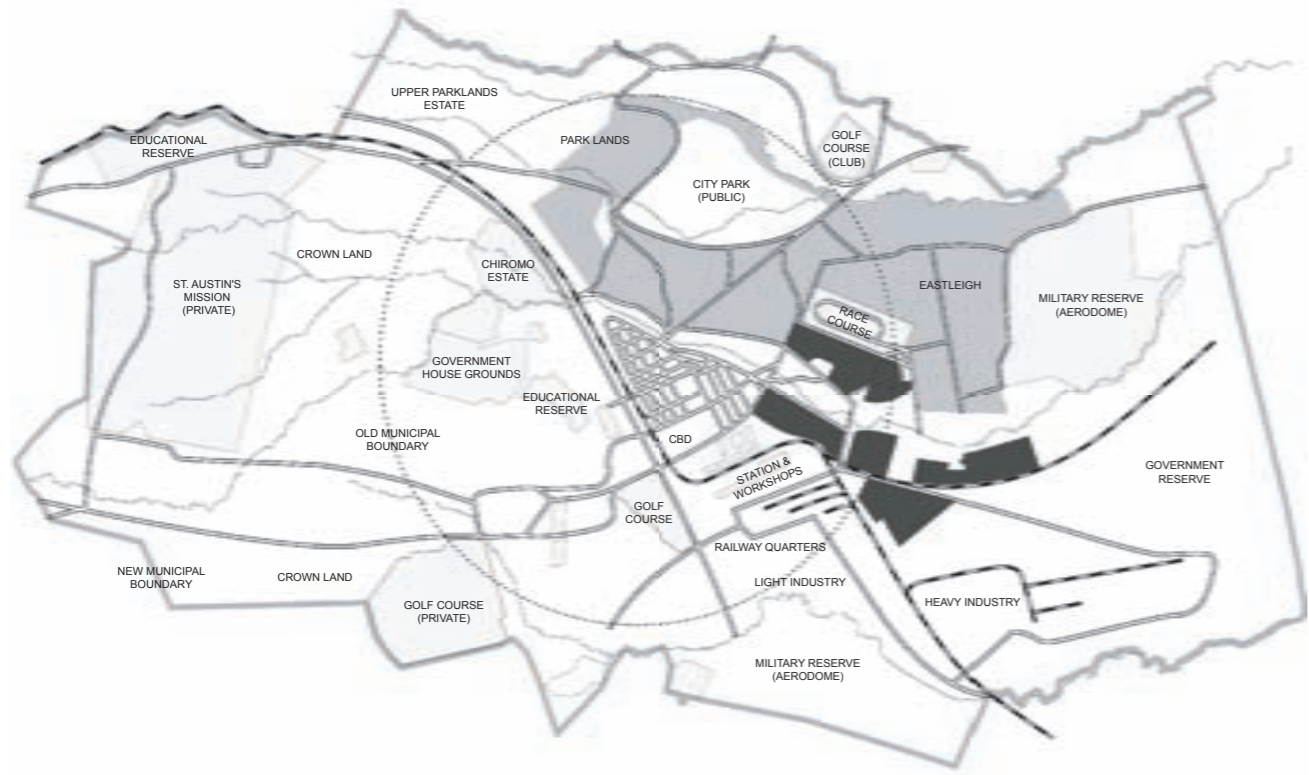


HISTORY OF URBAN PLANNING OF NAIROBI



1906 PLAN FOR RAILWAY TOWN

Before the railway actually reached Nairobi in 1899, there was a need for a plan for a railway town. The choice of the site of Nairobi for this town was based on its topographical surroundings. The flat terrain was suitable for the construction of shunting areas, depots, workshops for European staff and commerce. The plan only took into consideration the European employees of the railway and the European and Asian traders. The city boundary covered 18 km² and was extended in 1920 to 25 km². The plan completely ignored Asian labourers and the Africans.

From its earliest times, urban planning patterns in Nairobi showed segregation between the commercial center (CBD) and European, Asian and African residential areas, so the town's functions were directly expressed by notions of segregation, by class and race.

1927 PLAN FOR A SETTLER CAPITAL

Authors & Stakeholder

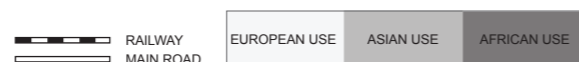
The plan for a settler capital was drawn by F. Walton Jameson and planned by Eric Dutton, a key planner in the British African Empire.

