

**EVOLUTION OF URBAN TRANSPORT POLICY AND  
ITS IMPLICATIONS ON LAND USE DEVELOPMENT  
IN NAIROBI CITY, KENYA:**

**CANDIDATE**

**KASUKU, SILVESTER OKUMU**, M. A. (Planning) UoN.

**SUPERVISORS**

**Prof. Paul Syagga**

**Prof. Robert Obudho**

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## ABSTRACT

Urban land use planning and development practice in Nairobi City has undergone evolutionary changes, which have influenced the current poor transport infrastructure and service conditions in the city. The evolution of urban transport policy in Nairobi City has followed the three regimes, from the colonial development containment (1948-1973), to city expansion plan (1973-79) and lately the use of single infrastructure and service issue plans characterised by densification and intensification (1979-2006) (Thorten-White 1948, Nairobi City Council 1972).

The paradox of urban transport policy and land use planning and development manifests itself in the failure in all the above planning regimes to recognize the central role of urban transport policy in ordering and facilitating accessibility.

The poor urban transport policy evolution has resulted to poor accessibility in Nairobi City. Preliminary investigations show that poor accessibility is largely responsible to the existing situation of; inadequate urban public transport services, poor urban transport operations, inadequate provision and poor management of transport infrastructure and services. Key problems arising from poor accessibility include acute traffic congestion in key city networks, increasing journey lengths and travel time. Other problems include increasing levels of urban traffic pollution and conflicts with other land uses among other factors in Nairobi City.

The main objective of the study is to evaluate to what extent the urban transport policy has been integrated with urban land use planning and development in Nairobi City. The study will therefore find out why despite the central role of urban transport policy in urban land use planning and development, there is poor accessibility to land use sites leading to long journey times and high transportation costs for urban transport users in Nairobi City. Indeed urban transport policy should be supported by appropriate land use planning mechanisms and development guidance system that is capable of enhancing accessibility to sites to meet transport and mobility needs caused by the expansion of population, space and activities in Nairobi city.