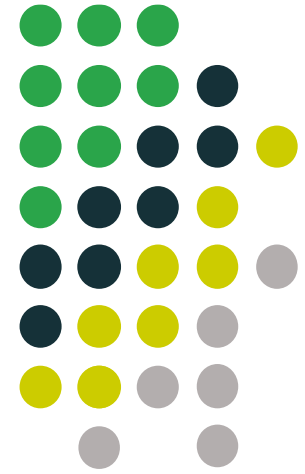


# Highway Development and Livelihood Transformation in Nairobi Peri-Urban Areas: A Case of the Northern Bypass Corridor-Kenya



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# why Highway Investment?

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## Background

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One of the most effective regional growth strategies.

Reasons:

Decreases traffic congestion, increases travel safety and employment opportunities, reduces poverty, increases economic growth and development.

Critics:

Highways important but not sufficient for economic growth and development.

Highway investment is economically inefficient.

# Highway Investment and Economic Growth

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## Background Continued

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States have established special programs under which highway investments are undertaken for the purpose of fostering economic development.

Kenya - Vision 2030 – Aim: promote economic growth-  
Infrastructure development : ports, highways/bypasses, new City  
– Konza

Literature Review: Simple positive relationship between new highways and economic growth and development does not exist  
- Real relationship is more complex and involves winners and losers.

The study sought to understand this relationship and its complexity in Kenya using the Northern Bypass as a case study.

# Research Question

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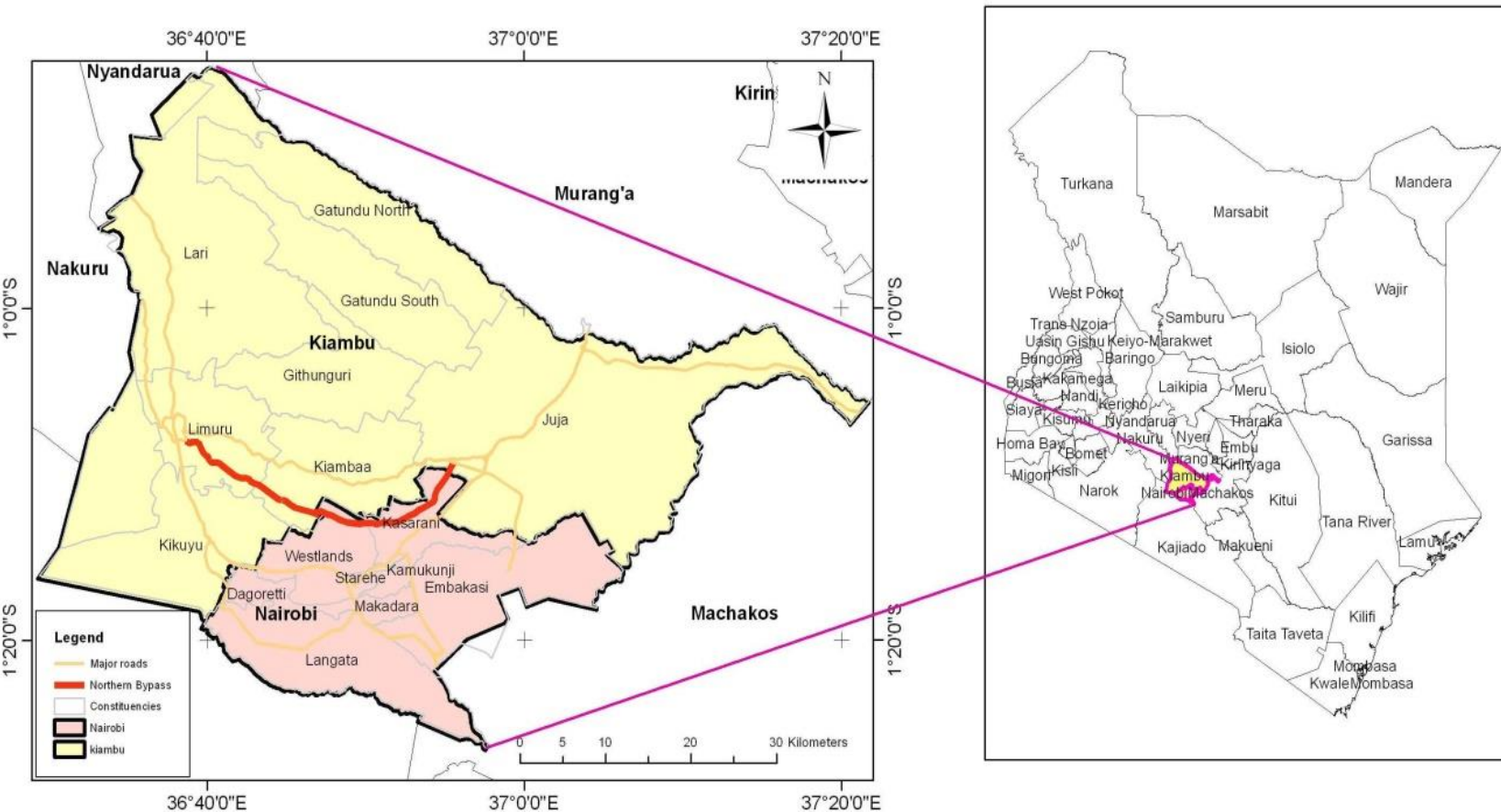


