footpath, conditions of the footpath, road user behavior and safety and security of the surrounding areas.

The audit process entailed assessing participants' experience of accessibility and safety using the accessibility audit tool anchored on four parameters namely:

Parameter	Consideration
<p><b>Footpath</b></p> 	<ul style="list-style-type: none"> <li>• The path between the drop-off zone and the start of the walk.</li> <li>• Obstacles on the footpath.</li> <li>• Surface condition of the footpath.</li> </ul>
<p><b>Safety</b></p> 	<ul style="list-style-type: none"> <li>• Personal safety of the surroundings.</li> <li>• Layout and clarity of the street.</li> <li>• Lighting on the walkways.</li> <li>• Road signs.</li> </ul>
<p><b>Crossing the road</b></p> 	<ul style="list-style-type: none"> <li>• The existence of pedestrian crossing points.</li> <li>• Traffic signs.</li> <li>• Access to a road crossing.</li> <li>• Accessibility of the pedestrian crosswalks.</li> </ul>
<p><b>Road user Behaviour</b></p> 	<ul style="list-style-type: none"> <li>• Driver behaviours of private and public service vehicles.</li> <li>• Parking practices</li> <li>• Bicycles and Boda Boda riders.</li> </ul>



## 3. AUDIT FINDINGS AND OBSERVATIONS FOR IMPROVEMENT.

### 3.1. Footpaths

#### The path between the bus stop and the start of the walk

##### Audit Findings



1. The absence of a direct connection from the pedestrian crosswalk to the footpath creates a disjointed and dangerous route for pedestrians especially those with mobility aids.
2. Absence of a ramp to offer a safe transition from the pedestrian crosswalk to the footpath causing considerable difficulty in navigation particularly for pedestrians using mobility aids such as wheelchairs or crutches.
3. The footpath along the route terminates in certain sections, for instance, a 2-meter width footpath begins along the lower Kabete barracks entrance and abruptly stops just before the APDK Compound and an absence of a pedestrian footpath from Kabete Barracks to Njugunas. This discontinuity forces pedestrians onto the carriageway or uneven terrain which is unsafe, especially for pedestrians with mobility impairments.
4. Most footpaths in the audited area are not wide enough, measuring only 0.8 meters, which is insufficient to accommodate two pedestrians, for instance, a person with a disability and their caregiver walking side by side. This inadequate width creates challenges for those who require assistance therefore compromising accessibility.
5. Lack of a buffer such as raised kerbs between the carriageway and designated footpath along Lower Kabete barracks, APDK Compound to Njugunas creates a significant risk for pedestrians. Without this physical separation pedestrians especially with hearing and visual impairment become vulnerable to vehicles encroaching on the footpath increasing the likelihood of accidents.

##### Recommendation

The allocated pedestrian footpath should be 2 meters minimum clear width to ensure two people can walk side by side or pass each other with ease and accommodate pedestrians using mobility aids such as wheelchairs, strollers or crutches.

Continuity in footpaths is equally important as gaps or abrupt terminations create obstacles and increase the risk of accidents, particularly for those with visual or mobility impairments.

Where the footpaths and pedestrian crossings end, they should be ramped down with a slope of no steeper than 1:10 although a slope of 1:12 is the most preferred to ensure a seamless and safe accessible transition for all pedestrians particularly those with mobility impairments.

Put in place a clear buffer such as traffic bollards or raised kerb lines between the pedestrian footpath and the carriageway to create a physical barrier that enhances the safety of pedestrians against the likelihood of accidents.

Restrict pedestrian access to the carriageway through pedestrian fencing which serves as an effective way to reduce conflicts between motorised vehicles and pedestrians.

## Obstacles on the footpath

### Audit Findings

1. Vehicles partially park on the footpath, this forces pedestrians especially persons with mobility impairments to disembark on the footpath and utilise the carriageway for a smooth transition. This also creates obstacles for the visually impaired as they negotiate footpaths regarding footpath kerbs.
2. Poor maintenance of the footpath, for instance, some of the drain slabs along the section have sunk or gone missing in some sections, creating barriers and safety hazards for pedestrians especially those with visual impairments and mobility impairments.
3. The designated footpath has spacing between the drain covers creating obstacles for the physically impaired especially those using crutches or strollers and visually impaired pedestrians who use white canes.



