COUNTY GOVERNMENT OF TRANS NZOIA

Department of Land, Housing, Physical Planning and Urban Development

KITALE MUNICIPALITY INTEGRATED URBAN DEVELOPMENT PLAN

FINAL DRAFT PLAN

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KITALE MUNICIPALITY IUDP (2016-2036)
Plan Approval

This Plan has been prepared, publicized and circulated as per the requirements of the Urban Areas and Cities Act Cap 275 and the Physical Planning Act Cap 286 of the laws of Kenya. The plan has fulfilled all the statutory requirements and is hereby approved.

CERTIFIED

County Director of Physical Planning

Date

APPROVED

County CECM for Land, Housing, Physical Planning and Urban Development

Date

Approved Development Plan No.
Foreword

Kitale Integrated Urban Development Plan presents a major milestone in urban planning in Kenya. It comes against the background of a myriad of urban challenges including: urban sprawl, urban decay, inadequate housing, uncontrolled informal settlements and activities, inadequate services and infrastructure and lack of an appropriate framework to guide urban growth. In response to these demands on urban planning, the Integrated Urban Development Planning framework was adopted as a tool for planning of Kitale Municipality among other urban areas in Kenya.

Integration therefore means to break away from a compartmentalized approach to territories, issues and policies in order to promote a “holistic” approach that takes into consideration the physical, economic and social dimensions of urban development. It also means to have vertical integration among the various levels of government and bodies involved in territorial governance (local, regional, national, private sector, civil, society, etc.) to horizontal integration, among the various sectors of public action.

Urban means promotion of urbanism, quality urban places; engendering activity mix that promotes urbanity/appropriate urban behavior, attitudes and growth; definition/delimitation of urban growth limits as opposed to urban sprawl.

Development means improvement of urban places; transformative to livelihoods, people’s lives, the environment, growing of the economy; creation of livable, choice neighborhoods; positive change with equity; creation of synergy among sectors, actors and places; sustainable growth.

Planning means deliberate, systematic, purposeful futuristic actions; resource reality check; impact assessment; result orientation; people driven process; visioning/targeted actions/ proposals.

This Plan was achieved through collaborative effort between the County Department of Land, Housing, Physical Planning and Urban Development, the stakeholders and the consulting planning team. It is essential that this collaboration be sustained in order to realize its successful implementation. Equally, invaluable lessons learnt during the preparation of this plan should form stepping-stones to improve on similar exercises that will be undertaken in other municipalities in Kenya.
Beatrice Wamboyi

County Physical Planner,
Department of Land, Housing, Physical Planning and Urban Development
Executive Summary

Kitale Integrated Urban Development Plan (2016-2036) has been prepared in line with the Government’s Development Blue Print outlined in The Kenya Vision 2030, which aims at transforming Kenya into a newly industrializing, middle-income country providing a high quality of life to all its citizens in a clean, secure and sustainable environment. The Vision is anchored on three pillars: Economic, Social and Political pillars. Under the economic pillar, The Vision acknowledges that Kenya will be a predominantly urban country by 2030. It also appreciates the critical role that urban centres play in development and therefore highlights the role of urban planning in achieving the envisaged development. In order to achieve this vision, there is a need of initiating nationwide urban planning and development campaigns, starting with Kenya’s major cities and municipalities.

Kitale Municipality is one of the major urban centres in the Western region of the country and the headquarters of Trans Nzoia County. It was identified as one of the municipalities to be planned in the first phase of planning the urban centres in the county by the Ministry of Land, Housing, Physical Planning and Urban Development, and requiring urgent planning intervention due to its rapid urbanization rate accompanied by other planning challenges. The main goal of this project is therefore to prepare an Integrated Urban Development Plan for the proposed Kitale Municipality, which will guide its development for a period of 20 years. The plan covers an area of 160 km² for the proposed Municipality and 226 km² as the planning area covering the entire of Tuwani, Hospital, Matisi and Bidii Ward as well as part of Waitaluk and Sirende Ward.

The preparation of Kitale Municipality Integrated Urban Development Plan embraced participatory planning approach to rectify the inadequacies associated with the traditional planning process where the recipient community was not given an opportunity to contribute to the planning process in order to address the challenges facing them. In its undertakings, GEODEV (K) LTD engaged the County Executive, County Assembly, all County Departments, relevant National Government Departments as well as local stakeholders (drawn from various sectors and interest groups).

The planning team used both secondary and primary data in order to come up with a comprehensive, all inclusive and up to date development plan. Secondary data was obtained from government publications (population census reports, Statistical abstracts etc.), County publications and development plans for the area etc. In order to feel the data gaps identified during the secondary data collection, extensive primary survey was conducted within the study area. These included carrying out of a Visioning workshop; conducting Focused Group Discussions (FGDs), structured interview schedules, photography, urban transect surveys, detailed spatial and socio-economic surveys and direct observations. To integrate the spatial aspect into the planning exercise, we obtained an aerial image of
the planning area and developed a base map for the municipality as well as representing the identified issues spatially. An important aspect of this assignment was the preparation of digital topographical maps for the entire study area.

Analysis of social, economic, environmental and spatial data was carried out with view to generate information that informed the preparation of sectoral plans and strategies. The analysis was holistic and multi-sectoral in order to establish data gaps and relationships.

The Plan identifies various development concept through scenario building and evaluation of a number of future growth models to inform the future structure/layout of land use within the proposed Municipality. The preparation of a Structure Plan was informed by various elements that define the character of the Municipality. In addition to the broad structure plan, area action plans are one of the outputs of this Plan. Area Action Plans are aimed at establishing a set of proposals and policies for the development of a specific area (such as a municipality centre or an area of new development). Several Area Action Plans were prepared depending on the needs of specific areas. The Plan further contains development strategies that will form the basis for the implementation of the Structural and Area Action Plans. The strategies outline the projects that will be put in place to achieve the objectives of the plan, the actors, timeframe and the cost of implementation of the projects. The strategies formulated include among others the Local Economic Development (Investment) Strategy, Housing Strategy, Transportation Strategy, Trunk and Social Infrastructure Strategy.

Finally, the Plan contains an Implementation, Evaluation and Monitoring Framework, which includes a Capital Investment Plan. The CIP identifies the capital/major projects that will act as the Municipality’s growth impetus. These projects have been costed as well. The actors identified for the implementation of this Plan include the County Government of Trans Nzoia, National Government, Private Investors, Donors, NGOs, CBOs and the community in general. Adoption of the proposals coupled with timely and coordinated implementation of the proposed strategies will act towards reversing the current trend, improve the living conditions of the Kitale residents and above all help achieve the Vision of Kitale people.
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<th>Description</th>
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<tr>
<td>AEZ:</td>
<td>Agro-Ecological Zone</td>
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<tr>
<td>CBD:</td>
<td>Central Business District</td>
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<td>CBO:</td>
<td>Community Based Organization</td>
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<tr>
<td>CIDP:</td>
<td>County Integrated Development Plan</td>
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<tr>
<td>CIP:</td>
<td>Capital Investment Plan</td>
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<tr>
<td>DCR:</td>
<td>Development Control Regulations</td>
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<tr>
<td>FSI:</td>
<td>Floor Space Index</td>
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<tr>
<td>GIS:</td>
<td>Geographic Information System</td>
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<tr>
<td>GPS:</td>
<td>Global Positioning System</td>
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<tr>
<td>IUDP:</td>
<td>Integrated Urban Development Plan</td>
</tr>
<tr>
<td>JHUAT:</td>
<td>Jomo Kenyatta University of Agriculture and Technology</td>
</tr>
<tr>
<td>KCB:</td>
<td>Kenya Commercial Bank</td>
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<tr>
<td>KCC:</td>
<td>Kenya Cooperative Creameries</td>
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<tr>
<td>KFA:</td>
<td>Kenya Farmers Association</td>
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<tr>
<td>KMTC:</td>
<td>Kenya Medical Training College</td>
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<tr>
<td>KNPHC:</td>
<td>Kenya National Population and Housing Census</td>
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<tr>
<td>KNSSDI:</td>
<td>Kenya National Spatial Data Infrastructure</td>
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<tr>
<td>KWFT:</td>
<td>Kenya Women Finance Trust</td>
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<tr>
<td>LIS:</td>
<td>Land Information System</td>
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<tr>
<td>NCPB:</td>
<td>National Cereals Produce Board</td>
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<tr>
<td>NGO:</td>
<td>Non-Governmental Organization</td>
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<tr>
<td>NMT:</td>
<td>Non-Motorized Transport</td>
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<tr>
<td>NZOWASCO:</td>
<td>Nzoia Water Services Company</td>
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<tr>
<td>RIM:</td>
<td>Registry Index Map</td>
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<tr>
<td>TOR:</td>
<td>Terms of Reference</td>
</tr>
<tr>
<td>UM:</td>
<td>Upper Midland</td>
</tr>
<tr>
<td>UON:</td>
<td>University Of Nairobi</td>
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<tr>
<td>UTM:</td>
<td>Universal Transverse Mercator</td>
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Chapter 1 - INTRODUCTION

PLAN PREPARATION BACKGROUND

1.1 THE PROJECT AND DEFINITION OF TERMS:

This project entails Digital Topographical Mapping and Preparation of an Integrated Urban Development Plan for Kitale Municipality (2016-2036)

Digital Topographical Mapping

This is the Preparation of Digital (Computer Format) Maps from Aerial Image, Satellite Images, existing Survey Plans and Cadastral Layers

Integrated Urban Development Plan

This is an urban plan, which will provide policies and development proposals to guide and control development of Kitale Municipality for a period of 20 years.

1.2 PREPARATION OF INTEGRATED URBAN DEVELOPMENT PLANS

The Integrated Urban Development Plan is a planning approach that involves cities or urban areas and their residents in finding the best solutions to achieve good long-term development. It also gives an overall framework for development, which aims to coordinate the work of locals and other spheres of government in a coherent plan to improve the quality of life for the people living in an area.

Urbanization is a strong and potentially positive force in development throughout the world today. However, the accelerating rate of urbanization in Kenya has often overtaken the capacity of national and county governments in dealing with urban development challenges. These challenges and needs include housing, infrastructure services, social and community facilities, local economic development and environmental improvements and protection. One of the major problems and challenges facing Kenya is the unsustainable urban growth and deterioration of urban environment. Urban centres are experiencing rapid growth and development that is unplanned, uncoordinated and uncontrolled.

Preparation of an Integrated Urban Development Plan is provided for under Section 36 of the Urban Areas and Cities Act 2011 and its (Amendment) Act 2019. Integrated development planning for the Municipality shall:

• Give effect to the development of the municipality as an urban area, in this case a municipality.
• Strive to achieve the objects of devolved government as set out in Article 174 of the Constitution.
• Promotion of social and economic development and provision of easily accessible services throughout Kenya.
• Recognize the right of communities to manage their own affairs and to further their development.
• Contribute to the protection and promotion of the fundamental rights and freedoms to the people of Kitale as contained in Chapter 4 of the Constitution.
• Be the basis for development control in Kitale Municipality.
• Every county government is required to initiate an urban planning process for every settlement with a population of at least 2,000 residents. Kitale Municipality population was 106,187 residents as of 2009.

In light of the above and the need for diagnosing the main planning issues in Kitale Municipality, the County Government of Trans Nzoia embarked on Digital Topographical Mapping and the Preparation of Integrated Urban Development Plan to guide development of the Municipality and its environs for a period of 20 years as provided for in the County Governments Act, 2012. Some of the planning challenges Kitale municipality faces include: inadequate land for the required urban land uses, urban sprawl and inadequate urban development control, poor and narrow access roads, limited social amenities -recreation, schools, bus parks, poor solid waste and storm water management, inadequate sewerage system, informality in urban activities i.e. hawking, parking, kiosks, housing development, traffic management, inadequate public facilities and utilities among others.

This case scenario of Kitale Municipality is not in isolation going by its high population growth rate of about 3.8% per year; Kenyan urban areas are rapidly growing (4.2% growth rate, World Bank 2014) in haphazard manner and experiencing severe problems. These problems include but not limited to land subdivisions into uneconomical sizes, mushrooming of informal settlements with poor infrastructure and housing, growing informal markets and inadequate recreational facilities. Other challenges include limited parking areas, traffic congestion with rising injuries and deaths from accidents, severe environmental degradation and high rates of unemployment, crime and social distress.

The Integrated Urban Development Plan for Kitale Municipality will identify priority programs that support well-planned urban growth and development and working environment that attract investments and enhanced revenue collection. The urban development plan will also lead to the full
exploitation of opportunities for economic expansion, industrial development, and strengthening of rural-urban linkages. The plan is also expected to guide development in the peri-urban areas, support urban form and quality of life – accessibility to services, mix of functions, integrated social strata and promote vibrant community organizations.

The Digital Topographical Mapping and the Preparation of Integrated Urban Development Plan for the Municipality is intended to help achieve the Kenya’s Vision 2030. The Vision aims at transforming Kenya into a newly industrializing, middle-income country providing a high quality of life to all its citizens in a clean, secure and sustainable environment. The Vision is anchored on three pillars: Economic Social and Political pillars. Under the economic pillar, The Vision acknowledges that Kenya will be a predominantly urban country by 2030. It also appreciates the critical role that urban centres play in development and therefore identifies urban planning as a critical activity in achieving the envisaged development. It thus aims at initiating nationwide urban planning and development campaigns, starting with Kenya’s major cities and municipalities.

In response to the above needs for addressing planning challenges and guiding the growth of the Municipality in a proper and coordinated manner, County Government of Trans Nzoia contracted GEODEV (K) LTD to undertake the exercise. This Final Draft Plan Report is one of the requirements under the contract and the planning process.

**CONTRACTUAL OBLIGATIONS**

**1.3 TERMS OF REFERENCE**

The plan was prepared in response to the following terms of reference:

- Preparation of the Municipalities GIS based Urban Development Plan.
- Provide Strategic guidance in respect to the location and nature of development within the municipality.
- Prepare and update digital cadastral layers in digital format.
- Preparation of a land information system (LIS) to give details of ownership, location and state of all land in the Municipality;
- Set out basic guidelines for a land use management system in the municipality and taking into account any guidelines, regulations or laws as provided for under Article 67 (2) (h) of the Constitution.
- Conduct participatory planning exercises in the municipality as a key input for preparation and ownership of the plan.
• Provide a framework for land banking and acquisition by the County Government for public purposes, future development and strategic investments;
• Carry out an assessment of infrastructure and service levels and their distribution to guide the County’s investment in infrastructure development;
• Provide Capital Investment Plans (CIP) for the Municipality to guide the County Government and other investors;
• Build capacity within the department for effective maintenance and management of the developed GIS
• Design appropriate development and implementation strategies for the plan
• Presentation of the final plan outputs (technical reports, maps) for recommendation by relevant agencies and subsequent gazette and approval by the County Assembly of Trans Nzoia.

1.4 PURPOSE OF THE IUDP

The purpose of the Integrated Urban Development Plan is to:

• Define a Vision for future growth and development of the Municipality over the next 20 years. The Vision as set was informed by the objectives stated in the TOR by the client; the broad objectives defined the Vision 2030, the sustainable development goals, aspirations of the local communities and any earlier planning materials among others.

• Provide an overall integrated physical framework for the Municipality’s urban growth. An integrated physical framework prepared to fulfil the current and future requirements

• Provide a basis for coordinated programming of projects and budget, thereby serving as a downstream management tool. A realistic implementation plan is to be prepared for all identified projects along with capital investment plan.

1.5 VISION OF THE PLAN

Stakeholders during the visioning workshop envisioned Kitale Municipality as a commercial and industrial hub with an efficient, effective and sustainable land, housing, infrastructural and transport management systems. This Vision was reached at after consultations with the Executive, Key Departments and a Visioning Exercise conducted on 12th May 2017 at KMTI

Visioning Exercise

Methods used to derive Kitale Municipality Visioning Process

→ Divided into thematic groups, with a chairman and a secretary
1.5 APPRECIATION OF THE IUDP’S OBJECTIVES

The main objective of the assignment is to prepare Integrated Urban Development Plan for Kitale Municipality, which will guide development of the municipality, and its environs for a period of 20 years as provided for in the County Government Act. The objectives of the existing Land Use Planning Bill under review and the Urban Areas and Cities Acts are:

- **To produce accurate up-to-date digital topographic maps:** Aerial photography which was acquired from the client and used as the basis for all mapping. The cadastral maps of the planning area have been updated based on the latest aerial photograph.

- **To prepare digital cadastral layers in the same system as the digital topo maps.** All cadastral maps showing extent and ownership within the planning area have been digitized and updated by superimposing with the outputs of latest aerial photograph.

- **To conduct participatory planning exercises in the planning area to identify citizens’ priorities.** Stakeholder consultations have been conducted throughout the project duration. Five workshops at different stages of the project have also been set as a part of participatory planning. These interactive workshops have been and will be the main means of involving citizens in the planning process, including identifying and prioritizing projects.

- **To prepare medium and long term plans to guide urban development, including action area plans, subject plans, advisory or zoning plans and regulations and other reference materials.** There will be medium and long term plans for the municipality including action plans for special areas (improvement, redevelopment, restoration, etc.), subject plans for a specific site.
or area in detail, zoning plan by dividing the municipality into various planning and use zones and zoning regulations by defining the permitted and non-permitted uses for each zone.

- **To prepare strategic structure plans, showing current and proposed land use and infrastructure** (such as transport, water, drainage, power, etc.), **housing settlements and environmental assets (20 years)**. The strategic structure plan has been prepared showing the existing and proposed land uses including main infrastructure services.

- **To prepare an Integrated Urban Development Plan (IUDP)**. The final output of this exercise is an IUDP covering all development sectors mentioned in the scope of work.

- **To prepare a Capital Investment Plan (CIP)**. After project identification, broad costing will be done for each project to prepare a capital investment plan comprising possible sources of funding and an implementation plan.

- **To provide hands-on training to key staff of the planning department on plan preparation and implementation**. Identified professionals from relevant departments will receive training so that the client can handle downstream work easily.

- **To prepare a monitoring and evaluation strategy to assist the planning department to review and update the plan in line with the ever-changing trends of the city**. The IUDP will be flexible enough, technically, to be updated in future with changing circumstances, as deemed fit, subject to the provisions of the Physical Planning Act, Cap-286.

**The Specific Objectives of the Assignment are:**

- To define a vision for future growth and development of the municipality over the next 20 years.
- To set a base for the proposed new development and role of the municipality
- To set regulations, standards and guidelines for development control
- To provide a basis for provision of modern infrastructural services
- To formulate measures for environmental conservation/improvements and aesthetics
- To mitigate urban sprawl and fore stall emergence of informal settlements and slums
- To produce accurate up-to-date digital topographic maps.
- To produce digital cadastral layers in the same system as the digital topo maps
- To conduct participatory planning exercises in the municipality and identify citizens’ priorities
- To prepare short and medium term plans to guide urban development, including action area plans, subject plans, advisory or zoning plans and development control regulations
• To review and prepare strategic structure plans, showing current and proposed land use and infrastructure (transport, water, drainage,) housing settlements and environmental issues
• To provide hands-on training to technical staff of Land, Housing and Urban Development Department on plan and map preparation, implementation and GIS environment.
• To prepare a capital investment plans to guide county and municipality investment programs
• To prepare plan implementation, monitoring and evaluation strategy to assist the County in reviewing and updating the plan in line with the ever-changing urbanization trends of the municipality

1.6 SCOPE OF WORK: TEMPORAL AND GEOGRAPHICAL

The scope of work includes Digital Topographical Mapping and the Preparation of Integrated Urban Development Plan for Kitale municipality for the next 20 years covering a total area of 160km² as the proposed Municipality and 226km² as the municipality’s planning area covering Moi University campus along Kapenguria Road, Kenya Seed Company along Endebess Road, Amagoro Park along Eldoret Road, Kambi Miwa along Webuye road and Rafiki Centre for the purpose of development control and regulation. The plan however covers in detail, the municipality and its environs hereby referred to as the proposed municipality.

The main scope of work of the consultancy, which this report covers, is:

➢ Digital Topographical Mapping
  • Preparation of an up-to-date accurate digital topographical map
  • Digitization of all cadastral maps of all registered parcels

➢ Preparation of IUDP
  • Formulation of a Vision
  • A brief summary on the situational analysis of the current socio-economic, physical, environmental and cultural characteristics of the city
  • Structure plan with detailed land use and zoning regulations
  • Strategic Sector Plans:
    o Transportation Plan
    o Local Economic Development Plan
    o Housing and Settlement Upgrading Plan
- Environmental Management Plan
- Disaster Management Plan
- Cultural Heritage Conservation Plan

- Development of planning policies and zoning regulations
- Capital Investment Plan
- Training

It may be noted, that, though components of Digital Topographic Mapping and IUDP are mentioned separately, these two components are not isolated from each other and are integrated in terms of the analysis and outputs.

*Map 1-1: Geographical Scope*

Source: Consultants Edit, 2018
1.7 **Approach and Methodology**

The consultant has focused primarily on a participatory approach for preparation of this IUDP. The Constitution of Kenya and the various planning legislations amply provide for this. It aims at promoting sustainable development based on local empowerment and the accountability of individuals, groups and communities. It immensely offers the requisite opportunity to get a share and a feel of the existing situation and challenges, priorities and objectives of the residents concerning planning area and the welfare of local population. The approach seeks to familiarize the stakeholders with the purpose, process, and expected outcomes of the IUDP, and build enthusiasm, understanding and commitment to the IUDP. This therefore means that opinions and objectives of the citizens have to be given a priority in preparing this plan for the sake of adoption and implementation.

Given the need for adopting this approach where citizens and other stakeholders take the centre stage in preparation of this document, the consultant finds it necessary to review and integrate the recommendations as raised by all the stakeholders to enable a smooth and effective process. While the review itself of the concerns is undertaken by the consultant’s and department’s key experts, the results needs to be discussed by all the stakeholders, taking advantage of the multilevel approach. The review of the issues will also outline possible contradictions, gaps and missing links between different initiatives. Indeed, the quality of the obtained information will be essential in order to realize our tasks properly and promptly.

Apart from the participatory approach as aforementioned, several other approaches were taken on board to ensure a full approach and integration of every prerequisite in plan preparation. They are:

i. **Integrated Approach**

Consequent to the eclectic nature of municipality planning, the consultant has formed a consortium of professionals to tackle each sector. This will involve a well-coordinated and interdisciplinary approach whereby members of the team and project stakeholders will have to consult on a regular basis. The physical, social and economic facets of development shall be treated with due consideration of their interdependence. This will lead to the production of a seamless and harmonious output.

ii. **Innovative Approach**

Throughout the preparation of the IUDP, the consultant shall apply the latest tools and techniques in data collection, recording, analysis and presentation. These will include both equipment and software which will be chosen based on effectiveness and efficiency in past projects.

iii. **Sustainable Approach**
Since population size and urbanization are steadily rising whereas resources are being constantly depleted, the plan must factor in the needs of both present and future generations. The plan shall therefore propose feasible implementation mechanisms primarily based on local resources. It will also be formulated based on the existing and projected institutional capacity to span the proposed 20-year period. Monitoring and evaluation structures shall also be put in place to mitigate any negative impacts that may arise during and after plan implementation.

iv. Flexible Approach

The planning process shall be adaptable to allow for modifications and revisions whenever necessary so as to avoid rigidity resultant to traditional planning approaches. This shall be necessary given the dynamic nature of development. The planning process shall be subjected to constant review due to the need for continuity, adaptability and the inaccuracy in projecting and forecasting.

As mentioned under scope of plan, the plan preparation process will comprise the following five phases:

i. Preparatory phase
ii. Sensitization phase
iii. Investigative phase
iv. Plan formulation phase
v. Plan approval phase

1.7.1 Preparatory Phase

The preparatory phase involved:

- Preparation of a preliminary base map which entailed acquisition of satellite images, acquisition and digitization of PIDs and RIMs and the preparation of a map showing the existing situation.

- Transect survey to appreciate the planning area, ground truth and prepare a final base map.
- Stakeholder identification and analysis to identify the right stakeholders that would be engaged and develop a strategy for communication during the planning process.
- Data needs assessment to identify the correct information that would be required and develop a data acquisition, storage and analysis strategy.

1.7.2 Sensitization Phase
During this phase, identified stakeholders were engaged to provide information about the preparation of the plan, and receive their feedback on the same. The stakeholders also provided additional information required for planning.

Stakeholder engagement was undertaken through workshops, targeted consultative meetings and other public fora as was found appropriate. The stakeholder workshops would be divided into three for; presentation of visioning and objective setting, validation of data collected about the area and validation of draft plan.

1.7.3 Investigative Phase
In this phase investigation was undertaken to enhance understanding of the area’s social, economic and environmental dynamics through desktop and field studies. The outcome of the investigation as well as the stakeholder engagement formed a basis for the formulation of intervention measures of the plan.

Among the studies that were undertaken include;
- Land use and land suitability analysis,
- Infrastructure gap analysis,
- Human settlement trends and patterns analysis,
- Demographic analysis,
- Needs analysis,
- Environmental profiling, etc.

1.7.4 Plan Formulation Phase
Based on stakeholder concerns, feedback on concept plan and findings from investigation an Urban Area Land Use Plan (comprehensive structure framework) was formulated.
1.7.5 Plan Approval Phase

The plan was amended accordingly to capture stakeholder concerns after validation process that entailed presentation workshops for discussion of the draft plan followed by placement of notice of completion of the plan in the local dailies and Kenya gazette and circulation of plan to stakeholders. The final plan was submitted to the County Executive Committee member for Lands, Physical Planning, Housing and Urban Development through the office of the County Physical Planner and subsequently to the County Assembly for approval.

CONSTITUTIONAL, LEGAL AND POLICY REFERENCE

1.8 CONSTITUTIONAL REFERENCE

The Constitution of Kenya 2010 is the supreme law in Kenya. It guarantees fundamental rights and freedoms for the citizens. This plan shall promote the realization of the Constitution particularly with respect to the following provisions:

Chapter 4

- Article 43 (1) pertaining to economic and social rights which include the right to clean and healthy environment, adequate and decent housing and to reasonable standards of sanitation, right to education
- Article 42 (1) states that every person has a right to a clean and healthy environment.

Chapter 5

- Article 60 (1) Land in Kenya shall be held, used and managed in a manner that is equitable, efficient, productive and sustainable, and in accordance with the land policy principles.
- Article 66 (1) Gives the state the power to regulate the use of any land or any interest in or right over any land in the interest of defense, public safety, public order, public morality, public health or land use planning
- Article 67 (1) provides for the establishment of the National Land Commission. (2) States the functions of this Commission.
- Article 69 provides for the management and protection of the environment. Thus, the Integrated Urban Development Plan for Kitale Municipality will be fully anchored within the confines of the Constitution.

Chapter 11

- Article 175 (1) states the principles of devolved government, that is the principles that the County Government should reflect.
• Article 187 (1) provides for the transfer of function between the two levels of government in the cases where the function would be more effectively performed or where the transfer is not prohibited by the legislation.

1.9 LEGAL AND POLICY FRAMEWORK

1.9.1 Physical Planning Act Cap 286
It forms the main legal framework, which guides the process, content, and the approval of the plans both long term and short-term plans which include Action Plans and Zoning Plans among others. It provides for matters to be dealt with in a urban area plan, which include:

- Population growth, projection, distribution and movement.
- Land potential including distribution of agricultural land potential, their values, population and land imbalance and other natural resource endowment.
- Employment, income, characteristics of employment, income distribution, the labour force and potential of the informal sector.
- Human settlements including distribution of existing services, growth and pattern of urbanization, cause of primary and rural urban migration.

Under the Act, no land subdivision or development may take place without the approval of the responsible authority. In the case of unauthorized development, the responsible authority may issue an enforcement notice requiring that the developer restore the land to its original state. The Act makes provision for conducting Environmental Impact Assessments in certain cases, and for the preservation of buildings of special architectural value or historic interest.

Appeals in respect of the decision of a local authority must be made to the Local Planning Liaison Committee. If not satisfied with that decision an applicant may appeal to the National Planning Liaison Committee. Appeals against an adverse decision by the National Planning Liaison Committee may then be made to the High Court.

1.9.2 Urban Areas and Cities (Amendment) Act, 2019
An Act of Parliament to give effect to Article 184 of the Constitution; to provide for the, classification, governance and management of urban areas and cities; to provide for the criteria of establishing urban areas, to provide for the principle of governance and participation of residents and for connected purposes. The Act lays down the principles of governance and management of urban areas including:

- institutionalized active participation by its residents in the management of the urban area and city affairs;
- efficient and effective service delivery

The Act guides the classification of areas as urban areas or cities based on population.
Market Centre – at least 2,000  
Municipality- at least 10,000  
Municipality-at least 50,000  
City-at least 250,000

This therefore puts Kitale under Municipality classification and the Act provides for its governance and management ensuring participation of the residents in the governance of the municipality. In order for any urban area to be so classified, it must first have an integrated urban development plan. This IUDP therefore fulfills the requirement for Kitale to be classified as a municipality.

Among other provisions such as public participation the Act requires every city or municipality to “operate within the framework of integrated development planning” which shall:

a) Give effect to the development of urban areas and cities as required by this Act and any other written law;
b) Strive to achieve the objects of devolved government as set out in Article 174 of the Constitution;
c) Contribute to the protection and promotion of the fundamental rights and freedoms contained in Chapter Four of the Constitution and the progressive realization of the socio-economic rights;
d) Be the basis for—
   i. The preparation of environmental management plans;
   ii. The preparation of valuation rolls for property taxation;
   iii. Provision of physical and social infrastructure and transportation;
   iv. Preparation of annual strategic plans for a city or municipality;
   v. Disaster preparedness and response;
   vi. Overall delivery of service including provision of water, electricity, health, telecommunications and solid waste management; and
   vii. The preparation of a geographic information system for a city or municipality;

e) Nurture and promote development of informal commercial activities in an orderly and sustainable manner;
f) Provide a framework for regulated urban agriculture; and
g) Be the basis for development control.

1.9.3 The County Governments Act, 2012
Gives effect to the objects and principles of devolution as set out in Articles 174 and 175 of the Constitution of Kenya. It provides for;
- Public participation in the conduct of the activities of the county assembly as required under Article 196 of the Constitution.
- Seeks to ensure that the community and cultural diversity of a county is reflected in its county assembly and county executive committee as contemplated in Article 197 of the Constitution.
- Mechanisms to protect minorities within counties according to Article 197 of the Constitution.
- The powers, privileges and immunities of county assemblies, their committees and members under Article 196 of the Constitution.

This Act establishes the detailed framework for implementing the provisions of Chapter 11 of the Constitution with regard to the management of counties. Part XI of the Act concerns county planning with a view to establishing a framework for investment by the county. Section 104 establishes the nature and role of a county development plan:

1) A county government shall plan for the county and no public funds shall be appropriated outside a planning framework developed by the county executive committee and approved by the county assembly.

2) The county planning framework shall integrate economic, physical, social, environmental and spatial planning.

3) The county government shall designate county departments, cities and urban areas, sub-counties and Wards as planning authorities of the county.

4) To promote public participation, non-state actors shall be incorporated in the planning processes by all authorities.

5) County plans shall be binding on all sub-county units for developmental activities within a County

1.9.4 Other Legal References


2. Environmental Management and Coordination Act, EMCA (2015). Under section 9(2) (c) and (d) NEMA, in consultation with lead agencies, is tasked with the function of establishing and reviewing land use guidelines and examining land use patterns to determine their impact on the quality and quantity of natural resources.
3. The Land Registration Act No.3 of 2012. The Act revises, consolidate and rationalize the registration of Title to land, give effect to the principles and objects of devolved Government in land registration and related purposes, compulsory land acquisition.

4. Agriculture, Fisheries and Food Authority Act No. 13 of 2013. It provides for promotion of best practices in, and regulate, the production, processing, marketing, grading, storage, collection, transportation and warehousing of agricultural and aquatic products excluding livestock products as may be provided for under the Crops Act, and the Fisheries Act.

5. Public Health Act (Cap 242). The Act states that the duty of every health authority is to take all lawful, necessary and reasonably practicable measures for preventing the occurrence or dealing with any outbreak or prevalence of any infectious, communicable or preventable disease, to safeguard and promote the public health and to exercise the powers and perform the duties in respect of the public health conferred or imposed on it by this Act or by any other law.

6. The Survey Act (Cap 299). It was established to make provisions in relation to surveys, land subdivisions, conversions, geographical names and the licensing of land surveyors, and for connected purposes.

7. Intergovernmental Relations Act, No. 2 of 2012. The Act provides a framework for consultation and co-operation between the national and County Governments; and among County Governments.

8. Public Finance Management Act, 2012 The objectives of this Act are to ensure that:-
   a. Public finances are managed at both the national and the county levels of government in accordance with the principles set out in the Constitution.
   b. Public officers who are given responsibility for managing the finances are accountable to the public for the management of those finances through Parliament and County Assemblies.

9. National Spatial Plan. The Plan was prepared within the framework of the Constitution. It seeks to achieve promises Kenyans furnished themselves under the new Constitution like the right to economy; the need for balanced development across the country, the right to a clean and healthy environment and the right to property among others. It also lays a foundation on which Article 66, on regulation of land uses.

   1.9.5 Policy References

1. Sessional Paper No. 10 of 2012: Vision 2030. Vision 2030 aims to transform Kenya into a newly industrializing, middle-income country providing a high quality life to its citizens by the year 2030. It is based on three pillars, which are economic, social and political.
2. Sustainable Development Goals (SDGs). The Sustainable Development Goals (SDGs) are a new, universal set of goals, targets and indicators that UN member states will be expected to use to frame their agendas and political policies over the next 15 years. The SDGs follow and expand on the millennium development goals (MDGs), which were agreed by governments in 2001 and expired in 2015.

3. National Housing Policy for Kenya, 2004. The National Housing policy is intended to arrest the deteriorating housing conditions and solve the problem of inadequate housing due to population explosion, rapid urbanization, widespread poverty and escalating costs of providing housing, which has manifested in poor housing, overcrowding, proliferation of slum and informal settlements among others.

4. The National Land Policy, 2009. It was established under Sessional Paper No 3 of 2009 to guide Kenya towards efficient, equitable and sustainable use of land. This was to be achieved by addressing issues such as; deterioration of land quality, squatting and landlessness, urban squalor, tenure conflict and insecurity

5. Urban Development Policy. The policy objectives include:
   a) Ensuring the legal personality of cities to recognize cities as legitimate and legally empowered entities with independent organizational and self-administration status. The policy will for the first time, provide clear criteria of classifying municipality and of bestowing city and metropolitan status to urban centres and regions.
   b) Ensuring planned, inclusive and sustainable urban development that implies the recognition of urban centres as entities that strive to harmonize physical planning with economic development planning and are sensitive to stakeholders’ participation and environment.
   c) Ensuring plan based administration of urban land under various land tenure arrangements and systems thereby recognizing urban centres as entities that strive towards achieving effective urban land management and administration.
   d) Enhancing sustained improvement in the quality and coverage of infrastructure facilities along with government’s key role, cities should strive to maximize the participation and contribution of the private sector and the community sector in infrastructure provision.
   e) Ensuring a sustained improvement in the quality and coverage of service provision through a partnership framework that acknowledges the key roles of all key actors.
   f) Facilitating production and access to decent and affordable housing for all and eradicating slums
   g) Alleviating urban poverty through employment generation by maximizing local economic development (LED) and adopting pro-growth policies and strategies.
h) Ensuring sustainable environmental management, which entails the recognition of cities as entities that strive to work towards the reduction of poverty and promotion of a sustainable urban environment.

i) Ensuring the promotion of an effective financial management system.

j) Ensuring effective rural-urban and urban-urban linkages thereby promoting of the development of urban centres as loci for enhancing sustainable development with linkages to their rural counterparts.

k) Ensuring the creation of effective coordination mechanisms for the roles and mandates of different actors in urban development.

6. The Integrated National Transport Policy of 2009. The policy advocates for development and maintenance of an integrated and coordinated transport system to:

- Foster national and regional economic integration and trade facilitation.
- Integrate transport and land use planning and management systems.
- Enhance investment in the transport system.
- Incorporate environmental protection and resource conservation issues in transport sector activities.

The plan will articulate the provisions and objectives of these laws and policies with the aim of developing an integrated, balanced and environmentally sound urban plan in which all institutions and sectors efficiently play their roles.
1.10  **Locational Context of the Planning Area**

1.10.1  **Kitale Municipality at the National Context**
Kitale is an agricultural municipality in Western Kenya region situated between Mount Elgon and the Cherangani Hills. Kitale is located at 1° 0’ 56” North, 35° 0’ 22” East, an elevation of around 1,897 m. It is 62 km from Eldoret, 326 km from Nairobi and 766 km from Mombasa. Kitale is about 12 km away from Mt. Elgon National Park, and Saiwa Swamp National Park is also nearby. National context is as presented in map 1-1.

1.10.2  **Kitale Municipality at the County and Regional Context**
Kitale is the largest municipality and Trans Nzoia County’s administrative capital. It is found within Saboti Sub County and touches Hospital Ward (Kwanza Sub-county), Tuwani Ward, Bidii Ward, Matisi Ward and Waitaluk Ward (Kiminini Ward). Other Sub Counties in Trans Nzoia County are Kwanza, Endebess, Kiminini and Cherangany. Other urban centres in the County include Kiminini, Kachibora, Endebess, Gitwamba, Maili Saba and Sikhendu. Regional and County contexts of the planning area are presented in map 1-2 and 1-3.

1.10.3  **Kitale Municipality at the Local Context**
The planning area for Kitale municipality is to be determined by the consultant in collaboration with the client. However, aerial photography for the municipality has already been carried out spanning an area of 209 Km². It covers four Sub Counties i.e. Kwanza, Kiminini, Cherangany and Saboti. The mapping area touches the following wards: Tuwani, Bidii, Kapomboi, Matisi, Kwanza, Sitarunga, Hospital, Sirende, Waitaluk, Kiminini, Nabiswa, Kinyoro and Kaplamai. Current Planning area is 226km² covering Tuwani, Bidii, Hospital, Matisi, Kapomboi, Sirende and Waitaluk Ward. Local context is presented in map 1-3 and map 1-4.

*Table 1-1: Administrative Boundaries Covered within the Proposed Municipality*

<table>
<thead>
<tr>
<th>Ward</th>
<th>Area (km²)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Tuwani</td>
<td>5</td>
</tr>
<tr>
<td>Matisi</td>
<td>38</td>
</tr>
<tr>
<td>Sirende</td>
<td>14</td>
</tr>
<tr>
<td>Waitaluk</td>
<td>18</td>
</tr>
<tr>
<td>Bidii</td>
<td>32</td>
</tr>
<tr>
<td>Hospital Ward</td>
<td>34</td>
</tr>
<tr>
<td>Kinyoro Ward</td>
<td>19</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>160</strong></td>
</tr>
<tr>
<td><strong>Old Municipality</strong></td>
<td>18</td>
</tr>
<tr>
<td><strong>Current Municipality</strong></td>
<td>92</td>
</tr>
<tr>
<td><strong>Proposed Municipality</strong></td>
<td>160</td>
</tr>
<tr>
<td><strong>Planning Area</strong></td>
<td><strong>226</strong></td>
</tr>
</tbody>
</table>
Position of Kitale Municipality at the NATIONAL and REGIONAL Level

- Rich hinterland for agriculture and promotion of agro-based industries hence regarded as one of the country’s Food Basket
- One of the main municipalities in the Western Circuit after Kisumu and Eldoret
- Biggest municipality and headquarter of the County of Trans Nzoia.
- High intra and inter regional connectivity facilitated by the A1 & B2 roads, railway line and an airstrip
- Kitale is about 12 km away from Mt. Elgon National Park. Saiwa Swamp National Park is also nearby
- The municipality has four natural forests within its boundaries which remain models for ecosystem conservation in the country and the region.

Source: Consultant’s Edit 2016

LOCAL Level

- Biggest municipality and headquarter of the County of Trans Nzoia.
- It is a major commercial and agricultural municipality vibrant in trade and commerce.
- Rich hinterland for agriculture and promotion of agro-based industries.
- Large youthful population providing both skilled and unskilled labour.
- High intra and inter regional connectivity facilitated by the A1 & B2 roads, railway line and Kitale Airstrip
- The municipality has four natural forests within its boundaries which remain models for local ecosystem conservation
Figure 1-1: A Section of the Aerial Image for Kitale Municipality

Source: Consultant’s Edit 2017
1.11 **HISTORICAL CONTEXT OF THE MUNICIPALITY AND PREVIOUS PLANNING EFFORTS**

The town was founded in 1908 by white settlers. Kitale started as a relay station on the slave route between Uganda and Tanzania. Slaves were quartered at what is now the Kitale Club. The Municipality is one of the chief townships in the Western part of Kenya. Railway line reached Kitale in 1925. A branch line from Eldoret. The National Museum of Western Kenya is located at Kitale. It is a natural history museum and was originally created by Lt Col. Hugh Stoneham in 1926. The present municipality was founded in 1920 and has grown enormously over the years. The first municipality covered 18 km$^2$ and the current one covers 92 km$^2$. The municipality is now the County Headquarters and a business hub with over 10 financial institutions, industrial establishments, educational institutions, government agencies, and other infrastructural facilities.

*Map 1-3: Kitale Municipality 1973 Development Plan*
The plan covered 18km² only (old municipality boundary) which spanned from Trans Nzoia County Stadium (formerly known as Kenyatta Stadium) to Milimani.

The plan requires a revision as the municipality has outgrown it. It has been overtaken by time and events. Presence of residential use within where is now part of the CBD.

The municipality is now growing both vertically and horizontally extending into the areas which were agricultural (in 1973).

The municipality does not have a legal framework to guide its growth at the moment.

Implementation of the 1973 Plan (Evaluation with the Current Land Use)

The current municipality has expanded to the areas outside the planned zone. These are areas where most developments have taken place without development control or requisite infrastructure. Most developments along the main trunk roads.

Notable differences in the Plan with the Existing Situation (What was not implemented)

- Land that belongs to the medium prison was planned for recreational, forest reserve and part of it as residential.
- Most road reserves have been encroached by other activities.
- Land behind the Golf course was planned as recreational is now residential.
**Chapter 2 - ANALYSIS AND SYNTHESIS OF PLANNING ISSUES**

### 2.1 Urban Character and Zone Characteristics

**Marked UF:** Current Urban Fabric where most of the municipality’s activities and settlements are located. Forms a “bird flying” like shape. Least developments on the tail end due to minimal land available for development as most land belong to public institutions.

**Population distribution** tends to be a mix of low and medium density in the South (Millimani and along Webuye and Eldoret Roads respectively), medium density in the North East along Kapenguria and Cherangany Roads and high density in the North West (Tuwani and Matisi) along Endebeess Road.