Do Highways Improve the Livelihoods of the Communities Living Along the Highways Positively or Negatively?

# Research Methodology



Study area: Kiambu /Nairobi County - Northern Bypass Corridor.-running through Kiambu and Nairobi County.



# Research Methodology Cont'D

Research design: Case Study, Cross-sectional; field survey, and interview



**Sample Size:** :384 House holds - 9 Clusters

**Sampling Procedure :** Purposive, cluster and systematic random sampling

**Data collection:**

Land values and land use changes 2001-2013 - before, during and after the construction

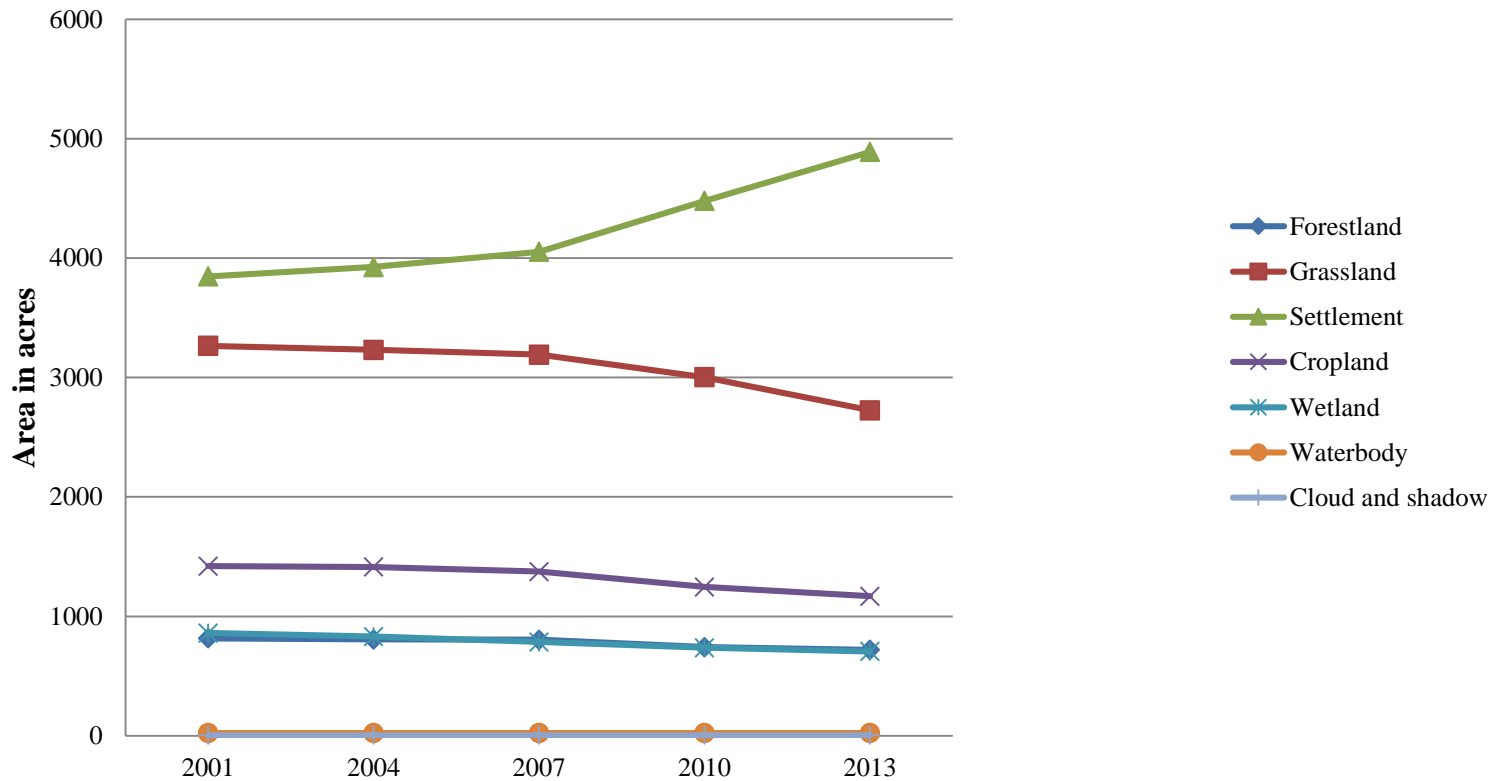
Administration of a standardized questionnaire, FGDS , key informants, specified transect walks, digital photography and life histories .

