

MINUTES OF THE FIRST NYERI STAKEHOLDERS VALIDATION WORKSHOP ON PROPOSED DECONGESTION PLAN FOR NYERI CBD HELD ON 28th MARCH 2019 AT THE GREEN HILLS HOTEL FROM 9.30 AM TO 2.30PM

Members Present

The meeting was attended by 83 participants. The representatives were drawn from various groups, organizations and individuals including Matatu and boda boda operators, taxi and lorry operators, market and street vendors, residents' associations, government agencies, institutions, Persons Living with Disabilities, professional consultants and County Government of Nyeri officials. 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 1/1/2019 Introduction and opening remarks

The meeting was called to order by Madam Perister M. Kigwa, Ag. Municipal Manager at 10.30 a.m. A word of prayer was led by Mrs. Mary Wan'gombe. After the prayer, Madam Kigwa welcomed the participants to the meeting and highlighted that the meeting was a validation workshop for the proposed plan to decongest Nyeri CBD. Participants then introduced themselves in accordance with the respective groupings. Stakeholders present included representatives of matatu and lorry Sacco's, taxi and motorcycle operators, market operators and street vendors, residents of Asian quarters, PLWD, institutions, government agencies (KURA, KERRA, NEMA), Nyeri Central Business District Association, Nyeri municipal board members, Kenya Institute of Planners and the Nyeri Base commander. The Chief Officer, Madam Hannah Maranga introduced the team from the County Government and the Consultants for the project. She thanked the participants for making time to attend the workshop.

Minutes 2/1/2019: Climate Setting and opening remarks

The Chief Officer set the climate for the meeting where she started by explaining that the aim of the meeting was to discuss the proposed plan to decongest Nyeri CBD. She continued to explain that planning is done for convenience, beauty and future generations. She stated that the current face of the town is not appealing and there is need for planning. This must focus on all elements in the town including security, environment, transport and economy among others, while considering future generations.

Some of the future deliberations is to make the town a 24hour economy, with convenient walking space and secure environment. She further explained that the County government had received funding from the World Bank for the project, whose core aim is to decongest Nyeri CBD and make it a functional town. The Chief Officer acknowledged that the population of the town has continued to increase over the years but the commensurate facilities remain the same. She urged the participants to participate positively and contribute ideas to assist in getting solutions. She then invited the County Secretary to make his opening remarks.

In his remarks, the County Secretary, Mr. Ben Gachichio started by thanking the Chief Officer for the opportunity and recognized the stakeholders present. He stated that he was representing the Governor who had sent his apologies as he was away on other engagements. In his speech, he acknowledged that the County Government touches on the lives of the Nyeri people and there is therefore a need to respond positively to evolving needs, and in a pleasing manner. This is crucial in achieving the wider agenda of the County Government which is to promote investment in Nyeri County which is growing rapidly, together with the required services to support the growth.

He continued to express that with the proposed decongestion, Nyeri will become a secure and pleasing environment, and will have the commensurate infrastructure for use by public and business people. Additionally, he stated that many concerns regarding the current status of the town have been raised by business people, residents and institutions and therefore the proposed project was a timely plan to deliberate on diverse views to make Nyeri an economic and sustainable hub. He emphasized that the stakeholders have a huge stake in planning for the future on Nyeri and in the past, policies have failed due to lack of community input. The meeting was therefore a great opportunity for local participation in decision making to ensure sustainable development, whilst empowering the local people. He concluded by saying that he was optimistic the meeting would produce results for use by the County Government to achieve its vision and will go a long way in creating a sense of ownership by locals in the project. With these remarks, he declared the workshop officially open.

Minutes 3/1/2019: Presentation of study findings

It was the turn of the consultants' team to present their findings on the study conducted. Planner Chege started by explaining that the study had been conducted by a competent team who had consulted many stakeholders to identify the issues, concerns and expectations of the local people, and to get an understanding of how they would wish Nyeri to be in the future. He stated that Nyeri town is the headquarters' for Nyeri County. The town is influential due to its regional connectivity and the dream is to have Nyeri CBD as a regional town that will serve future generations. He stated that each member of the consultant's team would take the meeting through their respective areas.

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 Recommendation

1. Background

Planner Paul 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.
- Relocating 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.

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 SMEs and informal businesses in the urban economy.
- Weak development control and enforcement due to lack of approved ISUDP and inadequate man- power.
- 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, it 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 on 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 Engineer Wamugunda. He 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%).

Mr. Wamugunda continued to express that the current modes of transport do not match with the available infrastructure. Most streets lack proper walking facilities despite the fact that 52% of residents' walk.

