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NAIROBI CITY TWIN / ROADS

Roads

Domain Guide

Define the road segments, conditions and network relationships needed for a future roads release.

City	Nairobi
Coverage	Planned coverage
List price	Access and scope to be agreed
Guide edition	Striped Donkey V5.89 - 7 September 2026

Use this guide

Read the documented coverage and limitations alongside the published sample and release evidence. Model counts and sample distributions describe their stated source and period. The final accepted order specifies licensed scope, usage rights, duration and delivery.

Useful questions

- Specify segment and junction coverage
- Choose condition and maintenance detail
- Separate the road network from trip records

Scope and limitations

This is the single limitation underlying every section above. Nothing on this page should be read as describing current engine behavior - it describes a scoped, honest roadmap.

The current generic asset context is not a routable or mapped road-network geometry. A future Roads domain will require its own evidence-backed spatial model rather than repurposing generic assets.

Route has OriginName, DestinationName and DistanceKm - enough to describe where a matatu or bus service operates - but it does not represent road classification, surface type, geometry, or a physical segment shared by multiple routes.

Even once built, a Roads domain would not represent real-time traffic conditions or observed vehicle movements - any future trip-volume or usage figures would be synthetic, generated network activity, not sensor data.

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01 How Roads fits the City Twin.

Roads would model the physical street network - segments, classification, surface, ward connectivity - that Vehicles → and Transport → move across, and that Fleet → Nairobi's vehicles drive on every day.

None of that exists in the engine today. This page is a scoped, honest roadmap - not a live domain page - because the correct alternative was inventing road lengths, classifications and certification scores that don't exist. We chose not to.

Nairobi City Twin™ · 1940-2026

Supporting links

Vehicles →

Transport →

Fleet →

02 Known and possible relationships.

Possible connections for scoping a future release. No implemented record links are asserted.

Domain or context	Relationship and published scope
Transport	Possible analytical context for a future Roads release. No implemented record relationship is claimed.
Infrastructure	Possible analytical context for a future Roads release. No implemented record relationship is claimed.
Construction	Possible analytical context for a future Roads release. No implemented record relationship is claimed.

Supporting links

Transport

Infrastructure

Construction

03 Three layers of the same mobility story - two real today, one planned.

FCTE's mobility chain reads Vehicles → Fleet → Roads → Postal & Logistics. The distinction below matters before any of Roads is built: it prevents a future Roads model from duplicating capabilities already represented in Transport or Vehicles.

Transport already models logical service corridors across Nairobi. A future Roads domain would add the physical street-network layer beneath those corridors; the current public model does not claim that physical network linkage exists today.

FCTE only presents a relationship as established when the release supports it. Roads remains a conceptual boundary until its connected model is graduated.

• Road / Segment

• RoadClass, SurfaceType

• Ward connectivity

• Operator, Route, Vehicle, Trip

• Route has OriginName/DestinationName/DistanceKm - a logical transit corridor, not a physical road segment

• 22 certification checks, Nairobi

• PrivateVehicle

• Household-owned, not fleet or route-owned

• No link to any road/segment table today

Supporting links

Transport

Vehicles

04 A physical network - not yet built.

The six capabilities below describe what a Roads domain would need to cover to deliver the "road → ward → household → citizen" and "road → route → trip → vehicle" experiences this page's own signature section illustrates. None of them exist in the engine today - no published data model or generated release data.

The city's modeled street system as discrete segments - would require a dedicated road-network entity with stable identity rather than a repurposed generic asset concept.

Road hierarchy and functional-class vocabularies are part of the planned Nairobi scope; no certified live road-network table is asserted in this release.

Road-to-ward relationships - would extend the shared city geography layer used across domains.

Surface type and condition attributes - no evidence review of real paved/unpaved benchmarks has been performed yet.

How the network connects areas of the city to each other - a genuine network/graph concept, not yet modeled anywhere.

Relationships between the road system and modeled transport activity - would require a direct modeled relationship between mobility activity and a future Roads domain.