# Results:



LAND USE CHANGE TRENDS: 2001, 2004, 2007, 2010, 2013

Land Use Trends





# Results:

## LAND USE CHANGE: PARCEL LEVEL

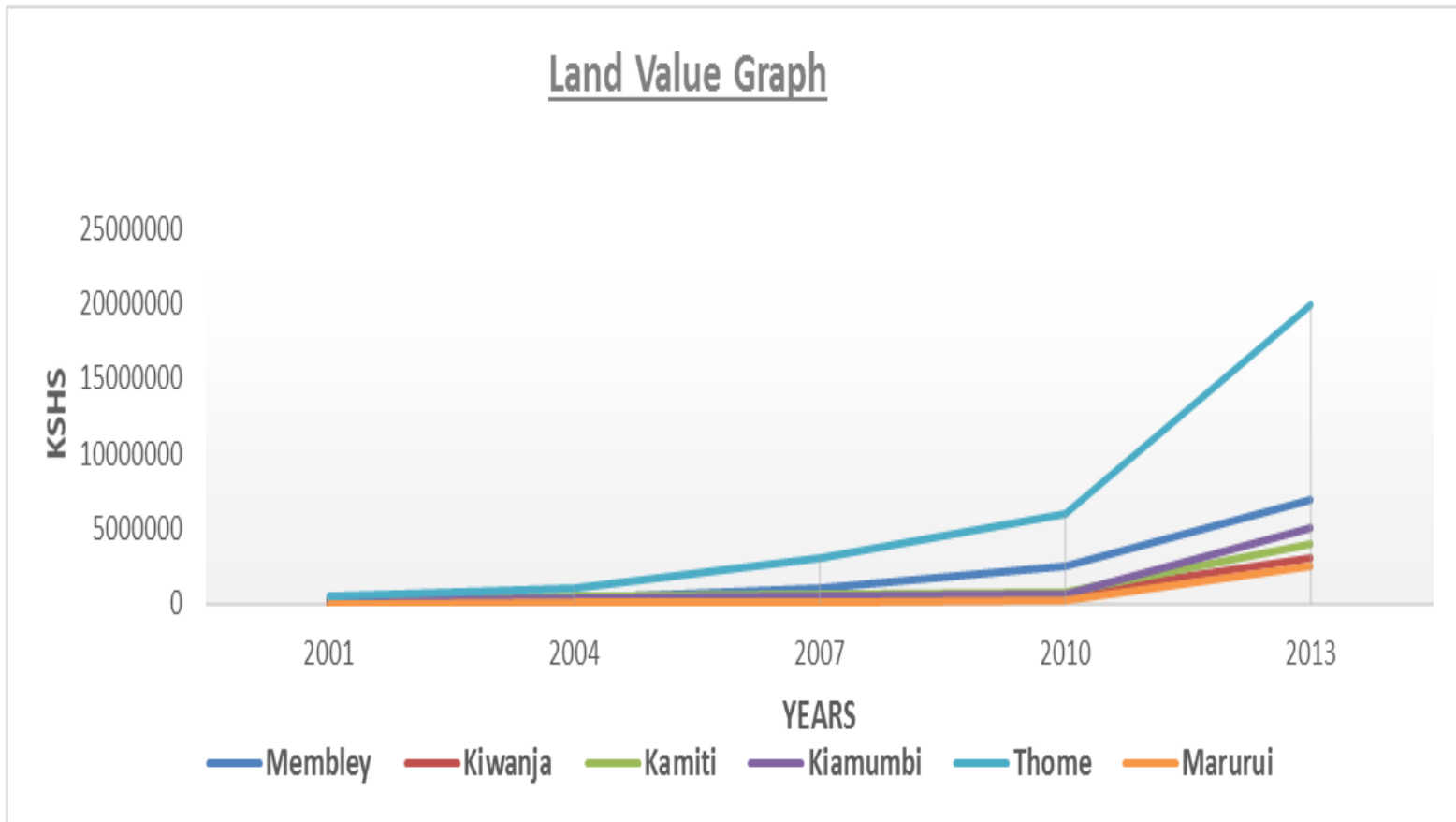




# Results:



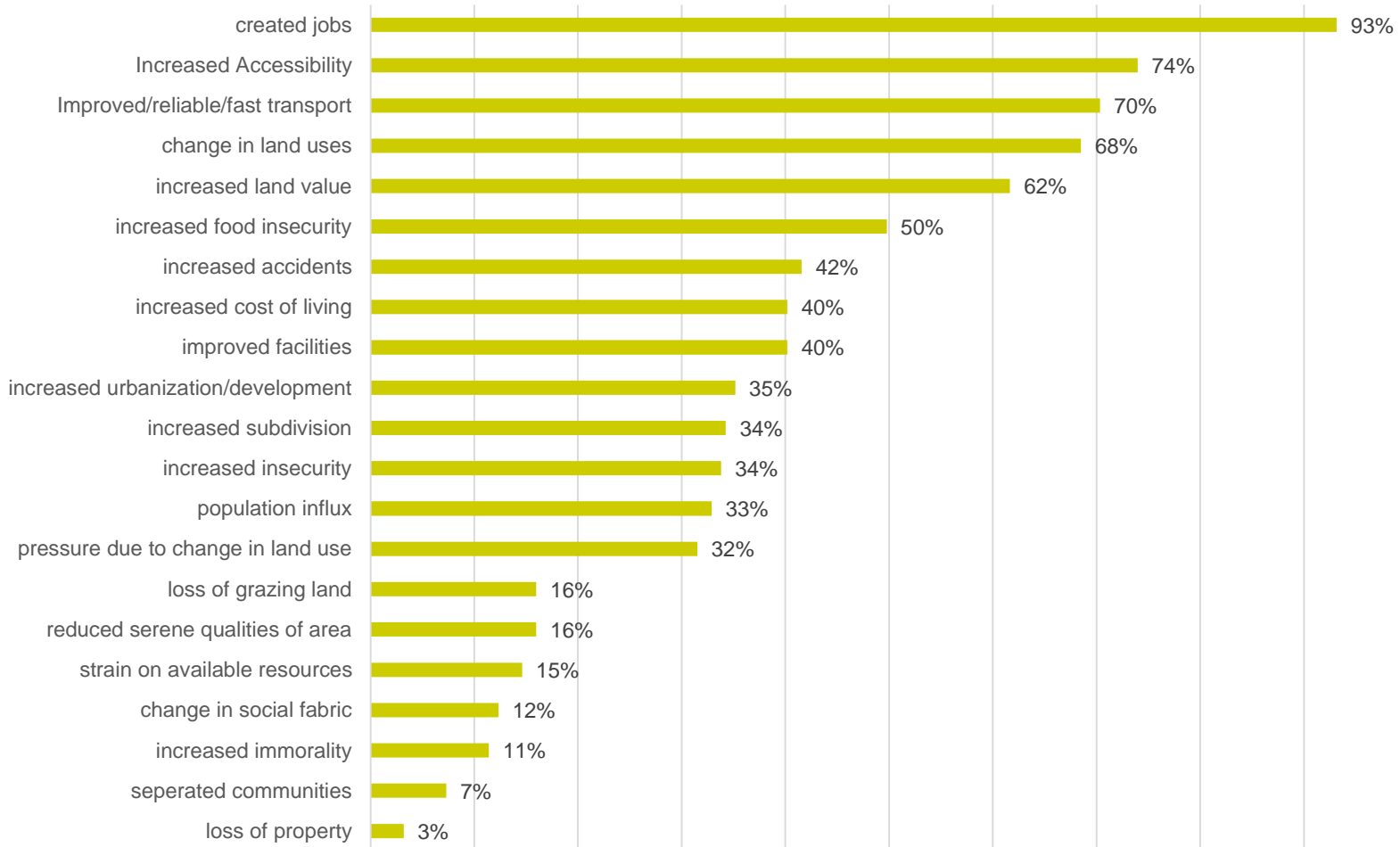
LAND VALUES TREND: 2001, 2004, 2007, 2010, 2013



# Results:



## LIVELIHOOD IMPLICATIONS: ECONOMIC IMPLICATIONS – FARMERS



# Conclusion

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The bypass has transformed community livelihoods positively but also affected the rural community negatively

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Overall the bypass construction has contributed positively to the livelihoods of communities living along the corridors.

Land use and land values have changed leading to livelihood transformation in the area.