He noted that some areas within town are in good condition due to well done pedestrian paths and well designated parking areas. However, most streets lack pedestrian paths and in some the level of obstruction and encroachment of the paths is very high making them inefficient. Also, most of the streets are not universally accessible which impedes on pedestrian movement and poses a serious challenge for special groups such as persons living with disabilities and the elderly.

On public transport, he 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.

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 include shelter and sitting area (38%), luggage store (14%), kiosks (16%), public toilets (26%) and a larger bus park (6%). The major transport conflict zones had also been identified, most occurring at road junctions.

Street parking is the other major area discussed. It had been discovered that there are approximately 1000 parking lots in the town and the daily charge is Ksh 50. Average annual income generated from parking is 92 million. 50% of this parking revenue is mainly from the PSV vehicles mainly 14 seater and lorry parkings who pay on a monthly basis. On this, Eng. Wamugunda highlighted that parking is a commodity not a right and should therefore come with a price. The fee of Ksh 50 was recognized to be too low, resulting in more parking demand. Parking is a vicious cycle. The more you provide, the higher the demand and the higher the congestion. However, proper parking can ease congestion and enhance vibrancy in a town such as was the case in Copenhagen which has tremendously improved since 1950. He challenged the participants to think critically on what the government should provide, either car parking spaces for a few (3%) or walking, cycling & public transport for all (88%).

Poor management and regulation of paratransit e.g. Bodaboda is another challenge which should be addressed to avoid decongestion. He further explained that street vendors have encroached the road reserves restricting movement. Vending is a major contributor to livelihoods and economic well-being of the city. However, there is need to provide dedicated vending zones especially to be allocated to the persons with disabilities. This calls for enforcement to avoid encroachment of vendors on pedestrian space and carriage way.

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

There is still high economic potential especially on tourism and hospitality due to good infrastructure and good neighborhood. There is need to appreciate the economy of Nyeri which is fast-growing with a current growth rate of 2.1%. He continued to explain that a business survey was conducted and involved 212 business operators in the markets, kiosks, streets and designated business areas in the CBD. All the relevant age groups were involved in the survey, with a majority being youths below 30 years at 37.2%. Both men and women participated in the exercise.

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, boda bodas, matatus, kiosks and booths.
- Lack of designated parking bays for motor bikes.
- Inadequate parking spaces.
- Inadequate resting/recreation spaces.

d) Political, Social and Governance

Dr. Ngayu took the participants through this area. She noted that the key player is the County Government of Nyeri whose major role is to mobilize 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

She highlighted the relevant institutions and their respective roles including the county government, county assembly, County executive committee, various departments and the community. She continued to discuss the status of the Social/Governance issues which were summarized as follows:

- 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 site 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 led by Ms. Kagume who started by acknowledging that congestion and traffic-related pollution are typically the largest contributors to air pollution in most cities and towns in Kenya. Within Nyeri, most of the pollution is attributed to soil, noise and air pollution caused by gaseous emissions for vehicles.

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. Some of the potential environmental implications of relocation was identified as follows:

- Water resource- Relocation of the bus parks will relieve some pressure on the existing water supply system
- Road safety- 60% of the respondents felt that reduced number of vehicles will reduce the number of accidents within the CBD.
- Natural resources- 80% of the respondents were of the idea that the relocation would have a positive impact on natural resources and vegetation within the CBD.
- Solid waste management- Most of the waste in the CBD is collected by the County Government. The proposal to move the dump site to Mweiga was perceived as a great step which will enhance the quality of life and the environment of the town.
- Sanitation and effluent management- The relocation is not anticipated to have a major impact in this due to existence of a functional sewerage network.

The proposed project site is at the Asian quarters and is currently occupied by the county dumpsite. A relatively large number of people derive their livelihood from the dumpsite through sorting of waste in search of valuable and recyclable waste, which are then sold to potential buyers within Nyeri CBD. Githwariga River is in close proximity to the proposed site, and the riparian of the river is characterized by many trees. She stated that there was a need to enforce careful conservation approaches to ensure the riparian area is protected to avoid degradation during construction and operation of the project.

She continued to explain that majority of the people were happy with the relocation which will see the dumpsite relocated to Mweiga. More tree planting and green spaces is also expected with the new project together with provision of more dust bins in the streets. She concluded by applauding the County Government for their good garbage collection strategies as indicated by 60% of persons interviewed, who confirmed that County Government regularly collect waste and there were few noted cases of illegal dumping.

4. Preliminary Recommendation

The consultants had identified some key practical recommendations to be implemented in the short term (1-3 Years) which were presented by Planner Gatimu as follows:

- 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 etc.
- 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.
- Extend street lighting to areas currently not served.
- Rehabilitate, expand and accommodate NMT and PLWDs facilities.
- Promoting walking and cycling by making them safe and attractive.
- Accommodate vending activities specifically targeting the PLWD'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.

