

ABSTRACT

Walking is an important facet of a city's mobility, economic development, public health, and environmental sustainability. It is important mode of transportation for children, the elderly, and people who cannot afford to own and maintain a car. Walking is one of the most sustainable mode of transport in the world but also one of less provided for during road constructions especially in the African cities. This has resulted to most cities becoming over depended on motorized modes of transport hence the endless traffic jams. This renders the cities to become more uncomfortable to walk shop and work in. Pedestrian cities are the most comfortable, safe and appealing to walk shop and work in. Nairobi city has not been left behind in planning for pedestrians on the roads evidenced by Aghakhan walk, Mama Ngina Street and Ring road Kileleshwa, which were constructed with NMT provision. It is in this regard that this planning development project was developed to enable solve the difficulties of walkability that attracts heavy traffic pedestrian in Githogoro roads. The insufficient pedestrian infrastructure has been due to encroachments along the walk-ways, unmaintained pedestrian paths, and lack of provision of the pedestrians' walkways during road construction. Formulation of objectives can address to achieve improved pedestrian infrastructure along Githogoro roads, therefore several objectives were formulated. These objectives were;

- ❖ To assess and prepare physical design of an improved and integrated pedestrian infrastructure with the business activities along Githogoro roads
 - ❖ To assess the suitability of Githogoro roads for integration of pedestrian infrastructure
 - ❖ To prepare a physical design for integration of pedestrian facilities along Githogoro roads as essential elements of public transport for urban mobility
- ❖ To examine the role of planning standards, policies and regulations in NMT development

Both primary and secondary methods of data collection were used for this planning development project. For the primary methods, photography and observation were used for collecting data. The secondary data method of data collection involved desktop research on the study area and information gathering from the relevant authorities such as KURA and Nairobi City County department of planning and development control. The street has no pedestrian furniture and amenities, which makes it difficult for pedestrians to enjoy their shopping within the shopping Centre. Some of the infrastructure that makes the street safe such as street lighting and zebra crossing /crossing lines are not provided on the street. Crossing becomes difficult especially at the intersections.