Main Content

The boundary of Nairobi was extended to cover 77 km². This plan proposed extensive traffic regularizations to access the increased land areas, drainage and swamp clearance, building and density regulation and the attempt to furnish Nairobi with a monumental administrative center.

Main Goals

A major aspect was the inflated land price in the Asian and African residential areas, also a result of the prohibition of the racial segregation between Europeans and Asians (Command Paper) in 1923. The racial segregation turned into class segregation, which was in complete agreement with the interest of the settler class. 90% of the territory belonged to Europeans, 10% to Asians and for male Africans the only legal way to live in the city was in the squatter settlements.



1948 MASTER PLAN FOR A COLONIAL CAPITAL

Authors & Stakeholders

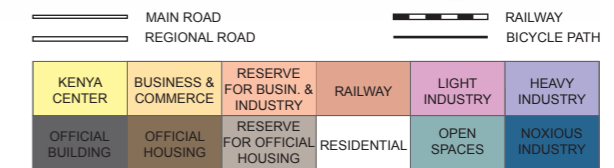
Kenya has made town planning history by experimenting for the first time with three academic planners: *L. W. T. White*, architect, town planner and Head of Department of Architecture at the University of Cape Town, *P. R. Anderson*, civil engineer, Senior Town Planning Engineer and *L. Silberman*, sociologist and lecturer in the Department of Social Studies at the University of Witwatersrand, Johannesburg. The master plan was funded by the Municipal Council of Nairobi and by the Railway Authorities.

Main Content

With functionalism as the main principle Nairobi was classified in zones; Kenya Center, official buildings, business and commerce, industry, railway, residential, official housing, open space, and also in forest reserve and park zones. The main spatial structure of the plan was to establish neighbourhoods units for the working class, a segregation for purpose of surveillance and dominance.

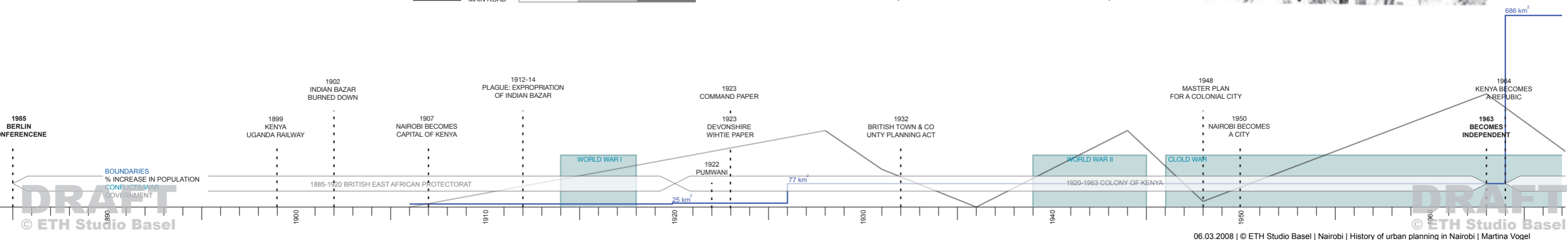
Main Goals

The main aim of the master plan was to make Nairobi more attractive for industrial investments. As capital of Kenya and East Africa it became the center for tertiary and quaternary industries (service sector and intellectual service sector).



