

MINUTES OF THE 2nd STAKEHOLDERS' MEETING FOR THE PROPOSED DECONGESTION PLAN FOR NYERI CBD HELD ON 15th MAY 2019 AT THE GREEN HILLS HOTEL FROM 9.30 AM TO 2.00 PM

Members Present

The meeting was attended by 58 participants. The representatives were drawn from key stakeholders from main sectors including government agencies (KenHA, NEMA and KURA), office of the MCA, Matatu, lorry and taxi Sacco representatives, market and street vendors representatives, residents associations representative, religious institutions, Persons Living with Disabilities, Nyeri business community representative, professional consultants and County Government of Nyeri officials including CECM department of Lands, Physical Planning, Housing and Urbanization, Dr Kwai Wanjaria and CECM department of Transport, Public Works and Infrastructure, Mr. Muthui Kariuki, Municipal board members and Chief Officers. The details of the participants are as provided in the attached participants list.

Agenda of the meeting

1. Introductions
2. Climate setting and opening remarks
3. Presentation of study findings
4. Plenary session
5. Conclusion and way forward

Minute 1/2/2019 Introduction and opening remarks

The meeting was called to order by the Acting Sub-County Administrator, Perister Kigwa at 9.30 am. A word of prayer was led by Mr. Kamami. Madam Perister welcomed the participants to the meeting and highlighted that the meeting was the second stakeholders' workshop to discuss the study findings for the proposed plan to decongest Nyeri CBD. She led the participants through the introduction session which was done in accordance with the respective stakeholder groupings. The members present included representatives of matatu and lorry Sacco's, taxi and motorcycle operators, markets operators and street vendors, residents of Asian quarters, PLWD, religious and financial institutions, government agencies (KenHA, KURA, NEMA), Nyeri Central Business District Association, Nyeri municipal board members, Kenya Institute of Planners and PSV secretariat. The Chief Officer, Lands Department-Madam Hannah Maranga introduced the team from the County Government and the consultants for the project.

Minutes 2/2/2019: Climate Setting and opening remarks

The C.O thanked the participants for making time to attend the meeting. In her remarks, the C.O explained that the task is to develop Nyeri into a vibrant town and that is why the stakeholders had been invited to the meeting to discuss and give ideas that focus on the wider vision of the town. She stated that the move will lead to better businesses and urged the participants to take advantage of the proposed decongestion which is in line with the changing area dynamics such as the Kenol-Marwa road. She then invited the CECM department of Lands, Dr Kwai Wanjaria to make his remarks. Dr. Wanjaria stated that the task is to develop Nyeri and that's why the stakeholders were invited to the meeting. He urged the participants to look at the wider vision that will lead to better businesses. He also stated that there is need to take advantage of the

decongestion of the town in line with the changing area characteristics such as the construction of the Kenol-Marwa road. He noted that Nyeri is becoming lively in the evening, new restaurants opening up which is good for the economy.

Dr. Wanjaria then invited the CECM, department of Transport, Public Works and Infrastructure, Mr. Muthui to make his opening remarks. In his remarks, the Mr. Muthui started by thanking the Chief Officer for the opportunity and recognized the stakeholders present. He started by giving an account of his childhood memories from the 1960's, when the town was not so developed but created space for the many activities that were being undertaken such as the bakery, bus park and golf course. Several buildings existed then, and which served as a landmark in the old days.

He continued to express that looking at the current status of the town, it is evident that Nyeri has been stagnant for a long time compared to other towns such as Embu, Kakamega and Kisumu, which have grown rapidly into beautiful, clean and well organized. He further added that investors will not invest in Nyeri in its current state and hence there is a need to plan for the future to ensure growth and make the town clean and beautiful. Nyeri is a naturally beautiful place with its pristine location between two valleys. He urged the participants to focus and put efforts into making Nyeri a great town for the benefit of all people and invite them to participate fully in the meeting. With these remarks, he declared the workshop officially open.

