



PAGE 4: B.1) YOUR CASE STORY: TITLE AND DESCRIPTION

Q1: TITLE OF CASE STORY

Kenya: Nairobi-Thika Highway Improvement Project
CONNECTING NEIGHBORS, CONNECTING THE CONTINENT

Q2: CASE STORY ABSTRACT

The Nairobi-Thika project had the objective of improving road transport services along the Nairobi-Thika corridor and enhancing urban mobility within the metropolitan area by reducing traffic congestion. The project contributed to the development of a sustainable urban public transit system. In addition, it facilitated the promotion of private sector participation in the management and financing of road infrastructure in Kenya.

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Q3: LONG DESCRIPTION OF THE CASE STORY

The Nairobi-Thika project had the objective of improving road transport services along the Nairobi-Thika corridor and enhancing urban mobility within the metropolitan area by reducing traffic congestion. This will contribute to the development of a sustainable urban public transit system. The project facilitated the promotion of private sector participation in the management and financing of road infrastructure in Kenya.

The project was one of its kind in the country. The Government committed to delivering it by its contribution of \$83 million in addition to the Bank's contribution of \$186 million, of which \$4.8 million was a grant. The project has also leveraged additional financing from the Government of China for an amount equivalent to \$168 million.

More specifically the project focused on:

- Upgrading the Nairobi – Thika Highway by constructing additional lanes (from four-lane to a six or eight-lane highway), service roads and interchanges at six locations;
- Improving Nairobi City Arterial Connectors by constructing three major arterial connectors linking Pangani to Uhuru Highway in Nairobi Central Business District and related interchanges; and
- Undertaking studies on a comprehensive public transport system, private sector participation and the institutional strengthening of road maintenance.

The project has had direct and indirect effects on the counties of Kiambu, Nairobi and Murang'a. Some of the immediate impacts of the project are as follows:

Greater travel efficiency for commuters –

The project road facilitates travel for commuters, especially wage employees and students. In Kiambu and Thika districts at least 64% and 43% of households, respectively, rely on wage employment in—and must commute to—the Nairobi Commercial Business District. Students from Nairobi and other places are now able to travel with ease to the many post-secondary education institutions in the two districts, which have three universities, eight colleges, 24 polytechnics and nine commercial institutions.

Enhanced returns to commerce and agriculture –

The road has enhanced agricultural activities. There are over 26,000 trade and commercial operators in the two districts, of which about 50% are informal operators. Farmgate prices for dairy products and horticulture have increased as a result of the improved access to markets for inputs and produce, and enhanced extension services. The road has also spurred the establishment of new manufacturing, food processing, and small and medium enterprises.

Employment and gender equity –

The road project brought employment opportunities to the people along the road corridor. More than 3600 unskilled and semiskilled personnel and 600 technical staff and engineers were employed, with strong multiplier effects along the road corridor. In addition, the project created many female-oriented service sector jobs providing food and catering services to construction workers.

Q4: Please add here web links to project/programme materials.

Ptt://www.afdb.org/fileadmin/uploads/afdb/Documents/Project-and-Operations/Presidential_awards_2014_-_Kenya_-_Nairobi_-_Thika_Highway_Improvement_Project.pdf

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Q5: YOUR CONTACT DETAILS

Name:	Jean-Guy Afrika
Ministry/Institution/Organization:	African Development Bank
Country:	Cote d'Ivoire
Email Address:	.

Q6: FUNCTION

Public sector

Q7: FUNDING PARTNER Tick the appropriate box(es)

South-South partner,
Other (please specify) Government of Kenya

Q8: Additional information

The Government committed to delivering it by its contribution of \$83 million in addition to the Bank's contribution of \$186 million, of which \$4.8 million was a grant. The project has also leveraged additional financing from the Government of China for an amount equivalent to \$168 million.