### Recommendation

Establishing raised kerb lines, and traffic bollards between the pedestrian footpath and the carriageway is an effective measure to prevent motorists from parking on the footpath. Bollards work to create physical barriers that discourage motorists from encroaching on pedestrian spaces.



Installation of bollards to prevent vehicles from parking on footpaths, with a spacing of 900mm between at least one set of bollards to allow wheelchairs to pass.

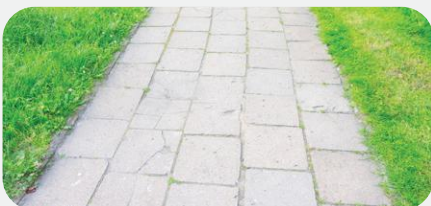
Erect parking restriction signs that prohibit Parking on the pedestrian walkways.

## Surface condition of the footpath

### Audit Findings

1. The designated footpath becomes slippery during rainy conditions as many buildings along the highway discharge water into the drains, leaving the paths wet and hazardous. This creates barriers for people with reduced mobility, who may struggle to maintain stability on slippery surfaces.

### Recommendation



Ensuring the use of slip-resistant surface materials that provide traction, is crucial to maintaining safe and accessible footpaths for all pedestrians, regardless of weather conditions.

## 3.2. Safety

### Audit Findings

1. The streetlighting is solely focused on the carriageway and the footpath is not lit. This compromises pedestrian safety increasing the risk of accidents and insecurity, especially at night.
2. The absence of visible street signs such as pedestrian crossing ahead creates confusion and difficulties in navigating especially for persons with disabilities.
3. Lack of the footbridge handrails due to vandalism puts pedestrians at a safety risk when utilising the footbridge to cross to the other side. Persons with visual impairment are limited in using the footbridge as they rely on the handrails to guide and support themselves along the footbridge.



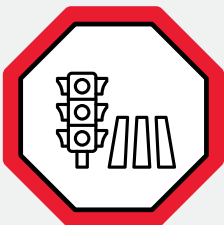
### Recommendation



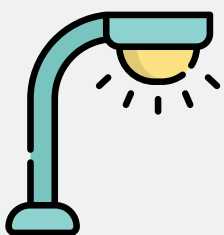
Installation of informatory signs, such as pedestrian crossing or zebra crossing signs, that are visible to all pedestrians and motorists is essential for enhancing safety and ensuring proper usage of crossings. These signs will ensure that the drivers slow down and yield to the pedestrians at the crossing points and guide pedestrians to cross at safe points



Installation of audible cues at pedestrian crossing points to enable individuals with visual impairments to cross. Audible signals ensure that pedestrians with visual impairment can navigate crossings independently.



Installation of Universally recognised accessible signs that indicate persons with disabilities are likely to cross the road is essential in enhancing safety. The signs alert drivers of vulnerable pedestrians prompting them to exercise caution and slow down.



Ensure pedestrian footpaths and crosswalks are well-lit to help make both the crossing and the pedestrians using the crossing, visible to approaching motorists. Providing street lighting at pedestrian crosswalks may also assist pedestrians in locating safe crossing points and detecting potential night-time hazards.

Lighting on the footpath is essential to ensure pedestrians can safely navigate the road section without fear of experiencing security issues