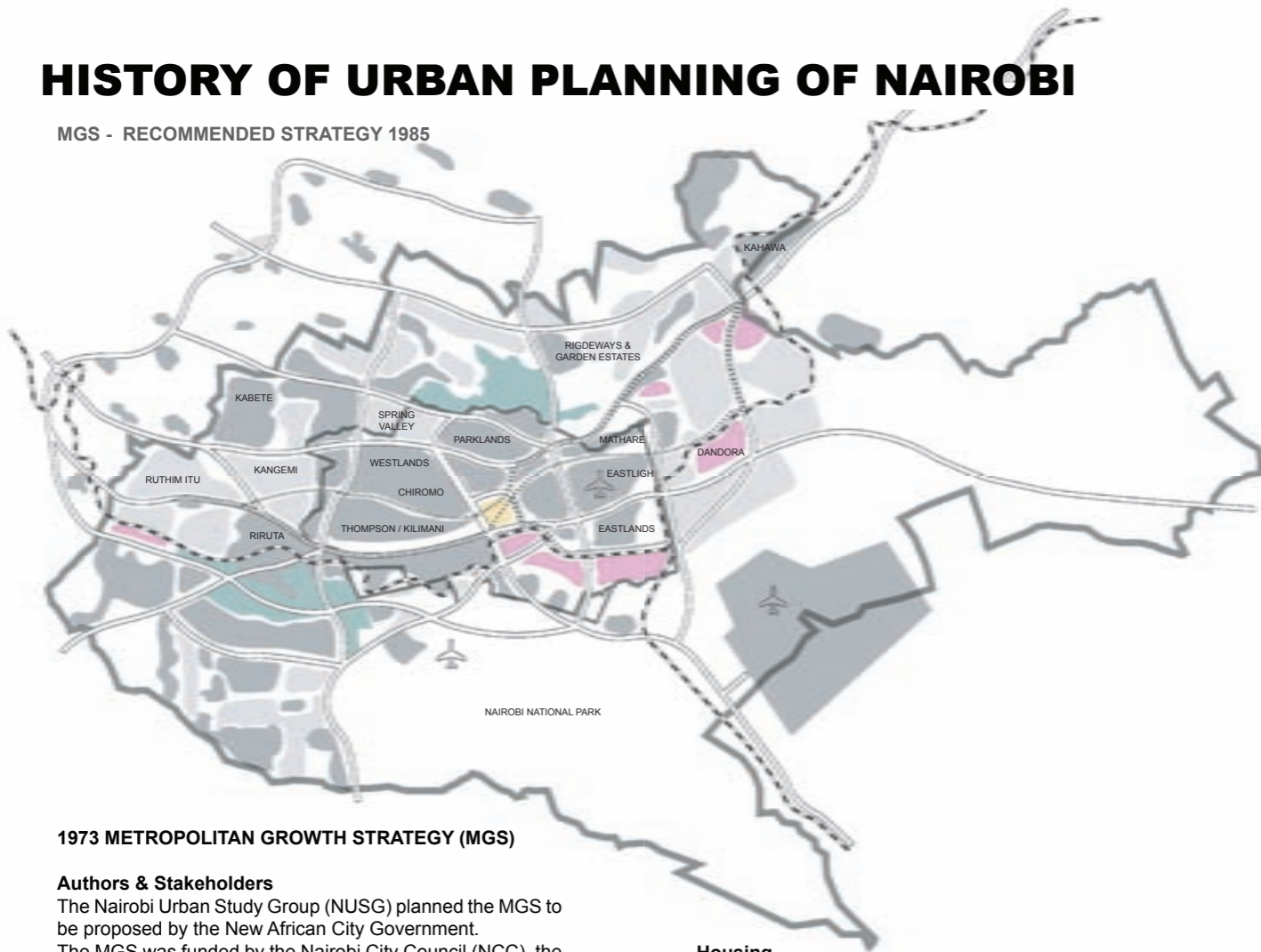
Results

The plans developed in 1927 and 1948 have never been fully realised, as the amount of capital outlay that was required for their implementation was never allocated. Marginalization of the African urban majority and propagation of informal urbanisation in the town's periphery was the result.



HISTORY OF URBAN PLANNING OF NAIROBI

MGS - RECOMMENDED STRATEGY 1985



1973 METROPOLITAN GROWTH STRATEGY (MGS)

Authors & Stakeholders

The Nairobi Urban Study Group (NUSG) planned the MGS to be proposed by the New African City Government. The MGS was funded by the Nairobi City Council (NCC), the Kenya Government, the World Bank and the United Nations.

City Strategy

The consequent decentralization and the development of alternative service centers within the different districts of the city were proposed to reduce the high (employee) density in the Central Area. The outlying secondary centres could develop as major settlements independent of the city center services, having their own industrial, residential, commercial and administrative sub zones. Service centers would be located in relation to their potential catchment areas and near main roads and bus routes, which would also allow for the attraction of passing trade. The fact that almost 25% of the total trips will still be made on foot or bicycle shows the importance of having employment areas not far away from the residential areas.

Movement

Through the upgrading of the major routes from Mombasa, Thika and Nakuru, a comprehensive network of roads and public transport routes has been proposed. The roads are in the form of a modified grid, thereby providing maximum accessibility between residential, industrial and commercial areas. The proposed three bus routes should serve both existing and major new areas of development.