Q9: START DATE OF PROJECT/PROGRAMME

November 2007 - December 2013

Q10: STATUS OF PROJECT/PROGRAMME

Fully implemented

Q11: DURATION OR, IF ON-GOING, EXPECTED DURATION OF PROJECT/PROGRAMME

3-5 years

Q12: COST OF PROJECT/PROGRAMME

More than US\$20 million

Q13: Additional information

USD438 million of which USD4.8 million is grant

Q14: TYPE OF FUNDING FOR PROJECT/PROGRAMME

Loan

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Q15: PROJECT/PROGRAMME TYPE

Single country / customs territory

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Q16: SINGLE COUNTRY/CUSTOMS TERRITORY

Respondent skipped this question

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Q17: REGION (If the region does not appear in the drop down menu, please enter manually.)	<i>Respondent skipped this question</i>
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PAGE 9: C.2) ABOUT THE CASE STORY

Q18: MULTI-COUNTRY (Enter all countries or customs territories)	<i>Respondent skipped this question</i>
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Q19: CASE STORY FOCUS Tick the appropriate box(es)	Upgrading transport infrastructure
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Q20: HOW SUCCESSFUL WAS THE PROJECT/PROGRAMME Tick the appropriate box(es)	Very successful
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Q21: WHAT WERE THE OUTPUTS OF THE PROJECT/PROGRAMME Tick the appropriate box(es)	New or updated transport infrastructure (e.g. roads, bridges, airports)
Q22: Additional information (maximum 300 words)	<i>Respondent skipped this question</i>

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Q23: WHAT WERE THE OUTCOMES OF YOUR PROJECT/PROGRAMME Tick the appropriate box(es)	Increase in road haulage volumes, Other (please specify) increase in farm-gate prices, reduction in km/hr, increase in intra-regional trade
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Q24: Additional information(maximum 300 words)

The road has enhanced agricultural activities. There are over 26,000 trade and commercial operators in the two districts, of which about 50% are informal operators. Farmgate prices for dairy products and horticulture have increased as a result of the improved access to markets for inputs and produce, and enhanced extension services. The road has also spurred the establishment of new manufacturing, food processing, and small and medium enterprises.

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Q25: WHAT WERE THE IMPACTS OF THE PROJECT/PROGRAMME Tick the appropriate box(es)

Increase in domestic investment,
Increase in employment,
Increase in women's employment,
Increase in consumer welfare,
Other (please specify) .

Q26: Additional information(maximum 300 words)

The road project brought employment opportunities to the people along the road corridor. More than 3600 unskilled and semiskilled personnel and 600 technical staff and engineers were employed, with strong multiplier effects along the road corridor. In addition, the project created many female-oriented service sector jobs providing food and catering services to construction workers.

The impact data at project completion were impressive: traffic flows increased from 85,000 vehicles per day in 2007 to 123,000 vehicles per day in 2012 (45% increase in mobility); journey speeds rose from 8km/ hour to at least 45km/hour in sections with the highest registered traffic; the number of traffic accidents fell; and land values rose from \$23 thousand to \$46 thousand per acre in Thika, and even more in areas closer to the city like Kasarani—from \$46 thousand up to \$500 thousand per acre.

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Q27: LESSONS LEARNT Tick the appropriate box(es)

Importance of good project design,
Importance of engagement by private sector,
Importance of agreeing clear project monitoring and evaluation process and procedures
,
Importance of attention to long-term sustainability

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Q28: Additional information(maximum 300 words)

The project's significant effects in spurring development in the project zone of influence and beyond has confirmed the direct and indirect benefits of such projects to multiple stakeholders. Some of the benefits of the project that were visible during project execution are now, as lessons learned, more specifically targeted during the design of new projects.

One good example of a project influenced by the Nairobi-Thika project is the Nairobi Outer Ring Road Project, approved by the Bank in November 2013. The Nairobi Outer Ring Road Project has a similar objective of significantly improving mobility in one of Nairobi's densely populated areas. To maximize and quantify benefits, the project has included components for artisan skill development, road safety audit, and periodic monitoring of socioeconomic impacts.

Going forward, to foster sustainability of the outputs and outcomes, the project has included a component for private sector participation in the maintenance and operation of this major highway. The private sector participation study is complete, and the Government is reviewing the modalities for engaging the participation of the private sector.

Q29: PROJECT OR PROGRAMME MONITORING AND EVALUATION FRAMEWORK Tick the appropriate box(es)

M&E framework used, Project baselines set,
Impact assessment