Future Urbanism – Pedestrianization of Nairobi

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ABSTRACT

Nairobi City population was estimated to be 3 Million people back in 2011. At a travel demand of 2.5 trips per person per day, the total daily travel demand in Nairobi stood at 7.5 Million trips. A look at how the trips are made, 47%, are on foot. 1.2% are through cycling, 15.3% by private car, 29% by matatu/minibus, 3.7% by bus, 0.4% by train and another 3.7% by institution provided transportation. (King’ori, 2007).

Whereas half the trips are made by use of non-motorized transportation, mostly due to the costs associated with motorized commuting, there has been no commensurate investment in infrastructure to serve this section of commuters.

Major roads and bypasses that have recently been constructed provide no paths for pedestrians and cyclists. Within the precincts of the central business districts, authorities have allowed businesses to take over pedestrian walkways and pavements, at a fee, to possibly increase their revenues. Major state agencies like CBK and KRA have fenced off the pedestrian walkways around their buildings for security reasons. This has pushed pedestrians to walk along the roads. The results are evident in accident fatalities as out of an estimated 3,000 annual deaths on our roads, 40% of them are of pedestrians (NTSA, 2015).

The purpose of this study is to propose strategies for the future that will ensure sustainability of Nairobi as a city. The strategies will be around discouraging non-essential use of vehicles to reduce both noise and pollution by ensuring pedestrian mobility, comfort and safety.

Keywords: Pedestrianization New urbanism, Walking city, Pedestrian mobility.