**Marked EV:** Places of Environmental Value (forest blocks). Conservation areas

**Marked FG:** Future Growth Areas. Peri-urban characteristic. The main land use is agriculture
Assessment of the Municipality’s Planning Issues

- The municipality is experiencing rapid urban sprawl outside the previously planned zone (Kibomet, Rafiki, Matisi, Namgoi and Bikeke).
- Spread of these uncoordinated urban developments come with their accompanying challenges e.g. displacement of agricultural land by built up areas, high subdivisions of land into uneconomical sizes, encroachment into the environmentally sensitive areas and high costs for provision of infrastructure. Provision of infrastructural services such as water, sewer roads becomes more expensive
- No development control or requisite infrastructure to support and manage urbanization in these areas
- This sprawl also causes inefficient land utilization leading to lack of adequate space/land for provision of facilities e.g. industries.
- Most settlements are along the main trunk roads i.e. Kitale-Kapenguria (A1), Kitale-Eldoret (B2), Kitale-Cherangany (C48) and along Endebess Road. Presence of unsubdivided private farms has also affected settlement patterns
- Pattern of growth is influenced by land ownership and the major roads which act as arteries on which most activities are hooked
Zone 1: (ADC Farm, KARI, Rafiki, Airstrip, Standard, Ex Prison and the Main Prison)

Block 1: Large parcels of institutional (ADC Farm and private agricultural land).

Block 2: Rafiki Centre. Emerging residential node where high subdivisions of land has taken place.

Block 3: KARI. Parcels of extensive agricultural land for research purpose.

Block 4: Kitale Airstrip. Other users around it include mix of low density residential and agriculture, St Joseph Schools and Standard Estate (Medium Density).
Zone 2: (Former Municipality)

**Facilities Available:** Stadium, Social Hall, Police Station, Level 4 and 5 hospitals, G.K Prison, Golf Course, Government offices, cemeteries, water & sewer facilities, a dumpsite, schools, museum and a bus park

**Land Use:** commercial (CBD), residential, industrial, forests, public purpose, public utilities, recreational, educational, transport and agricultural

**Issues**
- Narrow Roads due to presence of Informal activities in many areas of the CBD taking over public spaces and road reserves especially Laini Moja
- Congestion (due to lack of facilities like markets and bus parks leading to competition in use of little space available), Jua kali activities and furniture making also operate on road reserves
- Inadequate parking facilities
- Bodaboda menace due to lack of proper facilities
- A considerable number of under-utilized and low-density developments especially along Laini Moja and Kipsongo Road.
- Inadequate drainage facilities and solid waste collection facilities
- Encroachment of the Medium Prison and the forest blocks
### Zone 3: (Tuwani, Matisi, Lessos, Bidii and Kibomet)

**Block 1: Tuwani, Matisi and Lessos.** Main use is high density residential. Presence of commercial use (Matisi Shopping Centre). The area has educational institutions as well. Lack of adequate sewer, water supply and solid waste collection facilities. Poor roads. Rampant use of bodabodas to access the CBD and other areas.

**Block 2: Bidii.** The main land use is agricultural. Presence of large farms. Presence of a sewer treatment facility, inadequate water, sewer and solid waste facilities.

**Block 3: Kibomet.** Majorly a medium density residential area. Presence of significant commercial land use (Aturukan hotel among other hotel and conference facilities). Lack of adequate sewer and solid waste collection facilities.

### AVAILABILITY OF FACILITIES

<table>
<thead>
<tr>
<th>FACILITY</th>
<th>OPEN/CLOSED</th>
<th>MEAN DISTANCE TO THE NEAREST</th>
</tr>
</thead>
<tbody>
<tr>
<td>Block 1</td>
<td>None. 1.9km (CBD)</td>
<td>Block 2</td>
</tr>
<tr>
<td>Block 2</td>
<td>None. 2.8km (CBD)</td>
<td></td>
</tr>
<tr>
<td>Block 3</td>
<td>None. 1.9km (CBD)</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>FACILITY</th>
<th>OPEN/CLOSED</th>
<th>MEAN DISTANCE TO THE NEAREST</th>
</tr>
</thead>
<tbody>
<tr>
<td>Block 1</td>
<td>Matisi police post. None. 2.6km (CBD)</td>
<td></td>
</tr>
<tr>
<td>Block 2</td>
<td>None. 2.8km (CBD)</td>
<td></td>
</tr>
<tr>
<td>Block 3</td>
<td>None. 2.6km (CBD)</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>FACILITY</th>
<th>OPEN/CLOSED</th>
<th>MEAN DISTANCE TO THE NEAREST</th>
</tr>
</thead>
<tbody>
<tr>
<td>Block 1</td>
<td>None. 1km (Machinjoni)</td>
<td></td>
</tr>
<tr>
<td>Block 2</td>
<td>None. 5km (Machinjoni)</td>
<td></td>
</tr>
<tr>
<td>Block 3</td>
<td>None. 5km (Machinjoni)</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>FACILITY</th>
<th>OPEN/CLOSED</th>
<th>MEAN DISTANCE TO THE NEAREST</th>
</tr>
</thead>
<tbody>
<tr>
<td>Block 1</td>
<td>None. 1.4km (CBD)</td>
<td></td>
</tr>
<tr>
<td>Block 2</td>
<td>None. 2.3km (CBD)</td>
<td></td>
</tr>
<tr>
<td>Block 3</td>
<td>None. 3.5km (CBD)</td>
<td></td>
</tr>
</tbody>
</table>
Zone 4: (Bikeke, Machungwa, Sirende, Kwa Gatua, Namgoi and Kibagenge)

Block 1: Bikeke and Machungwa.
- Mainly agricultural but the high subdivision rates has attracted a considerable number of residential and commercial
- Lack of sewer facilities
- Inadequate water supply facilities
- Narrow and poor access roads
- Presence of a health centre
- Presence of educational facilities
- A small open air market is also

Block 2: Kwa Gatua, Namgoi and Kibagenge.
- Mainly agricultural but the high subdivision rates has attracted a considerable number of residential and commercial
- Presence of industrial (Commercial Grain Stores Limited and Commercial (Kwa Gatua)
- Lack of sewer facilities
- Inadequate water supply facilities
- Narrow and poor access roads
- Presence of educational facilities
## 2.2 Summary of Planning Issues

<table>
<thead>
<tr>
<th>Theme</th>
<th>Planning Issues</th>
<th>Example</th>
</tr>
</thead>
<tbody>
<tr>
<td>Land</td>
<td>▪ Under utilization of land in the CBD</td>
<td>▪ Low skyline</td>
</tr>
<tr>
<td></td>
<td>▪ Subdivision of land into uneconomical sizes</td>
<td>▪ Undeveloped spaces</td>
</tr>
<tr>
<td></td>
<td>▪ Irregular allocation of public land</td>
<td>▪ Old Dilapidated commercial buildings in the CBD</td>
</tr>
<tr>
<td></td>
<td></td>
<td>▪ Land parcel sizes in Rafiki area</td>
</tr>
<tr>
<td></td>
<td></td>
<td>▪ KCC, Block 10, Main Prison Land</td>
</tr>
<tr>
<td>Environment</td>
<td>▪ Encroachment of the environmentally sensitive areas</td>
<td>▪ Illegal subdivision of Forests,</td>
</tr>
<tr>
<td></td>
<td>▪ Pollution</td>
<td>▪ Reduction of forest cover</td>
</tr>
<tr>
<td></td>
<td>▪ Indiscriminate Dumping of waste</td>
<td>▪ River pollution</td>
</tr>
<tr>
<td>Economy</td>
<td>▪ Minimal value addition due to under utilization of the industrial potential.</td>
<td>▪ Sprawl of informal activities on streets</td>
</tr>
<tr>
<td></td>
<td>▪ Inadequate market facilities</td>
<td>▪ Congestion of trade and industrial activities along Laini Moja</td>
</tr>
<tr>
<td></td>
<td>▪ Inadequate industrial facilities (both light and Heavy)</td>
<td></td>
</tr>
<tr>
<td></td>
<td>▪ Underutilized industrial and tourism sector</td>
<td></td>
</tr>
<tr>
<td>Physical Infrastructure</td>
<td>Transportation</td>
<td>Water</td>
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<tr>
<td>-------------------------</td>
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</tr>
<tr>
<td></td>
<td>Poor road surface conditions</td>
<td>Dilapidated road surfaces</td>
</tr>
<tr>
<td></td>
<td>Traffic congestion in the CBD</td>
<td>Vending, parking, along the streets</td>
</tr>
<tr>
<td></td>
<td>Encroachment of road reserves</td>
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<tr>
<td></td>
<td>Inadequate parking and terminal facilities</td>
<td></td>
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<tr>
<td></td>
<td>Lack of elaborate road and transport network</td>
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</tr>
<tr>
<td><strong>Water</strong></td>
<td><strong>Inadequate provision of piped water supply (only 80km²)</strong></td>
<td><strong>Presence of water kiosks in most estates</strong></td>
</tr>
<tr>
<td></td>
<td>Demand gap is 23,000m³/day.</td>
<td><strong>High use of pit latrines</strong></td>
</tr>
<tr>
<td></td>
<td>Unreliable water supply.</td>
<td><strong>Broken sewers in Tuwani</strong></td>
</tr>
<tr>
<td><strong>Sewer and Sanitation</strong></td>
<td><strong>Inadequate provision of sewer facilities</strong></td>
<td><strong>Littering of streets and proliferation of undesignated dumping areas in the CBD and residential areas</strong></td>
</tr>
<tr>
<td></td>
<td>Coverage is only 18km²</td>
<td></td>
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<tr>
<td></td>
<td>Estimated waste water 23,371m³/day against a treatment capacity of 5,810m³/day</td>
<td><strong>There is only one fire engine that serves the entire county</strong></td>
</tr>
<tr>
<td><strong>Solid Waste Management</strong></td>
<td>Poor management of solid waste.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Lack of a sanitary landfill</td>
<td></td>
</tr>
<tr>
<td><strong>Drainage</strong></td>
<td><strong>Inadequate storm water drainage infrastructure.</strong></td>
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<tr>
<td>Social Infrastructure</td>
<td></td>
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<tr>
<td>-----------------------</td>
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</tr>
<tr>
<td><strong>Health</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>• Inadequate provision of health facilities especially health centres and dispensaries.</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Education</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>• Inadequate provision of vocational and technical institutions</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Community facilities</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>• Lack of a public cemetery. The existing one is full.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>• Inadequate open spaces</td>
<td></td>
<td></td>
</tr>
<tr>
<td>• Lack of public library services</td>
<td></td>
<td></td>
</tr>
<tr>
<td>• Inadequate social halls</td>
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</tbody>
</table>

<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
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</tr>
</thead>
<tbody>
<tr>
<td><strong>Street Lighting</strong></td>
<td></td>
</tr>
<tr>
<td>• Inadequate street lighting facilities</td>
<td></td>
</tr>
<tr>
<td><strong>Fire Fighting Facilities</strong></td>
<td></td>
</tr>
<tr>
<td>• Lack of a fire station</td>
<td></td>
</tr>
<tr>
<td>• Inadequate firefighting facilities</td>
<td></td>
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<tr>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>• There is only one social hall, health centres are not adequate and a public library is yet to be developed despite having land allocation</td>
</tr>
<tr>
<td><strong>Housing</strong></td>
<td><strong>Governance</strong></td>
</tr>
<tr>
<td>-------------</td>
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</tr>
<tr>
<td>▪ Lack of a community centre</td>
<td>▪ Informal settlements e.g. Kipsongo, Tuwani, Dilapidated County housing</td>
</tr>
<tr>
<td>▪ Inadequate housing supply leading to increasing growth of informal settlements.</td>
<td></td>
</tr>
<tr>
<td>▪ Lack of a land use plan to control housing development.</td>
<td></td>
</tr>
<tr>
<td>▪ Poor housing conditions.</td>
<td>▪ Under capacitation of Physical Planning Unit</td>
</tr>
<tr>
<td>▪ Dilapidated municipal housing</td>
<td>▪ Unregulated building and uneconomical subdivision of land</td>
</tr>
<tr>
<td>▪ Inadequate requisite services in the residential areas</td>
<td></td>
</tr>
<tr>
<td>▪ Inadequate institutional capacity</td>
<td></td>
</tr>
<tr>
<td>▪ Poor coordination of departments</td>
<td></td>
</tr>
<tr>
<td>▪ Inadequate human and financial capital</td>
<td></td>
</tr>
<tr>
<td>▪ Challenges in optimization of revenue sources and collection</td>
<td></td>
</tr>
<tr>
<td>▪ Weak development control capacity</td>
<td></td>
</tr>
</tbody>
</table>
2.3 **Synthesis of Planning Issues**

This section provides a systematic combination of different elements of the municipality and emerging issues to form a coherent synthesis that will inform the plan of actions in formulating the desired future for Kitale Municipality Integrated Urban Development Plan. Synthesis of planning issues will help identify/form a number of development concepts and the best concept to be chosen for development of a structure plan, policies and strategies. Synthesis of key issues in Kitale provides the following main concerns:

**Land Utilization.** Inner urban activity centres like the CBD and the Civic area are ideally suited to become compact locations where a large range of activities can be accessed in one place. By clustering activities close together and combining housing and common destinations such as shops and jobs, sustainable travel modes of walking and cycling can be encouraged. Parts of the municipality could be more intensively developed to realize the benefits of a compact centre and livable housing areas.

**Variable quality of the public realm.** The quality of the public realm varies across the municipality and especially the core area. Disincentives to walking and cycling are very apparent. Poor walking conditions such as inadequate and narrow footpaths, road crossings not prioritizing pedestrians, and narrow roads that create poor pedestrian amenity and safety in some areas. There is also an uneven provision of public open spaces across the municipality.

**Retail and wholesale prosperity.** The retail sector of the municipality is currently overwhelmed by congestion, encroachment, and lack of adequate trading areas. A greater diversity of jobs and working places in the municipality would broaden the customer base for shops and services and create more economic opportunities.

**Job Diversity.** The municipality provides a number of areas for job diversity that need to be exploited. Most people in the municipality rely on trade and agriculture for sustenance. Very few people rely on formal employment and the self-reliance opportunities such as enhanced small-scale industries are missing or underprovided. Lack of industries despite the rich agricultural hinterland has largely affected job diversity and economic growth of the municipality. The municipality is also strategically positioned to reap from the tourism sector through eco-tourism, hotel and conference facilities and Mt Elgon.

**Transport and Movement constraints.** The A1 Road plays an ongoing role as a main through route for passenger vehicle and freight traffic. The road is however very narrow and congested. The impacts include congestion of trading areas, conflict of road users, pedestrian and cycle...
safety concerns, inadequate space for expansion of the road, and environmental concerns such as noise and air pollution. Regional and urban/local roads are narrow and in poor condition.

**Decay of the Centre (CBD).** The A1 Road and the forest blocks are significant assets to Kitale municipality. They have largely influenced the current development trends in the Centre. They however suffer from encroachment and decay and very little has been done to revitalize them and exploit the huge potential they possess in municipality’s growth and development. Expansion of the A1 road and revitalization of the forests will largely improve the centre together with associated compact development of the CBD.

**Sustainability Challenges.** Lack of controlled development presents the main challenge to creating a more economically and environmentally sustainable municipality.
## Synthesis of Planning Issues in Summary

<table>
<thead>
<tr>
<th>Issue</th>
<th>Root Cause</th>
<th>Effect</th>
<th>Impact</th>
<th>Recommendation</th>
</tr>
</thead>
</table>
| Land and Land Use Analysis | Kitale municipality is dominantly agricultural  
Lack of a municipal plan to effect proper and regulated growth of the municipality (existing plan is outdated) | Limits the County Government in developing or providing adequate social amenities due to high cost of acquisition and also the lack of willingness of the owners to sell their land, who mostly hold it in anticipation of high prices in future  
Private land is hard to be managed and developed by the relevant government authorities due to private owners who may not be ready to sell  
Uncontrolled development | Slow municipality growth. Public land tenure promotes municipality development because it is easier and cheaper to develop and provide services and every other required public amenity  
Since freehold land forms the bulk of land within the proposed municipality, locating any development activity involves extensive bureaucratic procedures related to land rights  
Encroachment of urban activities into agricultural land  
Continued subdivision of land to uneconomical sizes due to lack of a zoning policy | Timely completion of the current plan to effect measures and regulations on the ownership and use of land within the municipality.  
County Government of Trans Nzoia needs to acquire enough land for development, and as early as possible, to facilitate and promote easier and sufficient future growth of the municipality. |
2. Very minimal public land that can currently be accessed and utilized for public utilities (presence of large parcels of institutional land within the Municipality constraining urban development)

- Lack of an updated development plan to control acquisition and use of available land
- Lack of adequate space for urban expansion
- Congested activities within the CBD
- Minimal provision of public facilities
- Urban sprawl into agricultural land
- Encourage Public Private Partnership frameworks to allow provision of public facilities and better service delivery.
- Negotiations between the County Government and the relevant national departments for the release of some of their huge parcels of land for development.

3. Increased sub division of land which has considerably reduced the mean holding size of land especially in Rafiki area

- Population increase
  - Cultural practices (inheritance)
  - Urbanization (sprawl)
  - Lack of adequate development control
- Reduced land sizes into uneconomical sizes
- Low productivity in agricultural lands
- Unsustainable urban development
- Low household incomes leading to low economic development of the area
- Increased poverty levels due to minimal and unsustainable agricultural productivity
- Growth/proliferation of informal settlements

- Diversify economic activities so that people do not rely so much on the reduced agricultural lands for income/economic activities
- Provide Zoning Regulations and adequate Development Control

4. Inadequate utilization of urban space in the CBD (A significant number of buildings are still single-storey and were built in the last centuries)

- Lack of adequate Zoning Regulations and clear Development Control Policies
- Owners lack adequate resources to develop densely and
- Lack of vertical development to create more space for urban activities and reduce urban sprawl
- Deteriorating urban spaces and dilapidated
- Idle capital (unutilized resources that should be generating income for the owners and users)
- Inadequate urban space for development
- Urban sprawl and lack of a clear skyline

- Optimization of land use through zoning regulations and development control
- Zoning policies that will compel the owners to sell or partner with individuals, banks/other financial institutions to construct modern commercial premises
| 5. Illegal Subdivisions of prison land and forest blocks | • Corruption  
• Lack of up to date records  
• Poor coordination of public authorities in matters land management | • Diminishing public land  
• Corruption is put on a normal footing | • Demarcate all the public land and revoke all the illegal subdivisions or acquisitions |
| 6. Congested development in the CBD without observing plot setbacks and building lines | • High values of land  
• Lack of proper development control | • Congestion due to lack of adequate spaces to host users that ideally should be domesticated e.g. parking spaces  
• Informal distribution of activities due to lack of adequate spaces, poor organization of activities et cetera | • Preparation of an Action Area Plan for the CBD to regulate development and provide order  
• Compulsory acquisition for provision of infrastructure and services |
### Housing

1. **Rapid proliferation of unplanned settlements**
   - Lack of a municipality plan to guide and control developments including housing provision zones
   - High growth and uncontrolled urbanization rates
   - Diminishing family land in the rural areas pushing people to live in municipality
   - Demand for decent and affordable housing exceeds the supply
   - It grows into a challenge laying basic infrastructure and providing basic community facilities due to congestion and inadequate space
   - Emergence of social challenges e.g. crime rate, drug abuse, HIV prevalence, teen pregnancies etc.
   - Deterioration of urban spaces hence low economic growth of the municipality
   - Environmental degradation
   - Increase in social challenges e.g. orphaned children, street families, unproductive youth due to drug abuse
   - Push factor for residents and investors to other municipalities
   - Prepare a human settlement strategy
   - Undertake land use planning through zoning regulations and development control

2. **Inadequate provision of basic infrastructure and services i.e. poor access roads, inadequate water supply, poor liquid and solid waste disposal, inadequate public facilities, inadequate**
   - Rapid urbanization with no matching services and infrastructure
   - Lack of zoning regulations and development control
   - Poor Sanitation
   - Environmental degradation
   - Emergence of social challenges e.g. crime rates
   - Degeneration of settlements
   - Deterioration of urban spaces hence low economic growth of the municipality
   - Push factor for residents and investors to other municipalities
   - Undertake land use planning to determine the need
   - Compulsory acquisition for provision of infrastructure and services.
| 3. Shortage of affordable housing | • High poverty levels  
• Low housing investment by both national and County Governments in the area  
• High interest rates on borrowing from financial institutions discourage potential clients from taking housing finance. | • Rapid proliferation of informal settlements and slums  
• Deterioration of formal settlements to informal settlements and slums  
• Increase in social challenges e.g. crime  
• Relocation of residents to other municipalities with affordable housing  
• Re-development of areas like Mitume and Shauri Moyo for low cost housing  
• Slum upgrading programmes  
• Existence of locally available building materials (bricks and building stones) as an opportunity for the above which lessen the cost of housing construction | 

**Urban Economy**

| 1. Inadequate space for trade and industrial development leading to conflict of land uses | • Lack of a plan to guide zoning of land uses and provision of facilities | • Congestion of activities due to their competing locational needs  
• Low revenues for the county  
• Degeneration of urban spaces | • Prepare an Integrated Urban Development Plan for the municipality indicating areas for |
| 2. Inadequate provision of infrastructure and basic facilities | • Inadequate resources  
• Lack of political good will or commitment | • Prevalence of informal commercial activities that encroach onto road reserves  
• Poor planning by the relevant authorities | • Low rate of investment  
• Degeneration of urban spaces | • Undertake land use planning and provide adequate infrastructure and services |
|---------------------------------------------------------------|---------------------------------------------------------------|---------------------------------------------------------------|---------------------------------------------------------------|---------------------------------------------------------------|
| 3. Poor access/transportation link between production zones and the markets | • Poor roads  
• Nonfunctional railway line  
• Lack of enhanced direct link to regional and international markets | • Hindrances to the marketing of agricultural produce  
• Low prices of agricultural products due to overwhelmed/flooded local markets | • High poverty levels due to low economic opportunities in the farm areas and loss of related jobs in urban areas | • Plan for good infrastructure to enable and facilitate easy transport and access to local and regional markets |
| 4. Limited access to credit facilities | • Prohibitive requirements in accessing credit facilities  
• Inadequate policy interventions to | • Hinders investment especially among the vulnerable groups  
• Lack of jobs for the youth, women and other vulnerable groups | • High poverty levels  
• Slow economic growth  
• Increase in informal activities which means low revenues for the County | • Promote policy interventions that improve credit access  
• Educate the masses vehemently on the available financial opportunities through |
<table>
<thead>
<tr>
<th>5. Diminishing rural and peri-urban agricultural lands</th>
<th>Promote access to credit</th>
<th>Emergence of informal activities in every sector</th>
<th>Digital and print media and seminars/workshops</th>
</tr>
</thead>
<tbody>
<tr>
<td>Low urbanization and growth rates of the municipality</td>
<td>Lack of adequate information</td>
<td>Informal saving sectors like chamas</td>
<td></td>
</tr>
<tr>
<td>Increased subdivision of land which has considerably reduced the land sizes</td>
<td>Encourage residents to engage more in the informal saving sectors like chamas</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>6. Underperforming industrial and commercial sector. Industrial sector plays a relatively minor role in the municipality’s economy despite the huge potential for agro-processing industries and the underutilized raw materials</th>
<th>Mismanagement of resources intended for promoting the industry at the county level</th>
<th>Reduced income in the agricultural sector</th>
<th>A Municipal Plan that explores and optimizes all the available opportunities in the area to promote a solid commercial and industrial base anchored on the readily available local raw materials, abundant labour force and the entrepreneurial spirit of people living in the Kitale municipality</th>
</tr>
</thead>
<tbody>
<tr>
<td>Inadequate capital for SMEs start-ups</td>
<td>Lack of jobs for the youth, women and other vulnerable groups</td>
<td>High poverty levels</td>
<td></td>
</tr>
<tr>
<td>Emergence of informal activities as an alternative for income earning</td>
<td>Slow economic growth of the area as most agricultural produce lack value addition and markets</td>
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</tr>
<tr>
<td>Increase in informal activities which means low revenues for the County</td>
<td>A Municipal Plan that explores and optimizes all the available opportunities in the area to promote a solid commercial and industrial base anchored on the readily available local raw materials, abundant labour force and the entrepreneurial spirit of people living in the Kitale municipality</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Diminished rural and peri-urban agricultural lands</td>
<td>Reduced productivity</td>
<td>Slow economic growth of the area as most lands remain uneconomical</td>
<td></td>
</tr>
<tr>
<td>Subdivision of land into uneconomical sizes</td>
<td>Development of informal areas that lack adequate infrastructure and services</td>
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</tr>
<tr>
<td>Conserve agricultural areas by delineating urban limits</td>
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<td></td>
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</tr>
<tr>
<td>Regulate subdivisions through zoning and development control</td>
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<tr>
<td>Lack of appropriate technology and skills to produce, process, preserve and market the region’s agricultural products with the municipality set to benefit the most through forward and backward linkages</td>
<td>Inadequate resources</td>
<td>Low mechanization of agricultural production to increase efficiency</td>
<td>Increased poverty levels</td>
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</tr>
<tr>
<td>Non-commitment of the relevant government departments to provide adequate resources, enhance capacity for agricultural development and value addition</td>
<td>Poor coordination between ADC and the County Government in providing information and capacity to farmers on farm diversification, value addition and availability of markets</td>
<td>Poor or lack of storage facilities</td>
<td>Rural-urban migration</td>
</tr>
<tr>
<td>Inadequate extension services</td>
<td>Low diversification of crops and livestock farming</td>
<td>Low farm produce</td>
<td>Slow economic growth of the municipality</td>
</tr>
<tr>
<td>Low mechanization of agricultural production to increase efficiency</td>
<td>Inadequate extension services</td>
<td>Low farm incomes</td>
<td>Increased poverty levels</td>
</tr>
<tr>
<td>Poor coordination between ADC and the County Government in providing information and capacity to farmers on farm diversification, value addition and availability of markets</td>
<td>Poor or lack of storage facilities</td>
<td>Demoralization of farmers</td>
<td>Capacity enhancement to farmers on farm diversification, production, processing and marketing of their produce.</td>
</tr>
<tr>
<td>Inadequate extension services</td>
<td>Low diversification of crops and livestock farming</td>
<td>Low farm incomes</td>
<td>Provide efficient and effective support services for agricultural programmes, allocate adequate facilities like markets, conserve agricultural areas, help develop adequate policies for crop development and management and also plan for good infrastructure to enable and facilitate easy transport and access to local and regional markets.</td>
</tr>
<tr>
<td>Low farm produce</td>
<td>Low farm incomes</td>
<td>Demoralization of farmers</td>
<td></td>
</tr>
<tr>
<td>Low mechanization of agricultural production to increase efficiency</td>
<td>Inadequate extension services</td>
<td>Low farm incomes</td>
<td>High poverty levels</td>
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<td>Low mechanization of agricultural production to increase efficiency</td>
<td>Inadequate extension services</td>
<td>Low farm incomes</td>
<td>High poverty levels</td>
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<td>Low diversification of crops and livestock farming</td>
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<td>Low farm incomes</td>
<td>High poverty levels</td>
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</tbody>
</table>
8. Inadequate capacity in terms of skills. Youth skills enhancement as a good opportunity for self-reliance in terms of income earning is still low.

<table>
<thead>
<tr>
<th>Only two technical training institutions (Kitale Technical Training Institute and Kipsongo Training Centre)</th>
<th>Low technical skills dominating the informal sector</th>
<th>High poverty levels</th>
</tr>
</thead>
<tbody>
<tr>
<td>Low self-reliance among the youth pushing the spectrum of unemployment higher</td>
<td>Increase in social challenges e.g. crime rates</td>
<td>Slow economic growth of the area as most agricultural produce lack value addition and markets</td>
</tr>
<tr>
<td>Increase in informal activities which means low revenues for the County</td>
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<td>Increase in informal activities which means low revenues for the County</td>
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<tr>
<td></td>
<td></td>
<td>High poverty levels</td>
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</tbody>
</table>

**Physical Infrastructure**

**Water and Sanitation**

- High unaccounted-for water at 65%
- Old PVC pipe system leading to high cases of pipe bursts
- Pipe damage during road construction
- Illegal water connections
- Low water supply
- Reduced revenues for the service provider
- Sanitation related diseases
- Dilapidated water supply infrastructure
- Slow economic growth of the municipality due to lack of water to support trade and industries
- Service provider might run out of business
- Depletion of water table due to overreliance on ground water
- Mapping and digitizing of the water supply system to detect areas of leakages and illegal connections
- Enhance the capacity of the service provider to undertake proper monitoring of the system
- Proper coordination between the County Government and the water company in project identification and
<table>
<thead>
<tr>
<th>Inadequate piped water supply (about 50% of the proposed municipality)</th>
<th>Lack of adequate capacity to cover the entire area</th>
<th>Use of water from unsafe sources</th>
<th>Low trade and industrialization</th>
</tr>
</thead>
<tbody>
<tr>
<td>Illegal water connections</td>
<td>Challenges to businesses and industries</td>
<td>Sanitation challenges</td>
<td></td>
</tr>
<tr>
<td>High physical losses due to old and dilapidated infrastructure</td>
<td>Frequent pipe damage during road construction</td>
<td></td>
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</tr>
<tr>
<td>Inadequate sewer coverage (about 20km²)</td>
<td>Lack of adequate capacity to cover the entire municipality</td>
<td>Inadequate housing provision</td>
<td>Low investment in municipality</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Poor sanitation</td>
<td>Poor housing conditions</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Increase in waterborne diseases</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Expansion and modernisation of the sewer system, as the existing system was set up in 1950 and 1983</td>
</tr>
<tr>
<td>High cases of broken sewers where sewerage system exists</td>
<td>Poor maintenance</td>
<td>Poor sanitation</td>
<td>Increase in waterborne diseases</td>
</tr>
<tr>
<td>------------------------------------------------------------</td>
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<td>-------------------------------</td>
</tr>
<tr>
<td>Lack of adequate resources to undertake regular maintenance</td>
<td>Foul smell and eyesore sights</td>
<td></td>
<td>Low number of residents</td>
</tr>
</tbody>
</table>

**Drainage Facilities**

1. Lack of adequate storm water facilities especially in the CBD and residential areas

| Most roads within the municipality are constructed without observing minimum levels attainable in the provision of storm water drainage facilities | Deterioration of most road surface | Impassable roads especially during rainy seasons | Develop a Storm Water Management Plan to necessitate proper flow of storm water. |
| Poor maintenance of roads | Lack of adequate manholes in the existing underground drainage to facilitate its maintenance | Indiscriminate dumping of solid waste |
| Encroachment into road reserves leading to narrow roads that leave no/insufficient space for provision of storm water drains | |

**Solid Waste**
| 1. Inadequate waste collection and transportation | 1. Inadequate financial resources  
   - The municipality lacks critical solid waste management equipment/facilities including, transfer stations, dustbins and skips  
   - High indiscriminate dumping of waste by households | 1. Inefficient collection leading to undesignated dumping sites within the urban spaces that are an eyesore | Environmental degradation | Develop a Solid Waste Management Plan |
|---|---|---|---|---|
| 2. Lack of a solid waste management site | 1. Lack of a proper site to relocate the current dumpsite  
   - Inadequate financial resources | 1. Emergence of undesignated dumping sites  
   - Haphazard/indiscriminate waste disposal | Environmental degradation  
   - Increase in water borne diseases | Acquire land for a sanitary landfill |
| 3. Inadequate waste segregation at the source and at the collection points | 1. No proper mechanisms put in place to promote this  
   - County Government still grapples with financial, technical and institutional inadequacies thus hindering service delivery | 1. Increased deficits in waste recycling  
   - Electronic waste management is still a challenge as there is no existent recovery or recycling facility | Poor solid waste management | Community sensitization on waste management and provide requisite facilities |
<table>
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<tr>
<th>Education</th>
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</thead>
<tbody>
<tr>
<td><strong>1. Shortage/poor infrastructure in public schools</strong></td>
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<tr>
<td><strong>2. Inadequate vocational training centres</strong></td>
</tr>
<tr>
<td><strong>3. Inadequate staff in public schools</strong></td>
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<tr>
<td><strong>4. Unregistered private schools which</strong></td>
</tr>
</tbody>
</table>
compromise education quality

<table>
<thead>
<tr>
<th>Health</th>
</tr>
</thead>
</table>
| 1. Shortage/poor infrastructure in most public hospitals | • Inadequate capacity  
• Lack of prioritization in service delivery | • Low health care quality  
• Frequent county health workers  
• High cost of services (in private facilities) that most people in Kitale cannot afford | • Increased unhealthy population  
• Proliferation of private schools that do not meet the set standards  
• Increased poverty levels due to reduced development capabilities | • Upgrading and modernization of the existing facilities is necessary to ensure provision of quality health care |
| 2. Inadequate health facilities | • Inadequate resources | • High cost of services (in private facilities) | • Increased unhealthy population  
• Proliferation of private hospitals which most residents of Kitale cannot afford to pay for their services  
• Proliferation of private hospitals that do not meet the set standards  
• Increased poverty levels due to reduced | • Provide adequate distribution of health facilities across the proposed municipality |
3. Inadequate healthcare personnel

- Low doctor/nurse-population ratio
- High cost of services (in private facilities)
- Frequent health workers strike as recently witnessed countrywide resulting to seeking medical services in private hospitals
- Increased unhealthy population
- Proliferation of private hospitals which most residents of Kitale cannot afford to pay for their services
- Proliferation of private hospitals that do not meet the set standards

- Allocate more funds to health care

4. High cost of services. (Unaffordable services)

- Poor service delivery
- Inadequate access to quality affordable health care
- Increased unhealthy population
- High poverty levels

- Provide Universal Health Care

**Social Care Facilities**

1. Inadequate Rescue Centres

- Inadequate resources
- Increase in street families
- Increased poverty levels

- Provide more rescue centres to provide social care and education for street families and orphans

**Open/Recreational Spaces**

1. Inadequate facilities

- Inadequate resources
- The area lacks adequate parks and open spaces both within the municipality and their neighborhoods
- The inequitable provision of parks and open spaces harms the residents of the municipality because, only less individuals are likely
- The proposed municipality needs at least 25 hectares of land for parks and in well-distributed locations
<table>
<thead>
<tr>
<th>Facilities</th>
<th>Issue</th>
<th>Solution</th>
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</thead>
<tbody>
<tr>
<td><strong>Sporting Facilities</strong></td>
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</tbody>
</table>
| 1. Lack of adequate funds to refurbish the current stadium to an ultra-modern sports complex | Inadequate resources | • Deteriorating sports facility  
• Undeveloped talent | Increase in social ills | The County Government to consider sourcing funds or engaging the private sector for redevelopment of the stadium, while providing facilities for indoor games. |
<p>| 2. No other public sports facilities except the stadium and school play grounds | Inadequate resources | • Overwhelmed existing facilities | Increase in social ills | Provide funds for more sporting facilities |
| <strong>Libraries</strong> |                                            |                                                                          |
| 1. No public library but land is available | Inadequate resources | • No access to public library services | • Inadequate access to reading materials for learners | The County Government to consider sourcing funds to construct a modern public library |
| <strong>Public Cemetery</strong> |                                            |                                                                          |
| 1. The current cemetery is full | Inadequate resources | Limits the County Government in developing or providing adequate social amenities | Environmental degradation | Provide land for a public cemetery |</p>
<table>
<thead>
<tr>
<th>Energy and ICT</th>
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</thead>
<tbody>
<tr>
<td><strong>1. Low development of infrastructure capacities for green energy and ICT</strong></td>
</tr>
<tr>
<td>• Lack of enough market to invest in the sector</td>
</tr>
<tr>
<td>• Inadequate mechanisms and resources put in place to develop the sectors</td>
</tr>
<tr>
<td>• Low diversification of economic activities to green energy, technology and knowledge sectors especially for the youth</td>
</tr>
<tr>
<td>• High rates of unemployment</td>
</tr>
<tr>
<td>• Environmental degradation as majority of the population continue to use non-renewable energy sources</td>
</tr>
<tr>
<td>• Kitale municipality is the main urban centre in Trans Nzoia County and as the County Headquarters, the municipality is bound to reap the most from a proper development of ICT and ICT related services</td>
</tr>
</tbody>
</table>

| 2. Power supply is characterized by frequent blackouts |
| • Incidences of vandalism of power transmitting equipment. The utility company loses a transformer daily, indicating that power supply disruptions occur frequently |
| • Seriously affect day-to-day businesses in the municipality especially medium and small-scale enterprises. |
| • This also affects the water supply companies in a major way as their water distribution largely relies on pumping |
| • Pushes away potential investors |
| • Availability of safe, reliable and affordable energy will play a big role in attracting industrial investment and boosting livelihood opportunities in the municipality. |

<p>| 3. Inadequate street lighting coverage |
| • County Government still grapples with financial, technical and institutional inadequacies thus |
| • Emergence of Social challenges e.g. crime |
| • Most people can’t transact business after darkness sets in |
| • Increase in Social crimes |
| • Lack of enhanced sense of personal safety |
| • Decline of business, commerce, and the use of |
| • Capacity enhancement |
| • Increase coverage |</p>
<table>
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<tr>
<th>Hindering Service Delivery</th>
<th>Public Facilities During Night-Time Hours</th>
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<tbody>
<tr>
<td><strong>Transportation</strong></td>
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</tbody>
</table>
| 1. Most access roads are in poor condition (very narrow, muddy during the rainy season, dusty during the dry season) | • Poor maintenance due to inadequate capacity  
• High and extensive use exacerbated by poor maintenance  
• Development of potholes, and un-uniformly levelled roads  
• Inaccessibility in some areas  
• Health implications due to excess dust  
• Slow economic growth due to low investment rate, inadequate access to markets etc.  
Prepare an Integrated Transport Management Plan  
Provide proper and adequate roads |
| 2. Encroachment on road reserves especially within the CBD and along the main roads including the A1 road, and interior access roads causing congestion and user conflict | • Narrow roads  
• Informalities due to lack of adequate space to host small-scale trade and industrial activities  
• Grabbing of road reserves or illegal occupation  
• Narrow roads especially in the CBD and the residential areas  
• Unnecessary delays on the roads especially during peak hours  
• Road users conflict  
• A clogged up CBD especially during peak hours  
• High potential for accidents especially boda-boda operators  
• A1 road which is a transnational highway with a required minimum Geometrical one width of 60m in less developed areas and geometrical two width of 40m in high developed areas has sections with less than 30m  
• Reacquire the reserves and construct all roads to their recommended standards |
### 3. Most roads lack the required standards e.g. traffic calming measures, supportive facilities like drainage facilities, street lighting, road furniture etc.

- Narrow roads
- Informalities due to lack of adequate space to host small-scale trade and industrial activities
- High potential for accidents
- Fast deterioration of roads

Provide requisite facilities in all the roads

### 4. Inadequate bus parks and parking facilities

- Inadequate capacity
- Poor management of resources
- Public and private vehicles all share same spaces, frontage of commercial premises
- Many public transport operators park on the roadside and this causes traffic congestion particularly during the peak hours
- Endemic traffic congestion and subsequent municipality’s degeneration
- Low revenue sources

Provide proper provision of bus parks and parking spaces

### 5. Despite a booming boda-boda business there is no adequate infrastructural provision in recognition of the business, this includes sheds, parking and lanes

- Poor management of resources
- Lack of proper mechanisms for coordination between the county government and the bodaboda owners/riders
- There is no notable provision of boda-boda parking facilities. Most park in undesignated places that are strategically positioned causing heavy congestion e.g. outside the bus park,
- Endemic traffic congestion and subsequent municipality’s degeneration
- The industry will eventually become chaotic, fail to thrive leading to loss of jobs/income
- There is an urgent need for an efficient transport management plan
- Political goodwill in implementing the plan
- Effective community sensitization on the need to embrace walking as an alternative means
<table>
<thead>
<tr>
<th>6. Both cargo and passenger train operations are dormant</th>
<th>• Political interference in any attempt by the county government to organize the industry</th>
<th>• Diversification of economic activities to reduce the number of youths engaging in bodaboda business</th>
</tr>
</thead>
<tbody>
<tr>
<td>7. Though there is one airstrip, the municipality lacks proper and adequate air transport facilities</td>
<td>• Stalled Rail operations</td>
<td>• Slow economic growth</td>
</tr>
<tr>
<td>• Inadequate capacity</td>
<td>• Lack of utilization of the facility and the opportunities it presents</td>
<td>• Revive the rail transport operations</td>
</tr>
<tr>
<td>8. Unorganised Public transport (matatus, taxis and bodabodas)</td>
<td>• Lack of an Integrated Transport Management Plan</td>
<td>• Chaotic and congested CBD limiting proper exploitation of the sector. The industry will eventually become too chaotic, fail to thrive leading to loss of jobs/income</td>
</tr>
<tr>
<td>• Lack of enough facilities (inadequate bus parks, boda boda sheds, narrow roads and lack of good organization) to</td>
<td>• Cause of traffic congestion especially (Laini-Moja section) in the CBD as well as increased number of accidents</td>
<td>• Prepare an Integrated Transport Management Plan</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Formulate local transport policies and provide proper and adequate facilities</td>
</tr>
<tr>
<td>9. Lack of lorry parks</td>
<td>Lack of an Integrated Transport Management Plan</td>
<td>Most of them are parked along the major roads which are narrow and congested</td>
</tr>
</tbody>
</table>

- Bodaboda routes are undefined thus operate everywhere, and the manner they park or operate is unregulated.
Chapter 3 - DEVELOPMENT CONCEPT

(Current Development Trends and Future Possible Growth Scenarios)

This chapter analyses the municipality’s current urban character and form, and the possible future growth/development options. This helps to evaluate among others, the effectiveness and sustainability of the current and future development trends in provision of infrastructure and services. The purpose therefore is to consider and evaluate alternative development scenarios and select the best growth model for the municipality during the plan period.

3.1 CONCEPTUAL ANALYSIS OF THE PLANNING AREA

From the analysis of the existing situation and for the purposes of development planning, the Planning Area can be organized into the following:

i. Core urban area,
ii. Agricultural areas and
iii. Urban Nodes emerging in the planning area’s periphery

1) Core Urban has the following elements

   i. Administrative                  v. Educational
   ii. Financial                     vi. Recreational
   iii. Industrial                   vii. Residential
   iv. Transportation                viii. Commercial

2) Emerging Nodes – They include Kibomet, Bikeke, Namanjalala, Rafiki and Sirende

   Major elements:
   i. Transportation
   ii. Commercial
   iii. Residential
   iv. Educational

The plan will promote connectivity between the core urban area and these emerging nodes
3) Agricultural Areas:

Largely to the East and West of the Planning Area. Agricultural land currently takes 60% of the total planning area. Most people in the country, county depend on agriculture as their main economic activities and Migori municipality is no exception. The agricultural potential that exists within the peri-urban areas of the planning area must be exploited to the benefit of the residents.