Minutes 3/2/2019: Presentation of study findings

It was the turn of the consultants' team to present the detailed findings on the study conducted. Planner Chege started by thanking the County team for organizing the meeting. He explained that the vision is to make Nyeri a modern city in accordance with the Urban Areas and Cities Act and requested the participants to work together in re-organizing the town to make it function better.

He stated that the study has been divided into different thematic areas including Urban Planning, Local Economy, Transportation, Social Political and Environment dimensions. Each of these dimensions were to be presented by a member from the consultant's team.

The presentation was made as follows:

Outline of the presentation

1. Background
2. Key thematic areas
 - Urban Planning
 - Local Economy
 - Transportation
 - Social Political Issues
 - Environment
3. Preliminary discussions

1. Background

Pln. Chege stated that the aim of the study is to enhance the functionality of the CBD as an administrative and commercial hub for the County and Mt. Kenya Region. Some of the main interventions of the plan include:

- The decommissioning and relocation of the current dumpsite.
- Decongesting the town centre,
- Relocation some of the functions such as the bus-parks, markets and parking
- Expansion of the CBD

Specific Objectives of the project include:

- To improve access to public transport facilities by considering relocation of bus terminuses.
- To reinforce the character and role of CBD.
- To promote and consolidate growth towards the East beyond Temple road.
- To define gateway feature-entry and exit points from the East.
- To improve permeability and mobility within the CBD.

Policies and laws guiding the study

The study was anchored on various applicable laws and policies which include:
Policies

- The Kenya Vision 2030
- National Environment Policy
- National Land Use Policy
- National Land Policy
- National Trade Policy
- New Urban Agenda
- Sustainable Development Goals

Laws and Acts

- The Constitution of Kenya, 2010
- Physical Planning Act, CAP 286 of 1996
- Urban Areas and Cities Act of 2011
- County Government Act of 2012
- EMCA 1999 (Amended 2015)
- Kenya Road Act of 2007
- Public Finance Management Act of 2012

Other Supporting Documents that were reviewed during the study are the Big 4 Agenda

Nyeri CIDP and ISUDP

2. Key Thematic Areas

a) Urban Planning

This section was presented by planner Chege and the findings were as follows:

The planning area was defined as follows:

- To the North - along Chania River all the way to Blue Valley estate
- To the East - Nyeri Provincial general hospital and Asian quarters
- To the south - along Githwariga River
- To the West - along Mumbi road up to Mt Kenya Hospital and Kamakwa road.

The existing land uses include commercial, institutional, residential, education, industrial, and recreational. There are also areas set aside for open use, public utility and public purposes. He further stated that Nyeri has unique characteristics such as:

- Good road transportation network within the region
- Rich hinterland- Agriculture, tourism, forestry, water resources
- Rich history- The culture, iconic features and buildings
- Regional hub- Administrative, commercial, Education facilities such as Dedan Kimathi University

Due to the proposed establishment of Mt Kenya metropolitan region, Nyeri has a high potential to stand out as the main town for the region. However, growth is limited since there is little land for expansion. This can be addressed by relocating some facilities within the CBD to accommodate growth of the town. From the study findings, 58% of the respondents felt Nyeri has vibrant business activities and employment opportunities, while 35% felt that Nyeri people are peaceful and there is good co-existence. 56% of the respondents interviewed felt that the problem within Nyeri Town CBD was congestion and the major causes of congestion were given as follows:

- Increased demand for land/space urban development.
- Increased land prices and rents in the CBD making it difficult for MSMEs to acquire land or space for their business operation. Selling their goods on the streets and open spaces.
- Inadequate urban planning strategies to incorporate SMSEs and informal businesses in the urban economy.
- Weak development control and enforcement due to lack of approved ISUDP and inadequate manpower
- Contested urban spaces such as roads and parks by vehicles, pedestrians, hawkers etc.

Most of the problems raised can be attributed to planning challenges which include:

- Outdated planning approaches/framework for growth: the plan used for Nyeri dates back to 1974 and has been overtaken by developments. Although an ISUDP was prepared in 2015, this is yet to be approved.
- Inadequate infrastructure for comprehensive CBD development i.e. densification and mixed use development
- Weak implementation and coordination of policies and programmes by County and National governments agencies leading to disjointed implementation.