Medium/long-term recommendations given include:

- Introduce high capacity public transport vehicles to serve satellite centres such as: King'ong'o, Kamakwa, Kangemi, Skuta, Ngangarithi, Ruring'u and Mathari.
- Develop markets and bus terminus in satellite centres– Gatitu, Skuta, Ngangarithi, Ruringu, Giakanja, King'ongo, Mathari, Kimathi University, Kamakwa, Kangemi.
- Develop Nyeri town as an administrative and commercial hub of the County and Mt. Kenya Metropolitan Region (Nanyuki, Isiolo, Meru, Embu, Kerugoya, Nyahururu).

Minutes 4/1/2019: 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 outlined in the table below.

| Question and comments | Response |
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| 1. Is there available space for expansion of the Nyeri CBD? | Plans are made for both public and private land and plans should accommodate that in planning. Land owners develop according to the set plans. Expansion of roads should first be done once all the other alternatives options have been surveyed. |
| 2. There are increased vehicles in Nyeri with no road expansion. | Transport authorities to address this issue but for the short term there is the need to look at the current conflict junctions and redesign them to reduce the conflicts. |
| 3. There are many mechanics operating along the road. | The business is not sustainable. A new more permanent location to be allocated for the mechanics by the County Government. |
| 4. There should be provision of basements for buildings in town. <ul style="list-style-type: none"> • Allow for mixed use development where 1st and 2nd floors are used for commercial and upper floors residential. • Public spaces to be provided • The county should restrict mushrooming of matatu stages | The county should have proposal for infill densification with provision of such facilities such as Basement parking. County need to develop a policy to have a minimum parking area when constructing buildings, owners can charge for the spaces. |
| 5. Clarification of the stages to be moved. | In the Short Term, Long distance vehicles to use the new terminus. In the Long Term, all PSVs to move to the new terminus and have circular buses operating within the CBD which ownership of them will be subject to discussion. The deliberation of which matatus is still on going. |

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| <p>6. The issue of by-pass to be addressed</p> <ul style="list-style-type: none"> • Proposed relocation space • Redefine land use zoning • Nyeri has adequate water supply <p>7. Proposing the extension of dualing of Marwa-Kenol to Nyeri</p> | <p>The details of the proposed by-pass are given in the report. The issue of water supply to be clarified by the water service provider.</p> <p>The road will have a trigger effect on land uses and should be captured in terms of planning. There is need to think carefully to avoid killing the town. Each sub county should be in a position to benefit from the project. KENHA will be able to offer better details on the project implementation.</p> |
| <p>8. Huge disappointment due to lack of approval of the ISUDP and that the ISUDP and the detailed town plan had included the current feasibility study. Proposed bypasses were also included. Preferred projects were also brought up. Nyeri has water surplus therefore need to clarify on the report.</p> | <p>The Chief Officer circulated the ISUDP to various departments and some issues were raised which needed to be addressed and later be submitted to the County Assembly for debating and subsequent approval.</p> <p>The Study is as a result of one of the issues that was raised hence no conflict.</p> <p>The CSP is being prepared which will bring up the functionality of the satellite centers.</p> |
| <p>9. Who will provide the high capacity buses to be used for transit purposes? Boda bodas will have extra advantage with the relocation if matatus are relocated.</p> | <p>The move is necessary to cater for the future. Buying of the vehicles will depend on the buyers' preference. Purpose is to provide better connectivity in the town.</p> <p>County will discuss the issue with matatu operators later.</p> |
| <p>10. Is there a proposal to carry out an ESIA and SEA for the proposed projects?</p> | <p>There is a consultant working on the ESIA report for the project. The aspect of SEA needs to be discussed since the project scope does not warrant that.</p> |
| <p>11. The open air market chairman agreed that they are the main contributors of congestion due to them being given the permission to vend on the street. How will they deal with this issue?</p> | <p>A meeting will be organized to address the issue between the County and the market committee members.</p> <p>The markets should remain open till late at night to encourage buyers to buy from the market.</p> |