CURRENT MUNICIPALITY’S URBAN CHARACTER

The Municipality’s urban character forms a bird flying shape with the centre (CBD) as the body and the four growth directions as the head (Kitale-Webuye road), tail (Kitale-Kapenguria road) and wings (Kitale-Eldoret Road to the South East and Kitale-Endebess Road to the North West). Development along these roads takes a linear pattern. This is as presented in the figure below.
3.2 **CURRENT DEVELOPMENT SCENARIO**

1. Shrinking agricultural land
   a. Municipality growing at the expense of agricultural land.

2. Difficulty in service provision due to urban sprawl
   a. Costly in service provision

3. Skewed development and growth of the urban area
   a. Linear development along major transportation lines

4. Sprouting of urban nodes with undefined roles and functions
   a. Emerging of new urban areas that lack services
   b. Undefined urban growth limits. Unsustainable urban growth

**Structuring Elements**

The main factors that have contributed to the current pattern of development within the municipality include: classified roads, ownership of land (institutional land), natural features (forests) and physiographic factors such as topography (relatively flat terrain).

a) **Classified Roads**

The Kitale-Kapenguria (A1), Kitale-Eldoret (B2), Kitale-Webuye (A1), Kitale-Cherangany (C48) and Kitale-Endebess (C13) Roads have contributed to a linear pattern of urban development. The development is taking place along these roads, as they are the only highly accessible corridors. Most of the other roads are narrow earth roads that are inaccessible during wet seasons. The future growth of the municipality is also expected to be greatly influenced by the same corridors. Considerable linear developments are expected in all the three roads duplicating similar issues of overcrowding if no deliberate planning interventions are put in place. Such growth has the potential to create chaos along these roads and creation of potential transportation bottlenecks. Linear growth also leads to disparities in the provision of safe and efficient services. This also promotes a linear development of the municipality thus preventing a compact and efficient agglomeration of key urban functions. These roads run through the municipality and act as the spinal cord onto which various urban functions are hooked. This growth presents the following possibilities:

1) Gives the municipality its structure, dictating the nature and direction of urban development
2) While facilitating the flow of vehicular through traffic, it acts as a means for disseminating local traffic to various points, thus providing access to key urban functions.
3) Allows the North-South differentiation of the urban fabrics, making it possible for diverse elements to be in proximity to each other while retaining their distinct identity
4) Acts as an organizer, dictating the location of key urban functions and separating incompatible ones.
5) Acts as a means through which the municipality is connected to its local and national regions

b) Physiographic Features
The proposed municipality is mostly flat terrain and River Koitobos that acts as the current municipal boundary flowing South East dissect the upper side. Machinjoni River Basin is an urban river basin whose source is at the centre of Kitale Municipality. It drains westwards from the municipality centre and carries with it, loads of pollution from surface run-off from the CBD, neighboring residential areas and siltation from farms and discharges these polluted waters into second order streams downstream.
Notable forest blocks within the municipality centre, which have also affected the development trends, include Section 6, KCC Forest, Showground Forest and Block 1 Forest. These forests act as microclimate regulators although Section 6 and KCC forest blocks are slowly turning into thick bushes and being encroached into. Considering development and favorability of terrain, Kitale Municipality’s future growth is bound to extend faster and much easier on all sides especially Kibomet area and along Kitale-Eldoret road because land is available and the place is prime.

c) Land Ownership
Need for current and future land for development of public amenities in Kitale municipality is very limited because huge chunks of land are owned by Kenya Forest Service, KARI, ADC, GK Prison and the Railway Corporation who are reluctant to release it for provision of more public amenities. Most of it is currently underutilized. If a considerable size of land is released for public use, it will provide an opportunity for more public amenities.
Land availability is an imperative determinant for plan proposals and allocation of facilities in any municipality. Suitable areas for the various land uses are identified based on the specific need, land availability, land features and capability of sustaining dense urban growth among other factors.
Conceptual Analysis of the Planning Area

![Map of the Planning Area with labels: Core Urban, Agricultural Areas, Urban Fringe, Emerging Nodes, and Growth Directions.]

KITALE MUNICIPALITY IUDP (2016-2036)
3.3 **Review of the Various Planning Development Concepts and the Best Practices**

Useful lessons for Structuring Kitale Municipality Development

**The Garden City Concept** by Ebenezer Howard

1. Sought to solve urban overcrowding and poor quality of life by creating smaller, master-planned communities on the outskirts of the larger city.
2. The city would be structured around concentric circles of land use and include a sizeable park and greenbelt.

In case of Kitale Planning Area we borrow the following: **Urban core, Residential zones (Urban Fringes), Urban nodes and Agricultural areas as Green belt**

*KITALE MUNICIPALITY IUDP (2016-2036)*
1. **Central Business District (CBD)**
A non-residential area where businesses are and possible area of skyscrapers. **This is our Kitale CBD**

2. **Zone of Transition**
This zone can be equate to the zone immediately from the CBD i.e. Kipsongo, Tuwani, Shauri Moyo, Section 6, Matisi

3. **Zone of the working class.**
This area contains modest older houses occupied by stable, working class families. E.g. Kibomet, Lessos, Milimani, parts of Matisi, Grassland, and Standard Estate

4. **Zone of better residence**
This zone contains newer and more spacious houses. Mostly families in the middle-class live in this zone. E.g. Namgoi, Alakara, parts of Milimani etc.

5. **Commuter’s Zone/Suburbs**
This area is located beyond the build-up area of the city. Mostly upper class residents live in this area.
**SECTOR MODEL** by Homer Hoyt

1. It is a model of the internal structure of cities.
2. Social groups are arranged around a series of sectors, or wedges radiating out from the central business district (CBD) and centered on major transportation lines. Low-income households to be near railroad lines, and commercial establishments to be along business thoroughfares.
3. This model is also relevant to urban form exhibited by Kitale Municipality.
MULTIPLE NUCLEI MODEL

The model has **four geographic principles**

1) Certain activities require highly specialized facilities (**Specialization**)
   - Accessible transportation for a factory
   - Large areas of open land for a housing tract

2) Certain activities cluster because they profit from mutual association (**Compatible Land Uses**)

3) Certain activities repel each other and will not be found in the same area (**Incompatible Land Uses**)

4) Certain activities cannot make a profit if they paid the high rent of the most desirable locations (**Dis-economies of Scale**)

It stresses the importance of multiple nodes of activity, not a single CBD. A suitable model for Migori planning area to revitalize the centre and distribute urban growth to the emerging nodes.
IRREGULAR PATTERN MODEL (SUBSAHARAN AFRICAN CITY)

1. Zone of Colonial CBD, Traditional CBD and Market areas
2. Urban Neighborhoods Zone (Milimani, Tuwani, Lessos, Kibomet)
3. Peri-urban neighborhoods (Grassland, Standard, Alakara, Kwa Gatua, Namgoi)
4. Zone of informal Satellite urban areas (Bikeke, Sirende, Rafiki)

This model reflects Kitale core urban having colonial and transitional central business district, market zone, informal satellite municipalities (nodes) and the disorganized urban fringes.
Convergence of the Models Principles and Lessons for Kitale Planning Exercise

1. Need for Land Optimization to enhance sustainable land use

2. Need for proper distribution of land use activities in an organized and controlled manner

3. Need for Coordinated land-use and efficient transportation systems between the activity zones

4. Compatibility of land uses

5. Need for Protection of environmentally sensitive areas and creation of green belts

6. Promotion of social cohesion in urban areas by creating neighborhoods zones with shared facilities and activity areas

These principles focused on segregation of four major functions:

1. Living (the residential sectors)

2. Working (the commercial/institutional areas)

3. Care of Body and Spirit (the hills and rivers, open spaces and recreation areas) and

4. Circulation (the network of roads).

These Ideologies/Principles will inform the selection of the most suitable Development Option for the Planning Area
3.4  **POSSIBLE LAND DEVELOPMENT OPTIONS (MODELS)**

3.4.1  **Development Option 1: Business As Usual**

A scenario for future patterns of activity which assumes that there will be no significant change in people's attitudes and priorities, or no major changes in technology, economics, or policies, so that normal circumstances can be expected to continue unchanged. People will continue doing what they normally do.

**Advantages**

1. There’s no defined direction of growth and development therefore takes a laissez-faire approach
2. Less bureaucratic

**Disadvantages**

1. Organic development
2. Shrinking agricultural land
3. Difficulty in service provision due to urban sprawl.
4. Skewed development and growth of the urban area
5. Sprouting of urban nodes with undefined roles and functions.
6. Undefined urban growth limits
7. Incompatible land uses
8. Duplication efforts leading to wastage of resources
9. Costly in provision of urban services
10. Not easy to set priorities as people are acting variously.
11. Lack of collaboration
12. Environmentally unsustainability

3.4.2  **Classical Monocentric Model**

In this approach, development is concentrated in the core urban area leaving the other urban nodes to grow with least intervention in terms of provision of infrastructure and services. This creates a magnetic effect, which pulls people from other municipality areas where corresponding services are lacking. In the short run, this scenario is justified, as it is cost effective, maximizes investments and expedites development at the core. It also leads to compact urban form, which is desirable as it conserves rich agricultural land. However, in the end the core area is likely to experience
overwhelming population growth, resulting into increased demand for services and amenities. The peripheral urban areas are likely, in this circumstance, to suffer urban decay.

Figure 3-1: Concentration of Development in Kitale Municipality Core Area Scenario

3.4.3 Alternative 3: Selective Dispersal (Composite Model)

In this approach, development will be concentrated in Kitale Municipality/core area while the following centres will be enhanced to provide lower order services and be dependent on the larger centre.

- Matisi centre along Endebess Road,
- Bikeke centre
- Sirende junction,
- Rafiki centre

This model is basically urban development oriented as it deals with the distribution of major urban and industrial growth functions. In this approach, development will be concentrated in Kitale core area and encourage development at the other centres in accordance to their comparative advantage, by concentrating government and private investment selectively within the centres. With this approach, balanced urban development is likely to occur within the proposed municipality. It has the advantage of discouraging the spread of urbanization into agricultural areas.
3.5 **EVALUATION OF ALTERNATIVE SCENARIOS**

Of the four approaches discussed, the preferred approach is *Selective Dispersed Concentration* due to the following advantages:

- It is going to build on existing trends and patterns developing a more compact Kitale municipality (core area), and more compact urban nodes.
- Mitigating Urban sprawl into prime agricultural and ecologically fragile areas
- Discouraging linear development along the major transportation corridors
- Forestall the emergence of informal settlements
- Mitigate cost of infrastructure and service provision
- Developing several attractive, functional and sustainable urban places
- Improving quality of livelihood for urban residents
- Controlled development within the urban core and the nodes
- Defined urban growth limits in both the core and the nodes.
- Defined areas for future growth of the urban area.
- Leveraging on vertical development and minimizing horizontal spread.
- Conservation/Protection of high potential agricultural areas
- Promoting specialization of nodes
- Promoting functional urban form
• Optimization of existing/committed social facilities

Disadvantages of the Preferred Option

1. Likelihood of linear development along the major transport corridors

2. Difficulty in establishing urban growth limit if the growth is along transportation corridors

This Preferred Option will be the basis for The Structure Plan, which will subsequently inform the Planning Area’s Land Use Proposals, Zoning Regulations, Action Area Plans and Development Strategies

This option will require the following to be done

1) Restrict outward development in the urban core and in the nodes

2) Control outward development of urban core

3) Disallow strip/linear development along transportation corridors

4) Allow controlled development within the selected urban nodes

5) Define urban growth limits based on land demand estimation

6) Prepare – urban fringes / forging impending urbanization
### Evaluation of Land Development Options

<table>
<thead>
<tr>
<th>Option</th>
<th>Description</th>
<th>Pros</th>
<th>Cons</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Option 1</strong></td>
<td><strong>Business as Usual</strong></td>
<td>A lot of freedom in development as it takes a laissez-faire approach.</td>
<td>i. Skewed urban development.</td>
<td>Undesirable scenario.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>ii. Urban sprawl resulting to the Shrinking of agricultural land</td>
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<tr>
<td></td>
<td></td>
<td></td>
<td>iii. High cost of infrastructure provision due to urban sprawl.</td>
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<td></td>
<td></td>
<td></td>
<td>iv. Undefined urban growth limits</td>
<td></td>
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<tr>
<td></td>
<td></td>
<td></td>
<td>v. Land use conflicts due to lack of order</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>vi. Not easy to set priorities as people are acting variously.</td>
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<tr>
<td></td>
<td></td>
<td></td>
<td>vii. Environmentally unsustainable</td>
<td></td>
</tr>
<tr>
<td><strong>Option 2</strong></td>
<td><strong>Classical Monocentric Model</strong></td>
<td>i. Strong growth of the CBD.</td>
<td>v. May result to domination of the peripheral urban nodes by the core</td>
<td>The positive impacts of the models may be</td>
</tr>
<tr>
<td></td>
<td></td>
<td>ii. Enhances mobility</td>
<td>vi. Over dependency on the urban core</td>
<td>considered for development of urban nodes</td>
</tr>
<tr>
<td></td>
<td></td>
<td>iii. Reduces urban sprawl.</td>
<td>vii. Prone to congestion,</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>iv. Provision of infrastructure is cheaper</td>
<td>viii. Environmentally unsustainable</td>
<td></td>
</tr>
</tbody>
</table>
| Option 3 | Decentralized / Composite Model | 1. Reduced pressure on the CBD  
2. Balanced growth due to selective investment in the urban nodes and core.  
3. Affordability of housing in the nodes.  
4. Reduced urban sprawl  
5. Relatively cheap to provide services  
6. The model is an urban development oriented that deals with the distribution of functions. | 1. Require an effective and efficient linkage.  
2. May be expensive since utility infrastructure may require decentralization. | The model is preferred but it will take into account the pros of option 2 |
Chapter 4 - THE STRUCTURE PLAN:

4.1 **Overview**

The IUDP presents the long-term development framework for Kitale municipality. It indicates broad land use classifications, transportation corridors in relation to land uses, location of utilities and services. The plan in total shows the form, shape, urban development limits, trends and pattern in developments that Kitale municipality will take. The potential for Kitale to expand/grow is considerable. Its position as the County headquarters, favourable location relative to Western region circuit suggests that it is likely to continue to grow, probably faster than in the recent past. In addition, upgrade of transportation infrastructure i.e. the airstrip to a local or regional airport and the expansion of the main trunk roads especially the A1 road will only mean faster and robust growth of the municipality.

**Among the main areas that the IUDP will address include but not limited to the following:**

**Infrastructure Availability and Cost**

Roads, electricity and water supplies in Kitale are relatively good, so they are not likely to be a disincentive for investment. There are, however, serious concerns about solid waste collection and treatment, firefighting and inadequate sewers. However, these deficiencies are shared by most municipalities in Kenya, and so are not likely to place the municipality at a disadvantage over other municipalities. Lastly, the congestion in the municipality centre especially Laini Moja section is a potential obstacle, which the IUDP will have to address.

**Land – Price and Availability**

There are few opportunities to obtain land in the municipality itself, and pressure on land is likely to become an increasingly serious problem. Kitale municipality is today grappling with issues of land availability while huge chunks of land within the municipality are owned by institutions such as KARI, GK Prisons, ADC, Kenya Forest Service and the Railway Corporation and lie underutilized. Availability and price are closely connected. One of the objectives of the IUDP will be to make serviced land available for development in the quantities required. This can be an important factor in attracting certain types of development. Although Kitale municipality has not fully attracted major industries especially agro-based industries due to lack of adequate space, infrastructure among others, many light industries, service industries and warehousing firms might be attracted to the municipality even with the current minimal space that is available. On land availability, there is also the issue of densification. Within the CBD, there is a considerable amount of under-utilized and low-density
development. As the economy strengthens, land values will increase, and landowners will have the incentive to redevelop (or sell to someone else who will redevelop) their land. This creates a compact urban form where provision of infrastructure and services becomes easier and cheaper. It also prevents urban sprawl and protects the rich agricultural hinterland, which is a vital economic base.

Population Growth and Needs
Population growth is not directly related to growth in demand for land. There are several factors, of which the most important are:

- How much land within the existing built-up area is unused?
- Will densities increase or reduce in future?
- Are any corrections required to the existing land use pattern, which will affect land requirements?

One of the failures of past planning has been not to expand urban boundaries in advance of population growth. This has resulted in unplanned and haphazard growth outside the boundaries, which not only presents difficulties in subsequent servicing, but also prevents orderly planning of the urban area. It is therefore important to expand boundaries in advance of projected urban growth and thereby enable provision for essential infrastructure in an orderly fashion.

To that note, this IUDP has suggested extension of the current municipal area 91km² to 160km² to stimulate provision of adequate space for the various required land uses and as a future prospect of the municipality’s growth. As the County Government continues to hold talks with a number of the aforementioned institutions to release some of their large land parcels within the municipality for development, it is also quite in order to extend the existing boundaries to create room for more land, as the negotiations may take years or even decades to be achieved. This means therefore that, these parcels of land could remain unutilized for a long time and thus hamper the municipality’s growth and the future population needs. It also means high cost of land acquisition from private individuals.

This IUDP also provides for expansion of the planning area to 226km² to cover areas of Moi University along Kapenguria road, Maili Saba along Eldoret road, Wamuini B and Kambi Miwa to address issues of high subdivisions of land as well as develop control measures to control and manage urbanization. It has also suggested expansion of the proposed municipality on the East side to ADC farm to create space for an industrial zone. This can also be extended further in future to acquire land for a full-fledged university and an integrated sports centre.

All this will derive at provision of requisite infrastructure and services, creation of institutions, programs and implementation mechanisms to enable achievement of this IUDP’s aspirations and the aspirations of Kitale people.
Urban Development Limits (Growth Rings), Trends and Developments Patterns that will inform the Structure Plan

**Outer Ring: (Current Municipality Expansion/Growth Areas)**
- Forms the outer most area of the Planning Area with the least concentration of human settlements.
- These are Low Density Residential areas with bungalows as the leading House Typology.
- High Agricultural activities are also present.
- These include areas of Grassland, Sirende, Waitaluk, parts of Kibomet and parts of Matisi

**Middle Ring (Densification, Re-densification & Conservation Ring):**
- Forms the area with the moderate concentration of human settlements.
- A mixture of low and medium density residential areas with bungalows and apartments forming dominant house typologies.
- Presence of forests, agricultural areas, commercial and industrial areas These include areas of Kibomet, Milimani, Section 6, Lessos, Kipsongo

**Inner Concentration Ring: (Re-densification Ring, Highly Developed)**
- Forms the area with the peak concentration of human settlements.
- High presence of Commercial, Service, Industrial functions and Residential functions. Presence of GK Prison too
- These include areas of CBD, Tuwan, Shauri Moyo, Bondeni and Kipsongo

**Future Planning/Expansion:**
- To be planned either as part of Kitale municipality or the neighboring growth centres i.e. Moli Saba, Namanjalala, Kungani among others
- Large parcels of Agricultural Lands
- Low density area/low population density

**Figure 4-1: Development Rings**
4.2 **Structure Plan’s Spatial Development Framework**

The Structure Plan for this IUDP sets out strategic planning policies and forms the basis for detailed policies in local plans. From the stakeholders’ expectations and vision, the structure plan is anticipated to decongest Kitale municipality CBD. The stakeholders envisioned Kitale municipality as a commercial and industrial hub. To achieve this, Kitale municipality development will be guided by ‘Commerce and Industrialization Development Model’.

This will be achieved by stimulating the following:

**Overall**

1. 2 Strong Centres (main CBD and the proposed Industrial Zone)
2. 5 Sub CBDs (Rafiki, Matisi, Kibomet, Bikeke and Sirende) to distribute economic growth and development
3. Adequate Infrastructure in all the activity centres provided in point 1 and 2
4. Efficient and Comprehensive Transport Network. Improving the condition of the existing roads and providing bypass routes for external traffic i.e. Eastern and Western Bypasses
5. Adequate Community Facilities. Land for a cemetery, sanitary landfill, fire station, health facilities, educational facilities, open spaces social and cultural centres
6. Protection of Agricultural Areas and Curb Urban Sprawl. This is by creating Urban Areas Growth Limit.
7. Environmental Conservation and Improvement (forests, rivers, arboretums and parks)
8. Densification and Re-densification areas (compact development to curb sprawl)
9. Improvement of informal areas (Kipsongo, Mitume) and dilapidated government housing in Bondeni, Shauri Moyo and Cherangany estates
10. Acquisition of Land for markets, furniture workshops, jua kali areas, garages, bus parks and other activities
11. Implementation Framework and Mechanisms for Continuous Stakeholders Consultations

**Economy**

1. Economically vibrant and a highly competitive Municipality
2. Investor-friendly environment, financial empowerment for county to deliver services, and governance systems promote ease of business
3. Job opportunities for all
4. Better paying jobs
5. Planned environment
6. Resilient economy
Living Conditions
1. Sustainability of built environment
2. Livability of the municipality, high standards of living
3. Decent and affordable housing for all
4. Reliable and safe public transport system
5. Pedestrian walkways to increase safety
6. Clean municipality

Governance
1. Equity in resource access
2. Well planned and functioning municipality/city for all
3. Inclusive and non-discriminatory, provide livelihood for all
4. Safe and secure, friendly and orderly municipality
5. Accommodating to diverse culture, religion, and robust governance structure
6. Fully engaged public in every governance matter
7. Efficient governance

To achieve the above, the municipality’s growth will be developed around the main activity centres i.e. Strong Centres and Growth Nodes that will act as Commercial and Industrial hubs interlinked by an efficient transport network (corridors).

**Strong Centres** – these will be the main/primary economic anchors of the municipality. They will serve as the main commercial and industrial destination points. The plan proposes two strong centres i.e. the Proposed Industrial Zone at ADC farm and the enhanced Kitale Municipality Core Urban Area. Densification and Re-densification approach respectively.

**Growth Nodes** – these will be enhanced commercial nodes/growth centers at selected existing market centers along activity corridors based on their strategic location and comparative advantage. The plan proposes Rafiki, Matisi, Kibomet, Bikeke and Sirende as Growth Centres, which will take a Densification approach.

**Activity Corridors** – these will be the transport networks and their accompanying activities linking strong centres and growth nodes.

**Support Centres** – these are existing smaller centres along the activity corridors, which will mostly serve to compliment the proposed growth nodes. They will also seek to promote urban agriculture. They include Misemwa, Machungwa, Wamuini, Namgoi, Sinendet, Naisambu, Siuna, Kwa Muthoni and Gatua. The plan however, does not propose immediate planning intervention. However, development here should be well controlled.
These will be the main/primary anchors of the Municipality’s Economic Development
They will serve as the main commercial and industrial destination points
To be served by an elaborate transport network
Proposed Growth Nodes (Sub-CBDs)

- These will be enhanced growth centers (Sub-CBDs) at selected existing market centers i.e. Kibomet, Rafiki, Matisi, Bikeke and Sirende based on their strategic location and comparative advantage.
- They will majorly provide commercial and residential functions.
- County Government to prepare local physical development plans for each node.
- Every node to have piped water, sewer connection, proper tarmacked roads and be able to provide all the facilities as provided in below:

<table>
<thead>
<tr>
<th>Facilities</th>
</tr>
</thead>
<tbody>
<tr>
<td>A Sub-CBD/ Intermediate centre (1)</td>
</tr>
<tr>
<td>A Community/ cultural centre (library/ resource centre, social hall, VCT centre, Amphitheatre/Cultural dance centre) (1)</td>
</tr>
<tr>
<td>1 Administration block</td>
</tr>
<tr>
<td>A police station</td>
</tr>
<tr>
<td>A park with football pitches and other recreational spaces</td>
</tr>
<tr>
<td>Special school for special needs</td>
</tr>
<tr>
<td>Youth polytechnic (1)</td>
</tr>
<tr>
<td>Level 3/ Sub-District Hospital (1)</td>
</tr>
<tr>
<td>Main receiving electricity sub-station (1)</td>
</tr>
<tr>
<td>Main distribution electricity sub-station (1)</td>
</tr>
<tr>
<td>A modern open and closed market</td>
</tr>
<tr>
<td>Juakali Sheds</td>
</tr>
<tr>
<td>Vocational Training Institute (2)</td>
</tr>
<tr>
<td>University College</td>
</tr>
<tr>
<td>Old age home</td>
</tr>
<tr>
<td>Rehabilitation Centre</td>
</tr>
<tr>
<td>Orphanage/ children centre/ destitute home</td>
</tr>
<tr>
<td>Slaughterhouse (1)</td>
</tr>
<tr>
<td>Waste management facilities</td>
</tr>
<tr>
<td>Bus station and terminal (1)</td>
</tr>
<tr>
<td>Fire sub-station (1)</td>
</tr>
</tbody>
</table>

By 2036, Each Proposed Growth Node will be able to provide:
In this framework, proposed activity nodes are allocated roles and functions as follows:

1 **Kitale Municipality**
   - Kitale municipality CBD is the main urban core of the proposed municipality with an estimated population of 105,968 people (core urban).
   - The proposed development model seeks to promote compact development/densification that is already present.
   - The zone will offer higher-level services. It will be an economic hub hosting several businesses, industries and services with a national and regional catchment and supported by the other secondary commercial and dormitory nodes hence serving as a **Strong Centre**.
   - To achieve this, there is need to acquire and increase the current CBD area to cover prison’s land, agricultural land behind the County Commissioner’s office, Line Member residential area, Railways land, and the stadium. This will considerably aid in sufficient allocation and distribution of land uses to ease congestion.
Within the built-up area, there is a considerable amount of under-utilized and low-density development. Owners of these spaces will have the incentive to redevelop (or sell to someone else who will redevelop) their land into higher densities (vertical development). This the County Government will develop as a policy to allow a uniform vertical development of the CBD, which apart from increasing densities, will enable incorporation of other users that have been conspicuously missing in the municipality e.g. domesticated parking. This will also reduce costs related to provision of water and sewerage services.

*Figure 4-4: Kitale Municipality Core Area*

2 Proposed Industrial Zone at ADC Farm

- The farm is currently under agricultural use and owned by Agricultural Development Corporation (ADC).
- The plan proposes acquisition of at least 500Ha for development of an Industrial Zone to promote the municipality as an agro industrial municipality.
- An excellent national and international transport network, accessibility to labour, communication routes, ample supply of power, water and sewerage disposal will serve this zone. The elaborate transport network will interlink the zone to the main Kitale core area via Endebess road and to the proposed airport via the proposed Western Bypass.
- The area has sufficient land, conducive environment, away from people, easily accessible to municipality and hence the rationale of proposing heavy industrial there.
- The model proposes the zone as a Strong Centre
3 Matisi Centre

- The centre is located about 3km from the municipality centre along Endebess road.
- It forms the core area on the Eastern side of the municipality with a mix of both commercial and residential.
- It is well served with electricity, water and sewer supply. Hosts a police post, chief’s office, a slaughter house, Kitale Main Millers, St Raphael Health Centre, clinic facilities, Matisi Friends high school, Matisi primary school, St John primary school and Titan Academy,
- Development trends indicate that this area is emerging as a vibrant zone that should be enhanced through provision of improved infrastructure and services, proper planning and development control. This will provide development of a well functional and sustainable zones while reducing pressure/over reliance on the main municipality where residents will only visit for higher-level services.
- The centre will also provide both commercial and dormitory functions for the proposed industrial zone.

Figure 4-5: Matisi Centre

4 Bikeke Centre

- The centre is located approximately 9.8km from the municipality centre via Eldoret Road and about 8km via Cherangany road.
- It is predominantly agricultural with significant residential and commercial activities.
- The centre has a health centre, a market, Bikeke primary school, St Teresa Bikeke Boys high school, St Teresa Bikeke Girls high school. There is electricity supply from the main power grid. Only a small part of the centre has water supply. No sewer reticulation.
- The area has a murram road connecting Eldoret Road from Sirende Primary school through Machungwa, Misemwa, Bikeke to Cherangany road near Nabiswa centre. The plan proposes expansion and upgrading of this road to bitumen standards (at least 30m wide) to open up the area for growth and development. This will also act as a bypass (Eastern) connecting Eldoret Road, Cherangany Road and A1 Road to Kapenguria at Makunga. This will enhance connectivity of this area to Kitale municipality and other significant places e.g. markets in addition to reducing unnecessary traffic in the main CBD.
- The centre therefore needs to be supported by providing requisite infrastructure and services and innovative planning. It needs be promoted to continue playing the role of commercial and a dormitory centre and its role in urban agriculture.

Figure 4-6: Bikeke Centre

5 Sirende Centre
- The centre is located along Kitale-Eldoret Road (B2) about 9km from Kitale municipality.
- It forms a small commercial node/centre at the Sirende junction with the intermediate lands being predominantly agricultural and residential.
- The centre has electricity and piped water supply but no sewer. It hosts a police station, office of Sirende Ward Representative, Sirende primary school, Friends School Bikeke, St John’s Girls High School and Prime Care Medical centre.
- If no deliberate planning interventions are put in place, considerable linear developments along this road will create issues of overcrowding, potential to create chaos and transportation bottlenecks.
- Providing a functional spatial framework by enhancing and developing Sirende as a commercial node will eliminate the existing uncoordinated developments and provide urban functions that promote and provide vital and sustainable urban systems.
- Adequate measures needs therefore to be put in place to control its urban limits to prevent sprawl and also a retain considerable number and size of agricultural farms by creating a compact urban form/node.

*Figure 4-7: Sirende Centre*

6 **Rafiki Centre**

- The centre is located approximately 5.8km from the municipality centre via Kipsongo and about 2.6km from Kitale Airstrip along Webuye road via Siuna centre.
- The main activities are small-scale commercial activities. They have formed/developed around residential and agricultural uses, which are the predominant land uses.
- High subdivision rates with some people owning as small as one tenth of an acre, commonly known as a point.
- The centre hosts Rafiki health centre, Assistant Chief’s office, Rafiki Primary School, Rafiki Secondary School. It lacks a tarmac road, piped water and sewer supply.
The plan proposes acquisition and construction of a bypass (at least 30m wide) from the A1 road near the airstrip at Siuna centre through Rafiki, to connect to the proposed industrial zone and the main CBD via Kipsongo. This will by large extent improve the area and enhance development of these centres into more compact urban forms. It will also serve to facilitate connection to the upgraded airport from the CBD and the industrial zone.

*Figure 4-8: Rafiki Centre*

7. Kibomet

Kibomet Centre is strategically within the precincts of the A1 road- C48 road junction and has a moderately built-up area. Land use is mostly medium density residential, with a few commercial establishments along the highways (presence of notable hotels) and agricultural lands within. It has piped water supply with a few areas supplied with sewer supply. Well supplied with electricity. It is expected that the centre will serve as a key growth centre on the Eastern side of Kitale Municipality through the following interventions:

- The designation of the centre as a commercial growth node will see it offer complimentary commercial services to the main CBD through establishment of shopping malls, banking services among other medium-scale commercial premises
- The pristine environment and topography coupled with relatively expansive lands within Kibomet area is ideal for development of tourism, hotel and conferencing facilities, and the plan proposes its establishment as such
The centre has been also been partially zoned as a medium-density residential area, with a view to, among other things, utilize the planned commercial establishments without compromising the growth node’s suitability to host tourism, hotel and conferencing facilities.

Figure 4-9: Kibomet Centre

The plan proposes development or enhancement of these nodes with requisite infrastructure and services to:

- Act as organizers, dictating the location of key urban functions and separating incompatible ones.
- Act as a means through which the surrounding areas are easily accessible from municipality and other local and national regions.
- Provide an opportunity for promoting agriculture and access to markets in addition to prospects for value addition.

4.2.1 Strategies to Support this Development Model

Strategy 1: Promote Development of Viable Nodes /Strategic Growth Centers

The plan as aforementioned proposes strategic growth centers in addition to promoting Kitale municipality centre as an economic hub in the region. Most of these nodes have a distinct character, significance and development rationale. Some require specific interventions to make them work in a more efficient manner, whilst others are rapidly expanding and require management controls. This will
also create a proper link between the central area and the growth nodes as well as acting as breather points for the municipality.

These nodes form the priority intervention areas for infrastructure investment by the county and national governments particularly to providing zones with well-planned areas for low cost housing and other social amenities.

**Actions to support the Nodes /Strategic Growth Centers**

- Prepare strategic structure plans for each proposed growth center.
- Develop and improve infrastructural services in the growth centres
- Identify strategic economic activities to be located in these centers using the competitive advantage principle
- Encourage partnership with the private sector in investment promotion and infrastructure development
- Encourage location of employment, trade, living, recreation/entertainment, higher education, high level or specialized medical services in these centres through targeted incentives to potential investors and service providers

**Strategy 2: Promote Land Use and Transport Integration to form an Efficient Urban Network**

The major elements of this Urban Network are the proposed Strong Centers, Growth Nodes and Transport Corridors. This strategy is intended to optimize land use and transport linkages between the proposed Strong Centers, Growth Nodes and Transport Corridors. This is to be supported by a range of activities at the centers as well as the land use along the corridors linking the centers. Strong centers at each end of the activity corridors will support an effective public transport system in both directions along the corridor. This will be done by:

- Developing an integrated land use and transport network;
- Developing growth centers at selected existing market centers along activity corridors to support the development of the public transport network with strong centers at the end of each corridor; and
- Encouraging mixed-use development in activity centers

**Actions to Support the Strategy**

- Reinforce first the already well-established activity centers, to serve as incentives for development i.e. CBD, Kibomet and Matisi centres. This is by preparation of local physical development plans, expansion of the CBD and development and improvement of the existing infrastructure in the CBD and all the identified growth centres.
• Stimulate creation of the identified strategic activities in the less established activity centres and selectively along activity corridors e.g. Industrial Zone, Rafiki, Sirende and Bikeke. This is by acquiring land for development as well as provision of basic infrastructure and services
• Develop complementary land uses in the proposed growth nodes to capitalize on the opportunity provided by their identified functions
• Encourage the application of best practice urban design principles in activity centers to establish and maintain higher levels of amenity and functionality for center users, business owners and operators
• Commence implementation of one of the proposed growth nodes e.g. Rafiki as a demonstration project. From experience of this demonstration project, maintain or review further priorities for the growth nodes and transport corridors

Strategy 3: Efficiently maximize on the use of existing urban land to support additional developments
The existing urban centers have opportunities in terms of existing infrastructure for provision of additional developments e.g. housing and these opportunities should be maximally exploited. Promote compact development to efficiently use the existing urban space. For example, undertake a vertical mixed-use development by providing commercial use on the first two floors and residential use on the subsequent upper floors.

Key Actions to Support the Strategy
• In association with county government, community, major government and private landholders and industry stakeholders, undertake a detailed appraisal of the extent of the opportunities for providing additional developments.
• Undertake a detailed evaluation of existing infrastructure vis a vis existing developments to identify any existing mismatch. Provide requisite infrastructure to sustain current and additional developments.

Strategy 4: Manage Urban Growth to Curb Urban Sprawl
Outward growth of Kitale municipality needs to be managed appropriately for efficient use of land and economy in infrastructure provision. Urban sprawl is evident in Kibomet, Matisi, Rafiki, Bikeke, and Grassland positioned along the major transport arteries. The main techniques to be applied in managing urban growth are as follows and need to be put into effect by County Government, industry and the community.
• Prepare Local Physical Development Plans for all the identified growth centres
• Undertake a technical assessment of land availability based on current municipality planning schemes, structure plan commitments, development intentions and policy directions.
• Take planning decisions to create more housing in specified targeted locations
• Develop these urban areas using principles of livable neighborhoods to achieve sustainable community development
• Undertake a technical assessment of the infrastructure requirements for available land. Intensify the use of existing urban land through better use of existing infrastructure
• Develop the public transport network and complementary infrastructure as key elements in supporting urban growth
• Use minimum density zoning to encourage efficient use of land, also set a certain level that development densities should achieve without overwhelming the available infrastructure
• Develop a focused public investment plan to outline the location and timing of planned public infrastructure. Conceptually this is designed to concentrate new public infrastructure investment into those areas where growth is to be encouraged

**Strategy 5: Promote Agro-Based Industries**

Kitale municipality and its large hinterland has a lot of potential in industrial crops and livestock in form of; maize, fruit and banana processing, avocado oil extraction, passion fruit juice production, water bottling, ceramic tiles and clay roofing tiles, animal feeds etc. This potential needs to be exploited to foster development in Kitale municipality and the hinterland.

**Key Actions to support the strategy**

• Enhance the existing industrial area by re-planning it and allocating adequate land for industries
• Acquire and develop an industrial zone at the ADC farm (at least 500ha)
• Create urban limits to protect agricultural land from urban sprawl
• Improve livestock husbandry and crop production through incentives and agricultural extension services
• Improve marketing through value addition, provision of adequate markets and provision of easier accessibility to markets
• Provide credit to farmers
• Developing and improve facilities such as slaughter houses and tanneries
• Diversify agriculture production to include horticulture, aquaculture and floriculture.
Overall Economic Growth: This Plan will provide Accelerated and Inclusive Economic Growth for the proposed Municipality generated by:

1. Job Creation: sufficient to absorb the emerging large workforce at the end of the planning period. This will be done through: Creation of an Industrial Zone at ADC Farm, expanding the Municipality’s CBD to accommodate more employment activities and creation of Sub CBDs at Bikeke, Matisi, Kibomet, Rafiki and Sirende

2. Increased productivity in Agriculture: to feed the Municipality, raise rural incomes and promote the municipality’s growth as agro-based industrial municipality through: Promotion of an agro-based municipality, protection of agricultural areas by creating urban limits and enhancing KALRO (former KARI) and ADC Farm productivity

3. Widespread rural non-farm activities: to provide jobs and good living standards outside the core urban area. This is though: Expansion of the CBD, creation of Sub CBDs, creation of a well enhanced transport network to connect activity areas

4. A dynamic informal sector: that creates jobs at low cost and caters for the needs of Kitale people at all income levels (inclusivity). This is through expansion of the CBD to include the Prison’s land and the Railways land where jua kali activities, markets, furniture workshops, metal works and garages will be located. This will entail allocation of these activities (MSMEs) on larger spaces with proper facilities

5. A Restructured Industrial Municipality: Capable of employing a high number of work force at high productivity and also creating export markets to other counties and also outside the country through: Creation of an Industrial Zone at ADC Farm, re-planning the existing industrial area, promotion of well-structured small-scale industries, enhancing the transport sector, promotion of technical skills through increase in technical colleges and vocational training centres etc.

