ABSTRACT
The Kenya urban landscape is characterized by unreliable and uncoordinated transport system leading to the problems of traffic jams and congestions in our urban roads. A transport hub/interchange is a place where passengers change between the various modes of transport. An interchange is a set of interconnecting transport facilities where the gel that holds the system together is walking thus neglecting walking results into conflict between passengers walking and those in vehicles.

There are many benefits culminating from a well-designed transport interchange which are both economic and social benefits. Interchanges can be used as agents of redevelopments of the inner cities. Transport interchanges also help in solving or reducing the problem of traffic congestions in the urban roads.

The concept of transport interchange is not a well understood concept in Kenya. There are many transport terminuses in a Nairobi but there is not even a single well-developed transport interchange. This calls the need of the transport policy makers to develop guidelines for interchanges so as to reap the benefits that come with well-designed interchanges.

The Nairobi Railway Station, situated off Haile Selassie Avenue and Moi Avenue roundabout, is the hub for all commuter train services in Nairobi and passenger train services to Mombasa and Kisumu. It is also the matatu terminus for matatus heading to most of the western suburbs of Nairobi. The Nairobi railways terminus is one of the busiest and most congested terminus in the City of Nairobi and can be said to have exceeded its carrying capacity. In this wake as the railways corporation plans to revamp the lunatic rail line, has called on measures to curb the situation mainly at the matatu terminus and make the terminus pedestrian friendly and attractive to the arriving passengers.

This research mainly focuses on identifying challenges facing transport interchanges in the Nairobi CBD. The research recognizes the lack of a well-defined transport interchange within the City of Nairobi and seeks to contribute towards such developments. This research will specifically focus on the redevelopment of the Nairobi Railway station terminus for it to function efficiently as a transport interchange rather than merely as a terminus composed of a matatu terminus and a railway station which operate independently.