ELDORET

A STRUCTURE PLAN FOR A LOCAL PHYSICAL DEVELOPMENT PLAN (LPDP) – 2015/2040

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PLANNING FINAL REPORT

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CERTIFICATION

I Certify that the Eldoret Local Physical Development Plan (2015-2040) has been prepared as per the requirements of the Physical Planning Act, CAP 286.

Certified

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……

FOREWORD



The Physical Planning Act of 1996, CAP 286 of the Republic of Kenya gives authority to the National Director of Physical Planning to prepare Local Physical Development Plans (LPDPs) for various Towns in Kenya. It is on this mandate that Eldoret Town which has currently assumed the status of a City was selected as a town that needed immediate Planning intervention. This is because the Town do not have a current and up to date development Plan to guide its development yet it is experiencing rapid urban growth and development among many other challenges that the Plan is expected to address.

Consequently, the Plan has proposed various mitigative strategies, policy directions, programmes and specific action projects that would be implemented by the concerned authorities to steer coordinated rural and urban development, growth of industry, infrastructure and human settlements development, and sustainable environmental management. The LPDP (2015-2040) outputs aims to improve the standards of living of the people through employment creation, reduction of poverty, and creation of wealth through promotion of sustainable yet optimal land use management.

The Plan is expected to be an instrumental framework of Development Control that will enhance revenue collection for the County Government and also enable and facilitate revision of the City Municipality Valuation roll. The preparation of this Plan has responded to all procedural and substantive requirements as provided for in the Physical Planning Act and its implementation will be a major milestone towards securing the quality of life and wellbeing of the residents of Eldoret City and County as a whole.

Augustine Masinde, EBS
National Director of Physical Planning

PREFACE



Eldoret City is considered one of the fastest growing Cities within the North Rift Region and as such, a proactive and well considered Plan anticipating the development patterns of the City is not only timely but also very valuable. The Eldoret LPDP (2015 – 2040) highlights various ways that the City Municipality as part of the County Government can synergize efforts to ensure that the City develops in a cordial and harmonious manner.

The Plan has depicted the spatial dimension of the social-economic, political and environmental development programmes of the City as articulated and depicted in other development frameworks that the County Government has prepared in the past. It has also presented a clear statement of how it is linked to the Regional and National Plans, clarified on the anticipated sustainable development outcomes of implementing the Plan through controlling the order and nature of activities on land within the City. It is a strategic attempt to address spatial problems facing the City while still balancing the growth of both rural and urban areas which among others provides a basis for efficient and cost-effective delivery of infrastructure services through a long-term programme of investment. It also provides a framework for revitalizing industries, trade and commerce for sustainable economic development which are crucial tenets for the growth of the County.

The Plan is timely and we, as a County Government, are committed towards implementing it with periodic reviews as necessary.

Hon. Jackson Mandago
The Governor
County Government of Uasin Gishu

ACKNOWLEDGEMENT

This Plan was developed through a robust and all-inclusive stakeholder process that lasted for approximately 24 months under the guidance of the lead Consultant - Centre for Urban & Regional Planning (CURP). The approach was multi-disciplinary and multi-sectoral with the involvement of all the stakeholders including the residents of Eldoret City who were very crucial in the development of the Plan.

In particular, the Plan was prepared through the institutional and financial support of the National Ministry of Lands & Physical Planning; under the Directorate of Physical Planning led by Director Augustine Masinde. In that regard, the Planning team under the National Directorate of Physical Planning composed of Planner Rose Mugita, Planner Getrude Rapong'o, Planner Alfred Mwanzia, Planner Moses Mugendi, Planner Timothy Mwangi, Planner Ben Amolo, and all other Planners and/or individuals who in one way or the other within the department contributed to the development of the Plan *(annexed in the report as list of participants),* we are indeed grateful.

The Plan would not be complete without the invaluable insights and input availed and provided by the County Government of Uasin Gishu Team led by the Physical Planning department and in particular special gratitude to Eng. Nelson Maritim (C.E.C. Lands, Housing & Physical Planning), Kenneth Mbeka (C.O. Physical Planning & Urban Development), Ruth J. Rop (C.O. Lands & Housing), Simon Tanui (C.O. Trade & Industrialization), Jane Mugure (C.O. Education), John Kemboi (C.O. I.C.T. & E. Governance), Barnabas K. Too (C.O. Roads, Transport & Energy), Tito Koiyet (Municipal Manager), Charles Kimani (Ag. Director, Physical Planning), Jacktone Kiprop (County Physical Planner), Cyprian Chesire (County Physical Planner), Nelly Jerotich (Ag. Director, Lands & Housing), Joseph Chelulei (Director, Environment), Peter Kurgat (Director, fire – CFO), Linus Yego (Ag. Director, Roads) among other participants representing various departments within the County Government structures, we value your contribution.

Finally, the Plan benefitted immensely from the expertise provided by the Consultant team led by the able guidance of the lead consultant Planner Renson K. Mbwagwa, Planner Charles Osengo, Planner Samuel Mburu, G.I.S. Expert Moses Kemboi, Planner Logedi Lusala, Eng. Shadrack Yego, Economist David Ong'olo, Faith Musembi, Felix Swai, Peter Nyamai, Elizabeth Mutisya, David Omido and Steve Nzomo. Also, the reports production at different stages, letter disseminations and overall documentation and filing would not have been successful without the able administration team of the consultant led by Miriam Mungai. To all the above, much appreciation.

Finally, as it is not possible to list the names of all the persons who contributed to the development of the Plan in one way or the other, your contribution is valued and appreciated.

Plnr. Charles Kimani
Ag. Director, Physical Planning Department, County Government of Uasin Gishu

EXECUTIVE SUMMARY

The making of the Eldoret LPDP was a joint collaboration between the City residents; the various Government institutions/authorities, private institutions and individual contributions but key among them being the National Ministry of Land and Physical Planning; the County Government of Uasin Gishu; and the Center for Urban and Regional Planning (CURP) – a private consultancy firm based in Nairobi as the lead consultants. The Eldoret Local Physical Development Plan (LPDP) 2040 has been prepared in line with the Constitution of Kenya, 2010 with specific reference to Article 60 (1) which states that land in Kenya shall be held, used and managed in a manner that is equitable, efficient, productive and sustainable. Further, Article 66 (1) on the regulation of land use and property, gives power to the State to regulate the use of any land or any interest in or right over any land in the interest of defence, public safety, order, morality, public health or **Land Use Planning**. The Constitution of Kenya further provides for other legal statutes including the Physical Planning Act, 1996 Cap 286 which the preparation of this Plan has benefitted from.

The purpose for the Eldoret LPDP 2040 is to provide a clear strategic direction for the development of the City Municipality in the next 20 years or beyond with the flexibility for review every 5 years to respond to change. With its focus on Land Use Planning, the Plan has outlined how the County Government could use space and manage competing demands for space within the City. The Plan has ensured that the County Government of Uasin Gishu would achieve a more sustainable, prosperous and equitable future in administering land use developments within the City Municipality if the proposals contained in the Plan would be implemented in collaboration with all stakeholders. The Plan's preparation was participatory and involved residents of the City Municipality represented by various clusters of the population and officials from various Departments of the County Government and National Government (Ministry of Land & Physical Planning). Based on community aspirations and detailed Planning analysis, the Plan has provided a City-wide context within which resources could optimally and sustainably be utilized. The Plan has mapped out a course of short, medium and long-term actions to support the strategic approach to key City-wide issues facing County as a whole.

The first part of the report contains the statement of the problem and an outline of the terms of reference, and the current situation in the City Municipality detailed in 10 different Chapters. This first section of the report culminates with a detailed SWOT analysis that steps the findings into the conceptualization and proposals level which are contained in part 2 of the report. In this Part, the spatial template of the City Municipality is conceptualized as subregions based on their structuring capacity and development potential; access and mobility within the sub-region and their linkage to the Core Centre (Eldoret CBD). This analysis was used to assess and predict its propensity to influence land delivery for urban/rural land use and therefore institute development control structures and regulations to address uncontrolled urban sprawl and ensure optimal land use management contained in the Plan proposals.

Plnr. R. K. Mbwagwa
Principal Consultant, Center for Urban & Regional Planning

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LIST OF ABBREVIATIONS

AAP	Action Area Plan
AEZ	Africa Economic Zones
BRT	Bus Rapid Transport
CAK	Communications Authority of Kenya
CBD	Central Business District
CBO	Community Based Organization
CCS	Comprehensive Community Strategy
CDF	Constituency Development Fund
CEC	County Executive Committee
CFA	Community Forest Association
CIDP	County Integrated Development Plan
CIP	Capital Investment Plan
CSDP	County Spatial Development Plan
CSP	County Spatial Plan
CURP	Center for Urban and Regional Planning
EATEC	East Africa Tanning and Extract Company
ECDE	Early Childhood Development and Education Centre
ELDOWAS	Eldoret water and sanitation Company
ESP	Eldoret Structure plan
FBO	Faith-Based Organizations
FY	Financial Year
GDP	Gross Domestic Product
GIS	Geographical Information System
GoK	Government of Kenya
IAAF	International Association of Athletics Federations
ICDC	Industrial and Commercial Development Corporation
ICT	Information Communication and Technology
KAA	Kenya Airports Authority
KCAA	Kenya Civil Aviation Authority
KeNHA	Kenya National Highways Authority
KeRRA	Kenya Rural Roads Authority
KFS	Kenya Forest Service
KPLC	Kenya Power and Lighting Company
KQ	Kenya Airways
KURA	Kenya Urban Roads Authority
LAPSSET	Lamu Port Southern Sudan Ethiopia Transport Corridor
LPDP	Local Physical Development Plan
LPG	Liquefied Petroleum Gas
LRT	Light Rail Transport
MoAg.	Ministry of Agriculture
MoE	Ministry of Energy
MoEd.	Ministry of Education
MoH	Ministry of Health
MoSC	Ministry of Sports & Culture
MoTD	Ministry of Trade & Development
MUD	Mixed-Use Developments
NEMA	National Environment Management Authority
NGO	Non-Governmental Organizations
NHC	National Housing Corporation
NLC	National Land Commission
NMK	National Museums of Kenya
NMoE	National Ministry of Environment
NOREB	North Rift Economic Bloc
UoE	University of Eldoret

PART I:

Situational Analysis

1 INTRODUCTION AND BACKGROUND

1.1 BACKGROUND TO ELDORET LOCAL PHYSICAL DEVELOPMENT PLAN

The focus of Eldoret Local Physical Development Plan (LPDP) is multi-fold. First, it is intended to establish a conceptual and policy basis upon which to plan, develop and fund the future development and operations of physical development within Eldoret. Second, the Development Plan focuses on specific initiatives in the development of key Land Use Zones by establishing a Structure Plan for the period 2015-2040. Third, the Plan, in its implementation components, addresses operational standards, delivery strategies, action Areas that require Detailed Planning and guidelines that will support Eldoret's development and operations. Within these three dimensions of the LPDP are a series of other elements that are important in addressing a range of considerations, from policies and strategies through to operations.

1.2 UNDERSTANDING THE LOCAL PHYSICAL DEVELOPMENT PLANNING CONCEPT

The notion of a Local Physical Development Plan is to provide a vision and framework to ensure orderly, coordinated, harmonious and progressive development of the Eldoret in order to ensure health, safety, amenity, convenience and the general welfare of the inhabitants. The Plan classifies the area for residential, commercial, industrial and other purposes so as to coordinate and inform both public and private investment. It also aims to direct the physical development and management of all initiatives to deliver Eldoret town that is well-integrated, pedestrian-friendly, safe and attractive environment for residents and visitors.

In cognizant of Eldoret being a Bread Basket for Kenya, the resultant Structure Plan determines the desired direction of growth for the Town and advocates a variety of public realm projects to foster new relationships between the public and private realms as well as Urban and Agriculture Spatial Needs. The Local Physical Development Plan main objective would be to:

- Provide a clear spatial structure for Eldoret Town with strong image forming elements- how the town should look like now and in the future;
- Identify a system of quality public spaces and streetscape elements to create an environment that is conducive to economic investment and fosters healthy community interaction;
- Promote sustainable Growth of the Town in manner that does not threaten the Agricultural productivity.
- Assign land uses to certain parcels of land in order to ensure the efficient use of land and the optimal integration of land uses with the movement patterns and public space system;
- Provide clear development and urban design guidelines to manage spatial activities, investments and development in the Town
- Through Strategic Action Area plans, identify catalytic public sector led projects that are required to kick-start the development of the Town.

1.3 OVERVIEW OF THE STUDY AREA

1.1. PLANNING AREA

The Plan will cover the area extending to Kipkaren river along Kapsabet road to the south, Kipsangui River along the Eldoret-Kitale Road and Jua Kali to the west, Eldoret university, Sogomo along Ziwa road to the north, Cheptiret and Kesses on A104 Nairobi road to the East, Naiberi along Kaptagat-Eldama Ravine road and Chepkanga along Iten Road.

In addition, the Planning area has been delimited to include the following key features which are key in shaping the development of the town. The Eldoret international airport, military barracks, solar power plants project, Marura swamp, Eldoret and Moi Universities, Urban nodes, Transport corridors, Physical features-Rivers and other infrastructural installations. The inclusion of these activities within the Planning window resulted to an extension of the planning area to about 724 Km^2

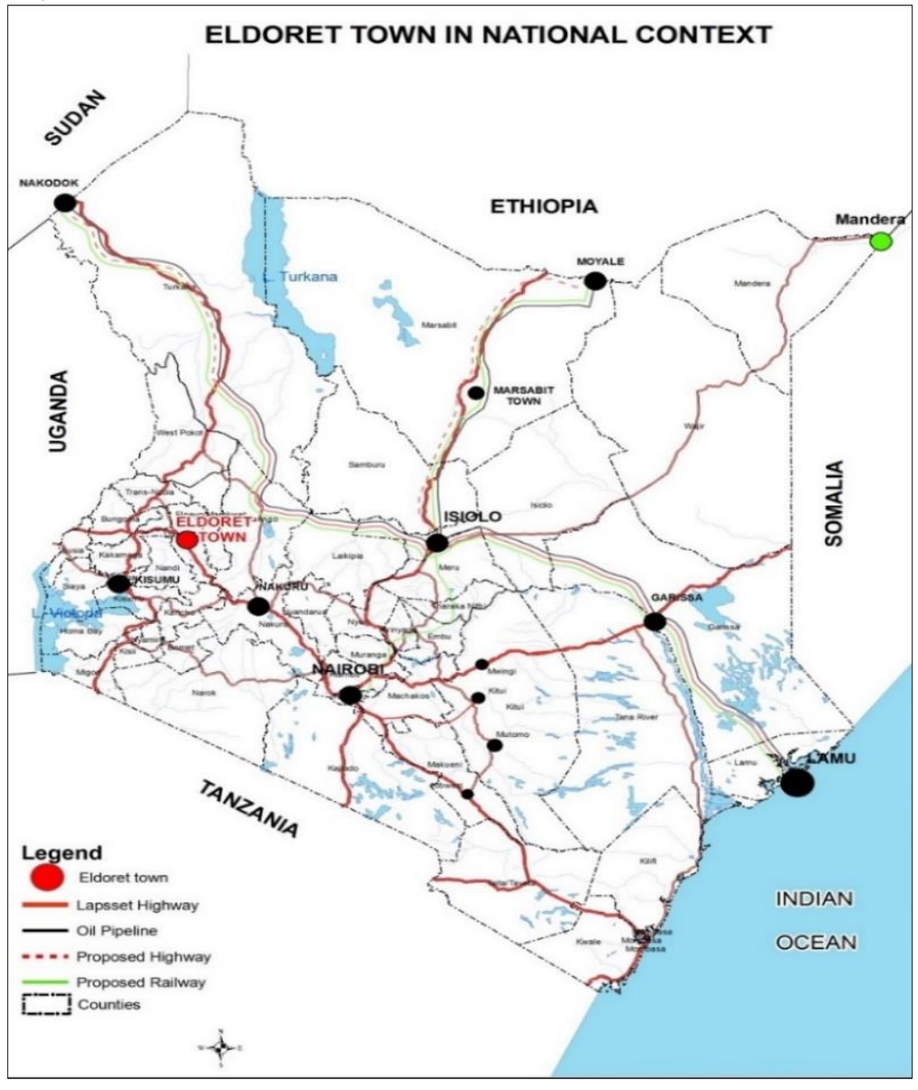
1.3.1 JUSTIFICATION OF THE PLANNING AREA

The preparation of the Local Physical Development Plan for Eldoret Town has resulted to a well-planned and coordinated development. It is expected to set urban limits and therefore mitigate urban sprawl. This will ensure that the rich agricultural land is protected from the threat of unguided urban expansion. The plan has facilitated better organization of space and utilization of land which will lead to improved livelihoods. Ultimately, this will enhance revenue collection will accrue to the County government as information will be readily available on the various development zones. The plan will further facilitate revision of the valuation roll. The plan will also provide a framework for development control.

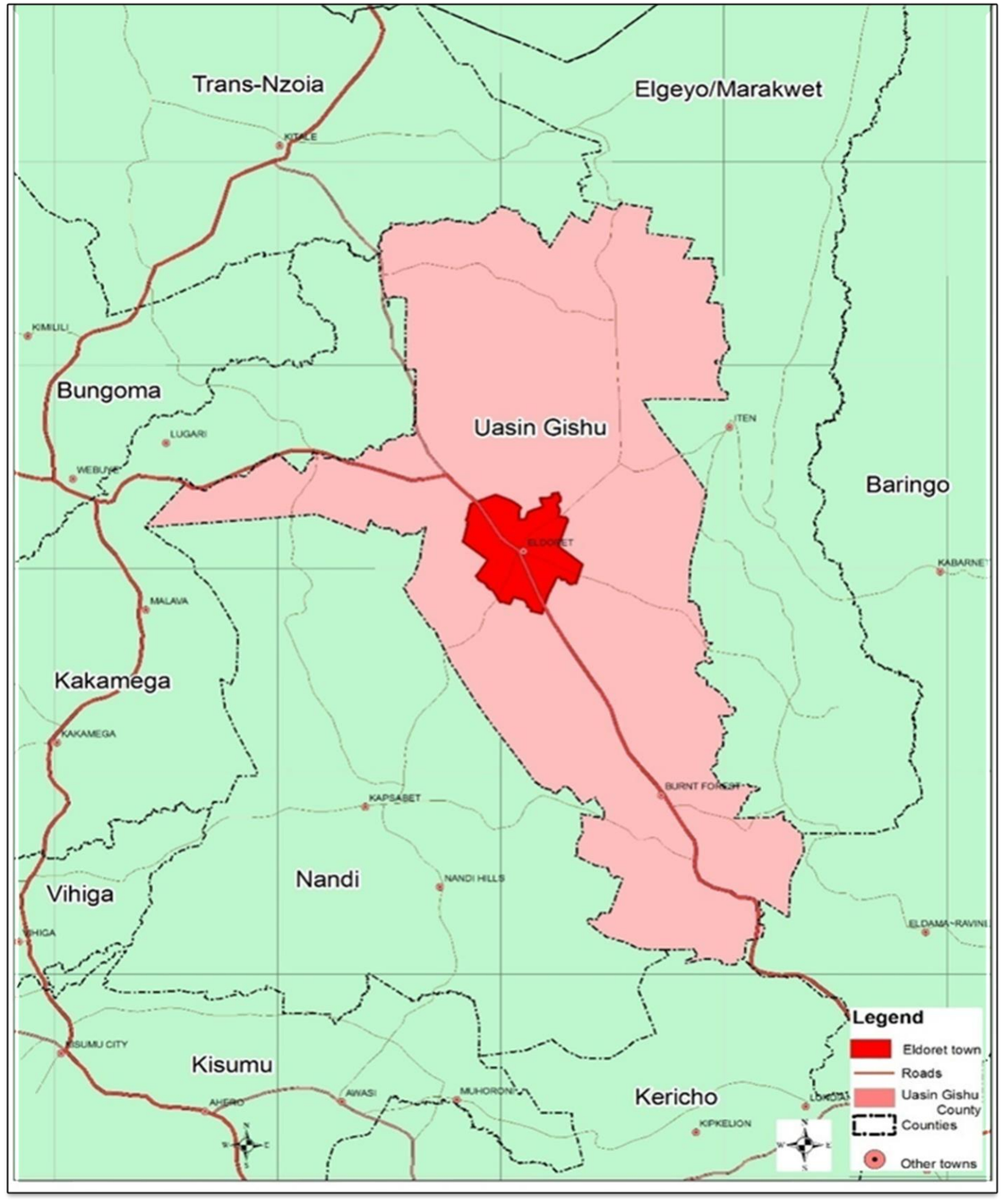
1.3.2 CONTEXTUALIZATION

The study area is the County Headquarters for Uansin Gishu County and is the 5th Largest Town in Kenya after Nairobi, Mombasa, Kisumu, and Nakuru falls. The total Planning area is in extent of 724km^2 which makes up 25% of the County area. In its present state, the study area functions as the main Economic and Administrative Hub for the North Rift Region area. It borders Kericho county to the south, Nandi to the south west, Bungoma to the west, and Trans Nzoia to the north. Other counties sharing borders with Uasin Gishu are Elgeyo Marakwet to the east and Baringo to the South East. This is shown in the maps below:

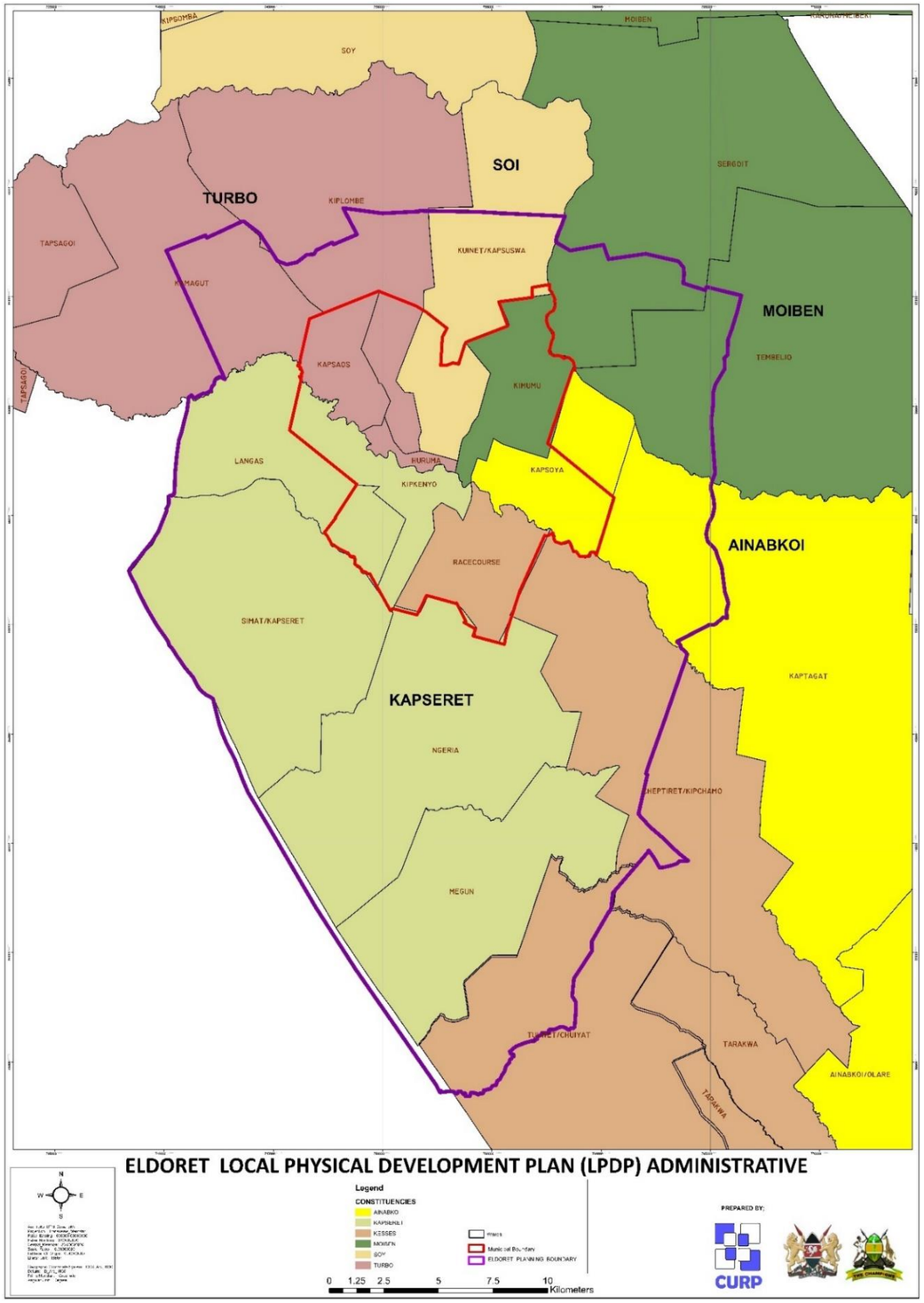
Map 1: Eldoret in National Context



Map 2: Eldoret Local Context



Map 3: Administrative Context



1.3.3 MOVEMENT AND LINKAGES

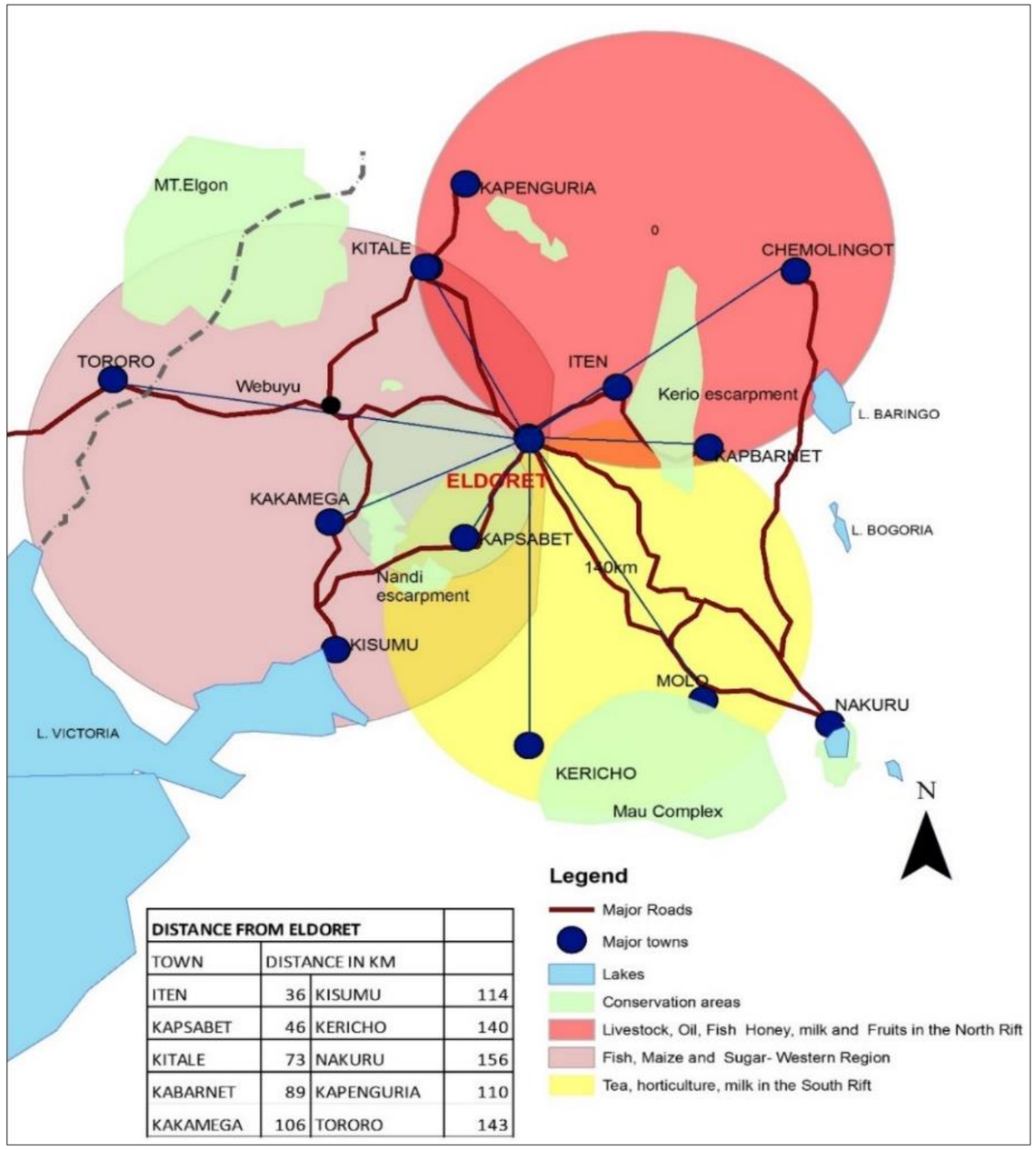
A104 Road (Uganda Road) is the main access road to the study area. It traverses the entire study area from the East (Nairobi) to the West (Malaba). Uganda Road provides an important link from Nairobi through to Uganda through Malaba. In addition, the Study area is linked to Kisumu through Kapsabet Via C39(Kisumu Road) and to Iten through road B16 (Iten Road). The town is also linked to Kitale through to Kapenguria via B14 road. In addition, the Town is serviced by the old Railway which literally cuts Eldoret into two making the Rail an important Structuring Element. These Linkages forms the core of vehicular traffic as most roads are in good condition complemented by a favorably flat Topography. Within the main Central Business District (CBD) of Eldoret, pedestrian movement is disorganized and is primarily along the road verges and pavements with limited clearly demarcated pedestrian walkways or crossways. Kisumu Road and Iten Road have clearly demarcated and segregated pedestrian walkways.

Table 1: Distances to other Towns

Town	Iten	Kapsabet	Kitale	Kakamega
Road Class	B16	C69	B11	A1
Distance km	36	46	73	106
Town	Kericho	Nakuru	Kapenguria	Tororo
Road Class	A 104	A104	B11	A104
Distance km	140	156	110	143

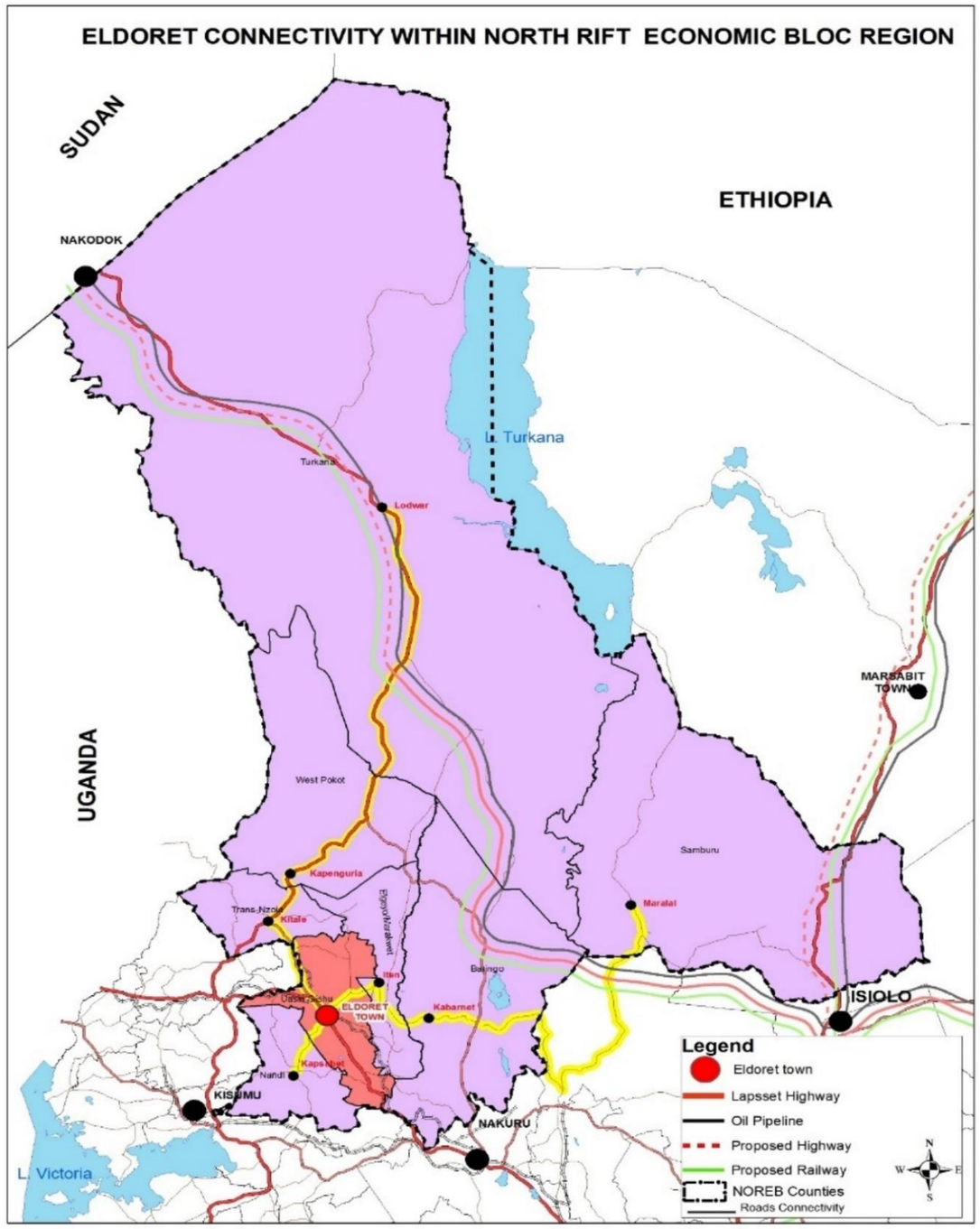
Eldoret has critical importance to the North Rift Economic Bloc (NOREB) which is an agglomeration of eight Counties within the Northern part of Rift Valley with the aim of forming an economic bloc to pool resources within the region for the greater economic benefit of the individual constituent Counties in terms of exchange of ideas and information, economies of scale and promotion of specialization where a County can focus on the activities its best suited for at the least cost. This region is seen as a gateway to both East and Central Africa through its well-connected infrastructure and homogeneity. The County main towns play important roles of being County Headquarters and markets for different products and Services thus are connected through Road, Rail and Air and most Important the LAPSSET Corridor.

Figure 1: Linkages to Other Towns



DISTANCE FROM ELDORET			
TOWN	DISTANCE IN KM		
ITEN	36	KISUMU	114
KAPSABET	46	KERICHO	140
KITALE	73	NAKURU	156
KABARNET	89	KAPENGURIA	110
KAKAMEGA	106	TORORO	143

Map 4: Connectivity to NOREB Region



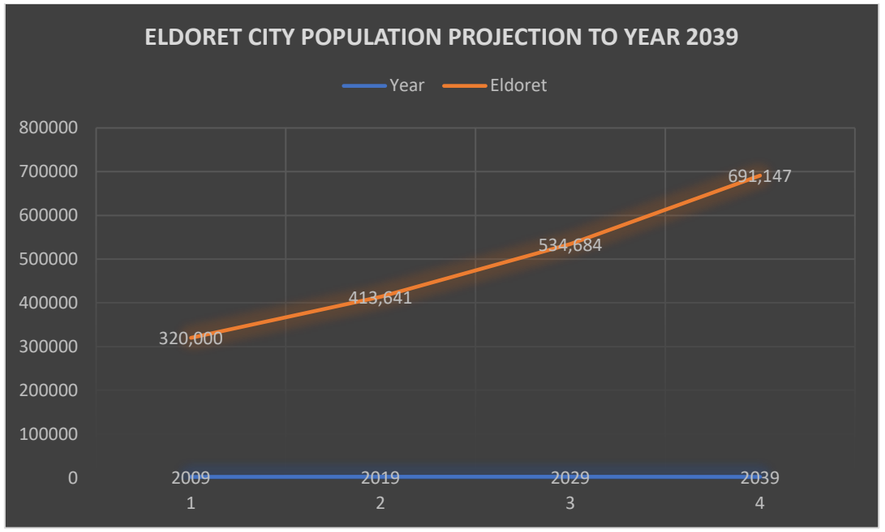
1.3.4 DEMOGRAPHICS

In 2009, the population of Uasin Gishu was estimated to be just over 894,179 people while that of Eldoret core Urban Area was estimated at 252,061 Persons. The study area as at 2009 had an urban population of approximately 320,000 persons making the municipality the fifth largest urban area in Kenya characterized by its cosmopolitan setting. The population of Eldoret town has been on an upward trajectory as shown in the table below:

Table 2: Eldoret Population Projection

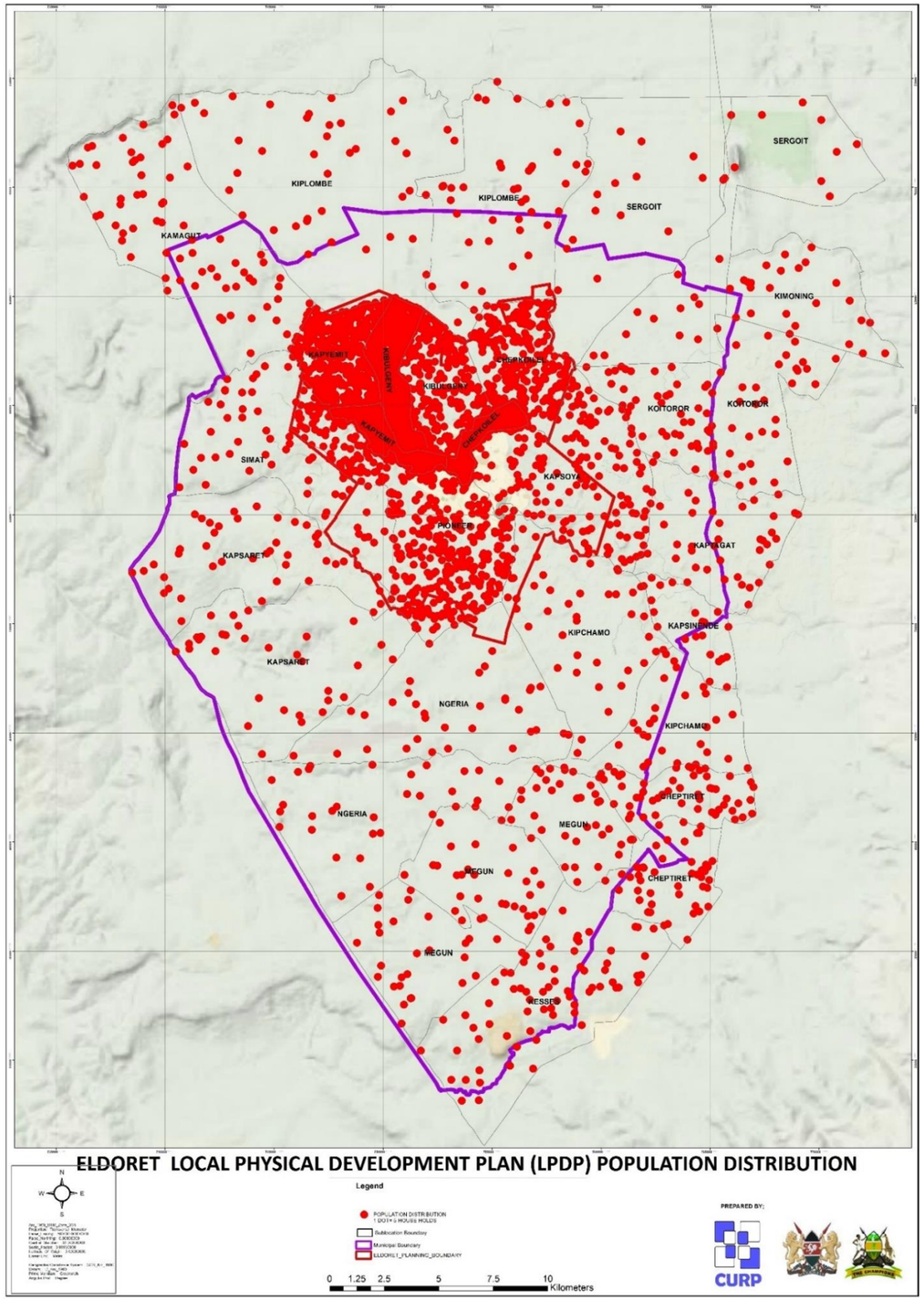
Between 2009 and 2040, the projection of population in the study area can be approximated as follows:

Year	2009	2019	2029	2039
Eldoret	320,000	413,641	534,684	691,147



From the above table, the population of Eldoret is expected to grow to 413,641 and 691,147 persons in the year 2019 and 2039 respectively at a national growth rate of 2.6%. This makes Eldoret the fastest growing town in Kenya and with this comes the opportunity related to increased employments and demand in housing. However; the population distribution per sublocation is not uniform where Sublocation next to the CBD and other commercial nodes have high population compared to the hinterland population. This is shown below:

Map 5: Population Distribution in the Study Area

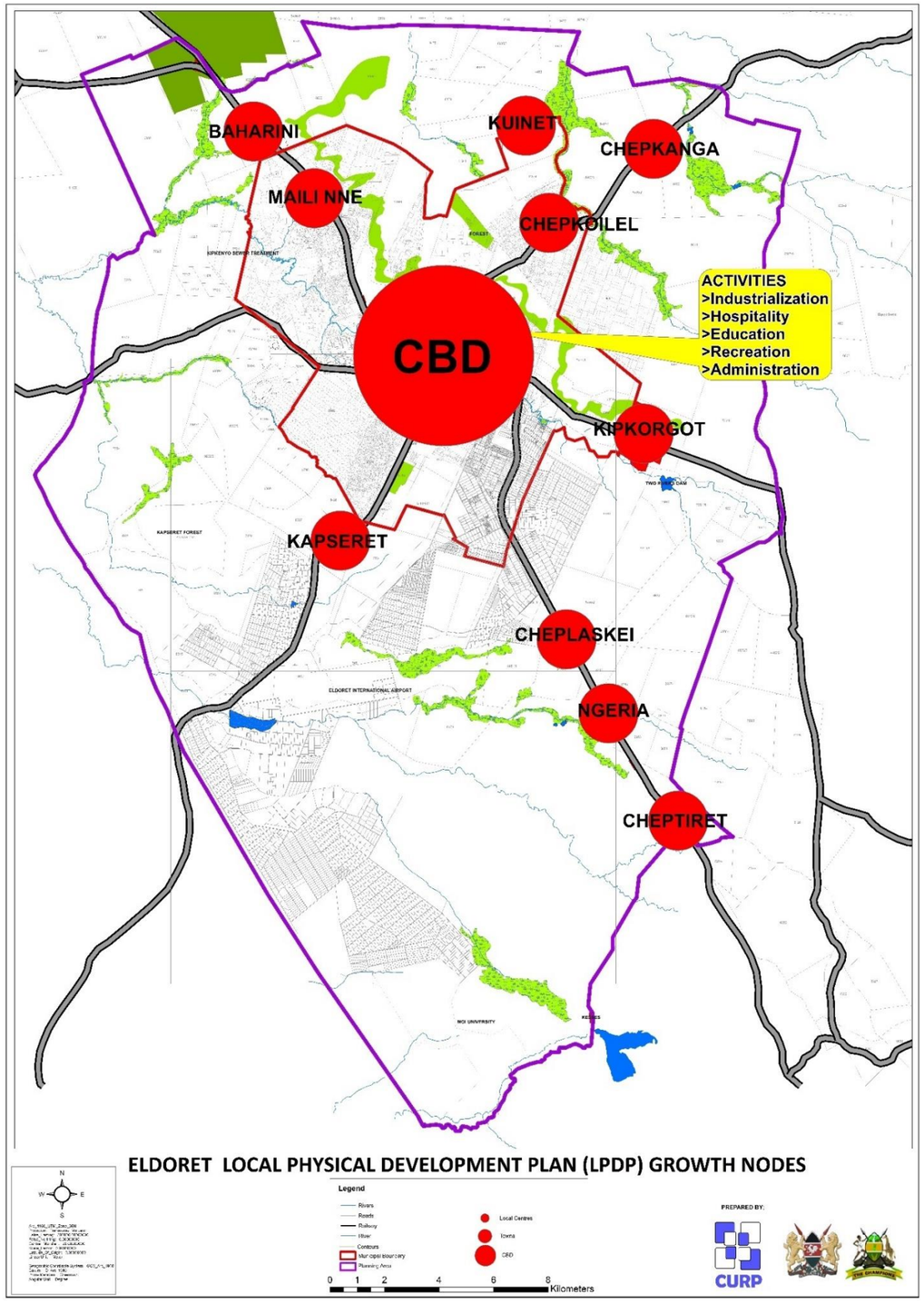


1.3.5 ECONOMIC OVERVIEW

Eldoret to a larger extent Uasin Gishu County is predominantly supported by Agriculture thus referred to as the Bread Basket of Kenya. The Urban economy for the Eldoret, comprises of capital wealth comprising of infrastructure network of roads, railway, water and sanitation, airport, network of energy supplies, ICT, differentiated value of land according to use, capital equipment, vehicles of various types, and all the buildings, and flow activities (goods and services) within the town and beyond the town. This facilitates the creation production growth and development of commercial activities both formal and informal sectors. It is also a transit town and soon to be elevated as a logistics Hub for Oil Industry and the AEZ special economic zone as well as a critical production and consumption node for the North Rift Economic Block (NOREB). These are foreseen as an inducement to growth and development.

Most of these activities currently happen within the various urban nodes within our study area shown below:

Map 6: Commercial Nodes Within the Study Area

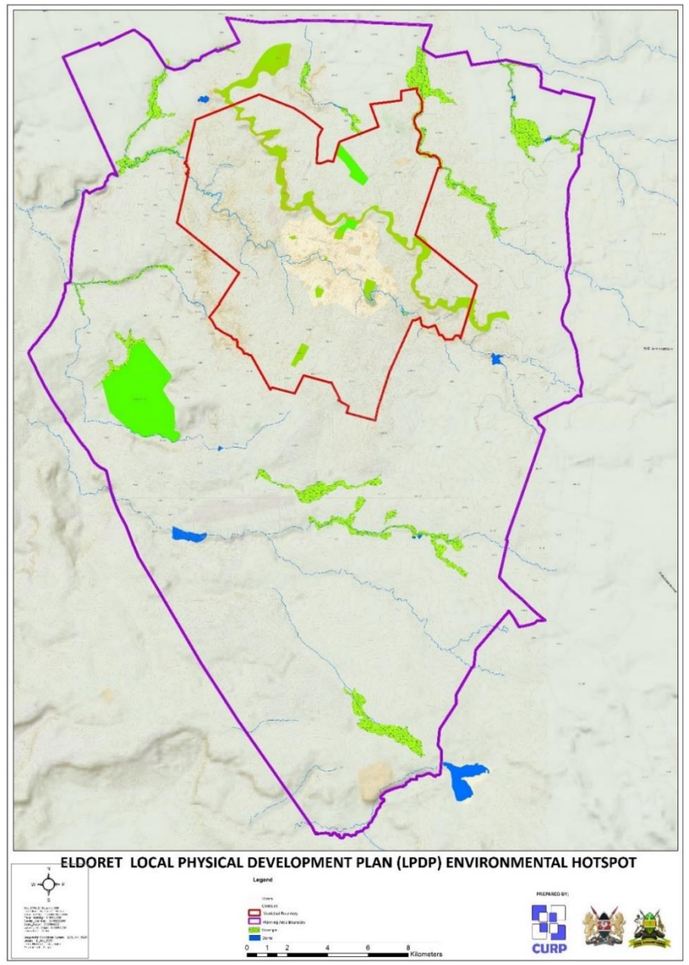


1.3.6 PHYSICAL ENVIRONMENTAL OVERVIEW

Eldoret has several natural assets which consist of biological assets, ecosystems, sub-soils, land and water (Wetlands and Rivers) areas. The Sossiani River which defines the study area by dissecting it into halves forms the main physical barriers that separate the CBD and the Residential Areas. On either side of the river land rises in a differentiated manner forming a divide. This gives rise to different landscape that unites with varied potential for urban development. The richness of the area's biodiversity has the potential to provide both social and economic benefits such as providing recreation areas and tourism areas respectively.

Eldoret has a vast number of wetlands which are an essential life-support system for the town as they provide water for the town, important rainfall collectors in water catchments, and impact positively on flood control. The forests on the other hand gives defense system against soil erosion and desertification.

Map 7: Environment Status of Study Area

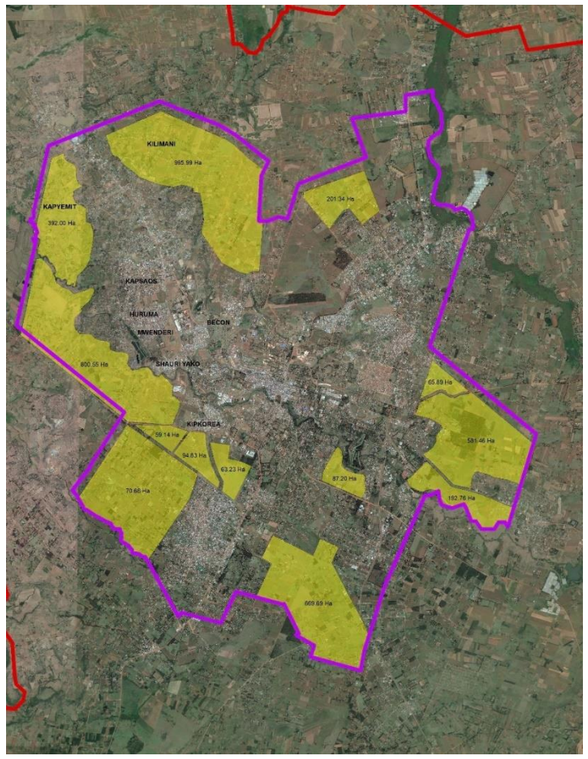


1.3.7 BUILT ENVIRONMENT

The study area is predominantly urban with Eldoret CBD being the primary Urban Centre where the Economic and Administrative functions are located. The Natural Environment structure indicates the town having been surrounded by environmentally sensitive features such as Rivers, wetlands and Forests. Therefore; all environmentally sensitive areas within the study area must be protected.

The built form of the study area is complex, in that it takes different forms throughout the area. The areas close to the CBD, predominantly areas of Elgon View, West Indies, Pioneer, Kapsoya are better developed with appropriate housing structures and supporting infrastructure whilst areas of Huruma, Langas, Munyaka, Maili Nne, Kimumu are predominantly informal settlements. There are pockets within the study area where government/parastatal housing including Bondeni, Kidiwa-kapsuswa, Railways and West area have been delivered, and in these areas the infrastructural conditions are also slightly better.

Figure 2: Built Environment of Eldoret



1.3.8 EXTERNAL INFLUENCES

The study area is also strategically located in the Bread Basket of Kenya meaning much of its Growth and development is Influence by agriculture related Activities. As a result, agriculture complementing

employment activities have emanated in the CBD as well as other nodes. Other agriculture towns such as Iten and Kapsabet also influences the Town. Education Facilities in particular universities are also influencing the Urban Form of the Town. Urban nodes such as Kesses, Cheptiret, Annex, Sogomo, Langas have been influenced by University function of Moi and Eldoret Universities as well as Eldoret Polytechnic. The Moi Teaching and Referral Hospital has positioned the town as a Medical town as population from other towns as far as Kakamega, Kitale, Webuye among others come to Eldoret for medical attention. The Eldoret International Airport and the strategic location of Moi Army Barracks also influence the structure and economy of the town.

Other than being the Bread Basket of Kenya, Eldoret is renowned for producing world class athletes. This has been strongly embedded in the County Governments Slogan "The City of Champions". Eldoret as well as neighboring Towns of Kapsabet and Iten hosts training camps for athletes both local and international positioning the study area as an important tourism town of the North Rift. The functional Status of Eldoret that will inform the concepts of the LPDP include:

i. An Agricultural town due its position as the Bread Basket of Kenya
ii. A Medical Town as it has one of the Largest Teaching and Referral Hospitals in East Africa
iii. An Administrative town not only for Uasin Gishu County but for North Rift Economic Block (NOREB) and the Kerio Valley Development Authority.
iv. A Commerce and Industrial Town owing to economic activities allied to agriculture, production and Value addition.
v. A Transit and Logistics Hub as its location is traversed by Uganda Road(A104) and is a gateway to both Uganda and South Sudan and the International Airport, the Kenya Pipeline Depo as well as the Planned Logistics hub at Maili Nnne. The soon to established AEZ will greatly influence the logistics role of Eldoret
vi. A University Town as characterized by Moi and Eldoret University as well as the Technical University of Eldoret.
vii. A Sports Tourism Town due its rich background and dominance in Athletics as well as being regarded as the best training grounds due to its high altitude.

Under the Urban Areas and Cities Act Amendment Bill of 2017, Eldoret is expected to gain a City status positioning the town as a strategic investment area. The Development dimensions are also expected to go on an upward trajectory.

1.4 THE LOCAL PHYSICAL DEVELOPMENT PLAN WORK PROGRAM AND APPROACH

1.4.1 A STRATEGIC FOCUS

A strategic focus informed the process and approach, to avoid peripheral or relatively unimportant analysis and discussions The LPDP Work Program has three primary phases:

- Situation Analysis Report;
- Structure LPDP Development;
- Structure LPDP Finalization.

The ultimate plan for Eldoret will provide the County Government with;

- an understanding of the study area;
- a vision and conceptual framework for the town centre; and
- a detailed implementation plan for the town.

The Situation Analysis Report is designed to undertake a wide range of consultation, research and analytical activities that provide a sound basis for understanding the current local physical operating environment for land uses in Eldoret, as well as future perspectives that could influence the development and delivery of activities within the spatial arrangement of the planning area. In this light, Physical and Natural Environment, Human settlements Patterns, current and future demographics, Economic Profile, land inventory (Capacity and Suitability Assessment), Physical and Social Infrastructure provision levels, Public purpose areas, Recreation facilities and Open Spaces, Institutional Arrangements and Stakeholder assessments were completed.

Also, a bi-tiered consultation program was completed involving focus groups with County Government work-groups and community workshops where a Vision for the Plan was coined. This document will provide the base line of data, both on current and projected physical operating environments and strategies that will provide the foundation for developing the Eldoret Local Physical Development Plan's policy directions, recommendations, strategies to complement opportunities and Address Challenges and Phased implementation programs.

1.4.2 CONSULTATION AND PARTICIPATIVE PROCESS

The success of preparation and implementation of an LPDP of this magnitude relied heavily on a well-balanced process involving technical analysis and evaluation, supported and informed by a focused participation and consultative process. These two processes need to constantly inform each other, thereby

ensuring that the final product is technically feasible, financially sustainable and that it has the buy-in of all relevant role players/stakeholders. In addition, the stakeholders require comprehensive capacity building of the final plan to ensure participatory implementation. Capacity building should cover:

- Local actors
- Community institutions
- County government and its systems and processes
- Governance system and processes
- All primary stakeholders

1.4.3 OPTIMUM USE OF EXISTING INFORMATION

The Preparation of Eldoret LPDP is a tasking process therefore can be financially demanding; it was imperative to obtain and utilize all existing relevant literature and data to avoid any duplication which results in wasteful expenditure.

1.4.4 HOLISTIC PERSPECTIVE

A critical element of the approach is that we will strive to integrate in the deliberations the social, economic, financial, institutional, natural and built environment aspects of the planning realm.

1.4.5 THE NEED FOR ALIGNMENT

The Local Physical Development Plan should:

- Be anchored and recognize existing National, Regional and Local Spatial plans
- Leverage on existing development effects in the area;
- Fill development gap where these exist;
- Avoid from developing new parallel Implementing structures to the ones that are already in existence;
- Optimize economies of scale, and
- Enhance existing Development Efforts

1.4.6 SPATIAL ANALYSIS

Eldoret Local Physical Development Plan has made extensive use of GIS-based techniques in the spatial analysis, evaluation and proposal generation phases of the project. Maps and diagrams convey concepts much more effectively than extensive reports, and it is proposed that optimum use be made of these techniques during implementation of the plan.

1.5 STRUCTURE OF THIS REPORT

This report has been structured in the following manner;

1.5.1 INTRODUCTION AND BACKGROUND

This section of the report is intended to provide an overview of the project background, the intended objectives as well as an overview of the Study Area. Reference is made to the terms of reference and an approach is proposed for the project roll out and implementation.

1.5.2 LITERATURE REVIEW

This section of the report considers those planning context and relevant planning documents which have been prepared both at National and Regional level and directly influence Eldoret.as a planning area. Emphasis is made to those elements that are relevant in the preparation of the LPDP. The plans considered include; the National Spatial Plan, Kerio Valley Regional Integrated Development Master Plan

1.5.3 LEGISLATION AND POLICY OVERVIEW

This section of the report considers pieces of legislation and policy that are primarily of relevance to the Spatial Development Framework but emphasis is made on the policy implications that are considered in the context of Eldoret LPDP.

1.5.4 SITUATION ANALYSIS

This is the section of the report emphasizes on the Study Area by giving an exact definition of its boundaries and forthwith makes use of Planning Analysis approaches to define the nature and character of the Study Area, and those factors which are critical consideration points in the preparation of an LPDP. The section is concluded by SWOT Analysis that was conducted for the Study Area, relevant to the LPDP. The focus of the Situational Analysis includes;

1. Physiography and Environment
2. Population and Demography
3. Urban social infrastructure-Social Development
4. Transport Network and Access
5. Infrastructure, Utilities and Services
6. Land, Land Use and Human Settlement
7. Urban Economy and Livelihoods
8. Institutions and Governance

2 LITERATURE REVIEW

2.1 PLANNING CONTEXT

The rapid urbanization in Kenyan towns has had in its wake several ramifications both positive and negative. On the up side, urbanization has led to better standards of living, higher levels of education and health services, market for agricultural produce from the hinterlands of the urbanizing areas, among other positives. The negative implications however include ineffectiveness in service delivery due to unguided development, weak planning institutions and Urban Sprawl into agricultural land and ecological sensitive areas due to population pressure.

Eldoret Town is experiencing unprecedented change due to urbanization, its urban area has almost doubled since the mid 1980's and its urban population growth (currently estimated at 300,000 persons) is spilling to its rich agricultural peri-urban areas. Its therefore important to sustainably create a balance between Urbanization needs for Eldoret (ranging from provision of Physical and Social Infrastructure, Non-Motorized Transport, Investment and Employment opportunities, Housing, Commercial and Industrial Activities, Recreation and Waste management) with the conservation and preservation of rich agricultural lands. This will be achieved through sound Spatial Planning interventions.

The Eldoret Local Physical Development Plan has anticipated current and long-term change/needs, the challenges and opportunities that emerge from it and articulating a logical and flexible development path for a more sustainable and equitable future for the town. The main objective of this plan is to establish guidelines about how and where Eldoret should grow from now into the future(25Years). The Plan will aim to guide new investment, give effect to the principles and priorities of the City's development strategies, conservation of agriculture Land and related resources through promoting sustainable use of resources and identify priority areas for strategic planning interventions.

2.2 NATIONAL SPATIAL PLAN (NSP)

The purpose of the National Spatial Plan is to provide a national spatial structure that defines how the national space is utilized to ensure optimal and sustainable use of land. This is imperative as it will facilitate the achievement of the land policy principles of efficiency, equity, sustainability and productivity. The Plan is anticipated to promote the attainment of national, social, economic and environmental goals and objectives. Further, the Plan provides strategies and policies to deal with national challenges including urbanization, regional imbalances/inequalities, rural development, environmental degradation, transportation and underutilization of the massive resources available in the country.

The specific objectives of the National Spatial Plan are: -

- To create a spatial planning context that enhances economic efficiency and strengthens Kenya‟s global competitiveness.
- To promote balanced regional development for national integration and cohesion.
- To optimize utilization of land and natural resources for sustainable development.
- To create livable and functional Human Settlements in both urban and rural areas.
- To secure the natural environment for high quality of life.
- To establish an integrated national transportation network and infrastructure system

The NSP has identified Eldoret as a critical development and Growth node as follows:

i. It plays a Key Role in Oil Pipeline Transport that conveys petroleum transport for internal use and Export. It has supportive infrastructure for Storage of Petroleum Products.
ii. In terms of Air transport, Eldoret International Airport plays an important role in country's development through facilitation of tourism, and promotion of trade and earning of foreign exchange.
iii. Its Growth potential is closely linked to the construction of a bypass to divert traffic from Eldoret town.
iv. It has been identified as a Regional Hub based on it being among the principal towns identified in the 1978 Human Settlement Strategy as well as one of the fastest growing regional and county growth centre.
v. A Major gateway town with an international airport, a principle town located in high potential areas which has attracted investments in industry, infrastructure, education, real estate among other sectors. This town will continue to grow as regional growth centres serving their different regions therefore its functionality and livability need to be enhanced to make them attractive and competitive
vi. It's an optimal location for investment of resource-based industries which offer high return on investment at relatively low costs. This provides opportunity for Open Movement for Capital. As it's a high potential urban centre for managing global competitiveness.
vii. It's a major industrial town for urban-based industries and agro-based industries.

The Challenges facing Eldoret include:

i. Despite adequacy in urban land, it has not been optimally used as exhibited by low skyline, undeveloped areas, urban over- hangs, old derelict and decaying inner cores.
ii. Lack of and efficient and reliable urban transport systems that is crucial to sustain a high growth rate and alleviate poverty.
iii. Its location in high potential agricultural areas has created an aggressive competition between urban, agriculture and conservation land uses. This form of urbanization if not controlled will have negative impacts on agricultural land and food insecurity in the long run.

Eldoret potential as a spatial growth node has been captured under Zone 3: The Highlands whose potential include: Agricultural production, Water catchment, Forestry, Tourism and Culture, Mineral Resources and Energy Resources. The Policies to be adopted include:

- Enhanced agricultural production and value addition
- Investment in social and physical infrastructure
- Environmental conservation
- Intensive land use

The strategies for the zone include

- Infrastructure provision to support value addition initiatives and human settlement
- Small and medium urban Centres development
- Conservation of water towers and resources
- Rural development through provision of infrastructure, agricultural sector development and related economic activities
- Small and medium urban Centres development

Policy Statements.

1. In enhancing National Competitiveness, Eldoret shall be developed as alternative investment destinations due to their locational advantages on the northern corridor and existing infrastructural provisions.
2. In application of Selective concentration concept that shall be adopted for the planning and location of urban based economic activities, the concentration of urban based economic activities shall be targeted to the great lakes' region in Kisumu, Nakuru or Eldoret.
3. For Alternative urban areas that shall be developed and supported to promote balanced regional development and spur growth, Eldoret as a principal town, shall be developed in accordance to their regional potential and promoted as alternatives to the main conurbations.
4. The NSP shall advocate for the provision of an efficient, reliable and effective transport system for human settlement therefore a plan for establishing an efficient mass transit public transportation system for Eldoret should be put in place. Public transport system based on bus rapid transport system shall be provided
5. The NSP shall support the development of an integrated and functional transport system for the national and urban areas where Eldoret international airport shall function to support agricultural export and industrial needs in the western and north rift region.
6. The expansion of sewerage systems and waste management facilities shall be promoted to improve sanitation in human settlements through provision of a centralized sewer networks and treatment systems and solid waste management for Eldoret as a Principal town.
7. Sporting infrastructure shall be planned, developed, maintained and the existing rehabilitated to promote sports development where a national stadium will be built Eldoret and existing sporting facilities at the county level upgraded to accommodate swimming, tennis, basketball and rugby.
8. The cluster development strategy shall be promoted to focus on proximity to raw materials and markets of region-specific products where Urban-based industries shall be concentrated in Eldoret.

2.3 KERIO VALLEY REGIONAL INTEGRATED DEVELOPMENT MASTER PLAN

The Kerio Valley Integrated Regional Development Master Plan is a long-term development plan that covers a period of twenty (20) years 2013-2033 that addresses the socio-economic and environmental problems of the region to improve the standard of living of the people through employment creation, reduction of poverty and creation of wealth. The plan provides comprehensive strategies and policy guidelines to deal with the issues of rural and urban development, agriculture, mining and industry, infrastructure, human settlement, tourism; and sustainable environmental management. It will provide a framework on which to anchor other lower level plans of the area including deriving projects and programmes to be included in the County Integrated Development plans (CIDP) for the specific counties.

The Plan has identified Eldoret as an important Growth Node due to its development comparative advantage to othe towns. These advantages include

i. Good connectivity to other principal towns through the A1 road corridor and Eldoret International Airport. The airport is used for commerce as well as tourism purposes
ii. It's a key External Regional Terminal for North Rift thus increasing its economic and industrial Profile.

iii. The towns location plays an important role in tourism as it forms part of the Northern Tourism Circuit that comprises of Iten, Elgeiyo Marakwet and Turkana.

iv. It will play a critical role in the LAPSSET corridor as a logistics hub for Oil related industries.

2.4 REVIEW OF PREVIOUS PLANS

The town was first planned in 1970. The plan covered a small area of township of an area of 25 Km2. Besides the above, the town has been using various planning including Advisory plans, zoning plans, structure plans, part developments plans and subdivision plans have also contributed spatial ordering of Eldoret town. Some of the zoning plans include the following;

- Eldoret Municipality's Moi Annex Section, Zoning Plan
- Eldoret Municipality's, Langas Informal Settlement Development Plan
- Eldoret Municipality's, Kimumu Section Structure Plan
- Eldoret Municipality's, Maili Nne, Block 20, 21 and 23, Section Zoning Plan

Year	KM^2	Type of Plans/Events	Details
1970	25	The first physical development plan	It laid strategies for development within the town
1974	59	Boundary Extension growth Centre policy	Privately owned land included in municipal boundary
1975	59	Long Term Structure Plan-Eldoret Structure plan (ESP)	Laid Broad Development Strategies
1980	59	Short Term Development Plan -Eldoret Physical Development Plan	To implement ESP Land Zoning Technique introduced
1985	147	Local Physical Development plan	Regulation of zones and a guiding framework for all land uses.
1988	147	Boundary extension	Vast areas of forested and agricultural land included in the municipality
1990	147	Layout plan for upgrading scheme	Implement the EPDP Limited by inadequate finance,
2010	147	Eldoret Town Strategic Urban Development Plan 2008-2030	The plan was not approved.
2015	724	Long term plan-ELPDP Eldoret Local Physical Development Plan 2015-2040 (contained in this report)	To regulate and guide development. It has considered the vast area with range of activities which affect the town directly including Eldoret Airport, Moi University, University of Eldoret, Kesses, Maili Tisa, Ngeria, and Sogomo areas.

As highlighted earlier, the current boundary and geographical scope adopted for this study becomes very important for the growth and development of the Town considering its newly found status of being a City by virtue of the Urban Areas and Cities Act, 2011.

3 POLICY INSTITUTIONAL AND LEGAL FRAMEWORK

3.1 INTRODUCTION

This section provides an overview of the legal, policy and institutional framework for planning. It includes references to relevant Acts of Parliament, Policies and other international guidelines.

3.2 LEGAL FRAMEWORK

3.2.1 CONSTITUTION OF KENYA 2010

The Constitution establishes a system of devolved government based on counties. The Constitution provides the following provisions on land ownership and management. It provides that land in Kenya shall be held, used and managed in a manner that is equitable, efficient, productive, and sustainable, and in accordance with the following principles;

(i) Equitable access to land;

(ii) Security of land rights;

(iii) Sustainable and productive management of land resources;

(iv) Transparent and cost-effective administration of land;

(v) Sound conservation and protection of ecologically sensitive areas;

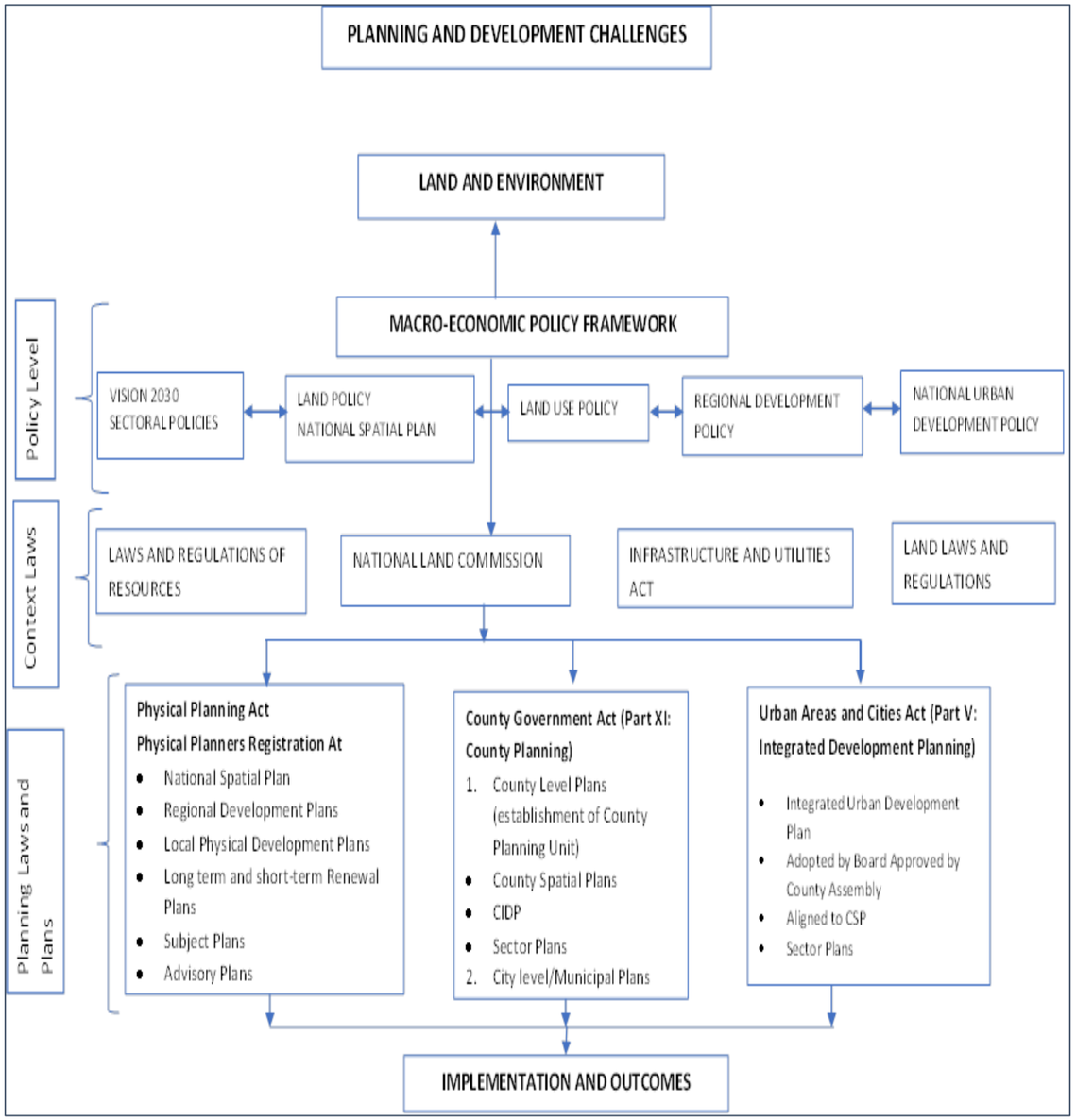
(vi) Elimination of gender discrimination in law, customs, and practices related to land and property; and

(vii) Encouragement of communities to settle land disputes through recognized local community initiatives consistent with this constitution.