6. Provision of Habitable Living Areas: Adequate residential areas with habitable conditions, proper development control and zoning regulations and adequate provision of infrastructural facilities

7. Protection of Environmentally Sensitive Areas: Provision of adequate measures to protect and preserve the environmentally sensitive areas such as proper surveying and demarcation and redeveloping them for nature tourism and recreational purposes
Figure 4-10: The Proposed Structure Plan
### 4.3 Description of the Structure Plan

The land use proposals in the structure plan are described in the table below, with the coding indicating possible land uses

**Table 4-1: Detailed Description of the Structure Plan**

<table>
<thead>
<tr>
<th>LAND USE</th>
<th>AREA</th>
<th>LOCATION</th>
<th>ISSUES/EXISTING DEVELOPMENTS</th>
<th>PROPOSED /POSSIBLE ACTIONS AND ACTIVITIES</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residential</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>01</td>
<td>Kibomet</td>
<td>Located along Kitale-Kapenguria highway Approximately 3km from the CBD</td>
<td>Mixed developments <em>(Residential and Commercial)</em> Constructions of high-rise apartment are active. Has a commercial character emerging with a higher plot ratio challenge in parking (no facilities). Private development encroaching on the public way</td>
<td>Mixed developments <em>(Residential and Commercial)</em>. Land readjustment required to accommodate the emerging developments. The area needs provision of parking. Enhance the plot ratio and regulate new developments</td>
</tr>
<tr>
<td>02</td>
<td>Kipsongo</td>
<td>Located between CBD and Kitale Training Institute 1km from the CBD</td>
<td>Informal residential developments. Lack of basic infrastructural services. Poor housing. Low income residents</td>
<td>Road network improvement required. Land readjustment to enable high rise with open spaces. Urban renewal with enhanced plot ratio Model example -Kibera</td>
</tr>
<tr>
<td>03</td>
<td>Tuwani</td>
<td>Along Kitale-Endebess highway Approximately 1km from the CBD</td>
<td>Mixed developments <em>(Residential and Commercial)</em> Current development trends exceeding allowed levels</td>
<td>Mixed developments <em>(Residential and Commercial)</em> Urban renewal in some sections with enhanced plot ratio</td>
</tr>
<tr>
<td>04</td>
<td>Lessos</td>
<td>Located on the right side along Kitale-Endebess highway opposite Tuwan Approximately 1km from the CBD</td>
<td>Mixed developments <em>(Residential and Commercial)</em> Current development trends will exceed allowed levels if no immediate attention and strict development control</td>
<td>Mixed developments <em>(Residential and Commercial)</em></td>
</tr>
<tr>
<td>No.</td>
<td>Area Description</td>
<td>Location</td>
<td>Development Type</td>
<td>Details</td>
</tr>
<tr>
<td>-----</td>
<td>-----------------</td>
<td>----------</td>
<td>-----------------</td>
<td>--------</td>
</tr>
<tr>
<td>05</td>
<td>Prison land, Bondeni, Mitume, Site and Service and Machinjoni area</td>
<td>Located on the West side of the CBD Approximately 1 km from the CBD</td>
<td>Mixed developments (Residential and Commercial)</td>
<td>Mixed developments (Residential and Commercial) Urban renewal with enhanced plot ratio Road network improvement required. Land readjustment to enable high rise with open spaces</td>
</tr>
<tr>
<td>06</td>
<td>Grassland, Standard and other areas along Webuye Road</td>
<td>Located along Kitale-Webuye road</td>
<td>Residential (Bungalows)</td>
<td>Residential Very diverse – mixed characteristics – needs separation</td>
</tr>
<tr>
<td>07</td>
<td>Milimani, Lavington and Alakara</td>
<td>Located on the Southern side of the CBD Approximately 1 km from the CBD</td>
<td>Residential (Bungalows and Maisonettes) Detached houses are converting to multi-family dwellings with no matching infrastructural services.</td>
<td>To be Re-zoned into two – medium density and low density development. Allow Residential (Multiple plus single dwellings). Needs separation to maintain medium density mixed with low density</td>
</tr>
<tr>
<td>08</td>
<td>Bikeke, Machungwa and Misemwa</td>
<td>Sirende</td>
<td>Mixed developments (Residential and Commercial)</td>
<td>Residential (multiple plus single dwellings)</td>
</tr>
<tr>
<td>09</td>
<td>Rafiki</td>
<td></td>
<td>Mixed developments (Residential, Agricultural and Commercial)</td>
<td>Mixed developments (Residential and Commercial)</td>
</tr>
<tr>
<td>10</td>
<td>Umoja Farm</td>
<td>Past Kipsongo</td>
<td>Agricultural</td>
<td>Residential (multiple plus single dwellings) Commercial</td>
</tr>
<tr>
<td>11</td>
<td>Wamuini A and B</td>
<td></td>
<td>Mixed developments (residential, commercial and agricultural)</td>
<td>Residential</td>
</tr>
<tr>
<td>12</td>
<td>Kambi Miwa</td>
<td>Located South West of municipality along Kitale-Webuye road</td>
<td>Mixed developments (residential, and agricultural)</td>
<td>Mixed developments (residential, and agricultural)</td>
</tr>
<tr>
<td>13</td>
<td>Bondeni and Shauri Moyo (Govt houses)</td>
<td></td>
<td>Degraded Residential developments. Poor roads condition.</td>
<td>Residential Urban renewal with enhanced plot ratio Road network improvement projects are immediately needed</td>
</tr>
<tr>
<td>0_{14}</td>
<td>Laini Member</td>
<td>Near Lion’s Centre along Kapenguria Road</td>
<td>Residential (Medium Density)</td>
<td>Change the use to commercial as part of the CBD</td>
</tr>
<tr>
<td>0_{15}</td>
<td>Along Eldoret Road</td>
<td>From Sirende to Amagoro Park</td>
<td>Mixed developments (residential, and agricultural)</td>
<td>Mixed developments (residential, and agricultural)</td>
</tr>
<tr>
<td>0_{16}</td>
<td>Along Kapenguria Road</td>
<td>Located past the municipality boundary around Moi University Campus</td>
<td>Mixed developments (residential, and agricultural)</td>
<td>Mixed developments (residential, and commercial)</td>
</tr>
</tbody>
</table>

**Industrial**

| 1_1 | ADC Farm | Along Endebess Road | Agricultural | A Special Economic Zone, Public Utilities (Cemetery, Sanitary Landfill) |
| 1_2 | Current Industrial area | Next to Section 6 Estate | Medium Industrial | Medium and Light Industrial with requisite infrastructure |
| 1_3 | Prison’s Land | Behind the bus park | Agricultural | Light industrial, Workshops, garages, juakali artisans |
| 1_4 | Other Light Industrials | | Residential and commercial | Within residential and commercial zones areas where best compatible |

**Educational**

| 2_1 | ADC Farm | | Agricultural | Full Fledged University |
| 2_2 | Next to County Referral Hospital | Behind the Golf Course | Agricultural and residential | Kenya Medical Training College |
| 2_3 | Residential and Commercial Areas | Residential Areas | Mixed Developments | Educational institutions |

**Recreational**

<p>| 3_1 | Urban Parks | | Prison land and the current dumpsite Show Ground Forest | Acquire and develop an urban park. Decommission the dumpsite and establish a sanitary landfill (50ha) at ADC farm. Move the prison to urban fringes or rural hinterland. Establish a people’s Park at the Showground forest |
| 3_2 | Trans Nzoia stadium | Tuwani | Stadium | Acquire land next to the stadium and expand the stadium to include parking and other amenities |</p>
<table>
<thead>
<tr>
<th></th>
<th>Integrated Sports Centre</th>
<th>ADC Farm</th>
<th>Agricultural</th>
<th>Integrated Sports Complex with an international stadium, 10-30m green belts and served by good transport network including public transport</th>
</tr>
</thead>
<tbody>
<tr>
<td>34</td>
<td>Posta and Kamukunji Grounds</td>
<td>CBD (Laini Moja)</td>
<td>Recreational/Parks</td>
<td>Proper maintenance for relaxation and Recreational purposes with at least adequate furniture, drinking water and sanitation facilities.</td>
</tr>
<tr>
<td>35</td>
<td>Estates/Community level parks</td>
<td>Estates and Neighborhoods</td>
<td></td>
<td>Should be closely related to community centers, social halls, health center, local shops, primary &amp; secondary schools. Facilities; 1-2 playing fields, children equipped playing grounds, hard courts, adventure play grounds &amp; other special features</td>
</tr>
</tbody>
</table>

**Public Purpose**

<table>
<thead>
<tr>
<th></th>
<th>County Offices</th>
<th></th>
<th>Government offices (County)</th>
<th>Public Purpose</th>
</tr>
</thead>
<tbody>
<tr>
<td>41</td>
<td>Level 4 Hospital</td>
<td>Along Kapenguria Road</td>
<td>Level 4 Hospital</td>
<td>Acquire more land next to it to expand the hospital facilities</td>
</tr>
<tr>
<td>42</td>
<td>Kitale Municipality Social Hall</td>
<td>Bondeni</td>
<td>Social Hall</td>
<td>Social hall with support facilities including ablution block, a shop, dispensary, swimming pool, play area etc. Social halls with a capacity of at least 300 people and support facilities including an ablution block</td>
</tr>
<tr>
<td>43</td>
<td>Police Stations</td>
<td>Central Police Station</td>
<td>CBD</td>
<td>Public Purpose. Equip and Modernize Central Police Station</td>
</tr>
<tr>
<td>44</td>
<td>Public Library</td>
<td>Behind County Commissioner’s office</td>
<td>Vacant land</td>
<td>Acquire and develop police stations in each neighborhood. Upgrade and improve services in the existing police posts to police stations</td>
</tr>
</tbody>
</table>

**Kitale Museum Nature Trail**

Conservation and Urban Tourism. Develop Eco Lodges.
| 46 | Medium GK Prison | CBD | GK Prison | Acquire land and move the prison to the urban fringes. Current land to be used for other purposes including a light industrial park for jua kali artisans, garages and furniture workshops, commercial areas, residential areas and an urban park |
| 47 | Main GK Prison | Along Webuye Road | GK Prison | Maintain it and repossess its illegally acquired land to provide more facilities |

**Commercial**

| 51 | CBD | The Main Commercial, Institutional and Industrial area | Mixed developments: commercial, residential, public purpose, transportation, institutional and light industrial. many informal activities including garages, markets and jua kali activities on road reserves  
- Laini Moja choking with informality, very vibrant and vehicular mobility is a problem during the active hours | Commercial, other mixed developments: commercial, public purpose, transportation, recreational, institutional and light industrial. New office building and other development projects are required to densify the zone and accommodate more activities. Urban renewal required with enhanced plot ratio especially along Laini Moja and behind former Nakumatt. Land readjustment to enable vertical development with open spaces and access. Improvement of access roads within and around the zone required. The area needs provision of parking. Enhance the plot ratio and regulate new developments. Pedestrianisation of CBD |
<p>| 52 | Bikeke | | Mixed developments: commercial and residential | Commercial |
| 53 | Matisi, Rafiki, Wamuini and areas along Eldoret highway (<em>First front rows fronting major roads</em>) | | Mixed developments: commercial and residential | Commercial |
| 54 | Emoru, Moi University area (<em>fronting major roads</em>) | | Mixed use development: commercial and residential | Zone for Development Control. Mixed Use Development (Commercial and Residential) |</p>
<table>
<thead>
<tr>
<th>5&lt;sup&gt;5&lt;/sup&gt;</th>
<th>Along Cherangany Road</th>
<th>Mixed developments: commercial and residential</th>
<th>Mixed Use Development (Commercial and Residential)</th>
</tr>
</thead>
<tbody>
<tr>
<td>5&lt;sup&gt;6&lt;/sup&gt;</td>
<td>Kibomet and its environs</td>
<td>Mixed developments: hotel and residential</td>
<td>Mixed Use Development (Commercial and Residential). Hotel and Conference facilities area</td>
</tr>
<tr>
<td>5&lt;sup&gt;7&lt;/sup&gt;</td>
<td>Prison land</td>
<td>Public purpose</td>
<td>Commercial</td>
</tr>
</tbody>
</table>

**Public Utility**

<table>
<thead>
<tr>
<th>6&lt;sup&gt;1&lt;/sup&gt;</th>
<th>Fire Station</th>
<th>Undeveloped</th>
<th>A modern Fire Station</th>
</tr>
</thead>
<tbody>
<tr>
<td>6&lt;sup&gt;2&lt;/sup&gt;</td>
<td>Part of ADC farm</td>
<td>Agricultural</td>
<td>Public Cemetery</td>
</tr>
<tr>
<td>6&lt;sup&gt;3&lt;/sup&gt;</td>
<td>Part of ADC farm</td>
<td>Agricultural</td>
<td>Solid Waste Management Site (Sanitary Landfill)</td>
</tr>
<tr>
<td>6&lt;sup&gt;4&lt;/sup&gt;</td>
<td>Water Supply</td>
<td>Agricultural</td>
<td>Cover the entire area proposed for development within the planning period. Commercial water points should be provided for informal settlements, at a distance of 500m from one another.</td>
</tr>
</tbody>
</table>

**Transportation**

<table>
<thead>
<tr>
<th>7&lt;sup&gt;1&lt;/sup&gt;</th>
<th>Bus park</th>
<th>CBD</th>
<th>Bus park</th>
<th>Modern bus terminal facility</th>
</tr>
</thead>
<tbody>
<tr>
<td>7&lt;sup&gt;2&lt;/sup&gt;</td>
<td>Tuwani bus park</td>
<td>Tuwani</td>
<td>Across Trans Nzoia Stadium next to Section 6 forest</td>
<td>Proposed bus park</td>
</tr>
<tr>
<td>7&lt;sup&gt;3&lt;/sup&gt;</td>
<td>Lion’s Centre</td>
<td></td>
<td>Bus park</td>
<td>Proposed expansion of the bus park with adequate modern facilities</td>
</tr>
<tr>
<td>7&lt;sup&gt;4&lt;/sup&gt;</td>
<td>Railways Land</td>
<td></td>
<td>Undeveloped land</td>
<td>Proposed bus park</td>
</tr>
<tr>
<td>7&lt;sup&gt;6&lt;/sup&gt;</td>
<td>Truck terminal facility</td>
<td>ADC Farm</td>
<td>Agricultural</td>
<td>Proposed truck terminal facility and a logistics centre</td>
</tr>
<tr>
<td>7&lt;sup&gt;7&lt;/sup&gt;</td>
<td>Truck terminal facility</td>
<td>Section 6 Forest opposite the stadium Sirende Centre</td>
<td>Undeveloped</td>
<td>Proposed truck terminal facility and a logistics centres</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>---</td>
<td>----</td>
<td>--------------------------------------------------------------------------------------------</td>
<td></td>
<td></td>
</tr>
<tr>
<td>7</td>
<td>8</td>
<td>Eastern Bypass</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Eldoret Road to Cherangany Road via Machungwa, Misemwa and Bikeke;</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Proposed expansion of the existing road to 60m</td>
<td></td>
<td></td>
</tr>
<tr>
<td>7</td>
<td>9</td>
<td>Western Bypass</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Webuye Road near the airstrip at Siunwa through Rafiki, Umoja farm to Kipsongo and through</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Rafiki to industrial area to Endebess road</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Proposed expansion of the existing road to 60m</td>
<td></td>
<td></td>
</tr>
<tr>
<td>7</td>
<td>10</td>
<td>Local Airport</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Kitale Airstrip</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>7</td>
<td>Upgraded to a local airport with requisite facilities</td>
<td></td>
<td></td>
</tr>
<tr>
<td>7</td>
<td>10</td>
<td>Road Reserves</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Along all roads</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Encroachment</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Recommended road reserves</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Conservation**

<p>| | | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>8</td>
<td>1</td>
<td>KCC forest, Showground forest, Section 6 forest and Block 10 forest</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Within the Municipality</td>
</tr>
<tr>
<td></td>
<td>2</td>
<td>KCC forest, Showground forest, Block 10 forest</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Proper demarcation to establish their reserves</td>
</tr>
</tbody>
</table>

**Agriculture**

<p>| | | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>9</td>
<td>1</td>
<td>Peri-Urban Areas</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Wamuini A and B, Sirende, Bikeke, Rafiki, Kambi Miwa</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Mixed developments. Residential and Agricultural</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Mixed developments. Residential and Agricultural</td>
</tr>
<tr>
<td>9</td>
<td>2</td>
<td>KALRO</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Agricultural</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Agricultural</td>
</tr>
</tbody>
</table>
### Table 4-2: Principal Policies for the Municipality’s Land Use Plan

<table>
<thead>
<tr>
<th></th>
<th>Decentralize business, administrative and commerce functions</th>
<th></th>
</tr>
</thead>
</table>
| 1 | • Sub-centre system (corridor development) will be adopted with new urban transport network to subdivide business functions.  
   | • Land use regulation for sub-centre areas will be revised to activate their function and to accommodate growing population.  
   | • CBD should be re-developed to revitalise municipality centre. |
| 2 | Expand and renovate CBD                                     |   |
| 3 | Supply appropriate housing for all                          |   |
| 4 | Marked Areas for Development Control outside the proposed Municipality |   |
| 5 | Preserve and restore green and water environment to create ecological network |   |
| 6 | Conserve agricultural activities                             |   |
| 7 | Develop new areas for industrial area                       |   |
| 8 | Beautify the municipality as the region’s pride             |   |

- New zones to be acquired for new urban core.  
- Extend the CBD vertically (or higher in the skyline) to solve the low-utilisation issue.  
- Urban re-development from low-density residence to medium to high density residence is necessary.  
- Appropriate housing scheme for low income is necessary as social services.  
- Subject areas along Eldore Road and along Kapenguria Road around Moi University to development control.  
- Existing forests and wet areas should be preserved and the former to be used for recreational purposes and promotion of urban tourism.  
- River and riverbanks will be restored to open recreational space.  
- Agricultural activities should be conserved for diversification of the land use.  
- New industrial areas will be allocated in western part of the municipality on ADC farm.  
- Existing industrial area should be re-developed for new urban function.  
- Urban landscape regulation should be established to keep historical beauty for the citizen.
### 4.4 Land Use Requirement Analysis

Space allocations for various facilities such as housing and health centres, schools and social halls should be made, bearing in mind that one generation may contribute for substantial benefit of a subsequent one. To work out the future spatial requirement for the various facilities and utilities, the prediction of the magnitude and numbers of these facilities must be based upon planning standards. Land allocation was arrived at after a review of the existing situation and planning standards as outlined in the Physical Planning Handbook, 2008.

*Table 4-3: Land Use Requirement Analysis*

<table>
<thead>
<tr>
<th>SECTOR</th>
<th>STANDARD</th>
<th>LAND REQUIREMENT (YEAR 2036)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residential</td>
<td>Population Estimate =439,621 5 people per household Total No of H/H=87,924</td>
<td>Total No. of H/H 87,924</td>
</tr>
<tr>
<td></td>
<td></td>
<td>5% - Low Density – 4,396</td>
</tr>
<tr>
<td></td>
<td></td>
<td>25% - Medium Density -21,981</td>
</tr>
<tr>
<td></td>
<td></td>
<td>70% - High Density -61547</td>
</tr>
<tr>
<td>Education</td>
<td>Pre-Primary 20 (0 – 4 yrs) Primary – Secondary – Polytechnics (Kitale Polytechnic) Colleges (KMTC) University</td>
<td>1 Nursery /3500 people @0.2Ha</td>
</tr>
<tr>
<td></td>
<td></td>
<td>=125 Nursery Schools</td>
</tr>
<tr>
<td></td>
<td></td>
<td>1 Primary /3500 people @3.9Ha</td>
</tr>
<tr>
<td></td>
<td></td>
<td>=125 Primary Schools</td>
</tr>
<tr>
<td></td>
<td></td>
<td>1 Secondary/8000 people @6.9Ha</td>
</tr>
<tr>
<td></td>
<td></td>
<td>=55 Secondary Schools</td>
</tr>
<tr>
<td></td>
<td></td>
<td>At least 2 polytechnics @10.2Ha</td>
</tr>
<tr>
<td></td>
<td></td>
<td>1 KMTC @10.2Ha</td>
</tr>
<tr>
<td></td>
<td></td>
<td>At least 1 university @50Ha</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Total= 8924 ha</td>
</tr>
<tr>
<td>Recreation</td>
<td>1 ha./10000 people in estates - 44 ha.</td>
<td>Open space/parks Social halls (At least 6) Library (At least 6) Golf course Sports clubs Stadium (1) Riparian reserve – 15m both sides of the rivers</td>
</tr>
<tr>
<td></td>
<td></td>
<td>44 ha</td>
</tr>
<tr>
<td></td>
<td></td>
<td>6 x 1ha = 6 ha</td>
</tr>
<tr>
<td></td>
<td></td>
<td>4 ha</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Total = 54 ha</td>
</tr>
<tr>
<td>Health</td>
<td>County Referral Hospital Level 4 (Primary Hospital) Level 3 (Health Centre, Maternity Home, Nursing Home) Level 2 (Dispensary / Clinic)</td>
<td>8ha*1=8 ha</td>
</tr>
<tr>
<td></td>
<td></td>
<td>8ha*1=8ha</td>
</tr>
<tr>
<td></td>
<td></td>
<td>3ha*6=18ha</td>
</tr>
<tr>
<td></td>
<td></td>
<td>3ha*18= 54ha</td>
</tr>
<tr>
<td></td>
<td></td>
<td>8</td>
</tr>
<tr>
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<td></td>
<td>8</td>
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<td></td>
<td></td>
<td>18</td>
</tr>
<tr>
<td></td>
<td></td>
<td>54</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Total = 88 ha</td>
</tr>
<tr>
<td>Law and Order</td>
<td>Law courts Administration – Police Post Police station</td>
<td>2 Ha</td>
</tr>
<tr>
<td></td>
<td></td>
<td>0.2 Ha *</td>
</tr>
<tr>
<td></td>
<td></td>
<td>2ha*7 =14ha</td>
</tr>
<tr>
<td></td>
<td></td>
<td>2 ha</td>
</tr>
<tr>
<td></td>
<td></td>
<td>14ha</td>
</tr>
<tr>
<td>Public Utility</td>
<td>Solid Waste Management Site Cemetery Fire station Sewer systems, water works, telecommunication, electricity reticulation</td>
<td>8 ha</td>
</tr>
<tr>
<td></td>
<td></td>
<td>4.5 ha</td>
</tr>
<tr>
<td></td>
<td></td>
<td>0.4 ha</td>
</tr>
<tr>
<td></td>
<td></td>
<td>50ha</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Total = 62.9 ha</td>
</tr>
</tbody>
</table>
Total land required is at least 14,944ha. Available land in the proposed municipality is approximately 16,500 Ha. This should inform the type of proposals during planning.

4.5 Land Use Proposals

4.5.1 Residential

The proposed residential land use covers approximately 4894ha representing approximately 30.54% of the proposed municipality. This takes into consideration the current residential land uses, compatibility with neighboring land uses as well as to cater for the future housing demands. The structure plan earmarks areas for different: high, medium and low-density housing areas in responding to various housing needs of diverse socio-economic groups. Areas with non-residential developments are also expected to be within each residential area. The diversity will be more apparent within the high-density neighborhoods where the demand for socio-economic facilities is higher.

a) Land Allocation

Percentage allocation of land in various residential areas and densities as provided for in the physical planning handbook, which will be used as a guide in planning for residential areas. Reasonable variations may be permitted depending on local conditions.

b) Density of Development

Density is determined by availability of services such as water, sewerage, size of roads, etc. and the zoning recommended. In recommending gross residential densities care should be taken that they create in spatial and functional meaning, an independent system of the built-up area (both multi-family and one family dwelling units) well provided with day-to-day services, recreation and communication network. The section below gives a range of densities that can be adopted in planning for Kitale municipality.

i. High Density Residential

Areas earmarked for high-density housing include proposed residential area on prison land, Tuwani, Matisi, areas abutting Moi University, Section 6, Prisons land, parts of Kibomet, Cherangany Estate,
Kipsongo, Machinjoni, Mitume and Bondeni areas. These are the areas already densely populated or highly subdivided and informal settlements. They house or expected to house the bulk of the population. This will consist of low cost housing developments that will house the relatively low-income households. Population densities in the areas are expected to be 70 dwelling per hectare. This will consist of mainly multiple residential developments. The total area earmarked for high-density residential neighborhoods is approximately 1,138.2Ha.

ii. Medium Density Residential
Areas proposed for medium density housing include Kibomet, Grassland, Bikeke, Standard, Umoja farm, and parts of Milimani Estate. The total area earmarked for medium density residential neighborhoods is approximately 2,885.5ha. These areas are projected to have a combination of single and multiple dwelling units with the latter being more dominant. Population densities in the areas are expected to range from 32-60 dwellings per hectare.

iii. Low Density Residential
Proposed low density residential areas include areas such as Milimani, Lavington, Wamuini B, parts of Kambi Miwa, Bikeke and Machungwa areas, Alakara and other outlying areas of growth centers and along Kitale-Eldoret highway to include Amagoro Park. The total area earmarked for low-density residential neighborhoods is approximately 874ha. The current low population levels significantly influenced the delineation of parts of these areas into low housing areas. Low-density residential areas have been proposed for the larger rural hinterland in order to encourage agriculture. Urban agriculture is expected to take place given the large plot sizes. Population densities in these areas are expected to range from 10-20 dwellings per hectare.
Map 4-1: Proposed Areas for Residential Use
4.5.2 Industrial

i. Light Industrial Areas/Jua Kali shade

- Approximately 50ha of land have been earmarked for development of a light industrial park behind the bus park on prison’s land, which is to be acquired. The plan proposes juakali areas in other centres to be maintained depending on their location’s suitability and to be redeveloped and allocated adequate space. Furniture workshops with adequate infrastructure and services have been proposed on the acquired prison’s land behind the bus park to address the needs of Chanuka furniture among others. The plan also proposes relocation of garages from their current location, i.e. next to the fire station and along Kipsongo Road to the newly acquired space on prison’s land.

- Light Industrial uses to be permitted in residential areas too, for example non-noisy activities such as tailoring and carpentry. Such measures stimulate the economy by reducing the barriers to entry for small entrepreneurs, and minimizing the current tendency to flout regulations. The activities expected are often non-offensive and can easily coexist harmoniously within or adjacent to commercial and residential neighborhoods.

- Relocate the existing abattoir to the proposed industrial zone. Acquire land at the proposed industrial zone and develop two abattoirs, one for chicken and the one for livestock (cows, goats and sheep).

ii. Medium Industrial

- Medium industrial activities to be maintained at the current industrial area next to section 6 estate and the zone be re-planned with requisite infrastructure to accommodate more users and mitigate land use conflicts. Others to be located within the proposed industrial zone at ADC farm. With potential in industrial growth that has been alluded to above, at least ten industrial establishments have been earmarked in this new zone. Medium industries proposed include, fruit juices, flour milling, animal feeds, milk processing and cooling plant, plastic industries (recycling) etc.

iii. Heavy Industrial

- By the year 2036, it is anticipated that Kitale municipality will have at least five heavy industries. A zone for heavy industries is at the proposed Special Economic Zone at ADC farm (500Ha). This will attract the bulk of industrial investments i.e. assembling, manufacturing and processing industries e.g. fertilizer industry, agro-chemicals industries etc. Already, the area has sufficient land, conducive environment, away from people, easily accessible to municipality and market routes hence the rationale of proposing heavy industrial.
Map 4-2: Proposed Areas for Industrial Use
4.5.3 Educational

Primary and Secondary Schools

- With a projected population of 439,621 by the year 2036, approximately 126 primary schools will be required (an additional 79 schools) and 55 secondary schools will be required (an additional 27 schools).

- Distribution of these schools to be based on catchment population and the recommended walking distances. At gross densities of 50 persons per hectare and above. Land requirement for primary and secondary is 3.9ha and 6.9ha respectively as stipulated in the Physical Planning Handbook.

- The land available especially for schools that do not meet this threshold should therefore be used economically to leave room for future expansion. Storied buildings should therefore be encouraged, wherever possible, for classes, offices and dormitories. This will help to efficiently maximize on land use. Integrate primary and secondary schools where possible. National Government to implement this.

Vocational Centres

- The plan proposes development of vocational training facilities in every ward to absorb school dropouts and the population that does not progress to universities to impart low and medium level technical skills. This will enhance job creation and self-employment.

- The plan also proposes development of Vocational, Industrial and Technical Training Centres at the existing industrial area and the proposed industrial area. This will help realize the commercial potential of Kitale municipality community and foster entrepreneurship. This can be achieved through Kenya Industrial Estates and Kenya Industrial Research Development Institute. This will also promote Vocational, Industrial and Technical Training Potential for increased access to industry/market responsive skills and employability improved.

University and mid-level Colleges

- The municipality does not have a fully-fledged university; at least 50ha should be acquired for this purpose at ADC farm by the year 2036.

- Upgrade Kitale Technical Training College to a National Polytechnic

- Acquire land for Kenya Medical Training College opposite the county referral hospital.

- Allocate land for accommodation facilities near the colleges (high density)

- For the numerous mid-level colleges in municipality, quality assurance and regulatory policy must be put in place.
All educational institutions especially primary and secondary schools be encouraged to densify (build vertically) to achieve/gain more land for all the required facilities e.g. playgrounds. In all cases, educational institutions should be integrated with major open spaces whenever possible to encourage the sharing of the open spaces and playgrounds with members of the public.

4.5.4 Health

Within the proposed municipality, there are 11 public health facilities and about 28 private health facilities. From the field survey, the average distance to the nearest health facility is estimated at an average of 3.3km. This is within WHO recommendation of 5km. They have however tended to concentrate in the urban centers.

- The plan proposes upgrading and modernization of the existing facilities, which is necessary to ensure provision of quality health care.
- The plan also proposes additional health facilities to match population increase by 2036. Their location should be geographically, socially and economically accessible.
- Every proposed growth node to have at least a health centre accessible with basic infrastructural services. County Government to acquire at least 3ha of land for the same.
- The plan proposes upgrading of level 4 hospital to a modern standard facility. Acquire more land for this purpose
- Acquire land (at least 10.2ha) for Kenya Medical Training College at the land opposite the County Referral Hospital. Relocate it from the current location

4.5.5 Recreational

- There should be a small area of recreational space within walking distance of all areas with a residential density above 50 persons per hectare.
- It is recommended that 1-2 hectares of land be provided for open spaces per 10,000 populations in areas with a population density of above 50 persons per hectare (Physical Planning Handbook, 2008). Therefore, Kitale municipality and its environs are required to currently (2018) have approximately 20Ha and 44Ha by 2036 if 1Ha of land is taken to be the minimum land requirement.
- These small parks, open spaces and playing fields are to be developed in every neighborhood and estate level as guided above.
- Regarding educational institutions, it is proposed that they will be encouraged to build vertically and acquire more land for playgrounds. In all cases, educational institutions to be integrated with major open spaces whenever possible to encourage the sharing of the open spaces and playgrounds with members of the public.
• For a public park, the plan proposes acquisition of at least 8Ha from prison land. This will also seek to serve the purpose of conserving Machinjoni River riparian reserve in addition to acting as the buffer between the proposed CBD and the residential areas of Site and Service and Matisi.

• The two small parks in the CBD (Posta ground and Kamukunji) sit on a road reserve, which will be moved during road expansion. However, to provide for the current need for recreational spaces, the plan proposes proper and immediate maintenance of these two parks in the CBD with adequate provision of sanitation facilities, furniture and lighting.

• Upgrade the current Trans Nzoia stadium to a modern status. Repossess land around it from the current use to give more land for parking and training grounds. Acquire adequate road reserves to develop a good transport network around it.

• More land, least 50ha, to be acquired in future at the current ADC farm for construction of an integrated sports centre. The activities in this centre would include; athletic tracks, indoor games, hard courts, swimming pools - with spectator facilities, catering establishments, parking etc. Develop a good public transport network around it linked to all major roads to serve the sports centre.

• As the municipality grows and densities increase, green space will become increasingly important. It is therefore necessary to maintain and protect areas of natural beauty and environmental sensitivity as an essential part of the planning process. These will include the existing forests, Kitale Nature Conservancy, Museum Nature Trail, golf course, wetlands among others.

• Promote recreation and urban tourism in the four forest blocks. Develop Section 6 Forest as an Arboretum with adequate facilities and good road connection. Develop a Nature Park (Haller Park at the KCC Forest, develop Eco Lodges at Block 10 Forest and Showground Forest

• The plan also proposes measures to integrate the ongoing project of transforming Showground Forest into an Urban Park

• Increase coverage of the Museum Nature Trail by repossessing grabbed land and rehabilitating dilapidated sections. Promote urban tourism by developing Eco Lodges.

• The plan proposes incorporation of urban agriculture within the Proposed Municipality as an integral land use and as a measure to enhance green spaces too. This plan promotes urban agriculture by maintaining major agricultural lands like KARI and the large private individual parcels around ADC and Rafiki area at 30% of the total proposed land use. Any land use
changes to these lands to be subjected to Development Control processes and developers to bear the cost of providing infrastructure and services to service the land.

- Reclaim and redevelop riverine sections to ensure that they are an integral part of the urban landscape especially Machinjoni and Koitobos River. These rivers have been encroached into, highly polluted and not regarded as integral parts of our urban system. There is an immense need to link them with residential and commercial development as they can be incorporated as space for recreation and development. This to include cycling paths, walking pavements etc.

- Preserve 15m riverine sections on either side of the rivers. This will help to minimize soil erosion within the riverine and the built up areas, minimize the natural environmental threats, preserve the ecological values of rivers and the surrounding, control sewage form of waste disposal and to provide access and service road to the river reserves.

4.5.6 Public Purpose

- Development of land for public purposes is generally expected to be intertwined within the major land uses and the core population zones.

- Existing administrative centers are to be maintained including the law courts. Enhance their compactness by providing for vertical developments within the same space to accommodate more use.

- Move all the county offices to one or multiple integrated office complexes where Ardhi House and County Assembly are. Use the freed land for other purposes especially for open spaces which are majorly lacking. County to acquire and develop these zones.

- Acquire (3.5Ha) and develop a Municipality Level Integrated Community Centre (resource centre, social hall/amphitheater/Cultural dance centre, commercial zone to serve the centre) behind the County Commissioner’s office on a land next to the proposed library. County is to acquire and develop that land.
• Improve the current social hall by constructing a multi-storey building to include a community centre and other support facilities like a health care facility, shops, a swimming pool etc.

• Acquire and develop five social halls and libraries in the proposed growth nodes and areas where a catchment population demands i.e. Kibomet and Namgoi/Wamuini. Land to be acquired should be a minimum of 1.0ha for a social hall and 0.4ha for a library.

• Move the medium GK prison in municipality from its current location and acquire equivalent land size (or at least the recommended 16ha) in the urban fringes where its location will not curtail necessary urban expansion. Use the current prison land for other urban development purposes including:
  - Commercial and residential use
  - A public park,
  - jua-kali sheds,
  - garages,
  - furniture workshops and
  - additional land for expansion of the current bus park

• Maintain the main prison and with the assistance of the National Land Commission, repossess the grabbed land for construction of more facilities. Acquiring more land for the main prison can also create space for accommodating the medium prison which is to be relocated as proposed above

• Police stations to be located in the following areas:
  - The proposed strong centres i.e. Proposed Industrial Zone and Kitale Core Urban and
  - All the proposed growth nodes i.e. Sirende to serve areas of Gatua, Kwa Muthoni and sections along Eldoret Road, Rafiki to serve Umoja farm, Siuna centre and neighboring areas, Matisi to serve the centre, Tuwani, Lessos and surrounding neighborhoods.
  - In addition, the plan proposes police stations at major neighborhoods i.e. Namgoi centre to serve the area including Kibagenge and Wamuini and Kibomet area to serve up to Moi University and along Cherangany Road within the municipality.
  - Upgrading of existing ones is also recommended.
  - Police posts are to be located within residential neighborhoods.

4.5.7 Commercial

• Kitale CBD will be retained as the main commercial centre. In addition, there will be creation of other commercial nodes within market centers to offer low order services and ease congestion in the CBD. This includes Bikeke, Rafiki, Sirende and Matisi. Similarly,
commercial uses will be permitted in residential areas, either as small shops opening onto the street or as offices.

- The plan proposes Kitale municipality CBD to be extended to Kitale Training Institute, the stadium, Deep Sea Resort, cover the current railway land from the junction opposite the museum, and right across the Museum Nature Trail to the prison’s land. There will be a densification plan for the CBD to encourage high densities and subsequently a compact city. High densities reduce the cost of infrastructure, facilitate the operation of a viable public transport system, and reduce the environmental impact of urbanization. They are therefore, in principle, highly desirable. Dense developments within the CBD promote vertical development, which permit domesticated parking to ease congestion on the streets. The plan stipulates that all new buildings within the CBD have to provide for underground parking or on subsequent floors. To further sort out the issue of parking spaces in the CBD, a multi-storey parking facility is to be developed where garages exist next to the fire station. Those garages will be moved to a space allocated in the GK prisons’, upon relocation of the dumpsite and subsequent reclamation and rehabilitation of the dumpsite.

- The plan proposes that all the trading activities on road reserves and especially along Laini Moja section be moved to the acquired space on the GK Prison’s land and Railways land. Demarcate the land and apportion these activities proportionately.

- Pedestrian friendly streets with adequate pedestrian facilities to be provided. In all commercial areas
  - Wide, well surfaced, footpaths can transform the experience of walking from a struggle to a pleasure. Not only is commerce easier, but the environment is more pleasant. There is no rule of thumb about the right width for a footpath, but history has shown that the majority of footpaths in Kenya’s municipalities are too narrow. This results in pushing and shoving, difficulties for people carrying loads, and so on. Wide pavements allow trees to be planted along the road, thus providing shade for pedestrians. They also present opportunities for small businesses, such as kiosks, open-air restaurants and cafes.
Map 4-3: Proposed Commercial Areas

Legend

- --- Proposed Bypass

- ------ Railway Line

- --- Planning Area Boundary

- ------- Commercial

- -- Conservation

- --- Transportation

KITALE MUNICIPALITY IUDP (2016-2036)
4.5.8 Public Utilities

a) Public Cemetery

- The existing public cemetery is full. The plan proposes acquisition of new land next to the current cemetery on a land measuring 4.5ha and another land to be acquired at ADC Farm (5ha) for provision of public cemeteries.

b) Fire Station

- A modern fire station is to be developed at the Municipal yard and at least two new fire engines purchased to serve the Municipality and its environs.
- Fire hydrants to be increased and especially in all the areas of significance (CBD, high-density areas, commercial nodes etc.) and with adequate supply of water.
- Sub stations to be developed in every growth node with at least one fire land rover.

c) Solid Waste Management

- The County Government to acquire and develop a solid waste management facility for the municipality measuring at least 10ha at the ADC farm near the proposed industrial zone.
- The current dumpsite at Machinjoni to be converted into a public park.
- Adequate waste receptacles to be provided within the planning area and dustbins placed in all the necessary locations.
- County Government to purchase modern compactors for waste transportation and employ adequate staff.
- To improve efficiency in waste management especially collection, the county government to venture into public private partnerships and employ benchmarks where this approach is perfectly working.

d) Water Supply

Piped water covers only 80km², which is 35% of the entire proposed municipality. Although 55% of the municipality’s residents have access to piped water, a significant number of households do not have their own tap, and many obtain water from boreholes and vendors – normally at a higher cost.

On the assumption that all households should have their own water supply, the theoretical demand for 2018 and for each ten-year phase of urban growth is as follows: Current water supplied in Kitale municipality is 8,000m³/day. Using the current population size in Kitale municipality planning area, the total estimated water demand for the year 2019 and 2036 is 30,673m³/day and 71,033m³/day respectively. The current deficit is therefore estimated at about 23,000m³/day and 63,033m³/day by 2038.

For current and future demand, there is need to:
• Increase the water reticulation systems to fully cover all the activity areas i.e. strong and growth centres as proposed. Increase household connections at reduced cost
• Establish a larger treatment plant to increase water supply capacity in the municipality and subsequently augment the reticulation system to cater for the growing population for the 20-year planning period. Currently there is no rationing but due to the increasing demand supply gap, NZOWASCO is working on a rationing programme. Rationing is most likely to be effected during dry seasons when water demand is too high.
• Reinforce the institutional capacity of NZOWASCO in order to strengthen its mandate in water provision.

e) Sewer Supply
• Sewer supply only covers 18km². The old municipality
• Expand and modernize the existing sewer system to increase supply
• Acquire land where necessary and expand the existing sewer treatment facilities at Machinjoni and Bidii area
• Acquire land for construction of two new mini wastewater treatment plants. One in Rafiki area to serve the proposed industrial zone, Rafiki area and areas along Webuye Road including the airport. The other one to serve Bikeke area and areas along Cherang’any Road

f) Storm Water Drainage
• All roads to have adequate drainage facilities. Acquire adequate wayleaves and construct proper drainage facilities especially in the highly populated areas.
• Establish proper storm water outfalls to prevent flooding and also to develop storm water utilization in the future

4.5.9 Transportation
The plan proposes that approximately 15% of the land use in the proposed municipality be used for transportation. This will mean improving some of the existing transportation facilities, acquisition of land for expansion and construction of new ones e.g. roads, bus parks, airstrip among others.

Upgrade the Airstrip to a Local Airport
• Acquire adequate land for construction of adequate and modern airport facilities
• Compatibility of this land use with abutting land uses to be done through land use planning of the area surrounding the airport, strict development control, proper design and siting of the airport, and adequate control of flight risks generating sources. The aim is to provide the best possible conditions for the needs of the airport, community in the surrounding area and the ecology of the environment.
• There is need to control land in the vicinity of the airport in order to ensure that possible height hazards or obstructions to flight into or out of airports are minimized

**BUS PARKS**

• Develop the main bus park for national routes only (long distance). Acquire more land from the prison’s land to expand this bus park.

• Acquire and develop a bus park at the railways land to serve the county and regional routes.

• Acquire land (5.6 acres) and develop a bus park at Section 6 forest opposite the stadium to serve the surrounding areas and along Endebess and Kwanza routes within and around the proposed municipality.

• Acquire adequate land (3.8 acres) and develop a bus park at Lion’s Centre to serve the surrounding areas and along Kapenguria and Cherangany routes within and around the proposed municipality.

**TRUCK TERMINALS**

Long distance trucks require stopping for refuelling, repairing and resting of drivers. Road transport and logistic centres are compatible businesses associated with truck terminals, which generate employment. Most long distance trucks park along Laini Moja section, normally after six in the evening or morning hours, causing too much traffic especially when turning. This also poses a parking challenge to the guests who reside in the same guest lodges. The Plan proposes 3 truck terminals and logistics centres to serve the Municipality. These will connect to the main trunk roads without interfering with the CBD traffic. The logistic centres will facilitate easy movement of trade and industrial goods, which will be produced in the planned industrial area and those from outside the municipality too.

• One truck terminal and logistic centre to be developed at the proposed industrial zone to accommodate trucks serving the zone. It is to be connected directly to Webuye road through the Western Bypass, Endebess road, Kwanza road and Kapenguria roads through Lessos area

• Another main truck terminal and logistics centre (approx. 13Ha) to be developed at Sirende Centre along the proposed Eastern Bypass. The movement of raw material and delivery of finished products from this industrial area will be facilitated by this truck terminal. Trucks will prefer to travel via the bypasses as higher road facilities without interfering with city traffic on CBD roads

• A smaller truck terminal (lay-by) to be integrated with the proposed bus park at the space next to Section 6 Forest opposite the stadium
• Loading and offloading hours for Lorries within the central business district to be limited to before 7am and after 8pm. This will ease congestion in the CBD significantly, especially the section around Tuskys Supermarket.

**PARKING**

• Parking can no longer be left to chance: if the CBD is to survive, it will be essential for proactive steps be taken to identify viable parking space. The municipality lacks a multi-level parking facilities, open air parking spaces and parking is only left to roadside parking. Buildings too lack domesticated parking. This therefore means that there is need to make by laws stipulating that for every 100m² of land in the central business district a minimum of 1 ½ parking spaces must be provided for off-street parking except where basement parking is provided. Recommended parking space for development approval in the CBD is:

*Table 4.4: Recommended Parking for Development Approval in the CBD*

<table>
<thead>
<tr>
<th>Kenyan Standards</th>
<th>Floor Area for One Parking Space</th>
</tr>
</thead>
<tbody>
<tr>
<td>Commercial</td>
<td>50 sqm</td>
</tr>
<tr>
<td>Office</td>
<td>25 sqm</td>
</tr>
<tr>
<td>Residential and others</td>
<td>100 sqm</td>
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</tbody>
</table>

• Acquire and develop a multi-storey parking facility next to the Municipal yard. Move all the garages to the newly acquired space on prison’s land. County Government to undertake this initiative or through a public private partnership

• All the on-street parking spaces should have proper markings.

• New buildings within the CBD to have underground parking or on subsequent floors. No new building approvals will be given for the high user buildings without provisions for domesticated parking.

• Restrict Moi Avenue along the Governor’s office and the Kenyatta Avenue along Khetias, Equity and Barclays Bank to one-way traffic to create more space for street parking facilities which shall eventually boost revenue to the county.

• Special parking facilities to be provided for taxis, bodabodas and tuktuks within the the proposed bus parks. This will mean putting strict measures and developing a proper and efficient enforcement department.

**INTERVENTIONS TO CONTROL BODABODAS WITHIN THE CBD**

1. Tarmac and improve conditions of all the roads in Tuwani to encourage walking and reduce reliance on bodabodas
2. Create a new road from Machinjoni through the prison land to the main bus park and the CBD to encourage walking, save on time and reduce reliance on bodabodas.
3. Create designated routes and provide adequate and proper parking facilities/sheds at the proposed bus parks
4. Allow bodabodas to only access the heart of the Central Business District only through Kenyatta Avenue and Kipsongo Road. They should be restricted to operate along the CBD edges and to connect the CBD to residential areas

PEDESTRIANIZATION
1. All roads to have adequate walkways with minimum width of 1.5m wide
2. Develop dedicated pedestrian walkways and footbridges along Laini Moja and other major roads
3. Create a pedestrian route from the CBD to Machinjoni through the prison’s land

ROADS TO EXPAND AND UPGRADE IN THE SHORT-TERM (1-5YRS)
1. Expand and tarmac the road that links Webuye Road to Kipsongo Road through Lavington Estate, County Referral Hospital and Kitale Polytechnic.
2. Upgrade to bitumen standards the road from the CBD at Oil Libya through the County Government offices to Kitale National Polytechnic
3. Expand the road from Webuye junction into the CBD to reduce congestion
4. Clear Laini Moja road reserve, move all the trading activities to their proposed locations and develop the section into a dual carriage way.
5. Upgrade roads within Tuwani Ward and other residential neighborhoods to murram status. Tarmac the main connector roads within these neighborhoods

ROADS FOR UPGRADE AND EXPANSION IN THE LONG TERM (PLANNING PERIOD)
1. Acquire and expand Endebess Road, Eldoret Road and Cherangany Road to a minimum width of 30m with requisite facilities.
2. Acquire and expand the A1 road to a minimum width of 40M in the built up areas and 60M in the undeveloped areas with requisite facilities.

BYPASSES
The plan proposes development of two bypasses as follows:
- A bypass (60m wide) linking Eldoret Road to Cherangany Road via Machungwa, Misemwa and Bikeke and proceeding to the A1 road – Eastern Bypass
- A bypass (60m wide) linking the proposed industrial zone to Webuye Road at Siuna and Endebess Road through Rafiki – Western Bypass
PROVISION OF USER-FRIENDLY ROADS IN THE MUNICIPALITY

- All roads in commercial areas to be relatively narrow. This creates a form of traffic calming measures and allows pedestrians to cross in relative safety.
- The principle of traffic calming to be applied to commercial, industrial and residential streets except for highways.
- All streets to be adequately lit to enhance safety measures.
- Provide appropriate sidewalks for pedestrians. Sidewalks to be provided on both sides of all arterial and collector streets, unless there are physical limitations and land use characteristics that render a sidewalk unsuitable on one side. In these situations, safe and convenient crossing opportunities must be provided to allow pedestrians to proceed on the side with sidewalks. Concept of wide pavements provides for street furniture as well as small food kiosks. Planting strips are also desirable to buffer pedestrians from traffic, increasing their sense of comfort and safety, and to provide better access for the disabled at driveways.
- A comprehensive concept should be adopted in designing bikeway and walkway systems, based on the premise that the public right-of-way should serve all users; people riding bicycles or walking need to use the same facilities that provide access and mobility to motorists. Making urban streets more inviting to bicyclists and pedestrians also requires that adjacent land use, traffic speeds, transit access and street connectivity be considered in urban designs.