Housing

The major areas for development would be Dagoretti, Karen-Langata, the Eastern Area and the areas outside the north-eastern city boundary around Ruiru.

Industry and Commerce

Associated with each of the main areas for new housing would be one or more industrial areas and a large commercial centre. The industrial centers would be located nearby the main roads and next to the railway where possible, in order to offer a good accessibility by road and rail.

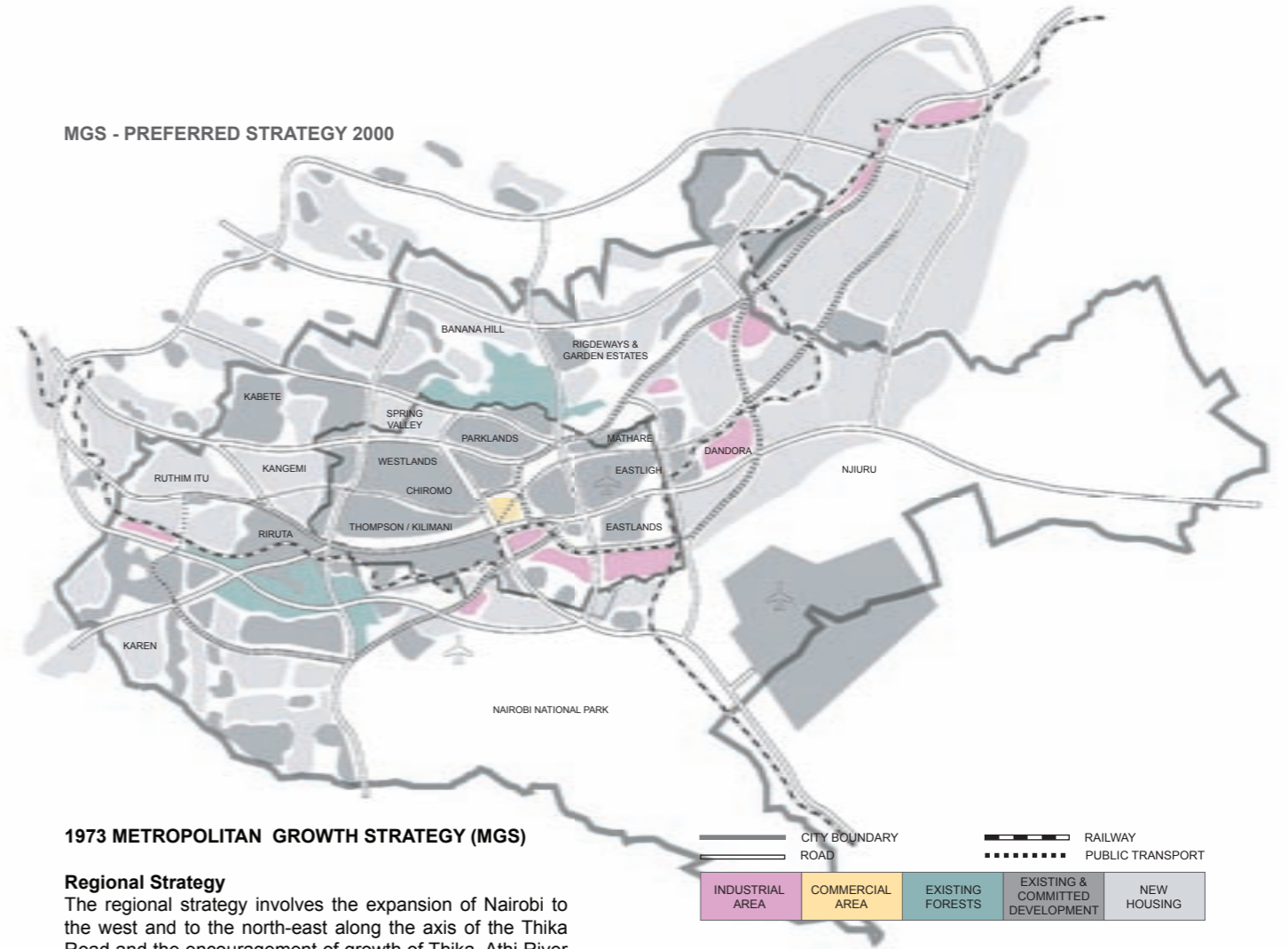
Old City Area

The Study Group proposed that the land of Eastleigh Airport should not be used in the same way further on, because of danger and noise. Instead it should become available for urban development as it is very close to the city centre, well serviced with water and accessible from the major roads adjacent.