### 3.3. Crossing Road

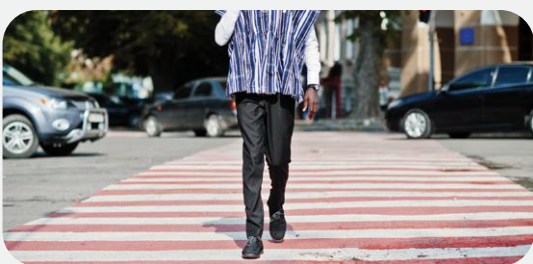
#### Formal Pedestrian Crossing

##### Audit Findings

1. The absence of tactile paving at pedestrian crossing points prevents people with visual impairments from easily identifying road crossings.
2. The tendency of public service vehicles to park at the crossing points blocks the view of traffic at crossing points creating a safety hazard, especially for children and individuals with mobility challenges as they may be unable to see oncoming traffic and drivers may not see them until it's too late.
3. The absence of pedestrian crossings at designated bus stops poses a significant safety risk as pedestrians are forced to cross the road in unsafe areas, increasing the likelihood of accidents, especially when pedestrians need to access the bus stop in a hurry.
4. The presence of curbs at the end of the crosswalk, for instance, along ABC Place creates a barrier to access for pedestrians, especially those with mobility impairments or those using strollers. The curbs do not offer a direct connection to the footpath, forcing the pedestrians to find alternative ways of accessing the footpath, which increases the risk of trips and falls.



##### Recommendation



1. Establishing at-grade pedestrian crossings which aims to provide universal access aiding in the smooth transition for persons with mobility impairments from the footpath and onto the crosswalk and vice versa.
2. Ensuring that pedestrian crossings are marked in a highly conspicuous and visible manner is important, especially for pedestrians with low vision.
3. Installation of tactile paving at pedestrian crossings to assist pedestrians with visual impairments in easily identifying the road crossing points.
4. Clear sightlines are essential for safe crossings, and ensuring that parked cars do not impede visibility is crucial for pedestrian safety.

## Informal Pedestrian Crossing

### Audit Findings



Pedestrians often use informal road crossings due to the considerable distance between the formal crossing points and the public service bus stops.

### Recommendation



Provide restrictions to pedestrians on the road crossing points. Ensure that pedestrian crossing signs are installed to signal where the pedestrians should cross and prohibit them from crossing at undesigned crossing points.

## 3.4. Road User Behaviour

### Driver Behaviour

### Audit Findings

1. Drivers fail to yield to pedestrians at the designated pedestrian crossing leading to increased risks of accidents and fatalities with the vulnerable groups being most at risk.
2. Drivers drive too fast along the highway, which reduces their time to see, process and react to pedestrians crossing the road, Persons with disabilities are the most at risk, especially those with hearing and visual impairments as they cannot see incoming vehicles or hear hooting from oncoming motorists. Pedestrians with mobility impairments are also at risk as they spend a considerable amount of time crossing the road compared to pedestrians without disabilities, putting them at great risk.
3. Drivers drive too close to pedestrians, which increases the likelihood of accidents and heightened anxiety, especially for persons with disabilities and older persons who are most at risk.

### Recommendation



It is important to install speed limit signs at the road section (between 50 and 100 m) intervals to alert drivers to slow down as they approach the pedestrian crossing.





## 4. References

The Constitution of Kenya. (2010). The Constitution of Kenya.

Flone Initiative & Friedrich Ebert Stiftung. (2022). The Accessibility of Public Transport in Nairobi Metropolitan Area. flone initiative.

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# 5. Annexe

## 5.1. Audit Tool



### ACCESSIBILITY AUDIT TOOL

The following items are generally required to inform the audit;

- This audit tool.
- A map of the route
- A pen or pencil to complete responses
- A measuring tape or trundle wheel (Wheel Tape)
- A recording device such as a camera or mobile phone
- stopwatch.

#### Instructions:

1. Take many photos, including of facilities such as the path, inside the toilet block, car park, etc. This helps people know what to expect.
2. Use the following to score each criterion. Some criteria must be met fully for the walk to be accessible for all abilities. Where a section of the path is unsuitable for people of all abilities note the location and explain why. These can be sent to the authority in charge of the road section ( KeNHA, KURA, KeRRA, County Government) to let them know what changes must be made to be considered fully accessible.
3. Where these criteria are not met or facilities are not provided, this should be noted in the walk description and a photo if appropriate. People can use this information to decide whether the walk suits them.

Accessibility Audit tool  
1



To reflect a universal design approach, it is desirable to have participants of diverse ages and abilities undertaking the audit.