The promulgation of the Constitution paved way for the enactment of enabling legislations on various issues including those relevant to the urban development and management and environment. The County Government Act 2012 and National Government and Co-ordination Act 2013 define the role and function of the County Government and coordinating function of the national government respectively.

Figure below- shows the various laws that govern spatial planning and development challenges in the current constitutional dispensation.

Figure 3:Legal Framework structure to Address Planning and Development Challenges



3.2.2 COUNTY GOVERNMENTS ACT, 2012

The County Government Act, 2012 repealed Local Government Act, Cap 265 and gives effect to Chapter 11 of the Constitution. The Act generally defines the roles and management of County Government and specifically and more specifically provides for the county government powers, functions, and responsibilities in the delivery of services and for connected purposes.

Figure 4:Sections of the County Government Act, 2012 Relevant to LPDP

104. (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.
This means that the County Government must prepare a plan prior to receiving funds from the Government.
107. (1) To guide, harmonize, and facilitate development within each county, there shall be the following plans:
(a) County integrated development plan;
(b) County sectoral plans;
(c) County spatial plan; and
(d) Cities and urban areas plans as provided for under the Urban Areas and Cities Act.

3.2.3 NATIONAL GOVERNMENT COORDINATION ACT 2013

The Act establishes an administrative and institutional framework of governance for the coordination of government functions at the national and county levels.

The objectives of the act are as follows;

a. Facilitate the exercise of executive authority pursuant to Articles 131 (1) (b) (Authority of the President) and 132 (3) (b) and (c) (direct and coordinate the function of ministries and government departments, decision published in the Gazette) of the Constitution;
b. Provide for the effective coordination and administration of the national government functions prescribed in the constitution, this act or any other written law; and
c. Provide for the establishment of an administrative and institutional framework at the national, county, and decentralized units to ensure access to national government services in all parts of the Republic.

3.2.4 URBAN AREAS AND CITIES ACT, 2011

The purpose of this Act is 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 management of a city and municipality shall be vested in county government and administered on its behalf by a board, a manager and “such other staff or officers as the county public service may determine”.

The Act requires every city or municipality to “operate within the framework of integrated development planning”

Figure 5:Relevance of the Act in Integrated Development Planning

The Act requires every city or municipality to “operate within the framework of integrated development planning”
Eldoret town is in the process of being upgraded to a Municipality. It shall be therefore required to develop an integrated development plan which shall be the basis for;
a) preparation of environmental management plans;
b) preparation of valuation rolls for property taxation;
c) provision of physical and social infrastructure and transportation;
d) preparation of annual strategic plans for a city or municipality;
e) disaster preparedness and response;
f) overall delivery of service including provision of water, electricity, health, telecommunications and solid waste management; and
g) the preparation of a geographic information system for a city or municipality;
h) be the basis for development control.

3.2.5 PHYSICAL PLANNING ACT CAP 286, 1996 (UNDER REVIEW)

The Act provides for preparation and implementation of physical development plans for connected purpose. It is the premise through which the development planning and development controlled is implemented. The Act provides for the preparation a Regional Physical Development Plan and Local Physical Development Plan.

The plan being developed is in line with section 24 of the Physical Planning Act, Cap 286 and seeks to guide and coordinate development of infrastructural facilities and services for the town and for the specific control of the use and development of land or for the provision for public purposes.

3.2.6 THE NATIONAL LAND COMMISSION ACT, 2012

This act makes provision as to the functions and power of the National Land Commission, qualification and procedures for appointments to the Commission, and gives effect to the objects and principles of devolved government in land management and administration.

3.2.7 ENVIRONMENT MANAGEMENT AND COORDINATION ACT 1999

This act describes the legal and institutional framework of environment management. General principles of the act are that every person in Kenya is entitled to a clean and healthy environment and has the duty to safeguard and enhance the environment. The entitlement to a clean and healthy environment includes access by any person in Kenya to various public elements or segments of the environment for recreational, educational, health, spiritual, and cultural purposes.

3.3 POLICIES AND GUIDELINES

3.3.1 NATIONAL LAND USE POLICY: SESSIONAL PAPER NO. 1 OF 2017

The policy was adopted by the National Assembly in 2017 and subsequently launched by the Ministry of Land and Physical Planning. The policy provides for legal, administrative, institutional and technological framework for optimal utilization and productivity of land and land related resources in a sustainable and desirable manner at National, County and Sub-county and other local levels.

3.3.2 NATIONAL URBAN DEVELOPMENT POLICY: SESSIONAL PAPER NO. 6 OF 2016

The National Urban Development Policy, is the basic policy of urban development in Kenya, which provides a framework under which cities, towns, and metropolitan regions will play a critical role in national socio-economic development. The policy aims at strengthening development planning, urban governance and management, promote urban investment, and delivery of social and physical infrastructure in urban area under a devolved system of governance. It is vision is to have a secure, well governed, competitive and sustainable cities and urban areas that contribute to the achievement of the broader national development goals articulated in the Constitution and Vision 2030.

3.3.3 SESSIONAL PAPER NO. 10 OF 2012: VISION 2030

Kenya Vision 2030 is a long-term development blueprint for the country to create a globally competitive and prosperous country with a high quality of life by 2030. It aims at transforming Kenya into "a newly-industrialising, middle income country providing a high quality of life to all its citizens in a clean and secure environment". The economic, social and political pillars of Kenya Vision 2030 are anchored on macroeconomic stability; continuity in governance reforms; enhanced equity and wealth creation of opportunities for the poor; infrastructure; energy; science, technology and innovation; land reform; human resources development; security; and public sector reforms.

3.3.4 PHYSICAL PLANNING HANDBOOK

The handbook provides clear and digestible user-friendly guidelines and minimum standards on the process and practice of physical planning. Its aim was to rationalize the rules, regulations, guidelines and performance standards that existed in various statutes, relevant subsidiary legislation, technical standards and principles that applied under relevant professional and technical disciplines.

3.3.5 NATIONAL ENVIRONMENT POLICY OF 2013

The National Environment Policy of 2013 seeks to provide a holistic framework to guide the management of the environment and natural resources in Kenya. It further ensures that the linkage between the environment and poverty reduction is integrated in all government processes and institutions in order to facilitate and realize sustainable development at all levels.

3.4 CONCLUSION

The preparation of Eldoret Local Physical Development Plan operates under comprehensive legislation which has been summarised above. The plan is being prepared on the basis that the County Government of Uasin Gishu in collaboration with the Ministry of Lands and Physical Planning, are the primary clients and the County Assemblies and the National Director of Physical Planning will be responsible for approvals.

4 CURRENT SITUATION

4.1 PROBLEM STATEMENT

The Eldoret town municipal boundary has been extending over the years due to increased population pressure. In 1959 the town was elevated to Municipal Council status with an area of 25km^2, under legal Notice No. 515 of 1958 after which it was extended to 50km^2 1974. In 1988, the Municipal boundary was 147.9km^2 a situation which remains to-date. According to Musyoka, 2003, the latest extension has brought into the municipality large tracts of agricultural land most of which have been undergoing subdivisions either legally or illegally a trend which continues today. Some of the farms that came into the Municipality in the 1988 boundary include the former EATEC farm, Ya Mumbi, Kikenyo, Kapyemit, Kamukunji, MailiNne, Kimumu, Munyaka and Langas.

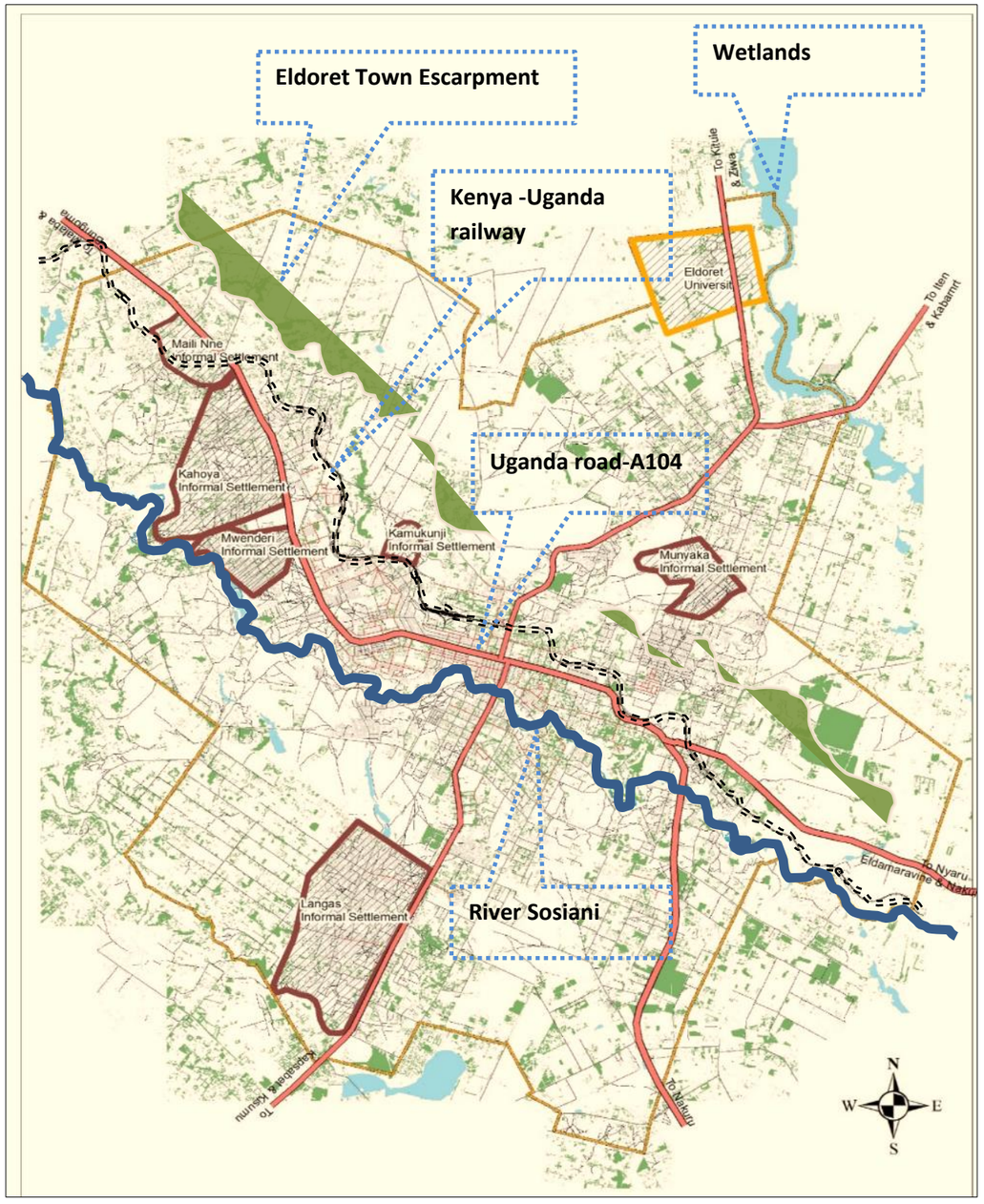
The un-regularized subdivisions of land parcel are found in areas like Maili Tisa, Kimumu and Cheplaskei-Annex areas. Coupled with issues encroachment of wetlands especially along River Sosiani, Marura wetland and unplanned growth of urban residential areas like Langas, Munyaka, Huruma and Mwenderi, there is need for immediate planning intervention. The study area is an area sandwiched by economic opportunities owing to its potential in Natural Capital, Agriculture, Education, Health, and Tourism. The town is considered one of the fastest growing town in Kenya being the 5th largest town in the Country. However; Eldoret is facing a number of challenges which creates an impediment to its developmental progress as highlighted below:

- Uncontrolled Urban Sprawl into the rich Agricultural Land and Encroachment into Ecologically Sensitive Areas.
- Insufficient housing and service delivery levels to meet the community ‘s current and future demands.
- High Investment appetite especially from farmers and sportsmen who seek to diversify income generation leading to Rapid Change of Land Uses
- Traffic Challenges
- There are more people than social facilities and supporting infrastructure.

These are a few issues that are problematic within the study area however; the problems are much more than the ones identified and these problems will be identified further through a SWOT analysis.

4.2 STUDY AREA

Map 8:Structuring Elements of the Study Area.



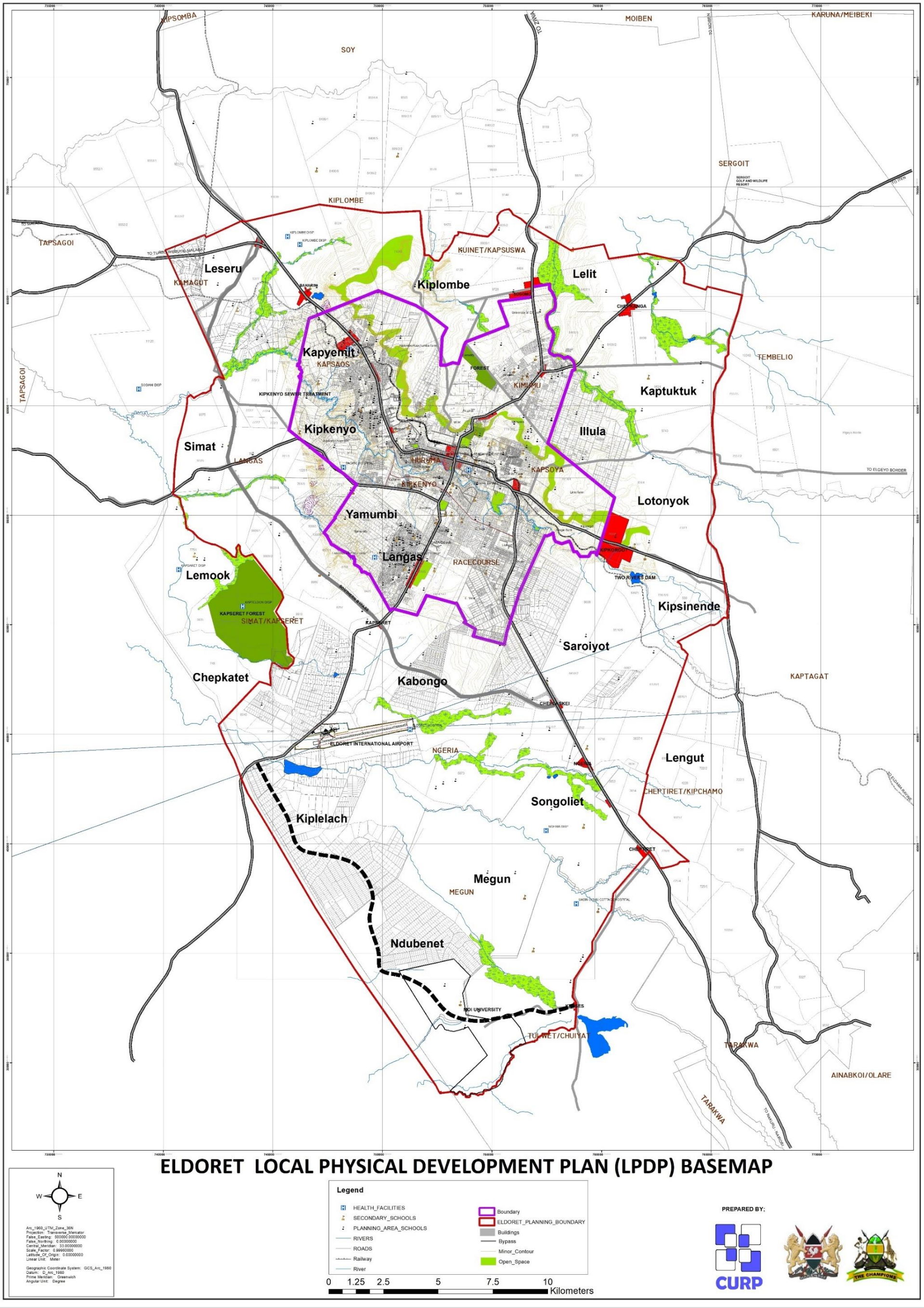
Eldoret town plays a significant role with regards to the economic growth in the region and Country at large. It further has a high potential to positively influence the growth of various sectors across the region including Urban and agro-based industries, tourism, sports, entertainment, infrastructure among others. All these have potential overall effect of not only the County's GDP but also the Country as well. However, several planning challenges threaten this potential including uncontrolled urban growth, inefficient use of land developments, encroachment into prime land, urban decay, among others. Therefore, the ongoing exercise shall not only address the aforementioned challenges and guide the development of the town but ensure that the existing economic potential is realized. The Critical analysis of the Structuring elements guided the preparation of the Study areas Base map as shown in the figure below:

4.3 PROJECT BACKGROUND

Eldoret Planning area has three main development tools, which guide development in the area. These are: County Integrated Development Plan (CIDP); County Spatial Plan (CSP); and Sectoral Plans (SP). The planning area has been identified using CIDP as an area that needs priority detailed planning interventions that should inter alia set the following directives for the local area:

1. Land Use and Development Management.
2. Structure and Co-ordinate Economic Development
3. Curb problems associated with urban sprawl and low-density settlement.
4. Unlock strategic land parcels to promote development associated with urban land optimization and economic development.
5. Encourage private public sectors investment in Eldoret town and identified growth nodes

Map 9:Eldoret Study Area Base Map



4.4 PHYSIOGRAPHY AND ENVIRONMENTAL CONDITIONS

4.4.1 INTRODUCTION

In this chapter, physiographical conditions and environmental issues have been discussed extensively. It contains different climatic conditions over seasons, soil types, and vegetation cover among others. These are critical components to that directly impact on the various proposals.

It is prudent that natural resources need to be protected and used sustainably to ensure that the community of the planning area are able to reap the benefits of having such rich natural resources. The balancing of social, economic, and environmental needs of the area must result in the efficient use of all resources to ensure all developments occur within the carrying capacity of the natural resources and in a sustainable manner. The ecosystem provides goods and services to the people of Eldoret especially in the agricultural sector. It should be noted that environmental management need not be limited to protection or preservation but also areas may be identified for opportunities that a particular environment may provide such as the rehabilitation of rivers, wetlands, eco-tourism opportunities etc.

4.4.2 PHYSIOGRAPHY AND NATURAL SETTING

Natural assets are assets of the natural environment. These consist of biological assets, land and water areas with their ecosystems, subsoil assets and air. Existing natural asset in Eldoret include:

- River system;
- Forests;
- Wetland; and
- Agriculture Land

Eldoret Town is situated within key geographical features that greatly influence the rainfall, temperature and wind pattern experienced in the town. The geographical features within the region include Cherangani hills to the North, Mount Elgon to the North West, Nandi hills and Nandi Escarpment to the South-West, and Elgeyo Marakwet Escarpment to the East. The geographical features form a large basin within which the town is located sloping from South East to North West.

4.4.3 TOPOGRAPHY AND RELIEF

Lying south of the Cherangani Hills, the local elevation varies from about 2100 metres above sea level at the airport to more than 2700 metres in nearby areas (7000–9000 feet). Eldoret town could be described as a river valley town, with land rising from the Sosiani river valley both northwards and southwards. It rises to 1800m above sea level in the extreme northwest and 2120m above sea level in the extreme southeast. The northern part is marked by a steep slope.

The elevation character of the town impacts on the settlement patterns within the town. Majority of the informal settlements, including Munyaka, Huruma, Kamukunji, are found within are found at the low-lying areas with hilly terrains. The steep slope (ridge) to the northern part separates the town and its rural hinterland of Moiben. Eldoret Water and Sewerage Company (ELDOWASCO) have sited its water reservoir on the ridge.

The elevation has also largely dictated the drainage of the town. River Sosian and its tributaries including Munyaka stream, follow the drainage of the town.

Figure 6:Physiographic Setting of the Study Area: Source Google Image.

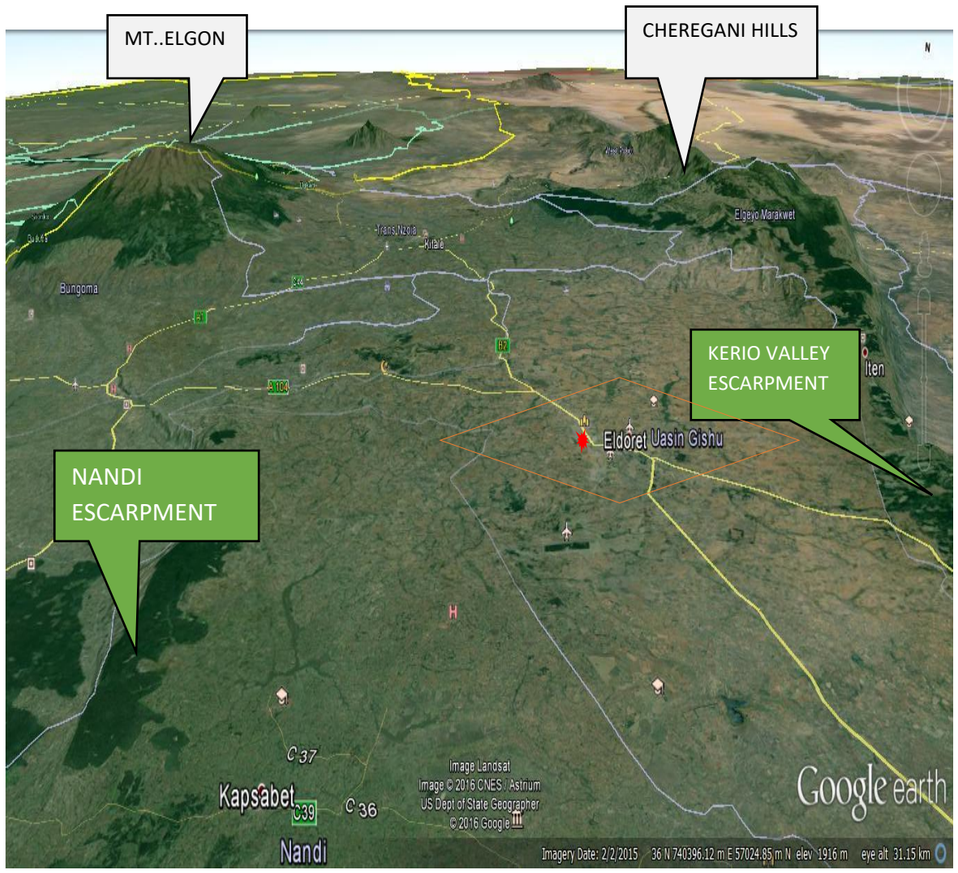
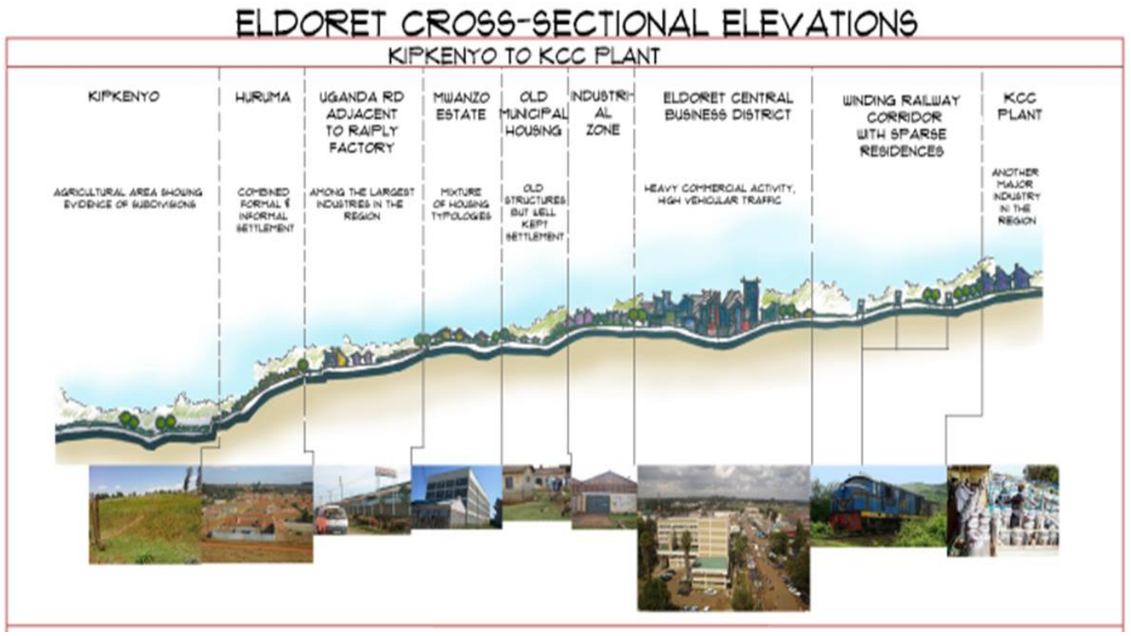
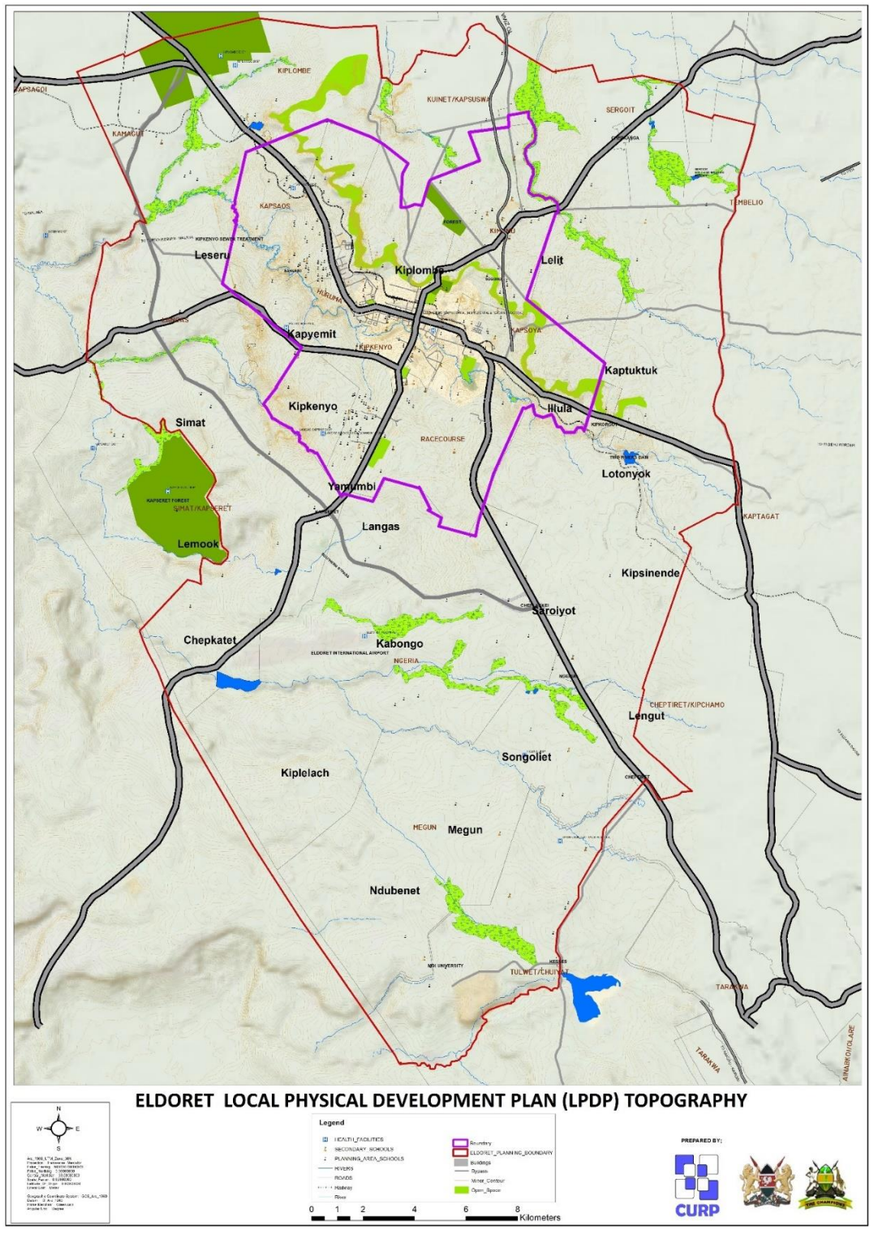


Figure 7: Cross Sectional Elevations



The figures illustrate the elevation of the town; a gentle slope right from KCC Plant all the way to Kipkenyo; from the northern part of the town, there exist a gentle slope to towards the CBD & Sosiani River. From Sosiani River to Langas, the ground rises gently. The elevation analysis is key in determining infrastructure layouts and building designs.

Map 10: Topography of the Study Area.



4.4.4 GEOLOGY AND SOILS

The geology comprises of tertiary volcanic Uasin Gishu phonolites lavas. Along the escarpment, are slopes mainly composed of rock outcrops or boulders which forms a good source of building materials. On the plateau, the land form comprises of extensive levels of gently sloping areas with general indulations. The soils of the town can be described in various forms as shown in the table and Map below.

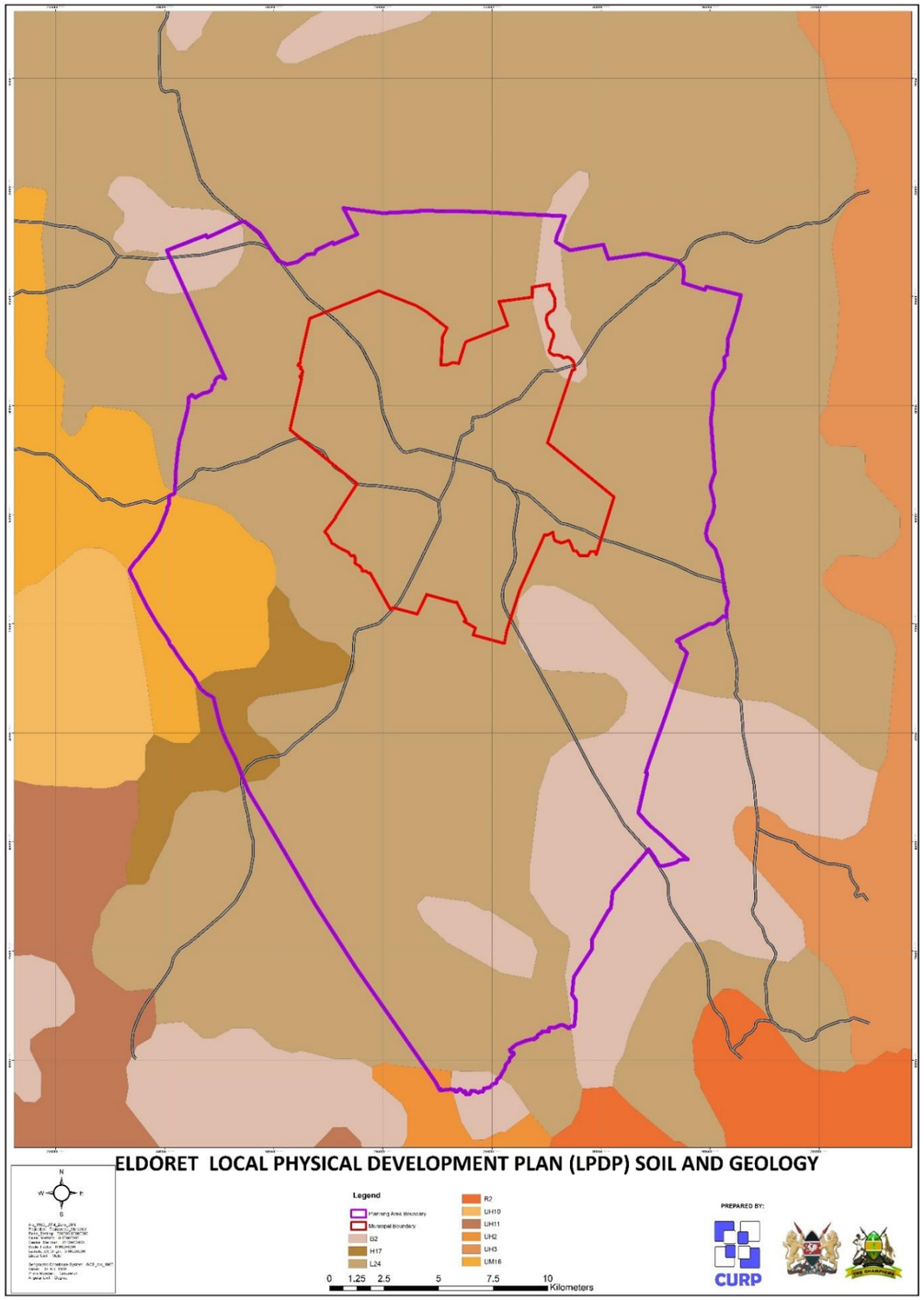
Table 3: Soil Typologies for Study Area

Zone	Coverage	Soil type
A	Oasis, Annex, Sukunanga, Kipkorgot and KCC	Poorly drained deep and dark grey soils
B	Elgon View, Langas, Yambumbi, and Kipkaren	Dominated by ferralsols/soils found in plateaus. The soils here are well drained dark red souls dominantly used for arable agriculture, livestock and wattle plantations
C	Kapsoya, Munyaka, Hawai and Kimumu	Dominated by basic tuffs, basalts and phonolites which are friable, extremely deep redish soils
D	Huruma, King'ong and Kamukunji	Dominated by cambisols/pegosols/littosols which are well drained shallow reddish brown soils

Geology and soil formation of the town largely dictates human settlement and human activities as well as drainage of the town. Zones B and D for instances are likely to have increased agricultural activities as opposed to Zones A and C and also likely to experience the consequences of flooding.

Geological formations in the study area has given a rise to quarrying activities. Currently the town has several quarries including, Tai Enteprises, Kimilili Hauliers, Eldoret Quarry, Bahati stone quarry,Kaptinya, Eldostone quarry, Washukar investment, Abien Engineering, Ditamn, Milikant, Chemalal and Sirikwa quarr. These are exploited for commercial use and currently requlated by Ministry of Mining, National Environmental Management Authorities as well as County Govenrment of Uasin Gishu.

Map 11 : Soil and Geology of the Study Area

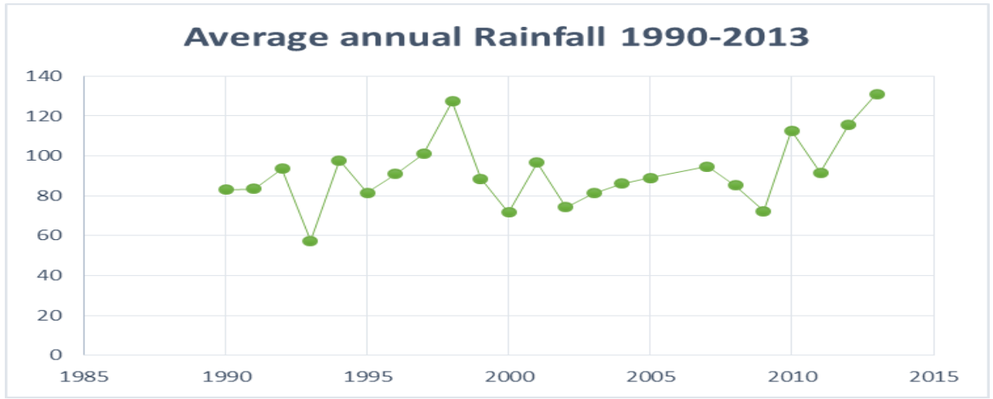


4.4.5 CLIMATE

4.4.5.1 Rainfall

The Study area enjoys two rainy seasons with an annual rainfall ranging between 900 to 1200 mm. The wettest season in Uasin is experienced between the months of April and May while the driest season comes between January and February. Since 1990 rainfall have since been flactuating with more rains as from 2010 onwards.

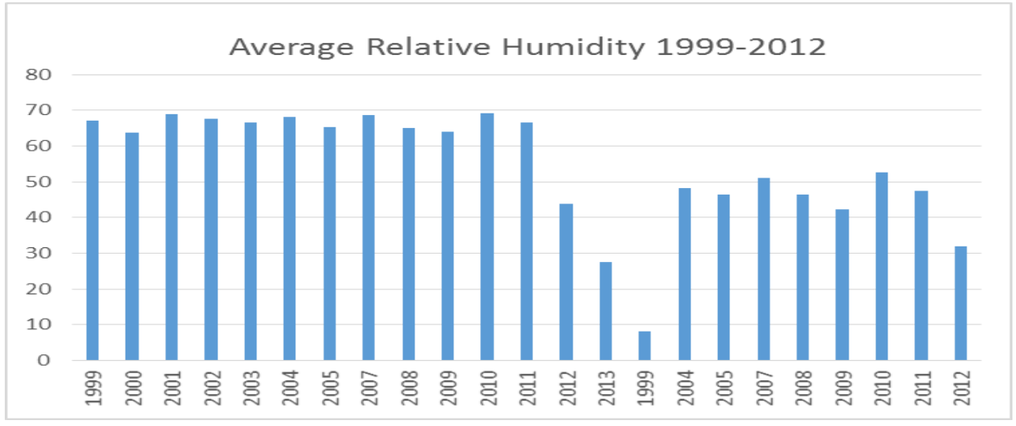
Chart 1:Average Annual Rainfall



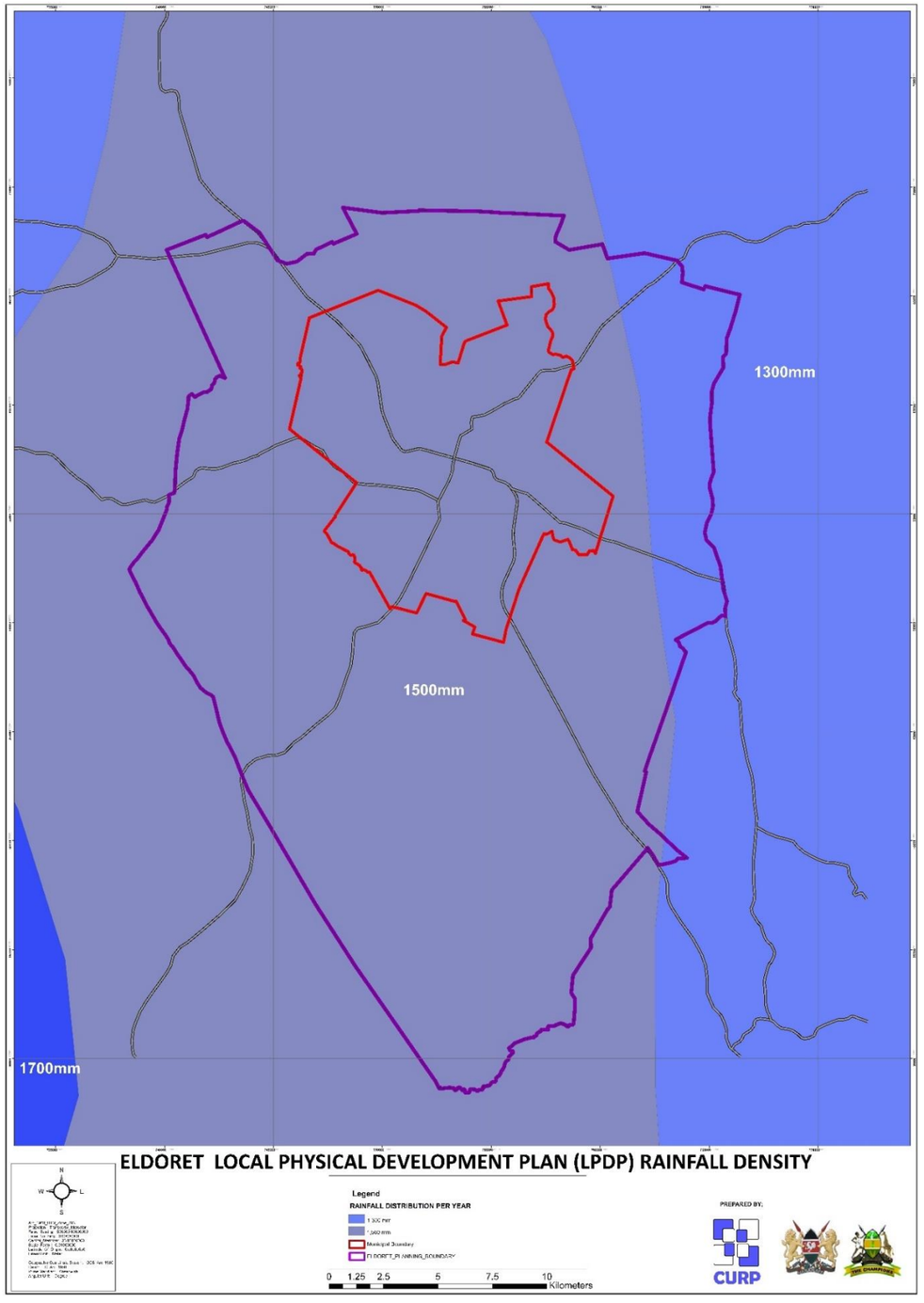
4.4.5.2 Humidity

Humidity ranges between 400C to 900C in the afternoon during the dry season and 500C to 600C during the rainy season.

Chart 2: Average Relative Humidity



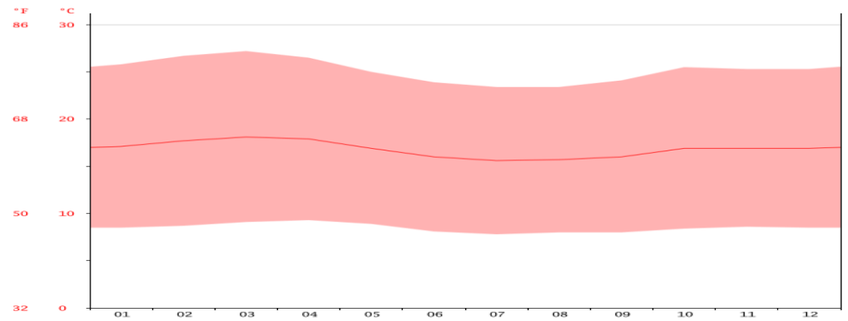
Map 12: Rainfall Distribution



4.4.5.3 Temperature

Eldoret town has an annual average temperature of 17.3^{0}C, lowest at 11.3^{0}C and high of 23.3^{0}C

Chart 3:Average Temperature



4.4.6 VEGETATION

The vegetation can be analyzed into three typical patterns; within the CBD and residential areas, those found at the periphery of the town and estates; and along the fragile ecosystems as detailed below:

a) Vegetation within the CBD and settled areas

The vegetation within the CBD is largely minimal with countable tree species in open areas including Nandi Park and along Sosiani River. The tree cover varies from in various estates within the town. The low-density residential areas are mostly covered by thick vegetation as compared to high density residential areas and the informal settlements.

b) Peri-urban areas

Vegetation in the peri-urban are largely characterized by both indigenous and exotic trees. There are also areas with both natural and artificial forests. It is worth noting that the tree cover in the peri-urban areas has declined over time as a result of land sale and increased subdivisions.

4.4.7 FORESTS

Forests are the lungs of an urban area, they need attention, protection and conservation. The planning area has one gazetted forests namely Kapseret forest. The forest has an area of 281.5 acres. It was declared as a forested area by proclamation No. 44 of 1932, plan No.75/18. The forest, like others within the County, has been deforested. There has been wanton felling of trees, including indigenous species for monetary gains

4.4.8 HYDROLOGY

4.4.8.1 Underground Water Sources: Boreholes

Water Resource Management Authority (WARMA) has over total of 50 boreholes within the planning area. The boreholes are a main source of water supply where the ELDOWASCO distribution line are inadequate. According to SEURECA, 2017 private boreholes are the most common/preferred water source accounting for 57.94%.

Shallow wells; These are dug wells that take advantage of the low water table. They are mostly preferred mainly due to its how cost to drill it. Unlike the boreholes, shallow wells are difficult to establish since regulatory authorities are not party to them.

Various concerns have been raised by various stakeholders on the safety of the ground water resources for use by the residents. Borehole/shallow well water sources in close proximity to effluents from industries and sewage will experience some negative effects on water quality overtime. Contamination of borehole/well may arise from pollutants entering the water table some distance from the industries or from sewage entering the bore hole itself through cracked or corroded cases.

4.4.8.2 Surface water

Surface water sources in the planning area comprise of Rivers, creeks, Dams

- **Rivers:** The permanent rivers include Sosiani, Moiben, Chepkoilel, Sergoit and Upper Kipkaren rivers while seasonal rivers include Elengerin, Sergoit and Olare Onyokie rivers.
- **Streams:** The existing streams within the study area include; Hawaii, Munyaka, Limo among others
- **Water reservoirs;** Include Ellgegrini, Endorot and Sosiani(two rivers).

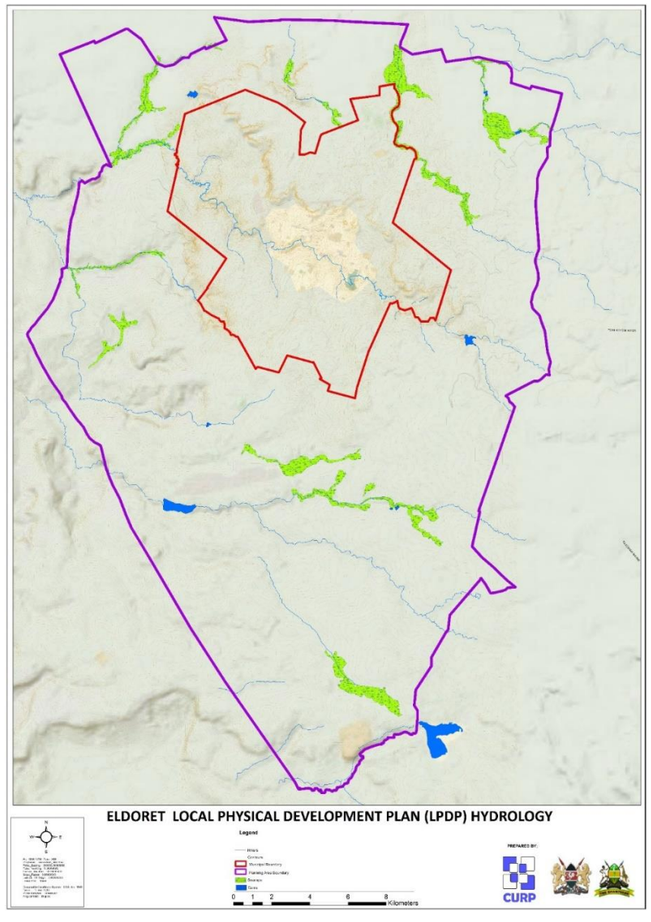
4.4.8.3 Wetlands

This is a permanent, riverine wetland with a high length to width ratio, about 10km long and about 700 m wide at the widest point running south-north, a few kilometers north of Eldoret. The wetland has a catchment of 210 km^2 and water supply is mainly by Chepkoilel River originating from Kaptagat forest

where it is referred to as Misikuri RiverThe wetland lies at an elevation between 2,110 and 2,140 m above sea level. The dominant vegetation is *Cyperus papyrus* and shorter emergent vegetation *Cyperrrus Spp.* It is presently used for livestock watering, water abstraction for irrigation at Equator flower farm and smallholder horticulture production of vegetables and tomatoes. Domestically, it supplies water for livestock, provides good grazing grounds, and is a resource for bee keeping. Moi University uses it for its fish farming, and discharge of domestic sewage wastewater.

The wetlands play a significant role in recharging the existing rivers and streams. It also acts as an important wildlife habitat for birds and fish. The wetland serves a major role as it buffers agricultural inputs from the large-scale wheat and maize plantations in its immediate catchment.

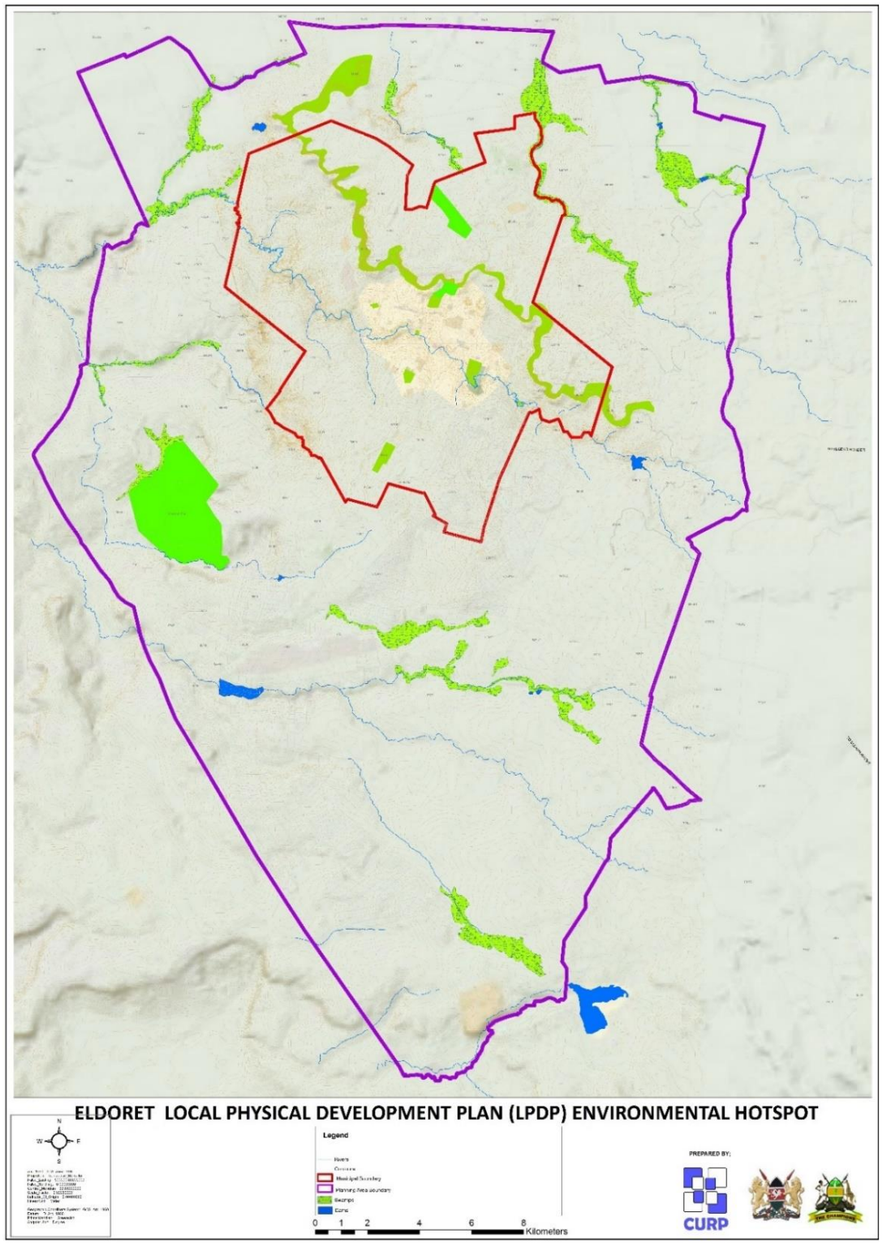
Map 13: Hydrology Map



4.4.9 ENVIRONMENTAL HOTSPOTS

Human Activities are the biggest threat to the environmental Biodiversity of Eldoret which are spread across the entire study area as shown in the map below:

Map 14: Environmental Hotspots n Study Area



4.5 POPULATION AND DEMORGRAPHY

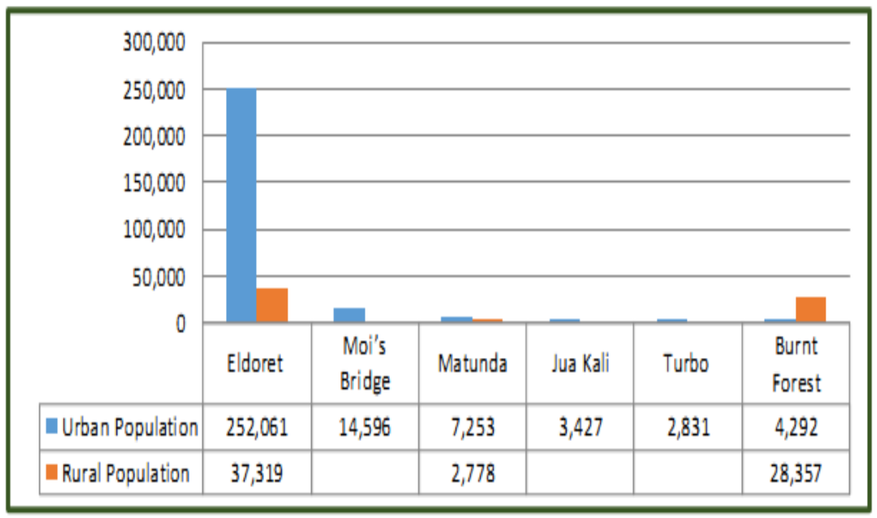
4.5.1 INTRODUCTION

Demographic studies are considered a useful information source for understanding population dynamics. Through demographic profiling, government is better guided at resources allocation and the type of resources various communities need. This chapter focuses on the population growth of the town over the years, its characteristics, projections up to the end of the planning period within the town boundaries.

4.5.2 POPULATION GROWTH IN ELDORET TOWN

Eldoret has over the years exhibited continuous expansion in terms of population size, structure, distribution and density. Its urban population growth is high as shown below and over spilling to its peri-urban areas.

Figure 8: Population of Other Centres within the County



Source: Kenya National Population and Housing Census, 2009

The population catchment is expected to be more than half a million in the next 15 years as was shown in a section above. The growth of the town is commensurate albeit at a higher rate when compared to the national growth rate.

This is shown in the table below:

Table 4: Eldoret Population growth Comparison to Uasin Gishu and Kenya

Year	Eldoret Town		Uasin Gishu County/District		Kenya	
	Total Population	Growth Rate %	Total Population	Growth Rate	Total Population	Growth Rate
1979	50,503		300,766	-	15,327,061	3.37
1989	111,882	7.9	445,530	3.9	21,448,774	3.34
1999	197,449	5.7	622,705	3.42	28,686,607	2.9
2009	289,380	3.68	894,179	3.68	38,610,097	3.02

4.5.3 POPULATION SIZE AND PROJECTION

The town's changing boundaries and emerging functionalities such as administrative headquarters for the NOREB Counties and the County among others is expected to contribute significantly to the rising population within the City Municipality. Table 6 below shows population projections since 1948 to 2025 then 2040 basing the growth on the average County growth rate of 3.68%.

Table 5: Population growth of Eldoret town and the planning Area

Year	Total	
	Core Eldoret Municipality	The Study Area (Eldoret City Municipality)
1948	8,193	-
1962	19,605	-
1969	18,192	-
1979	50,503	-
1989	111,882	-
1999	197,449	-
2009	289,380	388,977
2016	372,677*	500,943
2020	430,639*	578,853
2025	515,927*	693,495
2030	618,106*	830,842
2040	887,182*	1,192,527

This table shows that in future the urban population will be considerably high due to its increase in density every year.

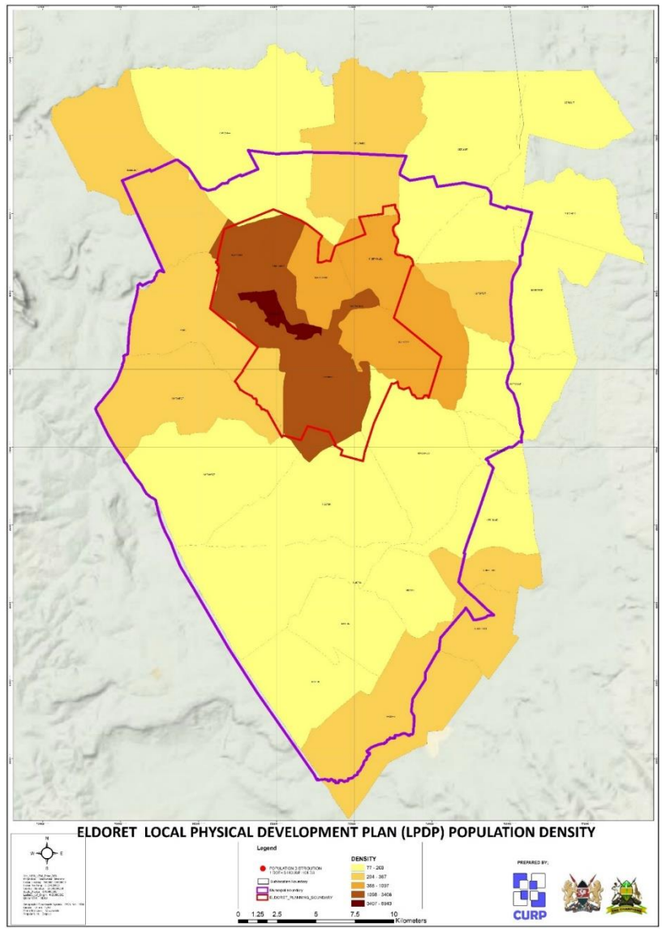
4.5.4 POPULATION DENSITY

The table below shows the comparative population density of the core Eldoret Municipality and the immediate peripheral areas making up the study area making up the population density map below.

Table 6: Population Density Comparison

Area/ Year	2009	2016	2020	2025	2030
Municipal A (People/Ha)	1686	2146	2462	2924	3473
Extended Area B (People/Ha)	163	211	240	292	350
A and B (Planning Area) (People/Ha)	466	595	684	814	970

Map 15: Population Density Map



4.5.5 SEX RATIO

Sex ratio is the number of males for every 100 females in a population. This demographic measure illustrates the age-sex structure pattern in a population. As shown in the table below the sex ratio of Eldoret town is more than the averages of the County, and Kenya at large. It shows that there are more men residing in town than female gender. The distribution of male and female population is 146,596 and 142,784 respectively as illustrated in the table below;

Table 7: Sex Ratio

	Male	Female	Total Population	Sex Ration
Kenya	19,192,458	19,417,639	38,610,097	99
Rift Valley Region	5,026,462	4,980,343	10,006,805	101
Uasin Gishu County	448,994	445,185	894,179	101
Eldoret Town	146,596	142,784	289,380	103

4.5.6 HOUSEHOLD SIZE

Household size is a very important indicator for planning of a town, as it is helpful in estimation of various requirements for infrastructure and services. The table below highlights the household data at County, Provincial and National levels as per the Population and Housing Census Report (2009). It indicates that the average household size in Uasin Gishu County is 4.4, Eldoret town is 3.8, Rift Valley Province 4.7, and for is Kenya 4.4 members. An urban household size of above 3.8 and growing number of households provides an indication of housing demand for the town. In most urban areas, there is a tendency for a reducing household size but an increasing number of households that require housing and other amenities. This means that the demand for housing in Eldoret town is high and the Plan should anticipate this and make provisions for the same.

Table 8: Household Size (KNBS, 2009)

	Total Population	Households	HH Size
Kenya	3,86,10,097	87,67,954	4.4
Rift Valley Province	10,006,805	2,137,136	4.7
Uasin Gishu County/City	894,179	202,291	4.4
Eldoret Town	289,380	76,152	3.8

4.5.7 OTHER INDICATORS

Primary School Age (6-13)

This cohort had a total of 66,557 persons according to the 2009. accounting for 23.04% of the total population of Eldoret. There are 115 primary schools in Uasin Gishu County with a Primary school enrollment rate currently high at 89.5% and a transition rate is only 59.9%. The current facilities will be insufficient to cater for this population in future since this cohort is projected to be 157,668 in 2025. Hence there is a need for increased number of primary schools to absorb the rising primary school population. Initiatives to increase transition rates into secondary school should also be taken.

Secondary School Age (14-17)

The total number of persons of secondary school age in 2009 was 39,471 accounting for 13.64% of the total population. The enrollment rate of 65%; quite lower than the national secondary enrollment rate of 78%. Secondary schools should be increased to match the future population considering that this cohort is projected to be 71,686 in 2025.

Youth (15-35)

According to the 2009 population census, this cohort had a total number of 118,645 persons accounting for 41.73% of the total the area. This group is projected to be 229,828 in 2025 and despite the presence of several tertiary education facilities in area; there is an imminent need for more facilities to meet future demand.

Labour Force (15-64)

The labour force consists of 161,097 persons accounting for 55.67% of the total population. This cohort has the largest proportion of the total population. The labour force is projected to be 292,583 in 2025 implying a need to provide employment opportunities in the County. This include provision of conducive environment for SMEs to thrive within Eldoret.

4.5.8 OTHER DEMOGRAPHIC CHARACTERISTICS

Indicator	Eldoret Characteristic
Crude Birth and Death Rates	The CBR for Uasin Gishu in 2012 was 49.4/1000 whereas the national CBR was lower at 38.4/1000. In the same year, the CDR for Uasin Gishu was 7/1000, lower than the national CDR of 10.4 deaths per 1000 population annually. The number of births registered in the County from 2010 to 2013 was higher than that of deaths registered for all years. The number of births fluctuated significantly from 2010 to 2011 but remained relatively the same in 2012 and 2013 whereas the number of deaths remained relatively constant throughout the period
Infant and Child Mortality Rate	IMR in Uasin Gishu in 2012 was 48/1000 whereas the national IMR was higher at 52/1000. CMR on the other hand was 12/1000 in that year compared with the national CMR of 24/1000.
Maternal Mortality Rate	The MMR for the county was 41 deaths per 100,000 women; much lower than the national MMR of 495/100,000.
Life Expectancy	Uasin Gishu County has a high life expectancy of 65.9 years. This is higher than the national life expectancy (58 for males and 61 for females).
Average Household Size	In 2009, the average household size for Uasin Gishu was 4.4 which rose to 5.2 in 2012. The national average household size was 4.4 in 2012.
Dependency Ratio	There are 79.5 dependents for every 100-working population in area. This is significantly better than the national dependency ratio of 92 dependents per 100 working population.

4.5.9 LITERACY

The literacy level stands at 81.5% of the total population in the county. This is higher compared to the national literacy rate of 66.4%. Children in the school going age bracket of 15-18 years forms 83.0% of the entire population. This is also 12.1% higher than that of national level (70.9%). A total of about 33.7% of Uasin Gishu County residents have secondary school education and approximately 15.4% have tertiary

education. Only about 3.5% of the county residents have no formal education as shown in the graph below. It should be noted that these statistics are inclusive of people still continuing with their education.

4.5.10 SOCIO-CULTURAL

Ethnic Distribution: Eldoret town is largely a multi-ethnic city with each tribe heavily represented. However, majority of the population are from the Kalenjin Community. Other communities who refer Uasin Gishu County as their home include Kikuyu, Kamba, Luhya, Kisii and Luo among others.

City of Champions: The Town hosts world greatest athletes renowned for their athletic prowess at international and national level. Some of legendary Kenyan long-distance runners includes world-renowned athlete Kipchoge Keino, who was the first African to clinch a gold medal in the 1500m race in 1968, Mike Boit and five-time world cross-country champion and world 10,000-meter record holder Paul Tergat. Majority of these athletes invest in this town especially Real Estates.

Religion: All religions are represented in this town with majority being Christians (Africa Inland Church (AIC), the Church of the Province of Kenya (CPK) and the Roman Catholic Church). Muslims and Hindus are relatively few.

4.5.11 CONCLUSION

Table 9: Population Analysis Emerging Issues

Housing	· High population growth (3.68% per annum) leads to increase in demand for housing · Emergence of slums and informal settlements in urban areas
Employment	· Availability of skilled and unskilled labour · High rate of unemployment due to competition for available job opportunities
Social Amenities	· Strain on existing facilities: health, education, recreation etc.
Land use	· Population pressure has led to subdivision of land into uneconomical sizes · Urban sprawl has been brought about by urban population growth
Infrastructure and Utilities	· Traffic congestion occasioned by rising population · Encroachment into road reserves · Strain on existing water supply and sewerage facilities

In Eldoret, the rapid population growth of the town has intensified pressure on existing infrastructure while the town's population catchment for economic activities has increased tremendously to include the neighbouring Counties of Baringo, Elgeiyo-Marakwet, Trans Nzoia, Nandi and Kericho. There is increased demand for housing that has dictated the type and pattern of settlement in the town where there is higher population concentration in the western and southern parts of the town which calls for immediate settlement's densification strategies. These areas include residential neighborhoods' of Huruma, Kidiwa and Langas.

4.6 URBAN SOCIAL INFRASTRUCTURE-SOCIAL DEVELOPMENT

4.6.1 INTRODUCTION

The quality of life in any urban Eldoret town is affected by the availability of quality community and social facilitates. Social infrastructure facilities include **health, education, sports facilities, socio-cultural activities, communications, security and safety**, and other community facilities, **cremation/ burial grounds,** etc.

A well-planned town, a town which can accommodate the future generation's needs **must** have adequate and accessible social facilities. These facilitates must therefore adhere to set provisions and standards provided within a reasonable distance within a residential neighbourhood. The Human Development Index (HDI) provides a composite measure of three dimensions of human development:

- living a long and healthy life (measured by life expectancy);
- being educated (measured by adult literacy and gross enrolment in education); and
- having a decent standard of living (measured by purchasing power parity, PPP, income).

4.6.2 EDUCATION FACILITIES

Eldoret Town is relatively endowed with education facilities which are private, public or co-owned between the private and public sector. There are two public universities namely Moi University and University of Eldoret, and campuses of the major universities, 1 polytechnic and a number of technical colleges and several private commercial colleges including 21 ICT related colleges. There are 471 public and 419 private Early Childhood Development (ECD) centres; 458 public and 327 private primary schools; and 171public and 38 private secondary schools.

Special Needs Schools: The demand for services for children with special needs at all levels in the County has increased as a result of the commitment to Universal Primary Education (UPE). As at 2012, the total number of people with disabilities in Uasin Gishu amounted to 5,949. The County has a total of 63 special needs schools with 136 teachers. In 2014, the enrollment was 1,428 students: 861 boys and 567 girls, a rise from 1,073 (599 boys and 474 girls) in 2013.

Adult and Continuing Education (ACE): Adult education provides transformation and empowerment of individuals by equipping them with contemporary knowledge and information. There are currently 80 facilities for Adult and Continuing Education (ACE) centers in Uasin Gishu County. The County has an acute shortage of learning centres and ACE teachers since the 80 locations in the county are only served by 85 teachers. Other problems facing this sector include lack of learning materials and poor teaching methods. Enrollment is currently at 7,557 with 70% (5,338) being female students.