PROVISION OF ADEQUATE ROAD RESERVES

- All the informal trading and parking activities on road reserves especially along Laini Moja section to be moved to the acquired space on prison’s land.
- The A1 road is among the major roads affected by challenges of inadequate road reserve. In some areas, the geometrical width is less than 25m especially within municipality and in Kibomet. This is way below the recommended geometrical width of 40m for an international trunk road in the built up areas. Acquire adequate wayleave (at least 40m) and expand the road.
- The plan recommends clearing of all road reserves to the required standards and acquisition where nonexistent or where there is a new road construction.
Map 4-4: Existing and Proposed Transportation Network
Map 4-5: Proposed Municipal Public Transport Circulation System
4.5.10 Urban and Peri-Urban Agriculture

- The plan proposes about 5% of the municipality to be under urban and peri-urban agriculture. Urban agriculture is important because it is a supplementary source of livelihood of food and fuel for many households. Practice of agriculture should however be in harmony with aesthetics of the municipality and should not be allowed to be a nuisance.
- In order to promote urban agriculture in the area, there should be adequate provision of infrastructural services to enhance easy access to the markets among other related factors. The agricultural potential that exists within the peri-urban areas of the municipality ought to be exploited to the benefit of the residents.

Benefits of Urban Agriculture

- Management of solid and liquid wastes
- Provision of food supplements. Generation of incomes and employment
- Cleaning of environment through recycling.
- Use of land of land not easily used for any other purposes e.g. land under electricity power lines and land liable to flooding.
- Makes use of vacant land.
- Reduction of energy used to get food elsewhere by producing it within municipalities.
- Compensation for agricultural land lost through urbanization.
- Provision of fuel wood, fodder, fruits, timber etc. from urban forestry.
- Provision of carbon sink, greening of municipalities and aesthetics.
- Controls urban sprawl in the peri-urban areas
4.6  **Zoning Plan**

History has shown that urban planning has suffered from two main problems. The first is the fact that statutory plans either do not exist, or are out of date. This project, with its emphasis on strategic planning is intended to recognize the problem of plans going out of date: a strategic plan goes into detail by phases, typically five years at a time, and therefore can respond to changing economic and social circumstances. The second is that development control has been very weak. Political and economic pressures to make a special case for specific developments have been addressed by preparing Part Development Plans. These, by (essentially) planning piecemeal, make a mockery of the concept of adhering to a single urban plan.

The table below details the various land use zones as described above. The land use zones have been numbered systematically and the area in which they apply identified. The existing developments on the proposed zones have also been pointed out in addition to the proposed type of development together with the regulations and standards for the particular zone.
Proposed and Existing Commercial Areas. Allow compact development and efficient provision of infrastructure. County Government to provide requisite infrastructure. To be connected to the enhanced transport network. Expand the existing CBD

Proposed and Existing Residential Areas. To be developed as mixed use development to allow compact development and efficient provision of infrastructure. County Government to provide requisite infrastructure. To be connected to the enhanced transport network. Subdivisions to be regulated to a minimum of 0.45Ha

Proposed Industrial Zone. A SEZ to be developed with an integration of all the major uses. County Government to acquire and develop the land with requisite infrastructure. A Local Development Plan for the Zone to be prepared. Acquire land for a public cemetery and a solid waste management site within the zone too

Urban Agricultural Areas. To be maintained as so. Any development change to be subjected to a Change of User. Developers to provide requisite infrastructure before subjecting the area to new developments. Developments to be subjected to the proposed development and zoning regulations including subdivisions to not less than 0.1Ha

Proposed Growth Nodes. To be developed as mixed use centres. County Government to develop a Local Development Plan for the Centres and provide requisite infrastructure. To serve as urbanization nodes to protect urban sprawl into the agricultural lands. To be connected to the transport network. Subdivisions to be regulated to a minimum of 0.03Ha to allow compact and controlled developments
Figure 4-12: Zone 1 (ADC Farm, KARI, Rafiki, Airstrip, Standard, Ex Prison and the Main Prison)

**Proposed Industrial Zone.** A SEZ to be developed with an integration of all the major uses. County Government to acquire and develop the land with requisite infrastructure. A Local Development Plan for the Zone to be prepared. Acquire land for a public cemetery and a solid waste management site within the zone too.

**Proposed Residential Zone.** This will consist of low cost housing developments that will house the relatively low-income households. Residential plots to be maintained at a minimum of an eighth of an acre i.e. 0.045ha for medium density and 0.03ha for high-density residential development. Maintain a maximum plot coverage of 65% and a plot ratio of 1:3 in medium density residential development while maximum coverage and plot ratio is 70% and 1:4 for high-density residential development.

**Proposed Agricultural Zone.** Any changes on Agricultural land to be subjected to Development Control and Regulations. Developers on Agricultural lands to meet cost on provisional of infrastructure i.e. roads, water and sewer facilities, open spaces, community facilities among others. This block can be utilized partly for urban development, transportation facilities, or public activities by way of redevelopment or agglomeration.

**Public Purpose Zone:** Maintain this land for this public purpose. NLC to facilitate reverting part of prison land that has been encroached into

**Proposed Upgrade of the Airstrip to a Local Airport:** Acquire adequate land for the same and restrict nearby land uses as per the Kenya Airport Authority Standards. This includes house typologies among others.
Proposed Commercial Use: Redevelop and densify the dilapidated structures along Kipsongo road, along Laini Moja, behind Nakumatt, and areas occupied by garages. Develop and densify all vacant plots to multi-storey structures in the core area to meet the demand for commercial facilities. Expand the CBD to include the stadium, vacant agricultural land behind the County Commissioner’s office to the stream next to museum’s nature trail, entire prison land and the current dumpsite area

Markets: Expand and redevelop the Municipal Market into multi-storey modern market. Acquire and develop a modern market on the acquired railway’s land. Clear Laini Moja. Develop furniture workshops at the prison’s land. This will also include garages and jua kali workshops

Bus Parks: In order to decongest the main municipality, a regional bus terminus should be at the current bus park. Acquire more land from the prison’s land to expand this bus park. Acquire part of the Railways land for construction of a county and regional bus park. Construct another bus park at Lion’s Centre and opposite the stadium for the respective routes to serve areas within and around the proposed municipality only

Recreational: Decommission the dumpsite and redevelop a public forest/park at the site. Relocate the prison to provide part of it as a park/forest. Develop an arboretum (Section 6 Forest)

Social Facilities: Develop a Municipality Level Integrated Cultural Centre (library/ resource centre, social hall/ municipality hall/ amphitheater/ Cultural dance centre) behind the County Commissioner’s office on a land next to the existing library land.

Residential and Industrial: Change the use in Line Member Area and the Estate behind the Medium Prison from residential to Commercial use. Maintain the rest as residential. Maintain the Industrial Area and designate part of the Prison’s for Small Scale Industries
Figure 4-14: Zone 3 (Tuwani, Matisi, Lessos, Bidii and Kibomet)

Zone Proposals: Residential (Medium and High) and Agricultural with enhanced Commercial Zones at Matisi and Kibomet

Zoning Regulations

1. Residential plots to be maintained at a minimum of an eighth of an acre i.e. 0.045ha for medium density and 0.03ha for high density residential development
2. Maintain a maximum plot coverage of 65% and a plot ratio of 1:3 in medium density residential development while maximum coverage and plot ratio is 70% and 1:4 for high density residential development
3. County to identify suitable alternative areas within the zone for comprehensive housing development. Prepare detailed action physical development plans for the areas
4. Mainstream livable neighborhoods planning concepts, strategic planning and environmental conservation to guide development in housing
5. Develop support services and amenities necessary for quality neighborhoods e.g. shops/commercial areas, public offices, schools etc.
6. Provides basic plot layout and minimal infrastructure such connection to sewer, electricity and water and access roads
7. Access roads to be not less than 9m in width
8. Within the commercial areas, provide a minimum of 1 parking space for every 500m²
9. Any changes on Agricultural land be subjected to Development Control and Regulations. Developers on Agricultural lands to meet cost on provisional of infrastructure i.e. roads, water and sewer facilities, open spaces, community facilities among others
**Figure 4-15: Zone 4: (Bikeke, Machungwa, Sirende, Kwa Gatua, Namgoi and Kibagenge)**

**Zone Proposals:** Residential (Low, Medium and High) and Agricultural with enhanced Commercial Zones at Bikeke and Sirende

**Zoning Regulations**

- Residential plots to be maintained at a minimum of an eighth of an acre i.e. 0.045ha for medium density and 0.03ha for high density residential development
- Maintain a maximum plot coverage of 65% and a plot ratio of 1:3 in medium density residential development while maximum coverage and plot ratio is 70% and 1:4 for high density residential development
- County to identify suitable alternative areas within the zone for comprehensive housing development. Prepare detailed action physical development plans for the areas
- Mainstream livable neighborhoods planning concepts, strategic planning and environmental conservation to guide development in housing
- Develop support services and amenities necessary for quality neighborhoods e.g. shops/commercial areas, public offices, schools etc.
- Provides basic plot layout and minimal infrastructure such connection to sewer, electricity and water and access roads
- Access roads to be not less than 9m in width
- Within the commercial areas, provide a minimum of 1 parking space for every 500m$^2$
- Any changes on Agricultural land be subjected to Development Control and Regulations. Developers on Agricultural lands to meet cost on provisional of infrastructure i.e. roads, water and sewer facilities, open spaces, community facilities among others
### Table 4-5: Development Control and Zoning Regulations

<table>
<thead>
<tr>
<th>Zone</th>
<th>Sub Zone</th>
<th>Area covered</th>
<th>G.C. %</th>
<th>Setback (meters)</th>
<th>P.R %</th>
<th>Min Area (Ha)</th>
<th>Type of Development Allowed and policy direction</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Front</td>
<td>Side</td>
<td>Rear</td>
<td></td>
</tr>
<tr>
<td>1</td>
<td>1A</td>
<td>Special Economic zone</td>
<td>60</td>
<td>3</td>
<td>1.5</td>
<td>1.5</td>
<td>200</td>
</tr>
<tr>
<td></td>
<td>1B</td>
<td>Mixed use development</td>
<td>65</td>
<td>3</td>
<td>1.5</td>
<td>1.5</td>
<td>250</td>
</tr>
<tr>
<td></td>
<td>1C</td>
<td>Low density residential development</td>
<td>50</td>
<td>5</td>
<td>1.5</td>
<td>5</td>
<td>150</td>
</tr>
<tr>
<td></td>
<td>1D</td>
<td>Civic district</td>
<td>-</td>
<td>5</td>
<td>1.5</td>
<td>3</td>
<td>-</td>
</tr>
<tr>
<td></td>
<td>1E</td>
<td>Agricultural areas within broader zone 1</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
</tbody>
</table>

**Note:** The table above outlines the Development Control and Zoning Regulations for different zones within the Kitale Municipality Integrated Urban Development Plan (IUDP) for the years 2016-2036.
<table>
<thead>
<tr>
<th>Zone</th>
<th>Sub Zone</th>
<th>Area covered</th>
<th>G.C. %</th>
<th>Setback (meters)</th>
<th>P.R %</th>
<th>Min Area (Ha)</th>
<th>Type of Development Allowed and policy direction</th>
</tr>
</thead>
<tbody>
<tr>
<td>2A</td>
<td>Central Business District</td>
<td>The old CBD, Prison land, Museum, the government district, Railways land, the dumpsite the stadium, Member residential, and ASK Show ground areas</td>
<td>90</td>
<td>3</td>
<td>-</td>
<td>-</td>
<td>500</td>
</tr>
<tr>
<td>2B</td>
<td>Medium to light industrial zone</td>
<td>Section 6 area</td>
<td>-</td>
<td>12</td>
<td>3</td>
<td>12</td>
<td>0.05</td>
</tr>
<tr>
<td>2C</td>
<td>Conservation</td>
<td>Section 6 Forest, KCC Forest, Block 9 and Block 10 forests.</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>2D</td>
<td>Mixed use district</td>
<td>Show Ground, St. Antony School, Kitale Primary</td>
<td>70</td>
<td>2</td>
<td>2</td>
<td>300</td>
<td>0.045</td>
</tr>
<tr>
<td>2E</td>
<td>Recreational</td>
<td>Golf course and the Nature trail</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>2F</td>
<td>Mixed use development</td>
<td>Technical Training Institute, Kipsongo and Machinjoni</td>
<td>65</td>
<td>2.5</td>
<td>-</td>
<td>2.5</td>
<td>250</td>
</tr>
<tr>
<td>Zone</td>
<td>Sub Zone</td>
<td>Area covered</td>
<td>G.C. %</td>
<td>Setback (meters)</td>
<td>P.R %</td>
<td>Min Area (Ha)</td>
<td>Type of Development Allowed and policy direction</td>
</tr>
<tr>
<td>------</td>
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<td>------------------------------------------------</td>
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<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Front</td>
<td>Side</td>
<td>Rear</td>
<td></td>
</tr>
</tbody>
</table>
| 2 G  | Low to medium density residential development | Milimani | 50 | 5 | 1.5 | 2.5 | 100 | 0.045 | Residential
|      |          |              |        |       |     |     | Recreational.    |                                               |
|      |          |              |        |       |     |     | Light industrial development. |                                               |
|      |          |              |        |       |     |     | Low impact commercial activities. |                                               |
| 3A   | Mixed use development | Tuwani, Mitume and Matisi | 75 | 2 | 1.5 | 1.5 | 250 | 0.045 | Residential
|      |          |              |        |       |     |     | Light industrial |                                               |
|      |          |              |        |       |     |     | Educational |                                               |
|      |          |              |        |       |     |     | Commercial |                                               |
|      |          |              |        |       |     |     | Public utility |                                               |
|      |          |              |        |       |     |     | Sewer connection necessary or use of septic tanks. |                                               |
| 3B   | Medium to high density residential development | Kibomet | 65 | 2 | 1.5 | 2 | 250 | 0.045 | Commercial
|      |          |              |        |       |     |     | Light industrial |                                               |
|      |          |              |        |       |     |     | Educational recreational |                                               |
|      |          |              |        |       |     |     | Public utilities |                                               |
|      |          |              |        |       |     |     | Public purpose |                                               |
|      |          |              |        |       |     |     | Sewer connection mandatory. |                                               |
| 3C   | Commercial | Kibomet | 70 | 2 | 1.5 | 1.5 | 200 | 0.045 | Any density of residential
<p>|      |          |              |        |       |     |     | Light industrial development |                                               |
|      |          |              |        |       |     |     | Educational |                                               |
|      |          |              |        |       |     |     | Recreational. |                                               |
|      |          |              |        |       |     |     | Sewer connection necessary or use of septic tanks. |                                               |</p>
<table>
<thead>
<tr>
<th>Zone</th>
<th>Sub Zone</th>
<th>Area covered</th>
<th>G.C. %</th>
<th>Setback (meters)</th>
<th>P.R %</th>
<th>Min Area (Ha)</th>
<th>Type of Development Allowed and policy direction</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Front</td>
<td>Side</td>
<td>Rear</td>
<td></td>
</tr>
</tbody>
</table>
| 3D   | Agricultural | All the agricultural area under the broader zone 3 | -      | -     | -    | -    | 0.2 | Single dwelling units  
10 dwelling units per hectare  
Conservation  
Low density residential development Educational development  
Development control to be effected |
| 3E   | Mixed use | Namajalala | 65     | 2     | 1.2  | 2    | 200 | 0.045 | Mixed use development including light industry and recreational activities.  
Sewer septic tanks necessary for waste water management. |
| 3F   | Future urban growth (urban fringe) | Naisambu | -      | -     | -    | -    | -    | -    | Infrastructural development necessary.  
Low density residential development permitted.  
Development control to be initiated. |
| 4    |          |              |        |        |      |      |      |      |                                      |
| 4A   | Medium to High density Residential Development | Sinendet, Naisambu, Milimani | 60     | 3     | 1.5  | 3    | 250 | 0.045 | Commercial  
Light industrial  
Educational recreational  
Public utilities  
Public purpose  
Sewer connection mandatory. |
| 4B   | Medium Density Residential | Meru Farm, Gatua, Kwa Muthoni, Naamgoi, Sirende | 60     | 3     | 1.5  | 3    | 250 | 0.045 | Commercial  
Light industrial  
Educational recreational  
Public utilities  
Public purpose  
Sewer connection necessary |
| 4C   | Commercial | Sirende | 65     | 2     | 1.5  | 2    | 250 | 0.045 | Any density of residential  
Light industrial development |
<table>
<thead>
<tr>
<th>Zone</th>
<th>Sub Zone</th>
<th>Area covered</th>
<th>G.C. %</th>
<th>Setback (meters)</th>
<th>P.R %</th>
<th>Min Area (Ha)</th>
<th>Type of Development Allowed and policy direction</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Front</td>
<td>Side</td>
<td>Rear</td>
<td></td>
</tr>
<tr>
<td>4 D</td>
<td>Mixed Use Development</td>
<td>Bikeke</td>
<td>65</td>
<td>3</td>
<td>1.5</td>
<td>2</td>
<td>300</td>
</tr>
<tr>
<td></td>
<td>Future urban growth (urban fringe)</td>
<td>Naisambu and Alakara Milimani</td>
<td>50</td>
<td>3</td>
<td>1.5</td>
<td>2</td>
<td>-</td>
</tr>
<tr>
<td>4 F</td>
<td>Agricultural</td>
<td>All agricultural areas in Bikeke and Misemwa areas</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>0.2</td>
</tr>
</tbody>
</table>
4.6.1 Recommended Planning Standards

Residential Zones

Recommended Standards for Residential Land Use:

1. Planning Standards for Residential Land Uses

Table 4-6: Land Size for Various categories of Residential Densities. Source: Physical Planning Handbook. pg. 57

<table>
<thead>
<tr>
<th>Centre</th>
<th>Low Density</th>
<th>Medium density</th>
<th>High Density</th>
<th>Slums</th>
</tr>
</thead>
<tbody>
<tr>
<td>Urban</td>
<td>1/2 acre (0.2 Ha.)</td>
<td>1/8acre (0.045Ha.)</td>
<td>Below 1/8acre or (0.03Ha.)</td>
<td>0.025Ha.</td>
</tr>
</tbody>
</table>

Table 4-7: Plot Ratios and Plot Coverage. Source: Physical Planning Handbook. pg. 58

<table>
<thead>
<tr>
<th>Type of Dwelling</th>
<th>Minimum Plot Size (Ha)</th>
<th>Maximum Plot Coverage</th>
<th>Plot Ratio</th>
</tr>
</thead>
<tbody>
<tr>
<td>Low Density</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bungalow</td>
<td>0.2</td>
<td>50% 50%</td>
<td>0.5</td>
</tr>
<tr>
<td>Masonette</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Medium density</td>
<td>0.045</td>
<td>65% 65%</td>
<td>1.26</td>
</tr>
<tr>
<td>Bungalow</td>
<td></td>
<td>65%</td>
<td></td>
</tr>
<tr>
<td>Masonette</td>
<td></td>
<td>65%</td>
<td></td>
</tr>
<tr>
<td>Multi family dwelling</td>
<td></td>
<td>65%</td>
<td></td>
</tr>
<tr>
<td>High density</td>
<td>0.03</td>
<td>70% 70%</td>
<td>3.5</td>
</tr>
<tr>
<td>Row housing</td>
<td></td>
<td>70%</td>
<td></td>
</tr>
<tr>
<td>Detached</td>
<td></td>
<td>70%</td>
<td></td>
</tr>
<tr>
<td>Semi- Detached</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

2. Land allocation

Table 4-8: Average Observed Land Use Allocation in Residential Neighborhood Development. Source: Physical Planning Handbook. Pg. 61

<table>
<thead>
<tr>
<th>Type of Dwelling</th>
<th>No. of Dwelling Per Hectare</th>
<th>Space allocation per dwelling (M²) (Includes built up area and circulation)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bungalow/Detached</td>
<td></td>
<td></td>
</tr>
<tr>
<td>i. Low density</td>
<td>10</td>
<td>1000</td>
</tr>
<tr>
<td>ii. Medium density</td>
<td>16</td>
<td>500</td>
</tr>
<tr>
<td>iii. High density</td>
<td>35</td>
<td>285</td>
</tr>
<tr>
<td>Semi Detached and Row Housing</td>
<td></td>
<td></td>
</tr>
<tr>
<td>i. Low density</td>
<td>20</td>
<td>417</td>
</tr>
<tr>
<td>ii. Medium density</td>
<td>32</td>
<td>333</td>
</tr>
<tr>
<td>iii. High density</td>
<td>70</td>
<td>250</td>
</tr>
<tr>
<td>Multifamily dwellings</td>
<td></td>
<td></td>
</tr>
<tr>
<td>i. Low density</td>
<td>50</td>
<td>200</td>
</tr>
<tr>
<td>ii. Medium density</td>
<td>60</td>
<td>167.6</td>
</tr>
<tr>
<td>iii. High density</td>
<td>70</td>
<td>142.8</td>
</tr>
<tr>
<td>iv. Special density</td>
<td>133</td>
<td>75</td>
</tr>
</tbody>
</table>
3. Site planning

Table 4-9: Recommended Minimum Plot Sizes for Different Housing Schemes. Source: Physical Planning Handbook. pg. 64

<table>
<thead>
<tr>
<th>Type of Housing</th>
<th>Minimum Plot Sizes in Square Meters</th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Detached</td>
<td>Semi Detached</td>
<td>Row Housing</td>
</tr>
<tr>
<td>Slum rehabilitation and upgrading schemes</td>
<td>223.2</td>
<td>148.8</td>
<td>111.6</td>
</tr>
<tr>
<td>Low cost housing</td>
<td>334.8</td>
<td>223.2</td>
<td>167.4</td>
</tr>
<tr>
<td>Normal housing development</td>
<td>465</td>
<td>309.7</td>
<td>232.5</td>
</tr>
</tbody>
</table>

4. Building Lines (set back lines)

Table 4-10: Minimum setbacks of dwelling from plot lines. Source: Physical Planning Handbook. pg. 67

<table>
<thead>
<tr>
<th>Type of Residential Development</th>
<th>Minimum Set Back in Meters</th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Front</td>
<td>Side</td>
<td>Rear</td>
</tr>
<tr>
<td>Slum rehabilitation and upgrading schemes</td>
<td>2.5</td>
<td>1.5</td>
<td>3</td>
</tr>
<tr>
<td>Low cost housing</td>
<td>3</td>
<td>1.5</td>
<td>4.5</td>
</tr>
<tr>
<td>Normal housing</td>
<td>5</td>
<td>3</td>
<td>5</td>
</tr>
</tbody>
</table>

5. Street widths

Table 4-11: Minimum Street Width per given number of plots. Source: Physical Planning Handbook. pg. 68

<table>
<thead>
<tr>
<th>Number of plots</th>
<th>Street width</th>
</tr>
</thead>
<tbody>
<tr>
<td>1-20</td>
<td>9m</td>
</tr>
<tr>
<td>21-50</td>
<td>12m</td>
</tr>
</tbody>
</table>

Activities allowed in Residential Zones

Permitted Uses

- Residence – Bungalow, maisonette, multi-family dwelling (multi-storey flats/apartments), row housing, detached, semi-detached, residential-cum-work,
- Hostels, renting houses, old age home, community hall, police post, guest houses (not exceeding 200m² in floor area),
- Day care centre and kindergartens,
- Corner shops, small shopping centres, health facilities (dispensaries, nursing home, etc.),
- Educational buildings, religious premises, library, gymnasium, park, technical training centre, exhibition and art gallery, clubs, banks/ ATM, matatus stop/boda boda stand (not exceeding 100m² in floor area), post offices, hostels of non-commercial nature, etc.
**Restricted Uses/Uses Permitted with Special Sanction of the Competent Authority**

- Night shelters, petrol pumps, motor vehicle repairing workshop/garages, household industry, bakeries and confectionaries, storage of LPG gas cylinders, burial-grounds, restaurants and hotels (not exceeding 200m² in floor area), small butchery,
- Printing press, cinema hall, auditoriums, markets for retail goods, weekly markets (if not obstructing traffic circulation and open during non-working hours), informal markets, multipurpose or junior technical shops, municipal, county and central government offices, police stations,
- Public utility buildings like electrical distribution depot, water/sewerage pumping stations, water works, fire stations, telephone exchanges/ mobile tower, matatus station/ boda boda stand (occupying a floor area not exceeding 200m²)

**Prohibited Uses**

All uses not specifically permitted as above are prohibited in residential zones including the following:

- Heavy, large and extensive industries: noxious, obnoxious and hazardous industries,
- Warehousing, storage go-downs of perishables, hazardous, inflammable goods,
- Workshops for matatus/ boda boda/buses etc.,
- Slaughterhouses, hospitals treating contagious diseases (TB)
- Wholesale market, sewage treatment plant/disposal work, water treatment plant, solid waste dumping yards, outdoor games stadium, indoor games stadium, shooting range, international conference centre, courts, sports training centre, reformatory, garrisons, etc.

**Amendments to uses permitted**: The competent authority may from time to time add to or amend the above list by considering overall land use compatibility through notification.

**Industrial Zones**

**Recommended Standards for Industrial Land Use**

**1. Industrial categories**

*Table 4-12: Industrial Land Uses. Source: Physical Planning Handbook. Pg. 69*

<table>
<thead>
<tr>
<th>Category</th>
<th>Locational &amp; Special Requirement</th>
<th>Land Requirements</th>
<th>Jobs</th>
</tr>
</thead>
<tbody>
<tr>
<td>Major Industrial areas</td>
<td>Excellent national/international communication network, accessibility to labour, communication</td>
<td>500-1200 acres for a municipality with a</td>
<td>Between 20,000 and 50,000 at a density</td>
</tr>
</tbody>
</table>
2. Other industrial land allocation in percentage

Table 4-14: Percentage allocation of land in an industrial area/estate. Source: Physical Planning Handbook, pg. 70

| Workshops | 50-55% |
| Organized open space | 10-15% |
| Utilities, services of facilities | 20-25% |
| Roads, parking lots | 15-20% |
| Others | 5-10% |

3. Site Planning
   a. Plot areas and coverages

It is suggested that, no industrial unit other than a service industry should be allowed to locate on a site less than 0.5 acres. Plot coverages should not exceed 75 percent to allow for sufficient circulation, utilities, services and facilities.

4. Building Lines in Industrial Areas

Recommended setback lines from centerlines of roads to property line in industrial areas.

Table 4-15: Setback lines from centerlines of roads to property line. Source: Physical Planning Handbook, pg. 70

| Major communication routes (Highways) | 25m-31m |
| Sine roads (Major roads) | 18m-21m |
| Collector roads | 15m-18m |
| Access roads | 12m-15m |
5. Road Reserves in Industrial Areas

Table 4-16: Road Reserves in industrial areas. Source Physical Planning Handbook, pg. 71

| Major communication routes (Highways) | 13.5m-16m |
| Sine roads (Major roads)              | 11.5m-13.5m |
| Collector roads                       | 9m-11.5m   |
| Access roads                          | 9m         |
| Service Lanes                         | 9m         |

Uses permitted in Industrial Zones

The following uses are normally permitted for the main purposes and accessory uses:

- All uses permissible in the Commercial Use Zone with the special sanction of the authority except residential uses.
- Residential buildings for security and other essential staff required to be maintained in the premises.
- Police posts or security company offices
- All kind of industries, public utilities, parking, loading, unloading spaces, warehousing, storage and depot of non-perishable and non-inflammable commodities and incidental use, cold storage and ice factory, gas go-downs, cinema, workshop, wholesale business establishments, petrol filling stations with garage and service stations, parks and playgrounds, medical centres, restaurants, matatu station, etc.

Restricted uses or use permitted with special sanction of the authority: Some of the uses may be permitted with special sanction of the competent authority. These may include noxious, obnoxious and hazardous industries, storage of explosive and inflammable and dangerous materials, junkyards, electric power plants, service stations, cemeteries, business offices, bank and financial institutions, helipads, religious buildings, matatus/boda boda stands, gas installations and gas works, stone crushing, small shopping centres, etc.

Uses Prohibited

All uses not specifically permitted as mentioned above shall be prohibited.
Educational Zones

**Recommended Standards for Educational Land Use**

### a. Primary and Secondary Schools

Table 4-17: Educational Facility Standards. Source: Physical Planning Handbook pg. 73

<table>
<thead>
<tr>
<th>School (Category)</th>
<th>No.</th>
<th>Land Requirement in Ha.</th>
<th>Catchment Population</th>
<th>Age</th>
<th>Locational Requirement</th>
</tr>
</thead>
<tbody>
<tr>
<td>Daycare Centers</td>
<td>1</td>
<td>0.25</td>
<td>3500 in low income</td>
<td>1-2</td>
<td>Within and integral to residential areas</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>3500 in high income</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Kindergartens</td>
<td>1</td>
<td>0.25</td>
<td>3500 in low income</td>
<td>2-5</td>
<td>Within and integral to residential areas</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>3500 in high income</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Nursery/Pre Primary School</td>
<td>1</td>
<td>0.15</td>
<td>3500</td>
<td>5-6</td>
<td>Within and integral to residential areas</td>
</tr>
<tr>
<td>• 1 Stream</td>
<td></td>
<td>10.20</td>
<td>3500</td>
<td></td>
<td></td>
</tr>
<tr>
<td>• 2 Stream</td>
<td></td>
<td>10.60</td>
<td>3500</td>
<td></td>
<td></td>
</tr>
<tr>
<td>• 3 Stream</td>
<td></td>
<td>11.00</td>
<td>3500</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Primary School</td>
<td></td>
<td>6.90</td>
<td>3500</td>
<td>6-13</td>
<td>At gross density of 50 ppha. &amp; above should be between 250-300 m.</td>
</tr>
<tr>
<td>• 1 Stream</td>
<td></td>
<td>3.90</td>
<td>3500</td>
<td></td>
<td></td>
</tr>
<tr>
<td>• 2 Stream</td>
<td></td>
<td>3.90</td>
<td>3500</td>
<td></td>
<td></td>
</tr>
<tr>
<td>• 3 Stream</td>
<td></td>
<td>3.90</td>
<td>3500</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Secondary School</td>
<td></td>
<td>6.90</td>
<td>8000</td>
<td>14-17</td>
<td>At gross density of 50 ppha. &amp; above should be between 500-600 m.</td>
</tr>
<tr>
<td>• 1 Stream</td>
<td></td>
<td>6.90</td>
<td>8000</td>
<td></td>
<td></td>
</tr>
<tr>
<td>• 2 Stream</td>
<td></td>
<td>6.90</td>
<td>8000</td>
<td></td>
<td></td>
</tr>
<tr>
<td>• 3 Stream</td>
<td></td>
<td>6.90</td>
<td>8000</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

NB: Additional land would be required where the schools require other support facilities such as staff houses and Agricultural land for demonstration as specified by the handbook.

### b. Higher Education Facilities

The recommended minimum land requirement for colleges is 10.2 Ha.

### c. University

The recommended land size for a university should be at least **50 ha**.

Table 4-18: University Land Use Major Components. Source: Physical Planning Handbook. pg. 86

<table>
<thead>
<tr>
<th>Land use composition</th>
<th>Land Requirement in Ha.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Students demand</td>
<td>20</td>
</tr>
<tr>
<td>Main campus</td>
<td>10</td>
</tr>
<tr>
<td>Auxiliary services</td>
<td>2</td>
</tr>
<tr>
<td>Open spaces and car parking</td>
<td>2</td>
</tr>
<tr>
<td>Sewerage where local network is missing</td>
<td>2</td>
</tr>
<tr>
<td>Outdoor sports</td>
<td>5</td>
</tr>
<tr>
<td>Agricultural courses (as applicable)</td>
<td>10</td>
</tr>
</tbody>
</table>

**Permitted uses within educational areas:** All uses related to education, training and research as mentioned above.
**Restricted uses:** Some of the uses may be permitted with special sanction of the competent authority, which are not proposed or mentioned here as educational facilities but related to education, training and research.

**Prohibited uses:** All uses not specifically permitted as mentioned above shall be prohibited.

**Health**

**Recommended Standards for Provision of Health Services**

1. **Health Facilities**

   **Table 4-19: Health Facility Standards.**

<table>
<thead>
<tr>
<th>Facility</th>
<th>Land Requirement in Ha.</th>
<th>Locational Requirement</th>
</tr>
</thead>
<tbody>
<tr>
<td>National Referral Hospital</td>
<td>20 Ha</td>
<td>Accessible with basic infrastructural services</td>
</tr>
<tr>
<td>Provincial Hospital</td>
<td>8 Ha</td>
<td></td>
</tr>
<tr>
<td>District Hospital</td>
<td>8 Ha</td>
<td></td>
</tr>
<tr>
<td>Sub-District Hospital</td>
<td>4 Ha</td>
<td></td>
</tr>
<tr>
<td>Health Centre</td>
<td>3 Ha</td>
<td></td>
</tr>
<tr>
<td>Sub-Health Centre</td>
<td>2 Ha</td>
<td></td>
</tr>
<tr>
<td>Nursing Homes</td>
<td>0.4 Ha</td>
<td></td>
</tr>
<tr>
<td>Veterinary clinic</td>
<td>0.1 Ha</td>
<td></td>
</tr>
</tbody>
</table>

   **NB:** Public cemeteries should be conveniently located relative to the health facility, major open spaces and other compatible public utilities.

   Source: Physical Planning Handbook. pg.96

2. **Organization of Health Service Delivery System**

   **Table 4-20: Health Service Delivery System.**

<table>
<thead>
<tr>
<th>Coordination Level</th>
<th>Organization of Health Services</th>
</tr>
</thead>
<tbody>
<tr>
<td>National</td>
<td><strong>National referral services</strong></td>
</tr>
<tr>
<td></td>
<td>Comprises of all tertiary (level 6) referral hospitals, National reference laboratories and services, Government owned entities, Blood transfusion services, Research and training institutions providing highly specialized services . These include</td>
</tr>
<tr>
<td></td>
<td>1. General specialization</td>
</tr>
<tr>
<td></td>
<td>2. Discipline specialization, and</td>
</tr>
<tr>
<td></td>
<td><strong>Focus is on:</strong></td>
</tr>
<tr>
<td></td>
<td>• Highly specialized healthcare, for area/region of specialization,</td>
</tr>
<tr>
<td></td>
<td>• Training and research services on issues of cross-county importance</td>
</tr>
<tr>
<td>County</td>
<td><strong>County Referral Health Services</strong></td>
</tr>
<tr>
<td></td>
<td>Comprise all level 4 (primary) and level 5 (secondary) hospitals and services in the count: forms the County Health System together with those managed by non-state actors.</td>
</tr>
<tr>
<td></td>
<td>Provides:</td>
</tr>
</tbody>
</table>
- Comprehensive in patient diagnostic, medical, surgical and rehabilitative care, including reproductive health services;
- Specialized outpatient services; and
- Facilitate, and manage referrals from lower levels, and other referral.
- Management of cemeteries, funeral parlors and crematoria

**Sub County Primary care services**

Comprise all dispensaries (level 2) and health centers (level 3), including those managed by non-state actors. Are those constitutionally defined, including:

- Disease prevention and health promotion services;
- Basic outpatient diagnostic, medical surgical & rehabilitative services;
- Ambulatory services
- Inpatient services for emergency clients awaiting referral, clients for observation, and normal delivery services;
- Facilitate referral of clients from communities and to referral facilities.

**Community Health Services**

Comprise community units (level 1) in the County. Those that are constitutionally defined, and in community health strategy, including:

- Facilitate individuals, households and communities to embrace appropriate healthy behaviors;
- Provide agreed health service;
- Recognize signs and symptoms of conditions requiring referral;
- Facilitate community diagnosis, management and referral.

*Source: Kenya Health Policy 2014-2030*

**Recreational Zones**

**Recommended Standards for Recreational Land Use**

**a. Recreation and Conservation in Urban Areas**

*Table 4-21: Guideline for Recreation and Conservation in Urban Areas.*

<table>
<thead>
<tr>
<th>Type</th>
<th>Land Requirement</th>
<th>Locational requirement</th>
</tr>
</thead>
<tbody>
<tr>
<td>Major parks</td>
<td>Not specified but guided by available opportunities in the environment</td>
<td>Not specified</td>
</tr>
<tr>
<td>Buffer zones</td>
<td>10-30m green belts</td>
<td>Either side of urban ring roads, bypasses &amp; green belts between incompatible uses</td>
</tr>
<tr>
<td>Major sports complex</td>
<td>Not specified</td>
<td>Served by good public transport</td>
</tr>
<tr>
<td>Entertainment such as; cinemas, restaurants, nightclubs etc.</td>
<td>Not specified</td>
<td>Central areas and subsidiary centers</td>
</tr>
<tr>
<td>Sports &amp; social clubs</td>
<td>Not specified</td>
<td>Not specified</td>
</tr>
</tbody>
</table>
b. Recreation in Estates/Community Level

Table 4-22: Guide for Recreation in Estates.

<table>
<thead>
<tr>
<th>Type</th>
<th>No.</th>
<th>Land Requirements in Ha.</th>
<th>Locational Requirement</th>
</tr>
</thead>
<tbody>
<tr>
<td>Parks</td>
<td>1</td>
<td>1-2 Ha. per 10,000 populations in areas above 50 persons per ha.</td>
<td>Should be closely related to community centers, social halls, health center, local shops, primary &amp; secondary schools</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Facilities; 1-2 playing fields, children equipped playing grounds, hard courts, adventure play grounds &amp; other special features</td>
<td></td>
</tr>
</tbody>
</table>

Source: Physical Planning Handbook. pg. 92-95

Permitted uses within recreational zones: parks, playgrounds, botanical/zooological gardens, clubs, stadiums (indoor and outdoor), stadiums with/ without health centre for players and staff, picnic huts, holiday resorts, shooting ranges, sports training centres, integrated sport centres, swimming pools, special recreation, library, public utilities (for recreational uses) etc.

Restricted Uses: Building and structures ancillary to use permitted in open spaces and parks such as stands for vehicles for hire, taxis, matatus, boda bodas, and passenger cars; facilities such as police posts, fire posts, and post offices; commercial uses of a temporary nature like cinema and other shows; public assembly halls; restaurants; open air cinemas; hostels for sportspersons, etc.

Prohibited Uses: Any building or structure which is not required for recreation, except for offices or security personnel and uses not specifically permitted therein.

Public Purpose

Recommended Standards for Public Purpose Land Use

a. Administrative Centers

Table 4-23: Administrative Centers.

<table>
<thead>
<tr>
<th>Level</th>
<th>Land Requirement in Ha.</th>
<th>Land Requirement</th>
</tr>
</thead>
<tbody>
<tr>
<td>National</td>
<td>40</td>
<td>Municipality Centre; Considering centrality, spatial compactness, public parking &amp; accessibility</td>
</tr>
<tr>
<td>Provincial</td>
<td>20</td>
<td>&quot;&quot;</td>
</tr>
<tr>
<td>District</td>
<td>20</td>
<td>&quot;&quot;</td>
</tr>
<tr>
<td>Division</td>
<td>10</td>
<td>&quot;&quot;</td>
</tr>
<tr>
<td>Location</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td>---------------------------</td>
<td>--------------------</td>
<td>---------------------------</td>
</tr>
<tr>
<td>Sub Location</td>
<td>0.2</td>
<td></td>
</tr>
<tr>
<td>Municipality Halls</td>
<td>1.2</td>
<td></td>
</tr>
<tr>
<td>County Halls</td>
<td>1.2 Ha.</td>
<td></td>
</tr>
</tbody>
</table>

Source Physical Planning Handbook. pg. 98

b. Police Stations

Table 4-24: Police stations.

<table>
<thead>
<tr>
<th>Category</th>
<th>Land Requirement in Ha.</th>
<th>Locational Requirement</th>
</tr>
</thead>
<tbody>
<tr>
<td>Police station</td>
<td>2</td>
<td>Neighborhood</td>
</tr>
<tr>
<td>Police post</td>
<td>0.2</td>
<td>Municipalitieship (2000 people)</td>
</tr>
<tr>
<td>Patrol base</td>
<td>0.1</td>
<td></td>
</tr>
</tbody>
</table>

Source: Physical Planning Handbook. pg. 98

c. Law Courts

Table 4-25: Law courts

<table>
<thead>
<tr>
<th>Category</th>
<th>Land Requirement in Ha.</th>
<th>Locational Requirement</th>
</tr>
</thead>
<tbody>
<tr>
<td>High Court</td>
<td>2</td>
<td>Municipality center activities; location depends on service level</td>
</tr>
<tr>
<td>Lower Court</td>
<td>1</td>
<td>Municipality center activities; location depends on service level</td>
</tr>
<tr>
<td>District Magistrates Court</td>
<td>1.0</td>
<td></td>
</tr>
</tbody>
</table>

Source. Physical Planning Handbook. pg. 98

d. Prisons/Remand Homes

Table 4-26: Prisons & Remand homes.

<table>
<thead>
<tr>
<th>Facility</th>
<th>Land Requirement in Ha.</th>
<th>Locational Requirement</th>
</tr>
</thead>
<tbody>
<tr>
<td>Prison</td>
<td>16</td>
<td>Urban fringes</td>
</tr>
<tr>
<td>Remand/Juvenile Home</td>
<td>2.0</td>
<td>Urban fringes</td>
</tr>
</tbody>
</table>

Source: Physical Planning Handbook. pg. 99

Other Public Purpose Facilities

Table 4-27: Other Public Purpose Facilities.