### Participant's Details

(Please tick all that apply to this session)

Please Indicate the Number of Participants in the following Categories:

Age	Number of Participants	Gender	Number of Participants
<input type="radio"/> Up to 4		<input type="radio"/> Female	
<input type="radio"/> 5-12		<input type="radio"/> Male	
<input type="radio"/> 13-18			
<input type="radio"/> 19-25			
<input type="radio"/> 26-64			
<input type="radio"/> 65-79			
<input type="radio"/> 80+			

### Participants and Ability Range

#### Ability

- A person who is using a wheelchair
- A person who has reduced mobility
- A person who is blind and visually impaired
- A person who is Deaf
- A person who has cognitive difficulties
- A person with a young child
- A caregiver
- Non- Disabled person

#### No. of Participants


Accessibility Audit tool  
2



Other, please specify

Details of the Route (Please include a map of the route in the space provided at the end of the Audit)

Insert a map or the route

Town / City	
County	
Distance of Route	
Date of Audit	
Start Time	
End Time	
Weather condition	

Accessibility Audit tool  
3



### FOOTPATHS

(Please tick all that apply in each section)

#### Footpaths

#### What are the main problems with footpaths?

- There are no real problems
- There is no footpath
- They are not always continuous (they stop and start in places)
- There is no connection from the public transport drop-off point (busbay) to the footpath.
- They are not wide enough for two people to travel side by side or pass
- People need to step off the footpath and onto the road at busy times
- There is a footpath on one side of the street only

#### Surface Condition

#### Are there any problems with the condition of footpaths?

- There are no real problems
- Ponding or flooding on the footpath
- Cracks on the footpath
- Evidence of poor repair work
- Damage caused by Vandalism
- Litter
- Splashes from the road due to poor drainage
- Uneven surfaces (e.g. entrances, driveways)
- Slippery surfaces in wet conditions
- Steps that cause difficulty

#### Obstacles on the Footpath

#### Are there any problems with obstacles on the footpath?

- The footpaths are generally clear of obstacles
- Advertising boards/ shop signages
- Outdoor tables and chairs from businesses
- Permanent litter bins
- Bicycles
- Lighting columns/ poles
- Guardrail/bollards
- Vehicles either fully or partially parked
- Overgrown hedging/trees
- Street furniture (seating, bins, poles) that is hard to see (no color contrast)
- The edge of the footpath is hard to see (no color contrast)

Accessibility Audit tool  
4





## FACILITIES

(Please tick all that apply in each section)

### Public Toilets

Are there any problems with public toilet facilities?

- There are no problems with the availability of toilets
- Toilets are poorly maintained
- Toilets are not suitable for wheelchairs or those with mobility impairments
- Toilets are always locked, payment is required to access
- Toilets lack suitable changing areas
- The general cannot use toilets public

### Public seating and Rest areas

Are there any problems with resting and seating facilities

- There are no real problems
- The seating is not in areas that provide shade and shelter
- There are not enough places to stop and rest
- The seating is located too near heavy traffic
- There is no seating
- The seating is not suitable for some people (e.g. does not provide back/arm support)

### Parking

Are there any problems with parking facilities?

- There are no safe, designated loading and delivery facilities for larger vehicles
- Paying for parking is difficult/ inaccessible
- There is no designated car parking for older people or persons with disabilities (clearly marked with the international symbol)

Accessibility Audit tool  
5



## SAFETY

(Please tick all that apply in each section)

### Personal Safety and Feeling of Safety in Surroundings.

Some of the safety issues with the route include:

- There are no real problems
- The area is too isolated
- Poor road user behavior (Vehicles moving at high speed)
- Groups of people making me feel intimidated
- Anti-social behavior (e.g. street drinkers, drug use)

### Layout and Clarity

It is not clear where I need to walk to:

- There are no real problems
- Street signage is vandalized
- There is no street signage
- Street signage is overly complicated
- Street signage is difficult to read (e.g. faded, dirty, small letters)
- Street signage is wrong (e.g. pointing the wrong way, out of date, etc.)
- The street is cluttered and confusing

### Lighting

What are the problems with street lighting when dark?

- There are no real problems
- Streetlights are too bright
- There are no streetlights
- Streetlights only cover the road and not the footpath
- Streetlights are not bright enough
- Lighting is blocked by trees.