The number and distribution of the education facilities is shown in the table and map below:

Table 10: Secondary education Facilities and Distribution

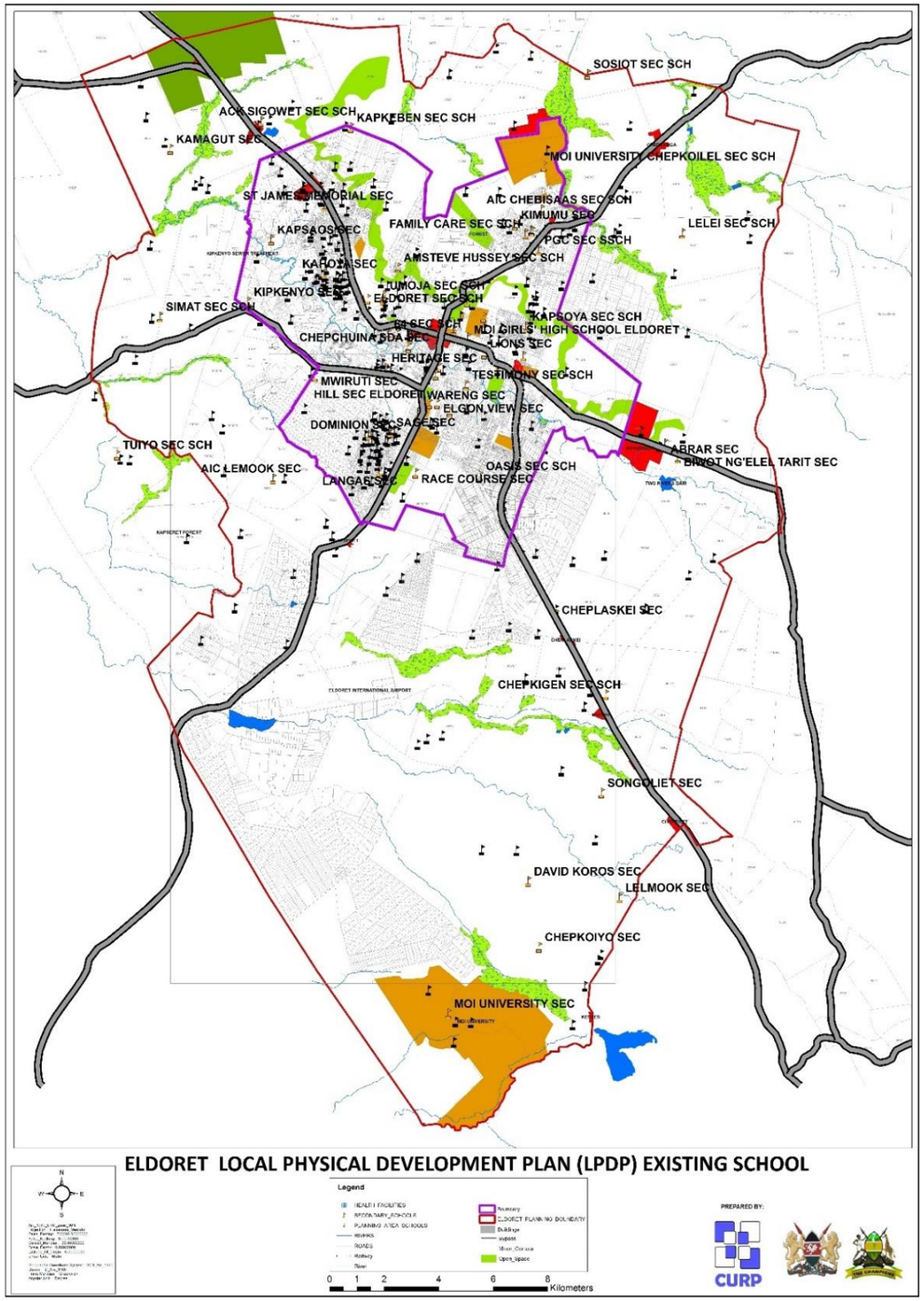
	2013		2014*	
Sub-County	**Public**	**Private**	**Public**	**Private**
ELDORET WEST	69	18	71	18
ELDORET EAST	48	8	49	8
WARENG	47	11	51	12
Sub-Total	**164**	**37**	**171**	**38**
TOTAL	**201**		**209**	

Source: Ministry of Education -Uasin-Gishu

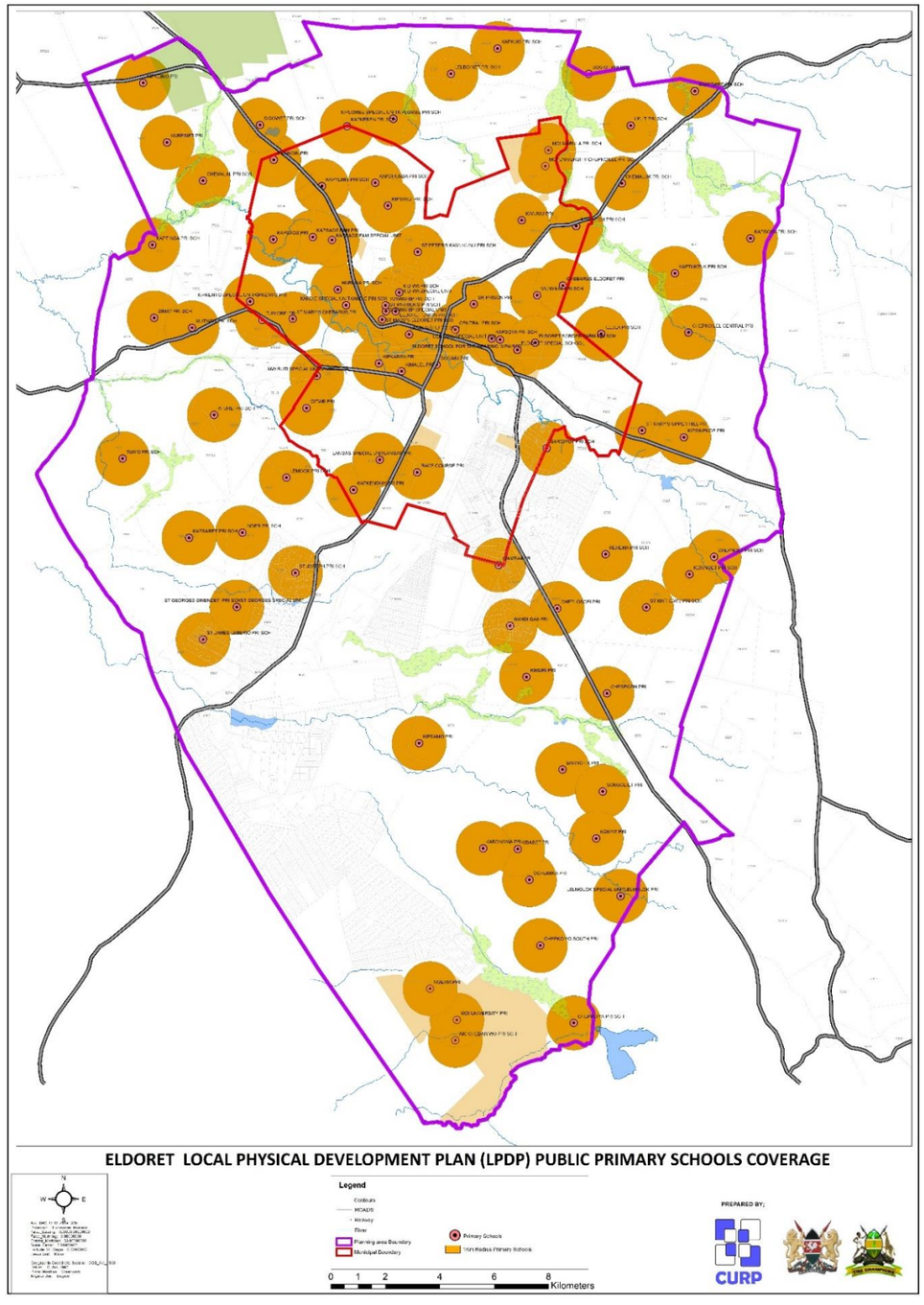
Table 11: Tertiary Education Facilities

Category	No. of Facilities
Universities	2 (Public)
University campuses	14
Youth Polytechnics	8
Teachers Training College for ECDE	1
Technical Training Institute	1
Private TC	37
Medical Training (KMTC)	1
Modern ICT Schools (Computer Colleges)	28

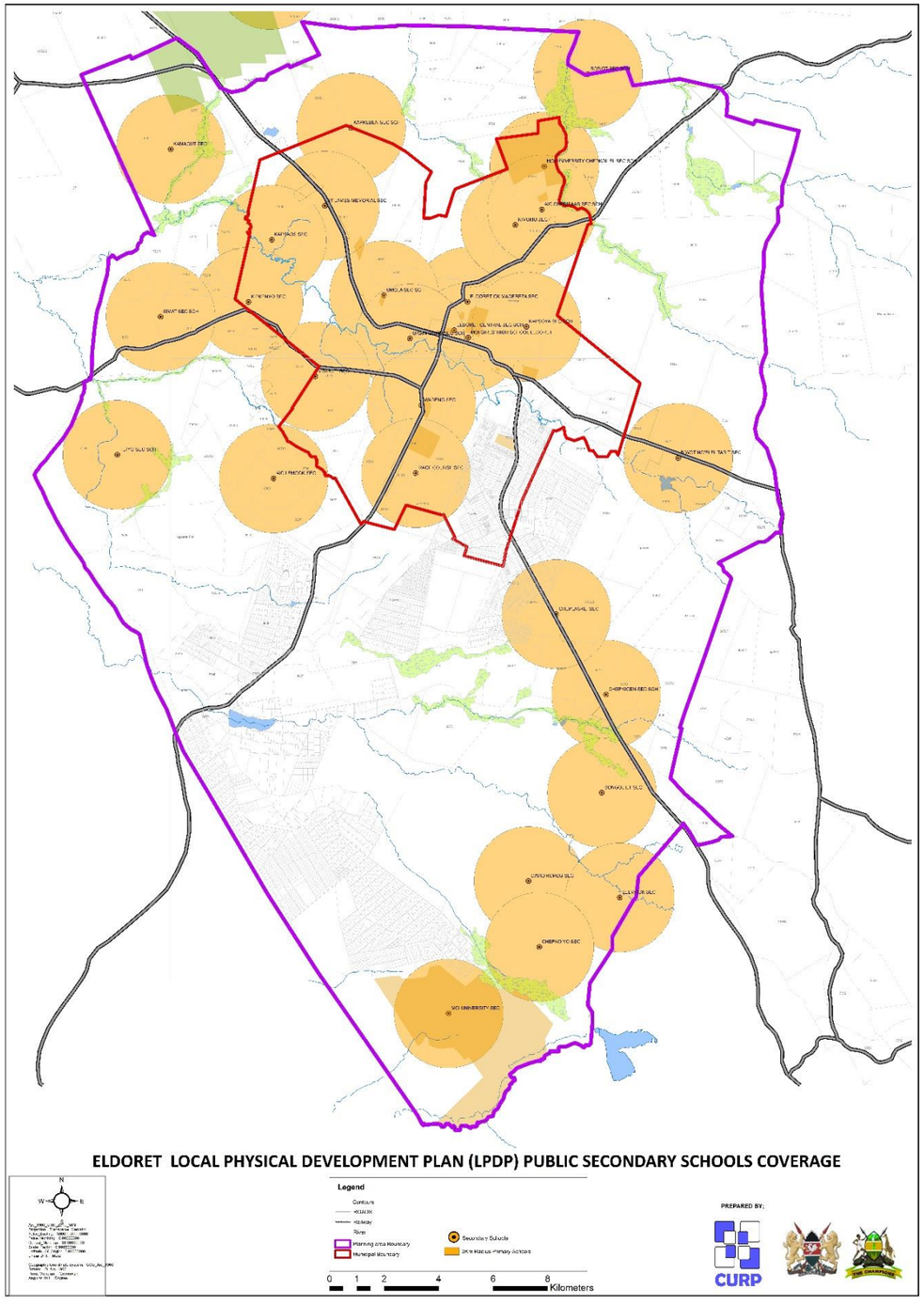
Map 16: Distribution of Education Facilities



Map 17: 1 km Primary School Buffer



Map 18: 2 Km Secondary School Buffer



4.6.3 HEALTH FACILITIES AND DISTRIBUTION

Uasin Gishu County has a total of 188 health facilities. There is 1 tertiary/referral hospital, 9 Sub County hospitals and the others are health centers, clinics and dispensaries. The table below shows the current number of health facilities in Uasin Gishu per Sub County.

Table 12: Existing Health Facilities

Sub County	Community Unit	Dispensary	Health Centre	Hospital	Medical Clinic	Nursing Home
Ainabkoi	10	15	5	5	8	1
Kapseret	7	13	4	-	8	-
Kesses	9	20	1	2	6	1
Moiben	10	22	3	1	4	-
Soy	12	19	6	1	10	-
Turbo	12	22	5	3	6	-
Uasin Gishu (TOTAL)	60	111	24	12	42	2

The average distance to a health facility in Uasin Gishu is 3.2 Km, 1.8 Km shorter than the WHO recommended distance of 5 Km. People in Soy Sub County travel the longest distance at averagely 4.3 Kms while the average distance to a health facility is lowest in Kapseret and Turbo Sub Counties (2.6 Kms).

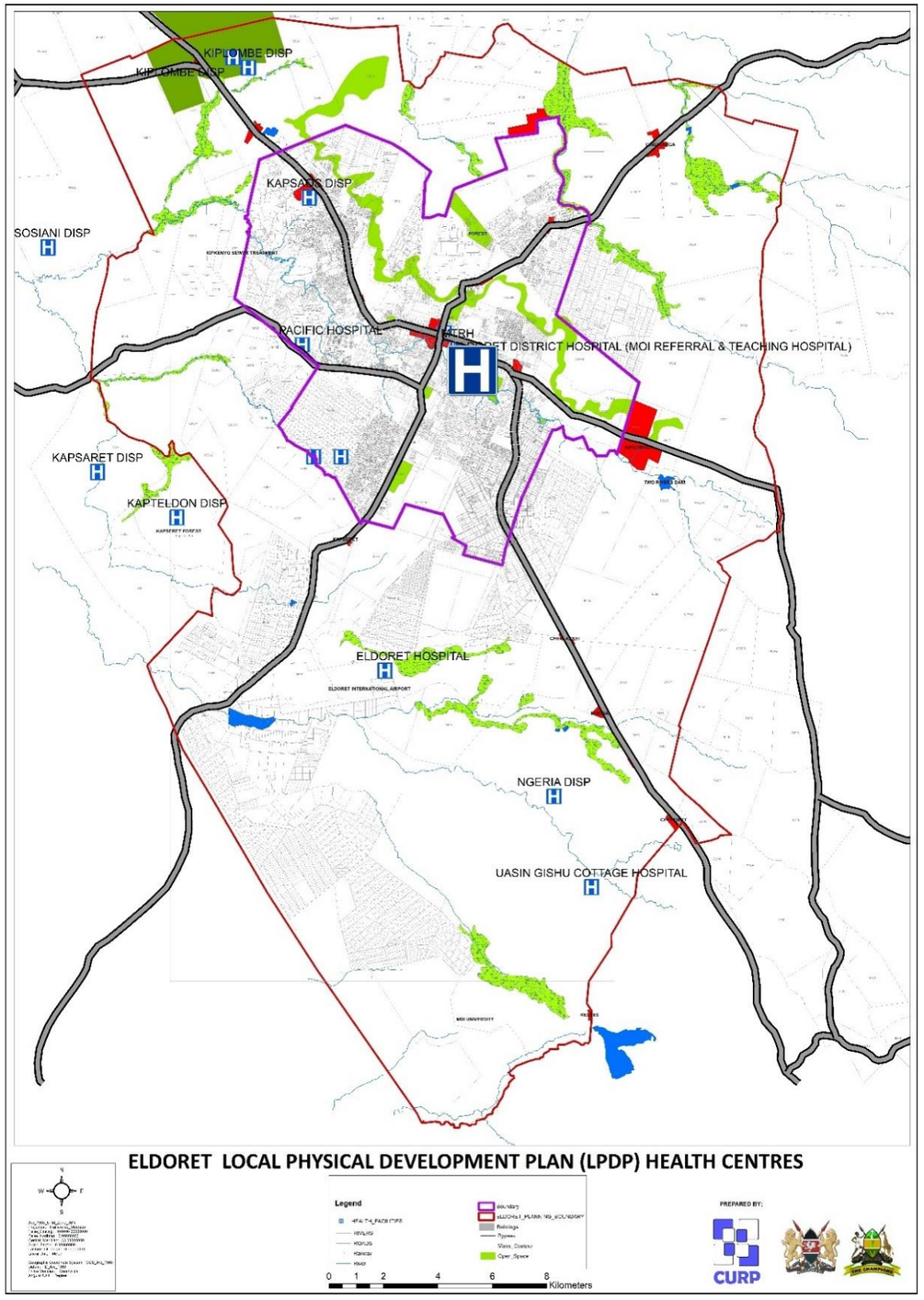
This is as shown in the table below.

Table 13: Distance to the Nearest Health Facility per Sub County

Sub County	Average Distance (Km)
Soy	4.3
Moiben	3.0
Turbo	2.6
Kesses	3.2
Kapseret	2.6
Ainabkoi	2.9

The major hospitals in planning area include: Moi Teaching and Referral Hospital (level 5), Eldoret Hospital, Uasin Gishu District Hospital, Imani Hospital, Mediheal Hospital and Fertility Centre, St. Luke Orthopedic and Trauma Hospital and Chandaria Cancer and Chronic Diseases Centre among others.

Map 19: Distribution of Health Facilities



4.6.4 DISASTER PREPAREDNESS

The available fire stations in the planning area include; Eldoret airport fire department, Kenya pipeline Eldoret, Kenya ordinance factory, Raiply fire Engines, NYS fire department, and the Kenya forest fire station. Eldoret Town fire station also acts as County and inter County fire station covering areas such as Tranzoia, Baringo, Bungoma, Kakamega, Nandi and Webuye. Some of the facilities within it include three (3) functioning trucks, three (3) land rovers which are not-functioning currently, one functional and 2 nonfunctional ambulances. The station is served by 41 staff members with future plans as follows.

Table 14:Location of fire stations within the Central Business District

Location	Number	State
Within the town -CBD	1	Fully functional
Maile Nne	1	Not working
Proposed burnt forest station	1	In pipeline

As a growing City, the Plan has to anticipate disasters as part of a growing City and in that respect, prepare and make proposals that caters for that eventuality. As so, this Plan will make such proposals to be components of an integrated disaster preparedness components.

4.6.5 SOCIAL INFRASTRUCTURE IN URBAN AREAS

Social facilities in the urban areas include social halls, fire stations, libraries, parks, post offices, administrative facilities such as law courts, police stations, prisons and cemeteries. Notably, most of these facilities are available within the City Municipality but interventions to optimally utilize them or new proposals to match the demand will be made.

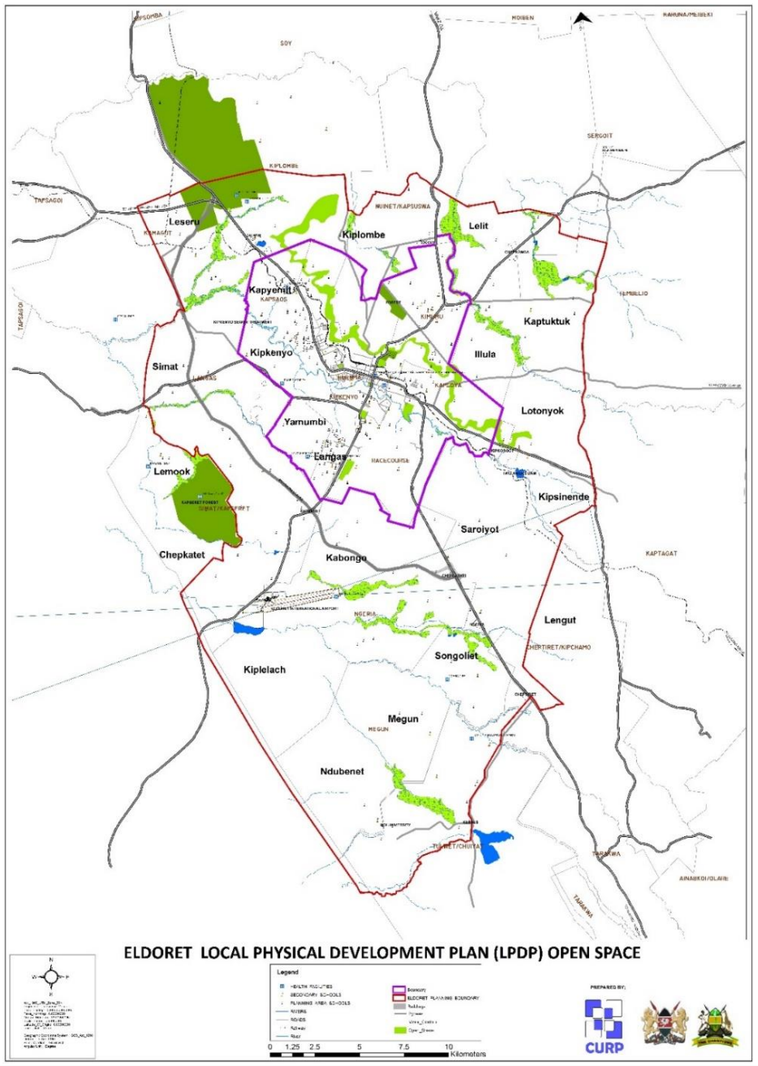
4.6.5.1 Cemeteries and Crematoria

There are two public cemeteries. Muslim cemetery at Eastleigh and another at Kiplombe measuring approximately 50 acres. The facility is currently about 80% full with the County Government proposing measures that would ensure that about each sub-county is served with a cemetery. Currently, members of the public are required to pay between Kshs. 2,000 to Kshs. 6,000 to use the cemetery. The town also has one private crematorium owned by Hindu Community. The facility is accessible to members of the public who are required to pay a certain fee (approximately Kshs. 20,000) to be allowed to use it. In anticipation of the increase in population, cemetery becomes a very important land use that requires consideration in the Plan formulation.

4.6.6 RECREATION FACILITIES AND OPEN SPACES

There are a few public recreational areas and parks within the Municipality including the Municipal park outside the Governor's office which is currently closed for use by the general public and Nandi Park which is next to Sosiani river and still in need to be developed with convenient waste handling facilities. There are two major stadia in Uasin Gishu; Kipchoge Keino Stadium and the 64 Stadium which also sum up as recreational areas. Other potential recreation sites include areas surrounded by water features such as dams, wetland ecosystems, river, road, and rail riparian reserves. Some of them are shown below:

Map 20: Distribution of Open Spaces



4.6.7 LIBRARIES

There is one public library situated within the Central Business District and run by Kenya National Library Service. The library is accessed by over 2,000 people but only has a sitting space of 300 people at once. The Library charges maintenance fee of Kshs. 20 per adult person and free for children. There are other libraries affiliated to Institutions of higher learning including Moi University, Eldoret University and Eldoret Polytechnic.

4.6.8 ICT AND TELECOMMUNICATION

The county enjoys 95 per cent mobile network coverage which is provided by Safaricom, Telkom and Airtel service providers. There are 3 postal offices and nine licensed private courier service providers in the Town. This include well installed and serviced Huduma Centre acting as a one-stop shop service providers. Eldoret town is also connected to the fibre optic cable and thus has access to fast internet connectivity. The availability of these services is expected to play an important role in enhancing the socio-economic development of the county.

4.6.9 CONCLUSION

In light of the discussion above, the following maybe cited as outright areas that require interventions:

- There is an urgent need to functionally link the public recreational parks and other amenities
- Inadequacy of facilities e.g. stadia, cemeteries, libraries etc. which needs to be adequately addressed
- Poor maintenance of existing social infrastructural facilities.
- There needs a deliberate action towards integrated disaster preparedness solution
- There is need to train of the locals on capacity and skills in case of a fire disaster. i.e. about 20% of the locals in every sublocation.

4.7 TRANSPORT NETWORK AND ACCESS

4.7.1 INTRODUCTION

This section of the report is intended to provide an overview of the existing situation in terms of available infrastructure and services within the study area.

4.7.2 ROAD NETWORK

In urban areas, the most significant linkages come in the form of transportation and communication networks and most precisely road network. The A104 (Uganda Road) is the major structuring element of Eldoret town and has greatly influenced the growth pattern on the Town. The road links the town to Uganda and Nairobi/Mombasa and has given Eldoret the all-important function of a Transit Town. As a Class A road, there are several concerns of the road as it traverses through the town:

i. Linear Developments are causing unnecessary direct access to the main Highway which is a road safety hazard
ii. Within the town, several intersections lead to increased traffic jams.
iii. There is no single overpass to serve as pedestrian Crossing along the Highway which has led to conflicts between Motor vehicles and pedestrians resulting to accidents.
iv. The lack of appropriate traffic management measures ranging from non-functional traffic lights, poorly marked roads.
v. On street parking along the highway has restricted pedestrian movement.

The general structure of the road network within the CBD is the grid-iron pattern, and includes a series of streets joining Uganda Road at right angles including Oginga Odinga Street, Kenyatta Street, Uhuru, Kago and Oloo Streets.

The Road network in Eldoret town is at fair state with the major Roads being tarmacked and in good condition. Previous efforts by the Kenya Municipal Programme has enhanced pedestrian use along major roads within the city while the Kenya Informal Settlements improvement projects has improved road infrastructure in informal settlements. In addition, Kenya Urban Roads Authority and Kenya Rural Roads Authority has improved status of roads in the town to other urban and market centres. The county has greatly improved road conditions by tarmacking previous gravel road in poor conditions and maintained all gravel roads to make them all weather.

The road network analysis is shown in the map below.

Figure 9: Road Network Analysis in the CBD



A104 International Trunk Road (Uganda Road): Primary distributor

Railway line

Road C39 and C48, major roads cutting through the town. Their junction with the A104 is one of the most troublesome traffic hotspots

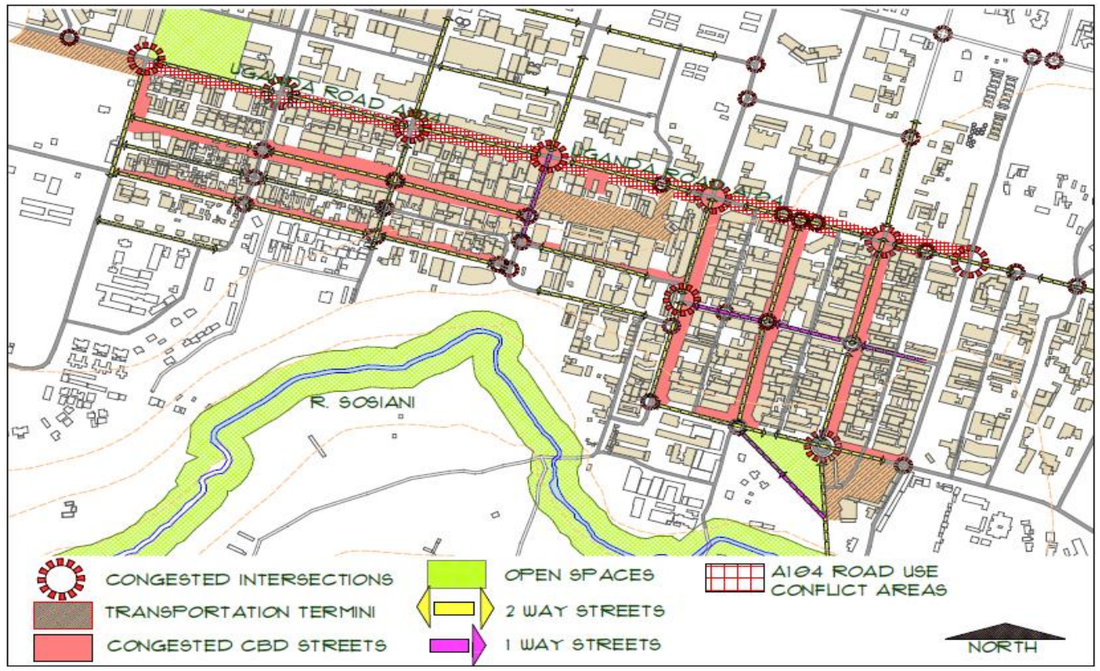
Traffic hotspots: traffic build up is especially bad at cross junctions along the A104

Grid iron structure of access roads within the town. This is also a cause of traffic, due to numerous direct entries onto the A104

Major access roads

An analysis of the Realtime traffic information provided by Google Maps based on Geolocation/GPS crowd Pooling identified A104 as being affected by traffic congestion. This is mainly attributed to road intersections located close to each other. The map below shows some of the traffic hotspots in the CBD along A104 road.

Figure 10:CBD Congestion & Traffic Hotspots



Road Classification

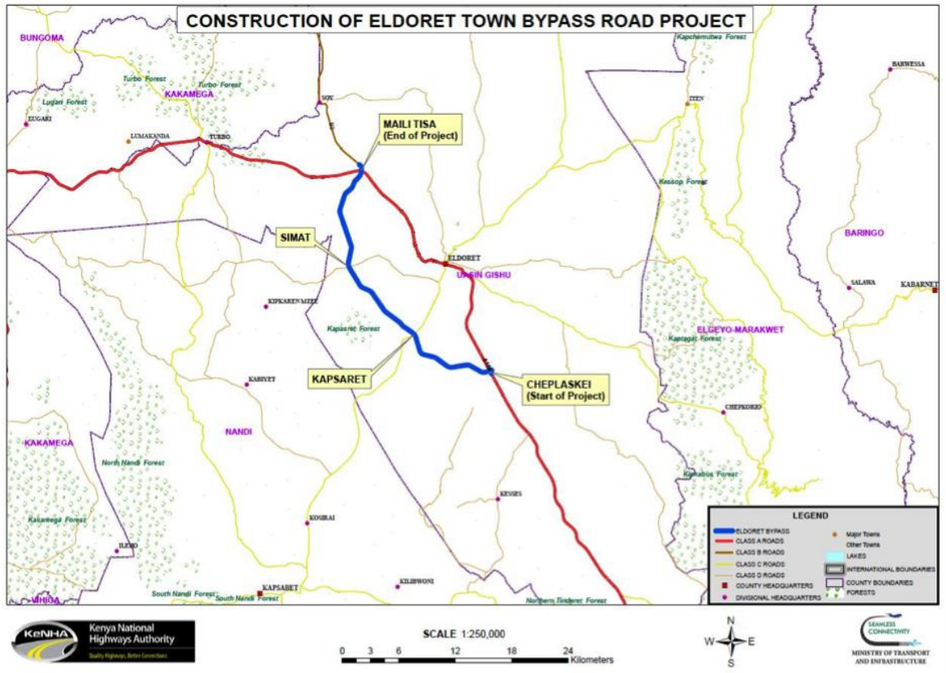
Other than the Main A104 Road. The Town is well Serviced by other Road Classes as shown in the Map below.

The Eldoret Bypass

The Eldoret Southern Bypass as an important intervention to decongest the traffic through Eldoret town will stretch from Ngeria area (Cheplaskei) along the Eldoret-Nairobi road through Kapseret, areas next to the Eldoret airport, Simat before linking with the Eldoret-Webuye-Malaba road at Leseru (Maili Tisa) as Shown in the Map Below:

Eldoret CBD Congestion and Traffic Hotspots

Map 21: The Eldoret Bypass Under Construction (Source KeNHA)



The Missing Links

The planning area requires the realization of Missing Links to Connect Important Land Uses. Connection from A104 to B54 and eventually to C 51: This link is critical in diverting traffic destined to Northern parts including Iten and Kabarnet from going through town. This links is critical in establishing linkage for the proposed Africa Export Zone and the proposed Sergoit Golf Resort City and thus ease traffic pressure into the city.

Table 15: Summary of the conditions of existing road network in the other areas

Area/Estate	Description	Remarks
Kimumu, Jerusalem, Munyaka and Chepkoilel	The Estates are served by Eldoret – Iten Road (C51). This carries traffic from the estates to the CBD The road has a single carriage way with a road reserve measuring 36 metres.	The proposed Sergoit Golf Resort city is anticipated to increase significantly the traffic into the and out of the CBD
	The road reserves within the estates range between 9 metres to 12 meters	
Kapsoya	Accessible from CBD through Elgeiyo Road off A104. The road has a single carriage way with a road reserve measuring 18 metres The road reserves within the estate range from 9 metres and 12 metres	The road network is bound to become busy owing to the population the increasing population within the estate
Kiplombe/Kamkunji	The road reserves within the area is 9 metres	With the expansion of the town, these areas is set to experience increased development pressure which shall be transferred to the existing infrastructure.
Ngeria/Moi University	Accessible through A109 road. The road is a single carriage way with road reserve of 60 meters. The road reserves within the area from 9 metres and 12 metres	The proposed AEZ is definitely going to increase pressure on the existing road network in the area
Langas	Accessible through Eldoret-Kisumu Road. the road is single carriage	The road network is quite busy and subject to congestion
Kipkenyo, Kapsaos, Kipkaren	The road reserves within the estate range from 9 metres and 12 metres	The pressure on the road network is set to increase especially due to the proposed logistical hub at Lesseru and prposed Eldoret By-Pass.

4.7.3 RAIL TRANSPORT

The Kenya-Uganda railway passes through the town and plays a major role in the transportation of raw materials to factories and finished goods to their respective markets. The line passing through the town is part of the Mombasa – Malaba railway line (Map 13). The total length of Kenya railway network is

2,210 km. It runs from Mombasa through Nairobi, Nakuru, to the Uganda border at Malaba, a distance of some 1,083 km. A branch line of 217 km is going from Nakuru to Kisumu, where it links with a ferry service on the Lake Victoria. This line had been privatized through a concession agreement in 2006 with the Rift Valley Railways (RVR) for a period of 25 years. Freight traffic on the Kenya and Uganda's railways in 2008 was only 1.65 million metric tons. Nearly 60% of the total tonnage has Mombasa as its origin. Traffic has dramatically dropped over the past twenty years. While the traffic of Kenya Railways only was 4.5 million in the early 1980s, the current Northern Corridor rail traffic represents one third of that tonnage now. At that time, the railway market share of freight transport exceeded 40%. Now, this share is about 6%.

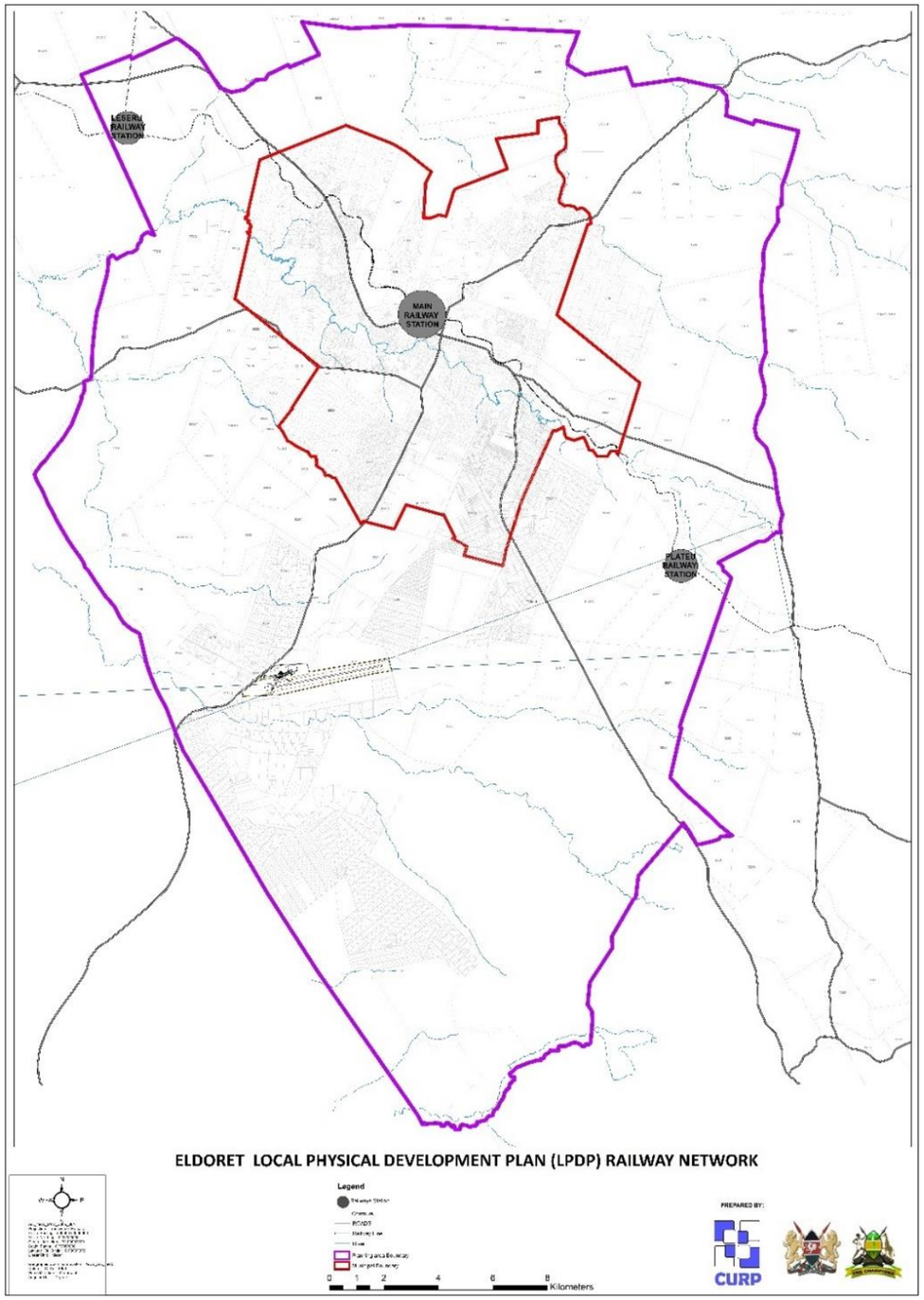
In its present condition, the capacity of the Northern Corridor main railways could be estimated at less than 5 million tons a year. With significant infrastructure investments it could be increased to 15 million. The town hosts three of the eight operational railway stations in the county- Leseru Station, CBD station and Plateau Station which are shown below. This form an accessibility network for the Study area. The facility was designed as an Inland Container Depot with approximately 18 000 m^2 designed to accommodate a throughput of 25,000 Twenty-foot Equivalent Unit (TEUs) per annum, however it is currently not operational.

Figure 11: Rail Transport in Eldoret



Source: CURP, 2019

Map 22: The Railway Network Stations



The Eldoret Railway as a Structuring Element of Eldoret

The Railway is one of the distinct structuring elements of the town that will guide Development of the town and inform the layout of the Plan Framework Strategies. The Railway cuts across the town and forms important linear industrial zones and a commercial zone within the CBD.

Eldoret Railway Station

The station is located along the busy Oloo Street on the Eastern side and the Eldoret Industrial area on the South Western side. The existing railways station serves as an important terminus for local freight as well as transit town from Mombasa and into Uganda. The site is primarily on relatively gentle terrain. The site is located very close to the commercial and industrial centre of Eldoret town and as such is also strategic for other commercial activities that may produce an income for the Corporation (Kenya Railways Corporation).

Existing buildings within the Corporation owned-land includes the railway station, marshalling yard, housing facilities, sports facilities, police offices and quarters. These and additional facilities are scattered throughout the site. The buildings are old and dilapidated; as such it is proposed that they be completely replaced in the new state of the art modern railway city. The railway station land covers approximately 150 acres of land and once redeveloped, it is expected that the operationalization of the passenger train will also be done to serve the purposes of a commuter train.

4.7.4 AIR TRANSPORT

Eldoret International Airport

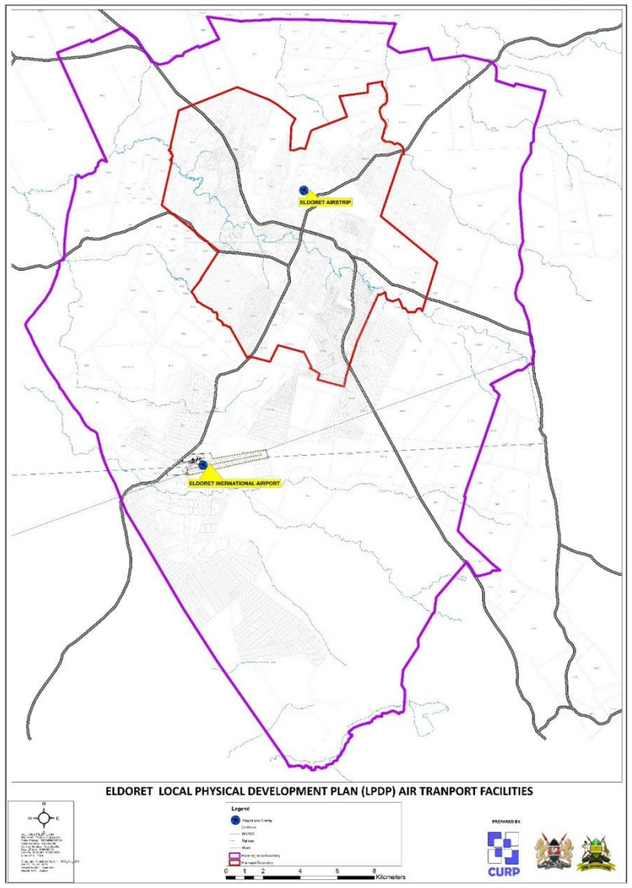
Eldoret International Airport was started in 1995 after the government acquired land from East African Extract Company (E.A.T.E.C). It is located approximately 15 km south of Eldoret town on the Eldoret Kisumu highway. The construction of the airport was completed in 1997 and went into operation the same year. The Airport is a category (6) airport and lies on latitude 0^0 24' 24''N and a longitude 35^0 14' 09''E. Its height above sea level is 6877 feet.

The Airport has a 3500 long and 45 m wide run way connected to the upfront run by 2 cross taxiways each measuring 400m long by 23m wide. The strength size and conditions of the pavement is such that the facility can handle aircrafts such as the size of a medium haul jet such as Boeing B767 or Airbus 310. The up-front run area is such that it can park at any one time 7 aircrafts, one medium haul aircraft such as (A310), two short haul aircrafts e.g. Fokker 50 and four general aviation aircrafts such as the (C402 or BE 200). The freight terminal with 2000 sqm up front and 220 sqm freight was built with expansion of business volumes in mind. The Airport exists primarily to serve as centerpiece of North Rift and western region on large potential of agriculture. It was later upgraded to an International Airport to facilitate the airlifting of perishable goods like flowers directly to foreign markets.

Eldoret Airstrip

Apart from the international airport, there is also an airstrip in Action area along the Eldoret-Iten (C48) road.

Map 23: Air Transport Facilities



4.7.5 NON-MOTORIZED TRANSPORT FACILITIES

There are a number of facilities for pedestrian use. They include the underground tunnel, the railway crossing close to the Cereals Store linking Kamukunji and the industries like Steel Mills and Cereals store to the West. There are newly installed NMT Facilities such as walkways along the major roads as shown in the table below:

Table 16:Extent of NMT Facilities along Major Roads NMT

Facility	Length
Kisumu-Kapsabet road	10Km
Iten Road	12Km
Uganda Road (A104)	8 Km
Nandi Road	2 Km

Along Uganda Road, there is ample space for pedestrian movement on the shoulders of the road, and on the sections where it is a dual carriageway, on the median. However, there is a lot of conflict arising from traders who have encroached on the pedestrian walkways to trade, the use of carts, and parking for shuttles, particularly on the section of Uganda Road fronted by white Castle Hotel and Mahindi Hotels. Security for pedestrians and cyclists is very poor as street lighting is inadequate and/or not provided at all on many routes. Though there is clearly an effort to install NMT facilities in the town, these facilities are inadequate. Further development of these facilities would aide in easing traffic especially along the busiest routes by encouraging more people to walk and cycle.

4.7.6 TERMINAL FACILITIES FOR PUBLIC VEHICLES

There are 4 planned terminal facilities in Eldoret, all of them located in the CBD. Main Bus Stage is located centrally in the ECBD for parking of both regional and local urban transport. This offers parking for public transport buses and matatus transporting passengers to Nakuru, Kisii, Kisumu, Kericho, Bungoma, and many other regional destinations. Sosiani bus station is also located in the CBD. It is also of bituminous paving and unmarked parking lots. Other parking lots created out of demand include the Kimumu and Kapsoya ones out of the town, and within CBD road-side and petrol station parking of Nairobi and Nakuru Shuttle Service Vehicles like those of North-Rift and Rift-Valley Shuttles. There are over 400 on-streets parking within the planning area. However, but it is not sufficient for the needs of the town.

4.7.7 CONCLUSION

The road network in Eldoret will be critical in guiding planning intervention meant address the following:

a) Traffic Congestions, particularly at the following cross junctions with Uganda Road; Oloo Street; Iten Road; Ronald Ngala Street and Muliro Streets. Intersection conflicts are not only exacerbated by the lack of traffic lights, but also by the intermittent disregard to simple traffic rules on the part of the motorists and pedestrians alike, made worse by the configuration of the ECBD.
b) Poor traffic control
c) The major roads taking traffic into and out of the CBD, explained in section 6.1 are single carriage way and unable to cope with increased traffic
d) The junction with Uganda Road is one of the accident black spots in the CBD.
e) Inadequate off-street parking
f) Encroachment of road reserve by informal business activities and *Boda Boda* among others.
g) Limited NMT facilities within the town

The emerging issues on the other transportation systems include:

Table 17: Emerging Issues on other transportation systems

ITEM	EMERGING ISSUE
Railway Line	Rail transport in Eldoret is not widely explored for local use.
	The railway has large junk of land with great economic potential that can be utilize to enhance economic potential of the town.
	Exploration of the best ways for integrating rail transport into the general urban transport for Eldoret remains one of the possible long-term options for easing the transport problems, especially if linked to the airport. Such a link can also be developed to serve densely populated areas such a Langas.
Air Transport	Air Transport has great potential for growth as Eldoret International Airport forms the international gateway to the region. Access to the airport is through the Kisumu Road. To ensure that the airport is effectively accessed, the traffic flow on Kisumu Road should be efficient, and all aspects of public transportation on that road

	need to be managed to include the additional need of passengers whose aim is to achieve speed, convenience, comfort, efficiency and reliability all in a package that does not break the schedules of the local and regional road users.
Non-Motorized Transport facilities	NMT facilities are largely absent within the town, even in the central areas. In cases where they are provided, they are of poor design, poorly maintained, not continuous, indirect, and have several hindrances like street trading, garbage dumps, and fast motorized traffic. Cyclists share the same space, and are often in conflict, with motorized traffic.
Parking	The bus termini in Eldoret are located within the central business district and are a source of traffic build up. The facilities apart from their inconvenient location have informal parking facilities and are crowded by vendors of clothes and other goods.
	The current location of the termini means Park and Ride Concept cannot be implemented to decongest the central business district.
	The paratransit regime in Eldoret and other towns in Kenya means that vehicles of different shapes and sizes are used and they do not subscribe to a fixed route and fixed schedule thus further contributing to the congestion both of the termini and the roads within the business district.
	Most of the transport nodes are cross junctions which generate traffic conflict and jams
	The narrowness of some of the streets means that even though there are spaces designated for parking, these streets are congested. Many buildings which had basement parking have converted these spaces into commercial spaces like clubs and restaurants. As a result, the delays caused by drivers parking and getting out of parking ties up free flowing traffic. The town may benefit from a re-organization of terminal facilities which would encourage introduction of 'Park and Ride' amenities.
	Though major spines are covered with NMT some areas lack them especially along Uganda road-KPA areas,
	Inadequate storm water drainage infrastructure resulting into flooding on roads and urban communities,
	With rapid growth in road transport; an undesirable and disruptive pattern of road-side development has happened which affects the main roads of the town like; Parking and servicing of Trucks at any piece of vacant land adjacent to the road, penetrating of big vehicles into the central area especially along Uganda,
	No transport facility in the town, public or private has taken into consideration the needs of persons with physical challenges, thus limiting their access to both government and non-government services,

4.8 INFRASTRUCTURE UTILITIES AND SERVICES

4.8.1 INTRODUCTION

Public utility services providing energy, drinking water, drainage and communications are fundamental to the development of most land. It is important to make the best and most economic use of these services and account needs to be taken of existing capacity, planned investment and any supply constraints. The planning for utilities ensures that the current and future population is adequately serviced without compromising on quantity or quality.

4.8.2 WATER

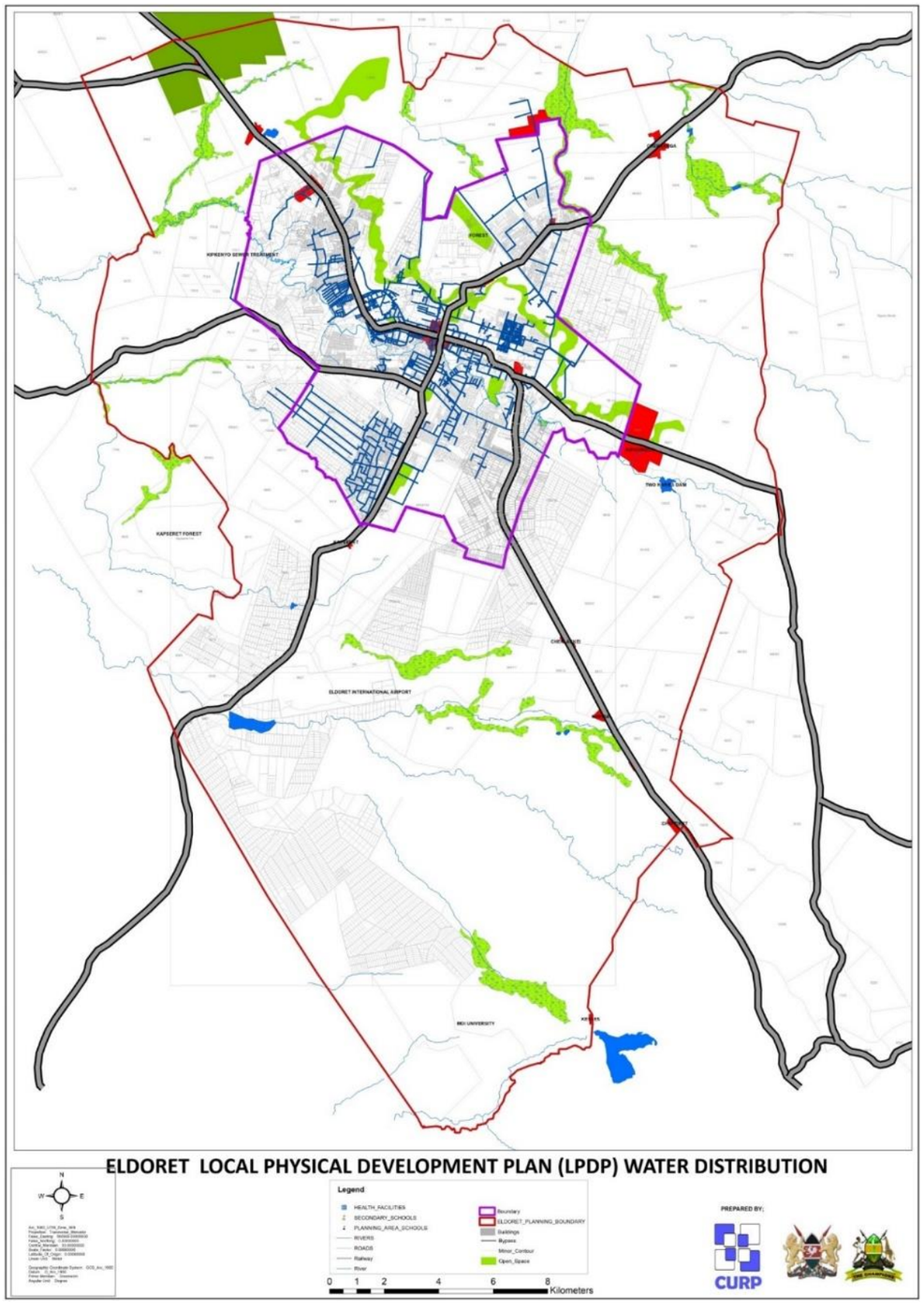
At present, the main water supply in Eldoret town is from Chebara reservoir, Kipkaren, Elegerini and Sosiani Dam. Among others sources are borehole and Shallow wells. ELDOWAS is accountable for adequate water supply in the town but the peripheral areas are not provided piped water and the people of these areas have to depend on the private vendors for water supplied through tankers. Other water sources include boreholes registered under WARMA, Shallow Wells and Rain harvesting. Private water vendors are common in informal settlements were water reticulation network is inadequate.

Current Water Supply/Coverage

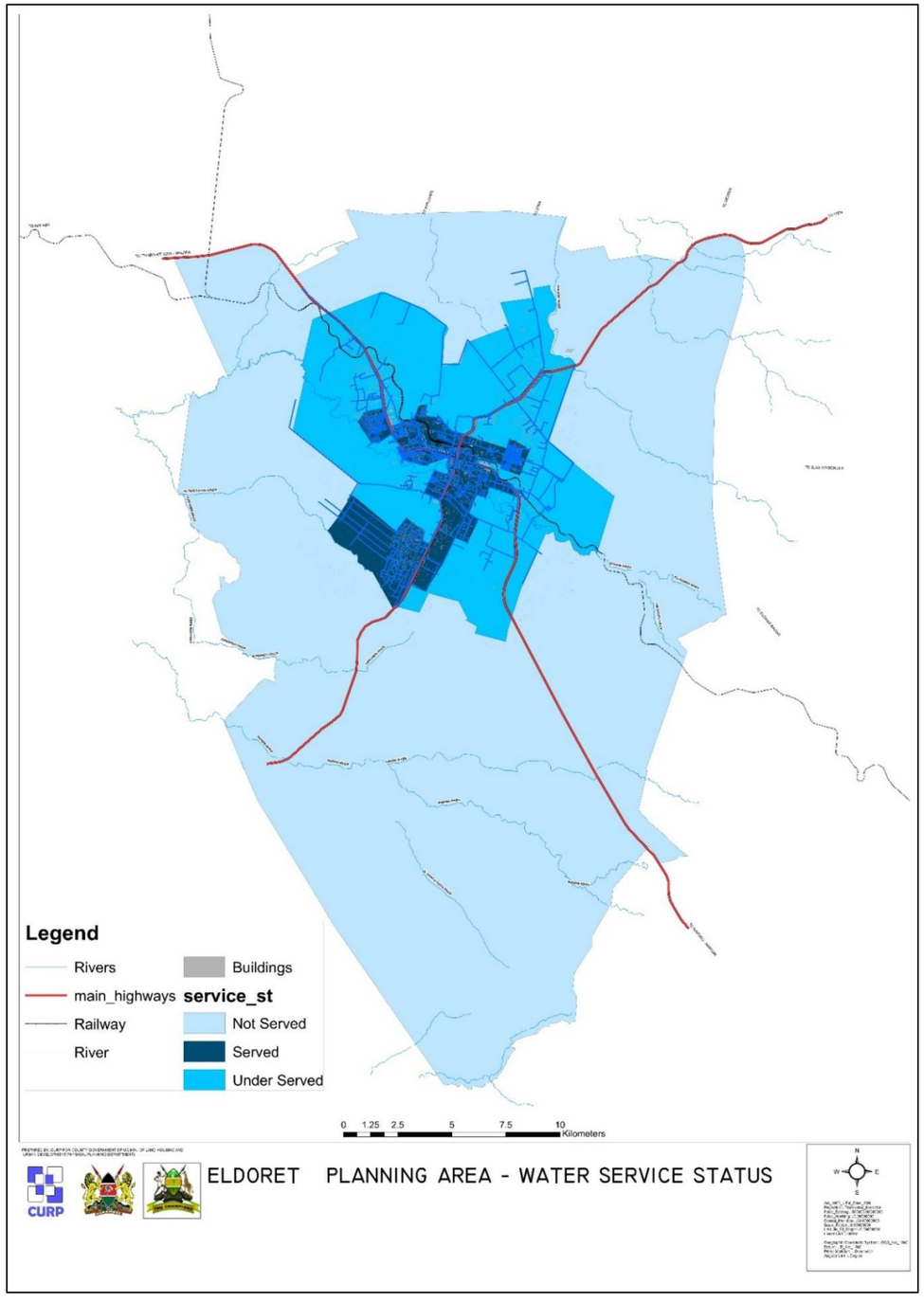
Eldoret Water and Sanitation Company (ELDOWAS) currently supplies water to Eldoret town and its environs. ELDOWAS is a service provider contracted by Lake Victoria National Water Services Board (LVNWSB). It was established in 1997 by the then Eldoret Municipal Council to manage water services on its behalf. The number of households according to ELDOWAS covered by the water reticulation system is about 180,000 households.

The areas that are covered including those that are adequately served; and/or underserved include; Eldoret CBD, Kapsoya South, Elgon view, Huruma, Industrial Area, Sukunanga, Siani farm, Highlands, Maili Nne, Kipkaren, and Eldoret West. Areas underserved include; Chepkoilel University, Kimumu, Munyaka, Kamukunji, Ngomongo, Kapsoya North, King'ong'o, Mwenderi, Mwiruti Yamumbi, Langas and Outspan. These areas represent about 40% of our Planning Area and are shown in the maps below:

Map 24: Available Water Distribution in the Planning Area



Map 25: Water Service Status in The Planning Area



Metering, Billing and Revenue

Although revenue collected from water is still low, about 70% of the total connections pay their bills. The rates depend on the amount of water consumed by a customer. For domestic consumption, consumers are charged Ksh 110 for up to 10 m^3 of water consumed. The tariff structure is progressive – the more water one consumes, the more one pays. ELDOWAS water kiosks charge Ksh 0.50 (fifty cents) for a 20-litre container of water while individually run water kiosks charge Ksh 5 for the same amount of water. This billing will inform the funding for water reticulation expansion to other built up areas.

Water demand projections

Based on the 2009 National Census, the projected population of Eldoret Municipality boundary and its environs will be about 618,106 people by 2030. Given the current demand for water at 56,000 cubic meters against a supply of 36,000 cubic meters, the demand of water will continue to rise to about 130,000 cubic meters by the year 2030. In 2018, it was projected that the population of the town of 317,564, would have demand of 53,224m^3/day served by a production of 39,450m^3/day bringing the deficit to 13,774m^3/day. All of the above data is based on a per capita consumption of 100 liters per day and a population growth projection at a rate of 2.6% p.a.

Bridging the gap

To address the water problem, Lake Victoria North Water Services Board in collaboration with ELDOWAS intends to build another dam (Kipkaren dam) which will produce about 12,000m^3 per day. Additionally, the World Bank and the Kenyan Government intends to rehabilitate Elagerini dam near Kaptagat and build its own sewer plant to produce 9000m^3 per day to be pumped to the water reticulation system. If all the dams were to deliver the maximum capacity per day, holding all other factors constant, then the supply for water in Eldoret would surpass the current demand by about 6,000 cubic meters.

4.8.3 SEWERAGE AND SANITATION

Eldoret town is the only urban area in Uasin Gishu County with a sewerage system. The sewerage network covers a total length of 147.3 Km with around 24.4 Km (36%) installed in the low-income areas. The Eldoret Water and Sanitation Company (ELDOWAS) is responsible for provision of sewer services in the area. There are two sewer treatment plants located in Huruma and Kipkenyo in the western part of

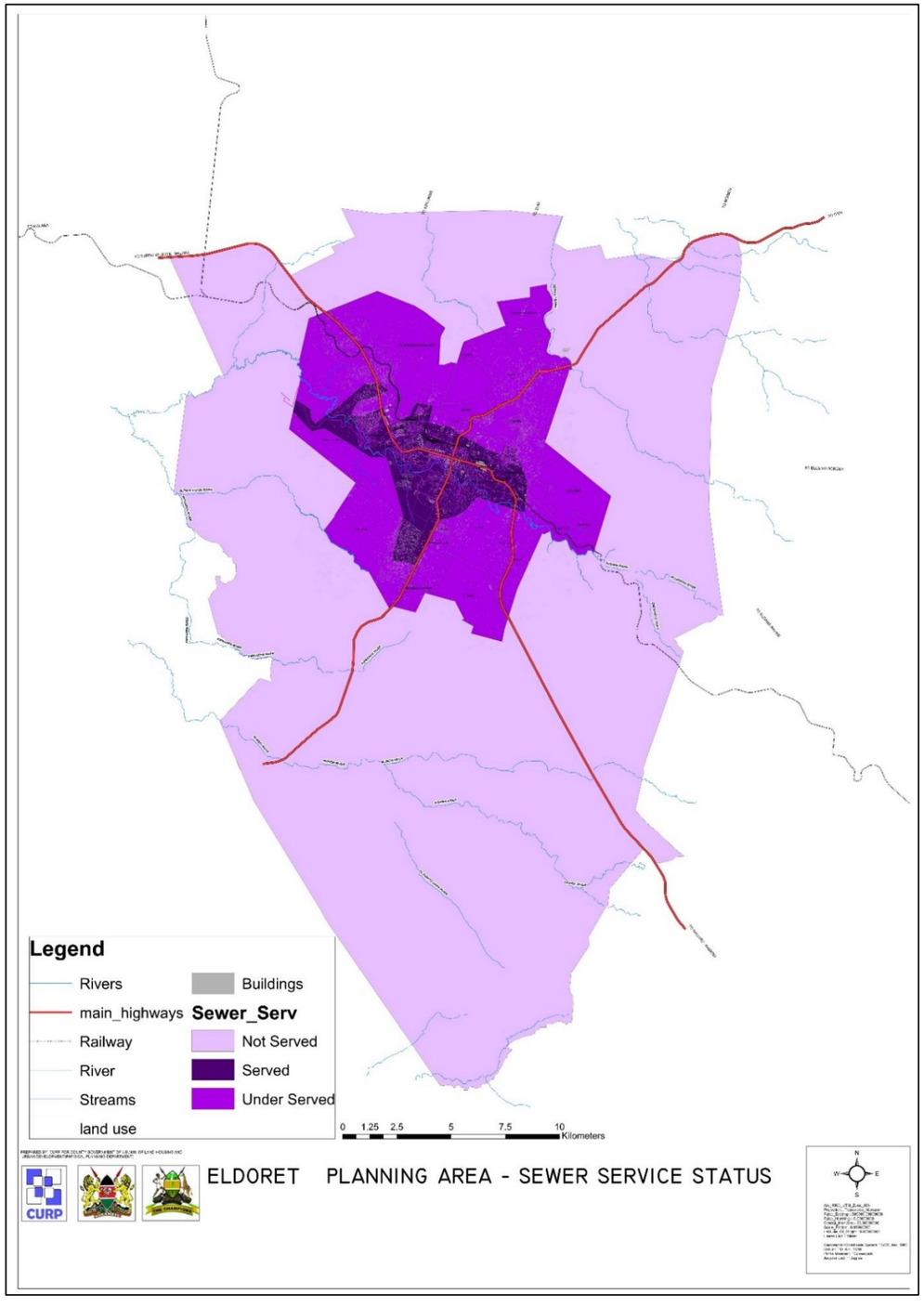
Eldoret town. Majority of the residents living outside the core municipal boundary use septic tanks; and pit latrines.

Table 18: Sewerage Treatment Plants

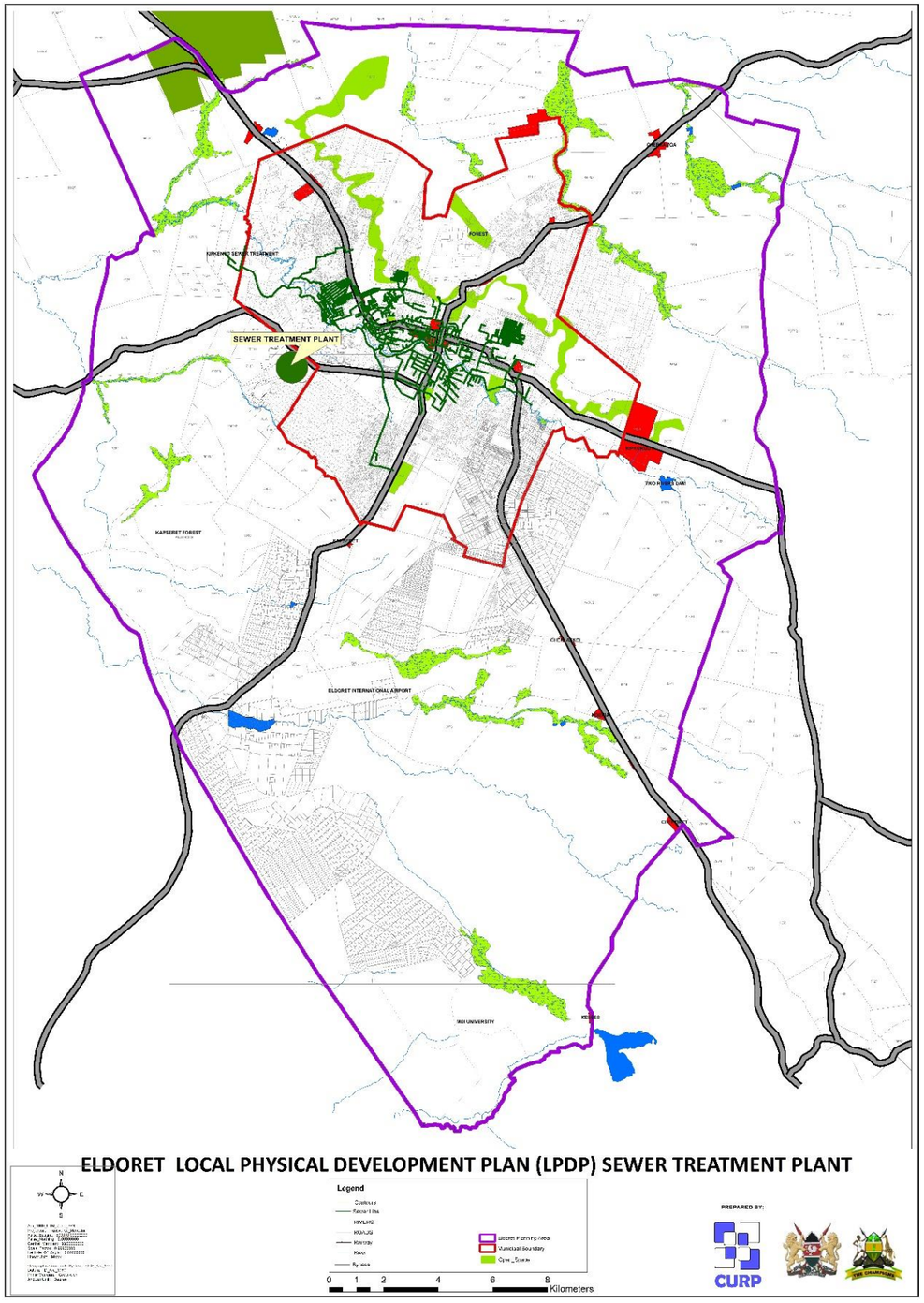
Sewerage treatment	**Capacity**
Huruma	8,000m^3/day
Kipkenyo	10,000m^3/day
Total	**18,000 m^3/day**

The volume of sewage generated is less than the treatment capacity at about 12 000 m3/day while the current sewer network managed under ELDOWAS covers the inner core of the municipality area substantially with areas further away from the CBD either underserved or not served at all. There has been efforts by the World bank; the County Government; and the National Government to extend the sewer network to informal settlemetns through their regularization of informal settlement programmes.

Map 26:Sewerage Service Status in the Planning Area



Map 27: Sewerage Reticulation Network, location and Capacity of treatment Plants in Eldoret



Projected Demand and Coverage

According to a study done by JICA on the Development of the National Water Master Plan, 2013, the existing capacity and the capacity under construction of the sewer system was found to be 4,800 cubic meters per day against a projected required capacity of 84,239 cubic meters. The anticipated expansion works on the sewerage system under the Lake Victoria North Catchment Area by 2030 will have a capacity of 79,439 cubic meters which still pose a deficit based on the projected demand.

4.8.4 STORM WATER DRAINAGE

The planning area is on a gentle slope and as a result, water drains naturally in the direction of flow of River Sosiani. Poor waste disposal especially of Plastic material into drains lead to constant blocking and siltation of the storm drains which result to water logging or flooding during rainy weather. Storm water drains around the town can mainly be categorized into two; closed and open drain channels. Most of the roads have open drainage channels of which some are paved and others unpaved. A 3 km of storm water drainage has been recently completed from Munyaka to Sosiani River. The county is the process of construction additional/expanding storm water drains for the following five water sheds; Kapsoya – Sosiani, Kamukunji, Langas, CBD, Maili Nne – Kapsaos

Figure 12: Storm Water Drains in Eldoret.



Distribution and Coverage

Currently, about 80% of all the roads within the Planning boundary has storm drains, most of which are either in a poor state; or completely lack storm drains leading to water logging on these roads. It would be of importance that all roads within the planning boundary be provided with regularly maintained

storm water drains to avert the impacts of siltation and eventually flooding caused by poor storm water drains.

4.8.5 SOLID WASTE MANAGEMENT

Solid Waste Generation and Type

The town generates approximately 350 - 400 tonnes of solid wastes daily. This translates to approximately 9000 tonnes monthly. With a projected increase in population, the amount of solid waste generated daily is set to increase to 1,500tonnes per day in 2040. Most of the solid wastes within the planning area includes plastic, metallic waste from industries and supermarkets; food waste from markets, institutions such as schools and hotels. These constitute the largest percentage of solid waste from the Town.

Solid Waste Disposal system

The main solid waste management strategy utilized by the County Government has been one of 'collect and dump'. The structural measures that have been associated with it include: bins, collection points, landfills, and incineration. The County Government of Uasin Gishu bylaws require every house, business and institution, to own a waste bin. More than 40 dumping sites have been identified within the town of Eldoret most of which are illegal.

The main solid waste management responsibility lies with the County Government and as such, it periodically collects the refuse from the human settlements within the planning area and transporting it to the central land fill. Eldoret Town's main dumpsite was previously located on an abandoned sand quarrying site at Mwendeni area in Huruma Estate along River Sosiani. However, the dumpsite has since been decommissioned since the landfill has been full; and as garbage decomposes, moisture filters through it producing a toxic liquid waste that pollutes the river.

Currently, the landfill site in Kipkenyo near the sewer system is in use. The land fill is approximately 15 acres with the County currently in the process of acquiring additional 7 acres. In addition, the County Government of Uasin Gishu is in talks with Swedish investors to set up a solid waste recycling plant that has a capacity of processing 500 tons of wastes daily to generate electricity. The land fill is shown below:

Figure 13: Landfill site at Kipkenyo



Source: CURP, 2019

Figure 14: Efforts by County Government in Waste Management









Sewerage and Sanitation Emerging Issues

- Inadequate solid waste management site and facilities
- Inadequate water and sewer reticulation and coverage
- Environmental pollution and degradation
- Pollution of ground water sources

4.8.6 ELECTRICITY SUPPLY

Approximately 95% of the Centers within the Planning area are connected to the national grid power line. Connections are then established to various human settlements for use as appropriate including lighting of homesteads; and community high masts based on demand.

4.8.7 GREEN ENERGY (SOLAR & WIND)

The County Government has led on efforts to tap green energy especially solar. This is evident from the various solar powered street light installations that are in various centres and along the roads within the Planning boundary. The potential of wind energy is yet to be explored within the County with major potential sites for **solar exploration at Plateau and wind energy at Moiben**. A consolidated effort to tap potential sources of green energy within the County would be very viable in steering the development capacity of the County as a whole.