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| <p>12. There was refuted claims that street vendors normally come from the market to vend in the streets. Who will be accommodated in the new market?</p> | <p>The market will accommodate traders from all the wards. Current markets are not being moved. Allocation of space will be done later.</p> |
| <p>13. There are no play areas in Nyeri and yet the existing dump site should be a playground.</p> <ul style="list-style-type: none"> • The county to seek alternative area to accommodate the mechanics. • Breaking traffic rules by motorists. • Noise pollution by motor bikes | <ul style="list-style-type: none"> • The proposed site is no longer used for recreation space. Other recreation spaces available in Kamukunji and Ruringu stadium • Converting the residential to commercial would be contrary to the big 4 Agenda of provision of housing. • Control of noise pollution is a devolved function under the county government. However, the issue is affected by court decisions. The exhaust pipes need to be replaced regularly. • On traffic control, movement of vehicles such as those in Gakere road hampered by street vending. • Boda boda inspection to be checked into to control emissions. |
| <p>14. No facilities to cater for the PLWD along the walkways. The social amenities to be accessible to PLWDs. The Kimathi dual carriage to be restored.</p> | <p>The proposed plan has considered PLWD and that was partly why they were invited to the meeting. Their issues will be looked into during design of the project.</p> |
| <p>15. There is no continuity with the proposals and plans made.</p> | <p>This is a governance issue that the county needs to address. Plans should involve all stakeholders not just the County. There is need to engage professionals at the right time.</p> |
| <p>15. What are the view from the politicians since they are the ones who encourage informal activities</p> | <p>The stakeholders need to decide whether Nyeri is to remain an administrative town or change into a commercial town.</p> |

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| 16. Miariro people support the project. | Consultations to be done by the various stakeholders. They will follow the customers to Asian quarters. |
| 17. Share the write ups with the KURA for comments. 18. What are the proposals for lay bays to address the issue of matatus stopping along the roads? 19. Carryout a census to know the number of the matatus. | Some studies have been done and detailed assessment will be made in the final report. Team will seek additional views from the agency. |
| 20. There is a challenge since their efforts are not supported by the courts. Improve the road signage and pedestrian crossing. | There is need to instill discipline of road uses. Difficult to charge pedestrians due to lack of marked pedestrian paths. Called on the Miariro vendors to think of effects of their operations on security such as muggers. Security concerns should be integrated in planning. |
| 21. Get input from the i. Industrialization policy. ii. Development of micro and enterprise management policy document iii. Sessional paper 202/2005 employment creation and income generation policy • Propose on the best ways to deal with the matatu sector. • Traders to form own saccos and not depend on other saccos. | These will be considered in the detailed final report. |

As a way of clarifying the proposed project scope, the Chief Officer presented a brief presentation on the proposed relocation plan. She stated that relocation will be done in three phases within a spread out period. Feasibility has been done for a shift from single units' occupation to multiple units and infrastructure has to be done first before people are relocated. The area under consideration is 9.6 Acres and is the allocated facilities are as follows:

- Lorries holding area
- Open Air market
- Jua Kali Shades
- Boda Boda
- Tuk Tuk bay with 58 slots
- Jua Kali stores
- Fire Station
- 2 sanitary facilities (changing, showers, PLWDs considered)
- Revenue office

- Police post
- Storey stores
- Matatu parkings
- Over 300 parking slots
- Taxis
- Commercial centres with two
- underground parking's
- 1000 stalls
- Elevated tanks
- Garbage collection points
- Power substation
- Goods holding store

Minute 5/1/2019: Closing Remarks

The County Secretary, Mr Gachichio was invited to make the closing remarks. He started by stating that he was humbled to be part of the meeting and he had listened keenly on the issues raised. He said that funds were available for the project and thanked the donors supporting the government in developing urban and municipal cities. He narrated that areas with no cities hardly develop and therefore cities are a permanent part of civilization. He further stated that the County Government is listening to the local issues through their open door policy. It is expected that Kenol-Marwa road will have a huge impact on the town, same as the SGR but the Government have a good mechanism to compensate all affected persons by projects. He called on the participants to embrace a mindset that accepts change in order to achieve growth. Where enforcement is required, the County Government will work within frameworks of constitution and rule of law and will create a legal mechanism to deal with illegalities. Those affected by such need to know how to evolve with the change for the bigger good of the community

In order to create employment for the youth, focus needs to be put in industrialization and value addition to create additional income for the people. There is need to explore where industries can be set up in future to ensure prior investment in the commensurate infrastructure. Communities are also encouraged to participate to ensure their views are heard and incorporated in planning and policy formulation. He emphasized that the government will support innovative ideas and is keen on areas relating to health, water, environment and development. This is with an aim of providing a proper socialization foundation for kids which will bring a stable and progressive society.

The participants unanimously agreed to support the project and the County Secretary reinstated that the focus of activities for the county remains on the people.

There being no other issues, he declared the workshop officially closed. A closing prayer was led by one of the stakeholders after which the participants were invited for lunch.

Annex 1: Pictorial for the meeting



1. A participant asking questions during the plenary session



2. A section of participants following through the meeting



3. The County Secretary, Mr. Gachichio making his remarks



4. The project consultant's team responding to questions raised