Accessibility Audit tool  
6



## CROSSING THE ROAD

(Please tick all that apply in each section)

### Formal Pedestrian Crossing Areas (Traffic Lights)

The main problems at pedestrian crossings with signals (for example, a green light signal) are:

- There are no real problems
- There is no traffic stop
- Crossings do not offer a direct connection to the footpath
- Drivers do not give enough time to cross at zebra crossings
- It takes too long to wait for the green light to appear
- The crossings are not at grade (i.e. there are curbs)
- There are no pedestrian crossings near the bus stop
- There is no tactile paving at crossings
- There are no audible cues at crossings

### Informal Pedestrian Crossing points (without traffic lights/ signals)

Where there are no pedestrian crossing signals, the main problems with crossing the road are:

- There are no real problems
- There is no tactile paving at informal pedestrian crossing points
- The speed of traffic makes it hard to cross the road
- Obstacles (such as parked cars) block my view of traffic where I need to cross
- The amount of traffic makes it hard to cross the road (no gaps in traffic)
- The road surface is uneven/has potholes
- The road is too wide to cross in one go

7



## ROAD-USER BEHAVIOR

(Please tick all that apply in each section)

### Driver behavior(Personal and PSV)

What are the main problems with driver behavior?

- There are no real problems
- Driving too close to pedestrians
- Driving too fast
- Stopping in traffic to drop-off or pick-up passengers
- Failing to stop at red lights or stop signs
- Falling to yield to pedestrians on a zebra crossing
- Using beeps and car horns repetitively

### Poor Parking Practices

What problems with poor parking practices are there?

- There are no real problems
- Parking across dropped kerbs used by wheelchairs
- Parking outside of designated car parking areas
- Parking across cycle lanes
- Parking on footpaths (either fully or partially blocking them)
- Blocking driveways
- Parking in accessible/designated parking spaces without a disabled person parking permit
- Blocking buses, bus stops, and bus lanes
- Parking on double yellow lines
- Parking at junctions obstructing people crossing

### Bicycles and Boda-Boda riders

Are there any issues with cyclists and boda-boda riders-user behavior?

- There are no real problems
- Traveling dangerously on shared footpaths
- Failing to stop at red lights or stop signs
- Maneuvers that put other road users in danger
- Cycling/riding on footpaths

8





### AFTER THE AUDIT

#### Scoreboard

Please add up the total score for your walk using the table below

Each section offers a range from 1(Poor) 2(OK) 3(Good)

	Poor	Ok	Good
Footpaths	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3
Facilities	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3
Crossing the road	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3
Road User behavior	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3
Safety	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3

#### TOTAL SCORE

Walkability Audit  
(total score of a minimum of 18)

Walkability Audit plus Outside of the ABC Place  
(Total score out of a minimum of 21)

#### Further Questions

How enjoyable was your Walk?

Not Enjoyable

Ok

Very Enjoyable

9



### Recommendations

What Improvements could be made to the route

Please list them in order of priority

1.

2.

3.

4.

11



What did you like most about the walk along the route?

Please provide a few examples

What did you dislike most about the route?

Please provide a few examples.

10



## 5.2. Letter to Barracks



# NATIONAL COUNCIL FOR PERSONS WITH DISABILITIES

*A barrier-free society for persons with disabilities*



NCPWD/DMD/ 03 VOL.1 (25)

10<sup>TH</sup> June, 2024

**The Commandant,**  
Lower Kabete Army Barracks,  
Waiyaki Way,  
Nairobi.

RECEIVED  
JUN 11 2024

11/6/2024

Dear Sir/Madam,

**RE: ACCESSIBILITY TO PUBLIC TRANSPORT SERVICES AND SAFETY FOR PERSONS  
WITH DISABILITIES ON WAIYAKI WAY, ALONG ABC PLACE.**

The National Council for Persons with Disabilities (NCPWD) was established through an Act of Parliament; the Persons with Disabilities (PWDs) Act No. 14 of 2003. The Mandate of the Council is to champion the rights, rehabilitation and equalization of opportunities for Persons with Disabilities in Kenya.

The Persons with Disabilities Act No. 14 of 2003, in Section 21 provides that Persons with disabilities are entitled to a barrier-free and disability-friendly environment to enable them to have access to buildings, roads and other social amenities, and assistive devices and other equipment to promote their mobility, with disabilities in such manner as may be specified by the Council.