4.8.8 CONCLUSION

In conclusion, an appraisal of the waste situation per Centre is represented below:

Centre	Water Supply	Sewer & Sanitation and Storm Drainage	Solid Waste Management	Energy Infrastructure
Sogomo	• Piped (Eldowas) • Vendors	• No sewer (Septic/Pit latrines) • Open storm drains	• UCG	• Electricity (KPLC) • Street Lights - UCG
Kesses	• Piped water from dam • Shallow wells	• No sewer • Open storm drains/none on some roads • Prone to flooding	• Undeveloped Designated dumping site	• 10km^2 national grid power coverage • Solar street lights by UCG
Ngeria	• Piped water from borehole • Shallow wells	• No sewer • Poor open drains • Prone to flooding	• UCG • Traders initiative	• 4 solar powered street lights
Annex	• 30% piped coverage by eldowas	• No sewer - Use of pit latrines/septic • Paved drains along A104; poor/no drains in other roads	• UCG dustbins • Residents initiative	• 10% electricity coverage • Few street lights along A104
Cheplaskei	• No piped water • Current ongoing project to pipe water to households	• No sewer • Unpaved; silted storm drains along A104 • No storm drains on other roads	• 1 skip by UCG • No dustbins or dumpsite	• About 25% electricity coverage • 4 solar powered street lights by UCG
Cheptiret	• Shallow wells • Direct sourcing from Cheptiret river	• No sewer – pit latrines & septic use • Paved drains along A104 • Poor/No drains on other roads • Prone to flooding	• 4 skips & 4 dustbins emptied regularly by UCG	• About 90% electricity coverage • 6 solar powered street lights by UCG
Chepkanga	• About 3% coverage by ELDOWAS • Shallow wells	• No sewer line – use of pit latrines/septic tanks • Poor storm drains • Prone to flooding	• Dumping done at individual levels mostly through burning on site	• About 90% electricity coverage • 3 solar powered street lights by UCG

Kipkaren	• About 30% water coverage by ELDOWAS • Sourced from borehole	• Served by a sewer line • Paved storm drains • Blocked storm drains that need opening to prevent water logging	• 1 skip & 3 dustbins managed by UCG	• Covered by electricity from the National grid line • 5 solar powered street lights
Kapseret	• About 30% piped water coverage by Eldowas • Use of shallow wells	• No sewer lines • Unpaved/Poor network of storm drains	• 3 skips managed under the UCG • Burning at designated dumping sites	• More than 70% electricity coverage • A few street lights

4.9 URBAN ECONOMY AND LIVELIHOODS

4.9.1 INTRODUCTION

Economic base of a city/Municipal is vital for the development of its fiscal autonomy and alleviation of urban poverty by providing diverse employment opportunities and high real incomes as population increases. This is largely depended on quality and quantity of infrastructure, highly skilled human resources, functional efficiency and effectiveness of the internal operations and relationship with its area of influence or the extent of the hinterland. This takes place within the broader global economic scale, national macroeconomic framework as already singled out besides regional and local economic policies as well as resource systems. Economic fortunes of cities in developing countries of which Kenya is no exception is taking place in a structural transformation epoch which has leap frogged the traditional known linear pattern of progression from primary, secondary, tertiary and quaternary, to from primary to tertiary and quaternary. It does imply industry is in a state of decline in urban areas in Kenya and Africa at large. Explanation of this state of affairs for industry and commerce in urban areas is imperative to enable formulation of the necessary strategy to achieve urban economic vibrancy.

Urban economic systems are thus dependent systems operating in varied hierarchies of relationships conditioned by frameworks they have little control of. It therefore calls for a dynamic strategic awareness of developing the economic advantage area of cities to enable them compete for investments and offer livelihoods to their growing populations. Sustained engagement with relevant players is necessary to forge partnerships that can work to deliver on urban economy. Critical areas of urban economy analyzed are: external economic interactions, internal economic activities comprising; stock of capital wealth found in cities, value of land and flow activities taking place on a daily basis. Flow activities occur in various economic categories namely; primary, secondary, tertiary and quaternary. They take place in various spatial locations of the town, determined by different advantages in the form of formal commercial and industrial areas as well as informal commercial and industrial areas. Finally, the extractive capability of the urban area focusing on revenue sources and mobilization.

4.9.2 EXTERNAL ECONOMIC INTERACTIONS (BASIC ACTIVITIES)

A complexity of economic and social interactions with varying spheres of influence are evident along which, there is a flow of capital, goods, labour, energy, water, tourists, sporting talent, information, oil, raw materials, farm produce, and services. Sustained growth in the above elements to the town as well as outflows is dependent on strategic location, size of the town and multimodal transport connection available in a city. Eldoret town within the North Rift has this multimodal transport connection and strategically placed as a gateway to East African partner states, and outlet to COMESA with a market potential of 400 million people, gateway to European and Middle East Markets.

Multimodal international, national and regional available transport infrastructure within the City facilitates the inflows and outflows of products and services already mentioned. Crucial transport infrastructure that support the stipulated economic connection is; the international airport, oil pipeline, the Trans African Highway, intended connection to LAPSSET corridor, and national road system. The above has made it possible for the operation of 13No logistic companies found in the City of Eldoret performing a variety of export and import functions. These are clearing and forwarding, warehousing and distribution of products. Besides, products mentioned, there is also export of services such as medical, sporting talent, educational, tourism. This export and import product and service function of the City are spatially distributed in a variety of places within, peri urban extents of the City and beyond.

These spaces are commercial nodes/corridors, industrial spaces, residential, medical facilities, transport interchange areas, and Institutions of Higher learning. Indeed, services in the fields of education, medical, and tourism are linked to key regional and national circuits giving support to the provision of the services within the City. The City is also well placed strategically within the NOREB economic block, having a market of 5.3 million people. This region is rich in agricultural potential for agro- processing besides mining activities and tourism. Its potential of tourism is vast, being located at the confluence of two tourism circuits of North Rift and Western Kenya. Trade relations and movement of people within the

eight county capitals can easily be done due to good connection by a road network. This forms a polycentric spatial economic system that is interdependent evidently illustrated from the transport interchange spaces of the county headquarters. County of Uasin Gishu is also a rich agricultural area, from which the town can easily draw raw materials (maize, wheat, pyrethrum, milk, hides and skins, and horticulture), from the farm for value addition via a value chain analysis. From the town, farmers are able to get market for their produce, farm inputs, and a place for investment of their revenues. Internal and external value chains are therefore critical for the development of economic potential inherent in the NOREB economic block with Eldoret as the focal point.

In spite of the strategic location, size and available multimodal transport systems and energy, flow of export products and services has been slow to respond to the favourable environment given by infrastructure concentration. This is attributable to inadequate integration of the various modes in space and operation, inadequacies in the infrastructure and inadequate export products from the destination of import cargo. Notable examples are the Northern Transport Corridor is a single carriageway limiting movement of cargo to 12 hours instead of 24 hours; excess capacity for both passenger and freight handling at the Eldoret airport in addition to the size of the run way which is 500m less than the required size to land large aircraft. However, even the current capacity of 15 million passengers, 62 tonnes of cargo, and 36,000 aircraft per year has not been met. It only operates 5 cargo flights per week with difficulties of obtaining enough horticultural products for export. Road freight cargo faces similar challenges of lorries returning to Mombasa without goods from the hinterland.

4.9.3 INTERNAL ECONOMIC ACTIVITIES

Internal economic activities of the City of Eldoret have been visualized in three ways. These are; the stock of capital, value of land in the town, and flow activities. Stock of capital consists of the network of infrastructure, transport exchange areas, and buildings of various uses. Part of the capital stock is owned by national government and state corporations, county government and private sector. It should be noted internal activities focus on those that take place within the planning area boundaries but may have far reaching indirect relations with the external.

4.9.4 CAPITAL STOCK

Availability of infrastructure facilities such as roads, railway, airport, transport exchange, water, sewer network, telephone/mobile facilities, oil pipeline, electricity network and related substations increases the attractiveness of sites and hence an increase in value. They also play a critical direct and indirect input in the production process, social consumption by citizens, and attract investments in residential, commercial and industrial development of the town. The mentioned land uses are closely linked to those of public purpose and recreation forming a synergy of value that is usually not easily captured. Distribution of the capital wealth in the City of Eldoret provides spaces with different opportunities of development, contestation for space by both national and international capital for occupation and generation of wealth. Money has been invested in the above infrastructure facilities to enable the functioning of the flow activities. It forms a basis of the economy of the urban area comprising immovable capital supporting movable capital reflected in capacity of a town to create wealth. Addition to capital stock and its maintenance is therefore important to urban economic growth. This has however remained quite a challenge to urban governments and particularly Eldoret reflected in infrastructure gaps and inadequate maintenance.

4.9.5 LAND VALUES

Availability of a concentration of infrastructure facilities supported by high accessibility has greatly influenced the value of land and consequently its use in various parts of the City. Land value map containing parcels and use overlaid with infrastructure mentioned supports the relation between public capital investments in infrastructure and the resulting rise in value of land which intensifies the Utilisation of space to recoup the investments made in the property. Land and property value capture on a map is important for the urban fiscal mobilization and moving towards fiscal autonomy. The paradox of the urban capital wealth is that it comprises elements having origin cost that is depreciating, while the buildings and land always in most cases usually appreciate in value. The ever-increasing capital index on serviced, built up areas, currently built up and future buildings in relation to stagnating incomes of the greatest number of urban residents presents a challenge of efforts to reduce urban poverty. It is therefore prudent for urban areas to take not of land values before investments in infrastructure are made, the value of investment in infrastructure and buildings, and the resulting appreciation.

4.9.6 COSTS OF UNDERTAKING ECONOMIC ACTIVITIES

Central to economic performance of cities and hence the national economy is the cost associated with economic activities both direct, indirect and invisible. It is also related to the technological infrastructure that is the fulcrum driving production in the economy. Direct costs are factory floor costs at the heart of the production process. These are labour, land, capital, electricity and water. The above costs affect

manufacturing and processing and production of housing as a commodity besides commercial buildings as investments. Indirect costs relate with decisions that may affect the sustainable provision of certain raw materials and the those of transporting raw materials and finished products to production site and finished products to markets. It also impacts on labour costs affecting the workers. Finally, the invisible costs relate to the losses experienced by firms as a consequence of the poor quality of the business environment. Critical affected areas are; collateral required to access credit, poor infrastructure services, (power interruptions, congestion, inadequate water), unpredictable regulatory environment, corruption and lack of security. A combination of the factors above determines the productivity and hence competitiveness of the urban economy some of which are beyond the control of the urban area.

4.9.7 FLOW ACTIVITIES

Flow activities in Eldoret town are supported by capital investments as aforementioned. This consists of production and trade activities in various subsectors of the economy namely primary, secondary, tertiary, and quaternary. Tertiary activities incorporate movement of labour, private vehicles, freight and public transport. These activities can also be formal and informal occurring in various places of the town in compliance to a planning or non-compliance to a planning framework. These flow activities have a variety of linkages within and between giving a network of economic activities. Output, employment and incomes are presented per subsector in addition in addition to opportunities for growth and prevailing challenges.

4.10 PRIMARY ACTIVITIES

Primary activities within the extended planning area and its hinterland comprises, crop, tree and livestock farming in addition to mining and quarrying. Within the planning area and the County at large, the greatest of percentage of land is arable and suitable for the mentioned agricultural activities. Crops grown are: pyrethrum, barley, potatoes, sunflower, maize, wheat, beans and horticulture. The farming has linkages to commercial and industrial activities, transportation, research, education, and trade policies. This will be illustrated in selected value chains of crop and livestock farming discussed in other sections below.

4.10.1 AGRICULTURE (CROP FARMING)

Two important cash crops in this area are maize and wheat farming which in the past made it possible for the construction of large cereal storage facilities, as well as railway infrastructure for transportation of the same. These cash crops in addition to the tress led to the establishment of agro-processing industries. Area and maize and wheat farming is as shown in the two graphs. The graph illustrates a slow increase in the total area of land under maize cultivation in the County. Land under maize cultivation dropped in 2008 from 82,000Ha in 2007, to 70,000 Ha and then picked slowly up to 104,000 Ha in 2015. Part of this area is in the planning area, showing large parcels of land that have already been subdivided. This therefore implies that these areas will soon be under urban development thereby reducing the land for maize production. The net gain on land under maize production is at the expense of pristine ecosystem of the County under forest, on hilly areas, and areas of wetland or swamps.

In addition, idle land now brought under cultivation after political instability explains the sudden drop and increase in size of land under cultivation. When viewed against a backdrop of wheat farming it can be argued that farmers are opting for maize farming instead of wheat. Small scale farming accounts for 75% of total arable land with land sizes ranging 0-30acres. Above 30 acres contributes the remaining 25%. This has serious implications for the continued ability of the county to produce food and raw materials for people of the County and industrial processing.

Chart 4: Area of land under maize production

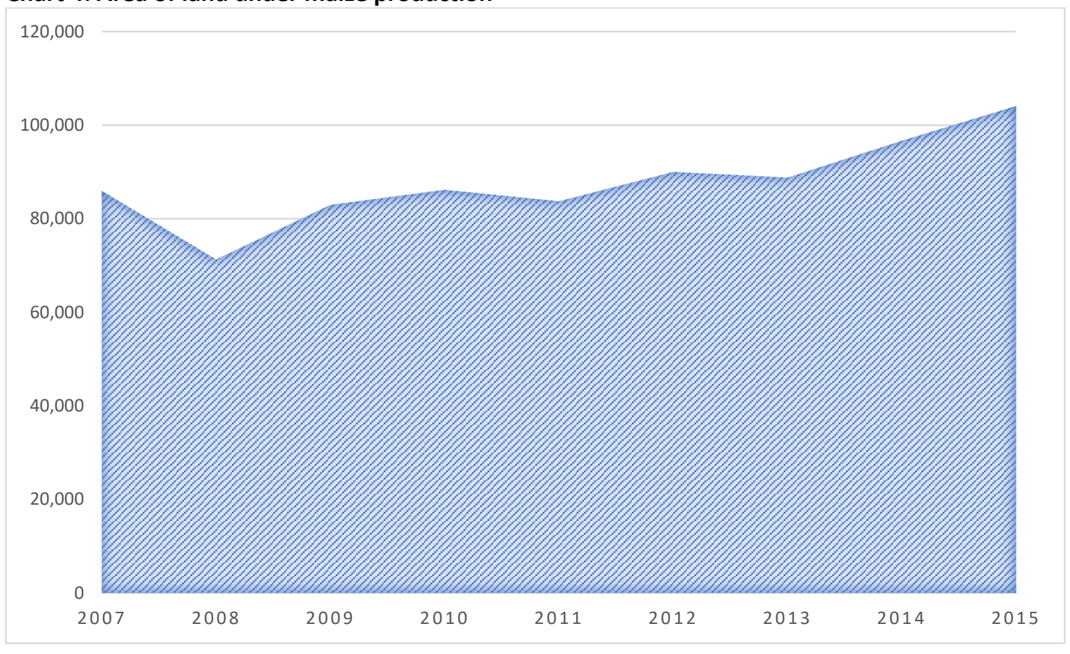
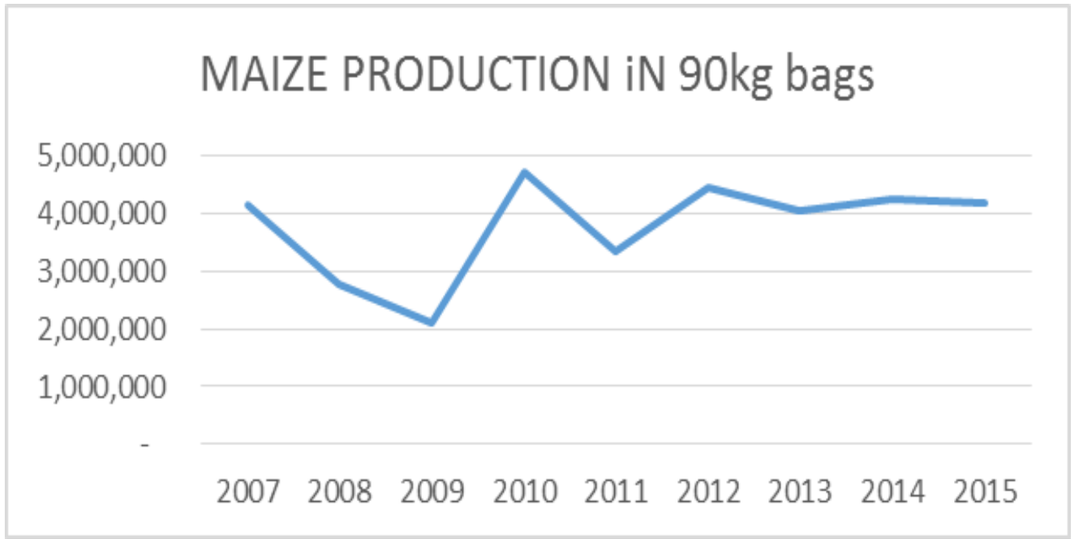


Chart 5: Maize Production in Uasin Gishu



Source: County Agricultural Office, 2015

Increase in land under maize production has been taking place at a time when maize production and marketing is facing serious challenges. While the area under maize production has been increasing, that of wheat has been on a steady decline. The decline has been from 33,000Ha in 2007 to 17,000 Ha in 2015 as shown below.

Chart 6: Area of land under wheat farming

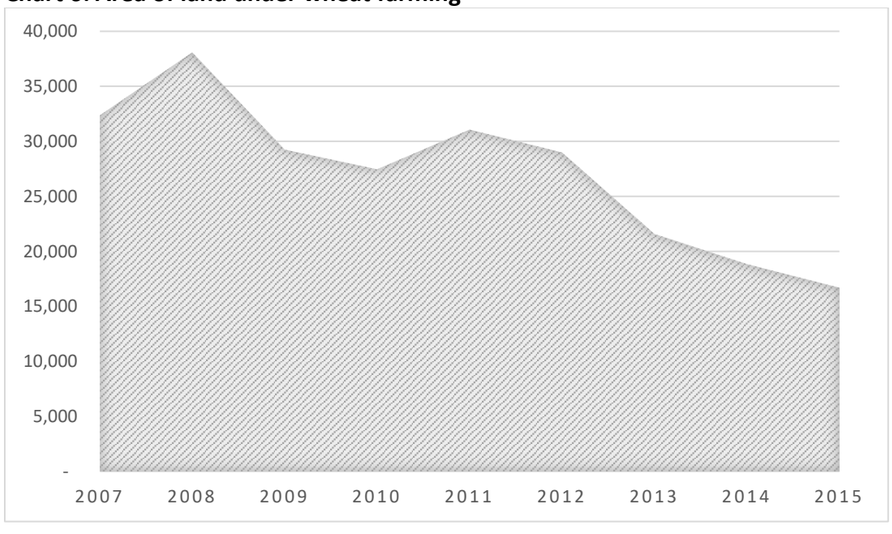
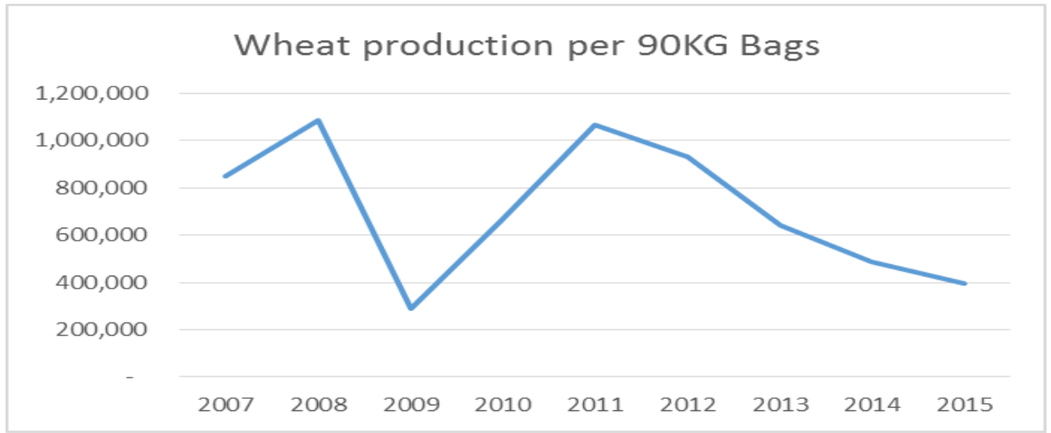


Chart 7: Wheat Production in Uasin Gishu



The decline in wheat farming in the region is due to input expenses compared to maize farming, disease attacks on the wheat crop, and subdivision of farms. Wheat farms around the Municipality of Eldoret have been affected where land has been converted to urban development especially areas of Baharini. Reduction in farm sizes has affected industrial and commercial linkages and particularly reduction of raw materials for industrial processing. Industrialists have therefore to import wheat from outside to meet their raw material needs.

4.10.2 PRODUCTION TRENDS AND ANALYSIS

From county agricultural records there has been a fluctuation in maize production from approximately 4,146,873 million 90Kg bags in 2007 to 4,190,065 bags in 2015 in spite of the increase in the farming area. Wheat production in the County has also experienced similar trends starting from 850,357 90Kg bags, reaching a peak of 1,087,229 bags in 2008, then declining to 339,089 bags in 2015. Using the production figure trends and the area, it is observable that there has also been a decline in productivity per unit area from 50.6 bags in 2007 to 40.3 bags.

On average the productivity decline for three years is 49.2 bags per Ha. There is a decline in wheat productivity moving from 25.8Kg/Ha to 20.6Kg/Ha. The explanation for the decline in maize productivity irrespective of the increase in area under maize cultivation has to do with the seeds used, type of fertilizer applied, post-harvest handling, marketing challenges, soil exhaustion which has become increasingly acidic in addition to weather fluctuations. Wheat farming scenario is explained by

exhaustion of soils due to rising acidity, un timely provision of quality seeds, rising prices of inputs, and increasing pests which attack wheat. Decline in profits from similar unit of farm in a situation where there are more earnings from other crops has contributed greatly to the reduction in wheat farming in the area in addition to the subdivision of farms. The implication is reduction of agricultural production and raw materials for industrialization and for food security. Besides it does illustrate that the Country is a high cost producer of food compared to her neighbor Uganda. Table 20, of East Africa productivity comparison on maize production, illustrates the point.

Table 19: Maize Productivity Trends Tonnes/Ha

Country/Year	2007	2010	2015	2018	Mean
Kenya	1.81	1.2	1.8	1.82	1.657
Uganda	1.5	2.2	2.6	2.3	2.15
Tanzania	1.1	1.5	1.6	1.28	1.37

Source: Calculations from Index Mundi 1960-2019

4.10.3 LIVESTOCK FARMING

Livestock production in Uasin Gishu County is practiced on Large scale in the outskirts of the CBD due to imposition of a by-law restricting the practice within the urban centre by the county government. The main livestock kept in the county include; dairy and beef cattle, sheep, goats, pigs, rabbits and poultry among others.

A variety of livestock farming methods are applied within the study area as dictated by circumstances. These are; Zero grazing, Semi zero grazing, Road side grazing, tethering, free range, deep litter and intensive rearing of rabbits and pigs. The contribution of livestock in the economy is presented in the Table 21- below:

Table 20: Livestock Production

Type	Number of Animals		Product	Quantity (Kgs)		Value of Product	
	2013	2014*		2013	2014*	2013	2014*
Dairy Cattle	317,786	327,865	Milk	190,055,239	196,083,090	3,991,160,018	4,902,077,250
Beef Cattle	37,067	38,243	Beef	1,933,125	1,994,437	695,925,000	917,997,320
Goats	81,645	84,234	Chevron	69,752	71,964	24,413,200	25,187,400
Hair Sheep	123,774	127,700	Mutton	203,383	209,834	71,184,050	73,441,900
Pigs	9,466	9,766	Pig Meat	218,303	225,227	52,392,720	54,054,480
Poultry	643,815	664,234	Poultry Meat	57,408	59,229	22,963,200	23,691,600

Source: Director of Livestock Production/Director Veterinary Services - Uasin Gishu County

Livestock keeping has great economic potential and a variety of products are harvested from it. The products are for direct consumption as well as use in industry.

4.10.4 THE LINKAGES

Linkages relate to the interconnectedness of economic activities and relations that focus on the production of goods as well as services. Goods are linked to agro processing while services are linked to the tertiary sector. The above areas of crop and livestock farming as well as mining and quarrying have a variety of spatial linkages that arise from value chain characterization of maize, wheat and livestock farming. This brings out detailed economic synergies that require comprehensive planning of each of the subsectors for maximum harnessing. Failure to reflect on the value chain details for both spatial and activity planning has led to the challenges affecting the agricultural sector in Kenya. Its full potential contribution to the economy, wealth creation and employment has therefore stalled. Value chain activities for wheat and maize along which planning for production is organized is organized in seven stages.

First group of activities in the value chain of production consists of research and extension, fertilizers, labour, machinery and other farm equipment, land for farming and agro-chemicals. All the mentioned activities take place on space and there is a connection among the activities by transport activities and backward linkage.

Secondly, the production activities on the farm in three possible ways applying technologies of production; large scale farming, medium scale farming and small holder farming. This production area is where the inputs and labour are applied to transform inputs to the outputs of wheat and maize.

Thirdly, harvesting, collection, drying and storage of the produce. This is moved either to various silos for storage within the County, while others sale their produce directly. This connects with the fourth stage of logistics in which produce is taken to warehouses for manufacturing and processing to industrial areas located in the town.

Fifth, manufacturing and processing of the wheat and maize produce to get various products namely; types of flour, oil, animal feeds, and building materials. This exemplifies the linkages that are usually overlooked in the organization of production activities and planning of regions and towns.

Sixth the stage of product design and packaging opening up another level of economic opportunity. This forward linkage of packaging for the various products makes it easier for packing, and storage ready for distribution and marketing.

Final stage in the value chain is the distribution and marketing of products internally within the City, to other cities and rural areas, as well as for export. Final destination is the consumer points to wholesale and retail places. The same comprehensive careful planning of farming, industry and spatial planning of cotton, sugarcane and livestock is essential for generating employment and wealth. Constraints at each value chain, and value addition at each stage can easily be addressed and improved. Potential industrial activities from the resource base of farming within this area which the town can leverage are as in table 5. Interpretation of the livestock sector via a value chain analysis focusing specifically on milk and beef value chain. This too has the following value chain stages; input supply, production, collection and storage, transportation, industrial processing, marketing and distribution. All the above require an enabling economic and trade policy environment together with adequate public goods that support the harnessing of the economic potential. Value chain mapping of some of the sectors is in the appendix of the plan.

Table 21: Potential Industries

Sugarcane Related Industries	Cotton Related Industries	Dairy Related Industries
Sugar Milling/Companies **Confectionary** **Pharmaceuticals** **Animal Feeds** **Power generation** **Chemical (Methane, Ethanol** **Paper** **Manufacture of Building Materials (Road tar, Boards)** **Packaging** **Warehousing**	Manufacture of Clothing Oil processing Animal Feeds Paper Processing Medical Supplies Pharmaceuticals Packaging Warehousing	Variety of fresh milk and flavoured milk processing Processing of milk powder Confectionaries Processing of butter, cheese and Ghee Packaging Warehousing Diary Beef Hides & Skins (Leather industry)
	Maize Related Industries	Wheat Related Industries
	Flour Milling Animal feeds Cooking Oil Warehousing	Variety of wheat flour processing Baking industry of various products Animal Feeds Building Material processing Packaging Warehousing

Source: Authors Compilation 2017

4.11 SECONDARY ACTIVITIES

These are grouped into manufacturing and processing, packaging and construction activities of both infrastructure and real estate.

4.11.1 MANUFACTURING & PROCESSING

Eldoret town was in the past famous for manufacturing and processing activities based on agro-processing. Some of the well-known industrial landmarks were, Rivertex, Raymond, KCC, and Unga, and Tanning. Strategic placement within a highly productive agricultural region, high class infrastructure of road and railway are some of the critical factors that attracted industry to the area. Flour milling industries such as Unga Ltd and starch manufacturing companies such as CPC rely heavily on maize and wheat harvest in the region. East Africa Tanning and Extract Company (EATEC) depends wholly on wattle plantations for the wattle bark extraction. Railply and Elgeyo Saw Mills depend on the forest products. Dairy processing plant such as New KCC, Brookside, oldonyo dairies counts on milk production from the region.

Most of the agro based industries use locally- produced raw materials. Eldoret has over time become an important storage, processing and distribution centre for agricultural produce from and, to its hinterland. These industrial activities are distributed in various places of the town as located on the map. In addition,

there are other special economic zones set aside for manufacturing and processing in the region in line with vision 2030 and agenda 4

4.12 INDUSTRIES

These industries contribute to the economy of the region as a purchaser of raw materials earlier explained in value chain, employment creation, output of various products for use domestically and for export, contribution to the tax revenue of the Country and payment of rates. The town has a significant growth of small scale and micro enterprises of manufacturing in nature operated by JUA KALI making a variety of products and innovations, metal fabrication and carpentry. Besides the above, there are numerous vehicle repair areas both formal and informal as well as petrol stations. Formal vehicle repair areas are located in petrol stations, and terminal yards for transport companies of lorries and buses. Some of these activities face the challenge of scarcity of space from where they can operate and expand their activities.

4.12.1 INDUSTRIAL CATEGORIES IN ELDORET

There are various industries in planning area e.g. agro-industries, urban based industries and market-based industries.

4.12.1.1 ***Agro-Based***

These are mostly involved in value addition an include milk cooling plants e.g. KCC. There are other large scale agro-based industries e.g. Ken-Knit, Paul's Bakery, and Unga Millers Limited.

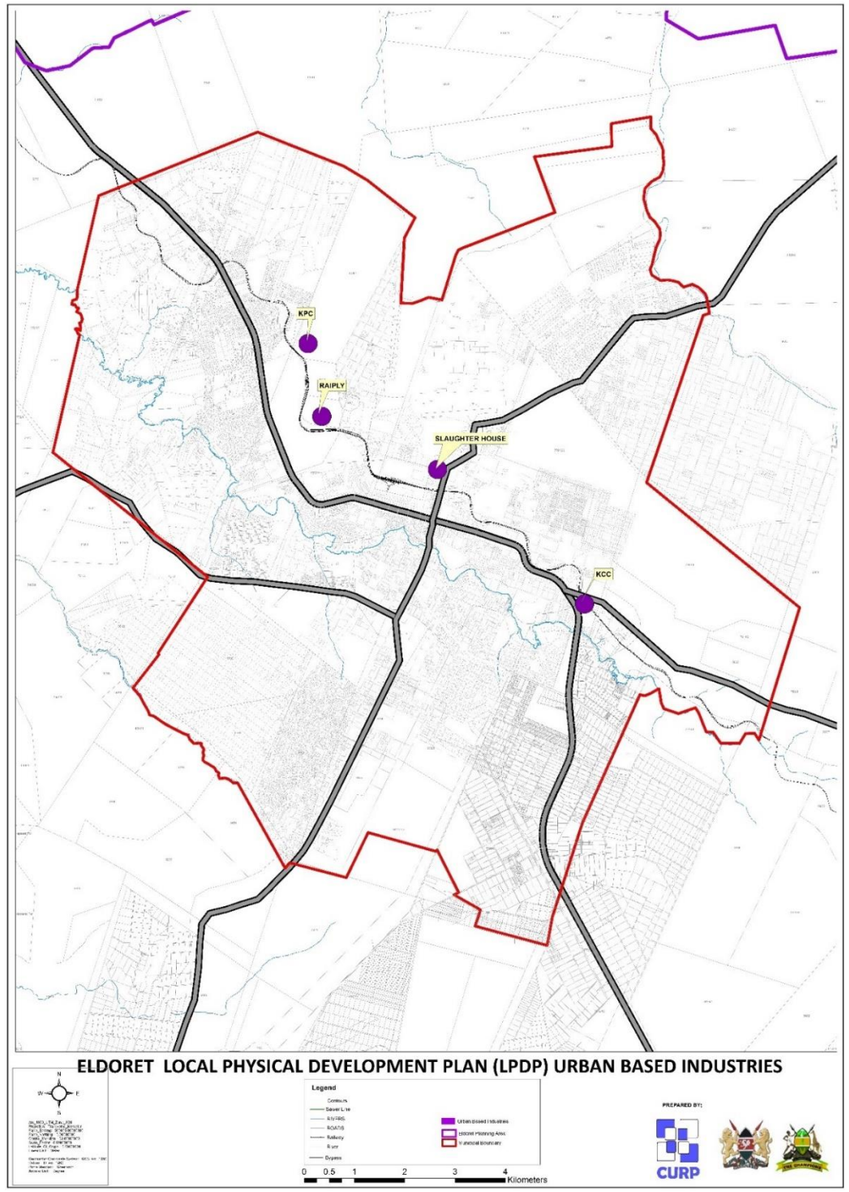
4.12.1.2 ***Urban Based***

These are industries that mainly apply technological innovations in production and processing in large scale. They are characterized by use of heavy machineries in processing and value addition. Industries under this category in the county include Steel Mills, Buffalo Millers and Jumbo North EA Ltd. The table below shows some of the major industries found in planning area.

Table 22: Major Industries in Planning area

Name of Industry	Physical Location	Activity	Product
Eldoret Grains	Iten Road	Milling	Unga (Dola)
Unga Limited	Muliro Street	Milling	Unga (Exe)
Seven Hills Mineral Water	Eld-Nrb Highway	Water Bottling	Bottled Water
Sirikwa Quarry	Baharini	Mining	Gravel
Sisibo Millers Ltd	Eldoret Town	Milling	Animal Feeds
Unik Valley Spring	Eldoret Town	Water Bottling	Bottled Water
Ken-Knit Ltd	Eld-Nrb Highway	Knitting	Garments
Feed Masters	Cheptiret Centre	Milling	General Feeds
Jumbo North EA Ltd	Iten Road Kimumu	Scrap Metal	Metal
Buffallo Millers	Kimumu	Milling	Maize Flour, Animal Feeds
Donny Feeds	Pioneer Estate	Milling	Animal Feeds
Eldomatt Bakery Ltd	Eldoret Town	Bakers	Bread Products
Raiply Wood Ltd	Uganda Road	Milling	Wood Products
Rivatex Ltd	Kisumu Road	Textiles	Cotton Products
Paul's Bakery	Uganda Road	Bakers	Bread products
KCC Eldoret	Dakar Road	Processing	Milk products
Rupa Mills	Uganda Road	Textiles	Cotton Material
Wareng Saw Mills	Industrial Area	Processing	Wood Products
Steel Mills	Industrial Area	Processing	Steel Products
Mace Foods	K.I.E Sheds Eldoret	Processing	Chillies, Vegetables
Tshusho East Africa	Ngeria	Processing	Fertilizer

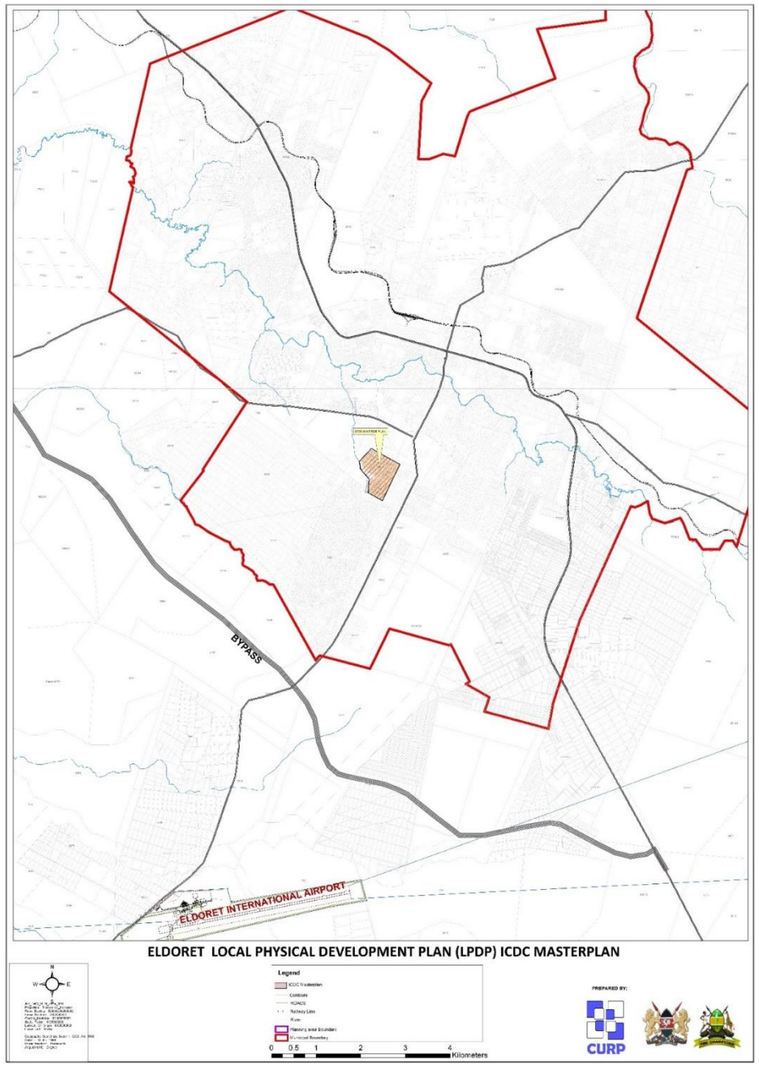
Map 28: Location of Urban Based Industries in the Planning Area



4.12.1.2.1 Eldoret ICDC Industrial Park

The industrial park is being developed about 3 km from Eldoret CBD along Eldoret-Kisumu road and occupies 135 acres of land. The predominant land use in the park is basically light industrial activities - Has been categorized into two - light heavy industries and basic light industries - based on the nature of industrial activities envisaged. - Light heavy industries are perceived to be of higher energy consumption, high turnover and likely to generate more toxic waste and byproducts compared to light industries - Other functions include logistics and incubation center.

Map 29: Location of the ICDC industrial Park

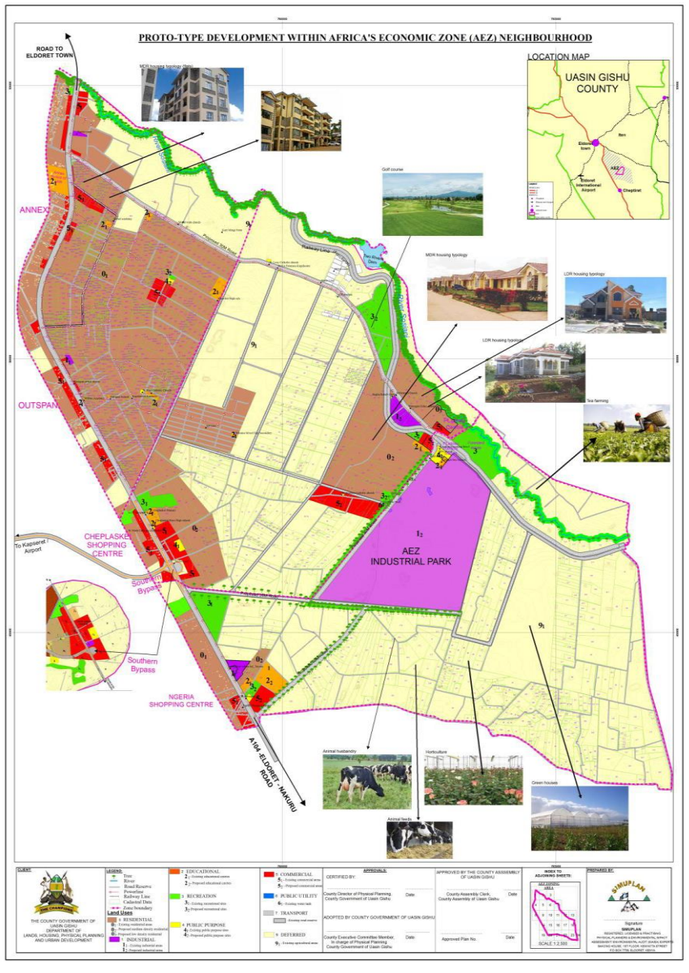


4.12.1.2.2 Eldoret AEZ

This is Kenya's first licensed Special Economic Zone being put up through a partnership between Chinese firm (Guangdong New South Group ltd) and Kenyas's Africa Economic Zones Ltd. The project being

established at Ngeria area will attract over $2 Billion of investment into the region as well as creating over 40,000 direct jobs and up to 150,000 indirect jobs once it is fully operational. In additional, the project will lead to Improved infrastructure, resurgence of various economic activities around Eldoret, positioning it as an industrial and manufacturing hub is also expected from the investment deal.

The Economic Zone will be comprehensively designed and planned to provide an institutional framework, physical infrastructure and administrative services that will ensure a complete smooth operation to support the various economic activities within the Industrial park. A Local Physical Development Plan for the AEZ area has been proposed by the county to guide orderly development in the area as follows (detailed in the annex):



4.12.1.3 ***Construction Based***

Construction industry in Eldoret is growing rapidly due to devolution, presence of many institutions of higher learning, and its positioning as a regional capital of NOREB. Developments in construction activities are spread to both government and private sector. Government construction activities are in areas of infrastructure and public facilities while private sector is in the areas of residential, office spaces and industrial buildings among others. Investors are driven by some attractive returns which they are able to make owing to the demand experienced in the town and the cost of finance. This significantly adds to the capital stock of the Municipality

4.12.1.4 ***Tertiary Activities***

Tertiary activities involve trade in products and services both formal and informal taking place in various places of the City. These activities coexist in both residential and commercial areas and along the road reserves in the town. Planned commercial spaces are in a hierarchy starting from the primary commercial node (CBD), to secondary, neighborhood and local neighborhood. Vibrancy of commercial spaces is made possible by human resource, efficiency of accessibility, concentration of stock of network infrastructure and various buildings in which the activities take place.

4.12.1.5 ***Commercial Activities***

Some commercial development has taken place along the roads forming a ribbon corridor of development. Within the town and in various locations there are a variety of markets that have been established for urban residents which deal with a variety of products and services. Growth in the number of residents without employment has stretched the capacity of the County in provision of markets and trading spaces. This has led to a spillover of trading activities in areas planned for other uses leading to a contestation of space within the City.

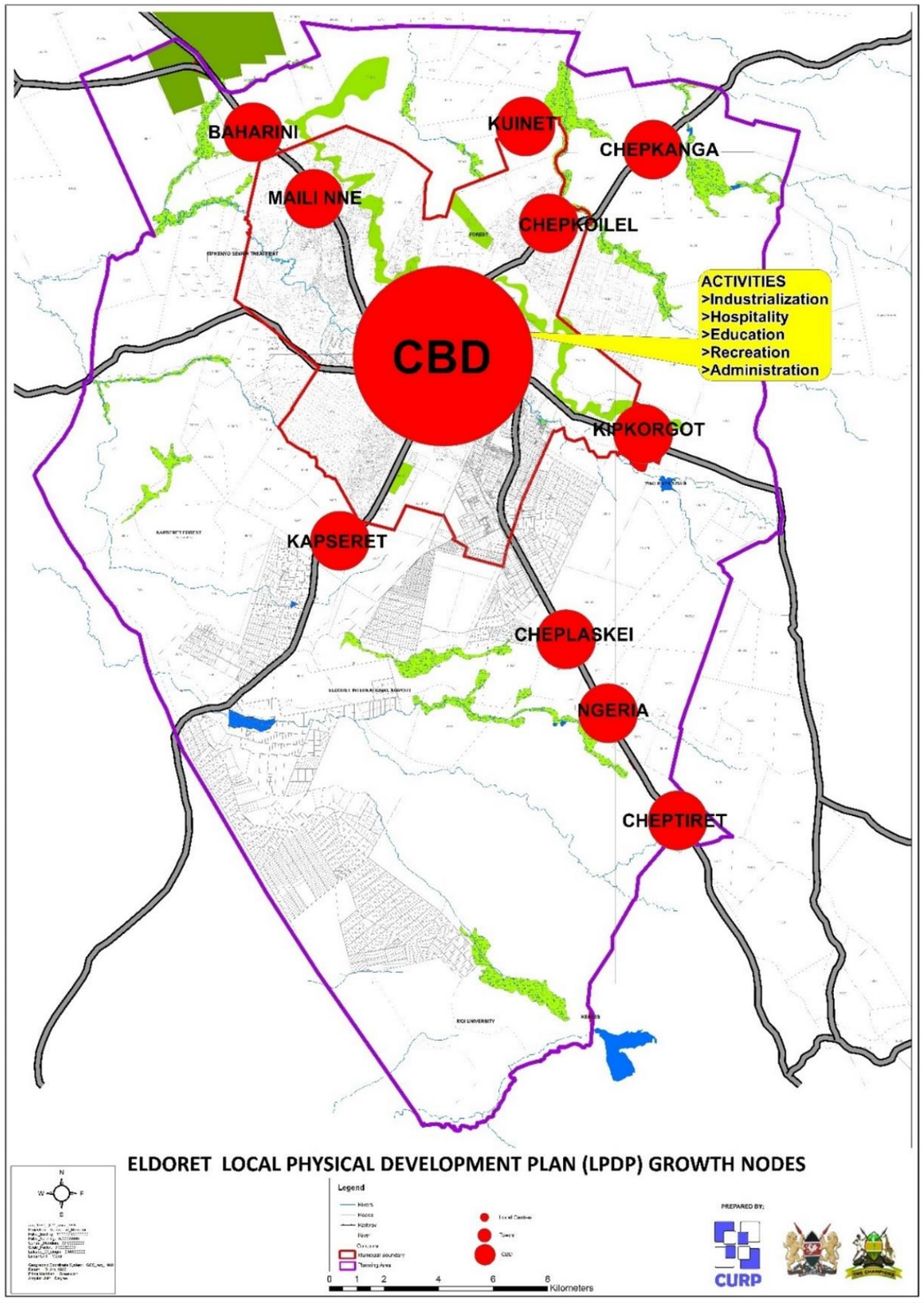
The main commercial activities are concentrated in the Central Business District (CBD) of the town. Commercial interest within the town includes, but not limited to, product distribution, banking, insurance, legal, education, wholesaling and retailing, hospitality and accommodation, transport services, office space, supermarkets and malls. Most of the commercial centres have service lanes that are not used for the purpose they were planned for. Moreover, most of them are of low-density development leading to underutilization of the concentration of infrastructure facilities and services. The grid layout of the CBD, though good for accessibility has led to transport problems within the CBD, at

cross and T-junctions leading inefficient operation of the CBD. The bottleneck areas in the operation of the CBD are indicated on the transportation maps regarding the movement of people, vehicles, loading and offloading in sections below. CBD is connected to railway infrastructure station and prime space which is currently inadequately used. Inadequacy of space for both internal and external transport interchange areas within the town has led to the conversion of the road space into termini. This reduces efficiency of mobility, contestation for space by a variety of road users.

Commercial spaces provide the highest density of employment in the town, besides intensity of interaction among customers and providers of products and services. It contributes to the fiscal capacity of the town through collection of revenue from businesses and property rates as well as tax revenue. Owing to rapid population growth, high urbanization rate of the town and slow economic growth nationally and at urban level, there has emerged an excluded population which has ventured into informal economic activities. These activities have encroached on spaces that have planned uses leading to space use conflicts.

The main commercial activities are concentrated in the Central Business District (CBD) of the town. Commercial interest within the town includes, but not limited to, product distribution, banking, insurance, legal, education, wholesaling and retailing. Commercial nodes around the county are strategically positioned along major spines and residential areas so as to serve the population in the surrounding locations and also passersby. These include; Sogomo, Maile Tisa, Kapseret, Naiberi, Kipkorgot, Marura, and Kimumu. A conceptual hierarchical model of the main activity centres of intense trade and commerce is shown below:

Map 30: Location of Commercial Nodes and The Influences in The Planning Area



Retailing and wholesaling

The retail and wholesale Market in Eldoret town are distributed within commercial nodes. There are several retail outlets (shops) concentrated within the CBD, with several others distributed at the commercial nodes.

a) Malls:

Malls are increasingly becoming landmarks in Urban centres. The economies of scale brought about by having multiple business of different nature under one development has led to change in Urban form. Malls are now influencing residential areas, land prices infrastructure and recreation in the urban setup. With inadequate outdoor recreation facilities, Malls are becoming the preferred option for family recreation. Malls in Eldoret include, Rupa Mall, Zion Mall and Eldocity Malls. These malls also serve as Landmarks within the Town

Buffalo Mall Eldoret, located along Kisumu Road, is also on the pipeline to serve wide catchment area including Pioneer and affluent Elgon View Suburbs. It shall provide a gross lettable area of approximately, 14,259 square metres. The location of the malls has been seen as one of the congestion agents within the town especially during weekends and evening hour. There is need to be located away from the CBD for convenience.

b) Supermarkets

The town has at least ten (10) supermarkets. As shown in the table below, majority of these are located within the Core Central Business Districts

Table 23: Major Supermarkets Distribution in Eldoret

Name of the Supermarket	Location	Street
Khetia's	CBD	Khetia's Building, Ronald Ngala Street
Tuskys Supermarket (Wareng)	CBD	Elijah Cheruiyot Street, Kimalel Street
Tuskys Supermarket (ZION)	CBD	Ronald Ngala Street
Tuskys Supermarket (Komora Center)	CBD,	Market
Naivas	CBD	Kimalel and Nandi Road
Ukwala B	CBD	
Eldoret Mattressess Ltd	CBD	Oloo Street
Eldo Matt	CBD	Elijah Cheruiyot

4.12.1.6 SMEs (Informal Sector)

The SMEs business industry in the planning area is stratified into four sectors; Retail trade, Service, Manufacturing and Wholesale trade industries. Key sector activities in the town include Jua Kali Artisans, Street Vendors (Hawkers), Shoe shiner, Boda Boda/Motorcyclists. Their significance to economic growth of the town means that they need to be planned for to maximize their input. Most of SMEs are vibrant within the Central business district and residential areas. Specific focus is on the SMEs in the informal areas of Langas, Huruma, Kiamumbi among others where they play an important role in employment as well as the strong microeconomics brought about in economies of scale and ready market in the resident population. In Eldoret, hawking is a major planning issue. They are concentrated in the Central Business District around the Municipal market, Bus Stops/stands and along streets especially Ngala, Arap Moi, Kenyatta and Nandi roads.

4.12.1.7 Market Based Industries

Uasin Gishu County has six markets in the C.B.D and over 30 markets at the sub counties. These market centres offer a wide range of commercial activities contributes a greater share of the county's revenues. According to the revenue officer it can net up to about Kenya sh30 million annually. The revenue collection can increase if proper planning and decongestion is done in some markets especially those within CBD. Eldoret town has major markets both wholesale and retail markets. West market being one of the unique markets with wholesale second hand clothes which serves greater rift valley region. It is characterised by traders from all over the country and East Africa. Main market is specialised in the retailing of fish and fresh agricultural produce. The other markets are not specialised in the sale of specific goods or services.

There are other abandoned markets like 64 market which was poorly situated and has then been used as clothes repair shades. Spatial organisation of some markets is inadequate making mobility of people within the markets difficult. Some suffer from inadequate use of prime space owing to only operating on ground floor instead of having multilevel high-rise creating more space for trading.

Additional markets have been constructed through CDF but are currently deserted by traders due to improper allocation of trading spaces within the markets which was politically driven and poor locational sites of these facilities. These markets within the planning area are at Naiberi, and Maili Tisa. Detailed illustration of some of the amenities, and revenues generated in selected markets is as shown in the table 6. Market activities face some of the challenges listed below;

- Markets plot is not secured and most markets have inadequate infrastructure services
- Internally some of them are not well laid out for easy functioning
- Some face accessibility challenges and inadequate drainage around them
- Capacity of some of the markets is small leading to spill over of traders outside the market
- Inadequately utilised due to locational challenges and not completely developed
- Security problems
- Inadequate revenue collection due to few enforcement officers

The Second-hand Clothing (mitumba) Sector for example employs thousands yet there is no dedicated market for the business men. West market being one of the informal unique market with wholesale second hand clothes which serves greater rift valley region. The market contributes heavily to congestion along Uganda Road due to its unplanned nature.

Figure 15: West Market popular for Second Hand Clothing



Most of Jua Kali SMEs operate in undesignated area as the case of mechanics right in the middle of the CBD (next Asis Hotel).

Boda Boda is increasing becoming a major SME employer yet no regulation in terms of safety and pricing is in place as well as lack of designated parking within town and difficulty in licensing operators due to the mobile nature of the business. No special focus in planning has been directed to promoting SMEs in Eldoret despite the increase in population leading to demand in goods and services. There is only one main Municipal Market in the CBD which is inadequate to serve the ballooning number of SMEs in the town. In residential areas SMEs are located in Mixed use buildings and on road sides while markets are poorly planned and movement of people within these markets is difficult.

Figure 16: Roadside Carpentry Workshop Along Nandi Road



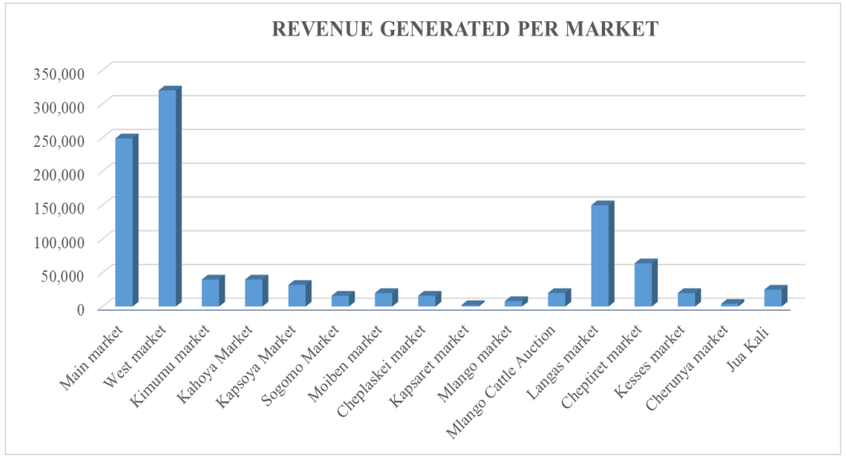
Table 24: Markets within the planning area (detailed market statistics annexed)

Location name	Markets
Central Business District	• Retail and wholesale market • Main market • West market • Hawkers market
Soy sub county	• Sogomo Market
Moiben sub county	• Cheplaskei market

Kapsaret sub county	• Kapsaret market • Mlango market • Langas market • Kipkarren Market
Kesses sub county	• Cheptiret market
Ainabkoi sub county	• Kapsoya market
Turbo Sub County	• Jua kali market • Kipkaren market • Kahoya Market

The Informality of SMEs and the infrastructures such as markets is making the county lose Millions in revenue yearly let alone the chaos created as the SMEs compete for space with other uses such as transport. The County Government is looking forward to collecting revenue without providing adequate matching infrastructure for the SMEs to thrive such as working sheds. There are also CDF markets which have currently been deserted by traders due to improper allocation of trading spaces within the markets which was politically driven and poor locational sites of these facilities. These markets include one in Naiberi, Maile Tisa among others.

Chart 8: Revenue generated by Markets in 2015



Efforts by the county government to provide sheds have been challenged by inadequate spaces for erection of the sheds leading to use of road reserves which are temporary in nature.

Figure 17:Trader at the Kisumu Ndogo Market Stalls Built by the County Government



4.12.1.8 Informal trading

These are the small business enterprises belonging to informal sector or micro enterprises (mama mboga, hawkers among others). Millions of people are participants in this sector in Kenya and it has acted as a big economic booster though not recognized. It is an avenue of many who do not get employed formally. It provides a variety of products and services such as metal products, furniture, car wash and repair, building implements, electrical products, eating places, personal services, food, and second hand clothes. In Eldoret town there is no specific location but they target active places like matatu stages, residential areas and along the road/streets due to accessibility. The sector has grown due to increasing number of unemployed people in towns, inability of the town economy to create enough employment for the citizens. According to official government statistics, more employment is generated in the informal private sector than the formal public and private sector.

Likewise, there is a significant demand for the services and products of this sector owing to the fact that those in employment have depressed incomes. Real incomes are low due to rising prices of products and services, while increase in incomes has remained unchanged. The products and services are thus attractive due to; they provide essential goods and services to a place in time, their prices are convenient to people across the board, even distribution and sales of diverse goods and services. Some operate

throughout the day, while others begin in the afternoon and evenings. There are attempts by the County authorities to collect revenue from those which operate the whole day from whatever spot of location within the planning area. Challenges faced by the informal commercial activities in Eldoret are:

- High rates of license fee charged by the County Government
- They have no planned space from where they operate hence, they are vulnerable to eviction.
- Some of the structures to shelter their business are not attractive and poorly constructed contributing to poor image of an area
- The places lack important infrastructure services to support their operations
- Some contribute to pollution especially car wash and food vendors.

4.12.1.9 Cooperative societies and banking

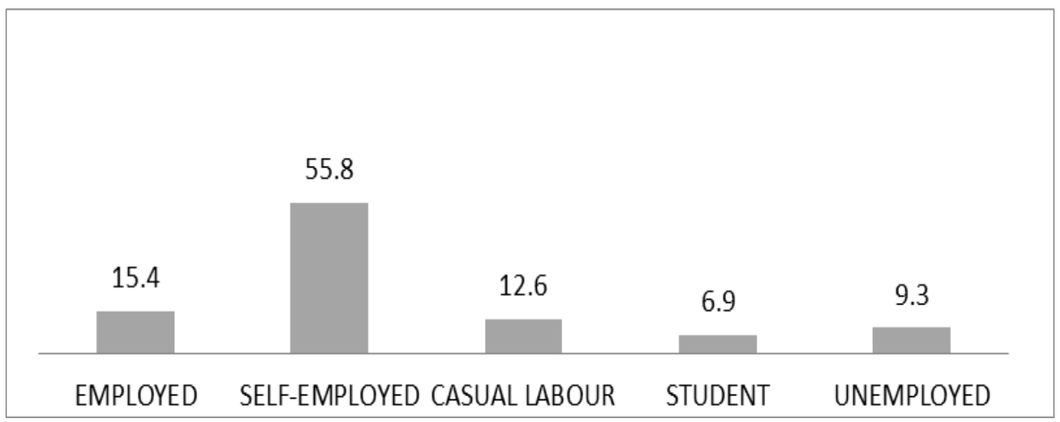
There are numerous financial service providers in the town ranging banking institutions, cooperatives, agency banking, international money transfer agencies, mobile saving and money transfer services. The growth in these financial services is as a result of many economic activities taking place within the town and its peri urban areas. Commercial farming activities, institutions of higher learning, devolution, and regional cooperation among the eight counties of the North Rift contribute greatly to the development of a vibrant financial sector in the town. Presence of the financial institutions guarantees the circulation and security of finances.

A sharp increase in businesses has triggered fierce competition for clients in the banking sector in Eldoret Town. Different banks have set up a total of over 40 branches within the town. These include; Equity Bank Limited, ABC Bank, located in Zul Acarde; Bank of Baroda, located at Charotar Patel Plaza, Moi Street; Bank of Africa, located at River Road; Barclays Bank; Central Bank of Kenya, located at Kiptagich House, Uganda Road; Guardian Bank Ltd, Located at Biharilal Hse, Uganda Road; Family Bank, located at Aziz Akibar Hoseetta street; Kenya Commercial Bank located; SIDIAN Bank; Southern Credit Corporation, located at Simphi House; Fina Bank Limited, Located at Charotar Patel Plaza, Kago St South, Transnational Bank Ltd, Located at Hughes Building, Uganda South; Prime Bank; Standard Chartered Bank; Cooperative Bank; National Bank of Kenya; Housing Finance Corporation Ltd; Equatorial Commercial Bank; Eco Bank; Consolidated Bank; Commercial Bank of Africa; Oriental Bank; Chase Bank; NIC Bank; CFC Standbic. Other cooperative societies are aligned to agricultural activities include Kenya Farmers Association among others.

4.12.2 EMPLOYMENT AND OCCUPATION

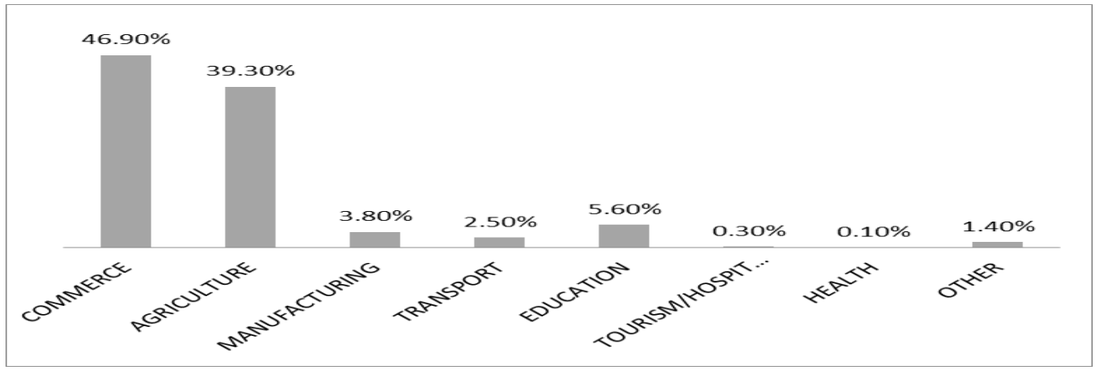
Most of the people in Uasin Gishu and planning area (approximately 55.8%) are self-employed. These people either run businesses or practice agriculture. Approximately 15.4% are formally employed while 12.6% undertake casual labor. Approximately 9.3% of the people in the County are unemployed. This is as shown in the bar graph below.

Chart 9:Occupational Characteristics in Planning Area



Trade and Commerce as well as Agriculture are the main source of income in the planning area as represented below:

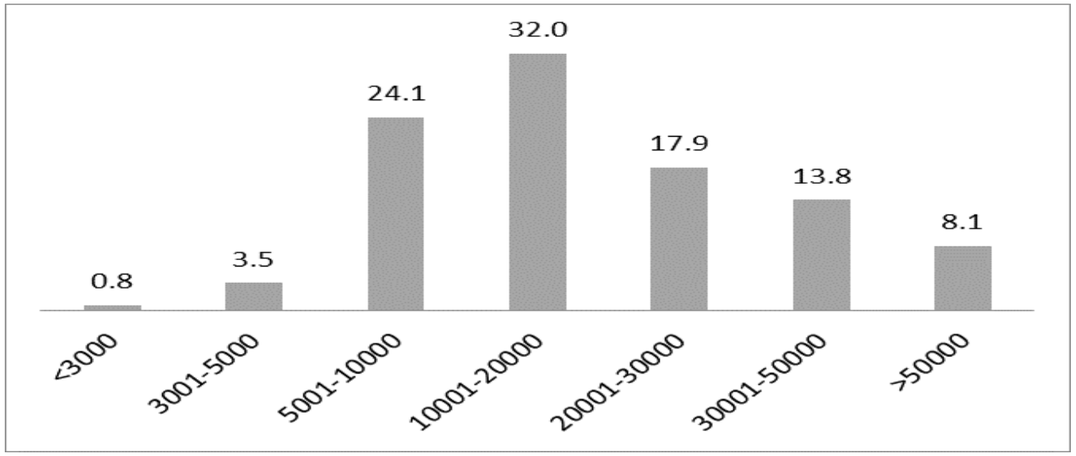
Chart 10: Household Income Sources



A majority of the households in Uasin Gishu (about 32%) earn between 10,000 and 20,000 shillings monthly. The least earn below 3,000 shillings per month and represent approximately 0.8% of the households. The chart below shows population distribution by income level

A majority of the households (about 32%) earn between 10,000 and 20,000 shillings monthly. The least earn below 3,000 shillings per month and represent approximately 0.8% of the households.

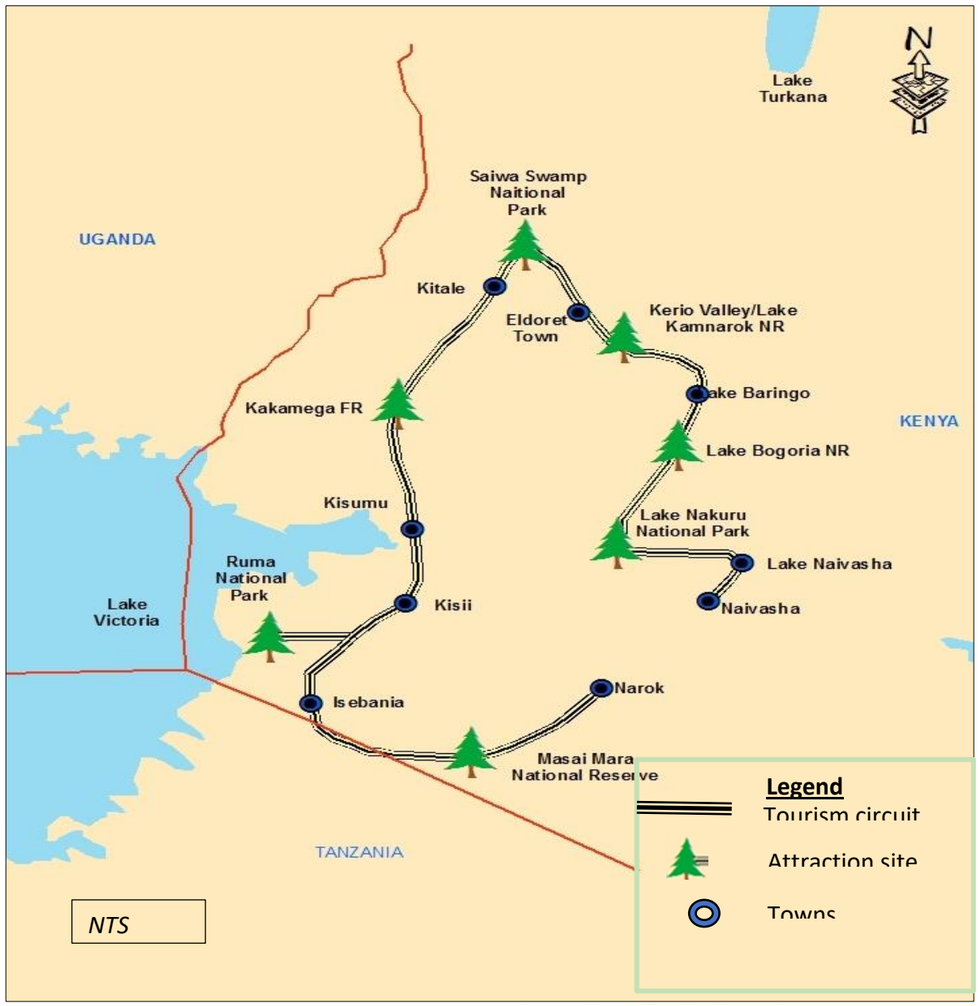
Chart 11: Average Household Income



4.12.3 TOURISM

The county boasts of several beautiful sceneries and tourist attractions sites such as Kapsururiet Falls, Kesses dam, Two Rivers Dam amongst others. These attractive sites are closer to the town and can be accessed easily. Its position regionally has placed it as a significant town in the Kenya's tourism circuit. It has approximately 200 hotels which offers accommodation, food and entertainment to the tourists travelling to the western tourism circuit including the northern Region which covers the areas up to Turkana and the South Rift region. International athletes also reside in the town due to favorable training grounds. It is connected to North Rift and western tourist route. Below is a map showing some of the aspects mentioned above. The county's rich potential in sports (athletics) such as Naiberi Camp site, Lonah Kiplagat training grounds and cultural practices can be exploited for tourism. The high altitude provides excellent training environment hence attracting foreigners from different countries which can be tapped for Sports tourism.

Map 31: Shows tourism circuit and assets



Source: Kenya Tourist Itineraries

4.12.3.1 Quaternary Activities

This comprises of knowledge-based part of the economy which includes information technology, information generation and sharing, media, research and development as well as knowledge-based services. Knowledge based services are consultancy, financial planning, entertainment, blogging and design, media, culture and government. Employment in this sector is rising rapidly absorbing a large number of labour force in developing countries. In Eldoret town it is evident in both public and private sectors contributing to this employment. As an economy develops the share of employment and contribution to total income shifts to the quaternary sector contributing to 70 percent of employment

in developed countries. This area has a lot of potential which needs to be tapped in Eldoret particularly information and technology. Economic activities in this sector are spread out within the town in education institutions, central government, state corporations, county government, media, telecommunication companies and various professional consultancy services.

4.12.3.2 Extractive Capacity of Urban Economy

Extraction capability of a Municipality or planning area relates to its ability to maximumly mobilize revenue from both internal and external sources. Mobilization from internal sources is from activities it has jurisdiction over and in accordance with the assignment of responsibilities or functions. It can also leverage resources from private sector and from external sources within the Country and internationally. The base from which revenue mobilization takes place comprises area jurisdiction stock of capital, the flow activities which are both internal and external and highly skilled human resource.

4.12.3.3 Objective of extraction

The goal of municipal resource mobilization usually is in two categories namely; revenue collection adequately and efficient; and expenditure of the same in the collective interest with proper accountability and transparency. The principles underlying public revenue are as indicated in 201(a-e) of the constitution. These are:

- Openness, accountability and public participation in financial issues.
- The burden of taxation shall be fairly shared.
- National revenue shall be equitably shared between national and county governments.
- Expenditure shall promote equitable development.
- Present and future generations to equitably share the burdens and benefit of resources utilization and public borrowing.
- Responsible and prudent use of public money.
- Responsible financial management.
- Clear financial reporting.

4.12.3.4 Municipal Revenue Sources

In the previous system of local government, Municipalities were allowed to mobilize revenue internally and externally and spend it within a certain framework of regulation. With devolved governments revenues are collected by the County Government deposited to various national levels funds then allocated to the County Government for spending. Though money is raised at the Municipal level, Municipalities have no powers to spend the Money until it is allocated to them by the County Government from the National level. Sources of revenue for the County Government are as indicated in the Uasin Ngishu County Finance Act 2014. Revenue is collected from all the departments of the various ministries at the County. It is in form of taxes, fees, charges, rates, rent and cess. Other sources of revenue include, county allocations and loans from national government, foreign loans and grants, and donations.

Once the monies have been received at the County, they are deposited in the following accounts, equalization, contingency, and consolidated at the national level. The Municipality receives money from the allocations that are given to the County. The fiscal distance is likely to affect both the fiscal and expenditure autonomy of the Municipality and by extension service delivery. In this case one has to really ascertain the actual amount collected within the municipal area and extent of planning area and compare with what has been allocated to the Municipality within the devolution period.

4.12.4 CONCLUSION

The Planning area has huge potential in both agri and urban based agriculture. In particular, the important role of SMEs as drivers of economy of the Planning area cannot be ignore. In designating land uses, special focus should be made to ensure formalization of SMEs to ensure that the industry thrives in compatibility of other land uses within the planning area.

Promotion of industrial development should be focused on relocation of most industries to the SEZ and compacting the town commercial infrastructure to provide service-related industries such as financial. logistics, ICT among others. Compacting the CBD will also be aimed at containing urban sprawl into the agricultural Hinterland.

4.13 SPATIAL ANALYSIS

4.13.1 TOWN IMAGE ANALYSIS

The spatial analysis to define the image of Eldoret Town was undertaken and guided by the Lynch Theory of the Image of the City, which created a perceptual image of the planning area presented spatially on a mapping system. The mapping framework for this system identifies the following features;

(i) Pathways: These are movement routes within the community that accommodate pedestrians, bicycles and motor vehicles. These movement routes also function as linkages between destinations.