- Inadequate community participation causing lack of ownership and exploiting the intended benefits.
- Weak recognition of urban planning leading to limited budget allocation.
- The CIDP and ISUDP plans are not properly coordinated and therefore fail to explicitly define programmes and projects to be implemented within the CBD.
- Urban informality in the town – jua kali sheds, hawking and garages

About 80% of the persons interviewed indicated that planning in Nyeri town is not well integrated. Once the proposed project is implemented, 84% of the survey participants associated the project with positive impacts to the CBD while only 16% felt the project will have a negative impact to their businesses. Some of the impacts anticipated to arise include employment creation, business improvement and opening up of CBD as expressed by 57% of participants. Nevertheless, 43% cited insecurity, pollution, noise and poor businesses as some of the risks associated with the project.

b) Transportation

This section was presented by Peninah Ndegwa, the transport consultant. She started by stating that the major transportation modes identified include walking (52%), matatus (36%), Bodaboda (9%), and private cars (3%). The selected modes were preferred due to reliability (11%), affordability (26%), and convenience (38%), faster (19%) and as an only option (6%).

Peninah continued to express that the current modes of transport do not match with the available infrastructure. She acknowledged that some footpaths are very good, continuous and well paved, and have shelter and shade. However, some are not well-set creating conflicts with other uses where pedestrians are pushed to the roads. Some streets such as Gakere are encroached with boda bodas and street vendors. A number of the streets are also not universally accessible limiting access by the elderly and persons living with disabilities. There are also few cyclists due to lack of dedicated cycle tracks which expose the cyclists to a lot of danger. There is a pressing need to make the town vibrant and safe. She stated that this can be done by setting up proper pedestrian crossing within the town and ensuring there are active frontages for businesses.

Peninah added that street parking was another challenging area in the town. Kimathi street is characterized by angular and perpendicular which was observed to cause a lot of traffic and impede movement. Under the proposed plan, parallel parking that provide for walking on both sides has been proposed. This will also create space for more tree planting and siting spaces.

Gakere road is a very vibrant street but it's also very chaotic due to congestion due to public transport and street vending, which was viewed to discourage buyers. Parking is also angular and parallel parking has been proposed to leave more space for pedestrians' movement.

Several conflict zones had also been identified especially at critical junctions and Peninah emphasized that safety should come first. This requires creation of proper pedestrian crossings and the consultant had recommended creation of table top crossing. This is 2M wide and allow for continued movement especially for persons with disability

On public transport, she explained that this is composed of privately owned 14-seater matatu. Currently there are 40 matatu Saccos with approximately 3300 matatus. 2NK is the largest Sacco with 750 matatus. These operate within 3 major bus parks: Lower, middle and upper bus park, which are overstretched and congested.

The lower bus park has a total capacity of 42 matatus. 16 Sacco's operate in that bus park with 2-3 parking bays each. Most of these Sacco's ply long distances with an average of 1-2 trips per day. Facilities available there include public toilet and pedestrian shelter, but lacks garbage bins, water and luggage store.

The middle bus park has a total capacity of 45 matatus. 4 Sacco's operate in that bus park with 2-3 parking bays each. Most of the Sacco's ply routes within Nyeri sub-county such as Mweiga, Ihururu, Endarasha, King'ong'o with an average of 3-5 trips per day. Facilities available include a public toilet and pedestrian shelter, but lacks garbage bins, water and luggage store as well.

The upper bus park has a total capacity of 33 matatus, where 11 Sacco's operate in that bus park with 3 parking bays each. Most of the Sacco's ply routes long distances with an average of 2 trips per day. Facilities available include a public toilet and pedestrian shelter but lacks garbage bins, water and luggage store. None of the parks have a toilet for persons with disability.