Mobility constraints are a major obstacle to Disability Inclusive development, as they exacerbate the economic, social, and personal isolation of persons with disabilities, and tend to push them further into poverty. Kenya is obligated to work towards the fulfilment of these rights in line with international and domestic standards (UNCRPD, Article 19(1a)).

Kabete Orthopaedic compound  
Next to Kabete Army Barracks, Waiyaki Way,  
P.O. Box 66577 – 00800, Nairobi

Tel: 020 2314621 / 2375994/0709107000  
Email: info@ncpwd.go.ke, Twitter: @ncpwwds  
Website: www.ncpwd.go.ke

NCPWD in collaboration with The Kenya National Highway Authority and Flone Initiative are planning to conduct an accessibility audit on the road at ABC Place, Walyodi Way and its environs to establish the level of accessibility of persons with disabilities to the NCPWD Office at the ADPK Compound. As part of our data collection process, we will be taking photos and videos of the site. The purpose of these photographs and videos is to illustrate the challenges faced by persons with disabilities while using the said road. The audit will be conducted by 15-20 members of the technical working group.

The purpose of this letter therefore is to notify you of the planned activity that will be on Tuesday 18<sup>th</sup> June 2024 from 9:00 am to 1:00pm. The audit will cover the ABC Place (Nakuru bound), to James Gichuru Junction, through the roundabout, Lower Kabele barrack and down to Njuguna's (Mombasa bound).

Should you have any questions or clarifications regarding this request, please feel free to contact the Council on [info@ncpwd.go.ke](mailto:info@ncpwd.go.ke) or Joan on [joan.kolma@ncpwd.go.ke](mailto:joan.kolma@ncpwd.go.ke) (0769997066)

We look forward to hearing from you.

Yours sincerely,



**Francis Anyenda**  
For: EXECUTIVE DIRECTOR

## 5.3. Letter to KeNHA

Flone Initiative  
P.O. Box 569 - 00900  
Kiambu, Kenya  
+(254) 748 223 040  
[www.floneinitiative.org](http://www.floneinitiative.org)  
[info@floneinitiative.org](mailto:info@floneinitiative.org)



CORRIDOR A DIRECTOR  
KENYA NATIONAL HIGHWAY AUTHORITY  
P.O BOX 49712-00100,  
NAIROBI.

13th June, 2024

Dear Sir/Madam,

**RE: ACCESSIBILITY AUDIT ON WAIYAKI WAY ALONG THE ABC PLACE FOR PERSONS WITH DISABILITIES**

It is with great honor Flone Initiative Trust is writing to Kenya National Highways Authority (KeNHA) to introduce its work on gender and disability inclusion in public transport systems.

Flone Initiative is a Pan-African women-led organization registered as a charitable trust in Kenya. Flone advocates for safe, inclusive, sustainable, and accessible public transport systems in Africa by influencing behavioral change and generating knowledge and movement-building.

Flone Initiative in collaboration with the National Council for Persons with Disabilities (NCPWD) is planning to conduct an accessibility audit on the road at ABC Place, Waiyaki Way, and its environs to establish the level of accessibility and safety of persons with disabilities using public transport to access the NCPWD Office at the ADPK Compound.

The purpose of this letter therefore is to notify KeNHA Corridor A of the planned activity that will be on Tuesday **18<sup>th</sup> June 2024** from 9:00 am to 1:00 pm. The audit will cover ABC Place (Nakuru bound), to James Gichuru Junction, through the roundabout, Lower Kabete barrack, and down to Njuguna's (Mombasa bound).

Should you have any queries or clarifications regarding this request, please feel free to contact the flone initiative at [info@floneinitiative.org](mailto:info@floneinitiative.org) or [Cynthia Kipsangat programassistant@floneinitiative.org](mailto:Cynthia_Kipsangat_programassistant@floneinitiative.org) (0703989014).

Kind regards,

Naomi Mwaura | Executive Director  
Flone Initiative

3rd Floor, Office 3B, KCDF House | Chai Road, Pangani | Nairobi, Kenya  
Mobile +254 720 701 359 | Email: [naomi@floneinitiative.org](mailto:naomi@floneinitiative.org)



Creating a Safe and Professional Transport Industry for You and Your Loved Ones