(ii) Edges: These are real or perceived boundaries within the community. These could be real objects such as walls, buildings, railway tracks and/or changes in topography. These could also be perceived boundaries such as commercial and institutional districts or neighborhood borders. Edges may hinder movement in the community or separate areas.

(iii) Landmarks: These are highly identifiable and sometimes unique features in the community. These could include; monuments, historic buildings, structures, and community facilities. Landmarks are important features for orientation and navigation.

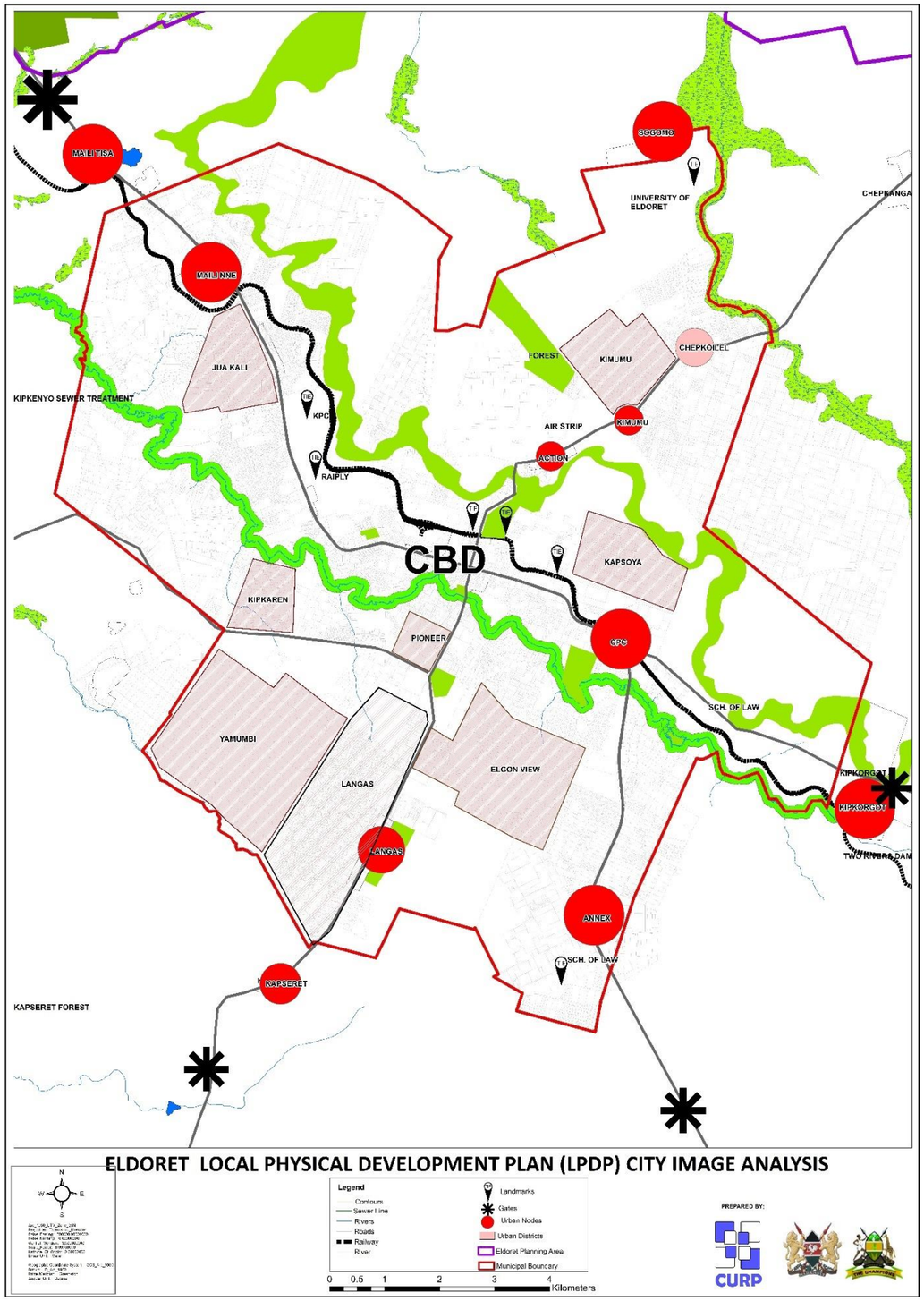
(iv) Districts: These are sub-areas of the community that have an inherent uniqueness or quality. These may be unique areas of architecture, environmental or contextual quality, or a concentration of uses.

(v) Nodes: These are major destinations or areas of activity or locations. These may be located at intersections of pathways or may be locations of special community activities or uses.

(vi) Gateways: These are the main arrival points to a particular destination.

The Town Image Analysis depicted the Image of the Town as shown in the map below

Map 32: Spatial Representation of the Town Image Analysis



4.13.2 STUDY AREA PERFORMANCE ANALYSIS

In addition to the Lynch Analysis, the spatial analysis also considered the performance of the study area by considering the following natural and built environment elements;

(i) **Accessibility:** This is the level of accessibility to social, economic, and institutional facilities and/or services that users of a specific areas have. Accessibility also refers to levels of connectivity and linkages of an area. Walking, cycling, and use of motor vehicles are some of the forms of gaining access to an area.

(ii) **Diversity and Choice:** This refers to the range of services, facilities, and activities that communities have in an area, and includes; residential, employment, commercial, retail, education, health and recreation.

(iii) **Imageability:** This refers to an area's unique elements and how easily it is identifiable.

(iv) **Viability of Local Economy:** This refers to locally available economic activities and employment opportunities.

(v) **Public Transport:** This refers to the nature, accessibility, reliability, efficiency, safety, and affordability of public transport.

(vi) **Services and facilities:** This refer to the nature and level of available infrastructure and services, and the demand thereof.

(vii) **Natural Environment:** This refers to the state of the natural environment and how it is impacted upon by natural and human activities. This also refers to biodiversity levels of specific areas.

(viii) **Settlement Form:** This refers to the nature and form of the built environment and how an area has been settled.

Accessibility

Accessibility to the study area is gained via the Eldoret/Nakuru and Eldoret/Malaba Road(A104) which is identified as the primary pathway. Secondary pathways that provide accessibility include Eldoret/Kapsabet Road (C39) and Eldoret/Iten Road (C51) Road. There are several other minor pathways within the study area itself that serve as internal access roads. The means of access are walking and the use of motor vehicles in this case public transport.

The present condition of the Eldoret/Nakuru and Eldoret/Malaba Road(A104) Eldoret/Kapsabet Road (C39) and Eldoret/Iten Road (C51) is a point of concern in the following ways:

- the lack of proper road and traffic management mechanism such as traffic lights at major intersections thus proving problematic by creating unnecessary traffic jams;
- the lack of dedicated service lanes thus building frontages create direct access to the road further contributing to traffic conflicts
- there is need to deepen and widen the drains along Nandi Road to accommodate the increased surface runoff during rainy season and avoid flooding into the road as it affects the road condition.

Diversity and Choice

The study area also serves as a Neighborhood Node for different residential areas. However, study area provides very few public social and recreational facilities. This lack of choice of public facilities and services leads many to travel to malls such as Rupa Mall to access indoor facilities and eateries. Private Clubs such as the Eldoret Sports Club provide grounds for private hire to music concerts and exhibition while the Eldoret ASK Showground is only vibrant once a year during the Agricultural Trade Fair.

Sports fields such as the Kipchoge and 64 stadia are the present form of sporting recreational facility available in the study area. There is a glaring lack of children play parks and parks in general.

Figure 18: Rupa Mall Eldoret



Imageability

The physical condition and aesthetic nature of the Central Business District creates a negative perception of the area. The old and poorly maintained buildings are not helping to improve its image. The presence burning litter inside Nandi Park and unregulated mechanical works within the town further contribute to

ruin of the image, it is therefore; accepted that the overall image of the lower side of the town is a negative one, that of urban decay, decline and unpleasantness. Having said this, Eldoret has a beautiful nature at the escarpments, wetlands and River Sossiani traversing the town providing a beautiful scenery. There is a huge potential for eco-tourism in the area, which can bring about economic benefits for the people of Eldoret.

The visual environment is an important part of the fabric of our study area. The use of the term visual pollution is suggesting that the portion of the built and natural environment being viewed has been downgraded and, it has been made less attractive to us.

A healthy visual environment promotes the values of those who live, work and play in the study area; it promotes civic pride and economic health. Essentially the Study area 's appearance should express uniqueness while reflecting its history, present vitality and future potential.

Viability of Local Economy

In general, Eldoret has a vibrant economy owing to its strategic location within an agriculture rich area. The area is also well serviced by education institutions and a referral hospital. The increase in population has promoted the growth of commercial activities, SMEs and employment opportunities making the town one of the fastest Growing towns in Kenya. It is therefore prudent that efforts be focused on skills development and enhancement of the informal sectors.

Public Transport

The only modes of transport available in the study area are Matatus which are privately run. The affordability, reliability, efficiency of these matatus is questionable. The bus parks are distributed within the town as shown in the map. This ineffectiveness of the public transport sector has encouraged increased use of private vehicles that lead to congestion in the town.

Natural Environment

The study area is predominantly located in the Kenyan highlands with presence of environmentally sensitive areas such as wetlands and rivers as well as presence of forest cover. The study area has inadequate distribution of good public open spaces and urban greening is being undertaken by the county government along major roads specifically Iten Road. The natural environment provides the study are with unique potential to be used for eco-tourism.

Settlement Form

The built form of the study area is being defined by the road network. The town settlement pattern is dominant along Eldoret/Nakuru and Eldoret/Malaba Road(A104) Eldoret/Kapsabet Road (C39) and Eldoret/Iten Road (C51). There are pockets within the town precisely Kidiwa, Kapsuswa and Bondeni where Council/National Housing Corporation housing projects are present and currently the area is being redeveloped to allow for densification. Areas such as Elgon View, Lower Kapsoya, Kenmosa and Hillside are classified as low-density high-end residential areas while middle income residential areas include Pioneer Estate, Eldoret West Estate, Upper Kapsoya, Kemboi Estate among others where the infrastructure conditions are also slightly better. Low income areas include Huruma, Langas, Kimumu and Yamumbi, Mwenderi, Kahuyo and Kipsaos residential areas.

The Peri- urban areas are also experiencing urban sprawl as a result of increased subdivision leading to new residential enclaves. Such areas include Chepkoilel, Annex, Ngeria and Nandi Road towards the Eldoret Airport.

4.13.3 NETWORK ANALYSIS

In addition to the study area performance analysis a Network Analysis was undertaken

Blue Networks

The blue networks that were identified within and around the study area includes the wetlands, Ellegerini, Two Rivers, Kesses, Kipkarren and Moiben Dams, River Sosiani and several streams. It's pivotal that these blue networks are taken into account because they are sensitive areas and needs to be conserved and protected. No development is to be permitted within the blue network areas.

Green Networks

The green networks identified in the study area include the Nandi Park, Municipal Grounds, 64 and Kipchoge Stadia, ASK showgrounds and the Eldoret sportsground ports. Again, these are green networks which need to be protected because of their sensitivity. The study area inadequacy recreational green networks such as parks, playgrounds, gardens and the existing stadia need to be upgraded.

Infrastructure Networks

There are adequate supply infrastructural services (water and electricity) that are available within the study area, but there is an urgent need to continuously maintain and upgrade the existing infrastructure to match the increasing population. In areas not covered by sewerage network, the use of pit latrines

toilet is dominant and this needs to be regulated as the ground water sources are under threat of contamination. The drainage systems on the roads, especially access roads need to be upgraded to match the increased surface runoff.

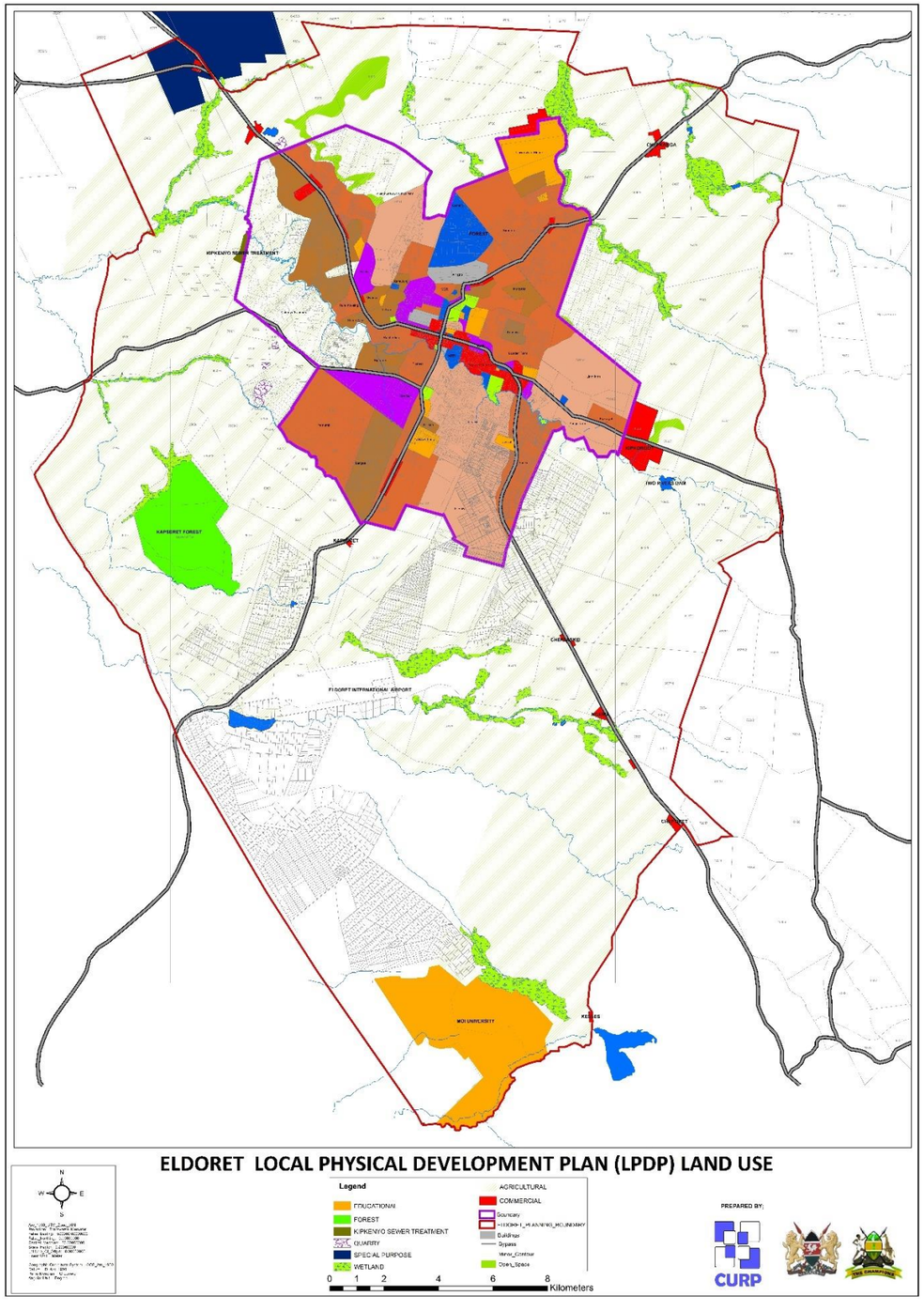
Built Network

The study area has densely populated built network next to the CBD as infrastructure service provision is well supplied. There are predominantly residential and commercial buildings, education and health facilities, places of worship. There are several areas that still require a lot of infrastructure upgrading especially the densely populated informal settlement areas.

4.13.4 BROAD EXISTING LAND USES

The planning area has several categories of land uses; these include residential, industrial, educational, recreational, public purpose/ utilities, commercial, transport facilities and urban agriculture. The land uses exist through implementation of approved and unapproved physical development plans and also through ***laissez faire*** kind of development. As a result, there is evidence of uncontrolled and unguided development, emergence of illegal structures and encroachments *(County Land Use Regulatory Framework (2014 – 2017).*

Map 33: Planning Area Existing Land Use



4.13.5 LAND OWNERSHIP & LAND TENURE

Land within the original municipal boundary is Government land, County Government and Government Corporations/Parastatal land under leasehold tenure (land that is leased from either the government or the council for a lease term normally of 99 years or less). The planning area boundary extensions has brought into the municipality privately owned agricultural land under freehold Title (The freehold category of ownership covers more than half of the planning area, because the municipal boundary extensions have incorporated privately owned (freehold) agricultural land into the area. Some of the privately-owned land, especially in the extended area, is still used for agricultural purposes but increasingly it is being converted to residential and commercial uses. The residential development includes, among others, the fast-growing informal/unplanned settlements at Langas, Kamukunji, King'ong'o, Maili Nne, Munyaka, Ya Mumbi and Kipkenyo, all of which have inadequate basic services and community facilities). There is no presence of community land in the planning area. Regulation of Land Use is therefore critical as it will set guidance to how development control will function so as to sustainable ensure land utilization is optimal without further changing use of Agricultural land.

a) Government-owned land

Land owned by the government includes land already in use or reserved for future use by the government and land for public use. It is administered by the National Land Commission (the custodian of all government

land). It constitutes only a small proportion of the total land in the Municipality (Figure 5). Although most is developed, there is still some undeveloped land, mainly earmarked for industrial development.

b) County Government owned land

Uasin Gishu County Government owns only a small portion of the total land in the municipality. It includes some undeveloped land earmarked for public utilities, especially health facilities, and for residential development.

c) Kenya Railways Corporation Land

Land owned by the Kenya Railways Corporation includes the railway reserve and areas served by railway sidings, including the old industrial area next to the railway station.

4.13.6 LAND VALUES AND THEIR DISTRIBUTION, HORIZONTAL EXPANSION

Land prices have been on the rise in the recent past, tracking similar growth rates to those in Nairobi. The increase in infrastructural developments has made previously inaccessible areas accessible. Eldoret town has opened up such areas through road, rail and air transport and they could be further opened up through the anticipated LAPSSET project.

Table 25: Land values within the town

Location	Plot Size		Land values (Kshs.Million)			Land Use
	Hac.	2006	2008	2010	2016-2017	
Kenyatta Street	0.0697	45M	45M	70M	110M	Commercial
Oloo street	0.0697	35M	35M	50M	90M	Commercial
Uganda road	0.04	25M	25M	35M	60M	Commercial
Behind Asis	0.05	3M	2.5M	7M	13M	Commercial
Eastern Avenue	0.200	18M	18M	35M	50M	Residential
Farmers Street	0.160	8M	8M	15M	28M	Industrial
K.I.E	0.04	2M	2M	3M	4M	Industrial
Nandi Road	0.20	8M		12M	20M	Residential
Kapsoya	0.0294	0.3M	0.5M	1M	2.8M	Residential
Lower Elgonview	0.20	6M	6M	10M	18M	Residential
Upper Elgonview	0.20	3M	3M	7M	10M	Residential
Kimumu	0.10	0.5M	0.4M	1M	3.3M	Residential
Iten road (Junction)	0.04	1.2M	0.8M	1.5M	5M	Commercial
Kisumu Road	0.030	10M	9M	25M	60M	Commercial
Annex	0.10	0.5M	0.4M	1M	3M	Residential
Annex	0.045	1M	1M	1.8M	3-5M	Commercial
Illula	0.10	0.3M	0.25M	0.4M	1.2M	Residential
Sogomo	0.045	0.8M	0.8M	1.2M	1.8M	Residential

Kahoya	0.10	1M	0.8M	1.2M	1.8	Residential
Mwanzo	0.03	0.6M	1M	1.5M	2.6M	Residential
Pioneer Estate	0.20	5M	5M	12M	20M	Residential
Teleview Estate	0.30	2M	5M	12M	25M	Residential

4.13.7 SETTLEMENT PATTERNS AND FACTORS THAT DETERMINE THE PATTERNS

The main types of settlement patterns found in the town include: Linear/ribbon pattern; Clustered pattern and Dispersed pattern

4.13.8 LINEAR GROWTH DEVELOPMENT

The planning area has been experiencing massive linear development along all the major roads. The centres sprawling as a result of being advantaged by major trunk infrastructure are: Maili 13/ Jua Kali (A104); Ngeria (A104); Sigowet/Baharini (A104); Kapseret (C39); Marura – Chepkanga (C51) and Kipkorgot / Islamic (B54)

4.13.9 CLUSTERED GROWTH DEVELOPMENTS

These developments are mainly found around higher learning institutions across the planning area. Some of such centres include: Kesses centre and Ngeria Centre and Sogomo Centre

4.13.10 DISPERSED SETTLEMENT

These types of settlements are found in rural areas influenced by the large tracts of agricultural lands. The resultant planning implications of the settlement pattern include:

- Availability of land for development is becoming scarce
- There are a number of irregularly allocated public land within Eldoret town
- Lack of land use framework to guide use of agricultural land.
- Poor conservation of ecological sensitive areas.

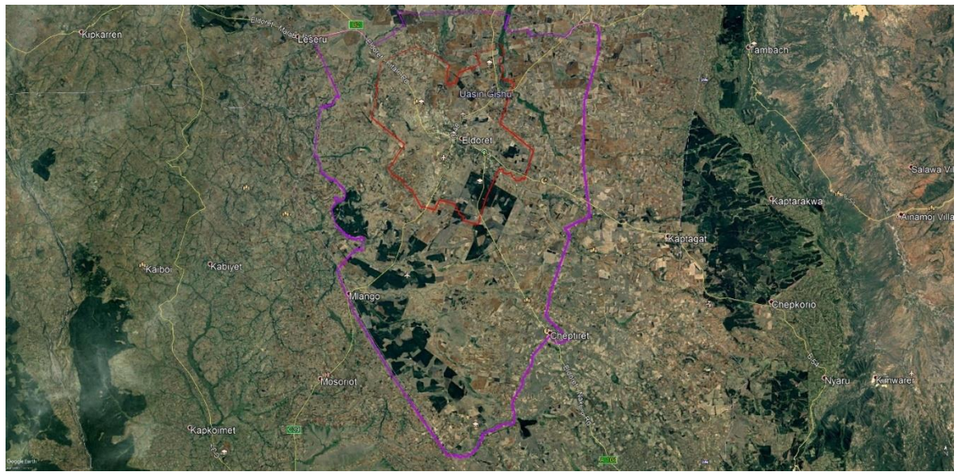
4.13.11 GROWTH PATTERNS

The town has grown in a linear and radial manner along the main transport spines that define the structure of the town. The development follows the two main roads A104-uganda road and B16 –Iten road which forms the growth pattern of Eldoret City. In the recent past, other growth centres have emerged which have continued to expand devoid of any development control guidelines creating chaotic urban settlements and uncontrolled sprawl even in rich agricultural lands.

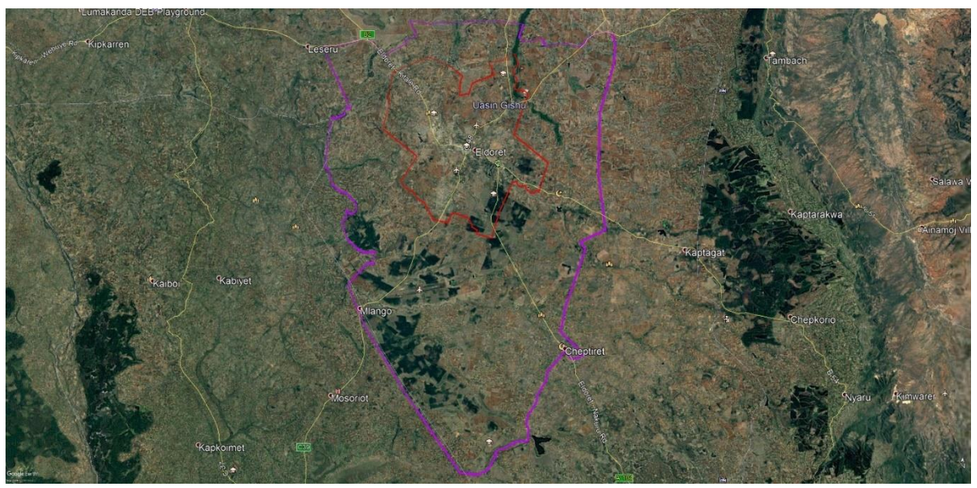
Additionally, various industrial activities have gained tract within the Municipality in the absence of a local development plan and these are also influencing the growth dynamics of the town. In light of this, this local plan is deemed timely and necessary as a development control tool for the growth of the town. The map below shows the direction where more pressure has been exerted on the growth of the town represented by the yellow arrows and some of the other growth centres where rampant growth is being witnessed.

Figure 19: Eldoret Spatial Temporal Growth Pattern (Google Earth Images)

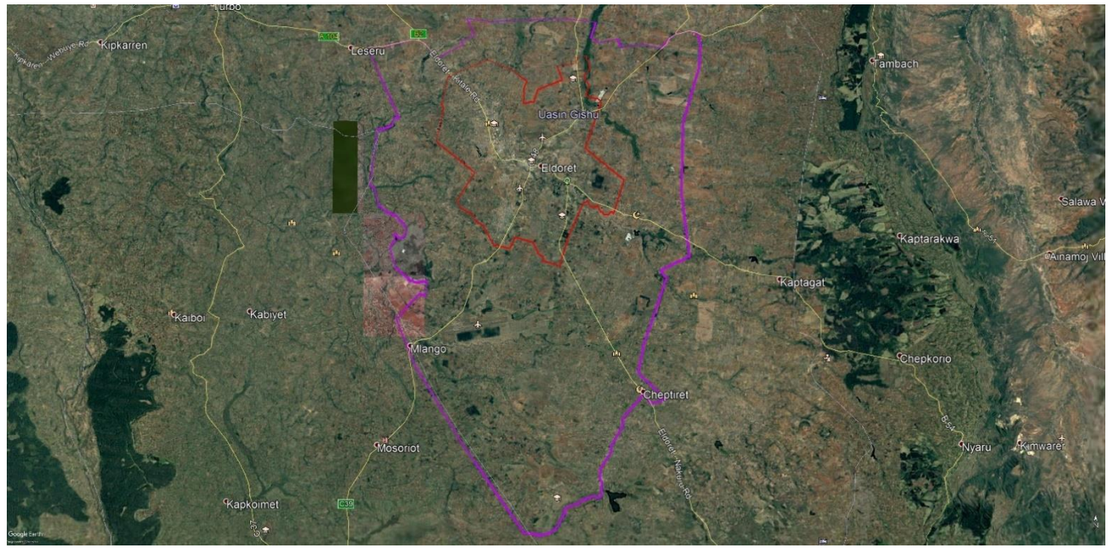
1. Planning area 1989



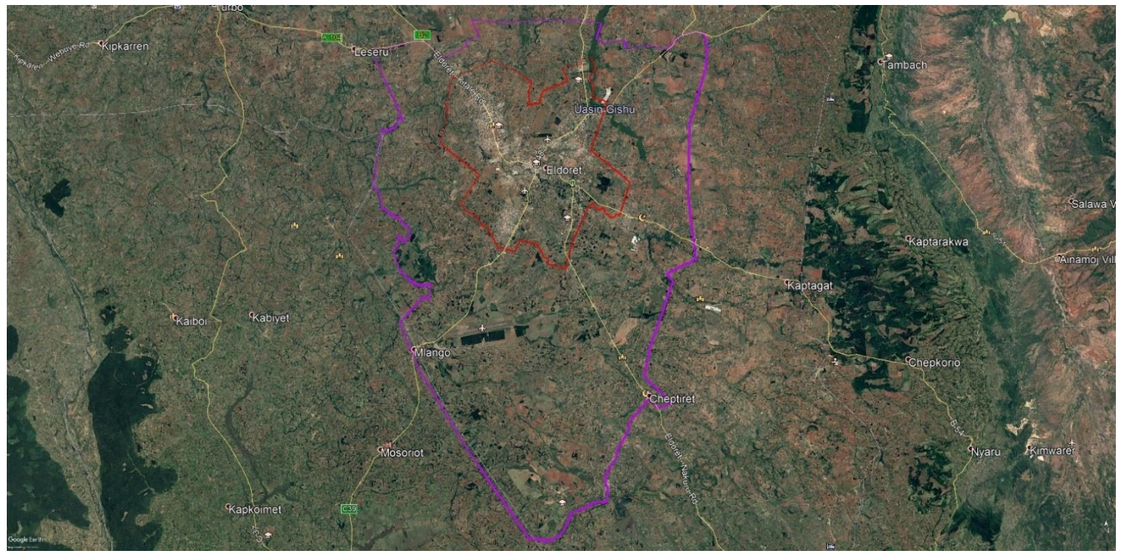
2. Planning Area 2000



3. Planning Area 2009

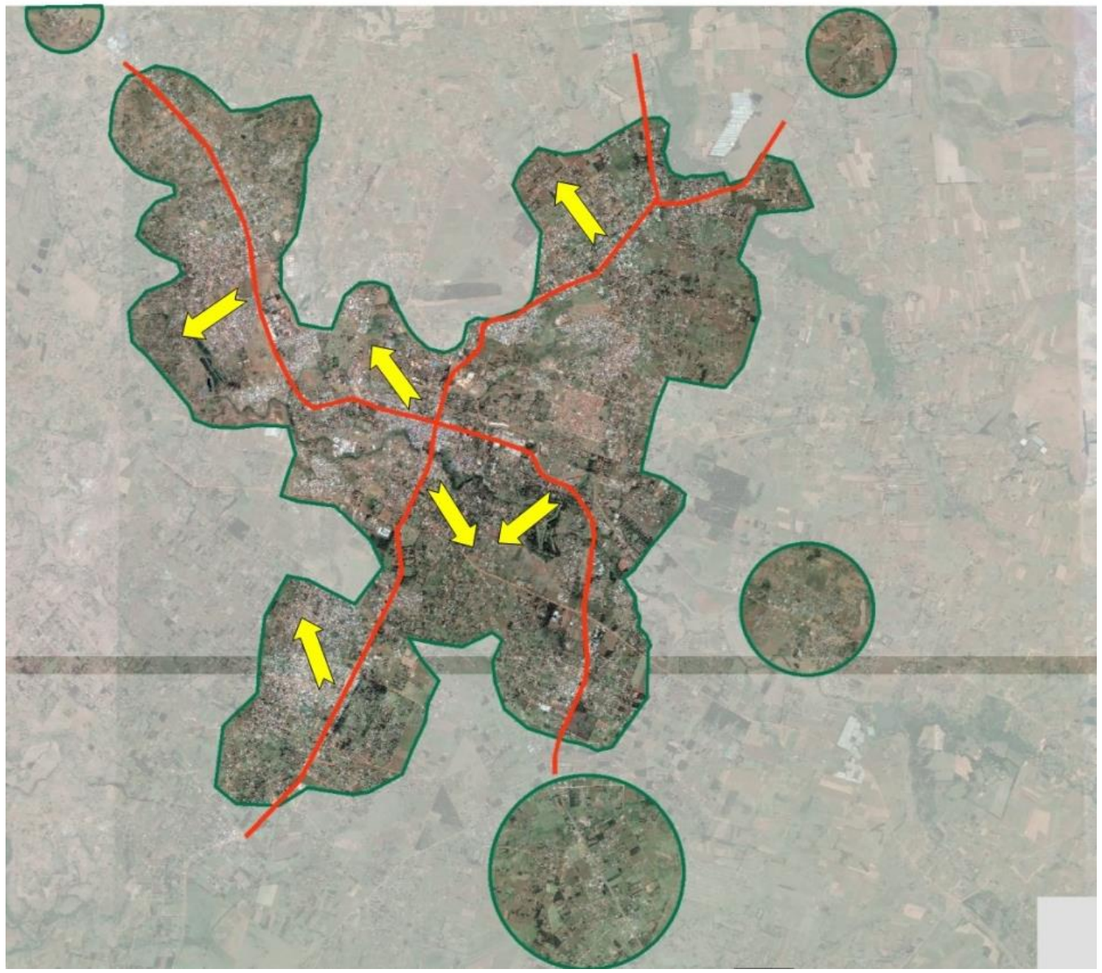


4. Planning Area 2018



From the image analysis the Growth Pattern is distinctively along the major Road Networks of the Town

Figure 20: Eldoret Growth Pattern along Major Road Networks



4.13.12 LAND SUITABILITY AND UNDEVELOPABLE LAND

In light of the discussion above, Eldoret town and the municipality as a whole is dotted by various ecologically sensitive land which is not viable for any form of development. Some of these land uses include:

- Swamps some include Chepkoilel swamp, Ngeria,
- Riverine –riparian reserve –Sosiani river
- Quarries
- Rich Agricultural hinterland

4.14 INSTITUTIONS AND GOVERNANCE

4.14.1 INTRODUCTION

The Constitution of Kenya, 2010 which is the supreme law of the country recognizes Physical Planning as one of the functions to steer development in the Country so as to achieve social, economic and political development as stipulated in the country's development blueprint, Kenya Vision 2030.

There are two main levels of governance through which planning takes place;

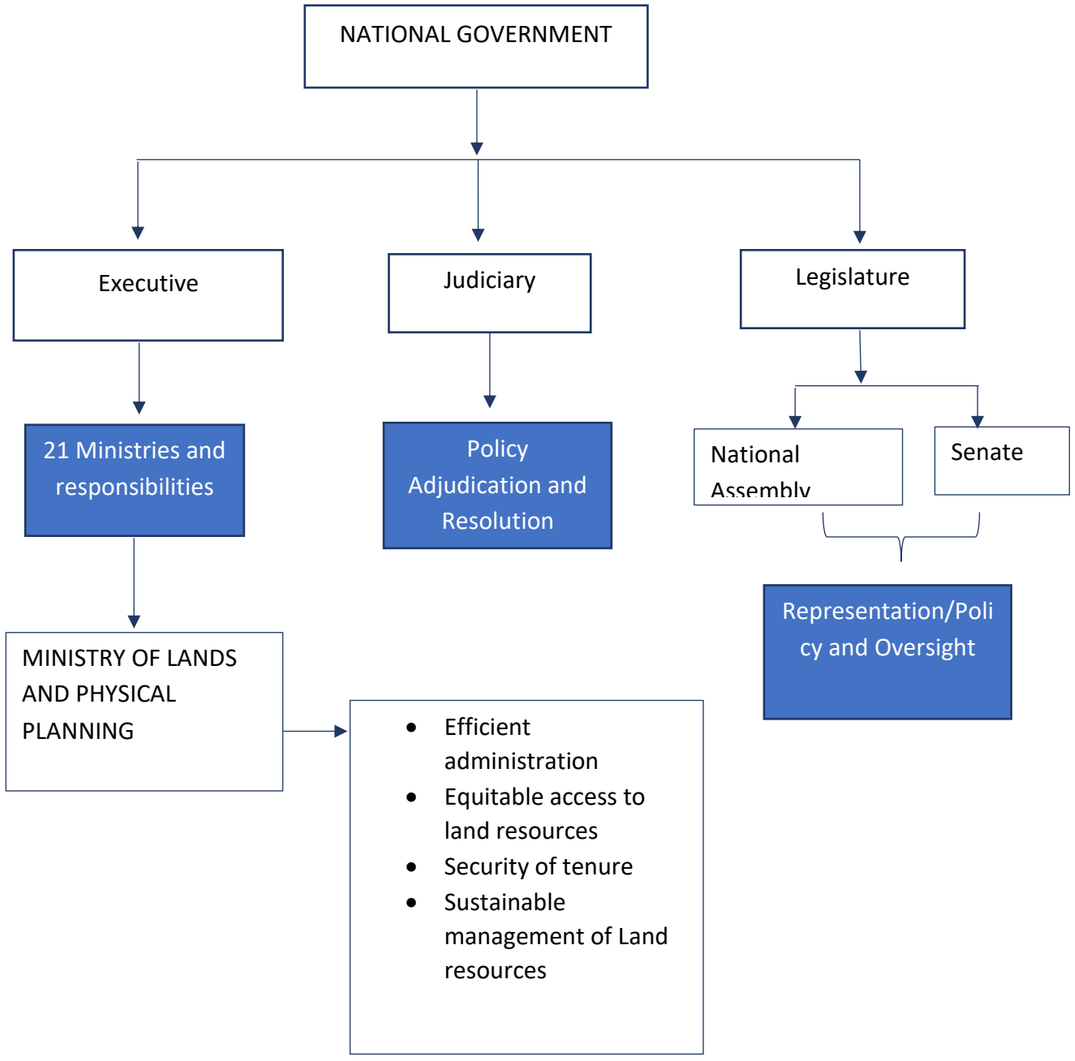
- National Level
- County Level

4.14.2 NATIONAL LEVEL INSTITUTIONS

Institutions at the National Level through which planning takes place are the national executives consisting of the 21 cabinet ministries, the president, the deputy president and the attorney general; the national assembly and the senate whose main function is policy making as stipulated in articles 94, 95 and 96 of the constitution. In addition to policy making, the senate is mandated to oversee the functioning of the County Government and to protect interests of the counties and their governments. The judiciary whose main function is conflict resolution and protection of the Bill of rights as stipulated in Chapter four of the Constitution for social justice and equity.

The national level institutions discharge functions that are important in the implementation of the Local Physical Development Plans in the country which will be applied in the Eldoret Local Physical Development Plan. There are independent commissions whose main function is overseeing and monitoring physical planning and land matters. An example is the National Land Commission

Figure 21: National Government Institutions



4.14.3 COUNTY GOVERNANCE SYSTEM

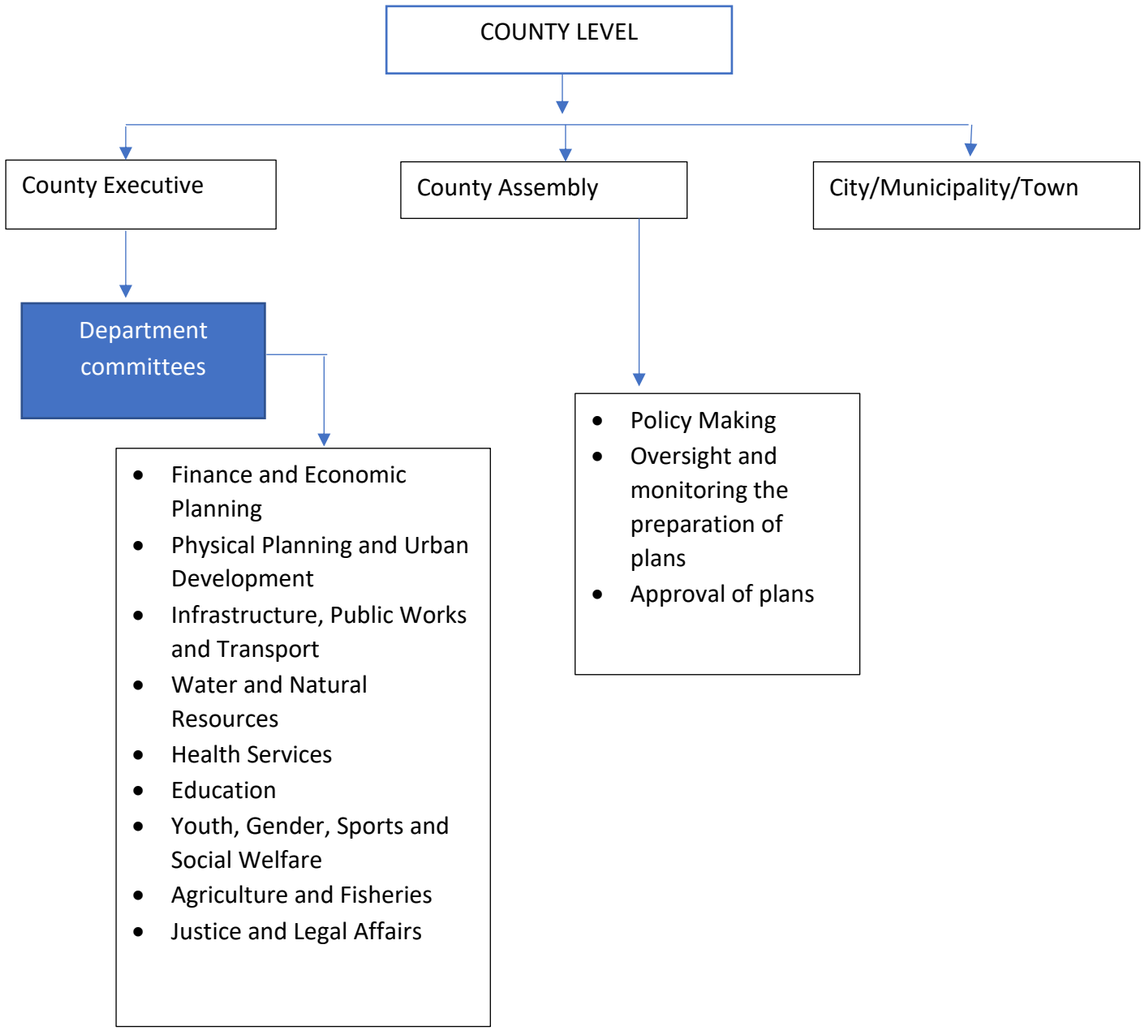
The County Government Act is the main legislation that guides planning at the County level. Institutions at the County Level through which planning takes place include the County Executive, the County Assembly and the Municipal Board provided for the Urban Areas and Cities Act, 2011.

The functions of the County Executive in Urban area and city Planning include;

- Monitoring the process of planning, formulation and adoption of the integrated development plan by a city or municipality within the county

- Assisting a city or municipality with the planning, formulation, adoption and review of its integrated development plan
- Facilitating the coordination and alignment of integrated development plans of different cities or municipalities within the county and with the plans, strategies and programmes of national and county governments
- Taking appropriate steps to resolve any disputes or differences in connection with the planning, formulation, adoption or review of plans.

Figure 22: County Government Institutions



4.14.4 CITY/MUNICIPAL/TOWN LEVEL OF GOVERNANCE

The Urban Areas and Cities Act, 2011 provides for the classification, governance and management of urban areas and cities. It also provided for the principles of governance in the urban areas and participation of residents in the planning process. The management and governance of urban areas is vested in the County Government and administered on behalf a municipal board. (section 12, UACA 2011)

In working to discharge the various functions, they are governed by key issues mentioned as;

- Recognition and respect for constitutional status of county governments
- Recognition of the principal and the agency relationship between urban area boards and the respective county governments
- Promotion of accountability to the county governments and residents of the urban area or the city
- Institutionalized active participation by its residents in the management of the urban areas or city
- Efficient and effective service delivery

4.14.5 CHALLENGES FACING INSTITUTIONS

1. Inadequate collaboration and coordination of development efforts among the actors leading to either conflict or duplication of efforts
2. Lack or inadequate knowledge of the institutions on what LPDPs are, what they entail and the value they create for the urban areas.
3. Underfunding of the planning function due to lack of understanding by most of the actors especially the national and the county assembly who are the main budget approving agencies
4. Inadequate capacity in all forms to implement the LPDP (financial, technical officers etc.)

4.15 SWOT ANALYSIS

A SWOT (Strengths, Weaknesses, Opportunities and Threats) analysis was undertaken for the Study area. This analysis is based on key observations from site inspections and on consideration of the key issues identified during situational analysis

Table 26: Swot Analysis of the Study Area

SECTOR	STRENGTH	WEAKNESS	OPPORTUNITIES	THREATS
PHYSIOGRAPHY AND ENVIRONMENT	• The wetland ecosystems networks and escarpments can be developed as recreational public spaces within the town. • The Rock structure can Support High rise buildings thus opportunity for densification • Political goodwill to conserve Environmental sensitive areas and reclaiming lost forest lands • The study area can Benefit from carbon credit through urban greening	• Human Activity encroachment into environmental sensitive areas such as Wetlands, Rivers and Forests leads to environmental Degradation e.g. pollution and deforestation • Open Quarries Present Environmental Safeguards issues leading to Injuries and Death	• Soil Formation and Climatic conditions in Study Area promotes Agriculture and food security • Rock Structure Promotes Quarrying Activities providing raw materials for construction sector • The Topography Promotes Gravitational Flow of Sewerage • Well drained soils reduce the impacts of floods in Eldoret as water get absorbed into the soils very first thus reducing the chances and duration of floods. • High Rainfall Sustains Water Sources for Eldoret • High Altitude of the Study area promotes Athletes training by extension Sports Tourism	• The Escarpments Limit the Town Expansion • The high rainfall often leads to flooding of the town due to encroachment of Flood Plains • Climate Change is threatening rain fed Agriculture • Underserved areas by water and sewer making use pit latrines thereby contaminating underground water sources
LAND & HUMAN SETTLEMENTS POPULATION	• The settlement hierarchy of nucleic and dense means services can be efficiently provided • Opportunity for densification of prime land within and around the CBD and Commercial Nodes • Political goodwill to safeguard public land: cf. NLC revoking illegally acquired Government land from the Arboretum	• Unregulated and Uncontrolled Subdivisions leads to Urban Sprawl threatening agriculture Land • The tenure system is mainly freehold thus land use cannot be effectively regulated • Lack of a land use and settlement policy and regulatory framework for the Study area • Public land is under threat from Grabbing as the case of the Arboretum land • Underutilization of prime land within the CBD, old Municipal Housing Estates and Railways land • Hectic processes in the processing of building plan approvals in the County • High cost of land and construction materials within the Municipality • Lack of a housing manual to guide building construction within the City Municipality	• The exist opportunity for Land densification thus protecting agriculture Land • Opportunity to come up with a land information system for the City municipality, undertake a fresh land valuation for the City municipality and regularize land tenure • Opportunity to come up with a guided manual for different housing typologies in different zones of the municipality • Prevent the growth of squatter areas by anticipating demand and planning for it appropriately. • Opportunity to plan for new Vibrant areas such as the AEZ • High population provides opportunity for social and economic development	• Huge Demand for services due to population increase • The informal settlements lack adequate supply of services such as sewerage and water • The Topography has limited provision of sewerage network in some areas. • Poor housing credit mechanisms for land without title deeds • High Population Growth without matching infrastructure and services • Poor connectivity to major infrastructural services like water and sewer • Haphazard and linear growth of secondary urban centers mainly

SECTOR	STRENGTH	WEAKNESS	OPPORTUNITIES	THREATS
		• Bourgeoning of industries in different areas of the town resulting to uncoordinated development of settlement areas		concentrated along development corridors
URBAN SOCIAL INFRASTRUCTURE (Health; Education; and Public Spaces)	• **Fair endowment of the Planning area with educational institutions:** The planning area is dotted by a great number of educational facilities at all levels • **Co-location of the pre-primary education centers and the primary schools:** Majority of the ECD Centers within the planning area are attached to the existing public primary schools. The co-location of these facilities makes nursery school children walk for shorter distances to access them as per the planning standards. • Availability of a referral hospital within the Municipality • Ongoing renovations of existing city parks e.g. Nandi and Municipal Park • Ongoing investments and improvements in Kipchoge Stadium	• **Poor Condition of Educational facilities:** Some of the Educational facilities in Eldoret Town are in poor condition especially the ECD Centers. This is specifically experienced in Langas, Munyaka and Kimumu. • Increased number of tertiary educational institutions in Eldoret Town without matching infrastructure and Land uses • **Inadequate infrastructure and equipment:** The health facilities in Eldoret experience inadequacy of infrastructure especially in terms of electricity connection and incinerators for disposal of hazardous waste from the health facilities which becomes a threat to the environment. • **Inadequate medical equipment and drugs:** The health facilities within the planning window lack proper medical equipment and drugs to sufficiently provide the required services to the people. • **Inadequate staff:** As per the findings from the ground, the health facilities were found to be having a shortage in qualified medical staff • Cost of regular maintenance of open Spaces is significant	• Opportunity for institutional partnerships in the investment of health facilities • Huge opportunity in devolution in the provision of universal health care • Opportunity reclaim encroached River Sosiani riparian and creating a nature trail to hold world class marathon events and advancing healthy lifestyles by the residents • Conservation and enhanced public access to natural areas: Good will to convert Forest Land into an arboretum for public use. • Improvements to school playgrounds; linked to environmental curriculum/ outdoor games/school land gardening • Urban forestry, including streetscape improvements and neighborhood/Market Nodes tree planting • Development of nature trails and greening of rail line; pipeline; and other capital infrastructure reserves as public recreational areas	• The poor condition of the educational facilities can be attributed to the decaying nature of the settlements where the schools are located • Limited land available for development of Open Spaces threaten the livability and aesthetics of the Study area • User conflicts e.g. in Nandi Park has a dumping area and through traffic • Low ICT uptake in schools and all levels of service delivery
TRANSPORTATION INFRASTRUCTURE	• Construction of By pass and Old Nairobi road will ease traffic in the City to redirect traffic; provide service lanes; and widen some roads	• Inefficient mass public transport systems • Roads in poor state and poor interlinkages • Inadequate parking spaces for both public and private vehicles	• Availability of raw materials for road construction • The railway will form important alternative mode of transport	• There are Missing Links connecting major land uses on the upper side of the planning areas • Human Activities due to rampant subdivision of land next to the airport

SECTOR	STRENGTH	WEAKNESS	OPPORTUNITIES	THREATS
	• Introduction of *boda boda* terminal points to encourage park and ride services to the city • To close some junctions that have direct access to the Uganda road highway • Airport land that is connected to a main road; easy access and opportunity for exploring mass transport system • Enough land for expansion to and construction of new terminals.	• Vehicular traffic conflicts on Cross junctions within the CBD • High human traffic along streets with Inadequate pedestrian infrastructure within the CBD • Proliferation of *Boda Boda menace* within the CBD • Traffic congestion mainly due to growing population; narrow roads, and on street parking • Poor drainage systems on the roads • Presence of congested terminal facilities within the CBD • Poor coordination between different government agencies in the management of airport related activities; and other transportation infrastructure • Old and decayed railway infrastructure • Underperforming rail infrastructure • Economically dead industrial areas that were connected to the rail system	• Allow pedestrianization of some streets to improve mobility especially within the CBD • Siting terminal facilities outside the CBD to allow park and ride amenities for the implementation and advancement of a mass transportation system • To enhance Public Private Partnerships in the transport sector • To dual some roads especially those originating from the CBD • Opportunity to revitalize the old rail infrastructure and operationalize it • Opportunity to introduce a light rail network • Opportunity to renew and redevelop the railway authority owned land to optimally utilize it for residential development	• Bureaucracy on issues regarding management of land adjacent to the airport • Inadequate funding to implement capital projects like investment in mass transport systems • Encroachment into railway wayleaves and road reserves
INFRASTRUCTURE UTILITIES AND SERVICES	• Well drained topographical nature of the town to allow for cheaper investment of water and sewer • Strong winds and large flat terrains that may allow tapping into clean energy options • Huge uptake and embrace of ICT	• Lack of Clean alternative energy to complement Mainstream Electricity • Inadequate water and sewer supply coverage • Poor or no storm drains on some roads • Encroachment on river riparian reserve • Inadequate distribution of piped water and of sewer network • Poor solid waste management system	• Exploration of clean energy options more so, wind energy • Opportunity of inventions and innovations from a literate population that has adequately embraced use of ICT • Opportunity to extend water and sewer coverage given that the maximum yield per day exceeds the daily demand but only limited in supply by the supply pipe • Opportunity to develop a solid waste management strategy • Huge potential in both underground and surface water recharge	• Reduced water levels as a consequence of Climate change and other anthropogenic factors such as encroachment to wetland ecosystems • Lack of an alternative land fill for solid waste management • **Poor development control for land adjacent to infrastructural way leaves and reserves**

SECTOR	STRENGTH	WEAKNESS	OPPORTUNITIES	THREATS
URBAN ECONOMY AND LIVELIHOODS	• Accessibility by multiple modes of transport; air, railway and road for economic benefit (labour, goods and services) • The Special Economic Zone will enhance Value Addition and promote concentrated industrial activities enjoying economies of scale • Has a significant capital stock or formation in form of land values, water and sewer network, energy installations, road network, railway, airport, commercial, industrial and residential buildings • Has key institutions of higher learning which provide a pool of highly skilled labour for innovation and competitiveness of the urban economy • Good performance of returns from reals estate development for sale at over 20% and over 5% -8% on rentals. • Decentralized industrial location spaces or sites • There exists potential for small scale and informal enterprises growth and development • Town has a variety of formal markets dealing in various goods and services offering self-employment to the residents of	• Growing unemployment manifested in the proliferation of informal activities within the town in City Centre, and on road reserves • Decline in industrial activity of the town illustrated by under-utilized industrial land • Investment challenges a rising due to double taxation, cost of doing business, cost of finance, scarcity of serviced land • Vehicular congestion hinders business activities in the CBD • Lack of value chain approach to planning and implementation of various sectoral projects; housing, manufacturing, road construction, and farming • Inadequate revenue mobilization from various sources • Inadequate financial resources to provide for the over spill population form the surrounding areas • Infrastructure and services costs (Energy, water, telecommunications, and transport) • Multiple payments done by business people to the County and National Government is a cost to business. County to county and county to National Government • Disabling economic environment with regard to macroeconomic policy, especially with respect to taxation, financing of development. trade policy on pricing of agricultural products, • Disconnect between expenditures on facilities and services in different locations as opposed to the locations familiar to people	• Strong and Vibrant SME sector • Strategic location within its hinterland at different scale levels (Immediate, Nationally and East Africa) a source of raw materials • Located at the confluence of two tourism circuits of North Rift and Western • Internationally, nationally and locally recognized as a home of champions from the athletic sporting talent that attracts enormous revenue for investments • Town has varied economic activities ranging from primary, formal, to informal businesses and industrial activities providing livelihoods for people • Significant public sector employment in National Government, county government, and state corporations in addition to private sector • The town has a rapidly growing population that accords a variety of advantages such as supply of labour, a large market for the produce of the town • Enhanced value of land that has been rising for various market segments; apartments, single dwellings, commercial and property for sale whose value has been constantly on the rise • Untapped potential of capital formation from available concertation of infrastructure and services manifested in underutilized	• Lack of adequate land to Build new Markets • Decline in agricultural production of cereals in spite of increased quantity of land under maize production. Its due to acidity of land, pricing policies, increased subdivision of land • Rapid conversion of agricultural land into urban development uses • Increasing population pressure due to rapid urbanization on infrastructure and services • Under-utilized serviced areas: markets, CBD, Industrial, and residential areas • High demand for public goods and services in relation to capacity of the urban government to supply the same

SECTOR	STRENGTH	WEAKNESS	OPPORTUNITIES	THREATS
			residential, commercial, industrial and market spaces • Town has well established revenue sources from which finances are mobilized • Use of value chain to planning and delivery of services has greater potential of contributing to value addition, incomes and employment • Penetration of Electricity distribution encourages SME industrial activities in the Commercial Nodes	
INSTITUTIONS AND GOVERNANCE	• Robust broad development policy • Robust clear spatial policy instruments to guide local level planning • Robust legal framework for implantation • Clarity of assignment of functions/responsibilities and powers • Strong on requirement to involve the communities in decision making • Mandatory for an urban area to be guided by an urban plan • Insulating politics from urban governance matters	• Functions and responsibilities not marched with capacity to deliver • Dependent on financial allocations instead of being autonomous • Weak capacity to implement and regulate planned development • Inadequately organized way to harness potential of non • Privatization of public resources for individual gain • Delays in the establishment of the urban governments	• Enabling legal environment allowing communities to participate in decision making • Decentralizing delivery of services up to the lowest unit; ward and village • Clearly spelt planning responsibilities and type of plans to be made • Availability and ready actors to contribute to the urban development objectives • Local communities empowered to hold leaders accountable • Gives opportunity to establish a criteria of revenue allocation	• Interference from the executive and county politics in the running of urban government, particularly planning functions • Resource constraints due to small allocations when compared to functions and increasing demands • Growing demand for public goods in relation to available supply • Instability due to fiver year cycle of changing governments • Compromised staffing of the urban government with inappropriate professionals

PART II:

Conceptual Framework, Plan Formulation and Proposals

5 THE FOUNDATION OF THE LOCAL PHYSICAL DEVELOPMENT PLAN; VISION AND ITS GUIDING PRINCIPLES

5.1 OVERVIEW

This part deals with the plan formulation and outputs. The Plan has resulted to a well-planned and coordinated development. It has set urban limits and therefore mitigated urban sprawl. This will ensure that the rich agricultural land is protected from the threat of unguided urban expansion. The plan has facilitated better organization of space and utilization of land which will lead to improved livelihoods. Ultimately, this will enhance revenue collection accruing to the County government as information will be readily available on the various development zones. The plan will further facilitate the revision of the Municipality's valuation roll to be adopted in the administration of land rates.

Overall, the plan seeks to provide:

- an overall spatial framework for the Town to guide development;
- Interpret and localize strategic National and regional policies and strategies;
- Develop a GIS-based land information system to guide land administration and management;
- Guide the urban and the fringe areas development and settlement;
- Provide a basis for efficient and effective delivery of infrastructure and services;
- To identify the vital natural resources within the town, analyze the level of utilization and propose innovative strategies to enhance their utilization and stainable management;
- Identify opportunities for job creation and employment;
- Provide a framework for revitalizing industries, trade and commerce to spur economic development;

The plan also seeks to provide for:

- A framework for the redevelopment of old and decaying areas including the CBD and public housing areas like Kidiwa, Kamanda, Uhuru, Macharia, Pioneer, Kapsuswa, the old Kenya Railways Housing Estates;
- Formulate strategies for improving transport and communication networks and linkages;
- Develop strategies to realize a system of self-sustaining neighbourhoods for sustainable urban development;
- Identify the town's environmental concerns and propose protection and conservation measures.

5.2 THE APPROACH

The opportunities and strengths of Eldoret City and its strategic location have been harnessed in the formulation of the plan while mitigating against the threats and resolving the weaknesses. This specifically focuses on the formulation of the plan from the spatial conceptual view of the Municipality, the synthesis of thematic sectors arising from the issues discussed and formulation of strategies, policies and actions to address the issues, and integrating them to give an integrated Local Physical Development Plan. This town wide development strategy is based on policies which will guide the overall implementation of the plan by stepping it down to land use, and eventually the land use development guidelines.

5.3 VISION OF THE CITY

This Plan seeks to substantially respond to the '**Vision**' of the people which was stated and developed as:

"A well governed, liveable, smart and economically vibrant City, that promotes sports development and agro-processing while safeguarding environmental sustainability."

5.4 THE PLAN'S GUIDING PRINCIPLES

- Ecological conservation and protection of natural assets of the City
- Optimum use and compact urban growth and development
- Sustainable and efficient urban mobility
- Sustainable diversified livelihood opportunities
- Inclusive and responsive participatory governance

6 CONCEPTUALIZATION AND DEVELOPMENT SCENARIOS

6.1 THE CONCEPTUAL FRAMEWORK FOR LOCAL PHYSICAL DEVELOPMENT PLAN FRAMEWORK

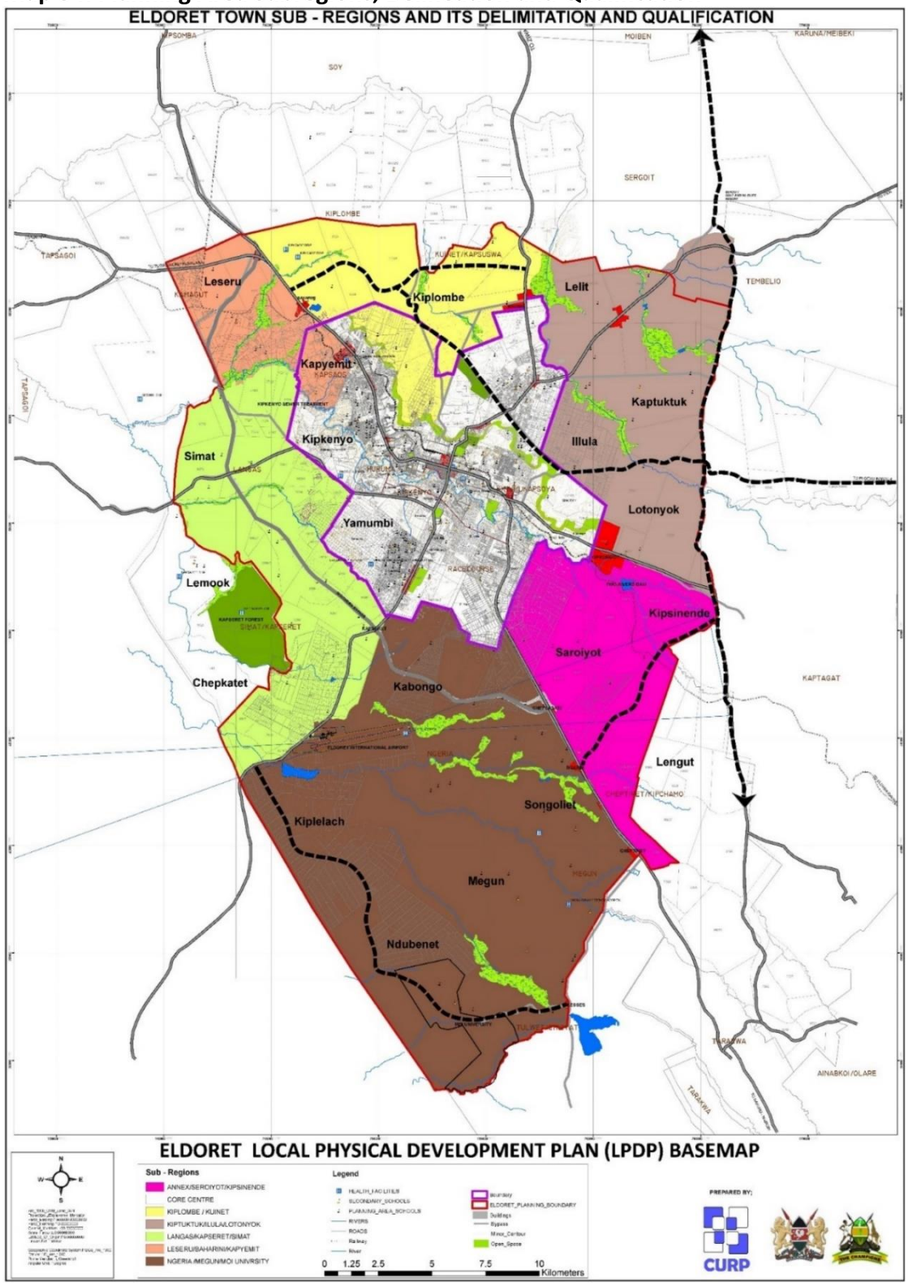
6.1.1 INTRODUCTION:

This section comprises the sectoral planning issues, opportunities and spatial characteristics of various areas that account for the existing spatial and design structure. In addition, trends and intensity of urban development within the town and extended planning area. The issues were well distilled in the detailed SWOT analysis of the existing situation of the town, illustrating what the town is currently faced with. A synthesis of the issues into few important areas around which the plan has been formulated, provides an avenue for the formulation of the plan strategies, spatial concepts and detailed proposals.

Therefore, an understanding of the spatial template of Eldoret municipality which can be conceptualized as a template with varying strengths in different regional setting hereby perceived as sub-regions is important as the foundation of the spatial concepts. The sub-regions are easily distinguished from each other by Nature, Topography, Landscape, Infrastructure, Human Settlement (housing typology, density, employment type) etc.

The Sub-regions are based on their structuring capacity and development potential; access and mobility within the sub-region and its linkage to the Core Centre (built up area of Eldoret). This analysis was used to assess and predict its propensity to influence land delivery for urban/rural land use and therefore institute development control structures and regulations to address uncontrolled urban sprawl. The sub-regions were conceptually derived as follows:

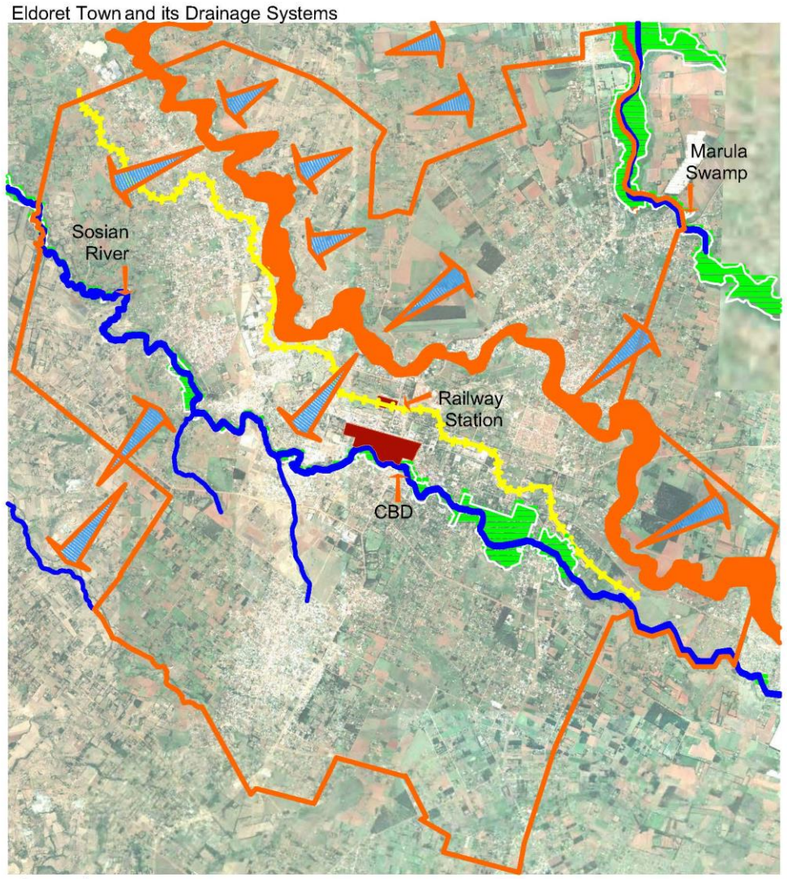
Map 34: Planning Area Subregions, Delineation and Qualification



6.1.2 ELDORET TOWN (CORE CENTRE) SUB-REGION

The topography of Eldoret Core Centre is characterized by a prominent escarpment that runs in a North-West to South East direction. From the escarpment the land drops gently towards Sosian river basin to the South and towards Marura Swamp to the North East. This is defined by the old municipal boundary as shown below:

Map 35: Eldoret Town Natural and Physical Structure



Infrastructure

As far as infrastructure is concerned, the Core Centre has a network of urban roads that sufficiently serve the town connecting the residential areas to the Central Business District (CBD) and to employment centers. The town also has major roads that radiate from the Centre to other urban centres within the County to neighboring counties like Elgeyo Marakwet, Nandi, Kakamega, Trans Nzoia and Nakuru. The main Trans-National Highway from the port of Mombasa to Uganda passes through the centre of the town contributing to major traffic snarl ups that characterize the town. Efforts will be made to see how this structure plan will provide a solution to the problem of traffic congestion within the CBD of the town

Other infrastructure services available within the core Centre include an elaborate network of water supply and sewerage trunk network. This infrastructural endowment is only a character evident within this subregion and hence the opportunities it presents in terms of land optimization are immense and unique while compared to other sub-regions and hence the need to carefully interrogate this subregion independently.

The other important infrastructure network to note is the underutilized railway line and railway land in and around the railway station. The Kenya Railways Corporation will be called upon in future to justify the utilization of this land which occupies a prime location within Eldoret. The area in and around the railway station has been identified as a strategic area as a far as development of Eldoret is concerned. The total area is estimated to be approximately 60.7 Hectares. Currently, the land has a few railway row houses which are old and dilapidated and a run-down railway station in need of a face lift.

The Human Settlement Pattern

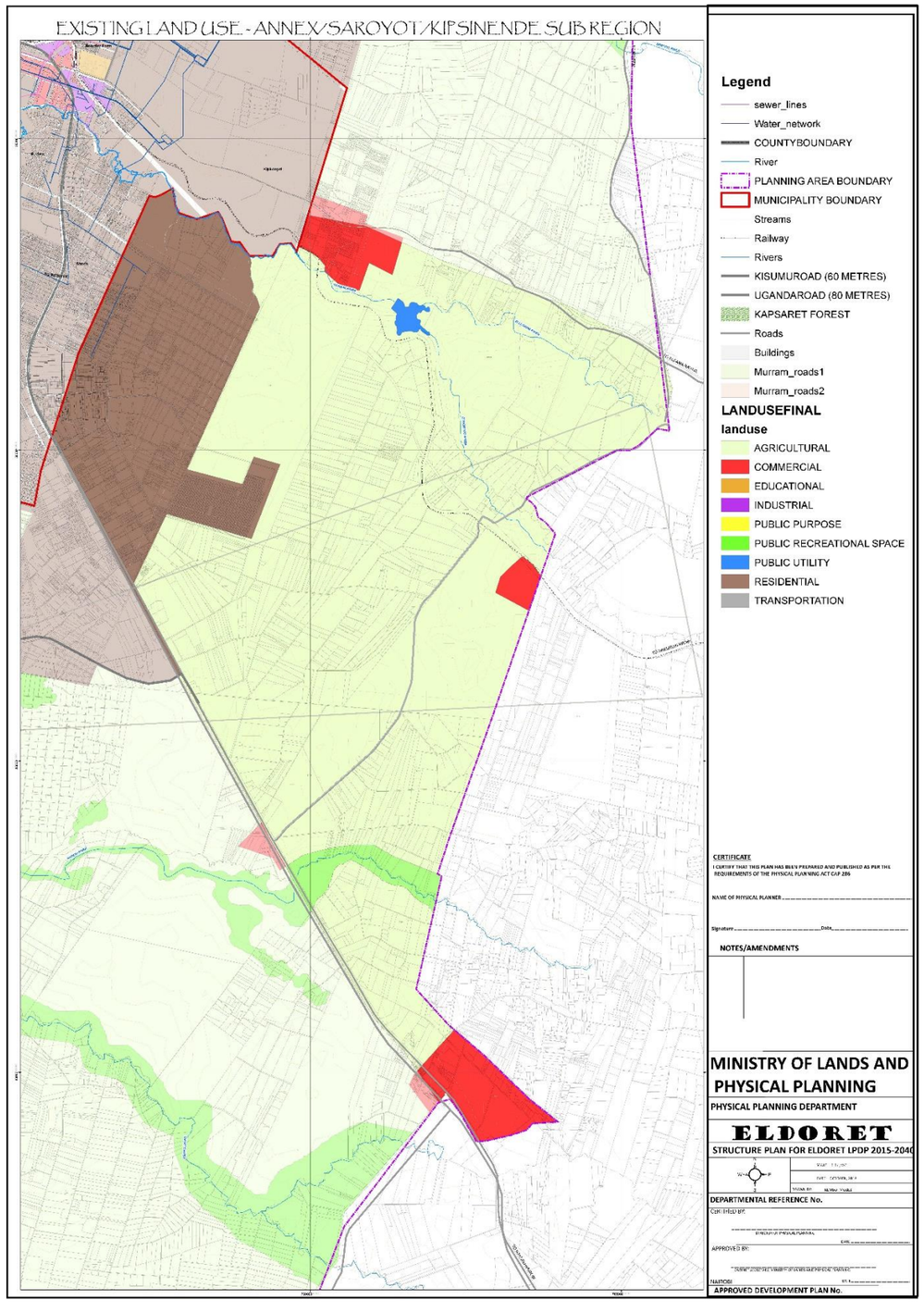
The human settlement pattern clearly depicts the historical growth of the town as a former white settlers' town which was developed with some elements of racial segregation similar to the growth of Nairobi as a Colonial Capital City. Kapsoya and Elgon View estates were developed as European neighborhoods, with Eldoret West developed as Asian Residential area (thus the area widely known as West Indies). The rest of Eldoret West, i.e. Kidiwa, Kipchoge and Kihuga Square were developed as African Quarters. After Kenya attained its independence, the racial tag in describing the settlement pattern was dropped and now the neighbourhoods are identified by income differentials with high income occupying Elgon View and Kapsoya, medium income occupying Indian West and low income taking up the former African Quarters.