Some of the measures proposed to improve public transport in Nyeri included dropping passengers closer to destination (16%), lower fares (36%), faster speed (10%), and safer roads and less waiting time at 18% and 20% respectively. At the proposed bus park, the main improvements suggested including shelter and sitting area (38%), luggage store (14%), kiosks (16%), public toilets (26%) and a larger bus park (6%). The consultant had recommended some essential facilities to be developed at the proposed park including:

- Public toilets for men, women and persons living with disability
- Baby changing facility
- Luggage storage area
- Secure bicycle parking
- Customer information centre
- Cafes and kiosks

Poor management and regulation of paratransit e.g. Bodaboda is another challenge which should be addressed to avoid decongestion. Peninnah explained that this can be addressed through:

- Conducting training on road safety
- Providing riders with helmets
- Driver's and the Sacco to be registered for easy management
- Enforcement by the county government

Recommendations

- Promote dense and compact street parking.
- Integrate street vending into urban design
- Proposed multistory carpark

c) Economy

Mr. Ngugi presented the finding on the economy where he started by briefing the participants on the major economic drivers of Nyeri town which include:

- Agriculture and horticulture- Cash crops (coffee and tea), food crops (maize, beans, Irish potatoes and vegetables) and cut flowers

- Forestry
- Financial and insurance activities
- Real Estate
- Education, Transport and Storage

From the survey it was evident that most businesses in Nyeri are not registered as indicated by 54% of the respondents. Only 46% confirmed their businesses are registered. Most of the businesses in Nyeri (64.6%) have been in operation for over 5 years and only a small fraction (6.1%) are less than 1 year. Sole proprietorship is the dominant mode of business ownership at 56.4%, followed by private limited companies (14.9%) and partnerships (6.4%).

Contribution of the business activities to local economy was outlined as follows:

- Revenue to the County
 - Rent from 4 markets e.g Kamukunji market Ksh. 38,000,000 per month
 - Daily fees and levies paid by market operators/hawkers
 - Parking fee by PSV and private vehicles Ksh. 9,000,000 per month
 - Single business permits
- Households income (23.1% rely on their business for livelihoods)
- Job creation/ Employment
- Improves market systems by enhancing linkages among various business operators.

It was noted that business activities contribute to congestion in the CBD in various ways such as:

- Street vending activities- Hawkers and market traders
- Encroachment into public spaces- shop owners, mechanics, bodabodas, matatus, kiosks and booths.
- Lack of designated parking bays for motor bikes.
- Inadequate parking spaces.
- Inadequate resting/recreation spaces.

Economic effects of proposed project include new business and employment creation. Some of the key measures that have been proposed to improve business performance include:

- Beef up security and formulate legislation to extend operating time for markets and other commercial businesses. Promote a shift towards a 24-hour economy
- Establish a county enterprise fund to provide credit to MSEs
- Carry out more feasibility analysis

d) Political, Social and Governance

Planner Chege took the participants through the section. He started by explaining that the County Government of Nyeri has a major role for mobilizing resources for provision of basic services, coordinate planning and organization of space. Some of the Socio and governance issues to be addressed include:

- Public participation- Inclusivity and civic engagement

- Coordination between and among actors- Public and Private, Formal and informal
- Access and dissemination to information- Budgets, policies,
- Employment creation/ poverty reduction

He highlighted the relevant institutions and their respective roles including the county government, county assembly, County executive committee, various departments and the community. Some of the main social and governance issues highlighted included:

- Unemployment which prompts too many people to turn to the informal businesses.
- Many informal business operators and their customers feel insecure due the congestion
- Poor enforcement of traffic rules- Leads to encroachment of the road reserves
- Lack of regulation to contain the informal business in terms of location and operation
- Lack of signage and warning signs and junctions.
- The county government killing the vibrancy through unfair business- Allowing street traders along the roads.
- The PLWD felt they are not included in the decision making, the design of the market was not favorable to their use

The perceptions of the persons and businesses surveyed on the proposed bus park and market sites were both positive and negative as indicated below:

- The relocation of the bus parks is expected to have impacts on the livelihoods of the people.
- Loss of customers
- Increased cost of doing business- multiple trips to town.
- Disconnect between the county government and the people- The market committees` priorities are not addressed.
- Fear of breaking some of the bonds among their customers and business partners Relocation may break bonds among traders.
- Traders and travelers will be forced to walk longer distances to access public transport.
- People with physical disabilities and the elderly will walk long distances.
- The proposed relocation of the dumpsite will negatively affect the waste handlers at the dumpsite since they depend on the dumpsite for their livelihoods. The pig scheme they run is majorly dependent on the dumpsite.
- Fear of transparency in allocation of the new spaces and that politicians would take over.

e) Environment

This section was presented by Lilian Kagume who started by explaining that the environmental status of the town should be of major concern both to the residents and the County Government due to its impact on human life, natural systems, economy and social wellbeing. Rapid urbanization has caused proliferation in motor vehicle use making the town increasingly congested and, subsequently, polluted.

Other key environmental challenges include surface run-off, noise pollution and gaseous emissions by road motor vehicles. Successful management of the environment in an urban town should: Manage natural resources in accordance to the goals of the county government; Focus on improving ecosystem health and be beneficial to

the community.

At the existing bus parks, there are inadequate facilities such as dust bins, storm water drainage and public toilets, which is partly responsible for the current status of environmental degradation in the town. She acknowledged that solid waste is regularly collected by the county which have contributed to their cleanliness.

The streets are characterized with private parking, matatu stages and shops frontages. There is little space left for tree planting though some streets have well maintained trees flowers and other forms of vegetation. Dustbins were observed to be in a few streets and incidences of waste dumping in the streets were very minimal.

On sanitation and effluent management, Lilian stated that it was observed that there are several public toilets (both paid and free) within Nyeri CBD. Most of these are located near the markets and the bus parks. However, the survey results indicate that these are deemed inadequate and there is a call for establishment of more modern and clean toilets at the new park. There is also an operational sewerage system which is managed by the Nyeri Water and Sewerage Company (NYEWASCO).

She continued to explain that a section of the proposed project site is currently occupied by the county dumpsite. This is an open dumpsite with all forms of waste streams ranging from organic to inorganic and hazardous waste. The waste is unsorted, and open burning was observed during the field survey. A number of people derive their livelihood from the dumpsite through sorting of waste which are then sold to potential buyers within Nyeri CBD. However, it was noted that the waste handlers do not use any protective gear while segregating waste which exposes them to hazardous wastes due to accidental cuts by broken glasses and syringes. Smoke from open burning poses serious health challenges due to increased respiratory diseases. The County proposes to relocate the dumpsite to a previous quarry site located at Mweiga, which will partly solve the dumpsite challenge. Lilian emphasized that the relocation should be executed with caution and sound planning to ensure the problems at the current site are not transferred to the new location. The residents at the Asian quarters expressed their support on the relocation of the dumpsite which will offer them better living conditions.

Lilian further stated that the Githwariga River ecosystem which is in close proximity to the proposed site requires enforcement of careful conservation approaches to ensure the riparian area is protected to avoid degradation. These should include soil conservation and pollution control measures as well as the riparian reserve management approaches.

Some of the environmental impacts of congestion was identified as follows:

- Reduced air quality: The most dominant pollutants include CO₂, CH₄, N₂O, and PM₁₀ from vehicles. 60% of persons interviewed expressed that there are too many vehicles in the CBD which cause air pollution. By reducing particulate matter (PM₁₀) pollution from 70 to 20 micrograms per cubic meter (µg/m), project can cut air pollution-related deaths by around 15% (WHO). Nyeri county also lacks reliable baseline data for air quality which makes monitoring of air quality level difficult
- Noise pollution from matatus which disrupts the natural flow of hearing or the normal hearing sense, and affects business performance
- Impacts on Human Health due to vehicle emissions which degrades ambient air quality.