Implementation

For 1985, the total city expenditures were expected to reach £30 million, consisting of £8 millions of capital outlays and £22 million of current expenditures. As the city was already in debt at this point it was not clear whether the city could continue to borrow for expenditures.

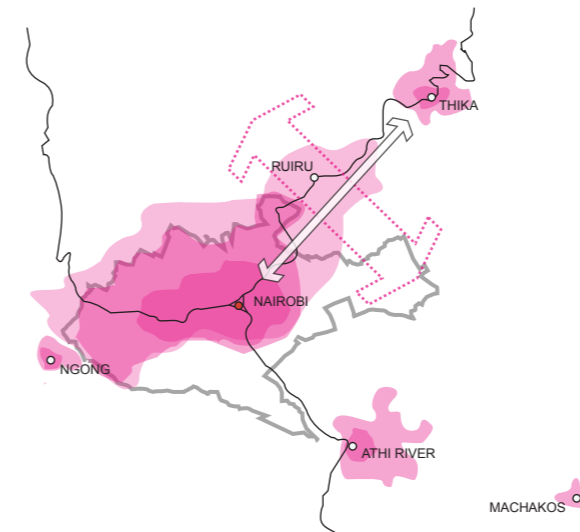
MGS - PREFERRED STRATEGY 2000



1973 METROPOLITAN GROWTH STRATEGY (MGS)

Regional Strategy

The regional strategy involves the expansion of Nairobi to the west and to the north-east along the axis of the Thika Road and the encouragement of growth of Thika, Athi River and Machakos at the same time. Through a population forecasts by the Ministry of Lands and Settlements a continuation of growth was estimated, which brought up the eventuality that Thika and Nairobi could fall in the same metropolitan area. Therefore a strategy was formulated which proposed the expansion of the city along a corridor of development. This allows for flexibility to react to changing growth rates.



1993 NAIROBI CITY CONVENTION ON ACTIONS TOWARD A BETTER NAIROBI

The 1993 Nairobi City Convention on Actions towards a better Nairobi is the closest the city authorities have managed to come in terms of addressing the urban question of Nairobi. There have been efforts by the Nairobi Central Business District Association (NCBDA) to streamline the management of the city's affairs, and there has been an attempt by the Architectural Association of Kenya (AAK) to craft a master plan for Nairobi.

NAIROBI TODAY - A CITY WITHOUT A VALID MASTER-PLAN

The city of Nairobi is using a master plan developed in 1973, which legally expired in 2003. Legally a master plan is valid for 20 to 30 years, which means that structures constructed in Nairobi since the year 2003 are technically illegal.

The main goals for the 21st century are to deal with solid waste management, water and sanitation supply, provision of energy and air pollution, housing, land use planning and the rise of urban agriculture. Through development of an integrated urban infrastructure system in Nairobi and its periphery the migration back to rural areas should be guaranteed.

SOURCES

- (1) Anyamba T. J. C., *Informalisation of a planned neighbourhood in Nairobi*, Oslo School of Architecture, Oslo, 2004
- (2) White L. W. T., Siberman L., Anderson P. R., *Nairobi master plan for a colonial capital*, Report prepared for the Nairobi City Council, Nairobi, 1948
- (3) Nairobi Urban Study Group, *Metropolitan Growth Strategy*, Report prepared for the Nairobi City Council, Nairobi, 1973
- (4) Ombok Eric, *Urbanisation gone wrong*, http://www.businessinafrica.net/opinion/columns/nairobi_notebook/388738.htm, Nairobi, 2008
- (5) Akolo Judith, *Architects propose transfer of capital city of Nairobi*, <http://www.kbc.co.ke/story.asp?id=44432>, Nairobi, 2007
- (6) The Standard Group, *Is Nairobi an illegal metropolis?*, The Standard Real Estate, Nairobi, 2007
- (7) Mitullah W., *Urban Slum Reports: The case of Nairobi, Kenya*, University of Nairobi, Nairobi, 2002
- (8) Myers G. A., *Varadachs of Power, Colonialism and space in urban Africa*, Chapter Three, *Colonial Nairobi*, Syracuse University Press, New York, 2003