Spontaneous and speculative settlement pattern is found in the periphery of Eldoret Town in former large-scale farms which were bought by companies or co-operatives and later subdivided either legally or illegally for housing developments. These areas include Huruma, Mwenderi, King'ong'o, Kipkenyo, Yamumbi and Langas. The other settlement pattern that has significantly altered the growth pattern of Eldoret Town within this sub region is the dissolution of East African Tanning Extract Company (EATEC) and its subsequent subdivision of its agroforest plantation for housing and small-scale agriculture. Before its subdivision, this plantation formed a barrier to urban development of Eldoret to the East. However, now that the barrier is gone the town is experiencing active urban sprawl to the East along Eldoret-Nakuru Highway giving way to a ribbon development which seriously needs guided mechanisms of growth as anticipated in the development of this Plan.

6.1.3 ANNEX, SAROIYOT, KIPSINENDE SUB-REGION

This sub-region lies to the East of Eldoret town with a landscape that can be described as rising with a gentle slope from Cheplaskei and dropping towards the two rivers dam. The road infrastructure includes the A104 highway connecting Eldoret to Nakuru and the plateau road which connect Annex to Plateau railway station. To the North, the sub-region boarders the Eldoret-Eldama Ravine road passing through Kaptagat forest. The sub-region is not connected to the existing water and sewerage reticulation network and therefore its future growth should be controlled. The subregion context is shown in the map below:

Map 36:Annex, Saroiyot, Kipsinende Region



The settlement pattern in this subregion is concentrated along the Eldoret-Nakuru (A104) highway with notable concentration of urban settlement in Cheplaskei, Ngeria and Cheptiret Urban centres. The ribbon development along the highway has to a greater extent compromised road safety and there is need for road widening along the highway to provide a slip road running parallel to the highway to serve the residential developments. The large-scale farms in the sub-region will need to be protected from further subdivision to safeguard food security for Uasin Gishu County and the Nation at large.

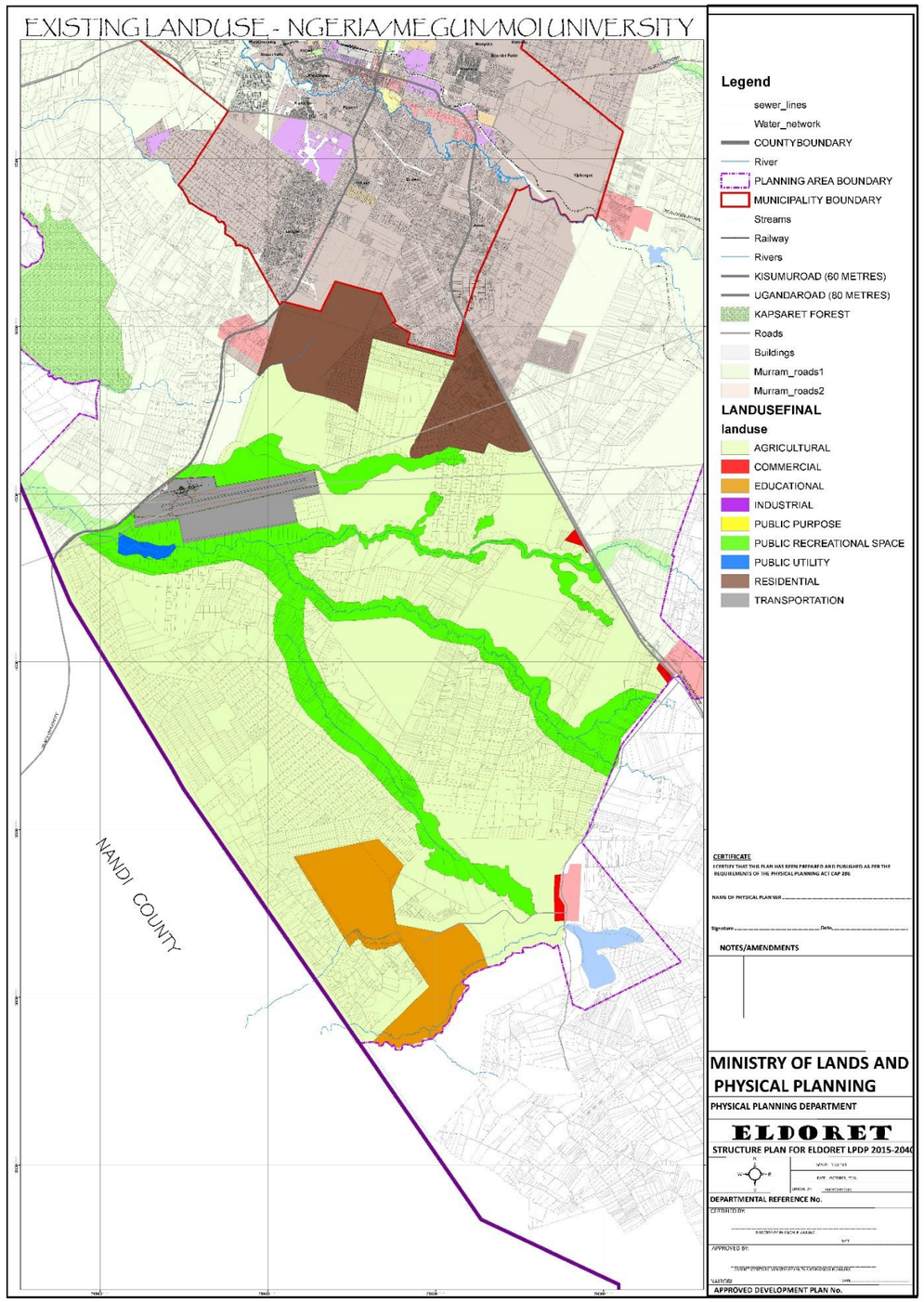
The Sub-region will host the Kenya's first privately owned Special Economic Zone which will be developed through the African Economic Zones Limited (AEZ) a joint venture with China based Guongdong New South Group. The multibillion shillings project aims at facilitating investment in the manufacturing sector by giving businesses an ideal location to set up their enterprises. This investment is expected to have ripple effects in the growth dynamics of land use in that region and hence the need to anticipate this and incorporate it in the overall plan.

6.1.4 NGERIA, SONGOLIET, MEGUN, KESSES SUB-REGION

The sub-region borders Annex/Saroiyot/Kipsinende sub-region and is located along the Eldoret-Nakuru A104 highway and Cheptiret-Kesses Road. It borders Kesses River to the South and provides the boundary between Nandi and Uasin Gishu Counties. To the North-West it runs along the Eldoret-Kapsabet highway and the Eldoret By-pass which takes off from Cheplaskei through Kapseret urban centres. The Eldoret International Airport and Moi University is located within this sub-region and almost the entire agro plantation owned by the former EATEC is located within this sub-region. The highly sprawling settlements of Kabongo, Kiplelach and Ndubenet are farming settlements that have developed arising from the subdivision of EATEC plantation.

The drainage pattern has a number of streams that originate from the sub-region and flow in a North-Western direction towards Kipkarren dam located to the South of Airport land. This dam is an important source of water for Eldoret town and plans are underway to construct a water pipeline from the Dam and water reservoir in Racecourse area. The main challenge in this sub-region is to protect the wetland along Ngeria river which is an important source of water for Kipkaren Dam. This subregion is shown in the context map below:

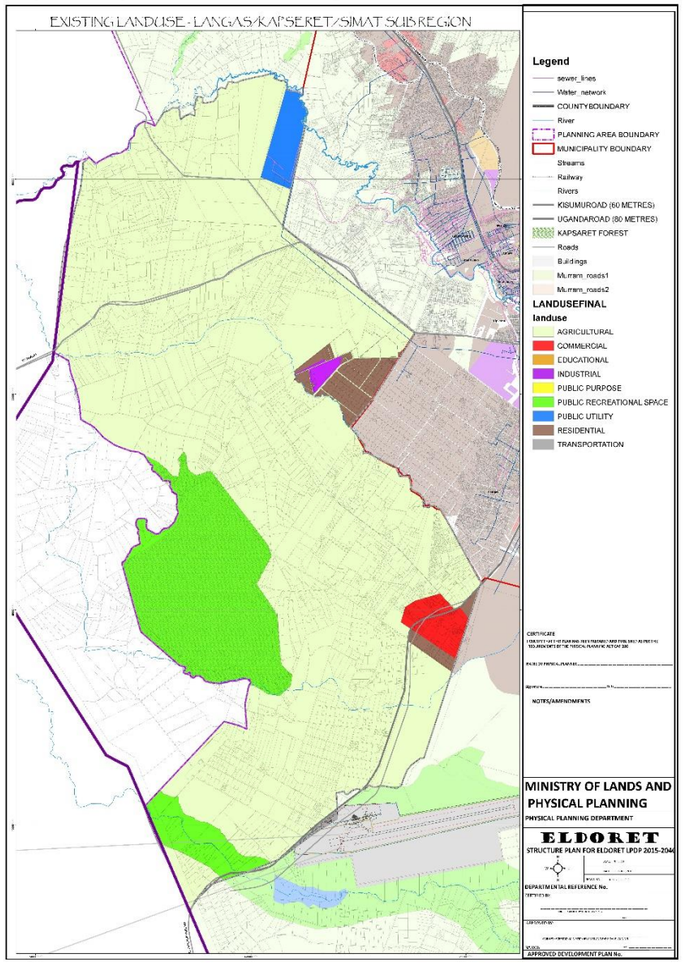
Map 37: Ngeria, Songoliet, Megun, Kesses Sub-region



6.1.5 KAPSERET, SIMAT SUB-REGION

The region lies to the South-West of Eldoret Town. Its topography and landscape is dictated by a gentle slope towards Kapseret river which flows in a North-Western direction to join Simat river before connecting to Sosian river. Kapseret forest is the only largest forest cover near Eldoret town. The Eldoret By-pass cuts across this region right through the middle. The By-pass corridor will certainly attract investment from investors interested in fronting the highway to maximize on the location advantage it presents. The sub-region is not connected to the water and sewerage reticulation network and therefore its growth will be limited and in need of strict development standards and guidelines. The region in context is shown below:

Map 38: Kapseret, Simat Subregion



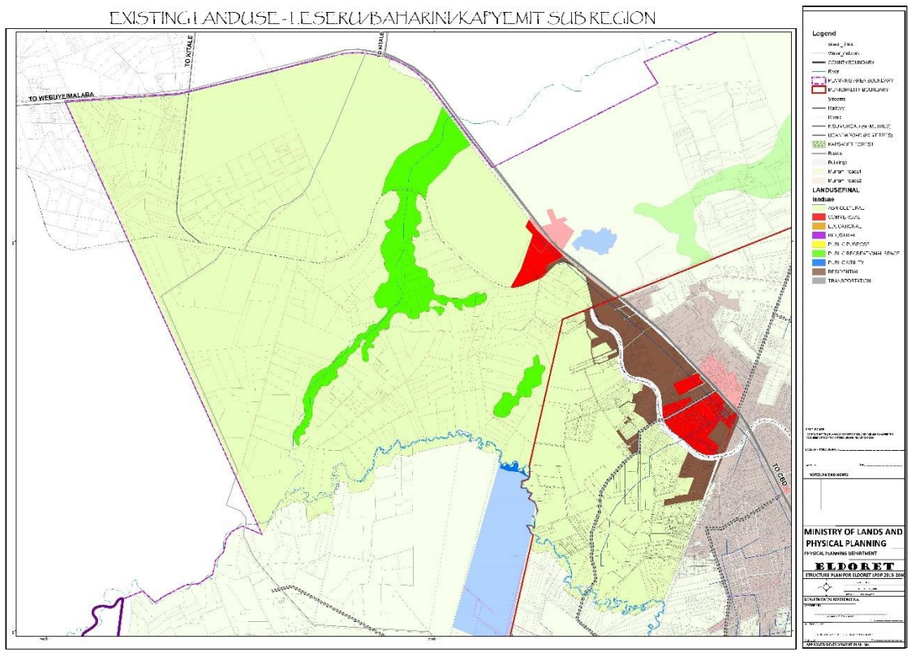
6.1.6 LESERU, BAHARINI, KAPYEMIT SUB-REGION

The sub-region lies between the Eldoret-kitale and Eldoret-Malaba highway and Sosian River. The Mombasa-Kampala Railway line runs in North-Westerly direction parallel to the Highway. The topography is again characterized by a gentle slope from the Highway towards Sosian River. The wetland on a tributary river flowing into Sosian River is an important land mark in the region. However, it would appear the subdivision of the farm did not consider the riparian reserve for the wetland. These wetlands are important water resources which needs to be protected and therefore, this plan advances proposals that will be aimed at reclaiming the encroached land on the wetland ecosystem.

Leseru railway station is located within this sub-region. It is the intention of this plan to try to revitalize the use of this railway line. It is in this light that we consider the railway station as an important strategic area for development of a logistic hub to tap on the economic opportunities arising out of the discovery and production of oil from Lokichar Basin in Turkana County.

The Human Settlement is concentrated along the Eldoret-Kitale A104 highway and in particular in urban centres of Maili Tisa. The rest of the settlement is typical of rural area with scattered homesteads on small scale farms. The location context of this subregion is shown in the map below:

Map 39: Leseru, Baharini,Kapyemit Subregion

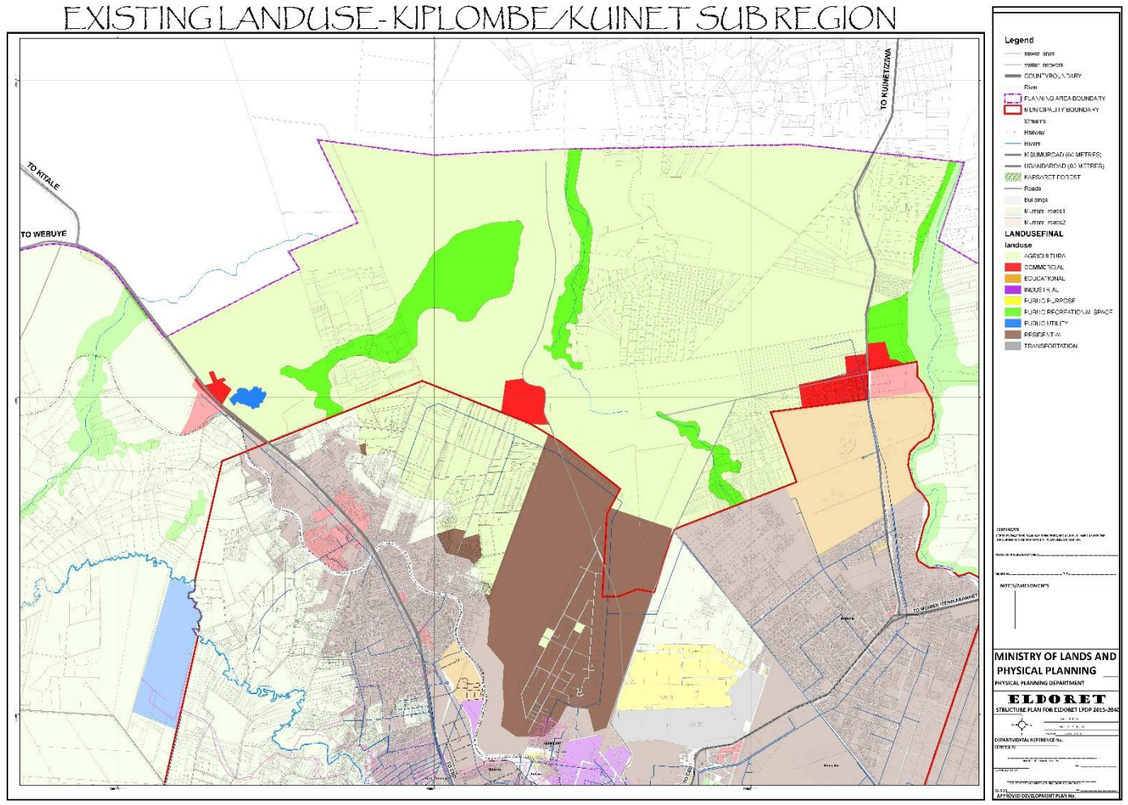


6.1.7 KIPLOMBE, KUINET, SOGOMO SUB-REGION

In this Sub-region, the escarpment is a major landmark with a slight steep slope from the escarpment towards the Railway line and A 104. From the escarpment, the land rises with gentle slope towards Kiplombe trading centre. However, land falls again towards Sogomo and Marula swamp. Eldoret-Kiplombe road is under construction and it is likely to open up the neighborhood for more intensive urban development.

The Sub-region is not connected to the water and sewerage reticulation network and this will certainly be a limiting factor to the growth of the sub-region. The Sub-region borders Eldoret University College and the demand for housing and hostel facilities for students has steadily grown in and around Sogomo trading centre. In this plan Eldoret University College and Sogomo neighbourhood are considered to be an important strategic area and an Area Action Plan that will show how the area will grow in future is also presented in this report. The subregion is shown in context below:

Map 40: Kiplombe, Kuinet, Sogomo Sub Region

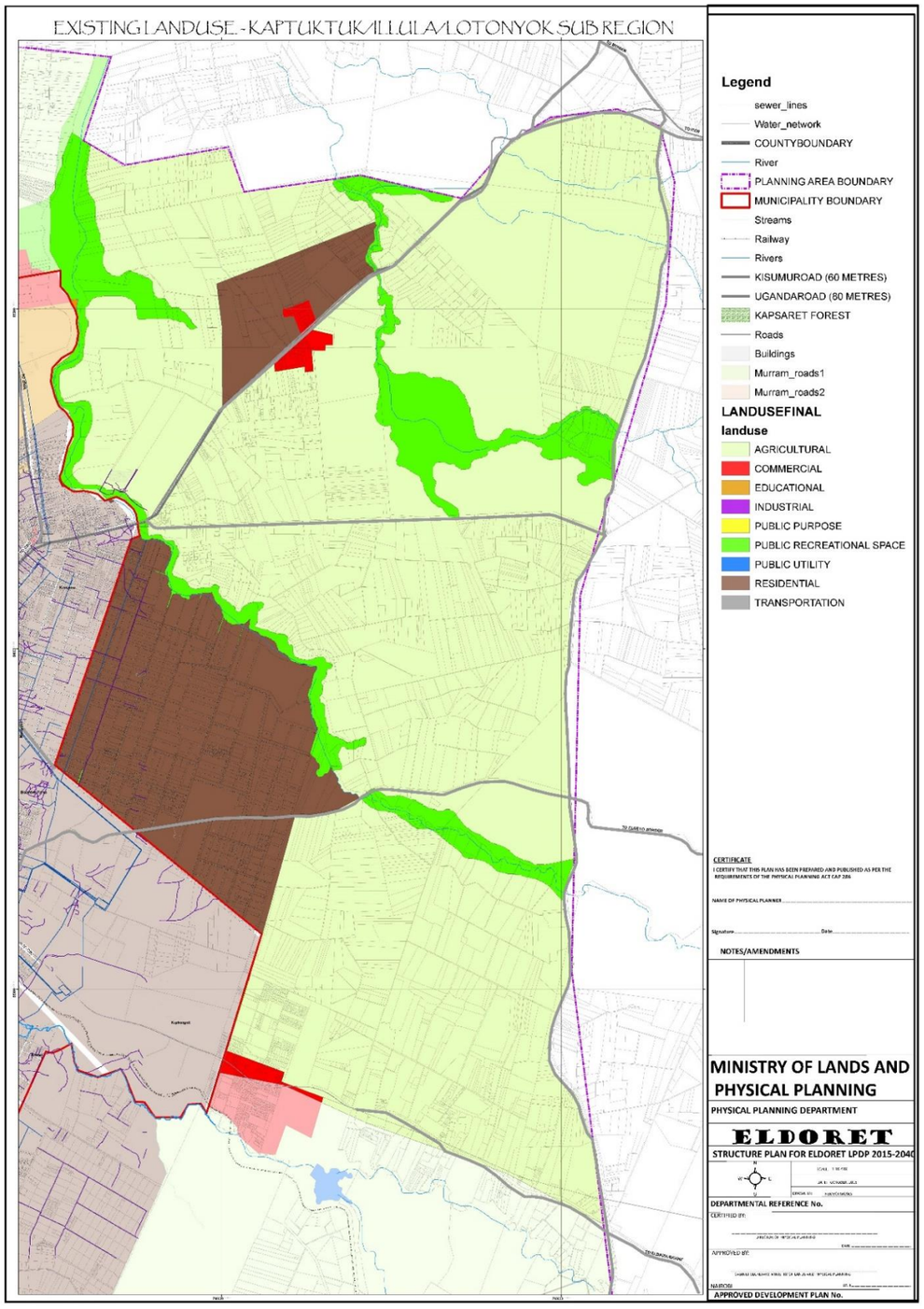


6.1.8 LELIT, KAPTUKUT, ILLULA, LOTONYOK SUB-REGION

Marula swamp is the predominant physical feature in the sub-region. The swamp has to be protected and conserved as an important natural asset for Eldoret town. The other Physical landmark is the Sergoit hill to the North of the sub-region. To the East the sub-region is defined by the road which is under construction from Timboroa passing through Kipkabus, Plateau to Sergoit Hill. This road is eventually destined to go all the way to Kapenguria in West Pokot County and eventually to Lodwar and beyond. To the South the region borders Eldoret-Kaptagat-Eldama Ravine road and to the North the Eldoret-Iten road separate Lelit and Kaptutuk neighborhoods. The Eldoret/Elgeyo border road runs through the centre of the sub-region.

Human settlements are concentrated long the major roads, thus on Eldoret-Iten road we have settlements along the road with concentration in Chepkanga trading centre. The other settlements can be found at Kipkorgot and adjoining areas. The subregion is represented in the map below:

Map 41: Lelit, Kaptukut,Illula, Lotonyok Sub Region



6.2 DEVELOPMENT SCENARIOS

From the foregoing discussion, and taking into account the land delivery capability of the subregions, the City may grow under various scenarios envisaged as follows:

6.2.1 THE NIL INTERVENTION

This would mean that the status quo is left to dictate the direction of growth of the town. Therefore, development of the town would continue without any form of mitigation to its growth meaning that the problems the City is still faced with would continue without any control mechanisms to guide development.

This should not be an option for the County unless together with the City Municipality, they are totally incapacitated in terms of financial, technical, and human resources to fully implement the Plan.

6.2.2 STRATEGIC INTERVENTIONS

In light of the discussions above, the Plan advances for the growth of the town within a guided framework informed by various thematic and strategic interventions as follows:

6.2.2.1 Physical and Natural Environment

The Plan has identified various crucial physical and natural assets of the City Municipality that would be very important in the growth of the town. Some of the natural assets include the Sosiani river; the wetland ecosystems; forest areas; the escarpment; the rich agricultural hinterland among others. In this regard, the Plan as a strategic intervention for this adequately provides for their protection through buffering, zoning etc; promotion as recreational areas in various ways; and their sustainable exploitation for commercial gains for the City Municipality. This will be outlined in detail in the proposed Local Physical Development Plan.

6.2.2.2 Land and Human Settlements

The Plan has identified various opportunities for land and human settlement delivery models enabled by the spatial template of different sub-regions and natural limitations or enablers discussed above. In this regard, the Plan advances two models for growth of the City Municipality in as much as the delivery of land and human settlements is concerned. These are as follows:

6.2.2.2.1 Sparse Human Settlement areas

The Plan has noted that the City Municipality is endowed with a rich Agricultural hinterland that is currently experiencing rampant land subdivision limiting its ability to maximize on food production. Consequently, and as a way of ensuring posterity in terms of food security and controlling urbanization and land subdivision, such areas would be rezoned and strict land use regulations prescribed in the Plan. This will ensure that sparse human settlements are encouraged in such zones while delivering more land for Agriculture.

6.2.2.2.2 Nucleated Human Settlement Areas

In this model, the Plan has identified various pockets of land within the Urban areas in the City Municipality where there is need to densify to accommodate more people currently living within the Municipality. Additionally, other pockets of land especially within the CBD of Eldoret have been identified as ripe for renewal and redevelopment to encourage vertical densification and growth of the town. This is because these areas are already served by the necessary infrastructural utilities including water and sewer that is capable of supporting more population than it currently does. In so doing, land would be delivered vertically meaning that horizontal need for land would be minimized and, in a way, reducing the rampant urban sprawl and land subdivision. This will be detailed further in the proposed LPDP.

6.2.2.3 Transportation Infrastructure

The Plan has determined the competitive advantage Eldoret holds through its positioning and guaranteed access from various transportation options including road, rail and air. As a way of enhancing this linkage, the Plan has proposed the integration of various transportation related amenities to support and improve the delivery of the existing transportation infrastructure. These will be detailed and elaborated further in the sections below.

6.2.2.4 Economy and Livelihoods

As a way of tapping into the opportunities available in the City, the Plan has maximized on the development potential in the City Municipality and as a way of improving the livelihood systems, proposed supporting actions, programmes and strategies that once implemented will ensure improved economy and livelihoods for the City residents and the County Government.

6.2.2.5 Infrastructural Utilities

The Plan has identified areas where growth is likely to happen in the foreseeable future and as a way of anticipating this growth, proposed supporting infrastructural utilities including water and sewer to support the development. These areas will be detailed out in the proposed LPDP containing futuristic water and sewer reticulation proposal.

6.2.2.6 Public Purpose

The Plan has made a deliberate effort in identifying public purpose areas with an intentionally to functionally link them. These includes public parks available in the City municipality, recreational areas, riparian zones, environmentally sensitive areas and also road and rail reserves. These serve as crucial City Municipality components that enhance the well-being of the City residents in one way or the other. Their consideration in the Plan is meant for posterity and advancing the public good.

6.2.2.7 Governance and institutions

The proposals advanced in the Plan have intentionally been made to steer the growth of the town in the next 20-30 years. To match the growth propensity of the City, a matching governance and institutional framework has been anticipated and proposed as part of the Plan output. This is to ensure that the programmes and projects proposed in this Plan are realized in the timelines prescribed.

The thematic strategic interventions and overall thinking resulted in an overall development framework discussed below as the proposed Local Physical Development Plan (LPDP) for Eldoret.

7 THE PROPOSED LOCAL PHYSICAL DEVELOPMENT PLAN (LPDP) FOR ELDORET MUNICIPALITY AND THE LAND USE ZONING FRAMEWORK

7.1.1 INTRODUCTION

This chapter presents the culmination of the discussion in the previous chapters and presents the whole discussion in form of a spatial model, in this case referred to as the LPDP Structure Plan. It is however notable that the structure plan has concentrated most of the land use proposals within the existing municipal boundary despite the geographical scope being extended to a wider area. The land use proposals as brought out in the Structure Plan represent a model that optimally utilizes the available land within the current Municipal boundary as a measure to mitigate on urban sprawl and protect rich agricultural hinterlands. Additionally, a current water and sewer master plan for the entire county has been developed and approved. The master plan projects the future water and sewer reticulation network to the period ending in the year 2040, which coincidentally aligns to the timeframes adopted by this LPDP. In this regard, the Plan has adopted some of the proposals advanced in the master plan to give a general impression of the future growth areas and thereby concentrating most of the proposed land uses to the areas that are deemed to have been provided by water and sewer by the year 2040.

The Plan has also envisaged areas of strategic importance leading to its implementation. Strategic Areas are specific areas within Eldoret town or within the sub-regions that are considered to be of immense importance to influence overall plan of action. They are area specific and can be identified, measured and their impact can be monitored for the successful implementation of various projects associated with the strategic area. The strategic areas have been selected based on their potential to trigger multiplier effect in creation of employment and general improvement of the life of residents of Eldoret town and its environs. Among other crucial proposals advanced in the Plan, it has identified and proposed the following:

- *Regeneration of Old Municipal/NHC and Railways Housing Estates*: The Plan has identified these estates located in the precincts of the CBD as being prime. Currently they are in a run-down state and need regeneration to make them more attractive. The most appropriate regeneration alternative is their redevelopment/renewal though vertical densification of the settlement areas as comprehensive mixed used development areas. This will ensure the integration of the small-scale businesses aimed at promoting a sustainable local economy for the residents and the new lower to middle-income tenants who will occupy the housing units after the development is implemented.
- *Improvement of Mobility and Pedestrianization:* The LPDP seeks to maintain and develop small community centers, which are safe and attractive, and designed to enhance the character of neighborhoods for their use. In addition, enhancement of existing recreation parks, and creation of connections between new developments, existing recreational resources, and the central business district. This will encourage high quality and walkable urban spaces and is one of the design features proposed for the Eldoret CBD in this Plan through development of a walkable Community by pedestrianization of some streets.
- *Preserve Open Space and Provide for Environmental Protection:* The LPDP through the proposed action plans seeks to maintain characteristic environmental features and provide for the recreational needs of the Eldoret Community through provision of new and expansion of existing park areas, retain beneficial open space, and develop landscape standards for new developments and streetscapes. It further proposes continued provision of small neighborhood parks when considering new developments; protection of natural resources, open spaces, and environmentally sensitive areas, natural areas, and sites of unique character, especially viewsheds from hillsides towards Sosiani River. In addition, the LPDP seeks to promote, the establishment of a nature trail and recreational park along the Sosiani river as a deliberate urban regeneration intervention using natural structuring elements. This in the long run is expected to give the City a unique character and will be explored while branding the city to maximize on the benefits this would present.
- *Infrastructure:* The LPDP seeks to provide for adequate and well-planned infrastructure essential to maintaining the existing economic base and attracting new industry, housing, and commercial opportunities. Provide for public utilities that efficiently meet the present needs and anticipated future needs of the residents and businesses.

- *Design Guidelines:* The LPDP seeks to create design guidelines/standards to promote the orderly and aesthetic growth of the City that is in character with the regional style of development and existing Eldoret historic architecture. The proposed zoning proposals are geared to promote smooth local transition of existing land uses to new land uses. The LPDP further promotes mixed-use development zones that create vibrant sections of the community. Select unified pedestrian amenities: lights, benches, and landscaping.

The Plan model including the sub region models and its attendant zoning regulation framework has been presented in the following pages.

7.2 THE ELDORET MUNICIPALITY LOCAL PHYSICAL DEVELOPMENT PLAN

The proposed Plan has resulted to a mix of optimally utilized land use activities that have deviated from the existing situation. The existing land use budget represents a spatial template that is not maximally utilized when compared to the proposed land use budget as represented in the tables and maps below:

7.2.1 The Existing Land Use Budget for the LPDP

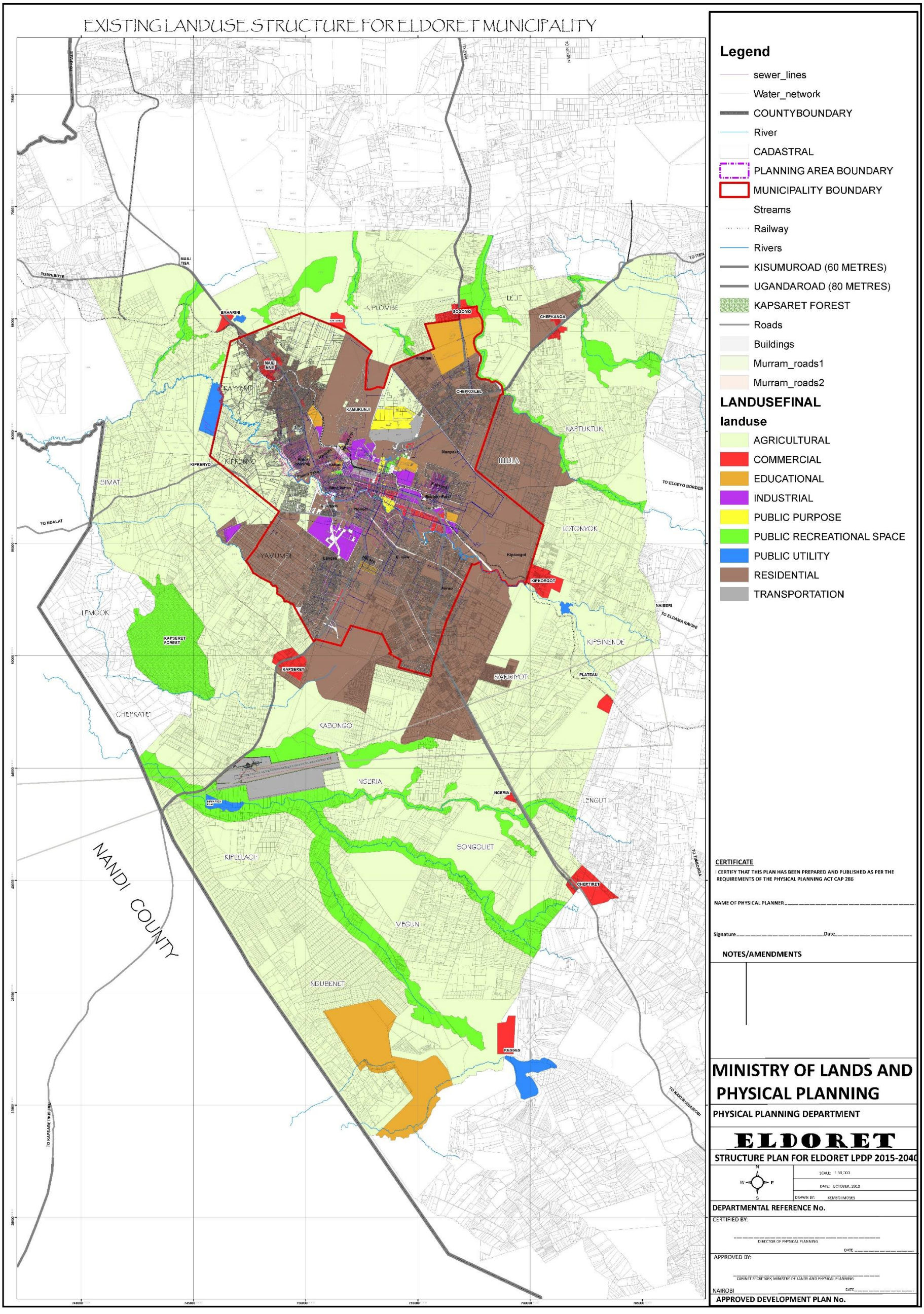
LAND USE	AREA(Ha.)
RESIDENTIAL	15237.86
INDUSTRIAL	506.64
EDUCATIONAL	1875.53
RECREATIONAL	6793.63
PUBLIC PURPOSE	254.41
COMMERCIAL	1124.55
PUBLIC UTILITY	479.09
TRANSPORTATION	911.62
AGRICULTURE	46857.68
TOTAL	**74,040.99**

7.2.2 The Proposed Land Use Budget for the LPDP

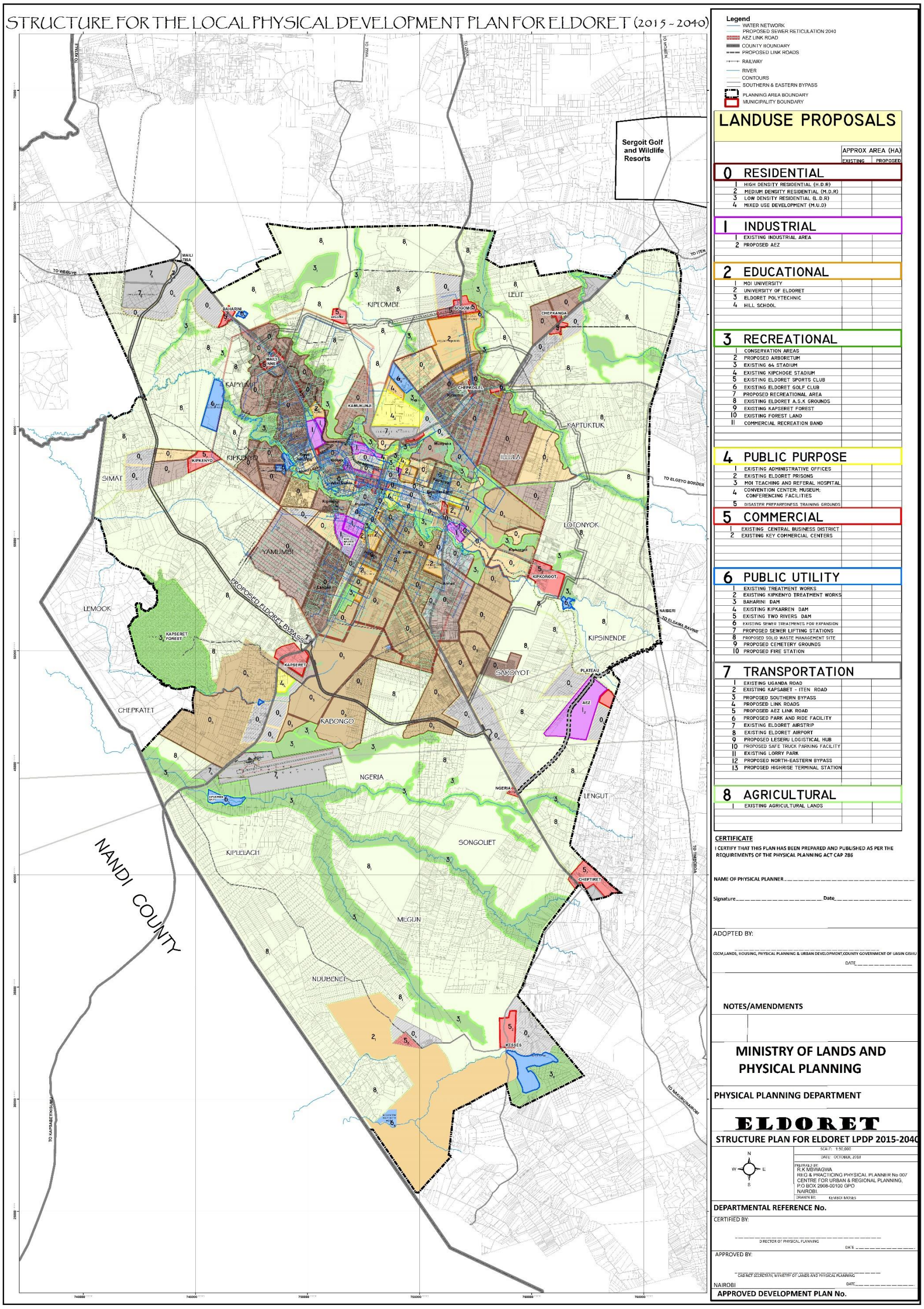
LAND USE	AREA(Ha.)
RESIDENTIAL	19098.19
INDUSTRIAL	757.595
EDUCATIONAL	2058.054
RECREATIONAL	7234.384
PUBLIC PURPOSE	408.77
COMMERCIAL	1158.19
PUBLIC UTILITY	304.359
TRANSPORTATION	1396.19
AGRICULTURE	41352.15
TOTAL	**73767.88**

From the foregoing land use budget, it can be observed that most of the land uses have increased in land mass appropriated to them. Specifically, and taking cognizance of the developments currently taking place in the County, the Plan has proposed vertical densification of various urban pockets to ease pressure on the Agricultural land to ensure that food production and value addition is sustained throughout the lifespan of the Plan. The graphical representation of the Plan is presented below:

Map 42: Existing structure for the Eldoret City Municipality (to be changed to reflect existing land use patterns)



Map 43: Proposed structure for the Eldoret LPDP Plan



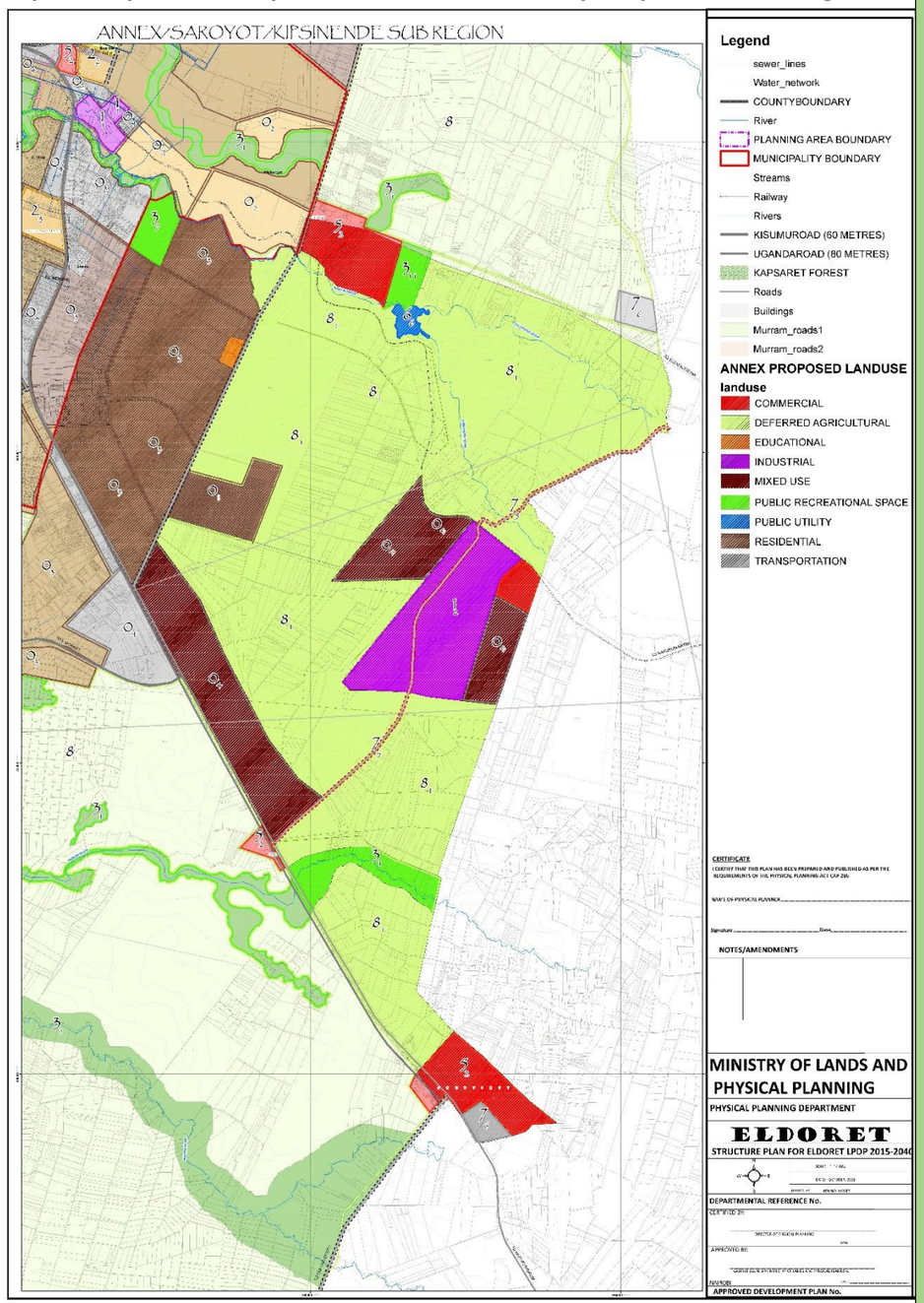
7.2.3 DEFINITION OF THE LPDP BROAD LAND USES (ZONES)

The proposed Physical Plan above has advanced nine (9) broad land uses (zones) as follows:

- *Zone 0* – Representing the Residential land use and denoted as either;
    - Zone 0_1 representing High Density Residential Zone – this means that the primary use of the land is residential development with convenient retail stores or shops within certain clusters; these areas are convenient for high-rise flats or comprehensively developed townhouses. They have been proposed in areas where adequate water and sewer is already available as a way of maximizing on these infrastructural utilities. These areas include Kidiwa; Mwanzo; kamukunji; Yamumbi; Maili Nne area; Huruma; Munyaka among other areas as indicated in the map above
    - Zone 0_2 representing Medium Density Residential land use zone – this means that the primary use of the land in this zone is residential use that is not densely developed and more specifically preferred to be townhouses or masionettes; the areas where this kind of development has been proposed are not adequately served by water and sewer but future proposals for water and sewer reticulation has been made to serve these areas
    - Zone 0_3 representing Low Density Residential Land Use Zone – these are areas of primarily residential developments on larger lots of land preferably single dwelling units on 0.25 Acres of land or more or otherwise defined by supporting local bylaws that may redefine the land use zone; and
    - Zone 0_4 representing Mixed Use Development Land Use Zone – these are areas where various kind of developments will be allowed including residential, commercial, light industry, office, institutional purposes among other uses. These areas offer viable quality of life as the City residents would be able to live, work, and play in the same environments. They have widely been proposed close to major industrial enclaves; urban centres; infrastructural amenities like the proposed park and ride facilities among other key areas in order to offer convenience of access and diversified activities in the same zones.
- *Zone 1* – this represents all proposed and existing industrial areas including the AEZ and the ICDC industrial park. These areas will be utilized for various industrial related activities only
- *Zone 2* – this zone represents areas that are to be utilized for educational purposes that are either existing or proposed. In the context of scale of the LPDP, only the major educational land uses with large tracts of land were mapped out. Other educational related proposals were advanced as policy proposals; strategies; programmes; or actions for implementation
- *Zone 3* – this zone represents areas that are to be utilized for purely conservation purposes. These areas are either critical environmental sensitive areas like the wetland ecosystems; the natural escarpment; the forests among others. Also, in this category are existing and proposed stadia, open spaces and public recreational parks that are very crucial for the general recreational needs of the City residents.
- *Zone 4* – these are public purpose areas like government offices; public health facilities or any other government facilities or land that was large enough to be documented in the scale of the Plan.
- *Zone 5* – these zones are exclusively and primarily to be utilized for the land uses that are commercial in nature. They include the CBD of Eldoret and other Urban Centres within the City Municipality.
- *Zone 6* – these areas are primarily prescribed for the installation of infrastructural utilities and complimentary auxiliary amenities. They include sites where existing dams occupy; water and sewer treatment plants; and also sites where proposed sewer lifting and pumping stations will be sited.
- *Zone 7* – this zone represents areas where all transportation related infrastructure will be sited. These sites include the airport land; the railways sites; and the proposed park and ride amenities to support mass transportation systems. Also falling in this category is the logistical hub proposed at Leseru. It is considered as a transportation related infrastructural hub given that its viability as a potential site was determined from the opportunity it holds given that the convergence of both rail and road transportation options.
- *Zone 8* – this represents the rich agricultural hinterland that needs to be protected from further land subdivision. This area is to be utilized for diverse agricultural production systems and value addition in agriculture in selected areas.

7.3 THE LPDP IN THE CONTEXT OF THE SUBREGIONS

Map 44: Proposed Development Structure Annex, Saroyot,Kipsenende Sub Region



This sub-region is endowed with various major and crucial proposals that will be impactful in changing the land use character of the area and region as a whole. The subregion is well served by both road and rail. These proposals include:

The upcoming AEZ Industrial Park

This site will host various industrial related activities and consequently a large pool of people will interact with the site as a major employment zone. This will mean there will be immense demand for transport to the site as well as other land use activities including housing and retail activities. To counter this and ensure that Agricultural land is protected from further subdivision, the Plan has proposed the following interventions;

- *To revamp and revitalize the plateau railway station and operationalize a commuter train to serve the area*
- *To optimize on the land proposed for mixed use development to cater for all other related activities including housing and commerce. The mixed-use development zone should be densified to ensure that the residential function is catered for without sprawling into the nearby agricultural land*

Ngeria Urban Centre

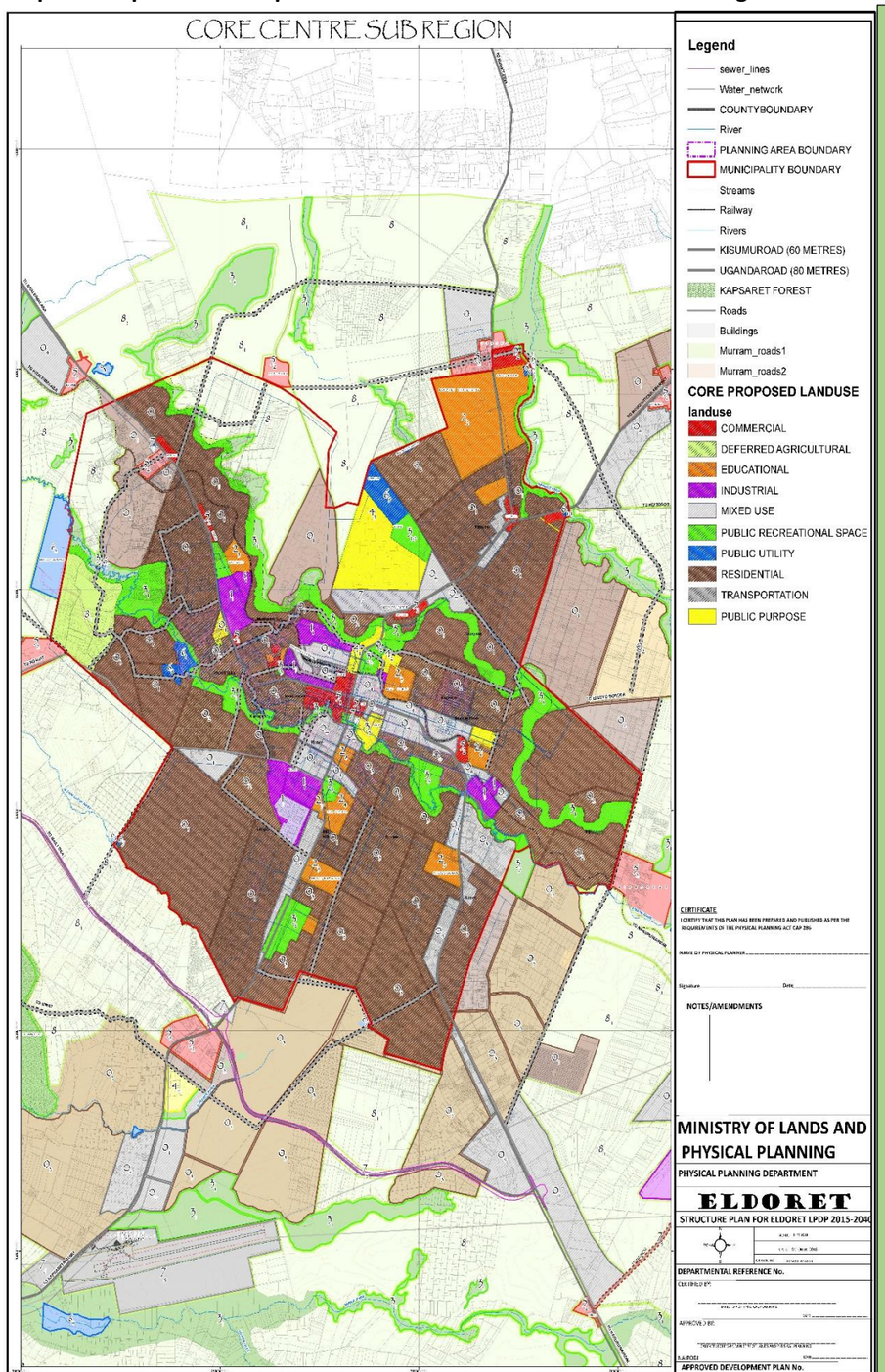
Ngeria shopping Centre becomes a very important node in this subregion considering it will be a junction town on two high traffic corridors (A104 & the road to AEZ Industrial park). This therefore means its likelihood to sprawl uncontrollably as a dormitory town for the City residents who will be working at AEZ is high. In anticipation of this and as a way to mitigate further rampant subdivision of the rich Agricultural hinterland, a mixed-use development band has been proposed.

Mass Transportation Strategy

As a way of improving transportation within the entire City, this Plan strongly recommends the use of mass transportation systems. To ensure this is accomplished, the Plan has deliberately proposed seven termination points where vehicles from respective origination points would be parked and use of mass public transportation options including use of Bus Rapid Transit (BRT); and Light Rail Transit (LRT) systems would be used to ferry people to their respective destinations. Two such park and ride termination points have been proposed in this sub-region; one at Cheptiret to serve vehicles from Nakuru/Nairobi entering the City and the other one at Naiberi to serve people coming from Eldama Ravine and adjoining areas. To support this endeavor, the Plan has proposed for the expansion of the roads originating from the park and ride termination points to ensure the proposed BRT and LRT routes and associated infrastructure needs are effected and actualized. This will be detailed in a section below covering overall transportation strategy.

Commercial Recreation Tourism: *40Ha of land proposed for this purpose around the Two-Rivers Dam*

Map 45: Proposed Development Structure for the Core-Centre Sub Region



The Plan has made deliberate attempts to address various challenges the town is faced with in cross cutting sectors in various ways. The sectors the Plan has addressed include;

- *Transportation Challenge*
- *Housing Challenge & Rampant Urban Sprawl*
- *Public Purpose & Recreational areas Challenge*

Addressing Transportation Challenges

Having identified transportation as a major challenge within the City, and to ensure seamless movement of people, goods and services, the Plan proposed an overall transport management system comprised of;

- *Integrated mass public transportation systems (Air; BRT; LRT; Commuter Rail systems)*
- *Circumferential routes and movement patterns for vehicles accessing the CBD*

These proposals have been discussed in detail below on the overall transportation strategy advanced by the Plan.

Addressing Housing & Rampant Urban Sprawl Challenge

The newly found status of Eldoret from a town to a City municipality have resulted to rampant and uncontrolled urban sprawl into the rich agricultural hinterlands due to population increase that have led to an increased demand for housing. As a measure to address, the Plan has deliberately identified lots of land within the core municipality area that are currently decayed and run down. These areas are ripe for Renewal and Redevelopment efforts to ensure that more people are settled within these pockets of land that are currently underutilized despite being served by adequate municipal water & sewer infrastructure.

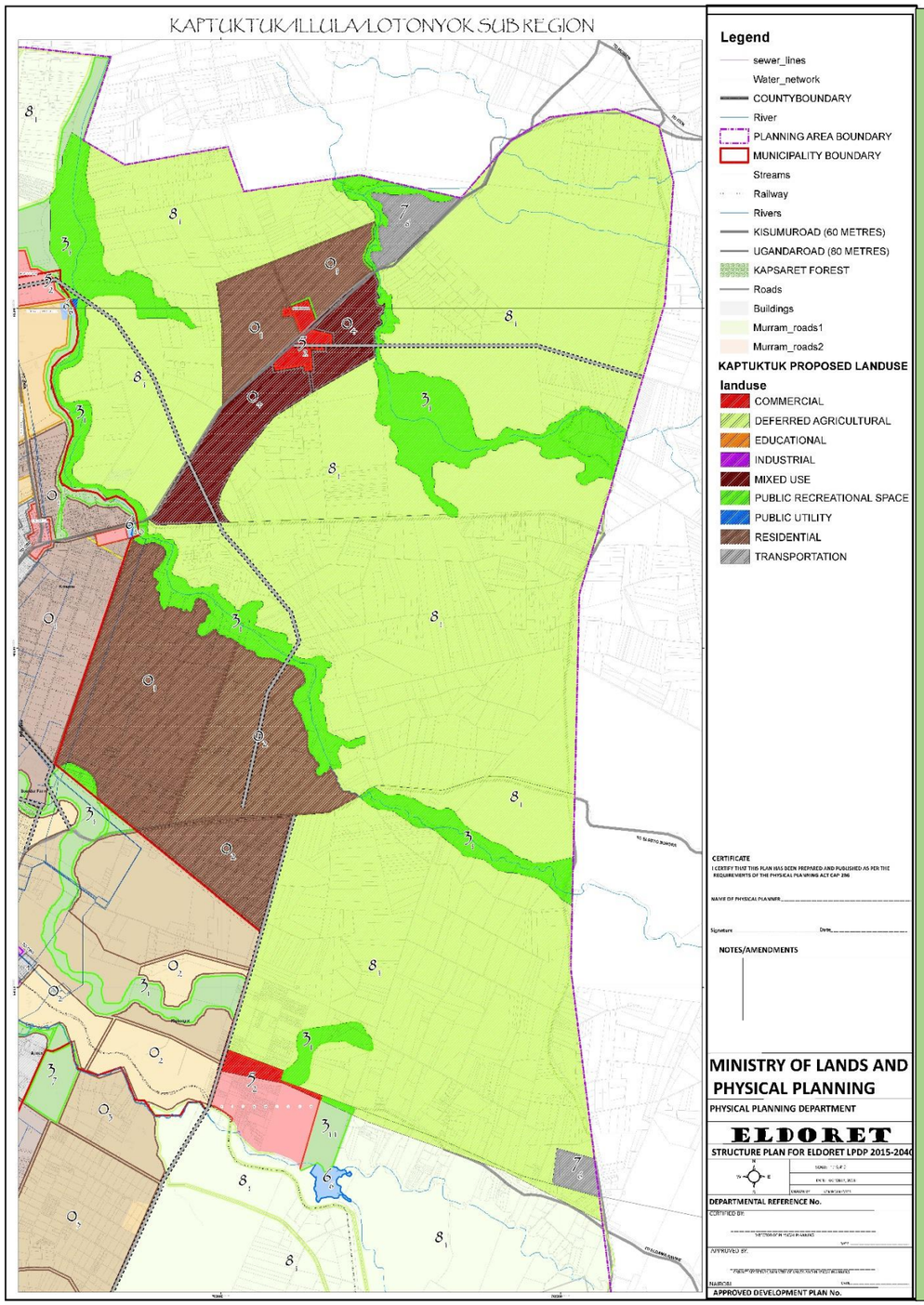
The identified lots have a combined acreage of approximately **500 Ha** with a combined capacity to hold **more than 400,000 people of the Urban population which is more than the projected urban population growth for the City Municipality**. **The water and sewer demand occasioned by this population will be met and handled comfortably by the proposed and existing water & sewer infrastructural utilities**. This means the County government will need to formulate synergies and associations with other government agencies like the National Housing Corporation and private investors to deliver on the housing needs.

Addressing the Public Purpose & Recreational areas challenge

The Plan has clearly mapped and emphasized on the immediate need to secure land tenure for all the land falling under public purpose areas including land where government offices are located; public schools and health facilities; government institutions' land or any other government land within the City Municipality.

In addition, the Plan has strongly recommended a functional linkage for all recreational areas and open spaces within the CBD of Eldoret to go along with the overall development proposals. The proposals include the expansion of Nandi Park and connection to the Municipal Park; to Kipchoge Keino stadium; to the proposed arboretum park; to the escarpment nature trail; to the expansive '*maruru*' wetland ecosystems nature trail and looping back through the proposed nature trail along river sosiani. These proposals have been elaborated in detail in other sections below.

Map 46: Proposed Development Structure for Kaptuktuk, Illula, Lotonyok Sub Region



This subregion is very crucial to the overall growth of the City Municipality and has been predominantly advanced as a rural subregion supporting Agricultural related livelihood systems and also sustainable exploitation of wetland ecosystems for posterity. In that regard, the Plan has been able to achieve and propose the following:

- *Densification of human settlement areas & Promotion of self-sustained urban centre*
- *Promotion of Agriculture & related livelihood systems*
- *Protections & Conservation of environmentally fragile ecosystems*
- *Promotion of mass transportation systems*

Densification of human settlement areas

As a way of reducing rampant land subdivision and sprawl of human settlement areas, the Plan has proposed for the densification of **illula settelement** to accommodate more City residents living around the settlement and the Municipality as a whole. Additionally, the Plan has proposed the growth of **Chepkanga Centre as a self-sustained Urban Centre** offering and serving various high-level services and functions as a way of reducing overdependence to the core Centre/CBD of Eldoret. As a way of complementing sustainable growth of the Urban Centre, a Mixed-Use development area has been proposed on the outskirts of the Urban area where Mixed uses including residential; commercial; offices; hotels among other uses will be controllably absorbed.

Promotion of Agriculture & Related Livelihood Systems

As a way of ensuring posterity and sustainable food production and livelihood systems, the Plan has advocated for reduced land subdivision within the subregion and as a measure, proposed intensive agricultural practices on zone 8 of the Plan which will be supported by related value chain system as a way of sustaining economic livelihoods for the residents in that subregion and beyond.

Protection & Conservation of Environmentally fragile ecosystems

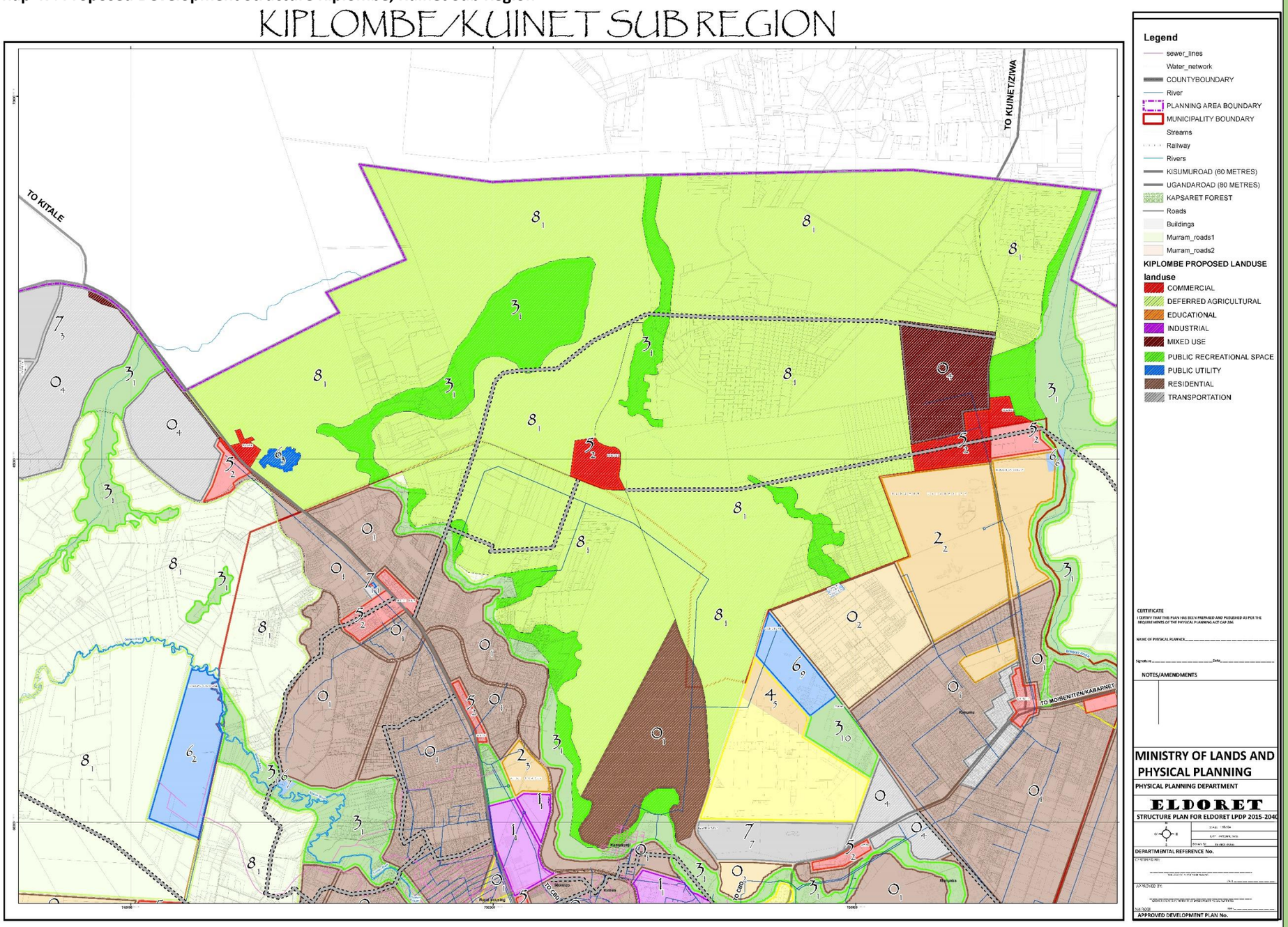
The subregion is dotted with critically environmental fragile areas mostly the wetland ecosystems. The Plan has proposed mandatory protection of these areas through permissible buffer zones before any development including Agriculture should be allowed to take place. These buffer zones have been proposed as 30 meters from the highest water mark on either side of a riverine ecosystem and 50 meters from the highest edge of a wetland ecosystem.

Promotion of mass transportation systems

The Plan has made deliberate proposals to locate two park & ride amenities within the subregion; one at Naiberi and the other one at Chepkanga

Naiberi Park & Ride amenity: *this facility will serve vehicles coming from Eldama Ravine route while the* ***Chepkanga facility*** *will serve vehicles to/from Iten.*

Map 47: Proposed Development Structure Kiplombe, Kuinet Sub Region



In this subregion, the Plan has made deliberate proposals to:

- *Promote Agriculture and related livelihood systems*
- *Promote sustainable growth of Sogomo; Kiplombe; and Baharini Urban Centres*
- *Protection of wetland ecosystems*

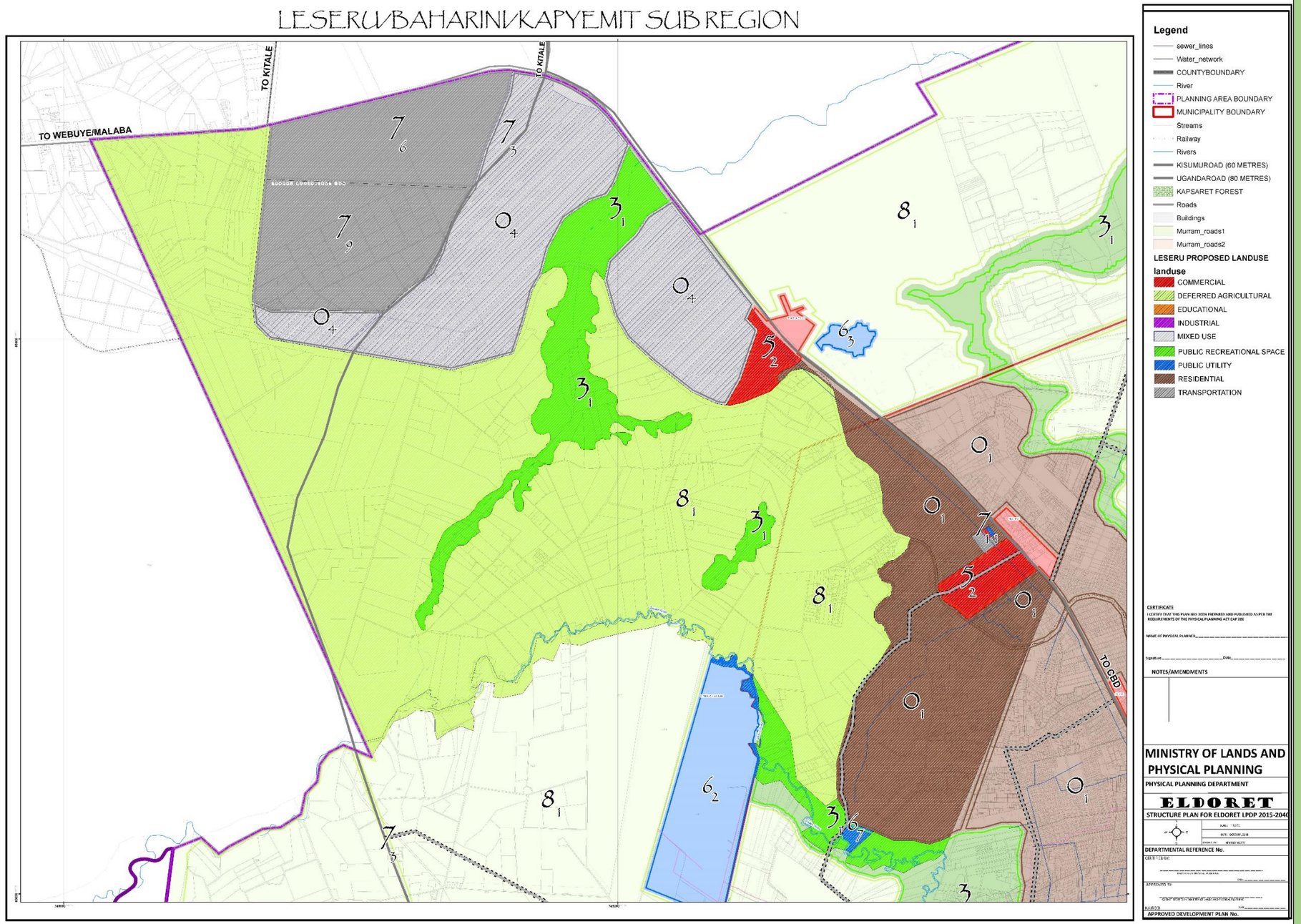
Promotion of Agriculture & related Livelihood Systems

The Plan has made proposals to limit zone 8 of the subregion as a major Agricultural area with land subdivisions in the zone limited to subdivisions above 2 acres. In this zone, value chain systems and investments that support agricultural production can also be accommodated.