Environmental Implications of Relocation at the CBD highlighted include:

- Water supply: 75% of the residents source their water from NYEWASCO and this was viewed to be reliable. However, there is a need to provide an adequate and reliable water supply to serve the site which may include setting up overhead and underground water tanks that allow for rain water harvesting.
- Road Safety: 60% of the persons interviewed were confident that the decongestion will make the roads within CBD safer for pedestrians
- Natural resources- 63% expressed that they did not foresee any impacts of the proposed decongestion of natural resources and vegetation within the CBD. 7.2% felt the relocation would create more spaces for tree planting and streets beautification. 9.5% felt that relocation of the dumpsite at the proposed site would create a cleaner environment
- Solid waste management- 43% felt that the relocation would make waste management at the CBD more efficient. Relocating the dumpsite to Mweiga was perceived as a great step which will enhance the quality of life and the environment at the Asian quarters.
There is a need to put in place more dustbins that allow for proper segregation of waste into organic, recyclable and other types of waste.
Establish a sound strategy for effective and sustainable integrated waste management systems that allows for recycling, re-use and recovery of waste materials.

Recommendations

- Integrated solid waste management system that prioritizes on reduction, re-use and recycling of waste.
- Conduct regular environmental sensitization forums and/or events aimed at creating awareness to the locals on key environmental issues such as proper waste disposal, noise and air pollution and tree planting.
- Training of the county staff on main aspects of environmental monitoring such as air and water quality monitoring. This will facilitate the county to develop a baseline survey that can be used to adequately detect and address any incidences of extreme air or water pollution, and report on the same on an annual basis.
- Consideration should be given to the waste pickers who currently handle waste at the dumpsite. The group derives their livelihood from the dumpsite through collection of waste materials from the dumpsite. Create an alternative source of livelihood.
- During the establishment of the “green spaces”, priority should be given to indigenous trees and fast growing, hardy multipurpose trees and herbs.
- Enforce conservation measures to protect the riparian reserve of the Githwariga River which passes near the new project site. Conservation measures should be put in place to protect the river ecosystem from pollution.
- Provision of more modern dust bins at strategic points such as streets, open spaces, market areas and bus parks to discourage littering and dumping of waste. Dustbins should allow for separation of waste.
- Adhere to the mitigation measures provided in the ESIA and the Environmental Management Plan to address any negative issues and promote an environmentally sound development.

f) Action Areas

The consultants had identified some key action areas for every sector as summarized below:

- Several measures and proposals have been recommended to deal with the current planning challenges with the main one being decongestion.
- To address this, various sections within the CBD have been identified which need to be improved to achieve the main goal and objective of the CBD.

1) TOD Approach

One of the interventions proposed as measures to decongest and revitalize the CBD is by using a Transport Oriented Development (TOD) approach.

Public transport vehicles ferrying passengers from satellite towns will be reduced significantly since people living in those satellites' centres will prefer to reside within the CBD.

2) Asian Quarters Redevelopment

- Main proposals within the Asian Quarters that will make the place sustainable.
- Zone the CBD and Asian Quarters as mixed use.
- Have active frontages in commercial places within the CBD. This adds to the aesthetic value of a town.
- Landscaping of the town with hard and soft tissues.
- Proposed Land Uses Neighboring the New terminus Site include:
 - Block 1,2,7 & 9 – Commercial
 - Block 3- Commercial Cum Residential
 - Block 4 – Medium density residential
 - Block 5 & 6- Business (offices) cum residential
 - Block 8- Riparian Reserve that will also be used for Recreation purpose

3) Proposed Recommendations - Short Term (1-3 Years)

- Decommission and relocation of the dumpsite
- Construct new market and bus park in the designated new site and auxiliary facilities i.e. toilets, police post,
- Relocate long distance public transport providers to the new terminus
- Introduce town commuter public transport from new terminus.
- Retain the terminus for public transport serving the satellite centers
- Restrain street vending and discontinue market traders to the streets.
- Designate some of the public open spaces for controlled trading during selected days and time.
- Flexibility of compatible business activities on shop frontages.
- Undertake Public Education and awareness. Engage all stakeholders.
- Installation of traffic calming measures.
- Investment in traffic signs and road marking in CBD.
- Development of County Transport Policy.
- Deployment of Traffic Marshalls.