<table>
<thead>
<tr>
<th>Facility</th>
<th>Land Requirement in Ha.</th>
<th>Locational Requirement</th>
</tr>
</thead>
<tbody>
<tr>
<td>Community Centre</td>
<td>1.0</td>
<td>Integral to residential neighborhood; close to sports center &amp; public swimming pool as applicable</td>
</tr>
<tr>
<td>Includes: (Social Halls, Libraries &amp; Cultural Museums)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Religious institutions. Include; Churches, Mosques, Temples &amp; Shrines</td>
<td>0.1</td>
<td>Within residential areas, urban fridges for large institutions, mosque &amp; temple may be within CBD</td>
</tr>
<tr>
<td>Fire station</td>
<td>0.4</td>
<td>Highly accessible to major road network</td>
</tr>
<tr>
<td>Library</td>
<td>0.4</td>
<td>In relation to target population. Quiet areas, good light &amp; ample surrounding air space</td>
</tr>
</tbody>
</table>

KITALE MUNICIPALITY IUDP (2016-2036)
Commercial Zones

Recommended Standards for Commercial Land Use

Level of Centers

Table 4-28: Categories of Centers. Source: Physical Planning Handbook. pg. 102-105

<table>
<thead>
<tr>
<th>Level of municipalities</th>
<th>Minimum plot size in Ha.</th>
<th>Plot Length vs width</th>
<th>Locational Requirement</th>
</tr>
</thead>
<tbody>
<tr>
<td>Municipality centers</td>
<td>0.045</td>
<td>Not more than 1:3</td>
<td>Geographical centrality, accessibility to vehicles and pedestrians, ample parking space.</td>
</tr>
<tr>
<td>Local center</td>
<td></td>
<td></td>
<td>Catchment population of 3500-5000, Adjacent and interdependent activities, 10-12 parking spaces,</td>
</tr>
<tr>
<td>Intermediate center</td>
<td></td>
<td></td>
<td>Population of 15,000-50,000</td>
</tr>
<tr>
<td>Major Centre</td>
<td></td>
<td></td>
<td>Population of 100,000-150,000</td>
</tr>
</tbody>
</table>

Markets

Table 4-29: Market Categories. Source: Physical Planning Handbook. pg. 105-106

<table>
<thead>
<tr>
<th>Market Category</th>
<th>size</th>
<th>Catchment</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>0.1-0.2 Ha.</td>
<td>Per 2000 low income population</td>
</tr>
<tr>
<td>B</td>
<td>0.2-0.25 Ha.</td>
<td></td>
</tr>
<tr>
<td>C</td>
<td>0.2-0.28 Ha.</td>
<td></td>
</tr>
<tr>
<td>D</td>
<td>0.2-0.28 Ha.</td>
<td></td>
</tr>
<tr>
<td>E</td>
<td>0.25-0.3 Ha.</td>
<td></td>
</tr>
</tbody>
</table>

Commercial Developments along Major Highways

Table 4-30: Guide for Commercial Developments along Major Highways. Source: Physical Planning Handbook. pg. 107

<table>
<thead>
<tr>
<th>Length of road in m</th>
<th>Building line in m</th>
<th>Acceleration &amp; deceleration lanes in m</th>
<th>Locational guideline</th>
<th>Others</th>
</tr>
</thead>
<tbody>
<tr>
<td>6-18</td>
<td>6</td>
<td>100m stretch</td>
<td>No direct access</td>
<td>Minimum plot size 4acres (2ha.); 25% plot coverage &amp; a minimum parking space of one and half m car park for every 100sq.m plinth.</td>
</tr>
<tr>
<td>Above 18</td>
<td>18</td>
<td>100m stretch</td>
<td>No direct access</td>
<td></td>
</tr>
</tbody>
</table>

Permitted uses in commercial areas: Shops, convenience/neighborhood shopping centre, local shopping centres, cluster centre, sub-CBDs, professional offices, work places/offices, banks, stock exchange/financial institutions, bakeries and confectionaries, cinema halls/theatres, malls, banqueting
halls, guest houses, restaurants, hotels, petrol pumps, warehousing, general business, wholesale, hostel/boarding housing, banks/ATM machines, auditoriums, commercial service centres/garages/workshop, wedding halls, weekly/informal markets, libraries, parks/open space, museums, police stations/posts, matatu stands, boda boda stands, parking sites, post offices, government/institutional offices etc.

**Restricted Uses:** Non-polluting, non-obnoxious light industries, warehousing/storage go-downs of perishable, inflammable goods, coal, wood, timber yards, bus and truck depots, gas installation and gas works, polytechnics and higher technical institutes, junk yards, railway stations, sports/stadium and public utility installation, religious buildings, hospitals and nursing homes.

**Prohibited Uses:** All uses not specifically mentioned above are prohibited in this zone.

**Public Utilities**

**Recommended Standards for Public Utilities**

1. **Water supply**
   
   **a. Protection of water intakes**

   Table 4-31: Protection of water intakes. Source: Physical Planning Handbook. pg. 108-109

<table>
<thead>
<tr>
<th>Protection Belt</th>
<th>Direct (Radius) Protection in m</th>
<th>Indirect (Radius) Protection</th>
</tr>
</thead>
<tbody>
<tr>
<td>Borehole</td>
<td>10</td>
<td>50M</td>
</tr>
<tr>
<td>Well</td>
<td>10</td>
<td>50M</td>
</tr>
<tr>
<td>River</td>
<td>10-50</td>
<td>50M</td>
</tr>
<tr>
<td>Water treatment plant</td>
<td>300</td>
<td>Not specified</td>
</tr>
</tbody>
</table>

   **Bore holes should be located 80m apart to avoid drawdown**

   **Commercial water points**

   **Should be provided for informal settlements, at a distance of 500m from one another. Should occupy an area of 3x3 m.**

   **Service Reservoir**

   The minimum space requirements are 0.1 Ha.

2. **Sewerage system**
   
   **a. Collection and treatment works**

   Table 4-32: Sewerage collection & treatment. Source: Physical Planning Handbook. pg. 109-110

<table>
<thead>
<tr>
<th>Locational Requirement</th>
<th>Buffer</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sewerage collection &amp; treatment plants</td>
<td>3000 Urban population &amp; above; Urban layout</td>
</tr>
<tr>
<td>Septic tanks</td>
<td>Where sewerage system is not provided</td>
</tr>
</tbody>
</table>
3. Storm water drainage

Table 4-33: Storm Water Drainage Wayleave. Source: Physical Planning Handbook. Pg. 110

<table>
<thead>
<tr>
<th>Facility</th>
<th>Preferred Wayleave</th>
</tr>
</thead>
<tbody>
<tr>
<td>Drainage Wayleaves</td>
<td>3m-4.5m</td>
</tr>
<tr>
<td>Anti-Malarial Wayleaves</td>
<td>4m</td>
</tr>
<tr>
<td>Building Clearance</td>
<td>1.5, 2.5m, and 7.5m</td>
</tr>
<tr>
<td>Septic Tank Clearance</td>
<td>6m</td>
</tr>
<tr>
<td>Sewer line</td>
<td>3m</td>
</tr>
</tbody>
</table>

Requirements for Garbage Collection and Disposal

Table 4-34: Disposal System. Source: Physical Planning Handbook. pg. 111

<table>
<thead>
<tr>
<th>Disposal</th>
<th>No of inhabitants</th>
<th>Location</th>
<th>Protection area</th>
</tr>
</thead>
<tbody>
<tr>
<td>Garbage collection and burial</td>
<td>5000 in one settlement or more in a radius of 25 Km</td>
<td>Outside residential settlement</td>
<td>No less than 1km for urban areas</td>
</tr>
<tr>
<td>Incineration of hospitals and slaughter houses, garbage disposal</td>
<td>Same as above</td>
<td>Outside settlement in Industrial Zones</td>
<td>Industrial standards adopted</td>
</tr>
<tr>
<td>Collection</td>
<td>1000 or more</td>
<td>Same as above</td>
<td>Same as above</td>
</tr>
</tbody>
</table>

It is proposed that garbage collection points be provided with 0.1 hectare while damping sites are provided with 2 hectares.

Transportation

Recommended Standards for Transportation Land Use

Urban Road Reserve Widths

Table 4-35: Urban Road Reserve Widths. Source: Physical Planning Handbook. Pg. 115-116

<table>
<thead>
<tr>
<th>Urban road network</th>
<th>Road reserve width</th>
</tr>
</thead>
<tbody>
<tr>
<td>Primary distributor</td>
<td></td>
</tr>
<tr>
<td>a. Major communication routes</td>
<td>60m</td>
</tr>
<tr>
<td>b. Important through routes</td>
<td>30-36m</td>
</tr>
<tr>
<td>District distributors</td>
<td></td>
</tr>
<tr>
<td>a. Spine roads and roads in commercial or industrial area</td>
<td>25m</td>
</tr>
<tr>
<td>b. Bus routes</td>
<td>25m</td>
</tr>
<tr>
<td>Local distributor roads</td>
<td></td>
</tr>
<tr>
<td>a. With no direct vehicular access to individual plots</td>
<td>18m</td>
</tr>
<tr>
<td>Local distributors</td>
<td></td>
</tr>
<tr>
<td>Major access road exceeding 150m in length</td>
<td>15m</td>
</tr>
<tr>
<td>Access road not exceeding 150m in length</td>
<td>12m</td>
</tr>
<tr>
<td>Access roads</td>
<td></td>
</tr>
<tr>
<td>b. Cul-de-sacs or short connecting road not exceeding 60m</td>
<td>6m-9m</td>
</tr>
<tr>
<td>c. Service lanes</td>
<td>6m</td>
</tr>
<tr>
<td>d. Cyclist lanes</td>
<td>3m</td>
</tr>
<tr>
<td>e. Footpaths</td>
<td>2m</td>
</tr>
</tbody>
</table>
Carriageway and Parking Standards

i. Carriage widths
Table 4-36: Carriage Way Widths. Source: Physical Planning Handbook. Pg. 117

<table>
<thead>
<tr>
<th>Carriageway</th>
<th>Widths</th>
</tr>
</thead>
<tbody>
<tr>
<td>Trunk and major roads</td>
<td>7.5m or more</td>
</tr>
<tr>
<td>Commercial and industrial streets</td>
<td>7.0 or more</td>
</tr>
<tr>
<td>Spine roads and bus routes</td>
<td>7.0</td>
</tr>
<tr>
<td>Access roads (in residential areas)</td>
<td>5.5</td>
</tr>
<tr>
<td>Cul-de-sac (not exceeding 60m)</td>
<td>5.0</td>
</tr>
</tbody>
</table>

For cul-de-sac serving less than 10 plots a single footway will suffice
Occasional obstructions shall nowhere reduce the footpath width below 1.2m

ii. Car parking space
Public Parking Space Requirement
Table 4-37: Public Parking Space Requirement. Source: Physical Planning Handbook. Pg. 117

<table>
<thead>
<tr>
<th>Catchment</th>
<th>Parking slots</th>
</tr>
</thead>
<tbody>
<tr>
<td>Major urban center; For every 100m² of land in CBD</td>
<td>Minimum 1\frac{1}{2} parking space, except where basement parking is available</td>
</tr>
<tr>
<td>Small centers for every 500m²</td>
<td>Minimum 1 car park</td>
</tr>
</tbody>
</table>

Parking by Population
Table 4-38: Parking Area by Population. Source: Physical Planning Handbook. Pg.103

<table>
<thead>
<tr>
<th>Catchment</th>
<th>Parking Slots</th>
</tr>
</thead>
<tbody>
<tr>
<td>3500-5000</td>
<td>10-12</td>
</tr>
<tr>
<td>15000</td>
<td>45-46</td>
</tr>
</tbody>
</table>

Standards for Car Parking
Table 4-39: Standards for Car Parking Requirement. Source: Physical Planning Handbook. Pg. 118

<table>
<thead>
<tr>
<th>Usage</th>
<th>One car space for every usage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Housing</td>
<td>2 houses or lodgings</td>
</tr>
<tr>
<td>Specialized market place</td>
<td>50 to 60 sq. m of covered area</td>
</tr>
<tr>
<td>Market</td>
<td>30 to 50 sq. of covered area</td>
</tr>
<tr>
<td>Office and administration</td>
<td>50 to 60 sq.m of covered area</td>
</tr>
<tr>
<td>Hotel</td>
<td>5 to 8 beds</td>
</tr>
<tr>
<td>School</td>
<td>a. 0.5 classroom/secondary school and above</td>
</tr>
<tr>
<td></td>
<td>b. 1.0 classroom/below secondary school level</td>
</tr>
<tr>
<td>Restaurant cinema and theatre</td>
<td>12 seats</td>
</tr>
<tr>
<td>Mosque/churches</td>
<td>10 to 12 worshipers</td>
</tr>
<tr>
<td>Hospital</td>
<td>5 to 10 beds</td>
</tr>
<tr>
<td>Sports field</td>
<td>10-20 seats or spectators</td>
</tr>
<tr>
<td>Industrial establishment and worshipers</td>
<td>6 to 10 workers</td>
</tr>
</tbody>
</table>
**Road Classification**

**Table 4-40: Classification of Roads. Source. Physical Planning Handbook. pg. 29**

<table>
<thead>
<tr>
<th>Classification</th>
<th>Desirable Reserve in meters</th>
<th>Reduced</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rural road network</td>
<td></td>
<td></td>
</tr>
<tr>
<td>International trunk roads</td>
<td>A 60</td>
<td>40</td>
</tr>
<tr>
<td>National trunk roads</td>
<td>B 60</td>
<td>40</td>
</tr>
<tr>
<td>Primary roads</td>
<td>C 40</td>
<td>40</td>
</tr>
<tr>
<td>Secondary road</td>
<td>D 25</td>
<td>25</td>
</tr>
<tr>
<td>Minor roads &amp; Special Program Roads(SPR)</td>
<td>E 20</td>
<td>20</td>
</tr>
</tbody>
</table>

**Table 4-41: Classification of Roads. Source. Physical Planning Handbook. pg. 29**

<table>
<thead>
<tr>
<th>Other Classifications</th>
<th>Reserve</th>
<th>Buffer</th>
</tr>
</thead>
<tbody>
<tr>
<td>International Trunk Roads</td>
<td>60-110m</td>
<td>10m</td>
</tr>
<tr>
<td>Reserve of main conventional sewer line</td>
<td>1.5m on either side</td>
<td></td>
</tr>
<tr>
<td>Oil pipeline</td>
<td>30m on either side</td>
<td>50m</td>
</tr>
<tr>
<td>Railway reserve</td>
<td></td>
<td>30m</td>
</tr>
<tr>
<td>Communication masts</td>
<td></td>
<td>60m</td>
</tr>
<tr>
<td>Electric wayleaves and Generating Plants</td>
<td></td>
<td></td>
</tr>
<tr>
<td>• Power generating plant</td>
<td></td>
<td>2km</td>
</tr>
<tr>
<td>• National grid</td>
<td></td>
<td>30m</td>
</tr>
<tr>
<td>• Sub stations</td>
<td></td>
<td>50m</td>
</tr>
</tbody>
</table>
Chapter 5 - Action Area Development Plans

5.1 Overview

The strategies and measures have been stepped down to area specific plans. The area action plans are aimed at making proposals and policies for the development of specific areas. These plans set down the framework for the sustainable, phased and managed development of particular areas. Action areas identified include the CBD, Railways Land, Prisons Land, Kipsongo Informal Settlement, Industrial Zone, Shauri Moyo, Moi University College Area, Transportation Corridor Planning (the Bypasses and the A1 Road), and Riverine Corridor Planning. This plan has detailed out the CBD, Railways Land, Prisons Land, and Kipsongo residential areas. These areas were selected as action areas because of their underlying intensity of development challenges and opportunities.

5.2 Action Area 1: Kitale Municipality CBD

Expand and Enhance the Commercial Zone

The objective of the area action plan for CBD is to enhance the municipality as a compact regional commercial and service hub.

Measures

- Densification of the CBD to 20 floors with one parking space for every 50$\text{m}^2$ floor space to meet the demand for commercial facilities
- Expand the CBD to include the vacant agricultural land behind the County Commissioner’s office to the stream next to museum’s nature trail, entire prison land and the current dumpsite area which is to be developed as an urban forest/park, the stadium, Deep Sea Resort, Railways land and Line Member residential area up to the ASK Showground area
- Redeveloping and increasing the density of all vacant plots, the dilapidated structures including the single-storey buildings along Kipsongo road, Laini Moja, behind Nakumatt, and areas occupied by garages and other $jua\ kali$ activities to multi-storey structures.
- Pull down old and dilapidated structures and put modern multi-storey structures. Owners of these spaces will have the incentive to redevelop (or sell to someone else who will redevelop) their land into higher densities
• Change the residential use areas to multi-storey commercial buildings i.e. behind Prisons and Laini Member area including Lion’s Centre. Owners of these plots will change the use at their own will and will not be subject to do a Change of User

• Relocate jua kali activities and garages within the CBD to the proposed light industrial park on prisons land to create space for other commercial activities and ease congestion that is exhibited along the streets.

• Approvals for new high user commercial buildings will not be made unless they have domesticated parking and elevators.

*Plate 5-1: 3D Model of the Proposed CBD*

---

**Widen and improve state of the CBD Roads to recommended standards**

• Widening of all roads within the CBD by realigning them with the cadastral layer to at least 9m for the service lanes. County to acquire the reserves.

• Extending, providing and improve drainage, street lighting, security cameras and street/road furniture in the CBD.
• Provide space for market facilities and bus parks on a section of acquired railways land and relocate people along Laini Moja Road Reserve.

• Street planting to enhance urban green infrastructure and embellishment.

*Plate 5-2: Artistic impression of the envisioned Laini Moja Street.*

**Promote Pedestrianization of the CBD**

• Acquire road reserves to create wide walkways along the CBD streets.
• Design, establish and implement the following as minimum standards for pedestrian amenities:
  • A minimum width for sidewalks is 1.5m on local streets and 1.8m (or wider) for high user roads
  • Vertical clearance (height) must be a minimum of 2.1M.
• Provide adequate pedestrian crossing facilities i.e. footbridges, pedestrian/zebra crossing and street lights especially along Laini Moja
• Create pedestrian routes from the major residential areas to the CBD especially Tuwani, Bondeni, Shauri Moyo and Machinjoni areas
LAINI MOJA PROPOSED INTERVENTIONS

- Proposed Pedestrian Bridge at the exit of the Main Bus Park to connect to the proposed market on Railways Land
- Proposed Market on Railways Land
- Proposed Bus Park

Convert the existing carriage way next to the municipal market into a pedestrian street.

Main Bus Park

Make this the main entry to the Bus Park and close the one next to the Municipal Market to enhance easy and smooth traffic flow. Convert the linking road to one way to create enough space for parking and smooth traffic flow.

Proposed Pedestrian Bridge at the existing round about near Municipal Market. This should allow smooth traffic flow at the roundabout and keep pedestrians out of danger.
Expand the Main Bus Park and develop new Bus Parks

- Restricting the use of the main bus park to serve national routes.
- Acquire more land from the prison and the railways to and establish the bus park.
- Acquire land to develop 3 bus parks to serve intra municipality routes and inter county routes as follows:
  - Kitale-Endebess and Kitale-Kwanza Route on the land opposite the stadium (5.2 acres)
  - Kitale-Kapenguria and Kitale-Cherangany Routes at the land next to level 4 hospital staff quarters (Lion Centre, 3.8 Acres)
  - Kitale-Eldoret Route and Kitale-Webuye Route to terminate at the acquired bus park on Railway’s land (6 acres).

Plate 5-3: The existing bus park proposed to serve the long distance travelers
Provide space for Lorry Parks

- Acquiring land opposite the stadium (5.2 acres) to develop an integrated bus and Lorry Park.
- Develop another lorry park at Sirende Centre
- Limit hours for lorries in the CBD to before 7am and after 6pm for loading and offloading

**Proposed One-Way Streets**

Provide Adequate Parking Facilities

- Make by laws stipulating that for every 100m$^2$ of land in the central business district a minimum of 1 ½ parking spaces must be provided for off-street parking except where basement parking is provided. Recommended parking space for development approval in the CBD is:

<table>
<thead>
<tr>
<th>Type of Development</th>
<th>No. of Parking Spaces</th>
</tr>
</thead>
<tbody>
<tr>
<td>Hotels</td>
<td>Parking bay for 5-8 beds</td>
</tr>
<tr>
<td>Hospital</td>
<td>Parking bay for 5-10 beds</td>
</tr>
<tr>
<td>Office space</td>
<td>Parking bay per 1000 square ft</td>
</tr>
</tbody>
</table>

Restrict Moi Avenue along the Governor’s office and the street along Khetias, Equity and Cooperative Bank to one way to control traffic and to create more space for parking which shall eventually boost revenue to the county.
• Make by-laws and zoning regulations stipulating that all multi-storey buildings or high user buildings to have domesticated parking. New building approvals should not be provided for those who don’t adhere to this

• Restrict Moi Avenue along the Governor’s office and the street along Khetias, Equity and Co-operative Bank to one way control traffic and to create more space for parking which shall eventually boost revenue to the county. Also along Khetia’s near the main bus park

**Designate Motor Cycles free street and motor cycle routes**

**Areas proposed to be free of motor cycles**

a. Along Moi avenue which hosts the Governor’s office and the law courts

b. Along Laini Moja section connecting to Eldoret road

**Proposed designated routes for motor cycles within the CBD**

- To and from the proposed markets, furniture workshops and Jua Kali shades.
- Along Tuskys connecting to Kipsongo road
- From museum junction to the County Government offices
- From museum junction to the industrial area and the proposed market area

**Proposed routes to serve residential areas**

All links to the main activity nodes and residential neighborhoods to be used by motor cycle operators to carry passengers and goods. These links include-

- Residential neighborhoods to the CBD and other main activity nodes
- Within residential neighborhoods
- All roads to have wide adequate reserves to accommodate motorcycles and minimize road user conflicts

**Informal Commercial Activities**

**Measures**

- Expand and redevelop the Municipal Market into multi-storey business center to accommodate more commercial activities
- Acquiring a section of land railways and developing a modern market on the acquired land.
- Relocate informal commercial activities along Laini Moja to the acquired and developed market on railway’s land and prison’s land to decongest the CBD.
- Relocate all the garages from the CBD to the proposed industrial park on newly acquired land on prisons land.
• Acquiring and develop part of the prison land into a modern multi storey SME park.
• Relocate SMEs i.e. Furniture and panel beating activities to the modern multi storey SME park in order to decongest the CBD.

**Markets**

**Measures**

• Redevelop municipal market to a modern multi storey market to accommodate more commercial activities.
• Acquiring land on railway’s land for an open-air market and clothes market. Relocate traders along Laini Moja.

*Plate 5-4: Artistic impression of the proposed multi-storey business center*

**Recreation**

**Measures**

• Decommission the current dumpsite, relocate it to ADC and **develop a public park at the site**. Part of the prison land to be developed as part of the proposed park as was planned in 1973.
• Relocate the prison to provide part of it as a park/forest at least 5ha.
• Upgrading the existing stadium to a modern status stadium to nature talent and promote sports tourism
- Redevelop the riparian reserve from behind the bus park to Kipsongo by providing cycling and walk paths, furniture and other amenities. Also the same in along other rivers within the urban areas.
- Repossess and redevelop the riparian reserve from behind the bus park to Kipsongo.
- Maintain the existing parks along Laini Moja with requisite infrastructure until when the road reserve will be acquired for road expansion. After the road expansion, maintain greenery areas along the section.
- Acquire and develop a public park next to the proposed library and integrated cultural centre behind the County Commissioner’s office.
- Maintaining the museum nature trail.
- Redevelop the Golf course to international standards.

Plate 5-5: Artistic illustration of the envisioned stadium status in the proposal
Plate 5-6: Artistic impression of the nature trail along the riparian as envisioned in the plan

Social Facilities

Measures

- Develop a Municipality Level Integrated Cultural Centre (library/ resource centre, social hall/municipality hall/amphitheater/ Cultural dance centre). This is to be developed behind the County Commissioner’s office on a land next to the existing library land. County is to acquire and develop that land.

- Construct a modern public library on the land already existing behind the County Commissioner’s office.

County Headquarters

Measures

- Redevelop the land around the County offices i.e. Governor’s office, Ardhi house, County Assembly and County Commissioner’s offices to multi storey integrated complex county headquarters to accommodate all administrative functions.

- Relocate the scattered county offices to this area and release that land for greening or other uses.

Improvement of Aesthetics in Kitale CBD

- Develop boulevards on major routes.

- Design Statues in Kitale municipality at central points or common areas (street sculpture).

- Provide for street furniture in the following areas.
  - Next to the proposed library after establishing a public park
  - Proposed county government offices area
• Along Laini Moja section

- Initiate river front embellishment along the riverine sections with nature trail.
- Landscaping and street trees and other vegetation
  
  i. Develop and improve Laini Moja Section with adequate road reserve, street lighting, greenery and street furniture.
  
  ii. Plant street trees along all streets in the municipality in intervals of 6, 9, 12 or 15m according to the road size.
  
  iii. Install street lighting along all streets at the recommended pole heights and intervals.

**Improve and Increase Street Lighting Coverage**

Through public private partnerships, the following areas are proposed for lighting to improve their security, aesthetic and accessibility at night.

1. Entire CBD

**Implement Outdoor Advertising Policy**

Objective of the policy is to provide guidelines to regulate outdoor advertising, introduce an efficient and reliable advertising revenue collection method for the county.

**Types of Advertisements**

Facilities covered under the outdoor advertising policy include:

- Billboards/ Wall wraps/ Sky signs/ City clocks/ Sign boards/ Suburb signs/Banners/Posters /Hand bills/Fliers
- Branded umbrella / Street displays/ Multi motion neon signs /LED screen advertisement
- Guard Rail Advertisement /Construction site boards/ Wall/ Window branding
- Advertisements on canvas/ canopy/Signs above /sitting on canopy (Illuminated /Non Illuminated)
- Sky signs/ Wall wrap 20 Ft above the ground and over properties
- Advertisement by loudspeaker (P. A system ) per day
- Advertisement on hoarding/Street light pole advertising
- Business encroachment within street pavement/ shop corridors (Canopies).
- Wall painting adverts on temporary premises (Kiosks.)
### Table 5-1: Advertising Planning Policy Proposals

<table>
<thead>
<tr>
<th>ADVERT TYPE</th>
<th>REQUIREMENTS</th>
</tr>
</thead>
</table>
| Billboards        | • Billboards are not allowed on road reserves.  
                   • A distance of 150 m to be maintained between billboards.  
                   • Colors of billboards to conform to those of adjacent areas.  
                   • Billboards to have a height of 5 M above ground.  
                   • Standard billboards to have a size of 12 x 10 M  
                   • Big billboards (20 x 10 m and 10 x 30 m) to be put up in the outskirts of the municipality.  
                   • Billboards not to hang on road reserves  
                   • Billboard applications be accompanied by structural drawings. |
| Sky signs         | • To be 12 ft above the ground.  
                   • Structural integrity report of buildings to be mounted with the structures to be submitted by registered engineers.  
                   • Structural drawings for the proposed advert be submitted to the county’s approval authorities. |
| Wall wraps        | • To be affixed on a wall.  
                   • Not to exceed the height of the wall.  
                   • Colors of advert to conform to color of the building on which structure is mounted. |
| Hoarding          | • Hoarding to be undertaken along the perimeter fence of construction sites.  
                   • Advertising agencies to submit copies of approved building plans for construction on site. |
| Other types of advertisements | • May not require a registered physical planner but should be presented to the county for approval. |
KITALE MUNICIPALITY INTEGRATED URBAN DEVELOPMENT PLAN

KITALE PROPOSED MUNICIPALITY STRUCTURE PLAN ZONE 2

Legend:
- Proposed Highway
- Proposed Railway
- Proposed Pipeline
- Proposed Canal
- Industrial
- Commercial
- Residential
- Public Open Space
- Agriculture
- Infrastructure

KITALE MUNICIPALITY IUDP (2016-2036)
### 5.3 Action Area 2: Railways Land

Despite railways falling within the newly proposed CBD, it is an area that requires immediate action to add value to the CBD based on the opportunity it presents to the entire municipality. Total land area minus land for the water company is 46.2 acres, however, the county is in the process of acquiring 10 acres of the land.

The actions that are requires are as summarized below:

*Table 5-2: Action Plan for the Railways Land*

<table>
<thead>
<tr>
<th>Description (size and character)</th>
<th>Justification</th>
<th>Planning issues</th>
<th>Actions</th>
</tr>
</thead>
</table>
| The existing land at the edge of CBD that is solely performing a terminal function for the meter gauge railway. The railway is no longer operational. The land area that is being negotiated occupies an area of 15.26ha | The county Government sought to acquire the land for urban development. The land is prime and will increase the supply of public land for commercial and transportation services which are lacking in the CBD. | Underutilized land | • Developing an open air market for the mitumba and other activities that find their way on the road reserve.  
• Developing a bus terminal to serve the county and the transport within  
• Developing a business park to provide additional investment opportunity for the residents.  
• Setting aside land fronting Laini Moja for commercial development.  
• Setting aside land for affordable low cost housing development.  
• Developing a modern railway station and offices. |
Figure 5-1: Existing state of the Railways Land
**Proposed Land Uses**

1. Market Facilities and a business center (7.78 acres)
2. Regional Bus Park (2.74 acres)
3. Low Cost Residential Housing (6.18 acres)
4. A commercial zone (6.70 acres)
5. A modern railway station (15 acres)
6. Existing Water and Sewerage Company (3.42 acres)

County Government will acquire 10 acres to develop market facilities, business centre and a bus park.

Railways Corporation will develop a modern railway station, low cost houses and commercial premises.
Plate 5-7: A model of the envisioned development on Railways Land

Plate 5-8: Artistic illustration of front view of the Railways Land
5.4 Action Area 3: Medium Prisons Land

The Medium Prisons land is the third areas identified for action planning. The area also presents opportunities for increasing supply for various land used that would improve the status of the CBD and Kitale municipality as a whole. The land covers an area of 322.87 Ha. The detailed actions are as prescribed as illustrated below.

*Figure 5-2: Existing Situation of the Medium Prisons Land*
Figure 5-3: Proposed Land Use

<table>
<thead>
<tr>
<th>Description (size and Character)</th>
<th>Justification</th>
<th>Planning issues</th>
<th>Actions</th>
</tr>
</thead>
</table>
| Currently under medium prison facilities and agriculture | • Land Availability  
• Presence of inter-governmental coordination framework  
• Need for provision of public utilities, low cost housing and light industrial park | • Non-optimal utilization of land  
• Inadequate land for provision of public facilities | 1. Developing low cost affordable housing scheme.  
2. Developing a light industrial park for juakali artisans and other industry related activities  
3. Developing a recreational park with adequate facilities and mixed seizure activities.  
4. Extension of the main bus park  
5. Development of a commercial zone |
Plate 5-10: Illustration of the proposed residential and industrial parks

Plate 5-11: Illustration of the proposed Urban Park on the Prisons Land
5.5 Action Area 4: Kipsongo Informal Settlement

Major informal settlements within Kitale municipality are found in Kipsongo and Mitume. Kipsongo is located 1km from the CBD next to Kitale Technical Training College. The informal settlement measures approximately 16.4 Ha.

Challenges
Kipsongo housing is unplanned with encroachment on roads being common. The area is characterized by housing units built with scrap corrugated iron sheets and mud as well as:

- Unsecure land tenure
- Degradation of the local ecosystem
- Rapid, unstructured and unplanned developments
- Undesignated road networks
- Lack of basic services e.g. electricity, poor sanitation networks, lack of potable water

Objective
- To upgrade the quality of housing structures, provide and improve services, community facilities and enhance and improve transport networks systems.

Measures
- Provide special planning rights for low income areas whose densities are higher than formal areas
- Regularizing security of tenure
- Acquire land for developing a play ground
- Redevelop existing public toilets that are dilapidated
- Widening and Improving of the roads to at least 9m murram roads
- Acquire land for development of a market
- Rehabilitating or constructing community facilities
- Acquire land for developing a dispensary
- Promotion of income-earning opportunities
- Building institutional frameworks and social capital / assets to sustain improvements.
Upgrading Kipsongo and Mitume Slums (provide livable houses with adequate basic facilities)

Available Opportunities

- The Participatory Slum Upgrading Programme (PSUP) - a joint effort of the African, Caribbean and Pacific (ACP) Group of States, the European Commission (EC) and UN-Habitat.
- Kenya Slums Upgrading Project (KENSUP)
- Kenya Informal Settlements Improvement Programme (KISIP)

To Do:
1. Provide practical local housing and infrastructure improvements
2. Provide livelihood generation initiatives to the affected residents
3. Facilitate dialogue at local and County levels that is necessary for ‘mind-set change’
4. Equip County Government with key financing mechanisms for slum upgrading including mechanisms to engage and empower slum dwellers themselves
Chapter 6 - Plan Development Strategies and Measures

6.1 Overview

The purpose of this chapter is to provide for strategies and their specific measures/actions creating a framework implementation. This is in addition to the overall structure plan and the action area plans. Unlike the action area plans which deal with specific parts of the planning area, the strategies focus on specific sectors.

6.2 Local Economic Development (Investment) Strategy

The objective of the local economic development policy for Kitale municipality is to unlock the local economy and place it in tandem with the economic pillar of Kenya vision 2030. This economic development strategy provides a framework for a collaborative partnership approach, which will seek to improve the municipality’s regional competitiveness and the acceleration of economic growth, job creation and poverty reduction.

Strategy 1: Promote Development of Viable Nodes /Strategic Growth Centers

The plan proposes strategic growth centers in addition to promoting Kitale municipality centre as an economic hub in the region. Each of these nodes has a distinct character, significance and development rationale. Some require specific interventions to make them work in a more efficient manner, whilst others are rapidly expanding and require management controls. This will also create a proper link between the central area and the growth nodes as well as acting as breather points for the municipality. These will be the priority intervention or infrastructure investment and settlement areas by the local authorities and the central government.

Kitale Municipality CBD

The plan intends to make Kitale municipality a compact economic hub hosting several businesses, industrial, organizations, educational institutions and government agencies.

Kibomet and Moi University Area

The plan proposes that the area be developed as a high and medium residential area in addition to hosting high and medium class hotel with conference tourism facilities. Kibomet is already a host to Aturukan and Skynest hotels, which are modern hotel facilities. It also hosts KMTI, which offers conference facilities and other related activities. Moi university campus is located just after Kibomet along Kapenguria road.
The area is slowly emerging as a highly developed zone due to demand and need that comes with the development of a university including need for housing and commercial facilities. Plan area around Moi University as a university neighborhood with requisite facilities and space providing adequate space for high density residential development, commercial area and adequate road reserves among others. Control the high rate of plot subdivisions to not less than 0.125 acres

**Bikeke**
Bikeke area is located 8 kilometers from Kitale municipality and can be accessed from Eldoret Highway via Machungwa and from Cherangany road near Nabiswa. It is proposed to be a commercial-cum-residential centre. A bypass (30m wide) is also proposed to pass through Bikeke connecting Eldoret highway and Cherangany road.

**Rafiki**
Rafiki centre is located 5 kilometers from Kitale municipality and can be accessed via Kipsongo and Umoja farm and from Webuye Highway via Siuna centre. It is proposed to be a commercial-cum-residential centre. A bypass (30m wide) is also proposed to pass through Rafiki connecting Webuye highway and Endebess road through the proposed industrial area.

**Projects/Measures**
- Prepare Local Development Plans for Bikeke, Rafiki, Matisi and Sirende growth nodes.
- Develop and improve infrastructure services in the proposed growth nodes
- Identify strategic economic activities to be located in these centers using the competitive advantage principle
- Encourage partnership with the private sector in investment promotion and infrastructure development
- Encourage location of employment, trade, living, recreation/entertainment, higher education, high level or specialized medical services through targeted incentives to potential investor and service providers

**Strategy 2: Improve Business Environment**
The county government will initiate reforms aimed at reducing the administrative barriers to private sector development. A case in point is the license reforms to ensure that the business-licensing regime is simple, more transparent and less costly to both the regulating agencies and businesses. Further, to safeguard the gains made thus far, a Business Regulatory Reform Unit was established under the Ministry
of Finance to liaise with regulators to put a halt to the mushrooming of licenses and permits after the elimination process is completed.

Projects/Measures

Create Dialogue with the private sector

This component will be of an overarching nature, ensuring that the economic and social dialogue between the county, national government and the private sector in Kitale municipality takes root.

- Reduce the cost of starting and operating business;
- Reduce time for registering business to at least two weeks in line with international best practice;
- Ease the process of licensing, registration and taxation by eliminating lengthy processes and procedures that emanate from multiplicity of institutions;
- Improve coordination of MSE activities;
- Encourage formation of business linkages;
- Promote creativity and innovation among MSEs
- Build partnerships between governments and the private sector
- Activities will focus, partly on the capacity building needed in private sector business associations in order for them both to be able to speak on behalf of the private sector and to effectively engage public sector as equal partners
- Information analysis and dissemination to facilitate and support the formalized dialogue between the County, national government and the private sector.

Strategy 3: Investing in ICT

The objective of this economic investment is to make Kitale municipality a business development hub and tech-savvy city; lead the way in utilizing local resources with the latest technology to improve daily life. The County Business Development Center will be a key tool for implementing the Economic Empowerment Programs, through advocacy and dissemination of information, and through support for Micro and Small Sized Enterprises (MSEs), especially to the economically excluded and vulnerable groups. The centre will offer access to Business Development Services through the County Biashara Centres, which are a one-stop business development services and capacity-building centre for entrepreneurs to incubate their businesses. It will also seek to promote inclusive economic growth and job creation through supporting the implementation of MSE programs and in alignment with County
Integrated Development Plans as well as county level and sector specific needs and priorities. The centre will majorly provide:

- Ease of registration of businesses (one stop shop),
- Promotion of partnerships and building networks,
- Registration of all youths that clear high school but do not qualify for a university degree,
- Sensitization of youth and women groups on available economic opportunities through seminars, publications and notices of all available economic and community development opportunities,
- Setting up a county media centre (Tv and radio station, website management etc.), a movie theatre, restaurants, commercial premises etc.

Projects/Measures

i. Land acquisition and construction of an ICT Park (0.4Ha) on Land behind County Commissioner’s office next to the Proposed Integrated Community Centre.

ii. Connect whole of the municipality with the TEAMS(The East Africa Marine System) fibre optic cable

iii. Invite the private sectors (locals) to develop the centre and provide an enabling environment

**Strategy 4: Provide Adequate Markets**

There is an imperative need to create business workspaces and environment for small-scale traders in the municipality and its suburbs. This is in addition to creating an enabling and conducive environment for businesses along the agricultural value chain.

Projects/Measures

i. Land acquisition on Railways land (3.15 Ha)

ii. Develop an open air market and a business centre at the designated space on railways land

iii. Development of markets at the satellite centres of Rafiki, Bikeke, Sirende, Matisi, Emoru, Maili Saba and Wamuini

**Strategy 5: Development of Retail trade/ Stalls/ Exhibitions**

The objective of this strategy is to provide one stop shopping retail stalls. This will also go in hand with reducing sprawl of informal activities in the municipality centre.

Projects/Measures

i. Acquire land at the Railways and Prisons land
ii. Develop a business centre at the Railways land

iii. Develop a light industrial park at the acquired land on prison’s land

iv. Create zones for exhibitions/stalls around Khetia Supermarket, at the current bus park and the designated site on railways land for the markets.

v. Convert residential developments behind Nakumatt into business stalls and other commercial developments.

vi. County government to prepare detailed redevelopment plan of the areas and guide the private sector in developing the stalls.

**Strategy 6: Improve Business Skills and Entrepreneurial Training**

The objective of this component is to improve the competitiveness of micro, small and medium enterprises. These enterprises will be supported to improve access to new markets and to upgrade their technology and processes through linkages with large enterprises and research institutions and to improve access to financial services.

**Projects/Measures**

i. Develop incubation centres at the existing industrial area

ii. Enhance and equip existing vocational centres

iii. Increase colleges and universities that train business related courses

**Strategy 7: Tourism Promotion**

Kitale municipality has advantages that can be tapped to promote tourism.

a) Strategic location within the western tourist circuit. Located along the international trunk road (A1)

b) Proximity to tourist areas e.g. Mt Elgon national park, Saiwa swamp park. Enhance road network to easily access these areas

c) Cultural assets including the museum

d) Environmental assets. Good climatic conditions

e) Installed Tourist capacity e.g. hotels and conference facilities

**Projects**

i. Redevelop the stadium to a modern sports complex

ii. Develop riverine and riparian reserves as nature trails

iii. Develop Eco Lodges in the forests

iv. Develop arboretum facilities
v. Develop an Integrated Cultural Centre at the Ministry of Agriculture land

**Measures to support the Strategy**

**Proper maintenance of the existing museum and development of a cultural centre in Kitale municipality**

- Proper maintenance of the current museum.
- Collect and conserve more documents and display for current and future generations.
- Hold annual cultural festivals to celebrate the rich cultural heritage.
- County government in liaison with the local community should build capacity for local people to be more effectively engaged in tourism development.
- This measure will be implemented by the county government in conjunction with the local community and supported by the National Museum of Kenya and Ministry of Tourism.

**Develop scenic and attractive areas in the CBD**

- The plan proposes development of more nature trails and camping sites. Take advantage of the existing museum nature trail, forests, other green/conservation areas and Kitale Nature Park.
- Develop riverine and riparian reserves as nature trails.
- Develop a system of pedestrian walkways and open spaces.

**Develop Hospitality Industry/Conference Tourism**

- Promote conservation tourism by developing eco lodges in the existing forest blocks.
- Improve the hotels to conform to tourist standards as classified and conferencing.
- Develop high quality hotels at Kibomet, near Amagoro Park, near the airstrip, along Endebess road and along Cherangany road to attract high end tourists.
- Encourage development of training colleges for tourism for skills enhancement.
- Encourage attractive Architectural designs for tourist hotels to promote aesthetics, comfort and convenience.
- Brand the municipality to promote and attract potential investors.

**Redevelopment of the stadium**

- The plan proposes redevelopment of the stadium to a modern sports complex to promote sports tourism.

**Retrofitting the forests to serve as arboretums**

- The plan proposes development of arboretum facilities in Section 6, KCC, Showground and Block 10 forests.
Strategy 8: Develop Special Economic Zones (SEZs)

The strategy of SEZ development in Kitale municipality is supported by the rich agricultural hinterland that produces avocados, Bananas, passion, pineapples, guavas which can be value added. Other industrial ventures include water bottling, clay roofing tiles, recycling plants, computer assembly. In addition, location of Kitale municipality offers market accessibility due to linkage to both internal and external areas and due to high internal and external population. The municipality also presents opportunity for possibility of forward and backward linkages due to existing industries i.e. Kenya Seeds and Western Seeds in addition to availability of agricultural land at ADC Farm.

Projects/Measures
i. Acquire land (500ha) for an industrial zone at the ADC Farm
ii. Prepare a Master Plan for the Industrial zone
iii. Provide roads, power, water and sewer infrastructural facilities
iv. Preposition of requisite infrastructure on the planned and designated site for SEZ
v. Establish partnerships with ADC and investors in industrial ventures

Strategy 9: Promote Agro-Based Industries

Kitale municipality and its large hinterland has a lot of potential in industrial crops and livestock in terms of; fruit and banana processing, avocado oil extraction, passion fruit, animal feeds. This potential needs to be exploited to foster industrial development in the municipality.

Projects/Measures
i. Develop a zone for agro-based industries at ADC farm
ii. Provision of requisite infrastructure on the planned and designated site for agro based industries
iii. Improve road, rail and air connectivity to enhance access to raw materials and marketing of processed products
iv. Explore the prospects of establishing partnerships with ADC and investors in industrial ventures

Strategy 10: Increase accessibility and availability of financial services

Projects/Measures
i. Provide adequate financial institutions and services by also creating an enabling environment
ii. Zoning to create compatible users and enabling environment for the financial institutions
iii. Linkage to other enterprises
iv. Financial support and capacity building.
Partnership in the agro-business support could play a role in promoting access to appropriate funding by SMEs.