Promotion of sustainable growth of Urban Centres

The Plan has anticipated growth of the Urban Centres within the subregion especially Sogomo Centre which is rapidly growing from a thriving student population studying at the University of Eldoret. For this reason, it has proposed its **connectivity to other areas within the City Municipality through the proposed link roads** and also its growth through a high-density Mixed-Use development zone in close proximity to the Urban Centre to absorb the demand for other uses within and around the Urban Centre.

Map 48: Proposed Development Structure for Leseru, Baharini, Kapyemit Sub Region



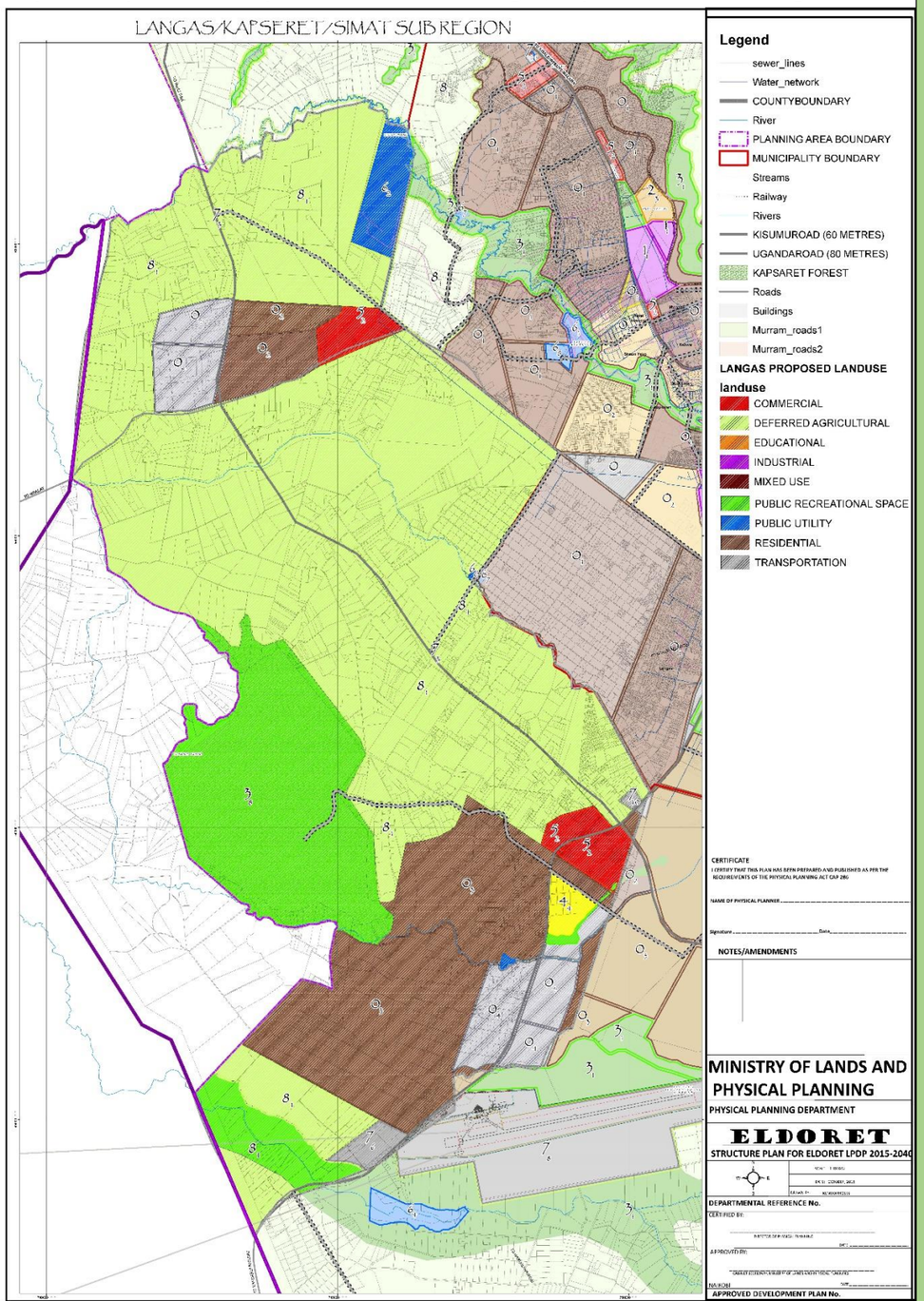
This subregion is an important asset to the development of the City Municipality as a source of potential increase in revenue and as an employment zone. The subregion hosts the following crucial proposals:

The Logistical Hub: A logistical hub of **125 Ha** has been proposed in this subregion to take advantage of the confluence of various transportation infrastructure including the railway line; the proposed by-pass corridor; and the oil pipeline. This area will be an important asset for the County as a whole and especially the City Municipality in as much as revenue generation and employment creation is concerned.

Park & Ride Amenity: This facility of **157 Ha** has been proposed in this subregion as a way of complementing the activities that will be happening at the proposed logistical hub. *This site will be used for managing traffic in the City Municipality as mass transportation options for passengers from Webuye or Kitale will availed from this amenity. Also, lorries on transit or collecting/transporting goods to the logistical hub will be provided parking facilities and complementary services like lodges in this facility*.

Further design of this site together with the logistical hub and incorporating the proposed Mixed-Use development area is anticipated to ensure that activities in this subregion are integrated and harmoniously exist in a guided approach.

Map 49: Proposed Development Structure for Langas, Kapseret, Simat Sub Region



The subregion proposes a mix of different land uses that are very crucial to the sustainable growth of the City Municipality. They include:

- *Promotion of culture and tourism*
- *Promotion of sustainable growth of Urban Centres (Kapseret; and Simat)*
- *Integration of Mass transportation options*

Promotion of culture & tourism

The Plan has *proposed a site of **57.70Ha** near Kapseret Centre where a Conventional Centre* will be situated. *The Conventional Centre is intended to promote art & culture in the City Municipality and expect to host the Municipality Museum; Conference facilities; Hotels; Youth Resource Centres; Theatres & Auditoriums among other similar uses*. These activities are expected to draw a lot of traffic in the area including people living further away from the City Municipality and also other counties. This will induce demand for complementary land uses like housing; visiting accommodation and even commercial areas. As a result, the Plan has anticipated this and proposed a stretch of complementary land uses including high density residential areas around the site and a band of mixed-use development areas stretching all the way to the airport to absorb any land use demand arising from the changing land use character of the area. Additionally, the *Plan has proposed for the protection of Kapseret forest as a highly controlled conservation area and also for anticipated economic gains through trading carbon credits and also touristic activities that maybe integrated in the conservation of the forest as the proposed nature trails*.

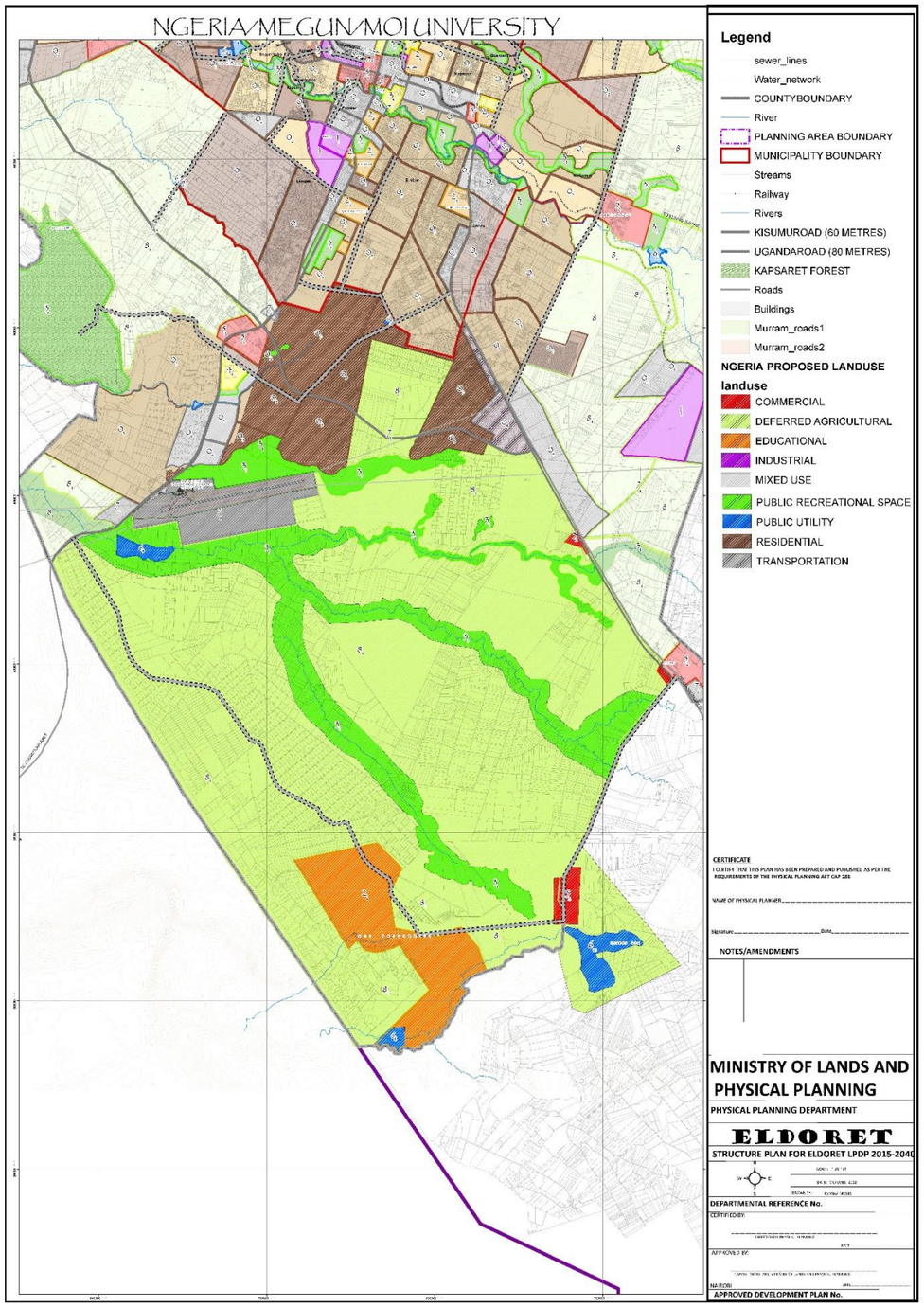
Integration of Mass Transportation options

The Plan has made proposals to ensure that movement of goods and services from Kisumu and other areas in that direction is enhanced. As a way of achieving this, the Plan has proposed three measures in the following order:

- *One, the plan has proposed the expansion and dualling of Kisumu road from the Airport to Chepkanga. This will ensure that the proposed BRT and LRT route proposed on the road together with supporting amenities are integrated in the new road design;*
- *Two, the establishment of the Park & Ride amenity proposed outside the airport land to ensure the connectivity of the airport as a major transportation infrastructure to a reliable mass transportation system*

Also, as a way of improving movement of lorries and trailers along the bypass, the Plan has proposed a lorry park **11.60Ha** near Kapseret Shopping Centre accessed from the proposed traffic interchange. The lorry park will accommodate parking facilities for the transit vehicles and also complimentary amenities like lodges; hotels; and entertainment places for the drivers. This will ensure that road side parking of the lorries is reduced and more revenue accruing for the City Municipality is guaranteed. Other zones proposed in the subregion will be utilized in the same manner as similar proposals in other subregions.

Map 50: Proposed Development Structure for Ngeria, Megun, Moi University Sub Region



The proposals in this subregion were made as follows:

Promotion of Agriculture

The subregion is well endowed with a rich agricultural hinterland which needs to be promoted and advanced as a real economic mainstay of the residents living within the subregion and beyond. In this regard, the proposed agricultural land will be utilized for intensive and mechanized agricultural practices within a regulated land subdivision framework. Value addition industries for related agricultural practice will be highly encouraged in the zone. *As a way of opening up the area, the plan has also recommended the linking of the airport and Moi University as two important land uses within the sub-region by* **proposing a link road *of* about 18Kms.**

The road **will shorten the distance covered from the airport to Moi University by about 36Kms** when compared to the current route where motorists have to go through the CBD of Eldoret. *In future after the proposed corridor is secured, a BRT route has been proposed on that corridor as a way of enhancing traffic management* and moving the large population catchment around the University area. Additionally, the route will be important in detouring traffic from Kisumu that could be bypassing the CBD on the way to Nairobi. The proposal is viable and ripe for immediate implementation.

Further, the subregion is *dotted by various wetland ecosystems and the Plan proposed for their express protection and conservation similarly to how other wetlands have been dealt with in other subregions*.

Promotion of Commercial Recreation & Tourism

The Plan has strongly advanced the need to provide recreation and commercial opportunities in almost every sub region within the entire Planning area. In this regard, and as a way of *maximizing on the opportunities offered by the nature and scenery around Kesses dam, the Plan has strongly recommended and proposed that Kesses dam and the area around it be utilized for commercial recreation activities including boat sports; snorkeling and water diving; eco-hotel facilities and lodges among other complimentary uses*. These will not only promote commercial activities in that area but also promote both local and international tourism.

7.4 SECTORAL PROPOSALS; STRATEGIES AND PROGRAMMES

The discussion above on the broad subregions proposals paves way for more detailed discussions on the Plan in this section. The section puts into perspective the overall City Municipality Plan (LPDP) proposals under various sectoral and thematic segments as follows:

7.4.1 THE PHYSICAL AND NATURAL ENVIRONMENT

Physiographical and environmental system provides the foundation from which all activities of man begin in terms of extraction of resources, amenity, and end with in form of waste discharge and disposal. Key natural assets, their spatial configuration, unique segments and issues have been identified in previous sections of this report and therefore proposals with an overall strategy to promote socio-economic development while still advancing ecological conservation of Eldoret town have been discussed as follows:

Table 27: Plan Formulation Outputs for Physical Environment

SECTOR	OBJECTIVE	POLICIES	ACTIONS	PRIORITY	ACTOR
Geological Formation and Soil Structure in Eldoret Municipality	*To explore the ecological potential of maximizing in Agriculture presented by the geological formation of the Municipality*	• To control urban sprawl into nearby agricultural land areas • Reduce housing and road footprint within the municipality boundary and protect natural drainage areas to allow ground water recharge, un hindered water flow during rainy seasons	Ensure that urban development is restricted within the municipal boundary to control sprawl	Immediate/Current	• CGUG • National Government – *Relevant Ministries* • KFS • KWS • NEMA • CFAs/Conservation Associations • Local Community
			Provide controls for compact housing development in order to reduce building footprint	Immediate	
			Maximize on green spaces within the municipality to offer surfaces for water infiltration	Immediate-Long Term	
Climatical conditions in Eldoret Municipality	*To adapt urban development to prevailing climate conditions and generally make the city climate resilient*	• Design climate resilient infrastructure (e.g. roads with adequate drainage, permeable paving surfaces) within the municipality in order to reduce the impacts of extreme rainfall events. • Retrofit existing development with climate and disaster risk reduction technology • Promote the use of green architecture and technology for urban development • Reduce dependency on fossil fuel energy within the municipality	Demolish structures encroaching on riparian land to reduce impacts of floods	Immediate-Medium Term	• CGUG • NEMA • NMoE
			Conserve and enhance green spaces within the municipality in order to reduce urban heat island effect	Immediate-Long Term	• CGUG • NMoE • KFS • KWS • NEMA • CFAs/Conservation Associations • Local Community
			Insist on solar PV system for new commercial buildings and hotels to reduce reliance on thermal energy	Immediate-Long Term	• CGUG • Private Developers
			Design buildings that take advantage of existing sun path and wind direction for natural lighting/heating and cooling	Immediate-Long Term	

SECTOR	OBJECTIVE	POLICIES	ACTIONS	PRIORITY	ACTOR
			Pedestrianize particular streets (refer to transport strategy) and introduce more walkways to reduce dependence on motorized transport and hence traffic congestion within the town.	Immediate-Medium Term	• CGUG • KURA • KeNHA • Local Community • Tertiary Institutions
			Incorporate rain water harvesting requirement for new buildings to control runoff generation and subsequent flooding of wetlands during rains.	Immediate-Medium Term	• CGUG • Private Developers in Housing
Biodiversity and Environmental Conservation	*To achieve an urban development that blends as much as possible with existing bio resources within the municipality*	• Develop a GIS data base of all bio-resource areas. • Buffer all the biodiversity rich areas with appropriate land uses • Enlist the support of residents in conservation works by allowing the access to and sustainable use of these resources. • Promote the use of the natural asset of the town as a spatial organizing element a long which safeguards the function of water tower and biodiversity conservation besides dictating the pattern of land use (water courses, swamps and wetlands, forest, steep slopes and escarpments, natural drainage, dams) • Promote well designed compact urban development and restrict subdivision of agricultural land to meet cultural practices in the extended planning area • Formulate sustainable building and development policies to tackle climate change and encourage renewable energy use • Enhance Linkage of the various natural sites within the town and extended planning area as an important recreation and tourism network of the City • Mainstreaming environment and climate change issues in all urban development projects.	Map and gazette all the wetlands & riparian areas, forested areas and arboretums within the municipal planning area.	Immediate	• CGUG • SoK • NEMA • NMoE • NLC
			Provide a running/walking track planted with trees along Sosiani river riparian area to provide a buffer against incompatible land uses	Immediate-Medium Term	• CGUG • NMoE • NEMA
Forest Areas	*to ensure sustainable use and management of forests and forest resources so as to maintain their ecological and socio-economic functions*	• Control unsustainable use of forest resources within the planning area • Promote compatible land uses around and within the forested areas • Enhance ecosystem services of all forested areas • Improve environmental sensitization and capacity building to build community support for local conservation. • Increase forest cover to a minimum of 30% in the Municipality	Map and enter into a GIS database all the municipal forests for easier monitoring	Immediate-Medium Term	• CGUG • SoK • NEMA • NMoE • NLC • KFS
			Plant more trees in the demarcated forest areas and on all road reserves as a mandatory requirement		
			Allow access into the forested areas by residents of the city for recreational purposes and create a sense of	Immediate-Long Term	• CGUG • KFS

SECTOR	OBJECTIVE	POLICIES	ACTIONS	PRIORITY	ACTOR
			ownership in order to enhance conservation		• NMoE
			Work hand in hand with Kenya Forest Services officials for sustainable management of all forests within the municipal boundary.	Immediate-Long Term	
			Buffer the forests with compatible land uses – implement development control schedule	Immediate-Long Term	• CGUG • KFS
Wetland Ecosystems	*To conserve all wetland areas falling within the municipality so as to ensure that their ecosystem services are maintained*	• Control encroachment, draining and over exploitation of wetland resources • Prevent pollution from sewerage, solid wastes and runoff water from the municipal area	Map all the wetlands and have the data put in a GIS database for monitoring and buffer them with an appropriate land use like recreational parks	Immediate	• CGUG • SoK • NLC • KFS • KWS • NEMA • CFAs/Conservation Associations • Local Community • Private Consultant(s)
			Have an adequate solid waste management system for the entire municipality so as to reduce chances of wastes being disposed/washed into wetland areas	Medium Term-Long Term	• CGUG • ELDOWAS • Donors/Foreign Suport
			Provide adequate sewer handling infrastructure to prevent cases of raw sewer getting into the wetlands;	Medium Term-Long Term	

7.4.2 LAND & HUMAN SETTLEMENTS

7.4.2.1 Overall strategy

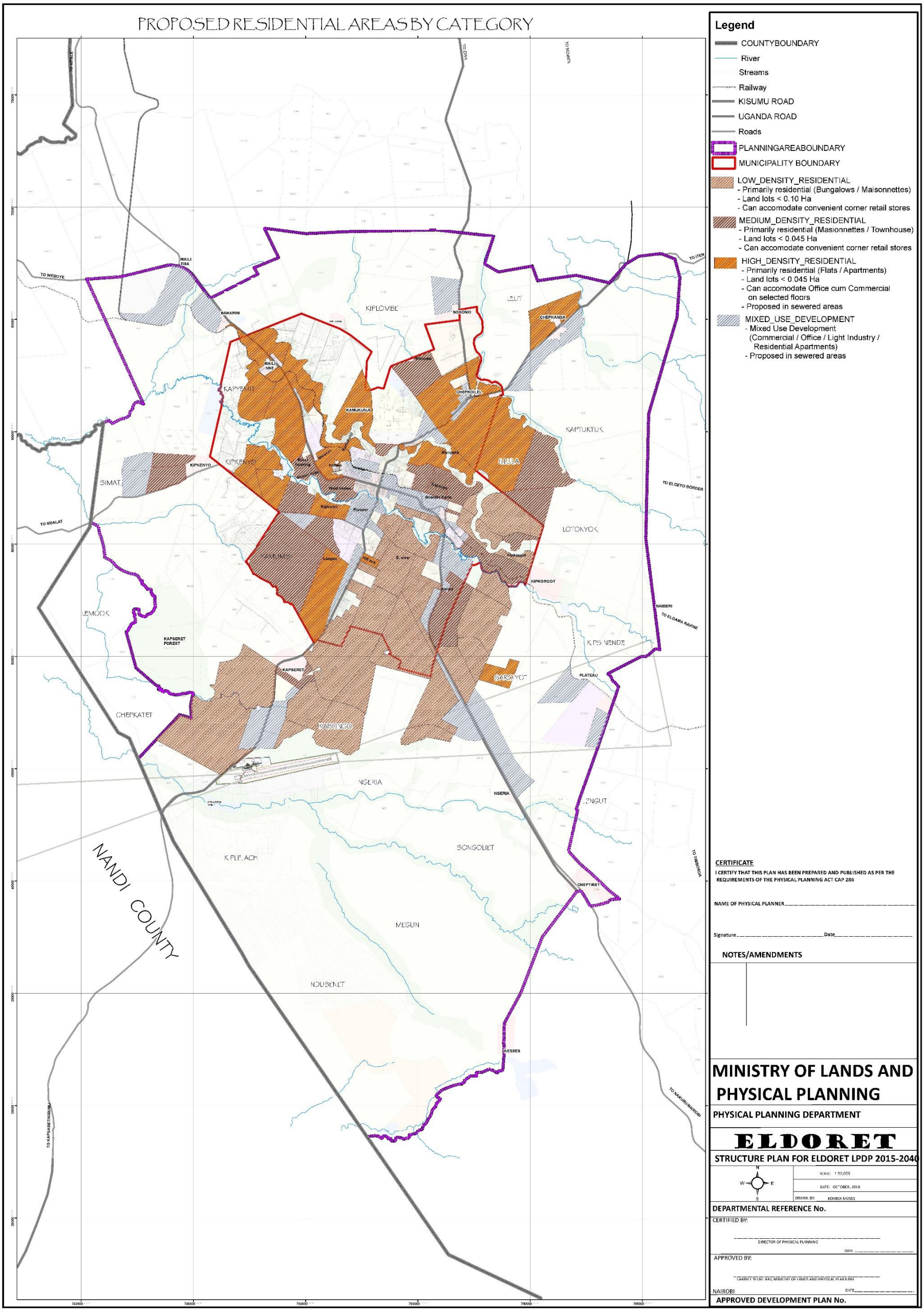
The overall strategy under this section is underpinned on optimization of Land utilization and Management for the Town of Eldoret

Table 28: Plan Formulation Outputs for Land and Human Settlements

SECTOR	OBJECTIVE(s)	POLICIES	ACTIONS	PRIORITY	ACTOR
Land	• *To identify and expand a defined urban boundary for the city* • *To propose an optimal model for land utilization in the city municipality* • *To formulate a new development zone guide for the city of Eldoret.*	• Formulate urban renewal/redevelopment tools to guide future growth of the Eldoret CBD • Enhance formulation of development control guidelines for the rich agricultural hinterlands of Eldoret Municipality • Develop a land optimization strategy for the City Municipality • Encourage development of a land information management system for the City Municipality • Promote growth of secondary urban centres to reduce pressure on the CBD • Promote land tenure regularization mechanisms in the Municipalit	Prepare local development plans for the growth of targeted secondary urban centres	Immediate-Medium Term	• CGUG • NLC • SoK • Private Consultants • Local Community
			Undertake consultancies for the preparation of a detailed valuation roll for the City Municipality	Immediate-Medium Term	
			Regularize land tenure for squatters in settlements occupying government land e..g. Langas , maili nne etc	Immediate-Medium Term	• CGUG • MoLPP • NLC • The World Bank Group • Private Planning Consultants • Local Community
			Demarcate and map out all public land within the Municipality	Immediate-Medium Term	• CGUG • NLC • SoK • Private Planning/Surveying Consultants
			Revoke titles for irregularly allocated public land to private entities	Immediate-Medium Term	
			Prepare redevelopment plans for prime sites within the CBD occupied by the old Municipal and Railways Housing Estates	Immediate-Medium Term	• CGUG • Kenya Railways • NHC • KPC • Private Consultants
			Prepare renewal strategies for the CBD and specifically targeting plots fronting the Uganda Highway	Medium Term-Long Term	• CGUG • KeNHA • Land Owners • Private Consultants • The World Bank Group
			Implement the National Land Policy at the local level for optimal use of available resources including enhanced supply of serviced land for sustainable development of the City.	Immediate	• CGUG • MoAg. • Local Community

SECTOR	OBJECTIVE(s)	POLICIES	ACTIONS	PRIORITY	ACTOR
Housing & Human Settlements	• *To rezone strategic residential neighborhoods to allow compact development and densification of the neighborhoods* • *To identify suitable alternative areas to invest in densified housing option* • *To Initiate dialogue and participatory planning methods among all the stakeholders in the housing sector* • *To encourage development of quality social housing for low income earners.* • *To Zone and take stock of all informal residential and commercial areas in the city* • *To encourage adoption of integrated neighborhood approaches in the planning of growth centres such as Kesses, Cheplaskei, Ngeria, Naiberi, Maile Nne, Chepkanga/Marura, Sogomo-Mti Moja* • *To perform area specific density analysis within the planning area*	• Enhance the capacity of physical infrastructure and extend coverage to create more serviced land for urban development (appropriate road hierarchy, water, sewer, drainage, electricity, and telecommunications) • Encourage adoption of reforms relating to municipal laws, building by-laws, simplification of legal and procedural frameworks in various areas within the municipality for housing development. • Institutionalize a culture of compliance to planning by safeguarding land set aside for various urban land uses including land for future housing demands • Promote compact residential development with adequate community facilities and services on a neighborhood concept to optimize on land use • Promote improvement and introduction of iconic civic developments, entertainment venues, and recreation public spaces within residential neighborhoods as a way of enhancing the social fabric • Explore public private partnerships in the development of housing for the City residents • Promoting affordable housing units throughout the town through new constructions that utilize innovative building materials, technologies and services • Devise macro-economic policies for enabling accelerated flow of resources to the housing and infrastructure sector. • Regulate urban development outside the municipal boundaries and ensure optimal utilization of land having essential urban amenities • Promote resource efficient urban residential development to reduce greenhouse gas emissions • Explore incorporation of cultural norms and standards in housing provision • Explore public private partnerships in the development of housing for the City residents • Initiate urban renewal/redevelopment housing programmes in Eldoret City • Devise macro-economic policies for enabling accelerated flow of resources to the housing and infrastructure sector. • Encouragement of well guided Foreign Direct Investment in the urban housing and infrastructure sectors. • Encourage formation of urban housing cooperatives within the city • Encourage adoption of reforms relating to municipal laws, building by-laws, simplification of legal and procedural frameworks in various areas within the municipality	Undertake a land availability analysis in the Municipality to identify suitable and alternative areas for comprehensive housing development schemes.	Immediate	• CGUG • NLC • SoK • Kenya Railways • NHC • Local Community
			Re-zoning parts of West Hindis, Kapsoya, Langas, Pioneer, Elgon View, Kiplombe, Sikunanga among other suitable neighborhoods to accommodate high density residential and encourage maximization of land use.	Medium Term-Long Term	
			Initiate and formulate public private partnership agreements for application in comprehensive housing development schemes	Medium Term-Long Term	• CGUG • Real Estate Developers • Local land owners
			There is need for an Integrated Neighbourhood Planning Approach where strategic services are provided within reach of residents e.g. shops/commercial areas, public offices, schools etc. in areas such as Kidiwa, Kipkorgot, Annex, Kimumu, Sogomo, Chepkanga kapseret among other suitable urban Markets within the Planning area.	Medium Term-Long Term	• CGUG • Local Residents
			Prepare self-sustaining local development plans for Urban Centres within the municipality		• CGUG • Private Planning Consultants • Local Residents • Donors/Partners

Map 51: Shows the proposed residential areas by category



7.4.3 ECONOMY & LIVELIHOOD DEVELOPMENT OF THE PEOPLE OF ELDORET MUNICIPALITY

The current economic performance does not meet the needs of the rapidly rising population at different levels of employment. It therefore experiences unemployment manifested in the proliferation of informal economic activities operating at a very low level of economic output and inadequate industrial activities. However, the value chain process for all sectors of production and services illustrate the potential which the town can exploit to create a vibrant urban economy.

7.4.3.1 Overall strategy

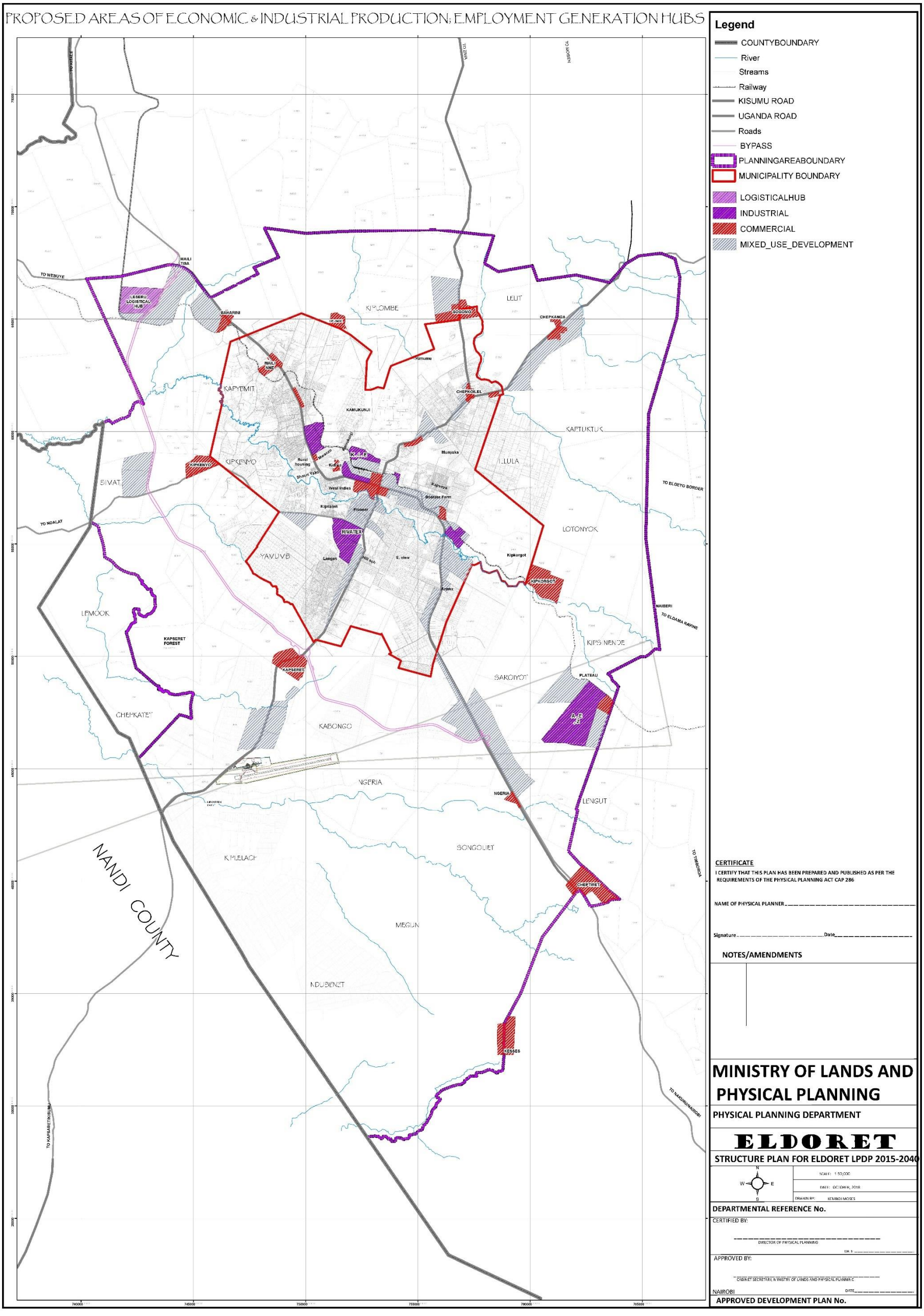
To promote economic vibrance and regional competitiveness of Eldoret municipality

Table 29:Plan Formulation Outputs for Economy and Livelihood

SECTOR	OBJECTIVE(s)	POLICIES	ACTIONS	PRIORITY	ACTOR
Economy & Livelihood Development	• *Promote a diversified vibrant sustainable urban economy to meet the growing demand of labour* • *To widen revenue generation pool for the City and increase collected revenues* • *To restore and operationalize functional competitiveness of the City*	• Streamlining the macroeconomic environment to be favourable to local economic investments and development (taxation, cost of investment finance, trade policy on inputs and outputs of industrial and agricultural activities) • Promote the strategic location of the town through lowering of costs of doing business targeting transport costs, energy availability and costs, land costs, and simplified processes relevant permits for business. • Dispersed decentralization of economic magnets/nodes (commercial activities, markets, industrial and bid service functions like University Education, Transport Termini, and Hospitals) • Promote optimal utilization of areas with significant investment of capital stock (CBD, Industrial, and areas of dispersed economic magnets, and Railway quarters) through densification • Utilize appropriate mix of policy instruments to restrict urban expansion into prime agricultural land (Legal, economic, incentives) • Restoration of appropriate soil PH levels to support enhanced production by liaising with relevant experts • Enhance the linkage between town and the agricultural production hinterlands for the supply of raw materials, labour and farm inputs from both crop farming and livestock rearing. • Safeguard and secure agricultural land to ensure sustained supplies of raw materials for industrial development in agro-processing creating a foundation for diversified industrialization.	Operationalize the rail system to maximize on the movement of goods and services	Long Term	• Kenya Railways • CGUG • Development Partners
			Restore the functionality of the currently non-operational industrial activities	Medium Term-Long Term	• CGUG • MoTD • Kenya Railways
			Widen Uganda road to reduce traffic snarl ups within the CBD which results to huge economic losses	Medium Term-Long Term	• KeNHA • CGUG
			Establish formal market areas within the town to eradicate informal traders from the streets as an approach to expand the revenue pool	Immediate-Medium Term	• CGUG • Development Partners • MoTD • Local Business Associations
			Operationalize the fertilizer plant at Ngeria to maximum utility	Immediate-Medium Term	• CGUG • Private Investor • Local Residents • Local Farmer's Associations
			Develop a comprehensive value chain economic investment infrastructure for all sectors to guide full utilization of opportunities in all sectors for urban economic development	Immediate	• CGUG • Development Partners • Private Consultants
			Develop a Municipal Urban Economic Investment Manual which has the procedures, investment opportunities, and locations of commercial and serviced land for investment	Immediate	
			Creation of GIS cadastral map to enable the preparation of a valuation roll for improved revenue collection. An up to date land information system from the base map is essential	Immediate	• CGUG • Development Partners • Private Consultants

SECTOR	OBJECTIVE(s)	POLICIES	ACTIONS	PRIORITY	ACTOR
		• Pursue the principle of Informal activity mix with residential, commercial and industrial area in properly planned spaces • Promote regeneration mechanisms for industrial investments and the redevelopment of prime economically competitive areas within the CBD • Promote agriculture and horticulture as a viable livelihood resource in rich agricultural hinterlands • Promote road infrastructural development to enhance efficiency in trading and production of goods and services • Promote use of the rail system as an alternative and efficient mode of transport to maximize on the economic gains • Enhance the locally branded tag as the home of champions to brand and advance the economic gains that can be realized from the implementation of the Plan	for creating a valuation roll for comprehensive revenue collection from rates and licenses.		
			Develop a comprehensive integrated municipal system of development control as an important infrastructure on which regulation and monitoring of development will be anchored	Immediate	• CGUG • Development Partners • Private Consultants
			Develop a municipal development regulation manual and creation of advertisement policy for the Town to guide various actors will lead to employment and enhanced revenue collection	Immediate	• CGUG • Development Partners • Private Consultants

Map 52: Shows proposed areas of economic & industrial production



7.4.4 TRANSPORTATION INFRASTRUCTURE

Transport network access strategy is vital to the growth and development of town in various ways. First it gives the urban form of the city from macro to micro space of various nieghbourhood to plot level. For Eldoret the structural macro structural form is the cross structure, to which the CBD grid is connected, and radial form that it creates at city scale. Presence of the railway creates another almost parallel structure to the road. Secondly it also facilitates functional linkages between spaces and functions both internally and externally. Thirdly it represents sunk capital investments of the national and county government which facilitates flow activities of vehicles, goods, labour and services.

7.4.4.1 Overall strategy

Have an interconnected transportation infrastructure network that complement and support national transportation principles such as safety/security, economic growth, improving productivity and competitive positioning of Eldoret Municipality, while still respecting the environment.

7.4.4.2 Rationale for the strategy

- The transportation infrastructural investments should benefit more than one mode of transport
- Should optimize on the use of existing infrastructure
- Should target key bottlenecks and areas of conflicting interests
- Should improve relative competitive position of Eldoret Municipality
- Should expand existing trade capacity and also capture new markets within the municipality
- Enhance intermodal connections and the mobility of people/goods

Table 30:Plan Formulation Outputs for Transport Infrastructure

SECTOR	OBJECTIVE(s)	POLICIES	ACTIONS	PRIORITY	ACTOR
Road Transport	• *To promote interconnected and efficient intermodal road transportation systems* • *To promote efficient mass public transport* • *To ensure efficient transport access by providing diversified adequate urban transport network and related activities*	• Develop an effective value chain urban transport delivery system incorporating all the actors to guide the provision of efficient sustainable urban transport • Develop a Municipal urban transport manual providing guidelines, standards, and range of modal choices, service standards, to various actors engaged in urban transport provision • Promote mass public transportation in the municipality through the use of light rail transport (LRT) and bus rapid transport (BRT) • Promote adequate transport network coverage and connectivity of various land uses for convenience and energy efficiency • Promote pedestrianization and mobility within the Municipality • Promote park and ride transportation system as a viable option for coordinated and efficient public transport system • Enhance interconnected transport networks through investment in capital transportation works like highways and by pass roads • Improvement of drainage infrastructural systems on all roads within the municipality	Optimizing the riparian reserve for River Sosiani as a nature trail/running track that will be connected to the expansive 'marura' swamp through the golf city, then the airport and finally through Moi University and back to the CBD through the various pedestrian walkways proposed along the roads	Immediate-Medium Term	• CGUG • KeNHA • KeRRA • KURA • NEMA • Tertiary Institutions • Local Land Owners • Local residents
			Prohibition of on-street parking along Uganda Road to allow space for service lanes	Medium Term-Long Term	• CGUG • KeNHA
			Dualing of Uganda Road; Kisumu Road	Medium Term-Long Term	
			Allowing mono direction flow only of traffic along Kenyatta Street and eliminating on street parking to allow mobility and pedestrianization of the street	Immediate	• CGUG • KURA
			Eliminate roundabouts on various roads within the CBD to allow seamless flow of traffic and as a	Immediate	• CGUG • KURA

SECTOR	OBJECTIVE(s)	POLICIES	ACTIONS	PRIORITY	ACTOR
		• Promotion of investments geared towards improvement of parking areas as a way of mitigating excess traffic congestions on the roads • Promotion of Public Private Partnerships in the investment of mass transport systems • Encourage renewal and redevelopment of the CBD to allow increase of the FAR along the highway to make a case for easements for road widening in times of lease renewals or other development control applications. • Reorganization of the traffic flow in the CBD to remove congestion due to the grid and radial nature of the micro and macro urban form • Encourage establishment of terminal facilities outside the CBD to enhance efficient vehicular flow • Encourage road connections to various urban centres to open up the municipality to alternative service centres and market areas	replacement, introduce pedestrian box crossings with strategic traffic lights		
			Eliminate unnecessary cross junctions accessing Uganda road at various road intersections	Immediate	• CGUG • KeNHA
			Propose alternative options for moving the terminal facilities from the CBD	Immediate-Medium Term	• CGUG
			Introduce Basement parking for all new structures within the CBD	Immediate	• CGUG
			Redirecting heavy commercial vehicles from CBD through the by-pass	Immediate-Medium Term	• CGUG • Kenya Police • KeNHA
			Open up more roads and adequately Murram or tarmac them; have dual carriage highway (roads); to have good roads networks especially near public purpose uses such as hospitals and schools where dropping and pick up is difficult.	Medium Term-Long Term	• CGUG • KURA
			Establishment for Park and Ride terminal points and stations at various points on major selected routes serving important roles within the Municipality	Medium Term-Long Term	• CGUG • Development Partners • KeNHA • KAA • Kenya Railways
			Construction of the bridges at river sosiani linking Nandi park and the one linking to pioneer estate through the proposed missing link		
Air Transport	• *To have reliable and efficient air transport* • *To connect the airport to the CBD through efficient mass transport system*	• Promote mass transport systems from the airport to the CBD and other areas such as the Moi University • Encourage frequent local flights to Eldoret as a measure to boost tourism • Encourage expansion of the airport	Operationalize a Bus Rapid Transport (BRT) or a Light Rail Transport (LRT) model from the airport to the CBD	Medium Term-Long Term	
Rail Transport	*To have an operational and efficient rail system that is connected to the National Rail System, the Eldoret CBD and other land uses within the Municipality*	• Regeneration and redevelopment of the warehouses around railway line and densification of these warehouses for more efficiency and optimal utilization • Promote use of light rail system within the municipality and adjoining areas • Encourage compact development through construction of highrise buildings on railway land to optimize on the locational advantage they pose	Reorganization of the land use activities around the railway station in the CBD as an action area intervention	Immediate-Medium Term	• CGUG • Development Partners • KeNHA • KAA • Kenya Railways
			Construction of modern housing along the rail line off Oloo street around the industrial area	Medium Term-Long Term	
			Extend a light rail network from the airport to the CBD	Long Term	

7.4.5 TRANSPORTATION STRATEGY AND TRAFFIC FLOW MANAGEMENT

This strategy is informed by the broad policies advanced by this LPDP report where the proposals are viewed from a macro perspective in terms of transportation management and then culminates to a traffic flow management strategy that can be enhanced within the CBD of the town and in line with other proposals that have been made for the Plan. The proposals have been made as follows:

a) Proposal to expand and dual various roads to enhance traffic flow and other road infrastructure including pedestrian walkways; plus, the linking of various major land uses
b) Proposal to integrate BRT and LRT routes to promote mass transportation options for the City residents;
c) Proposal to bypass traffic within the immediate outer peripheries of the City through circumferential routes; and finally
d) A proposal to manage internal traffic flow within the CBD of Eldoret

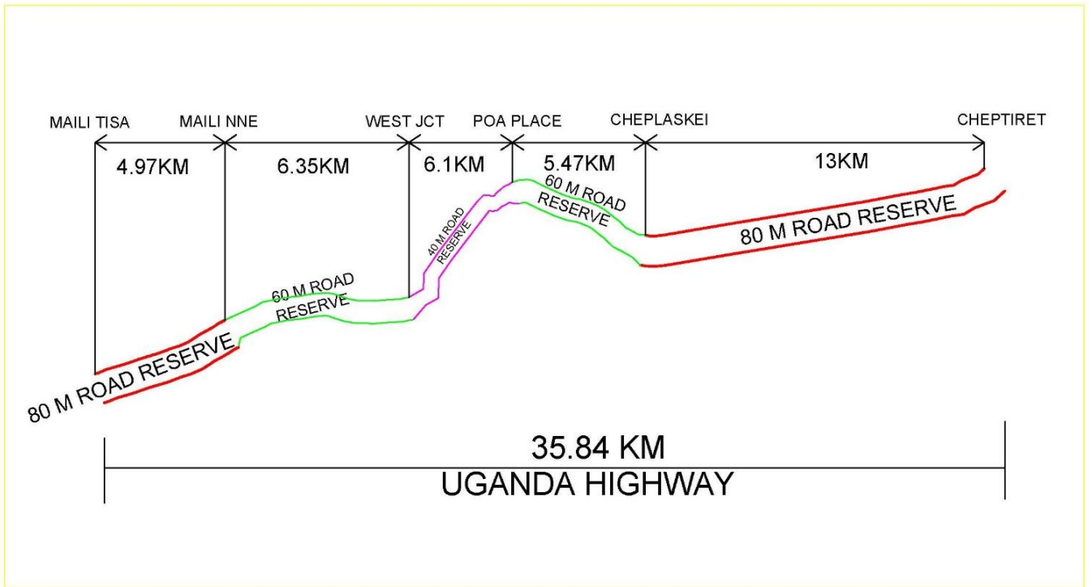
This is elaborated below:

7.4.5.1 Dualling and expansion of selected road infrastructure and linking of major land uses in the City

The Plan has identified various roads as very crucial for dualling and expansion to realize the outputs and outcomes as anticipated in the overall development framework of the Plan. These roads are:

7.4.5.1.1 Expansion and Dualling of Uganda Road from Cheptiret to Maili Tisa – proposed reserve of 60-80 meters

One of the major roads that contribute to the traffic congestion within Eldoret town is the Nairobi-Malaba-Uganda Highway as it passes through the central business district of Eldoret. Due to the heavy encroachment of buildings (public and private), expansion of this A104 road is very expensive and will be the last resort after all alternatives have been exhausted. This is considering the complexity involved in land acquisition procedures and for this reason, the Plan proposes that the road be limited to a corridor reserve of about 30-40 meters through the section where it crosses the CBD from around 'Poa place' to around the Paul's bakery as shown in the map below.



This proposal is very crucial to the realization of the implementation of the Plan as it ensures that the mass transportation options proposed in the Plan including the BRT and the LRT systems are integrated in the road design.

7.4.5.1.2 Expansion and Dualling of Kisumu road from Eldoret airport to Chepkoilel – proposed reserve of 40-60 meters

The Government of Kenya through Kenya National Highways Authority (KeNHA) identified the dualling of Eldoret International Airport-Eldoret town-University of Eldoret Road as one of the vision 2030 flagship project with an objective of decongesting traffic within Eldoret town. The two roads proposed for dualling (C51 & C39) are the main roads feeding the town with traffic from Iten and Kisumu respectively.

The proposed dual road has a length of 31.6 Km with a minimum of 40m road reserve. The road starts at the Kapseret Dam bridge, about 500m South West from the Eldoret International Airport, then crosses through Eldoret town following the existing C39 (Eldoret – Kisumu Rd), then proceeds to follow the existing C51/C48 (Kitale – Cherangani Rd) corridor from Eldoret town to the Eldoret University Campus. According to KeNHA's last progress report, the preliminary estimates indicate that the cost of expansion is about Kshs7.6Billion. This was a cost estimate before consideration of the proposed mass transportation options and related infrastructure also proposed for integration along the road reserve.

7.4.5.1.3 Proposed Viaduct Expressway at the CBD

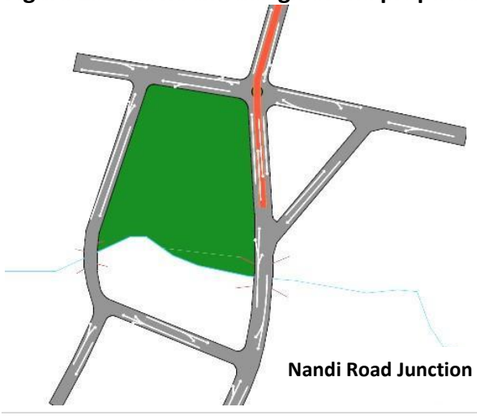
The design recommends an elevated road /Viaduct Expressway above the existing carriageway consisting of a dual carriageway of about 16m. This carriageway will run from Sosiani River Bridge through Oginga Odinga Street to the junction of A104/C39 (Junction at Uganda Road) and terminate near Kipchoge Keino stadium just after the railway line; a distance of approximately 1.15km.

This proposal has a provision for a simplified diamond junction at C39/Nandi road. This junction will only be accessible by motorists who are making a left turn joining either C39 from Nandi road or vice versa. A traverse from C39 towards Sosiani bridge will be closed but can be accessed through the viaduct expressway. Additionally, at A104/C48 intersection a diamond junction will be introduced allowing only traverses and no left or right turns allowed. These turns can be accessed through the acceleration or deceleration lanes introduced at the junction or through other road connecting sections within town.

A diamond junction will also be introduced at the junction of C48/Elgeyo road. This junction will also include a roundabout that will allow the facilitation of motorist to turn right. Moreover, the junction will also include acceleration or deceleration lanes to allow easy maneuverability at the junction. This will be the case also for the junction at C39/Nandi road.

After the Railway line and near Kipchoge Keino Stadium an interchange will be introduced as this will be the start of the Viaduct Expressway, thus the need to permit traffic on at least one highway to pass through the junction and onto the elevated road without interruption from the other traffic stream passing under the viaduct and vice versa. The viaduct Expressway will terminate at Sosiani bridge and merge with the existing carriageway towards Eldoret Airport as shown below:

Figure 23: Shows the design of the proposed diamond junctions and the proposed viaduct below

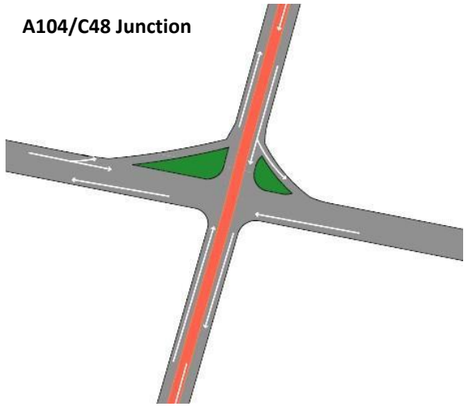


Nandi Road Junction

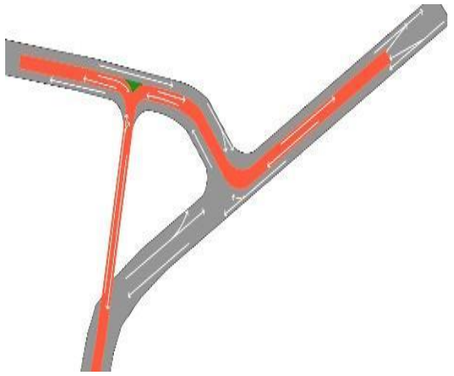


Elgeyo Road Junction

A104/C48 Junction



Proposed Interchange



Proposed Viaduct

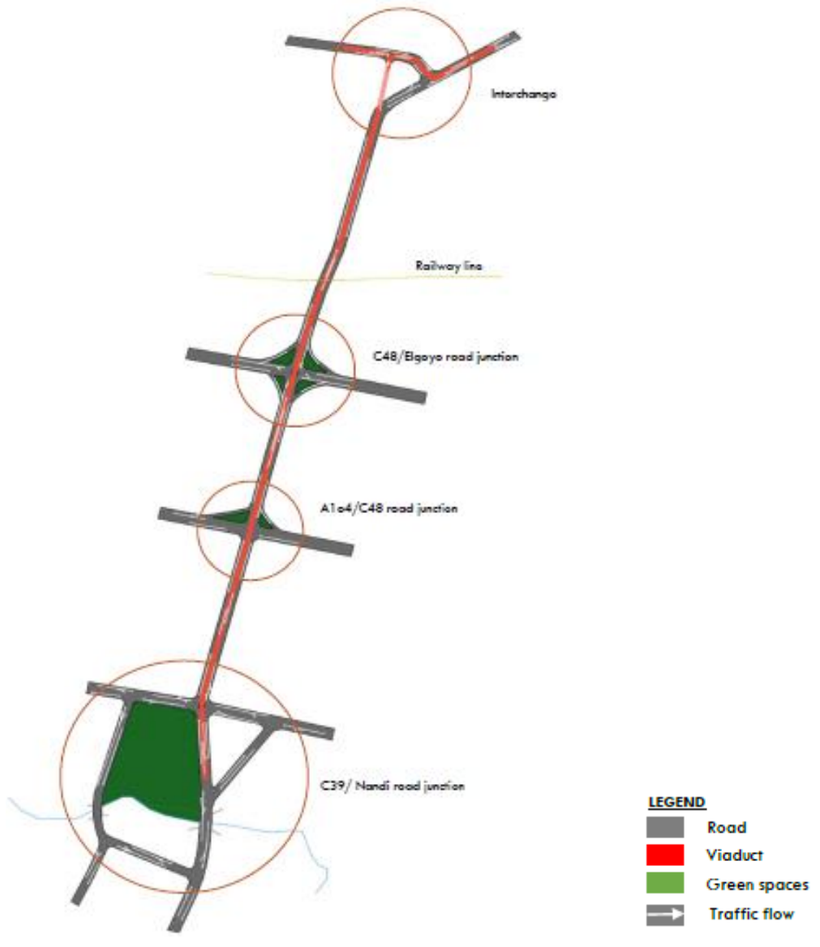


Figure 24: Artistic impressions of the various sections along the viaduct expressway

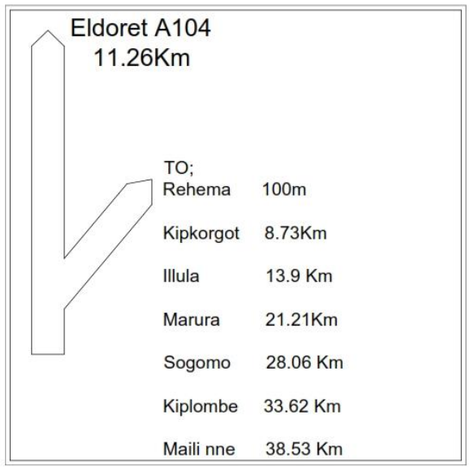






7.4.5.2 The proposed Southern Bypass from Cheplaskei to Leseru junction and the proposed Northern-Eastern Bypass

The current southern bypass under construction by KeNHA caters for traffic leading to Kapsabet, Kitale and Bungoma directions. There is need to have a bypass that will redirect traffic whose destination is Iten, Kaptagat and Ziwa direction without necessarily going through the City as a direct contribution to reduced traffic congestion along the main Uganda Highway as well as improving accessibility to areas it will pass through. The plan has named this bypass North-Eastern Bypass. The proposed bypass originates at Rehema (Junction with A104 Uganda road) and it runs in a North Easterly direction connecting major towns along the way including Rehema, Kipkorgot, Illula, Marura, Sogomo, Kiplombe and finally terminates at Maili Nne (Junction with A104 road). It is estimated to cover about 38.73kms and the distances from one Urban Centre to the other is as shown below:

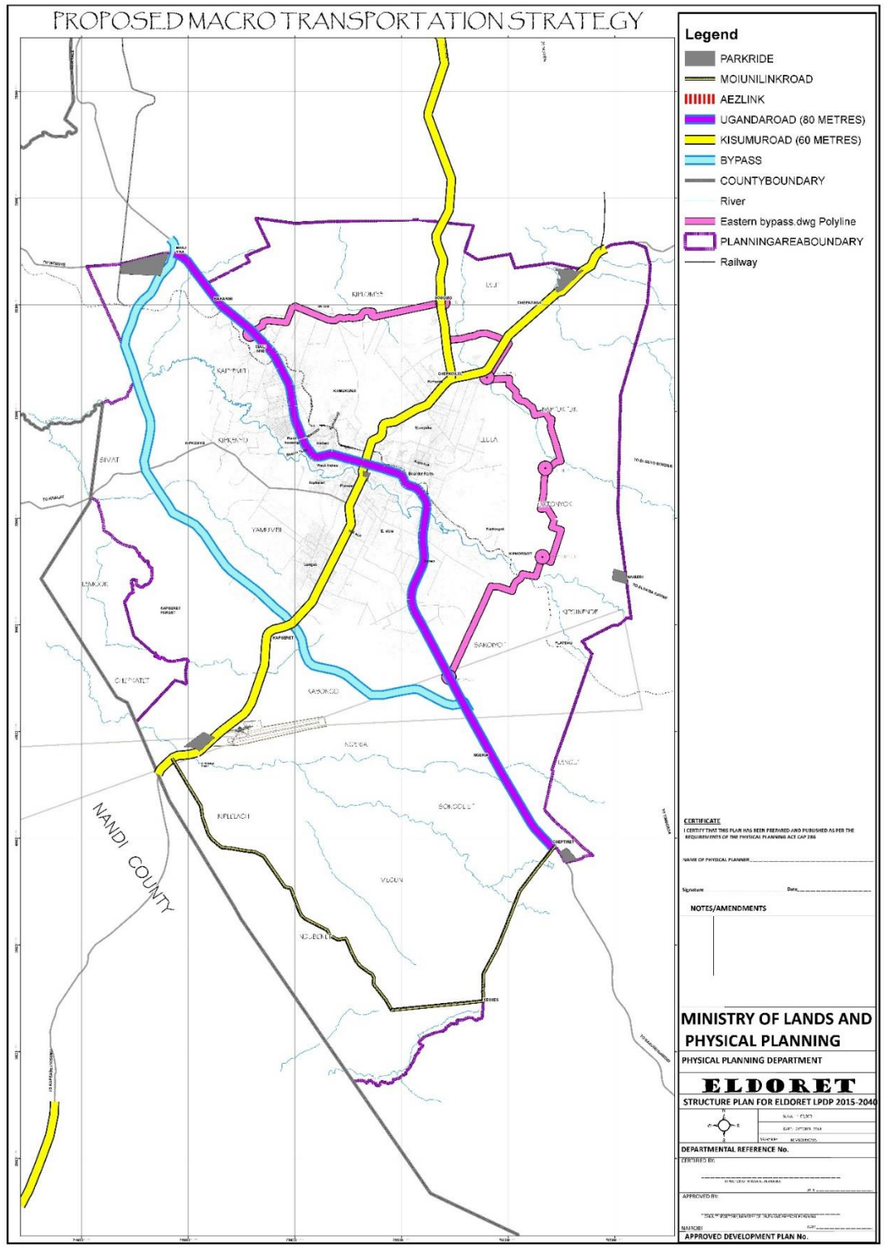


As a way of mitigating the expensive costs associated with land acquisition on similar infrastructural projects, the bypass has been proposed along existing road network alignment which is currently graveled with a corridor reserve of about 15m in width. In anticipation of high traffic normally associated with bypasses, a reserve of about 40m in width has been proposed along the entire length of the bypass corridor. This will enable integration of other traffic related amenities on the road while also allowing room for future expansion.

Additionally, the Plan has identified and proposed areas where park and ride facilities or terminals will be situated in a way to integrate the various modes of transport including the mass transportation

options envisioned in the Plan. Cumulatively, all the roads discussed above serve to ensure seamless flow of traffic and enhanced mobility within the Municipality and are represented in the maps below:

Map 53: Dual Carriage and Link Roads (should be edited to represent discussion above including the proposed northern eastern bypass)



The implementation of these interventions as proposed in the Plan should be initiated in the immediate future through securing of the proposed corridor(s) reserve where they fall short to ensure that they are developed with the necessary amenities as proposed in the Plan including integration with the proposed BRT and LRT routes discussed below.

7.4.5.3 Integration of BRT and LRT routes on selected roads in the City Municipality

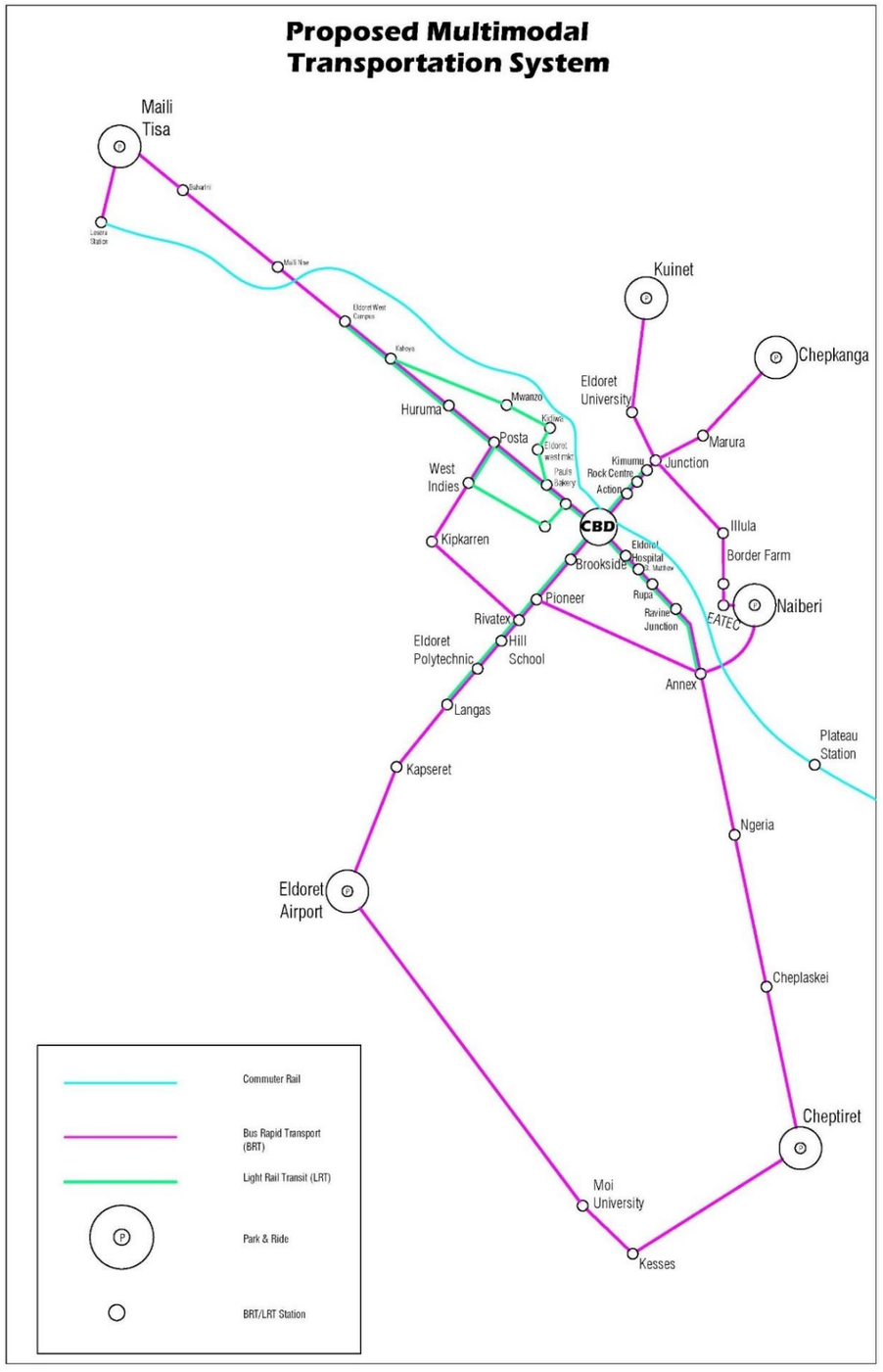
As a way of improving mobility in the City and promoting mass transportation options, the Plan has proposed the adoption and implementation of a proposed multi-modal transportation system. The multi-modal transportation system integrates routes for BRT and LRT systems on the road reserves to connect areas that are anticipated and currently harboring huge population catchments.

For these routes to be functional, they are dependent on various items including:

a) The securing of land to be developed with the proposed park and ride transportation amenities;
b) The expansion and dualling of the roads identified above since the routes will primarily be integrated onto these road systems;
c) The construction of the drop off and boarding stations along the routes integrated on the roads as proposed in the multimodal transportation plan;
d) The construction of the multi-storey terminal station within the designated and proposed site in the CBD of Eldoret as the Central terminal point aimed at eradicating the spread terminal stations within the town. The multi-storey terminal station is envisioned in such a way that public service vehicles serving various routes in the City Municipality will be hosted in each floor and their exit served by the proposed viaduct to minimize traffic related conflicts;
e) Operationalization of the commuter rail as a functional transportation option to connect the various enclaves of employment hotspots including the AEZ at plateau station; the Eldoret City CBD; and the Logistical Hub at Leseru station; and finally, the
f) Formation of investment pacts through engagement of Public Private Partnerships in the acquisition of vehicles for use in the BRT and LRT systems

The implementation of the items above will result to an actual and effective mass transportation model that will work and serve the City Municipality residents sustainably until 2040 and maybe beyond. The multi modal transportation model is envisioned as follows:

Map 54: Multi Modal Transport System

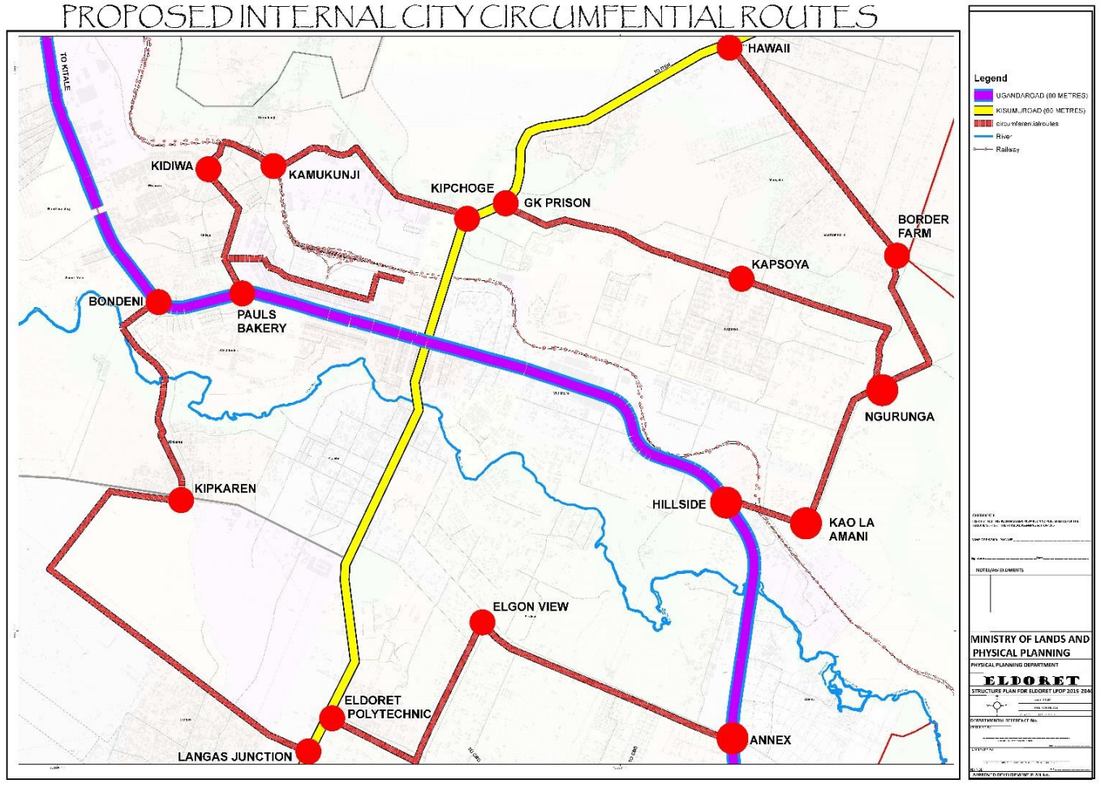


The multimodal transportation model will be very effective in transporting most of the City residents en masse through reliable dedicated routes and timelines. However, for effective circulation and traffic management within the outer peripheries of the CBD in the immediate future, the Plan has proposed circumferential routes that are to be implemented as actual routes to bypass traffic from the CBD enroute Nairobi or Malaba from Kisumu road; and/or to Kisumu or Nairobi from Iten. These roads where the routes are proposed already exist and just require certain level of improvement or policy direction as a traffic flow management tool to be fully operationalized. They are discussed in detail below:

7.4.5.4 Proposed circumferential routes

These routes are proposed on the immediate outer peripheries of the CBD of Eldoret in either direction and they are meant for early distribution and redirection of traffic for the vehicles on transit and with no interest in the CBD as measure to ease traffic snarl up along Kisumu road and Uganda road. The routes have been proposed as follows:

Map 55: Shows proposed Circumferential Routes



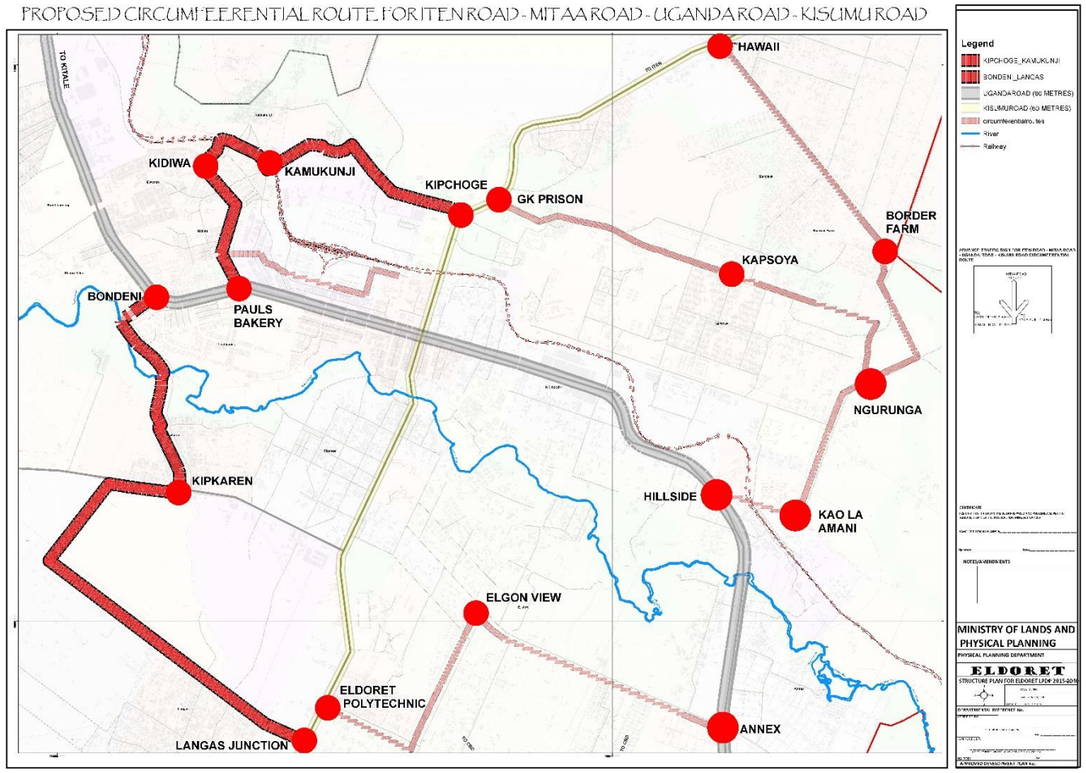
The circumferential routes cover a total length of 28.88Kms and follow existing road alignments within the municipality where interventions such as widening or tarmacking will be proposed to ensure a comprehensive traffic flow management. From the analysis, it has been established that local measures including acceleration and deceleration lanes, introduction of traffic lights, early advanced signs of alternative access to various city destinations may not be viable considering the City is already heavily built up. In this regard, the circumferential routes to bypass traffic should be highly advanced as real and possible traffic management routes. This is as presented in the discussion below:

7.4.5.4.1 Kipchoge Keino Stadium – ELDOWAS – Kamukunji – Mitaa Road – Uganda Road – West Indies – Kisumu road

This circumferential route is intended to bypass traffic from Iten to either Malaba or Kisumu and/or the vice versa without necessarily passing through the CBD. From the Iten side, the bypass is proposed to orginate at Kipchoge Keino stadium through ELDOWAS and Kamukunji settlement and terminates at Mitaa road junction with Uganda Road for vehicles on transit to Uganda, Malaba, or other areas in Eldoret Municipality further up along Uganda road. This section of the bypass route is 4.3Kms and may significantly reduce the travel time by an hour to cover the same distance while passing through the CBD.