- Rehabilitate, expand and accommodate NMT and PWDs facilities.
- Promoting walking and cycling safe and attractive
- Accommodate vending activities specifically targeting the PWD's and elderly.
- Introduce streetscaping and other urban design ideas within the town.
- Rezoning of the CBD to expand the town towards Asian Quarters.
- Revise, update and approve the ISUDP for implementation.
- Develop planning proposals of densification using TOD models.
- Rehabilitate the recreational spaces within the CBD such as Whispers Park, Sungura Park

4) Medium/long-term

- Development of County Transport Policy.
- Introduce high capacity public transport vehicles to serve satellite centres such as: King'ong'o, Kamakwa, Kangemi, Skuta, Ngangarithi, Ruring'u, Mathari.
- Introduction of BRT systems in this satellite centres.
- Capacity Improvement of B 21 from Gatitu – Kabiruni

Minutes 4/2/2019: Plenary section

The participants were given a chance to ask questions and the responses were given by both the consultants and the County Government officials present. The summary of the questions and responses is as outline in the table below.

Question and comments	Response
1. Hon Rose Wairimu Kamau commented that the county assembly should work together with the project stakeholders for the good of the county. She added that to make Nyeri county a better place to stay, people need to support each other. According to her, earlier planning did not focus on the future generations and investment prospects.	Planning should take into consideration the needs of future generation especially due to population growth rate.
2. Susan Kinyua asked about fire and safety in the new terminus. She stated that there was a need to train fire and first aid champions who can use the fire equipment to be availed at the new site. Also, the street children should be considered and supported to ensure they don't continue getting handouts from the business community. She also commented that there is need to get information from counties that have not succeeded in decongesting their towns in order to understand the challenges and come up with mitigations.	Good observations. A modern and fully equipped fire station is part of the plan. The county will seek the necessary support on creating capacities through trainings.
3. Mr. Kahiro, from the transport sector said that the intention of the county is good, and the sector is	Some matatus have been operating from the streets because the space in the parks have been

<p>willing to support the initiative. However, he stated that not all matatu operate from the current 3 bus parks as some saccos operate from the streets. Are all matatus going to be relocated?</p>	<p>limited. The issue requires better management to meet the high demand. The relocation is for everyone and all parties will hold discussions with the county government.</p> <p>One of the proposals is to shift to a high capacity in order to accommodate national planning strategies. Also, discussions will ensure there is uniform relocations within the umbrella bodies.</p>
<p>4. There are instances where good projects are initiated but are not fully completed due to resistance from the public. All proposed facilities under the new park should be put up to avoid rebellion from the public.</p>	<p>The project is mega, and all the proposed facilities shall be put in place. The project will be implemented in phases where phase one shall cover a functional bus-park and sanitation facilities.</p>
<p>5. Nyeri cemetery land is not mentioned in the plan? Cemeteries normally reduce the value of the land.</p>	<p>The cemetery land is demarcated in the plan. The municipal board is looking into the issue of cemeteries.</p>
<p>6. Congestion is a major problem that makes parking impossible. There are many bushes around Itara area which can be cleared to pave way for parking. Town is poorly planned which has contributed to congestion. This can be solved by creating space for vehicles to only pick and drop passengers within the town.</p>	<p>Issues being addressed under the proposed park</p>
<p>7. Good forum to ensure full participation. Enforcement can be achieved through civic education of all teams.</p> <p>Enquired whether the sewer treatment system have the capacity to accommodate the park and measures to avoid effluent discharge to the Githwariga river. Also, what was the plan in place to handle bypasses along Chania bridge, Kangemi and Blue valley?</p>	<p>ISUDP has taken into consideration all the aspects on the sewer system and County would ensure plan is revised and approved for implementation.</p> <p>NYEWASCO shall give further advise on capacity and way leave for the sewer line.</p> <p>New park to be connected to existing sewer but the ESIA report shall advise more on appropriate mitigation actions for effluent management.</p> <p>Exit and entry points to the town to be discussed further.</p>
<p>8. Mr John Waihenya commended the team for the good work. He noted that the proposed bypasses should have points that have required facilities to attract business such as water points.</p> <p>The informal businesses should be encouraged to shift to formal businesses to increase revenue to county government and the business owners.</p> <p>There is also a need to put in place regulations that ensure self-enforcement. This will lead to better</p>	<p>Informal businesses are on the rise due to lack of adequate facilities since businesses grow spontaneous. Businesses should be controlled through proper planning and sound sub-division of land. There is need to have proper land use planning to ensure corridors are well accommodated.</p> <p>Some informal business and services e.g. car washes that are not planned for can have detrimental effects on roads.</p>