**Strategy 11: Support the Formation, Retention and Expansion of business**

**Projects/Measures**
- It will be an important business and economic development strategy to support entrepreneurs to expand small businesses, retain and expand existing businesses. Strategies include:
  - Access to business planning,
  - Provide increased access to business financing and other outside capital.
  - Maintain and increase revolving loan funds available for small businesses
  - Support industrial park development projects
  - Assist businesses to navigate land permitting and regulatory issues
  - Ensure access to appropriate and sufficient business planning assistance
  - Provide targeted assistance to youth to help them achieve economic opportunity

**Summary of Strategies on Physical Infrastructure**

**Theme: Spurring Local Economic Development**

<table>
<thead>
<tr>
<th>Objectives</th>
<th>Issues</th>
<th>Strategies</th>
<th>Projects</th>
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<tbody>
<tr>
<td>1. To unlock the local economy and place it in tandem with the economic pillar of Kenya</td>
<td>1. Lack of a plan to guide growth and attract investments</td>
<td>1. Provide industrial parks</td>
<td>1. Acquire land at ADC Farm (850 acres) and develop a Special Economic Zone to promote agro-based industries and other industrial opportunities</td>
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<td></td>
<td>2. Underutilized industrial and tourism potential</td>
<td>2. Promote Development of Viable Nodes /Strategic Growth Centers</td>
<td>2. Acquire land (25 acres) and construct light industrial parks at the prisons land</td>
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<td>3. Lack of adequate facilities for</td>
<td>3. Improvement of Business Environment</td>
<td>3. Acquire land and construct a business park and market facilities at the Railways land</td>
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<td>Vision 2030</td>
<td>4. Development Adequate Market facilities</td>
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<td>5. Development of Business Centres</td>
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<td>6. Foster entrepreneurship, skills</td>
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<td>7. Provide industrial parks</td>
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<td>8. Promote Development of Viable Nodes /Strategic Growth Centers</td>
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<td>12. Foster entrepreneurship, skills</td>
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- **4.** Congested commercial areas
- **5.** Unreliable power supply
- **6.** Inadequate provision of basic infrastructure and services such as water and sewer hindering local economic growth
- **7.** Lack of elaborate transport network to facilitate economic growth by
- **4.** Expand the CBD to provide more spaces for more commercial activities
- **5.** Construct new bus parks to increase local revenue and create job opportunities
- **6.** Prepare local development plans for Bikeke, Sirende, Rafiki and Namanjalala centres and provide basic infrastructure and services
- **7.** Upgrade the airstrip to a local airport to enhance access to markets and promote local tourism
- **8.** Expand and rehabilitate local access roads, water and sewerage facilities to improve business environment and attract more investors
- **9.** Construct a multi-level parking facilities to increase local revenue
- **10.** Develop nature trails and arboretums in Section 6 Forest, KCC Forests, Showground Forest and Block 10 Forests to promote local tourism
- **11.** Expand and upgrade the stadium to promote talent and enhance local revenue
- **12.** Construct a technical training school where KMTC is currently located
- **13.** Upgrade Kipsongo Training Centre to a modern facility with requisite facilities
| Providing access to markets | Improve employability | 14. Upgrade Kitale Youth Polytechnic to a national polytechnic with requisite facilities  
15. Construct training and vocational centres in all the growth nodes |
Map 6-1: Proposed Commercial and Industrial Zones
6.3 **Transportation Strategy**

The transportation strategy purpose is to create an effective and efficient transport system in Kitale municipality as an important prerequisite in facilitating local internal circulation within the municipality, between the municipality and its immediate and wider hinterland as well as promoting trade, economic growth, enhancing connectivity and accessibility. The theme is integrating the Urban Transport Network

**Strategy 1: Promote Land Use and Transport Integration to form an efficient Urban Network**

**Objectives:**

i. Promote connectivity between Kitale municipality, proposed industrial zone, proposed growth nodes and its satellite commercial nodes including Kiminini, Endebess, Bikeke, Sirende, Maili Saba, Rafiki Centre among others

ii. Improve connectivity and accessibility within the proposed municipality by improving the condition of access roads especially within the CBD, acquiring adequate road reserves through the available acquisition mechanisms and development of new roads where required.

**Projects/Measures**

i. Acquire and construct a Regional and County bus terminus for matatus plying county and inter-county routes at the Railways land

ii. Construct a local bus terminals for matatus plying within the Proposed Municipality to terminate at Section 6 Forest opposite the Stadium (Endebess route) and Lion’s Centre (Kibomet and along Kapenguria and Cherangany routes)

iii. Acquire land to expand the Main bus park.

iv. Construct a modern multi-storey bus park with integrated features such as underground parking bays, closed markets, business centre and car parks to increase the county revenue streams

v. Develop 3-truck termini cum logistics parks at.
   a. The proposed industrial Zone at ADC,
   b. Section 6 Forest opposite the Stadium next to the proposed matatu terminus and
   c. Sirende Centre along the proposed bypass

vi. Acquire land and develop By-passes with dual carriage capacity and a road reserve of 60m: a bypass linking Eldoret Road to Cherangany Road via Machungwa, Misemwa and Bikeke; bypass linking the industrial zone to Webuye Road at Siuna and Endebess Road through Rafiki.
vii. Acquire for expansion and construction of roads to develop a Municipal public transport system for the following routes: Tuwani-CBD, Tuwani-Kibomet, Kibomet-CBD, CBD-Bikeke, Bikeke-CBD, CBD-Airport, Airport-ADC Industrial Area-CBD

Other Measures
i. Maintain the current bus park for national routes (long distance buses) only and develop two bus parks for regional and local routes.
ii. Provide traffic segregation including provision of adequate NMT facilities.
iii. Provision of street furniture in all the roads
iv. Provision of Street lighting in all the roads
v. Provision of Motorcycle designated picking and dropping points
vi. Domestication of parking for one third of vehicles generated by activities in a building

Strategy 2: Enhance Traffic Management within the Municipality

Projects/Measures
Provide for Non-motorized Transport (NMT)
- Integrate non-motorised planning into all transport and land use planning activities;
- Provide all roads with suitable walking lanes
- Develop street traffic calming and other traffic control measures to make street environments walkable. Provide pedestrian crossings facilities (signal-controlled crossings, provide overhead signs, flashing lights, street lighting for illumination of the facilities)
- Provide adequate fly overs along the main trunk roads and especially along Laini Moja Section to serve as connectors to the main activity areas
- Propose full pedestrian streets along Posta Road, along Laini Moja Section and on all the access roads interlinking with the main CBD roads
- Plant trees along walkways to provide shade for pedestrians to improve walkability

Decongest the Newly Upgraded Kitale Municipality Bus Park
- Limit use of Kitale Bus Park for vehicles that ply national routes only.
- Acquire land and develop local bus parks for the following routes;
  1. County and the neighboring counties at the acquired land on Railways land. To be used mainly for routes outside the Proposed Municipality
2. Kitale-Kapenguria Road and Kitale-Cherangany Road (at Lion’s Centre) to serve areas within and around the Proposed Municipality

3. Kitale-Endebess and Kitale-Kwanza Roads (beside Section 6 forest opposite the stadium) to serve areas within and around the Proposed Municipality

Proposed Areas to be free of motor cycles
1. Moi Avenue along Governor’s Office
2. Along Line Moja

Designate motor cycle Routes along Kenyatta Road to serve the CBD and other routes outside the CBD

Strategy 3: Improve Regional and National Connectivity

Projects/Measures

Widen and upgrade to dual carriage way the following roads

i. Acquire land for expansion and construction of Kitale-Kapenguria and Kitale-Webuye International Trunk Road, Class A1, from existing 25m width in some areas to at least 40m road reserve in high-developed areas and at least 60m road reserve in the less developed areas.

ii. Acquire land for expansion and construction of Kitale-Eldoret road, Class B2 from 25m to 40m road reserve

iii. Acquire land for expansion and construction of Kitale-Endebess Road, Class C 17 from 18 to 40m road reserve

iv. Acquire land for expansion and construction of Kitale–Cherangany Road, Class C 21 from 18m to 40m road reserve

Develop a Light Rail Transit (LRT) to Eldoret Municipality

i. Secure the railway reserve

ii. Repair the existing rail line

iii. Construct train stations in the different municipalities/centres along the rail route

iv. Purchase cargo and passenger wagons

Enhance Air Travel

1. Expand and Upgrade the existing Kitale Airstrip to a local/regional airport by:

i. Fencing and demarcating the current land belonging to the airstrip

ii. Acquire land for the expansion of the airstrip
iii. Improve the airstrip to an airport with a runway of about 1.5 km. Rehabilitate the existing runway
iv. Improvement of roads leading to the airstrip/upgraded airport to bitumen standards including creation of bypasses to enhance easier and quick access to the upgraded airport.
v. Construction of a terminal building with related amenities

**Theme: Integrating the Urban Transportation Network**

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<th>Objectives</th>
<th>Issues</th>
<th>Strategies</th>
<th>Projects</th>
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<tbody>
<tr>
<td>To integrate transportation and land use activities in an efficient, economical and sustainable manner</td>
<td>1. Lack of an elaborate road and transport network</td>
<td>1. Promote Land Use and Transport Integration to form an efficient Urban Network</td>
<td>1. Identify and develop missing links by expanding and upgrading to bitumen standards the existing local access roads</td>
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<tr>
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<td>2. Lack of adequate transport facilities</td>
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<td>2. Acquire and develop two by-passes on the East and West of the Municipality</td>
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<td>3. Poor traffic management in the CBD</td>
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<td>3. Acquire and expand Kitale-Kapenguria and Kitale-Webuye International Trunk Road, Class A1, from existing 25m width in some areas to at least 40m road reserve in high-developed areas and at least 60m road reserve in the less developed areas.</td>
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<td>4. Acquire and expand Kitale-Eldoret road, Class B2 from 25m to 40m road reserve</td>
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<td>5. Acquire and expand Kitale-Endebess Road, Class C 17 from 18 to 40m road reserve</td>
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<td>6. Acquire and expand Kitale–Cherangany Road, Class C 21 from 18m to 40m road reserve</td>
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<td>Objectives</td>
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<td>7. Develop a public transport system for the following routes: CBD-Bikeke, CBD-Wamuini, CBD-Rafiki and CBD-Proposed Industrial Area at ADC farm</td>
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<td>8. Proposed Bus Rapid Transit (BRT) routes are: Kitale-Eldoret, Kitale-Kiminini, Kitale-Endebess, Kitale-Bikeke and along Kapenguria and Cherangany Roads</td>
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<td>9. Expand and Upgrade the existing Kitale Airstrip to a local/regional airport by: Acquiring land for the expansion of the airstrip and improvement of facilities</td>
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<td>10. Integrate non-motorised planning into all transport and land use planning activities;</td>
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<td>11. Acquire and develop 3 new bus parks to serve local and regional routes</td>
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<td>12. Acquire and develop a multi-storey car park next to the Municipal yard</td>
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Map 6-2: Existing and Proposed Transportation Network

- Proposed Bus Park
  - To Serve County & Neighboring Counties

- Proposed Main Bus Park
  - To Serve National & Regional Routes

- Proposed Expansion of Kitale Airstrip

- Proposed Car Park
  - to serve the proposed Urban Park

- Proposed Multi Storey Parking Facility

- Proposed Truck Terminus Cum Logistic Centre

Legend:
- Proposed Bypass
- Railway Line
- Planning Area Boundary
- Conservation
- Development
- Run Way
- Air Transport

Coordinate System: WGS 84 / UTM Zone 36N
Projections: Transverse Mercator
Datum Arc 1990
False Eastings: 500,000.00
False Northings: 1000.00
Central Meridian: 36.00
Scale Factor: 0.9996
Latitude of Origin: 0.000
Ellipsoidal

Legend:
- Proposed Bypass
- Railway Line
- Planning Area Boundary
- Conservation
- Development
- Run Way
- Air Transport

County Environmental Framework

Kitale Municipal Integrated Urban Development Plan (IUDP) 2016-2036
PROPOSED MUNICIPAL PUBLIC TRANSPORT SYSTEM ROUTES

[Map showing proposed transport routes]

Legend:
- Trading Centres
- Proposed Bypass
- Railway Line
- Internal Boundary

Circulation Routes:
- Orange: Circulation (A)
- Green: Circulation (B)
- Purple: Circulation (C)
- Blue: Circulation (D)
6.4 **Trunk Infrastructure Strategy**

The purpose of the strategy is to improve quality of life by providing adequate water and proper sanitation, energy and ICT infrastructure.

6.4.1 Water

**Strategy: Improve water supply and coverage**

**Projects/Measures**

- NZOWASCo to extend piped water supply to cover the entire planning area
- Expand the existing treatment works to 88,791 m³/day with adequate low lift and high lift pumps
- Drilling of boreholes in high ground water potential areas
- Drilling of shallow boreholes through small decentralized schemes in the settlements
- Develop and enforce a building code requiring all rental and commercial buildings to harvest and store rainwater to reduce over-reliance on piped water.

6.4.2 Sewer and Sanitation

**Strategy 1: Increase Sewer Reticulation**

**Projects/Measures**

i. Acquire and extend sewer line to cover non-existing areas.
ii. Acquire land and expand the existing sewer treatment facilities at Matisi
iii. Expand the existing sewer treatment facilities at Bidii
iv. Acquire land (50Ha) and construct a new sewer treatment plant in Rafiki area to serve the proposed Industrial Zone at ADC and its abutting areas, KALRO land, Umoja Farm, Rafiki area and areas along Webuye Road including the proposed local airport.
v. Acquire land (20.62Ha) and construct a second mini sewer treatment plant in Naisambu/Bikeke areas to serve Bikeke area, Milimani, Alakara and areas along Cherangany Road
vi. Establish G.I.S based mapping of the sewer reticulation system for efficient management

**Strategy 2: Develop a proper Storm Water Drainage System**

**Projects**

i. Conduct a storm water drainage feasibility study for the municipality
ii. Provide open and covered paved storm water drains on all roads. Provide drainage way leaves of 1–3m

iii. Construct storm water drainage outfalls to efficiently direct storm water from the built up areas to the rivers

iv. Harvesting of rain water to reduce surface runoff

6.4.3 Electricity and Energy

**Strategy: Improve coverage of electricity and encourage use of alternative energy sources**

**Projects/Measures**

- Exploitation of renewable energy sources from agricultural waste, e.g., biogas and solar.
- Repair all the faulty security lights along the major roads and in the core areas.
- Provide street lighting along the major roads, in the core areas, and in public places.
- Explore possibilities of electricity generation from solid waste.
- Redevelop buildings using appropriate building technologies to provide for self-sufficient (green) energy systems in buildings.

6.4.4 Information Communication Technology (ICT)

**Strategy: Improve ICT and Communication Infrastructure**

**Projects/Measures**

- Develop an ICT Park at the Agricultural land behind the County Commissioner’s office next to the proposed integrated cultural centre.
- Connect whole of the municipality with the TEAMS (The East Africa Marine System) fiber optic cable.
- Equip government institutions with modern IT equipment.
6.5 **Social Infrastructure Strategy**

The purpose of this strategy is to improve access to health care and educational facilities geographically, socially and economically, upgrade all the dilapidated social facilities and provide them with requisite infrastructure and improve Kitale Municipality’s community well-being.

### 6.5.1 Health

**Strategy 1: Enhance and improve access to health care facilities and services**

**Projects/Measures**

i. Complete the proposed county referral hospital

ii. Every growth node to have a health centre with requisite infrastructure

iii. A dispensary to be established in each neighborhood with requisite infrastructure.

iv. Government decentralized funding such as the CDF to fund the rehabilitation and enhancing capacities of existing health facilities

v. Each clinic is to serve a catchment population that is sustainable at a distance of 500m.

**Strategy 2: Redevelop and Upgrade existing hospitals**

**Projects/Measures**

i. In liaison with Central Government, the Kitale Level Four hospital to be upgraded to Level 5 hospital with requisite infrastructure.

ii. Every health facility to reserve adequate land for future expansion.

**Strategy 3: Improve quality of health care**

**Projects/Measures**

i. Provide adequate medical staff in every hospital to a recommended WHO doctor patient ratio of 1:600

ii. Every hospital to have a bed capacity that provides bed occupancy of not more than 100%

iii. Government to supply medicine at cheaper cost
**Strategy 4: Improve sanitation to prevent diseases**

**Projects/Measures**

i. County Government to strictly enforce by laws that focus on health, hygiene and general sanitation

ii. Connect all households with sewer to reduce sanitation diseases

iii. Encourage community members to do proper placement of toilets/pit latrines vis-a-vis water sources to reduce contamination.

iv. County Government and NZOWASCo to supply potable water to all households in order to minimize effects of waterborne diseases

v. Put in place prevention of mother to child transmission services in all health centers.

vi. Every hospital to have an incinerator

---

**6.5.2 Education**

**Strategy 1: Enhance and improve access to educational facilities and services**

**Projects/Measures**

i. Plan area around Moi University as a university neighborhood with requisite facilities

ii. Construct one full-fledged public university by the year 2030 at the ADC farm

iii. Kitale Technical Training College to be upgraded to a university college

iv. Acquire land and develop Kenya Medical Training College opposite the County Referral hospital (10Ha)

v. Each nursery school to be integrated to primary school to serve a catchment population of 3500 at a distance of 500m.

vi. Schools are encouraged to develop vertically to save on space

vii. Special institutions to be provided within major primary schools

---

**Strategy 2: Improve quality of education**

**Projects/Measures**

i. Inspection of all schools in the planning area and immediate registration of all unregistered schools

ii. Government to deploy adequate staff in rural and peri-urban schools to a recommended teacher pupil ratio of 1:40

iii. Community to employ teachers through PTA
Every private investor wishing to develop educational facilities to adhere to the guides provided for in the education policy

6.5.3 Other Community Facilities

**Strategy: Provide Adequate Community Facilities**

**Projects/Measures**

i. Acquire land and construct a Municipal Level Integrated Community Centre (resource centre, social hall/ municipality hall/ amphitheater/ Cultural dance centre). This is to be developed behind the County Commissioner’s office on a land next to the existing library land. County is to acquire and develop that land.

ii. Construct a modern public library on the land already existing behind the County Commissioner’s office.

iii. Acquire land and construct smaller public libraries at all the growth nodes

iv. Acquire land and construct police stations at the proposed industrial zone and the growth nodes

v. Acquire land at ADC Farm and develop a public cemetery (10Ha)

vi. Acquire land and develop municipality level urban park at the Prisons land where the current dumpsite is located

vii. Redevelop existing forest blocks as arboretums and parks to promote urban tourism

viii. Revitalize riverine areas by promoting riverfront development such as nature trails
## Theme: Provision of appropriate Social and Physical Infrastructure

<table>
<thead>
<tr>
<th>Objectives</th>
<th>Issues</th>
<th>Strategies</th>
<th>Projects</th>
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<tbody>
<tr>
<td>1. To improve quality of life by providing adequate water and sanitation, energy and ICT infrastructure</td>
<td><strong>Physical Infrastructure</strong>&lt;br&gt;1. Lack of adequate water and sewer supply&lt;br&gt;2. Poor solid waste management&lt;br&gt;3. Inadequate drainage facilities&lt;br&gt;4. Inadequate street lighting&lt;br&gt;5. Inadequate firefighting facilities</td>
<td>1. Improve water and sewerage reliability and coverage&lt;br&gt;2. Improve Solid Waste Management&lt;br&gt;3. Enhance Storm Water management&lt;br&gt;4. Improve ICT and communication&lt;br&gt;5. Increase street lighting coverage&lt;br&gt;6. Enhance and improve access to health care facilities and services</td>
<td>1. Extend piped water supply to cover the entire planning area. Expand the existing treatment works capacity to 71,000m³/day&lt;br&gt;2. Rehabilitate the existing sewer reticulation system&lt;br&gt;3. Expand sewer reticulation system to cover the entire municipality and expand the capacity of Bidii treatment plant to 30,000m³/day&lt;br&gt;4. Acquire land and construct two mini sewer treatment plants at Bikeke and Rafiki with a capacity of 10,000m³/day each&lt;br&gt;5. Upgrade Matisi waste stabilization ponds to a capacity of 3,000m³/day&lt;br&gt;6. Acquire and develop a sanitary landfill facility (at least 10ha) at the ADC farm in the proposed industrial zone. Convert the current dumpsite at Machinjoni into a public park.&lt;br&gt;7. Provide drainage way leaves of 3m – 4.5m on all major roads and construct covered paved drainage facilities.</td>
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<tr>
<td>2. To improve access to health care and educational facilities, upgrade all the dilapidated social facilities and provide them</td>
<td><strong>Social Infrastructure</strong>&lt;br&gt;1. Inadequate health facilities&lt;br&gt;2. Inadequate vocational and technical training facilities&lt;br&gt;3. Inadequate community facilities such as social halls, libraries,</td>
<td>7. Redevelop and Upgrade existing hospitals&lt;br&gt;8. Improve quality of health care&lt;br&gt;9. Enhance and improve access to educational facilities and services</td>
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| with requisite infrastructure | community centres, cultural centres, public cemetery | 8. Extend piped water supply to cover the entire planning area. Expand the existing treatment works capacity to 71,000m³/day  
9. Rehabilitate the existing sewer reticulation system  
10. Expand sewer reticulation system to cover the entire municipality and expand the capacity of Bidii treatment plant to 30,000m³/day  
11. Acquire land and construct two mini sewer treatment plants at Bikeke and Rafiki with a capacity of 10,000m³/day each  
12. Upgrade Matisi waste stabilization ponds to a capacity of 3,000m³/day  
13. Acquire and develop a sanitary landfill facility (at least 10ha) at the ADC farm in the proposed industrial zone. Convert the current dumpsite at Machinjoni into a public park.  
14. Provide drainage way leaves of 3m – 4.5m on all major roads and construct covered paved drainage facilities  
15. Acquire land (3.5Ha) for development of a municipal level Integrated Community Centre, |
Social hall/municipality hall/amphitheater/cultural dance centre, dispensary, gym among others, next to the proposed library behind the County Commissioner’s office.

16. Acquire and develop five more social halls and libraries in the proposed growth nodes. Land to be acquired for a social hall should be a minimum of 1.0ha and 0.4ha for a library.

17. Acquire land and construct police stations at the industrial park and the proposed Growth Nodes.

18. Acquire land (At least 10Ha) and develop KMTC next to the County Referral hospital. Develop a Technical Training Institute where KMTC is currently located.

19. Upgrade Level Four hospital to Level Five with requisite facilities.

20. Construct a polytechnic/vocational training facility by the year 2036 in every ward.

21. Acquire at least 50ha for a fully-fledged university at ADC farm by the year 2036.
22. Construct a modern multi-storey library at the land behind the County Commissioner’s office. Acquire land from the Prison’s land for an urban park. Current dumpsite to be relocated to ADC Farm and develop the site as part of the urban park (8Ha) -20 acres

23. Acquire land and develop a park (2.9 acres) at the junction of Webuye Road and Showground Road

24. Develop Forests as Arboretums with proper facilities

25. Expand the Museum Nature Trail and provide adequate facilities

26. Upgrade the current Trans Nzoia stadium to a modern status. Repossess grabbed land around it to provide adequate land for parking and training grounds.
6.6 **Housing Strategy**

Housing development is strategically an important social-economic investment to Kitale municipality residents. Adequate availability of quality and affordable shelter also reduces proliferation of slums and informal settlements as well as prevent social unrest occasioned by depravity and frustrations of people living in poor housing settlements. The overall objective of the Kitale municipality housing strategy is to bridge the gap between demand and supply, improve shelter condition, forestall emergence of informal settlements such as Kipsongo and Mitemu, upgrade informal settlements, provide quality housing, improve competitiveness of the municipality and densification of residential zones to forestall urban sprawl.

**Strategy 1: Promote Land Use Planning by allocating sufficient land for new housing development**

**Projects/Measures**

1. Development of low cost housing on Prisons land (14.5ha)
2. Development of low cost housing on Railways land (2.5ha).
3. Identify suitable alternative areas within the municipality and its hinterland for comprehensive housing development.
4. Land banking by acquiring Prisons and Railways land, and repossessing illegally acquired land
5. Prepared detailed action physical development plans for areas identified for housing development.
6. Initiate dialogue and participatory planning activities among all the stakeholders in the housing sector
7. Mainstream livable neighborhoods planning concepts, strategic planning and environmental conservation to guide development in housing
8. Provide basic plot layout and minimal infrastructure such connection to sewer, electricity and water and access roads etc. in advance of spontaneous development.
9. Prevent the growth of squatter areas by anticipating demand and planning for it appropriately.
10. Enhance easy access to land, especially for low income families through communal amalgamation

**Strategy 2: Densification of existing residential neighborhoods**

**Projects/Measures**

1. Preparation of a Local Physical Development Plan for Tuwani, Kaloleni and Mitume
2. Re-zoning of Milimani to accommodate medium density, to maintain class and maximize land use.

3. Redevelop Tuwani and Mitume to high density

4. Encourage affordable housing units throughout the municipality through new constructions that utilize innovative building materials, technologies and services.

5. Seek new sources of housing subsidies that can enhance affordable housing supply.

6. Work with property owners to identify sites for low-income housing within public private partnership frameworks.

7. Enforcement of urban planning and development control systems to prevent informality

**Strategy 3: Initiate Urban Renewal (Redevelopment) Programmes**

This targets the dilapidated and or under-utilized government and county housing and upgrading of informal settlements. The approach to urban renewal and redevelopment for Kitale municipality will need to be done in phases.

**Projects/Measures**

1. Redevelopment of Shauri Moyo to low cost housing (4.12 Ha)

2. Redevelopment of Bondeni area to a low cost housing (7.55Ha).

3. Upgrading of Kipsongo and Mitume informal settlements.

4. The county should enter into partnerships with developers to aid in the construction of shelter to accommodate the rising population

5. Identify and zone new areas for housing that are more feasible in terms of accessibility to services, proximity to working areas and proximity to recreational facilities.

6. Adopt Integrated Neighborhood Planning Approach where strategic services are provided within reach of residents e.g. shops/commercial areas, public offices, schools etc.

7. Develop and support services and amenities necessary for quality neighborhoods as well as assisting the maintenance and production of substantial, well designed, serviced and located housing

8. Encourage use of building materials (stabilized blocks) that are accessible, affordable and available in the locality.
Strategy 4: Provide and Improve Infrastructure and Services

Projects/Measures
1. Upgrade main and access roads to residential neighborhoods
2. Provide piped water to residential areas
3. Extent sewer reticulation to include all residential neighborhoods areas
4. Enhance provision of solid waste collection services in residential neighborhoods. Provide adequate transfer stations
5. Improve storm water drainage in residential neighborhood

Strategy 5: Promote role of County Government by Creating a Supportive Environment

Projects/Measures
1. Act as a “facilitator” and “enabler” with significant actionable steps being taken by the County Governments, Parastatals and Private & Co-operative Sector and Non-Government Organizations.
2. Prepare Action Plans for creation of adequate infrastructure facilities relating to water, drainage, sanitation, sewerage, power supply and transport connectivity.

Strategy 6: Establish a Legal & Regulatory Framework

Projects/Measures
1. Develop a county housing policy, county land policy
2. Adopt zoning development policy as provided by this Plan.

Strategy 7: Promote Housing Finance development

Projects/Measures
1. Devise macro-economic policies for enabling accelerated flow of resources to the housing and infrastructure sector.
2. Encourage Foreign Direct Investment in the urban housing and infrastructure sectors.
3. Encourage formation of urban housing cooperatives
Summary on the Housing Strategy

**Theme: Provision of adequate and affordable Housing**

<table>
<thead>
<tr>
<th>Objectives</th>
<th>Issues</th>
<th>Strategies</th>
<th>Projects</th>
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<tbody>
<tr>
<td>1. To bridge the gap between demand and supply,</td>
<td>1. Shortage of planned land for housing development</td>
<td>1. Promote Land Use Planning by allocating sufficient land for housing development</td>
<td>1. Acquire land and provide low cost housing in the Railways land and prisons land,</td>
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<td>2. To improve shelter condition,</td>
<td>2. Development of housing areas with no matching services and infrastructure</td>
<td>2. Densification of existing residential neighborhoods</td>
<td>2. Redevelop the municipal estates in Bondeni and Shauri Moyo areas to modern low cost housing.</td>
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<td>3. To forestall emergence of informal settlements</td>
<td>3. Demand for descent housing that does not commensurate with housing supply</td>
<td>3. Provide and Improve Infrastructure and Services</td>
<td>3. Redevelop Kipsongo slum into a modern low cost housing area with requisite amenities</td>
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<td>4. Proliferation of informal settlements that threaten fragile ecosystems</td>
<td>4. Initiate Urban Renewal (Redevelopment) Programmes</td>
<td>4. Redevelop Section 6 Estate into a modern low cost housing area with requisite amenities</td>
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<td>5. Promote Housing Finance development</td>
<td>5. Regularize Tuwani and Mitume areas to provide basic infrastructure and services such as wide and adequate roads, adequate water and sewer supply, adequate open spaces and supportive community facilities</td>
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<td>Objectives</td>
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<td>6. Re-zone Milimani to accommodate medium density and increase housing provision</td>
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<td>7. Upgrade access roads to and within residential neighborhoods to motorable standards with adequate reserves</td>
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<td>8. Increase water and sewer reticulation system to all the residential areas</td>
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<td>9. Provide storm water drainage facilities in residential areas</td>
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<td>10. Install street lighting facilities in residential areas</td>
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</table>
Areas for low cost housing:
1. Bondeni
2. Shauri Moyo
3. Prisons Land
4. Railways Land
5. Kipsongo

Areas for Redevelopment:
1. Tuwani
2. Mitume

Area for Rezoning from low to medium density:
1. Milimani

Areas for future residential housing
6.7 **Environmental Protection, Conservation and Disaster Management Strategy**

Purpose of the strategy is to minimize impacts of human and natural activities on the environment, improve the aesthetic value of urban places, create a variety of recreation spaces, conserve hilltops, wetlands, and riverine, and restrict human activities on disaster prone areas, climate change mitigation, improve water and sanitation.

**Strategy 1: Improve Solid Waste Management**

**Projects/Measures**

1. Acquire land for a waste treatment plant at ADC farm
2. Decommission the current dumpsite for an urban park/forest.
3. Recording of waste deliveries and tipping, charging of service levies and disposal plan must be followed.
4. Encourage waste separation at source, reduce, recycling, and re-use
5. Incinerate hospital and hazardous waste
6. Privatize waste collection in order to increase waste collection coverage and frequency
7. Encourage community groups to be involved in solid waste management
8. Provision of adequate and accessible skips in the municipality especially the markets,
9. Formulate and enforce by laws to discourage haphazard waste dumping
10. Install street bins in appropriate locations in municipality
11. Use enclosed and NEMA licensed waste collection vehicles (modern compactors)

**Strategy 2: Conservation and Protection of Ecologically Sensitive Areas**

They include: Section 6 forest, KCC Forest, Showground Forest, Milimani/Block 10 Forest, Museum nature trail, Machinjoni River and wetland, Koitobos River, KCC Forest stream and wetland and Saiwa Swamp, which is a major wetland near the planning area. Wildlife found in forested areas and wetlands include monkeys, Sitatunga antelopes, cranes and snakes.

**Projects/Measures**

1. Conservation and Protection of Forests by revoking all the subdivisions within the forests and promoting Section 6 forest as a picnic, camping and arboretum zone, KCC Forest as Nature Park (See
Mombasa Haller Park) by introducing indigenous tree species and animals of various type, Showground and Block 10 Forests for Eco Lodges to attract investors and increase county revenue

2. Provide a riparian reserve of 10-30M for rivers and streams depending on the river/stream profile. Provide 30M for River Koitobos

3. Promote community participation in conservation by establishing management committees and initiating tree-planting projects in schools, market centres and the highway and planting indigenous trees for forest conservation.

4. Enforcement of relevant legislations

5. Formulate detailed environmental management plan for the water resource areas.

6. Provide sewer or waterborne toilets to stop potential of underground water pollution

7. Proper sitting of pit latrines and toilets to curb ground water contamination

**Strategy 3: Enhance Landscaping, Beautification and Greening**

**Projects/Measures**

1. Establish urban parks at the Prisons land and Showground forest

2. Conserve forests and promote them as recreational areas to enhance greenery

3. Rehabilitate rest parks and lay down flowerbeds for beautification

4. Encourage planting of appropriate indigenous trees

5. All trees cut in the Municipality will require county permission, and all landowners will be required to maintain well landscape conditions.

**Strategy 4: Enhance coverage and efficiency in liquid Waste Disposal**

**Projects/Measures**

1. Provide sewer in the unconnected/unsewered areas especially to cover all the proposed development nodes.

**Strategy 5: Reduce Air Pollution**

**Projects/Measures**

1. Promote use of non-motorized transport, organize it and provide the necessary supporting infrastructure such as cycling lanes and parking grounds

2. Control open burning of materials including solid waste especially in crowded areas
3. Safely dispose rotting organic matter and improve hygiene standards in pit latrines, urinals and waterborne toilets to kill the foul smells

4. Pave roads/footpaths and improve land vegetation cover to contain dust

5. Promote use of cleaner domestic energies such as electricity and liquefied Petroleum Gas to control indoor air pollution.

**Strategy 6: Enhance Aesthetics of Kitale Municipality**

**Projects/Measures**

1. Sitting of outdoor advertisement billboards and signs boards to be approved and regulated by county’s physical planning department

2. Control illegal structures and building materials

3. Enhance greenery and municipality beautification.

**Strategy 7: Reduce Noise pollution**

**Projects/Measures**

1. Relevant agencies should ensure that Noise and Excessive Vibration (Control) Regulations, 2009 is adhered to

2. Ensure that buildings especially entertainment joints have put in place noise proof mechanisms.

3. Individuals/institutions/organizations that intend to make noise to normally seek permission from NEMA as required by Noise and Excessive Vibration (Control) Regulations, 2009.

4. Use of acoustic materials from the noisy buildings and application of laws on noise pollution

5. The transportation policy of promoting public transport and reducing private vehicles on the road is also a crucial strategy in lowering noise levels. In addition, the need to increase setback standards between residential dwellings and major roads should be examined

6. Discourage heavy traffic from densely populated areas

**Strategy 8: Enhance Disaster Preparedness and Management**

**Projects/Measures**

1. Formulate a Disaster Preparedness and Management section within the county

2. Formulate Disaster Preparedness and Management by laws

3. Zoning shall ensure separation of conflicting land uses to reduce chances of disasters like fire.
4. Acquire adequate land for firefighting facilities at the current site. Provide sub-stations in every development node with at least two land rovers

5. Make and enforce laws that all buildings must have complete firefighting equipment to include the firefighting horse reel, fire extinguishers and fire hydrants.

**Strategy 9: Promote Stakeholder’s involvement in environmental management of the municipality**

**Projects/Measures**

1. Strengthen and Enhance community participation structures for stakeholders participation in environmental matters

2. Broaden and strengthen public/private partnership

3. Work with the poor in improving their neighborhood environments

4. Channel the bulk of environmental resources and programs to the poor.

5. Promote community environmental awareness through electronic and print media (including poster), publics meetings, organized sector forums, youth and women.

**Strategy 10: Enhance Climate Change mitigation and adaptation**

Cities can take a major step toward sound development and climate change resilience simply by instituting and enforcing stronger management principles—a very substantial undertaking that does not lend itself to consistently easy solutions.

**Projects/Measures**

The adaptation measures which the municipality requires to undertake to mitigate the potential climatic impacts include:

1. Diversify sources of fresh water (e.g. ground water) and create water storage capacities such as dams.

2. Increase vegetation cover to increase carbon sequestration capacity,

3. Encourage house design and building materials to cushion the increased temperatures.

4. Promote use of clean energy sources

5. Planning for green infrastructure
## PHASING OF ENVIRONMENTAL STRATEGY PROJECTS FOR EFFECTIVE IMPLEMENTATION

<table>
<thead>
<tr>
<th>Phase</th>
<th>Project</th>
<th>Implementation Procedure</th>
<th>Timelines</th>
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</table>
| I     | Provision of adequate and accessible dustbins and skips in the to cover the entire municipality and especially the CBD | i. Conduct a needs assessment  
 ii. Provide bins and skips in appropriate locations                                                                   | 1 year    |
|       | Full demarcation of ecologically sensitive areas                      | i. Undertake ground survey of the ecologically sensitive areas and demarcate them accordingly  
 ii. Produce survey plans                                                                                           | 1 year    |
| II    | Acquisition of land for a waste treatment plant at ADC farm          | i. Undertake a feasibility study  
 ii. Prepare a site plan  
 iii. Lay down road, water, sewer and power infrastructure  
 iv. Construct a waste treatment facility  
 v. Decommission the current dumpsite for an urban park/forest.                                                     | 2 years   |
|       | Acquisition waste collection trucks                                   | i. Acquire at least three new modern compactors for waste transportation                                           | 2 years   |
|       | Formulation of a Disaster Preparedness and Management system within the county | i. Formulate Disaster Preparedness and Management by laws  
 ii. Formulate Disaster Preparedness and Management section within the county                                            | 2 years   |
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|   |   | iii. Hire skilled staff on disaster management  
|   |   | iv. Conduct regular trainings and drills  
| III | Provision of adequate firefighting facilities | i. Purchase at least two 10000liters fire engines to serve the municipality  
|     |   | ii. Undertake a feasibility study for new fire substations  
|     |   | iii. Prepare Site Plans  
|     |   | iv. Construct fire sub-stations in every growth node  
|     |   | v. Purchase a mini fire engine for each substation  
|     |   | vi. Lay down fire hydrants in all the main activity areas  
|   |   | 3-5 years  
| IV | Community Sensitization | i. Conduct community seminars and workshops on environmental protection and conservation  
|   |   | Planning Period  

**KITALE MUNICIPALITY IUDP (2016-2036)**
6.8 **Revenue Enhancement Strategy**

**Strategy 1: Increase Reliance on Local Revenue Sources**

**Projects/Measures**
1. The county should gradually reduce the dominance of grants revenue in its funding arrangements by increasing own revenue yields of especially property taxes and user charges like markets and parking fees to finance its operating and capital expenditure and to reverse deficit operations to financial sustainability.

**Strategy 2: Systems Computerization**

**Projects/Measures**
1. Installation of a computerized accounting and financial reporting programme through adoption of the Local Authority Integrated Financial Operational and Management System (LAIFOMS) and IFMIS
2. The County Government should ensure implementation of all accounting modules of the programmes.

**Strategy 3: Review of the Property Tax System**

**Projects/Measures**
1. The County Government to review its property tax system; it should adopt development rating and thus increase the basis of charging rates.

**Strategy 4: Linkage of Tax Registers to Geographical Information System (GIS)**

**Projects/Measures**
1. The County Government to install systems that continuously updates the registers which provide data for assessment, invoicing and collection of revenue due to the county. Such registers include listings of land parcels in its area (with details as to their numbers, sizes, location, use, and details of owners) and registers of businesses operating in the municipality.
2. The County Government needs to integrate its property taxation system with its survey and physical planning databases so that changes in size, location, owner, usage and occupancy of all land parcels, buildings and other features such as roads, rivers, schools, recreational grounds, etc. are captured and up-dated in the tax registers simultaneously as they are recorded in the survey and other physical planning databases of the county.
Strategy 5: User Charge Services Cost Recovery

Projects/Measures

1. The County Government to ensure that revenue generated by user charge facilities such as markets, ambulance service, and public conveniences, fully covers related staff, operating, and maintenance expenses and realizes reasonable savings contribution towards a fund for expansion of the scale and coverage of the service as well as for eventual renewal or replacement of the capital assets used. The County should therefore:

   a) Regularly review its license and other fees and charges as well as stalls rental charges and open air market fees to ensure sustained related costs recovery.

   b) Enhance supervision of revenue collectors

   c) Install built-in control mechanisms (e.g. spot checks, rotation of staff, etc.) to discourage dishonesty and pilfering

   d) Impose heavy penalties and severe punishment on traders and staff responsible for confirmed cases of compromising county’s revenue collection effort.

Strategy 6: Grants and Donor Funds

Projects/Measures

1. The County Government should present its funds requirements to managers of devolved public funds and to representatives of donor agencies based on a well prepared criteria of needs, prioritization of projects and as per the implementation framework presented in this Plan.

Strategy 7: Privatization & Services Contracting Arrangements

Projects/Measures

1. County Government to contract services that it is not able to provide to private sector operators to provide the service with such conditions as will ensure sustained availability of the service at an affordable cost to all who need it. Services that can be privatized include water supply, solid waste management, slaughterhouses, rental housing, nursery schools, markets, hotels, lodges and restaurants.
6.9 **INSTITUTIONAL DEVELOPMENT AND CAPACITY BUILDING STRATEGY**

This refers to the promotion and enhancing of the legal institutions that shall facilitate the preparation, implementation and financing of Kitale Municipality Integrated Development Plan including measures to provide proper and adequate community participation mechanisms. The strategy seeks to provide a stable environment for the operations of all institutions of the county for proper implementation and monitoring of this plan. It will also help to achieve transparency and accountability in governance and economic management of the county.

**Strategy 1: Development and establishment of key offices for management and governance of the Municipality as required by law**

Kitale Municipality is the administrative capital of Trans Nzoia County. Provision is made for urban governance under the Urban Areas and Cities Amendment Act 2017, for Kitale to be classified as a Municipality by the virtue of being the County Headquarters and having a population of 50,000-250,000. This plan preparation therefore seeks to enhance classification of Kitale municipality as a Municipality. Preparation of an Integrated Plan is one of the requirement for an urban area to be classified as a Municipality.

The plan enhances and promotes good governance. The term is actually a quantitative term, which may be difficult to achieve, but includes a number of characteristics that should be fulfilled:

- **Sustainable and Locally Responsive**: It balances the economic, social, and environmental needs of the present and future generations, and locates its service provision at the closest level to citizens.

- **Legitimate and Equitable**: It has been endorsed by society through democratic processes and deals fairly and impartially with individuals and groups providing non-discriminatory access to services.

- **Efficient, Effective and Competent**: It formulates policy and implements it efficiently by delivering services of high quality.

- **Transparent, Accountable, and Predictable**: It is open and demonstrates stewardship by responding to questions and providing decisions in accordance with rules and regulations.

- **Participatory and Providing Security and Stability**: It enables citizens to participate in government and provides security of livelihoods, freedom from crime and intolerance.
- **Dedicated to Integrity**: Officials perform their duties without bribe and give independent advice and judgments, and respects confidentiality. There is a clear separation between private interests of officials and politicians and the affairs of government.

The above factors underpin the functions of good governance. Therefore, sustainable development is not attainable without sound County and Municipal’s administration and management.

**Projects/Measures**

1. Establish the office of the County Director in charge of planning. This office is responsible for coordinating the preparation of integrated plans from the initial stage to the implementation and overview stages. Directors in planning department in all the counties also act as the ground point men in facilitating citizen participation.

2. Establish Municipal board to oversee and manage the affairs of the municipality. Section 12 (1) of the Act states that the management of a city and municipality shall be vested in the county government and administered on its behalf by:-
   i. A board constituted in accordance with section 13 or 14 of this Act;
   ii. A manager appointed pursuant to section 28

3. Establish office of a Municipal Manager and Municipal Engineer to manage provision of urban services in urbanized areas of municipalities and to manage technical aspects of solid waste management, storm water drainage and water supply and sanitation in the municipality respectively

4. Establish offices of the estate administrators. These offices shall coordinate, manage and supervise the general administrative functions in the estates

5. This plan shall develop a system of governance that encourages participation by residents in its affairs, and shall for that purpose; create appropriate conditions for participation in preparation, implementation and review of this Integrated Urban Development Plan.