The positive contribution to livelihoods is being enjoyed by the newcomers as the local communities are not able to take advantage of the opportunities created by the bypass

The main challenge is protecting the livelihoods of the indigenous rural communities who are the minority and most vulnerable to shocks while enhancing positive contributions to livelihoods.



# Recommendation

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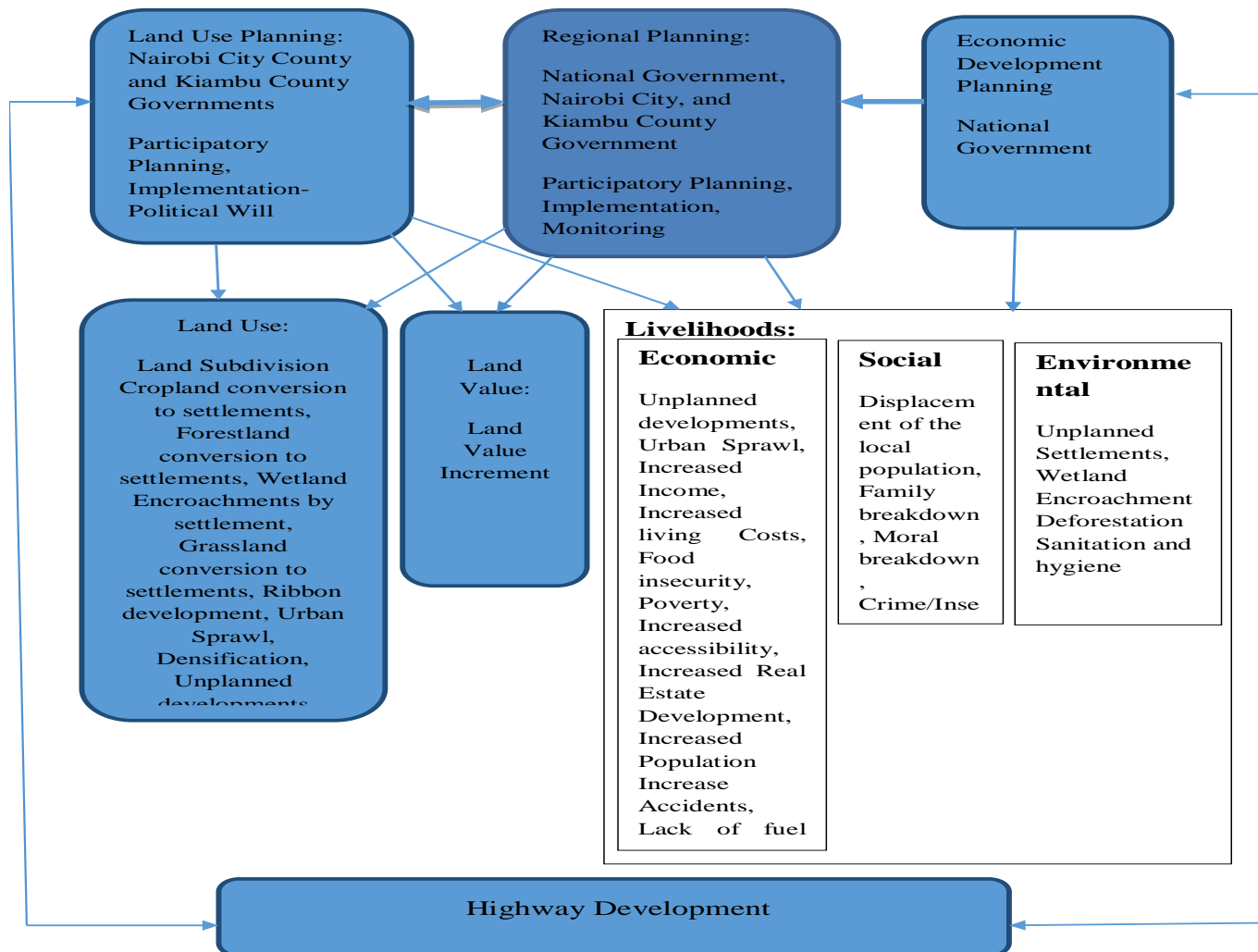
## Multi Agency Regional Planning

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- Government economic plan (Vision 2030) should be coordinated with regional planning and land use planning.
- National and County Government coordination in planning and implementation.
- Before any highway is constructed, regional planning and land use planning of the area where the Bypass will pass should be undertaken
- Coordination in planning between Nairobi and Kiambu County: Project falls under the two – Applies to any other region
- Plan Implementation



# Multi Agency Regional Planning



THANK YOU