<p>MSMEs without compromising on their number or quality.</p>	<p>In order for employment to be created, a proposal was made on industrial parks which were to target 500,000 people.</p> <p>Further, recreation space in the town is very limited because facilities are not well established. Since Nyeri town has a number of rivers, these can be incorporated in the urban design by rehabilitating them to a beautiful ecosystem.</p> <p>To address the issue of informality, deliberate efforts should be made to form business clusters.</p> <p>Businesses also need to get licensed through the single bus permits which were initially aimed at reducing the number of permits. Other measures should include enforcement, education on income tax based on turn over effects and encouraging formation of SACCOS to improve advisory services.</p>
<p>9. Emphasis has been on the Asian quarters. Have you considered other potential development areas like Thunguma, Ruring'u and Kamakwa should be considered on the plan.</p> <p>Dedan Kimathi University has set infrastructure plans which will have a major magnitude that will impact the central business district.</p>	<p>The county is thinking of how the centers in the periphery can be made accommodative by making them attractive for different uses to create alternative business centers.</p> <p>The report has considered all the satellite towns. On Dedan Kimathi, the plan will be looked into to ensure the plans by the university are taken into consideration.</p>
<p>10. Buildings should have water points for fire control purposes. He requested the county government to organize for youth training especially on business operation.</p> <p>The baby changing rooms and breast-feeding areas is a noble idea.</p>	<p>It was noted that World Bank is implementing business education for youths to encourage innovativeness and incubation of business ideas.</p>
<p>11. The link between Temple road and Addis Ababa road is missing.</p>	<p>The entry and exit points are being addressed at the junctions by the engineer concerned. The project stakeholders should liaise with KenHA for comprehensive planning. Engineers often tend to assume obedience with the traffic rules by the drivers, but key is to ensure safety is prioritized.</p>

Minute 5/1/2019: Closing Remarks and way forward

- i. Land department to review the feasibility report and establish an implementation matrix to advise on the things to be undertaken in the short, medium and long term.
- ii. The County Government to share feedback with the consultants to incorporate any further inputs
- iii. Final report to be uploaded into the website of municipal development.
- iv. Review of the ISUDP to ensure consideration of inter and intra linkages of the town.
- v. Dedan Kimathi University planned changes to be considered to ensure they are effectively integrated in the ISUDP.
- vi. Asian quarters project to be launched in 2 weeks by H.E. the Governor. The project has the goodwill of people. The public has participated in the ESIA and feasibility study.
- vii. The dumpsite has been fenced to avoid further dumping. The waste handlers have been considered in the implementation of project by the contractors. 4 contractors are on the site for preliminary works. The World Bank is very conscious of social and environmental issues and the same shall be maintained during construction and implementation of the project.
- viii. The Githwariga River catchment shall be rehabilitated, and landscaping done to enhance the ecosystem of the river.

In his closing remarks, Pln. Chege expressed his gratitude to the County for giving the team the opportunity to plan for the needed change in Nyeri. He continued to state that the team felt very honoured and appreciated to be part of the plan and that the team is readily available for further engagement. He promised that the team would submit the final revised report after feedback from the county and other relevant stakeholders.

There being no other issues, the Chief Officer declared the workshop officially closed. A closing prayer was led by Pauline.