6. Address the following challenges which the County’s Department of Lands, Planning, Housing and Urban Development faces:
   i. Insufficient funding and delay of release of funds to enhance project initiation and completion. Bureaucratic way of acquiring funds in the county
   ii. Low staff levels especially planners, surveyors and GIS technicians at the county level, sub county level and at the municipality level. The department has 6 planners only who operate from the head office and none at the sub-county level. There are 4 Surveyors who all operate
from Kitale Municipality and none at the sub-county level as well, the county has a lands administration officer serving three counties and GIS technicians are non-existent, only one cartographer

iii. Inadequate offices and office space, lack of office equipment (computers, printers, scanners, plotters etc.) and lack of enough field vehicles (only one which is shared by every planning officer except the CEC member) both at the county and sub county levels. The vehicle is also in poor condition as it often breaks down.

iv. Lack of a strong and efficient Enforcement Department

7. Enhance digitization of registry, which is currently underway, personal growth of the staff by recommending for relevant trainings on emerging issues, infrastructure networks upgrading, purchase of vehicles to aid in survey and planning field works.
Chapter 7 - Plan Implementation Framework

7.1 Overview

This chapter provides a platform to ensure that all the proposals are implemented in the manner proposed and within the period indicated in the strategies. It also proposes the prioritization of projects and provides ways and means for easing of funds. The overall implementation of the integrated urban development plan will be absorbed by the identified existing institutions, which will require strong leadership and coordination.

A timeframe for each action has been given indicating the expected implementation time, i.e. immediate, continuous, short term, medium term or long term. It identifies the relevant institutions that are crucial to the implementation of the various action programmes.

7.2 Strategic Projects

Critical projects are transformative, have higher multiplier effects (forward and backward linkages) and have the highest potential to kick-start the economy of Kitale municipality. These projects are categorized into facilitative, productive and perceptive.

Facilitative are those projects/programmes which enable the productive sector to operate effectively and efficiently. Productive projects are those which produce goods and services directly and lead to generation of employment and income. Perceptive projects are those that improve the image and beauty of the municipality, have the potential to attract investors and give the municipality unique identity.

7.2.1 Facilitative Projects

Water
- NZOWASCo to expand sewer and water infrastructure to serve the whole of the proposed municipality.

Transport
- Ministry of Transport, KURA and the County Government to acquire and develop public transport routes and bus stops between within the proposed Municipality to cover the two proposed Strong Centres and all the Growth Nodes

Energy
• Kenya Power Kitale region to improve the Main Ring Circuit around Municipality to increase electricity reliability.

7.2.2 Productive Projects

Industry
• Develop Special Economic Zones (SEZs) for value addition of agricultural produce at KARI, or at the ADC Farm

Commerce
• Development of Business Incubation Centres at the existing industrial area by the Kenya industrial Estates and Kenya Industrial Research Development Institute.
• Redevelopment of Municipal market to a multi storey modern market through a PPP
• County Government to acquire land at the Railways land and develop a modern open air market and Mitumba Market. Relocate Chanuka market, BP Market and Soko Mjinga market to this newly acquired market space. Provide requisite infrastructure

Tourism
• Acquisition of land behind the County Commissioners land and develop an integrated Community/Cultural Centre, redevelop Kitale golf course, and develop high-class hotels at Kibomet area and other areas where environment is conducive. County Government to facilitate provision of requisite infrastructure

7.2.3 Perceptive Projects

Design and Redevelopment
• County government to redesign and redevelop the land around the County Government offices to a compact multi storey development to accommodate all administrative functions to create a civic centre and place of high aesthetic value.

Green spaces
• Initiate river rejuvenation along Machinjoni stream and River Koitobos with a nature trail; relocate dumpsite to ADC farm to provide space for development of an Urban Park. Conserve the existing forest blocks, museum nature trail, Kitale Nature Conservancy and redevelop the Golf course to international standards
7.3 Quick Wins

Projects enumerated below as quick wins are those projects that will be achieved immediately preferably within a period of 100 days. These projects have high visibility and serve the purpose of rallying support for subsequent planning activities. They also require low funding:

- Motorbikes management. This will be implemented by the County Government, Bodaboda operators and the traffic police
- Formation of Community forum to ensure and monitor provisions of the Integrated Urban Development Plan
- County Government to provide waste skips at the main markets and all the proposed growth nodes
- Waste sorting, and recycling
- Fencing of the current dumpsite
- Youth, CBOs and NGOs to participate in tree nurseries programmes and activities on riverine areas
- Establish a system of scrutinizing development applications for approval, supervision and enforcement of development

7.4 Capacity Building

These are projects to be undertaken immediately and continuously for purposes of enhancing the ability to implement projects during planning period. They include:

- Training of staff in the use of the plan for decision making,
- Establishment of spatial planning directorate,
- Equipping of service departments
- Periodic public education, sensitization and awareness creation.
### 7.5 Implementation Phases

<table>
<thead>
<tr>
<th>Projects</th>
<th>Implementation Procedure</th>
<th>Timelines</th>
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</thead>
</table>
| **Construction of a Multi-Storey Business Centre** | i. Undertake a feasibility study  
ii. Prepare a site plan.  
iii. Lay down road, water, sewer and power infrastructure  
iv. Construct an integrated business centre. | 1-3 years |
| Construct a business centre where the Municipal Market is located. This will be designed to host about 6,000 traders | | |
| **Provision of Market Facilities at Railways land** | i. Undertake a feasibility study  
ii. Prepare a site plan  
iii. Lay down road, water, sewer and power infrastructure  
iv. Construct market facilities and a business centre | 1-3 years |
| Acquire land and construct an open-air market for farm products, a second hand clothes (*mitumba*) market, a business centre (stalls and small enterprises) and a wholesale market on a section of the Railways land. | | |
| **Construction of a Light Industrial Park** | i. Undertake a feasibility study  
ii. Prepare a site plan  
iii. Lay down road, water, sewer and power infrastructure  
iv. Construct a light industrial park | 1-3 years |
| Acquire land at the Prisons land and construct a light industrial park for *jua-kali* artisans (furniture workshops, metal fabricators) and vehicle repair | | |
| **Construction of new Bus Parks** | i. Acquire land for the proposed bus park at the railways land | |
| Construction of new bus parks at the Railways land (2 acres), Lions Centre (3.8 acres) and Section 6 Forest (5.6 acres) | ii. Undertake a feasibility study for the bus parks  
iii. Prepare designs for the bus parks  
iv. Construct the bus parks in phases | 1-3 years |
|---|---|---|
| **Construction of 2 Lorry Parks**  
Construction of 2 lorry parks at Section 6 forest (the open space opposite the stadium) and Sirende Centre | i. Acquire land for a lorry park at Sirende  
ii. Undertake a feasibility study of the two lorry parks  
iii. Prepare designs for the lorry parks  
v. Construct the lorry parks | 1-3 years |
| **Construction of a new State of the Art Stadium**  
Redevelop the stadium to a modern sports complex to promote sports tourism and enhance County revenue. | i. Survey and demarcate the land properly to ascertain the actual acreage of the stadium land.  
ii. Repossess land around the stadium that is being used for other activities other than sports activities.  
iii. Undertake a feasibility study of the project.  
v. Construct a modern stadium with requisite facilities | 1-3 years |
| **Upgrading of the Airstrip to a Local Airport**  
Upgrade Kitale Airstrip to a local airport to enhance economic activities such as boost local tourism, facilitate access to raw materials, facilitate access and marketing of industrial goods and create more jobs. | i. Prepare designs and site plans for the proposed airport.  
ii. Undertake survey and prepare a survey plan for the land  
iii. Acquire land for the expansion and upgrading of the airstrip.  
v. Construct the airport with requisite facilities. | 1-3 years |
### Expansion of Water Supply Facilities

- **i.** Extension of the piped water supply to cover the municipality
- **ii.** Expansion of the existing treatment works
- **iii.** Drilling of boreholes in high ground water potential areas

<table>
<thead>
<tr>
<th>Task</th>
<th>Duration</th>
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<tbody>
<tr>
<td>i. Undertake a feasibility study of the water expansion</td>
<td>1-3 years</td>
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<tr>
<td>ii. Acquire land for way leaves and treatment facility where necessary</td>
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<tr>
<td>iii. Prepare designs for the reticulation system</td>
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<tr>
<td>iv. Construct the water treatment plant</td>
<td></td>
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<tr>
<td>v. Construct the reticulation system</td>
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</tbody>
</table>

### Expansion of Sewer Facilities

- **i.** Extension of the sewer line to cover 2,000 new households
- **ii.** Expansion of the existing treatment works (Machinjon and Bidii)
- **iii.** Construction of new sewer treatment plants at Bikeke/Naisambu area and Rafiki/Airstrip area

<table>
<thead>
<tr>
<th>Task</th>
<th>Duration</th>
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<tbody>
<tr>
<td>i. Undertake a feasibility study of the sewer expansion</td>
<td>1-3 years</td>
</tr>
<tr>
<td>ii. Acquire land for way leaves and expansion of the treatment plants where necessary</td>
<td></td>
</tr>
<tr>
<td>iii. Prepare designs for the reticulation system</td>
<td></td>
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<tr>
<td>iv. Construct the reticulation system in phases</td>
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<tr>
<td>v. Construct the sewer treatment plants in phases</td>
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</tbody>
</table>

### Construction of a Municipal Level Public Library

Construction of a modern public library on the land already existing behind the County Commissioner’s office.

<table>
<thead>
<tr>
<th>Task</th>
<th>Duration</th>
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<tbody>
<tr>
<td>i. Prepare a design for the public library</td>
<td>1-3 years</td>
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<tr>
<td>ii. Construct the library</td>
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<tr>
<td>iii. Equip it with modern facilities</td>
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</table>

### Construction of an Integrated Community Centre

Acquisition and construction of a Municipal Level Integrated Community Centre behind the County

<table>
<thead>
<tr>
<th>Task</th>
<th>Duration</th>
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<tbody>
<tr>
<td>i. Acquire land from the Ministry of Agriculture.</td>
<td>1-3 years</td>
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<tr>
<td>ii. Undertake a feasibility study of the site.</td>
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<tr>
<td>iii. Prepare designs for the centre.</td>
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<tr>
<td>iv. Provide requisite infrastructure.</td>
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<tr>
<td>Commissioner’s office on a land next to the existing library land.</td>
<td>v. Construct the Park.</td>
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</tbody>
</table>
| **A new Public Cemetery**  
Provision of a public cemetery at ADC Farm (10ha) | i. Acquire land (10Ha) at ADC Farm.  
ii. Provide requisite infrastructure. |
| **Development of Low Cost Housing on Prisons Land**  
Development of low cost housing on Prisons land to pave way for redevelopment of Shauri Moyo and Bondeni  
Development of low cost housing on Railways land | i. Undertake a feasibility study  
ii. Prepare a site plan  
iii. Lay down road, water, sewer and power infrastructure  
iv. Construct low cost houses |
| **Re-Planning of Tuwani and Mitume**  
Preparation of a Local Physical Development Plan for Tuwani, Kaloleni and Mitume | i. Conduct field studies.  
ii. Prepare a draft Local Physical Development Plan.  
iii. Approval of the Plan for implementation. |
| **Redevelopment of Shauri Moyo and Bondeni and Cherangany estates to construct Low Cost Housing** | i. Undertake a feasibility study  
ii. Prepare a Site Plan  
iii. Prepare a Resettlement Action Plan  
iv. Lay down road, water, sewer and power infrastructure  
v. Construct low cost houses |
| **Provision of Solid Waste Receptacles and Bins**  
Provision of adequate and accessible dustbins and skips in | iii. Conduct a needs assessment  
iv. Provide bins and skips in appropriate locations |

KITALE MUNICIPALITY IUDP (2016-2036)
<table>
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<tr>
<th>Project Description</th>
<th>Task</th>
<th>Timeframe</th>
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<tbody>
<tr>
<td><strong>Surveying of Ecologically Sensitive Areas (forests, rivers, nature trails, wetlands and swamps)</strong>&lt;br&gt;Full surveying and proper demarcation of ecologically sensitive areas</td>
<td>iii. Undertake ground survey of the ecologically sensitive areas and demarcate them accordingly&lt;br&gt;iv. Produce survey plans</td>
<td>1-3 years</td>
</tr>
<tr>
<td><strong>Acquisition of Waste Transportation Trucks</strong>&lt;br&gt;Acquisition of 3 waste collection trucks (modern compactors)</td>
<td>ii. Purchase at least three new modern compactors for waste transportation</td>
<td>1-3 years</td>
</tr>
<tr>
<td><strong>Provision of new Fire Fighting Facilities</strong>&lt;br&gt;Provision of adequate firefighting facilities (engines and fire hydrants)</td>
<td>vii. Purchase at least two 10000liters fire engines to serve the municipality&lt;br&gt;viii. Install new fire hydrants to cover the municipality</td>
<td>1-3 years</td>
</tr>
<tr>
<td><strong>Picnic sites, camping areas and arboretum facilities at Section 6 Forest (137.8ha)</strong>&lt;br&gt;Redevelop the forest for urban tourism to create jobs and increase the county revenue</td>
<td>i. Undertake a feasibility study&lt;br&gt;ii. Site design and planning&lt;br&gt;iii. Construct the requisite facilities</td>
<td>1-3 years</td>
</tr>
<tr>
<td><strong>Upgrading of all municipal roads and maintenance of walkways</strong></td>
<td>i. Conduct road and walkway inventory.</td>
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<tr>
<td>ii.</td>
<td>Identification of the roads that require upgrading and the walkways that require maintenance.</td>
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<tr>
<td>iii.</td>
<td>Include the projects in the municipality’s annual budget.</td>
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<td>iv.</td>
<td>Undertake the construction works.</td>
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### Phase II

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<tr>
<th>Construction of Eco Lodges</th>
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<tbody>
<tr>
<td>Develop Eco Lodges at Showground forest (110ha), Block 10 forest (35ha) and the Museum Nature Trail (40ha) to promote nature tourism that will create new jobs and increase the county revenue</td>
<td>i.</td>
<td>Undertake a feasibility study</td>
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<td></td>
<td>ii.</td>
<td>Site design and planning</td>
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<td>iii.</td>
<td>Lay down the necessary/basic infrastructure and amenities</td>
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<tr>
<td>Development of a Nature Park (Haller Park)</td>
<td>iv.</td>
<td>Acquire the necessary permits from KFS, KWS, County Government and the National Land Commission</td>
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<tr>
<td>Promote KCC forest as a nature park similar to Mombasa Haller Park to promote nature tourism. This will attract more people into the municipality creating more business opportunities, new jobs for the park staff and increase the county revenue</td>
<td>v.</td>
<td>Construct the facilities through PPPs</td>
<td>3-5 years</td>
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<tr>
<td>** Provision of Pedestrian Boulevards**</td>
<td><strong>Construction of an Integrated Multi-Level Parking Facility</strong></td>
<td><strong>Construction of two By-passes</strong></td>
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<tr>
<td>Construct pedestrian boulevards along Laini Moja Section and on the prisons land to connect the municipality centre near the main bus park and Machinjoni area</td>
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<tr>
<td>i. Undertake a feasibility study &lt;br&gt; ii. Undertake designs &lt;br&gt; iii. Acquire land for the routes &lt;br&gt; iv. Construct the boulevards with adequate street furniture</td>
<td>i. Undertake a feasibility study for the project. &lt;br&gt; ii. Prepare designs for the facility. &lt;br&gt; iii. Acquire a portion of land for the bus park from the Prisons land &lt;br&gt; iv. Construct an integrated multi-level parking facility with requisite facilities.</td>
<td>i. Prepare road designs. &lt;br&gt; ii. Undertake survey and prepare cadastral layers for the by-passes. &lt;br&gt; iii. Acquire adequate road reserves (60m) as per the Constitution and relevant laws &lt;br&gt; iv. Construct the by-passes.</td>
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3-5 years
### Development of ICT Facilities and Infrastructure

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<tbody>
<tr>
<td>i.</td>
<td>Construction of an ICT Park (0.4Ha) on Land behind County Commissioner’s office next to the Proposed Integrated Community Centre.</td>
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<td>ii. Connection of the municipality with the TEAMS(The East Africa Marine System) fiber optic cable</td>
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<tbody>
<tr>
<td>i.</td>
<td>Acquire land for construction of an ICT Park</td>
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<td>ii. Undertake a feasibility study</td>
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<tr>
<td></td>
<td>iii. Undertake a design of the park</td>
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<td>iv. Construct the Park</td>
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<td></td>
<td>v. Connect the municipality with fiber optic cables</td>
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### Construction of Smaller Public Libraries

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<td></td>
<td>Construction of smaller public libraries at all the growth nodes</td>
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<tbody>
<tr>
<td>i.</td>
<td>Prepare building and site plans</td>
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<td>ii. Acquire land and construct the facilities</td>
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### Provision of New Health Centres

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<td></td>
<td>Construction of health centres in every growth node</td>
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<tbody>
<tr>
<td>i.</td>
<td>Prepare building and site plans</td>
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<td>ii. Acquire land and construct the facilities</td>
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### Construction of a Sanitary Landfill Site at ADC

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<tbody>
<tr>
<td></td>
<td>Acquisition of land (10ha) and construction of a solid waste treatment plant at ADC farm</td>
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<tr>
<td></td>
<td>vi. Undertake a feasibility study</td>
</tr>
<tr>
<td></td>
<td>vii. Prepare a site plan</td>
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<tr>
<td></td>
<td>viii. Lay down road, water, sewer and power infrastructure</td>
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<td></td>
<td>ix. Construct a waste treatment facility</td>
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<td></td>
<td>x. Decommission the current dumpsite for an urban park/forest.</td>
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### Phase III

| **Business Incubation and Start-Up Centres** | i. Acquire land (45ha)  
ii. Prepare a Master Plan for the incubation centres  
iii. Provide roads, power, water and sewer infrastructural facilities  
iv. Develop the incubation centres | 5-10 years |
<table>
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<tbody>
<tr>
<td>Develop business incubation and start-up centres at the existing industrial area in partnership with the Kenya Industrial Estates to increase employment opportunities and county revenue</td>
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</tbody>
</table>

| **Municipal Public Transport System** | i. Acquire land for expansion of the roads  
ii. Undertake a feasibility study  
iii. Expand/Construct the roads  
iv. Construct pick and drop off points  
v. Provide bus rapid transit system along the routes | 5-10 years |
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<tbody>
<tr>
<td>Acquire for expansion and construction of roads to develop a Municipal public transport system for the following routes: Tuwani-CBD, Tuwani-Kibomet, Kibomet-CBD, CBD-Bikeke, Bikeke-CBD, CBD-Airport, Airport-ADC Industrial Area-CBD</td>
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| **New KMTC** | i. Acquire land (10Ha)  
ii. Prepare a Master Plan for the site  
iii. Construct the College with requisite facilities | 5-10 years |
<table>
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<tbody>
<tr>
<td>Construction of Kenya Medical Training College opposite the County Referral hospital</td>
<td></td>
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</tbody>
</table>

| **New Police Stations** | i. Acquire land  
ii. Prepare designs for the facilities  
iii. Construct the facilities | 5-10 years |
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<tbody>
<tr>
<td>Construction of police stations at the proposed industrial zone and the growth nodes (Rafiki, Sirende, Bikeke and Namanjalala)</td>
<td></td>
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</tbody>
</table>
| **Construction new fire sub-stations** | i. Conducting a prefeasibility study.  
Construction of fire station in the proposed urban nodes (Rafiki, Sirende, Bikeke and Namanjalala)  
Provision of adequate firefighting facilities (engines and fire hydrants) | ii. Identify suitable sites.  
iii. Acquire land  
ix. Construct fire sub-stations  
x. Purchase a mini fire engine for each substation  
xii. Lay down adequate fire hydrants | 5-10 years |
| **Upgrading of Kipsongo Slum to modern high density Low Cost Houses** | i. Sensitization of the residents  
ii. Undertake a feasibility study  
iii. Prepare a Site Plan  
v. Lay down road, water, sewer and power infrastructure  
vi. Construct high density low cost houses | 5-10 years |
| **Phase IV** | | |
| **Industrial and Special Economic Zone** | i. Provide requisite facilities and incentives for the current industrial zone  
ii. Acquire land (500ha) from the ADC  
iii. Prepare a Master Plan for the Special Economic Zone  
iv. Lay down basic infrastructural facilities and amenities such as roads, power, water, sewer, waste management sites, fiber optic cables, security apparatus et cetera | Planning Period  
(20 years) |
large, create investment opportunities, create jobs, increase firms and household revenues among others

| v. Construct heavy and medium industrial parks, business parks, commercial premises, housing facilities and other related facilities |

**Light Rail Transit**
Revitalize the existing rail line by developing a meter gauge Light Rail Transit (LRT) to Eldoret Municipality to enhance economic activities such as people and goods transportation, facilitate access to raw materials, grow market access and create more jobs

| i. Secure the railway reserve |
| ii. Upgrade the old rail line |
| iii. Construct a modern railway station/headquarters |
| iv. Construct modern train stations in the different municipalities/centres along the rail route |
| v. Purchase cargo and passenger wagons |

**Major Roads Expansion**
Acquire land for expansion and construction of Kitale-Kapenguria and Kitale-Webuye International Trunk Road, Class A1, from existing 25m width in some areas to at least 40m road reserve in high-developed areas and at least 60m road reserve in the less developed areas.

| i. Prepare road designs |
| ii. Undertake survey and prepare cadastral layers for the by-passes |
| iii. Acquire adequate road reserves (60m) as per the Constitution and relevant laws |
| iv. Construct the by-passes |

Planning Period (20 years)

10-20 years
### iii. Acquire land for expansion and construction of Kitale–Cherangany Road, Class C 21 from 18m to 40m road reserve

<table>
<thead>
<tr>
<th>A Full Fledged University</th>
</tr>
</thead>
<tbody>
<tr>
<td>Construction of a full-fledged public university at the ADC farm</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>i. Acquire land (50Ha)</th>
</tr>
</thead>
<tbody>
<tr>
<td>ii. Prepare a Master Plan for the University</td>
</tr>
<tr>
<td>iii. Construct a modern university with requisite facilities</td>
</tr>
</tbody>
</table>

**NB: Community sensitization about the plan and the project in every phase.**
7.6 Coordination Framework

At policy and institutional levels, the coordination focuses on facilitating:

- The understanding and implementation of strategies and measures by the government and non-government institutions;
- Dialogue between all partners and the government to create conditions that favour the adoption of the plan.

At an operational level, coordination is mainly concerned with improving efficiency of actions through:

- Information exchange;
- Facilitating administrative procedures as much as possible;
- Ensuring the financing of critical activities, directing resources to priority areas and avoiding overlapping activities.

To enhance good coordination, it is recommended that:

- People in the planning area to begin reinforcing the immediate and personal initiatives of this plan;
- The quick wins and immediate interventions be cleared to pave way for the short term and medium term strategies that will ultimately prepare a way for the long term objectives.

7.7 Community Participation Framework

The main aim is to improve the effectiveness and validity of implementation processes and to increase the acceptability of plan proposals and decisions. This will fully involve the community in investment choices and management decisions.

- Formation of community based environmental management committees;
- Community members to set up community police areas in all the residential neighbourhoods. Community members to form phone tree communication mechanisms.
- The donor community through registered NGOs and CBOs to develop riverine and riparian reserves as nature trails.
- Residents to comment on public notices informing them of proposed developments within their neighborhoods and cooperate appropriately.
### 7.8 Project Outcome Based Monitoring and Evaluation

<table>
<thead>
<tr>
<th>OUTCOME</th>
<th>PROJECT</th>
<th>INDICATOR</th>
<th>TARGET</th>
<th>DATA SOURCE</th>
<th>RESPONSIBLE</th>
<th>REPORTING</th>
</tr>
</thead>
<tbody>
<tr>
<td>A thriving economy on a conducive business environment</td>
<td><strong>Construction of a Multi-Storey Business Centre</strong></td>
<td>A site Master Plan Building Number of trades domiciled in the building</td>
<td>100% in 3 years</td>
<td>Department of Trade, Commerce and Industries</td>
<td>Director (s) in charge of Trade and commerce</td>
<td>County Annual Reports</td>
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<tr>
<td>Increase employment opportunity.</td>
<td><strong>Provision of Market Facilities at Railways land</strong></td>
<td>Feasibility study report A site Master Plan Number of stalls constructed. Revenue obtained from the facilities.</td>
<td>100% in 3 years</td>
<td>Department of Trade, Commerce and Industries</td>
<td>Director (s) in charge of Trade and commerce</td>
<td>County Annual Reports</td>
</tr>
<tr>
<td>An innovative and creative society</td>
<td><strong>Construction of a Light Industrial Park</strong></td>
<td>A feasibility study report A site master plan Number of building units put up in the site Number of units occupied.</td>
<td>100% in 3 years</td>
<td>Department of Trade, Commerce and Industries</td>
<td>Director (s) of Trade and Industries. NCCI County Director</td>
<td>County Annual Reports. NCCI annual reports and news web page.</td>
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<td></td>
<td><strong>Business Incubation and Start-Up Centres</strong></td>
<td>Acres of land acquired. A site master plan length of roads laid</td>
<td>50% in 6 years</td>
<td>Department of Trade, Commerce and Industries</td>
<td>Director (s) in charge of Trade and Commerce</td>
<td>County Annual Reports. NCCI annual reports</td>
</tr>
<tr>
<td>OUTCOME</td>
<td>PROJECT</td>
<td>INDICATOR</td>
<td>TARGET</td>
<td>DATA SOURCE</td>
<td>RESPONSIBLE</td>
<td>REPORTING</td>
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<td>Length of water pipes laid</td>
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<td>Availability of power on the site.</td>
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<td></td>
<td>Building units put up on the site</td>
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</tr>
<tr>
<td>Industry and Special Economic Zone</td>
<td>A feasibility study report.</td>
<td>50% in 10 years</td>
<td>Department of Finance and Economic Planning</td>
<td>Directors in charge of Finance and economic planning.</td>
<td>County Annual Reports.</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Hectors of land acquired.</td>
<td></td>
<td>Department of Trade, Commerce and Industries</td>
<td>Director of Trade and Commerce and Industries.</td>
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<td>A site master plan</td>
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<td>Length of roads constricted.</td>
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<td>Length of water pipes laid</td>
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<td>Availability of power in the site</td>
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<tr>
<td></td>
<td></td>
<td>Number of building units constructed on the site</td>
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</tr>
</tbody>
</table>

**TRANSPORTATION**

**Overall Strategy:** Integration of Land Uses through efficient Transport Network

<table>
<thead>
<tr>
<th>OUTCOME</th>
<th>PROJECT</th>
<th>INDICATOR</th>
<th>TARGET</th>
<th>DATA SOURCE</th>
<th>RESPONSIBLE</th>
<th>REPORTING</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Construction of new terminal Facilities</td>
<td>A feasibility study report.</td>
<td>100% in 3 years</td>
<td>County Department of Public works, Transport and Energy</td>
<td>Director in charge of transport</td>
<td>County Annual Report.</td>
</tr>
<tr>
<td></td>
<td>- New bus parks</td>
<td>Acres of land acquired.</td>
<td></td>
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<tr>
<td></td>
<td>- Lions Centre</td>
<td>Number of parking lots available.</td>
<td></td>
<td></td>
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<td></td>
<td>- Section 6 Forest</td>
<td>Daily traffic volume in the terminal facilities.</td>
<td></td>
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</tr>
<tr>
<td>OUTCOME</td>
<td>PROJECT</td>
<td>INDICATOR</td>
<td>TARGET</td>
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</tr>
<tr>
<td>Efficiency</td>
<td>Upgrading of the Airstrip to a Local Airport</td>
<td>A site Master Plan.</td>
<td>100% in 3 years.</td>
<td>Kenya Airports Authority (KAA)</td>
<td>Board chairman KAA</td>
<td>KAA Annual Report</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Acres of land acquired.</td>
<td></td>
<td>Department of Public works, Transport and Energy</td>
<td></td>
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<td></td>
<td></td>
<td>Number of daily flights</td>
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<td></td>
<td></td>
<td>Annual Passenger number.</td>
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<tr>
<td>Convenience</td>
<td>Upgrading of all municipal roads and maintenance of walkways</td>
<td>The amount allocated in the budget for the project.</td>
<td>100% in 3 years.</td>
<td>County Department of Public works, Transport and Energy</td>
<td>Director of Roads.</td>
<td>County Annual Report.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Kilometers of road upgraded.</td>
<td></td>
<td></td>
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</tr>
<tr>
<td>Functionality</td>
<td>Provision of Pedestrian Boulevards</td>
<td>The kilometers of pedestrian walkway constructed.</td>
<td>100% in 5 years.</td>
<td>County Department of Public works, Transport and Energy</td>
<td>Director of Roads.</td>
<td>County Annual Report.</td>
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</tr>
<tr>
<td>Connectivity</td>
<td>Construction of an Integrated Multi-Level Parking Facility</td>
<td>Building</td>
<td>50% in 3 years.</td>
<td>County Department of Public works, Transport and Energy</td>
<td>Director of Roads.</td>
<td>County Annual Report.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Number of Parking spaces available.</td>
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<td></td>
<td>Municipal Board</td>
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</tr>
<tr>
<td>Safety</td>
<td>Construction of two Bypasses</td>
<td>Amount of money allocated for the project.</td>
<td>50% in 3 years.</td>
<td>County Department of Public works, Transport and Energy</td>
<td>Director of Roads.</td>
<td>County Annual Report.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Kilometers of roads done.</td>
<td></td>
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</tbody>
</table>

KITALE MUNICIPALITY IUDP (2016-2036)
<table>
<thead>
<tr>
<th>OUTCOME</th>
<th>PROJECT</th>
<th>INDICATOR</th>
<th>TARGET</th>
<th>DATA SOURCE</th>
<th>RESPONSIBLE</th>
<th>REPORTING</th>
</tr>
</thead>
<tbody>
<tr>
<td>Light Rail Transit Development</td>
<td>Amount allocated in the budget. An operational railway station. Number of daily trips.</td>
<td>70% in 20 years</td>
<td>KRC, Ministry of Transport, Infrastructure, Housing and Urban Development The Municipal Board</td>
<td>Chair of KRC Board of Directors County Director in Charge of Roads, Minister for Transport, Infrastructure, Housing and Urban Development Chairman of the municipal board</td>
<td>KRC projects webpage MoTIH&amp;UD Annual Reports County Annual Report.</td>
<td></td>
</tr>
<tr>
<td>Major Roads Expansion.</td>
<td>Acres of land acquired Length of road expanded.</td>
<td>100% in 20 years</td>
<td>County Department of Public works, Transport and Energy.</td>
<td>Director of Roads.</td>
<td>County Annual Report.</td>
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</tr>
</tbody>
</table>

**INFRASTRUCTURE AND UTILITY SERVICES**

Overall Strategy: Provision of Adequate and Effective Infrastructure and Infrastructural Services

<table>
<thead>
<tr>
<th>OUTCOME</th>
<th>PROJECT</th>
<th>INDICATOR</th>
<th>TARGET</th>
<th>DATA SOURCE</th>
<th>RESPONSIBLE</th>
<th>REPORTING</th>
</tr>
</thead>
<tbody>
<tr>
<td>Expansion of Water Supply Facilities</td>
<td>Feasibility study report amount of money allocated for the project Kilometers of pipes laid. Number of storage tanks</td>
<td>100% in 3 years</td>
<td>County Department of Water and Sanitation. Nzoia Water Service Company (NZOWASCO)</td>
<td>County Director in charge of water. Chairperson of the board of Directors NZOWASCO.</td>
<td>County Annual Reports. NZOWASCO Annual Reports.</td>
<td></td>
</tr>
<tr>
<td>OUTCOME</td>
<td>PROJECT</td>
<td>INDICATOR</td>
<td>TARGET</td>
<td>DATA SOURCE</td>
<td>RESPONSIBLE</td>
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<tr>
<td>A healthy society</td>
<td>Expansion of Sewer Facilities</td>
<td>Capacity of the treatment plan.</td>
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<td></td>
<td></td>
<td>Number of households connected.</td>
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<tr>
<td></td>
<td></td>
<td>Feasibility study report</td>
<td>100% in 3</td>
<td>County Department of Water and Sanitation</td>
<td>County Director in charge of sewer and sanitation</td>
<td>County Annual Reports</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Kilometers of sewer network done</td>
<td>years</td>
<td></td>
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<td></td>
<td></td>
<td>Sewer reticulation plan</td>
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<td></td>
<td></td>
<td>Number of households connected.</td>
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<tr>
<td></td>
<td>Provision of Solid Waste Receptacles and Bins</td>
<td>Needs assessment report</td>
<td>100% in 3</td>
<td>County Department of Environment</td>
<td>Director in charge of environment</td>
<td>County Annual Report</td>
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<tr>
<td></td>
<td></td>
<td>Number of waste receptacles put in place.</td>
<td>years</td>
<td></td>
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<tr>
<td></td>
<td>Acquisition of Waste Transportation Trucks</td>
<td>Number of trucks purchased</td>
<td>100% in 3</td>
<td>County Department of Environment</td>
<td>Director in charge of environment</td>
<td>County Annual Report</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>years</td>
<td></td>
<td></td>
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<tr>
<td></td>
<td>Construction of a Sanitary Landfill Site at ADC</td>
<td>Feasibility study report</td>
<td>70% in 3</td>
<td>County Department of Water Environment and Natural Resources</td>
<td>Director in charge of environment</td>
<td>County Annual Report</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Site Master Plan</td>
<td>years</td>
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<tr>
<td></td>
<td></td>
<td>Amount of money set aside for the project</td>
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<td></td>
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<td>Volume of waste disposed on the facility</td>
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<tr>
<td>An informed society.</td>
<td>Development of ICT Facilities and Infrastructure</td>
<td>Site Master Plan.</td>
<td>100% in 5</td>
<td>County Department of ICT</td>
<td>Director in charge of ICT</td>
<td>County Annual Report</td>
</tr>
<tr>
<td>OUTCOME</td>
<td>PROJECT</td>
<td>INDICATOR</td>
<td>TARGET</td>
<td>DATA SOURCE</td>
<td>RESPONSIBLE</td>
<td>REPORTING</td>
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<tr>
<td>Well utilized urban land</td>
<td>A new public cemetery</td>
<td>Amount of funds set aside for the project. Acres of land acquired. Number of graves on the site.</td>
<td>100% in 3 years</td>
<td>County Department of Health.</td>
<td>County Director in charge of Public Health.</td>
<td>County Annual Report</td>
</tr>
<tr>
<td>Safe human settlements</td>
<td>Construction new fire sub-stations</td>
<td>Feasibility Study report. Amount set aside for the project in the budget. Acres of land acquired. A building to host the facility.</td>
<td>60% in 7 years</td>
<td>County Department of Public Works</td>
<td>Director in charge of disaster preparedness and emergency responses.</td>
<td>County Annual Report</td>
</tr>
<tr>
<td></td>
<td>Provision of new Fire Fighting Facilities</td>
<td>Funds set aside for the project in the budget. The number of fire engines purchased. Number of fire hydrants installed in the municipality.</td>
<td>100% in 3 years</td>
<td>County Department of Public Works</td>
<td>Director in charge of disaster preparedness and emergency responses.</td>
<td>County Annual Report</td>
</tr>
<tr>
<td>Quality of life that is based on affordable</td>
<td>Development of Low Cost Housing on Prisons Land</td>
<td>Feasibility study report. Housing master plan. The amount of money set aside for the project in the budget. Length of roads constructed. Length of water pipes installed.</td>
<td>90% in 3 years</td>
<td>The Presidency County Department of Housing. Kenya Railways Corporation Ministry of Transport, Infrastructure,</td>
<td>County Director of Housing. Chair of KRC Board Principle secretary MoTIH&amp;UD</td>
<td>County Annual Report KRC annual report and projects webpage</td>
</tr>
<tr>
<td>OUTCOME</td>
<td>PROJECT</td>
<td>INDICATOR</td>
<td>TARGET</td>
<td>DATA SOURCE</td>
<td>RESPONSIBLE</td>
<td>REPORTING</td>
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</tr>
<tr>
<td>and quality housing.</td>
<td>Redevelopment of Shauri Moyo and Bondeni and Cherangany estates to construct Low Cost Housing</td>
<td>Number of housing units constructed. Number of households domiciled.</td>
<td>Housing, and Urban Development (MoTIH &amp; UD)</td>
<td>MoTIH&amp;UD Annual Reports</td>
<td>County Director of Housing. County Department of Housing.</td>
<td>County Annual Report MoTIH&amp;UD Annual Reports Big Four Agenda Flagship projects web page.</td>
</tr>
<tr>
<td></td>
<td>Upgrading of Kipsongo Slum to modern high density Low Cost Houses</td>
<td>Housing master plan. The amount of money set aside for the project in the budget. Length of roads constructed. Number of housing units Upgraded. Existing number of households.</td>
<td>60% in 7 years</td>
<td>County Department of Housing.</td>
<td>Director of Housing.</td>
<td>County Annual Report</td>
</tr>
</tbody>
</table>

**HEALTH**

**Overall Strategy:** Enhance Access to Quality Health Care Services.

<p>| Increased access to | Provision of New Health Centres | A feasibility study report. Amount of funds set aside for the project. Acres of land acquired. | 100% in 5 years | County department of Health | County Director of Health. | County Annual Report. |</p>
<table>
<thead>
<tr>
<th>OUTCOME</th>
<th>PROJECT</th>
<th>INDICATOR</th>
<th>TARGET</th>
<th>DATA SOURCE</th>
<th>RESPONSIBLE</th>
<th>REPORTING</th>
</tr>
</thead>
<tbody>
<tr>
<td>health services</td>
<td></td>
<td>Number of buildings put up to house the facility. Number of patients attended to annually.</td>
<td></td>
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</tr>
<tr>
<td>EDUCATION</td>
<td></td>
<td><strong>Overall Strategy:</strong> Promoting Skill and Research Based Education and Training.</td>
<td></td>
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<td></td>
<td></td>
</tr>
<tr>
<td>Local access to quality higher education and training.</td>
<td>New KMTC</td>
<td>Acres of land acquired A Site Master Plan Number of building units put up for the facility.</td>
<td>70% in 7 years</td>
<td>State Department of Technical and Vocational Training</td>
<td>Principal Secretary-Technical and Vocational Training.</td>
<td>The Ministry’s Annual Report.</td>
</tr>
<tr>
<td></td>
<td>A Full Fledged University</td>
<td>Acres of land acquired. A Master Plan</td>
<td>100% in 20 years</td>
<td>Department of University Education and Research</td>
<td>Principal Secretary-University Education and Research.</td>
<td>The Ministry’s Annual Report.</td>
</tr>
<tr>
<td>COMMUNITY FACILITIES</td>
<td></td>
<td><strong>Overall Strategy:</strong> Enhancing Quality of Life by Providing Adequate Social Services</td>
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<td></td>
<td>Construction of a Municipal Level Public Library</td>
<td>The amount of funds set aside for the project. The acres of land set aside for the project. A building for the project. Number of Books purchased. Number of visits recorded annually.</td>
<td>100% in 3 years</td>
<td>County department of Social Development</td>
<td>Director in Charge of Social Development.</td>
<td>County Annual Report. Department’s Project website</td>
</tr>
<tr>
<td>OUTCOME</td>
<td>PROJECT</td>
<td>INDICATOR</td>
<td>TARGET</td>
<td>DATA SOURCE</td>
<td>RESPONSIBLE</td>
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<td>Improved quality of life.</td>
<td>Construction of an Integrated Community Centre</td>
<td>The Amount of money set aside for the project.</td>
<td>100% in 3 years.</td>
<td>County department of Social Development</td>
<td>Director in Charge of Social Development.</td>
<td>County Annual Report. Department’s Project website</td>
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<td></td>
<td></td>
<td>Acres of land set aside.</td>
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<td>Building units put up.</td>
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<td>Number of social activities and services registered and offered.</td>
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<td></td>
<td>Construction of Smaller Public Libraries</td>
<td>The amount of funds set aside for the project.</td>
<td>60% in 3 years.</td>
<td>County department of Social Development</td>
<td>County department of Social Development</td>
<td>County Annual Report. Department’s Project website</td>
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<td></td>
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<td>The acres of land set aside for the project.</td>
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<td>A building for the project.</td>
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<td>Number of Books purchased.</td>
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<td>Number of visits to the facility annually.</td>
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<td>Acres of land set aside.</td>
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<td>Building units put up on the site.</td>
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<td>Number of police offices posted to the station.</td>
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<td>OUTCOME</td>
<td>PROJECT</td>
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<td>Increased sources of income to the members of the society.</td>
<td>Construction of a new State of the Art Stadium</td>
<td>Feasibility Study report</td>
<td>90% in 3 years</td>
<td>County Department of Sports</td>
<td>Director in charge of Sports</td>
<td>County Annual Report. Department’s Project website</td>
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<td></td>
<td></td>
<td>Amount of money included in the budget for the project.</td>
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<td>Size of land set aside for the project</td>
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<td>Construction work on site.</td>
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<td></td>
<td>Sporting activities registered on site in a year.</td>
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<td></td>
<td>Picnic sites, camping areas and arboretum facilities at Section 6 Forest (137.8ha)</td>
<td>Feasibility study report.</td>
<td>100% in 3 years</td>
<td>County department of Tourism</td>
<td>Director of Tourism</td>
<td>County Annual Report. Department’s Project website</td>
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<td></td>
<td>Length of nature trails constructed.</td>
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<td>Number of recreational furniture put on site.</td>
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<td></td>
<td></td>
<td>Number of camping activities registered.</td>
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<td>Number of visitors recorded in a year.</td>
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<td></td>
<td>Construction of Eco Lodges</td>
<td>Feasibility study report.</td>
<td>100% in 5 years</td>
<td>County department of Tourism</td>
<td>Director of Tourism</td>
<td>County Annual Report. Department’s Project website</td>
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<td></td>
<td></td>
<td>Number of eco loges put up.</td>
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<td>Number of visitors recorded annually.</td>
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<td>OUTCOME</td>
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<td>Development of a Nature Park (Haller Park)</td>
<td>Feasibility study report.</td>
<td>80% in 5 years.</td>
<td>County department of Tourism</td>
<td>Director of Tourism</td>
<td>County Annual Report. Department’s Project website</td>
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<td></td>
<td>Amount of set aside for the project.</td>
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<td>Memorandum of understanding between the County and Kenya Forest Services, and Kenya Wildlife Services</td>
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<td>Number of visitors recorded annually.</td>
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<tr>
<td>ENVIRONMENT</td>
<td>Overall Strategy: Environmental Protection and Conservation</td>
<td></td>
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<tr>
<td>Quality and conserved Environment</td>
<td>Surveying of Ecologically Sensitive Areas (forests, rivers, nature trails, wetlands and swamps)</td>
<td>Environmental Survey report.</td>
<td>100% in 3 years.</td>
<td>County Department of Environment.</td>
<td>Director of Environment</td>
<td>County Annual Report. Department’s Project website</td>
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<td></td>
<td>Number of beacons established to define the riparian buffer.</td>
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<td>Re-Planning of Tuwani and Mitume</td>
<td>Amount of Money set aside in the budget.</td>
<td>100% in 3 years.</td>
<td>County Physical Planning Department.</td>
<td>Director of physical Planning.</td>
<td>County Annual Report. Department’s Project website</td>
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<td></td>
<td>A physical development plan.</td>
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