Synthetic by design, once built: FCTE would contain no real road survey data, GPS traces or live traffic conditions - only an analytical representation of a plausible road network, calibrated against real classification and surface benchmarks where evidence exists.

05 Open one road. See the city around it.

This is the experience Roads would deliver once real - shown here as a labeled wireframe, not a real road, ward, or trip record. No road numbered below exists; no length or class shown below is a live value.

Every record in the diagram above resolves to a real FCTE domain except Roads itself - Ward, Households, Citizens, Vehicles, Fleets and Transport's Routes/Trips are real, deployed, and already cross-linked to each other. Roads is the missing physical layer that would connect them into a single traversal.

06 From ward to network segment - a design sketch, not a production model.

The items above are roadmap scope, not a published production design. Detailed fields, rules and design choices are intentionally unspecified.

No live result is shown because this domain is not yet published as a generated release. Compare this to the published semantic query on Vehicles → or Fleet → , both of which show release-backed data.

Public entity family	Represents	Disclosure boundary
Road-network concept	Physical road and street-network scope	Roadmap semantics only; no production design published

Public entity family	Represents	Disclosure boundary
Segment & classification context	Road class, surface and segment concepts	Fields and constraint strategy are intentionally unspecified
Area connectivity	How physical roads could connect places and wards	Future relationship design is controlled
Condition & capacity	Potential road-condition and serviceability context	Metrics and design are not yet public

Supporting links

Vehicles →

Fleet →

07 Nothing to measure yet - and this page says so plainly.

Unlike every graduated domain in this catalog, Roads has no dedicated production model yet, so there is no realism angle, no structural check, and no live network-extent number to report - not "not yet written," but "nothing exists to write a check against."

That is a label on a generic row, not a road network.

Every other domain page in this catalog reports either a real certification count or, at minimum, a real generated table with a disclosed absence of certification (as Vehicles does). Roads cannot honestly claim even that - no generated release exists yet to certify.

There is no release history for a Roads domain anywhere in the engine, because no Roads work has been started.

08 What Roads doesn't have - none of it yet, by design of this page.

This is the single limitation underlying every section above. Nothing on this page should be read as describing current engine behavior - it describes a scoped, honest roadmap.

The current generic asset context is not a routable or mapped road-network geometry. A future Roads domain will require its own evidence-backed spatial model rather than repurposing generic assets.

Route has OriginName, DestinationName and DistanceKm - enough to describe where a matatu or bus service operates - but it does not represent road classification, surface type, geometry, or a physical segment shared by multiple routes.

Even once built, a Roads domain would not represent real-time traffic conditions or observed vehicle movements - any future trip-volume or usage figures would be synthetic, generated network activity, not sensor data.

No equivalent evidence-first review against Kenya road-authority publications and Nairobi road inventories has been completed for a Roads domain. Any future production model should begin with that external evidence before production coverage is claimed.

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Supporting links

Back to Domain Directory →

09 From vehicle to network to the wider city - the intended shape.

Household-owned private vehicles - real, deployed, certified-scope-honest.

The government's own vehicle operation - real, deployed, fully certified.

Road, Segment, Class, Surface, Ward connectivity - the missing physical layer this page scopes but does not build.

The next link in the mobility chain, once a real road network exists to route across.

A conventional synthetic-roads product can generate millions of realistic-looking segments with no context behind them. FCTE's argument, once Roads is real, would be that every vehicle driving on it already has an owner, a household and a ward elsewhere in the same synthetic city - that connective tissue is the differentiator, and it's exactly why this page refused to fabricate the road lengths and classifications to make that case prematurely.

Road → Ward → Household → Citizen, and Road → Route → Trip → Vehicle → Fleet - a real, connected traversal, once Roads exists to complete it.

Available as Standalone Domain · Multi-Domain Bundle · Full City Twin™

Supporting links

Vehicles

Fleet

See Transport →

See Vehicles →

See Fleet →

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