The other section of the bypass terminating at Kisumu road originates from Shauri Yako Junction along Uganda road through West Indies and finally onto Rivatex road before terminating at Kisumu road. This section of the road is about 6.5Kms and together with the upper section of the road circuit terminating at Kipchoge Keino stadium form a complete circumferential circuit that would potentially bypass a lot of traffic to either of the destinations discussed above.

This complete circuit can be termed as the Eldoret Western circuit with a total length of 10.73 Km. The road circuit is proposed to have a corridor reserve of about 30m throughout its entire length. The circuit is shown below:

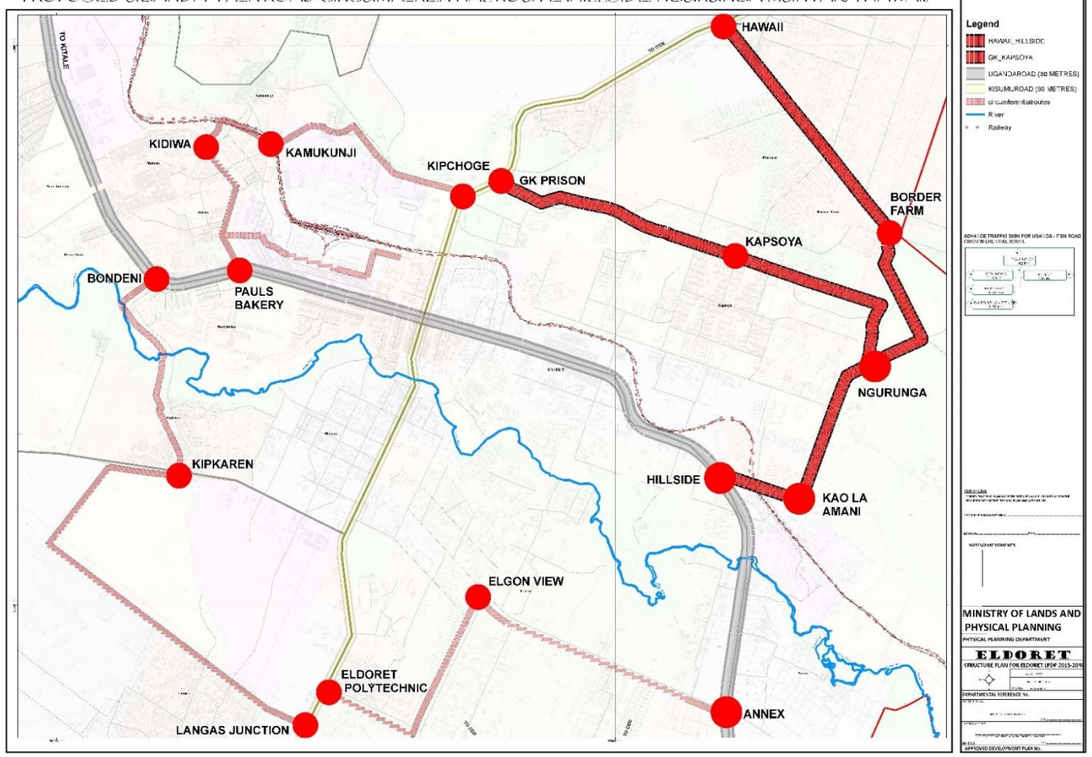


7.4.5.4.2 GK prisons – Kapsoya – Ngurunga – Kao la Amani and Iten road /Hawai - Ngurunga

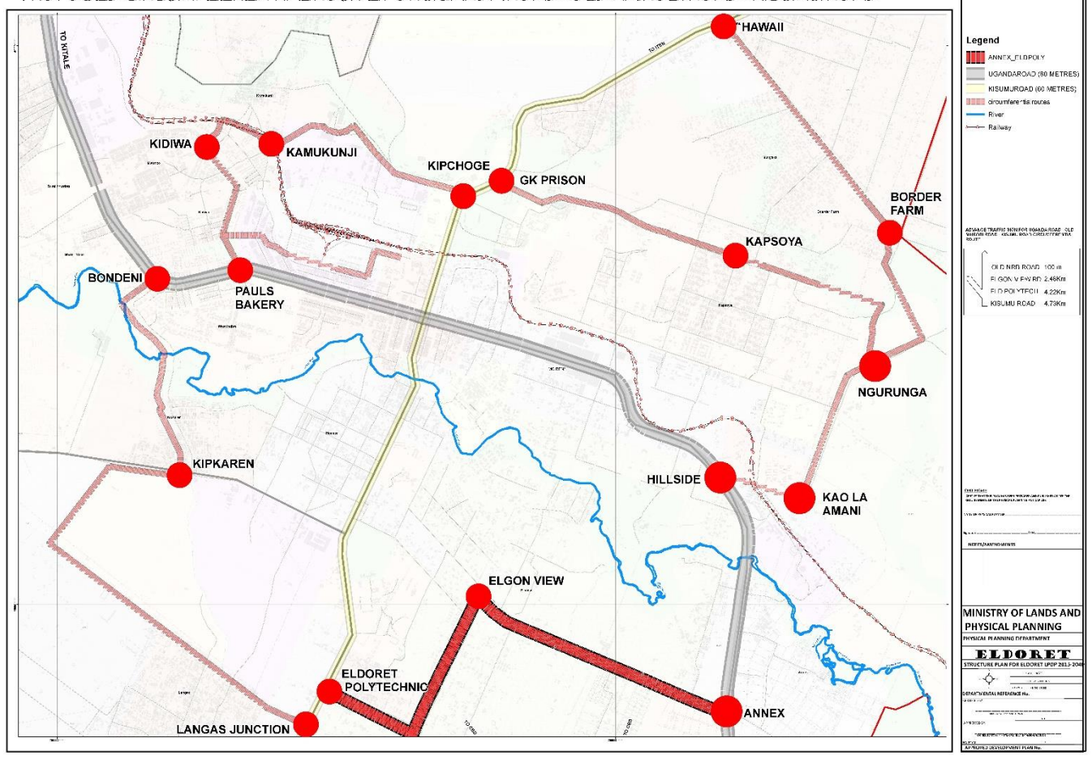
This circuit is proposed to bypass traffic off the CBD to connect to either Iten road or A104 Uganda road originating from Kipchoge Keino stadium through the GK Prisons, Kapsoya upto Ngurunga junction a distance of about 4.3Km. At Ngurunga junction, vehicles can either make a left turn towards Iten road or a right turn towards the A104 Uganda road, distances of about 4.25Kms and 1.9Kms respectively. A larger section of the road circuit is bitumen except a 4.32Km span between G K Prisons and Ngurunga estate.

The most immediate intervention along this circuit includes upgrading the entire road to bitumen and acquiring land to ensure that the entire length of the corridor reserve is about 30m in width. The route map is shown in the map below:

PROPOSED UGANDA-ITEN ROAD CIRCUMFERENTIAL ROUTE (HILLSIDE-NGURUNGA-MUNYAKA-HAWAII)



PROPOSED CIRCUMFEERENTIAL ROUTE FOR UGANDA ROAD - OLD NAIROBI ROAD - KISUMU ROAD



7.4.5.4.3 Old Nairobi Road – Elgon View Drive – Eldoret Polytechnic – Kisumu Road

This is a 4.76 Km circuit proposed to bypass traffic from the A104 Uganda road at the junction with the Old Nairobi road through Elgon view estate and terminating at Kisumu road junction just before the Eldoret Polytechnic or vice versa.

The road is currently tarmacked and in a good condition; developed with the necessary infrastructural amenities on a corridor reserve of 30m in width. It is a good model how the other circumferential circuits could be developed. The route map is indicated in the map below:

7.4.5.4.4 Construction of Motorized Access Bridges

West indies & Kipkaren bridges

The proposed circumferential route through Mitaa road; West Indies to Kisumu road crosses the Sosiani river to the south of Bondeni settlement before passing through Kipkaren settlement. The other bridge is to connect the Pioneer estate side from Mahatma Gandhi road. At the point where the road crosses the river, this Plan proposes that bridges of a length of 40 meters and 50 meters respectively be constructed to improve the movement of goods and services at that point. This is in anticipation of the high traffic that will be expected to be plying along the route to either destination as was highlighted above.

Muliro bridge

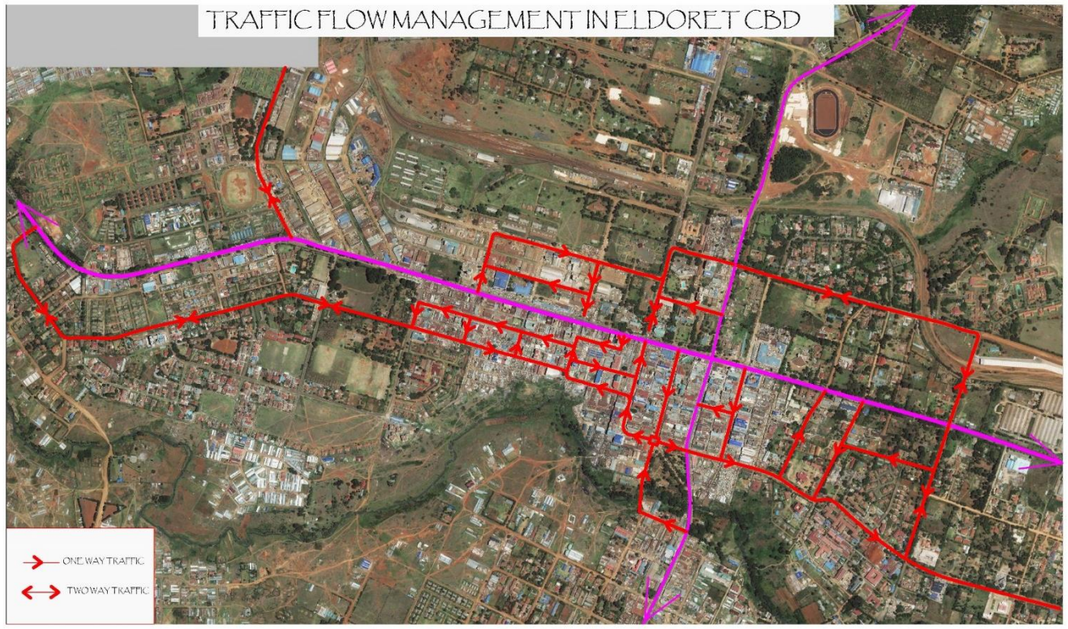
The Plan has proposed the densification and renewal of Pioneer estate and the entire area as a whole. In light of this, the Plan foresees the development of this area as an area that will offload most of the activities that happen within the CBD of Eldoret by offering other primary services like administration

and office use together with residential purposes. For this reason, the Plan has proposed the construction of a **300 meters landmark bridge** connecting the area with the rest of the town from Muliro road. The bridge is intended to not only enable movement of both goods and services but also for attraction and branding of the City as a landmark infrastructural project. It is the view of this Plan proposal that the County Government to organize an institutional competition for a model design that would befit the landmark bridge proposed in the Plan from local university institutions running architectural and engineering curriculums.

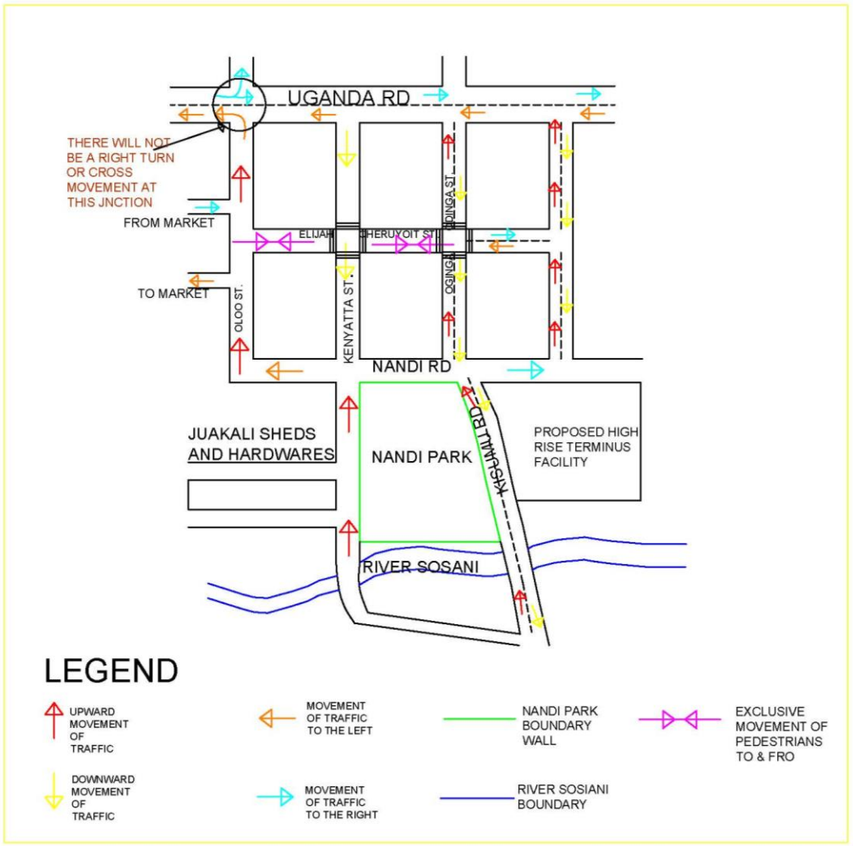
7.4.5.5 Internal CBD Traffic Management Model

As a way of integrating the circumferential routes to an inner-city traffic management model, the Plan has advanced a model which once implemented will result to a seamless flow of traffic within the CBD in the immediate future. The model has been proposed as follows:

Map 56: Shows proposed Traffic flow management model within the CBD



The traffic flow management has been modelled in such a way that the movement within the CBD will be directed to flow in the direction of the arrows. It is proposed that some streets like Elijah Cheruiyot street be fully pedestrianized and others like Kenyatta street and Oloo street be converted to a one-direction flow of traffic to also allow room for the anticipated pedestrianization of the street to make it more aesthetically appealing and economically vibrant. This is as shown below.



The strategy also aims at eliminating and terminating some of the problematic junctions along Uganda road as an intervention to mitigate on the chaotic traffic environment they pose on the junctions. Some of the junctions proposed for termination include the cross junction created be Oloo street and Uganda road. Alternative access to that upper side of the town will be guaranteed through Iten road whose widening has been proposed in this LPDP as discussed above or the allowed left turn only from Uganda road heading to Nairobi. Other interventions made to ensure that traffic flows in a smooth manner within the CBD are as indicated in the flow direction of the arrows.

7.4.6 SOCIAL INFRASTRUCTURE

Provision of social infrastructure facilities including health and education facilities is a pre-requisite to the development process. The quality of the population greatly determines the overall productivity of an economy. The quality depends on various factors including the availability and accessibility of the education and health facilities and services.

7.4.6.1 Overall strategy

- **T**he overall strategy for the education sub-sector is to enhance access to educational facilities and services to improve the literacy levels; promote social inclusion and enhance knowledge-based skills.
- **T**he overall strategy for the health sub-sector is to provide improved access to quality health care through developed health infrastructure and improved services.

Table 31:Plan Formulation Outputs for Social Infrastructure

SECTOR	OBJECTIVE(s)	POLICIES	ACTIONS	PRIORITY	ACTOR
Education	• *To reduce the travelling distance between the educational institutions* • *To increase the number of educational facilities especially the low-level learning institutions*	• All stakeholders in the education sector to develop an effective and efficient municipal education delivery infrastructure system with appropriate monitoring indicators • Promote deliberately fair distribution of the education facilities particularly public education facilities to enhance accessibility in line with population needs • Develop municipal education policy standards manual containing all type of schools, space requirements, essential support infrastructure, equipment, distances from each other, and security of the learners • Incorporate the private schools into the regular public schools sporting calendar to enable nurturing of the talents of those in private schools • Improving the conditions of educational centers in the town especially the ECD centers. • Providing other complementary land uses such as residential, commerce, recreation and entertainment facilities close to tertiary institutions • Safeguard land and provide land for education facilities well distributed in the planning area according to population density • Enhancing capacity of all the educational institutions in terms of required personnel to address the existing gaps • Require mandatory land surrender for public utilities arising from development control applications especially land subdivisions	Formulate educational delivery systems that are in line with the National Government's agenda for the education sector	Immediate	• CGUG • MoEd. • Development Partners
			Build schools in areas that are less served by educational institutions	Medium Term-Long Term	
			Encourage construction of hostels around Sogomo area to cater for the housing need of the university of Eldoret students	Immediate-Medium Term	• University of Eldoret • Private Developers • Local Land Owners
			Employment of more teachers within the educational facilities	Immediate	• CGUG • MoEd. • TSC
			Establishment of ECDE centers within the required distances as per the planning standards. This can be done by having nursery schools/kindergarten as an integral part of a residential cluster.	Immediate-Medium Term	• CGUG • Private Investors
			Creating a link road between Moi University and Moi international Airport	Medium Term-Long Term	• CGUG • KeRRA • KURA
			Regeneration of the *'Marula'* swamp which will act as a recreational area for the University of Eldoret and other users	Immediate-Long Term	• CGUG • NEMA • UoE • Local Residents

SECTOR	OBJECTIVE(s)	POLICIES	ACTIONS	PRIORITY	ACTOR
Health	• *To improve the condition and number of the health facilities.* • *To facilitate improved access to health services in Eldoret town.*	• Enroll Universal Health Care in Uasin Gishu County whose effects will trickle down to Eldoret Town. • Develop an effective and efficient municipal health care infrastructure delivery system as an anchor for provision of health services to the citizens • Develop municipal health care facilities and services standards manual containing hierarchy of health facilities, service levels, support infrastructure, equipment and drugs, besides staffing levels • Promote fair distribution of the health facilities and services according to hierarchy of health facility with the planning area in line with population needs • Decongest the pressure on the Moi Referral hospital through provision of appropriate hierarchy of health facilities • Promotion of preventive health care through sanitization and awareness initiatives at ward levels • Safeguard and provide land for health facilities according to settlement pattern and density of the planning area	Establishment of a referral hospital at Eldoret University which will incorporate a Kenya Medical Training College (KMTC) hence performing both treating and training functions	Medium Term-Long Term	• CGUG • UoE • MoH • Local Land Owners • Development Partners
			Effect part development plans to allocate land for the construction of more health facilities within the municipality	Medium Term-Long Term	• CGUG • MoH • Local Land Owners
			Connection of all health facilities to electricity	Medium Term-Long Term	• MoE • KeTTRACo. • KPLC • CGUG • Local Land Owners
Disaster / Fire Preparedness	• *To reduce the time taken to respond to a fire incidence* • *To ensure the City is more disaster resilient*	• Promote access and coverage of fire disaster response teams • Enhance the technical skills and knowledge of firefighting disaster mechanisms	Construction of a fire station in Kimumu area on the designated site currently owned by the County Government to enhance coverage in that upper area of the City Municipality	Short – Medium Term	• CGUG • Development Partners • Grants / Donors
			Construction of a fire station in Maili Nne on the designated site currently owned by the County Government to enhance coverage in that upper area of the City Municipality		
			To secure and acquire the proposed land at Huruma opposite Raiply industries to establish a fire and disaster preparedness training school; the only one of a kind in Kenya		

7.4.7 INTEGRATED WASTE MANAGEMENT AND WATER INFRASTRUCTURE

The water and sewer network together with solid waste management represent significant capital investments of a city and are therefore part of capital wealth. These services have external benefits and therefore play a vital role for both the economic health of the City, health of the residents and the quality of both working and living environment. The recently completed sanitation masterplan for Eldoret town and satellite towns recommended quite a huge infrastructure investment particularly within the planning area which includes immediate, medium term and long-term measures.

Eldoret Water and Sanitation Company (ELDOWAS) together with the County Government and the National Government are progressively developing water supply infrastructure to increase the coverage as recommended by the regulated, Water Services Regulatory Authority (WASREB). This plan globally looked into water demand and the current water resource developments being undertaken and recommended that within the planning period, the current measures undertaken by the relevant Government agencies are sufficient to meet the demand. However, investments into water supply reticulation is critical and this would require internal and external resources.

Solid waste management is still a huge task to the County Government. The plan has recommended measures ranging from collection, transportation and disposal. Key among the measures is the onsite solid waste recycling plant which will reduce the pressure on land in the future. On this premise, the County Government is currently in discussion with a partner to establish a recycling plant at the Huruma-Mwenderi landfill and has additionally acquired 12.5 acres of land next to the current dumpsite to cater for future needs to integrate smart strategies of combustion and recycling of solid waste on site.

7.4.7.1 Overall strategy

Ensure equitable supply of potable water; an efficient waste management system complimented by a sewer network with adequate storm drains to manage surface runoff

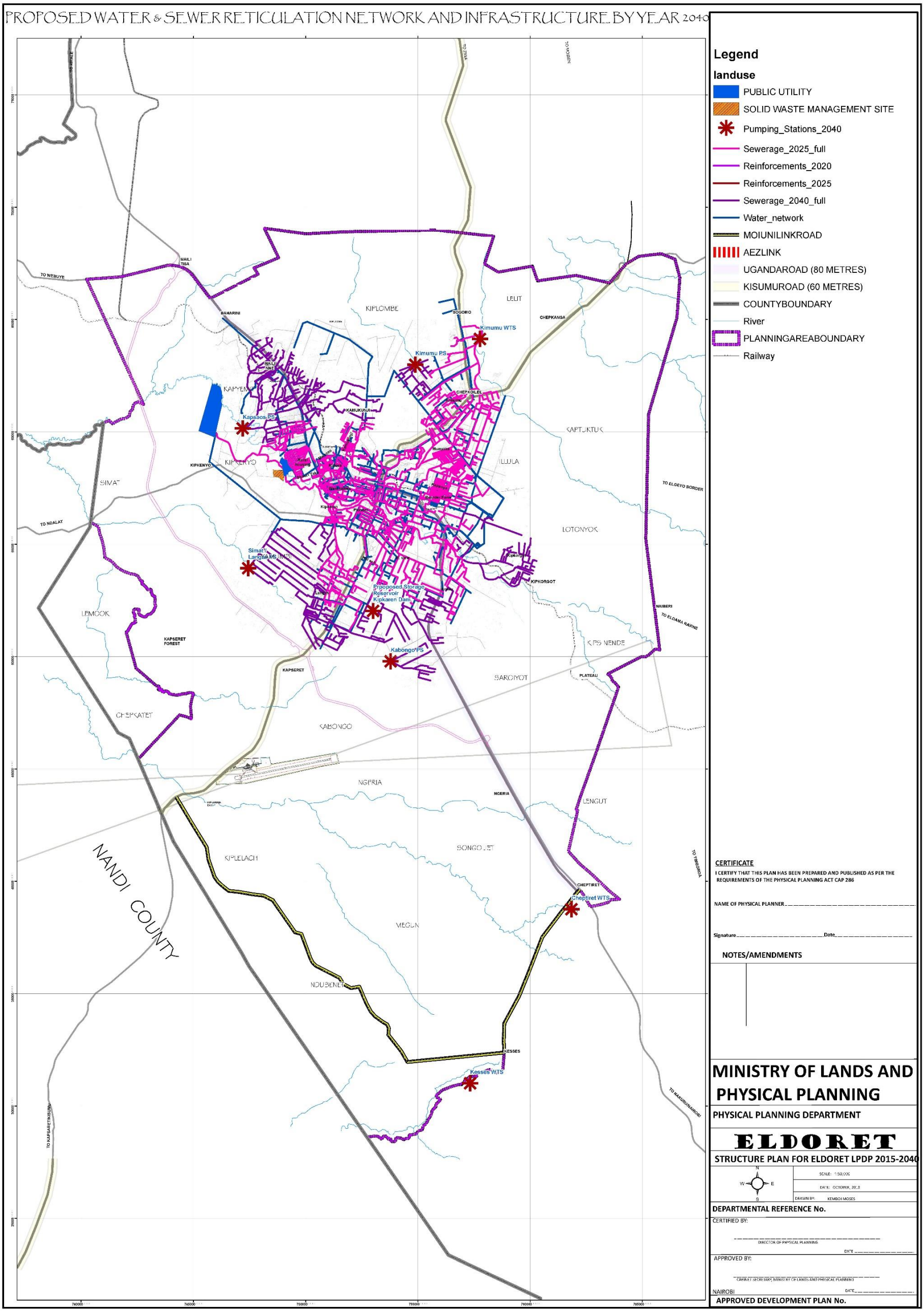
Table 32: Plan Formulation Outputs for Waste Management and Water Infrastructure

SECTOR	OBJECTIVE(s)	POLICIES	ACTIONS	PRIORITY	ACTOR
Water and Sanitation	*To expand the extent of water and sewer coverage*	• Develop a municipal water and sanitation supply system incorporating all actors in the delivery chain of water and sanitation in the town • Formulate a municipal manual of water and sanitation to guide the various actors in discharge of their duties • Regular monitoring and evaluation of various actors in the delivery of water and sanitation • Upgrade the existing water and sanitation network in addition to extending network coverage so as to enhance quality of life • Safeguard, secure and provide more space for water and sanitation utilities within the planning area • ELDOWAS and the community to develop a pact that creates a working relationship for the provision of space and protection of water infrastructure • Promotion of water catchment conservation and protection by all stakeholders spearheaded by	Expansion of water and sewer reticulation network as shown in the maps below. As part of water reticulation improvement, the main proposals include the installation of the Eldowas Storage Reservoir, Kao La Amani Storage Reservoir, Kipkorgot water treatment works, and the proposed storage reservoir for Kipkaren Dam	Immediate-Long Term	• GoK • CGUG • ELDOWAS • LVNWSB • Development Partners • Local Land Owners
			Installation of the proposed pump stations in the proposed reticulation network as shown below. They include Kabongo pumping station, Kapsoas pumping station, Simat / Langas pumping station and the two Kimumu pumping		
			Operationalization of the proposed waste treatment plants as shown in the maps below. They include Cheptiret Waste Treatment Station, and Kesses Waste Treatment Station		
			Effecting Part Development Plan(s) for the provision of land for the installation of public utilities	Immediate-Long Term	• CGUG • ELDOWAS • Local Land Owners

SECTOR	OBJECTIVE(s)	POLICIES	ACTIONS	PRIORITY	ACTOR
		ELDOWAS and water resource management authority, • Reduce the contamination of ground water by providing alternative sanitation methods besides extension of network coverage	Increase plant cover to mitigate on pollution impacts of surface runoff on ground water	Immediate-Long Term	• CGUG • Local Residents • NMoE • Development Partners
			Increase tree cover from the current 7% to about 15%-30%		
			Organize public sensitization meetings on the importance of water catchment protection	Immediate-Long Term	• CGUG • NMoE • WaRMA • WRUA • Local Land Owners • Development Partners
			To implement the proposed storm water and drainage master plan		
Solid Waste Management	*To install proper solid waste management system*	• Develop a comprehensive municipal solid waste management man system for the delivery of waste collection across the value chain • Empowering actors to play a greater role in solid waste management as an economic activity that can provide employment and generate variety of products • Promote inter estate competition for cleaning up of the urban area and planting of tress	Formulate a solid waste management manual that guides all the actors in the handling of waste and gradually phase out the dump site approach	Immediate	• CGUG • ELDOWAS • LVNWSB • Development Partners • Local Community
			Provide support for recycling of all waste that can be recycled to reduce the need for space for dumpsites as well as avoiding the contamination of underground water		
			Designation of a County landfill site which will handle all solid waste as intended in the 3Rs; this will require segregation of solid waste at source	Medium Term-Long Term	
			Acquisition of designated land fill site to actualize smart and integrated mechanisms of solid waste management; onsite waste recycling and combustion	Immediate-Medium Term	
			Introduction of Solid Waste transfer stations in two levels: Level one (1) is having a Solid Waste transfer station per two (2) Sub-Counties within the planning area. Level two (2) is introducing a Solid Waste transfer station in each Sub-County closer to town		

The proposals above can be illustrated in the maps below which includes the water and sewer reticulation works recommended for Eldoret City up to 2040. They are presented below.

Map 57: Water and sewer provision projected to 2040

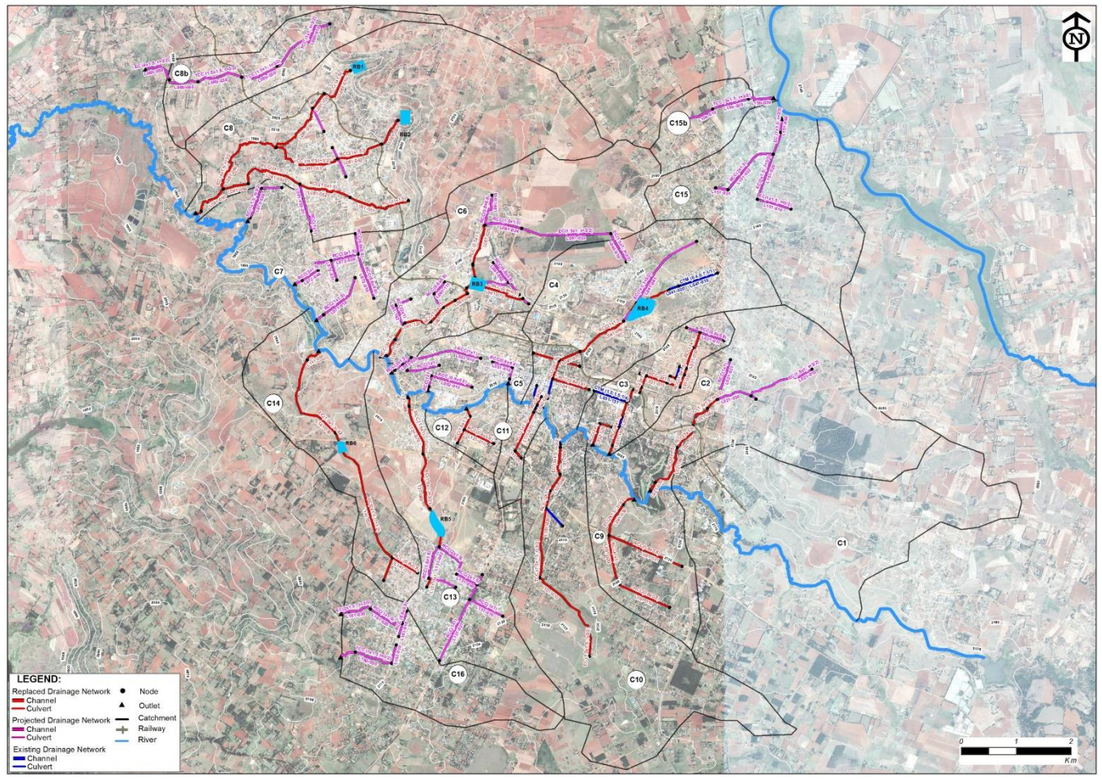


7.4.7.2 Storm water drainage master plan proposal

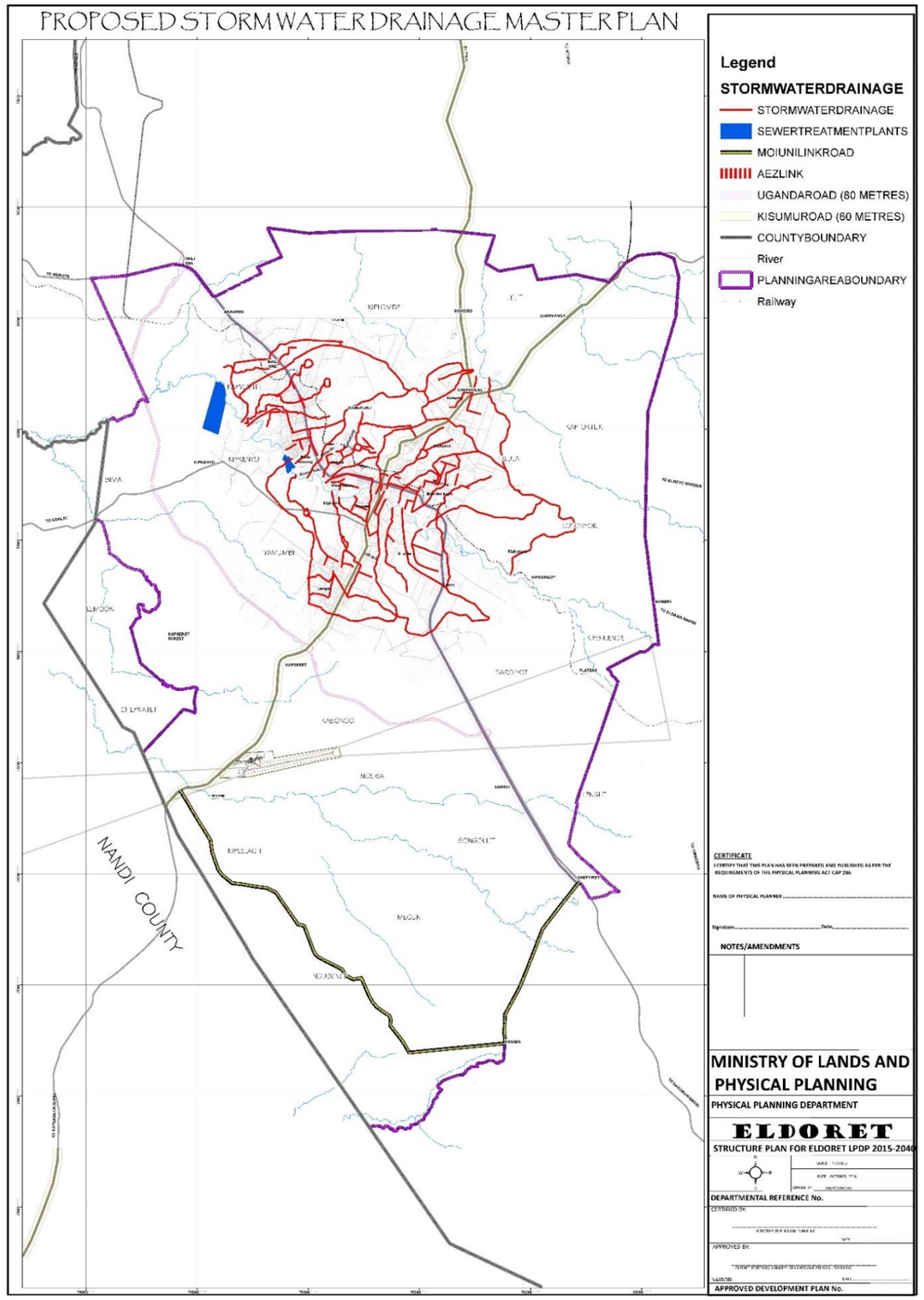
River Sosiani is the main outlet for Eldoret town drainage system with a water catchment of about 116.5 km² divided into 16 catchments. The first 14 catchments are drained to the Sosiani river, the 15th catchment covering the Kimumu estate is drained to the Sergoit river basin and the 16th catchment covering a part of Langas (South West zone) is drained to Oltiyani Sapuk. This forms the existing network drainage system for Eldoret town. The proposed planned works involve the development of **32.7 kms of primary** drainage network distributed as follows:

- 18.7 km of concrete channels; 14 km of earthen channels; 134 crossing structures with a total length 1880 m; 6 retention basins (1 wet pond and 5 dry ponds).

The works have to avoid as much as possible the expropriation of the private lands and the demolition of the existing buildings. According to the Detailed Design Report on Storm Water Drainage Network for Eldoret Town compiled by SCET TUNISIE in association with GATH Consulting Engineers, the total cost for the project was estimated to about Kshs1.4Billion and was proposed as follows:



Map 58: Proposed storm water drainage master plan



7.4.8 ENERGY, ICT AND TELECOMMUNICATION INFRASTRUCTURE

7.4.8.1 Overall strategy

The strategic vision of the thematic sector, as expressed by the following policies, is twofold. First of all, it is to promote and facilitate a widespread telecommunication infrastructure throughout the County, in order to achieve balanced social and economic development. Secondly, it is widely recognized that the capacity of existing energy resources is finite and therefore the strategy is to promote and support renewable sources of energy to act as alternatives to existing resources

Table 33: Plan Formulation Outputs for Energy ICT and Telecommunication Infrastructure

SECTOR	OBJECTIVE(s)	POLICIES	ACTIONS	PRIORITY	ACTOR
Energy	*To encourage and support energy efficiency, conservation and generation from renewable resources, and*	• All the stakeholders involved led by KPLC and the Municipal Council of Eldoret to develop a power supply infrastructure system based on the projected demand of the City • Promote distribution of power in all parts of the Town that have settlement • Formulate building development guidelines that facilitate the utilization of renewable energy within the Municipality • Empower various actors to develop own power supplies through power purchase agreements where applicable • To encourage the provision of energy facilities in association with the private sector and appropriate service providers. • Facilitate the expansion of the existing service providers, notably KeTRACO & KPL&Co, in order to ensure satisfactory levels of supply and to minimize constraints for development: The provision of a wide range of energy facilities will ensure that the needs of all sectoral interests in the County can be provided for in a sustainable fashion. • Explore possibilities for developing alternative cheap and environmentally sound energy sources • Encourage stakeholder investment in power generators to guarantee continued supply of energy • Strictly enforce regulations relating to the preservations of power wayleaves or easements • The Plan will be open to the future requirements of the major service providers, such as KeTRACO & KPL&Co, where it is proposed to enhance or upgrade existing facilities. The future requirements of KeTRACO & KPL&Co are principally concerned with the provision of a high voltage electrical infrastructure.	Extension of Power Lines to Schools and Government Offices: Electricity connection will be extended to all primary schools, health facilities and government offices for better service delivery	Immediate	• CGUG • MTIHUD • GoK • KPLCo • KETRACo • KeNHA • KISIP • Communication Authority of Kenya (CAK) • Safaricom • Private Sector Consultants • Local Community
			Municipality of Eldoret planning department, Communities and KPLC to enter into a pact that facilitates availing of space for power infrastructure	Immediate-Long Term	
			KPLC to work with planning department of the Municipality to safeguard power wayleaves, and any property for KPLC	Immediate	
			Develop with relevant stakeholders a municipal manual of alternative energy supply to help tap into renewable energy resources	Immediate-Long Term	
			Development of a customized digital terrain map which will be compiled in collaboration with relevant agencies and the map will illustrate the wind resource, electricity network and suitable or likely sites	Immediate-Medium Term	
			Install, expand and improve the maintenance of street lighting throughout the Municipality	Immediate-Medium Term	
			With regard to excavation works on roads and footpaths by the service providers, the implementing agencies will insist on the proper reinstatement of these areas	Immediate-Long Term	
			Establish a Liquid Petroleum Gas (LPG) common user facility in order to increase the per capita use of LPG. The Kenya Pipeline Company should partner with the county government in order to bring this to fruition	Medium Term-Long Term	• KPC • CGUG • Development Partners • MoE

SECTOR	OBJECTIVE(s)	POLICIES	ACTIONS	PRIORITY	ACTOR
			Establishment of an Institute of Oil and Gas for training and innovation in the oil and gas sector in Eldoret Town		
ICT & Telecommunication	*To facilitate the provision of a widespread accessible telecommunications infrastructure to all residents in the County*	• Promote adequate distribution of ICT to various parts of the Town • Promote the utilization of ICT through proper regulated partnerships of Municipal council and ICT providers • Enhance ICT uptake in schools by provision of support infrastructure and capacity building • Enhance ICT uptake in County offices by provision of support infrastructure and building capacities for county officers • Automating key priority operations of the County, including cashless revenue collection and online human resource management • promote and facilitate the provision of an appropriate telecommunications infrastructure, including broadband connectivity and other technologies, within the County	Supply power to all learning institutions	Immediate-Medium Term	• CGUG • MTIHUD • GoK • KPLCo • KETRACo • KeNHA • KISIP • Communication Authority of Kenya (CAK) • Safaricom • Private Sector • Local Community
			Develop an effective Municipal ICT infrastructure delivery system to enhance provision, reliability and competitiveness of the Town led by relevant stakeholders	Immediate	
			Provide resources (computer labs) for ICT in schools.	Immediate	
			Provide relevant departmental computer systems (hardware and software) in all county government offices.	Immediate	
			Supply reliable power to all government offices.	Immediate	
			Build the capacity of county officers and all institutions in ICT	Immediate	
			Development of ICT parks: one in each sub county.	Medium Term-Long Term	
			Installation of fiber-optic cables.	Immediate-Medium Term	
			Ensure underground passage of all electricity, fiber and telephone in the interests of visual amenity and public health	Immediate-Long Term	

Development Control Requirements for Land Uses adjacent to overhead power lines

In relation to development adjacent to overhead power lines, the following are the clearance distances as recommended by the Electricity Wayleaves and Easements Act 2000.

- For development in proximity to a 10kv or a 38kv overhead line, no specific clearance is required by the Electricity Wayleaves and Easements Act 2000.
- With regard to development adjacent to an 110kv overhead line, a clearance distance or minimum width of the easement is 25 metres on either side of the centre point of the transmission tower/pylon, a total width of 50 metres is recommended by the Electricity Wayleaves and Easements Act 2000.
- Finally, for a 220kv overhead line, the minimum width of the easement is 30 metres on either side of the centre point of the transmission tower/pylon, a total width of 60 metres is required.

7.4.9 PUBLIC PURPOSE AREAS; RECREATION FACILITIES AND OPEN SPACES

7.4.9.1 Introduction

Public purpose areas, recreation facilities and open spaces include all space of public value, including not just land, but also areas of water such as rivers and Wetlands which offer important opportunities for public social interactions, sport and recreation and can act as a visual amenity. Therefore, access to high quality public purpose areas, open spaces and recreation opportunities for sport and recreation can make an important contribution to the health and well-being of communities within Eldoret.

The Eldoret Local Physical Plan acknowledges that Public Purpose areas, open space and recreation facilities stems from a basic human need for activities which are essential to the mental and physical well-being of an individual and the community as a whole. It therefore encourages and seeks to ensure that appropriate opportunities are available to meet these needs of the people of Eldoret.

7.4.9.2 Relevance of Open Spaces

- Public health benefits: Recreational Parks and open spaces with trees and vegetation reduce air pollution and stormwater runoff; and provide opportunities for physical activity (walking, sports)
- Economic benefits: Safe and attractive open spaces increase local property values, and makes the area more attractive for business and investment.
- Social benefits: Recreational Parks and playgrounds can help build community – Communities integration, children have safe places to play
- Environmental benefits: Supports a diversity of plant and animal life, helps maintain healthy and connected ecosystems.

7.4.9.3 Overall strategy

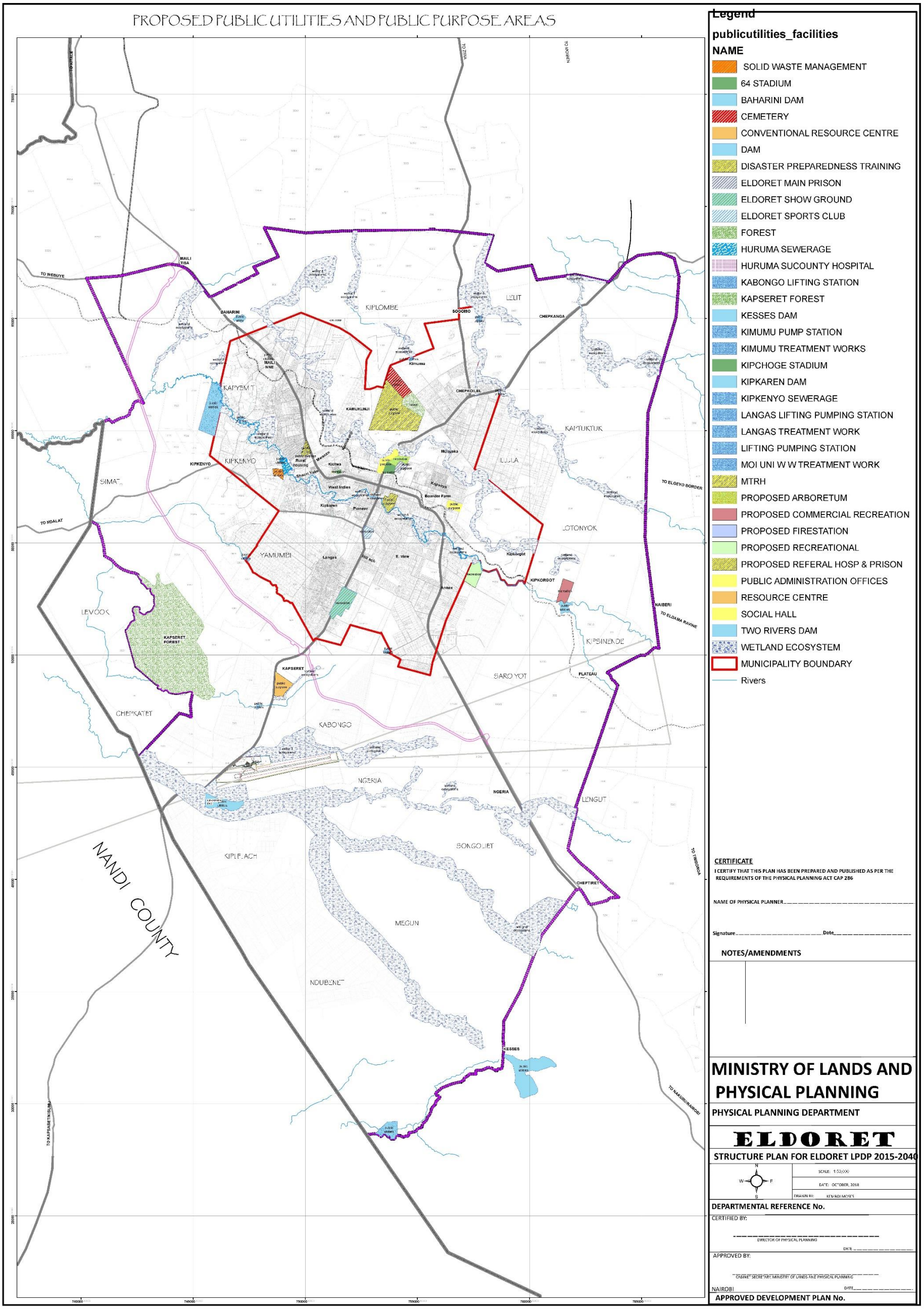
Provide an acceptable quality, quantity, and variety of active and passive public purpose and recreation areas and facilities that are safe and necessary to meet the existing and future recreational needs of all the town residents and of its visitors while contributing to the character and quality of life that defines Eldoret.

Table 34: Plan Formulation Outputs for Public Purpose Areas, Recreation Facilities and Open Spaces

SECTOR	OBJECTIVE(s)	POLICIES	ACTIONS	PRIORITY	ACTOR
Open Spaces/Public Spaces	• *Implement and maintain a system of public parks and recreation program that meets the needs of the Towns' population.* • *Preserve and protect significant environmental features including unique wetlands and riverfronts/riparian land that support water catchment and reflect Eldoret's unique natural resource.* • *Preserve unique environmental features or areas in future land developments and increase public use and access.* • *Enhance the Town aesthetics and public meeting areas.*	• Ensure public access to Open Areas is enhanced • Rehabilitation of existing open spaces, parks and recreation areas • Enhance recreation activities beyond public spaces • Integrate Riparian land into open spaces for public use • Increase forestation and Beautification of riparian land • Cooperate with other public and private agencies to set aside	Open the Municipal Park to public by removing the perimeter wall and beautifying it for general aesthetics and user friendliness	Immediate	• CGUG • Private Consultants
			Close off the road passing through Nandi park from access by motorized Transport and extend the park to the Kenya Forest Services land.	Immediate	• CGUG • Private Consultants • KFS
			Rehabilitate Kihuga Square and Sixty-Four stadium to make them more vibrant.	Medium Term-Long Term	• CGUG • MoSC
			Open public schools' playgrounds for neighborhood recreation activities and tournament games.	Immediate	• CGUG • MoEd.

SECTOR	OBJECTIVE(s)	POLICIES	ACTIONS	PRIORITY	ACTOR
	• *Provide operation and maintenance resources for public parks, Urban/street forestry management, riparian land protection and code enforcement in existing and new open space areas.*	unique features or areas as publicly accessible resources. • Improve Towns aesthetics and beautification • Identify and develop meeting areas within the City • Institute an Open Spaces Operation and Maintenance fund within the County Government Financial Budget	County Government to ensure security in all public open spaces and parks during major events.	Immediate-Long Term	• CGUG • Community
			Reclaim River Sosiani and Wetland Riparian land (30m on both ends from highest water mark) and make it public open space.	Immediate	• CGUG • NEMA • NMoE • KFS
			Plant trees along all riparian land to not only act as a buffer but also for aesthetics and micro climate benefits	Immediate-Long Term	
			All new Subdivisions and Master plans from private land owners to provide for open spaces before approval.	Immediate-Long Term	• CGUG • Local land owners
			County Government of Uasin Gishu to Laisse with ASK to make the Show grounds accessible for residents' recreation activities during the weekends at a fee	Immediate	• CGUG • MoAg. • ASK
			Plant trees along major roads and pedestrianized streets within the town and in neighborhoods in an effort to enhance greening of the Town	Immediate	• CGUG • Local residents • NMoE
			Install street furniture along pedestrianized streets to enhance public meeting points	Medium Term-Long Term	• CGUG • Development Partners
			Charge for use of Public parks and Riparian open spaces for special functions	Immediate-Long Term	• CGUG
			Develop a world marathon event along River Sosiani trail and proceed to the operationalizing of the Maintenance Fund	Immediate-Long Term	• CGUG • KFS • NEMA
			Formulation of a benefit sharing pact between the County Government and the Kenya Forest Service through the transfer of use of the forest land at 'prison' area as a public arboretum	Immediate-Long Term	• CGUG • KFS
Convention / Resource Centre	• To enhance the incubation of talent and creativity pool of the City residents especially the youth • To improve the hotel and conferencing space within the City Municipality • To ensure the historical space of the City Municipality is safeguarded	• --	Acquire land for the proposed development	Immediate - Medium Term	• CGUG • NMK • Ministry of Sports, Culture & Heritage
			Prepare a comprehensive development master plan for the site		
			Construct a state-of-the-art museum facility on the proposed site		
			Construct state-of-the-art convention and conferencing facilities on the proposed site		
			Construct state-of-the-art Youth & Talent Resource Centre on the proposed site		

Map 59: Shows the public utility and public purpose areas



7.4.10 CITY'S PUBLIC/OPEN SPACES FUNCTIONAL LINKAGE

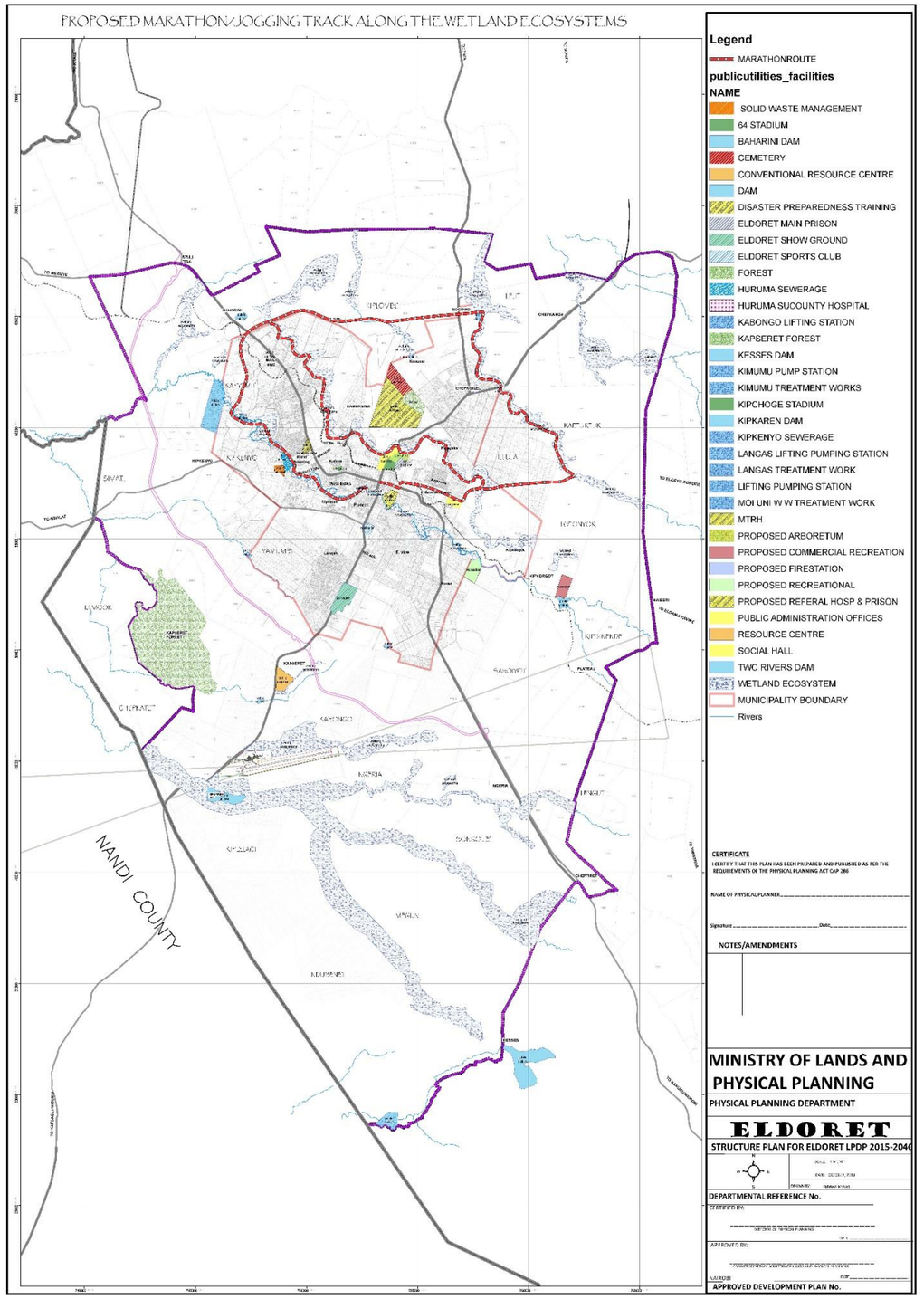
The River System; The Wetland Ecosystem; The ESCARPMENT; Public PARKS; And Forest Areas

As highlighted above, the Planning team established the need to have a functional linkage among all green corridors within the planning area to boost the ecological value they represent and optimally utilize them to give the town an identity. The green corridors below were targeted in this intervention:

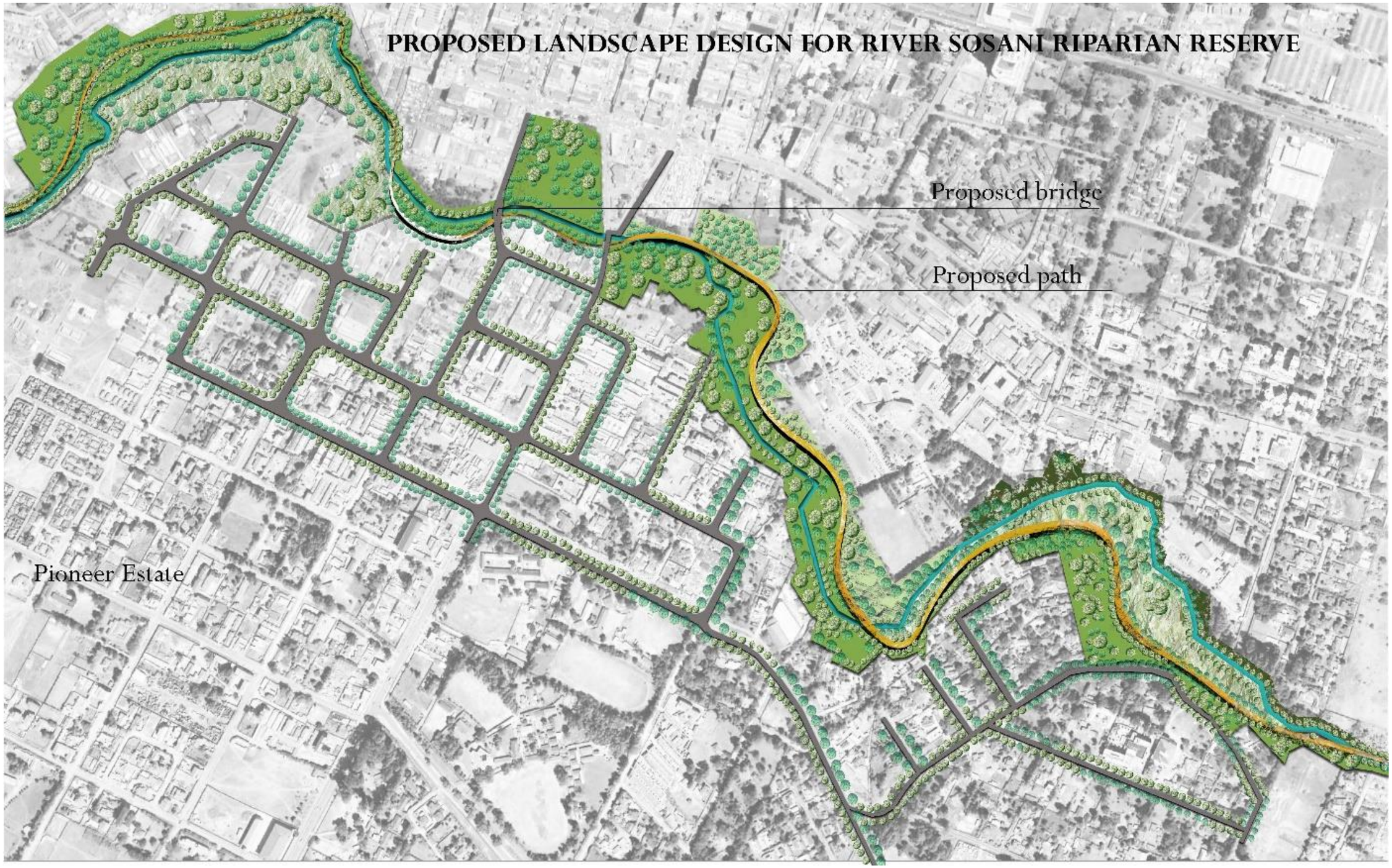
The functional linkage between the various open and public spaces within the town is aimed at strengthening and enhancing the social fabric of the city dwellers as well as enhance the urban aesthetics within the town. The components of this intervention include:

- The enhancement of mobility along Kenyatta street by converting it to a mono-directional street and enhancing pedestrian friendly amenities along the street from Nandi Park to the Municipal Park along Uganda Road
- The Municipal Park enhancement to make it more public friendly by removing the permanent fence and opening it to the public as a public square fronting the Town Hall
- The Nandi Park extension which is to be achieved by closing the public road that cuts across the site separating the Park from the Kenya Forest land. The park will be extended to include the part occupied by this forest
- The linkage between the Nandi Park and the Municipal Park will then be extended to link to the proposed Eldoret arboretum/picnic area along Iten road as well as Kipchoge Keino stadium. This linkage will then be extended to connect with the 'Marula' swamp and also the River Sosiani nature trail to form a loop on interconnected urban public spaces that will also be enhanced to give the town a unique identity.
- Sosiani river basin landscaping and walking nature trail/jogging track which will include establishing and developing a jogging track along the entire stretch of the river connecting it to other similar jogging tracks proposed to run along the entire 'Marula' wetland ecosystem. These connections will at strategic points be connected to major roads within the municipality to form a functional loop that can be tapped into in terms of promoting sports related tourism within the municipality.

The outer loop is 42Km and is envisioned to form a full marathon track where international and national tournaments maybe held and is proposed as follows:



A section of the landscaped Sosiani river nature or walking trail is shown below:



7.4.11 INSTITUTIONS & GOVERNANCE

For the successful implementation of the plan, governance framework has to be responsive to the guidelines of the plan and make provisions for allocating revenue to projects arising from this plan. This takes cognizance of the need to coordinate implementation among various stakeholders both horizontally and vertical. It is indeed urgent that urban government institution of the town needs to be established.

Table 35: Plan Formulation Outputs for Institution and Governance

SECTOR	OBJECTIVE(s)	POLICIES	ACTIONS	PRIORITY	ACTOR
Governance	*Institutionalization of performance oriented urban governance in in Eldoret*	• Promote and strengthen the ward administrative units as focal points of service delivery and development control as established in the law by the county (County Wards Development Funds Act) • Promote professionalism and integrity in the management of urban areas to insulate them from county executive and county assembly interference through a service charter by members of the urban area • Promote the establishment of community area or ward-based forums to provide oversight in the delivery of services and enhance accountability • Strengthen and build the capacity of planning in the municipality to enable service delivery	Fast track the establishment of Municipal management boards and Municipal management structure equipped with technical staff as required by law	Immediate	• CGUG • CoG • National Government • Legal & Policy Institutions • *Ad Hoc* Committees/Town Planning Committees • Local community • Development Partners
			Formulate an urban management service delivery system that incorporates various actors to facilitate their roles in the urban area (Railway, KENHA, KURA, ELDOWAS, NHC, Private Sector etc.)	Immediate	
			Strengthen compliance of all development to the plan through appropriate planning development instruments provided by the Plan	Immediate	
			Safeguard, and secure all public property entrusted to the Municipal government through approval and compliance to the Plan	Immediate	• CGUG • NLC • SoK • Local residents
			Build the capacity of urban management staff of the town to enable it implement the Plan, as a proper framework of managing urban development		• CGUG • Development Partners • Private Consultants

7.5 THE PROPOSED LAND USE ZONING FRAMEWORK

Table 36: Land Use Framework of the LPDP

LAND USE ZONE		PERMITTED LAND USE	LAND USE REGULATIONS
Residential	High Density Residential (HDR); and Mixed-Use Developments (MUD)	Residential	• Construction of multi dwelling residential blocks (For buildings that are more than five (5) floors, then installation of lifts is mandatory • All building blocks should observe building setbacks of not less than 9 meters while fronting a major road and not less than 6 meters while fronting secondary access roads • All building plans will have to sufficiently show proof of water and sewer management before any approval for construction is granted • The minimum plot size will be 0.045 Ha to ensure considerations such as parking are incorporated in the building designs
		Commercial	• Convenient retail stores and corner shops within the residential blocks will be allowed on the ground and first floors of the buildings • Recreational and leisure places like restaurants, pubs, hotels will be carefully allowed in certain streets within a residential neighborhood and where they are allowed, crucial considerations for residential use will be evaluated before any approval
		Office	• Small office establishments will be allowed within the residential blocks. This will be limited to the ground and first floors of the residential blocks
		Recreation	• Kids play areas and open spaces will be highly considered in the utilization of residential neighborhood plans
		Educational	• This will be limited to day care and kindergarten facilities within a residential neighborhood; • Where a residential neighborhood exceeds 50Ha, then a consideration for a primary school will have to be incorporated in the neighborhood design
	Medium Density Residential (MDR)	Residential	• Construction of residential units (Maisonnetes; bungalows; low highrise flats of not more than four floors; ground plus three) • The minimum plot size for the residential developments will not be less than 0.045 Ha • All building plans will have to sufficiently show proof of water and sewer management before any approval for construction is granted • For areas with no sewer coverage, all developments will have to install septic tanks or other acceptable method for their sewer disposal purposes

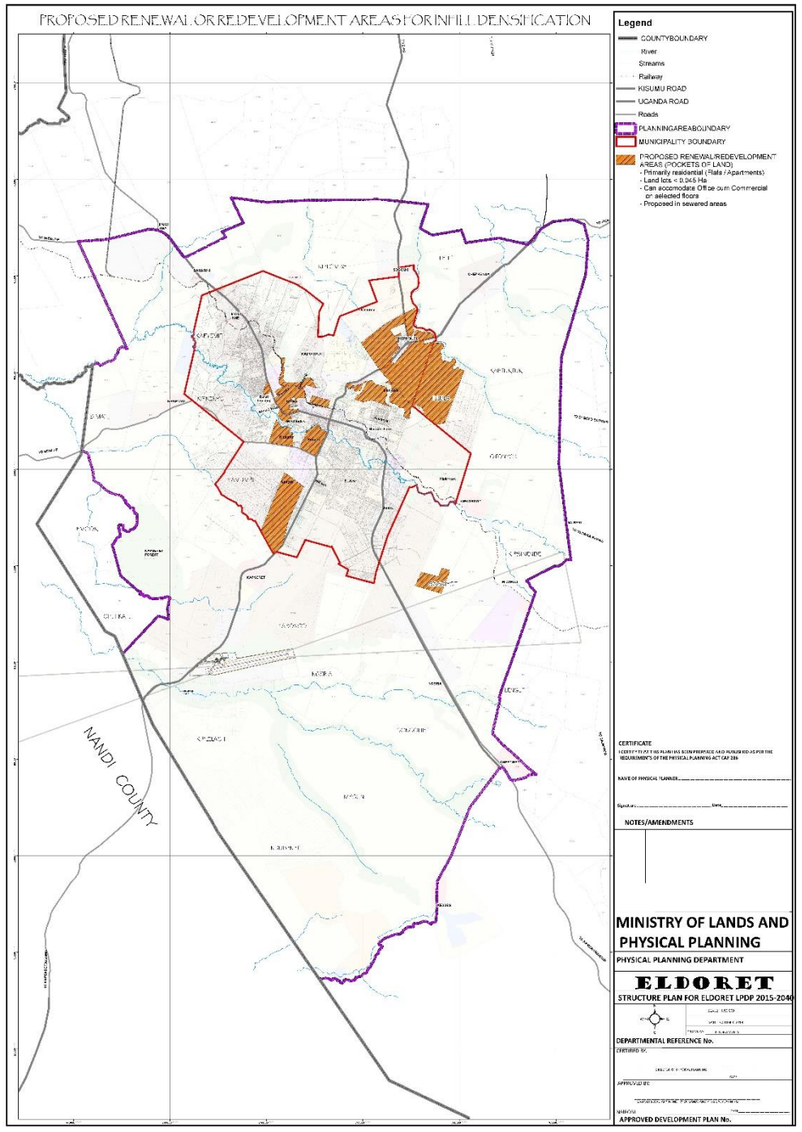
LAND USE ZONE		PERMITTED LAND USE	LAND USE REGULATIONS
		Commercial	• Only convenient retail shops will be allowed in this residential density zone • Commercial recreation activities like leisure restaurants and hotels will be allowed in this zone – these will be limited to stand alone land and should not be less than 0.4Ha for restaurants and for small hotel eateries not less than 0.2Ha
		Office	• Office use will be allowed in this band but only limited as an extended user to a residential function and in that regard should not exceed 20% of the residential use and where such is allowed, then the development should be on a piece of land not less than 0.1Ha • The conversion of an entire residential block for office use will also be allowed but the office use will have to provide proof of low traffic generation or proof the office will only be utilized for administrative purposes; or desk research
		Recreation	• Green and open spaces will highly be acceptable in this residential density zone
	Low Density Residential (LDR)	Residential	• The residential units allowed will be limited to maisonnettes and bungalows • No development will be allowed on plots less than 0.1Ha • All developments will need to show their waste management plans before any approval for development is granted
		Office	• Office use will be allowed in this band but only limited as an extended user to a residential function and in that regard should not exceed 20% of the residential use and where such is allowed, then the development should be on a piece of land not less than 0.1Ha
		Commercial Recreation	• Restaurants and Hotel Facilities will be allowed in this residential density but will only be limited to neighborhoods and will be developed on stand-alone land of not less than 0.4Ha
Industrial	Leseru (Logistical Hub)	KPC Depot and inland terminal	• This will be limited to Kenya Pipeline Company standards and guidelines for development of inland terminals and depots
		Rail Station	• This will be limited to development of a railway station; administrative functions and auxiliary services
		Residential	• Development of residential houses for the staff working within the logistical hub will be allowed
	Africa Export Zone (AEZ)		• Development within this zone will be limited to the approved AEZ master plan • The development standards for the adjacent land uses will be in line with the regulations ascribed in the zoning regulations of the LPDP pertaining the zones
	ICDC Park /Rivatex		
Educational		Educational Facilities and auxiliary functions	• Limited to the dictates of the educational institutions development policies • Should not be used for other uses other than those related to education advancement; research; or boarding purposes for the students/teaching staff

LAND USE ZONE	PERMITTED LAND USE	LAND USE REGULATIONS
Recreational/Conservation	Public purpose use; parks; Buffer zones; Infrastructure wayleaves; wetland ecosystems;	• Buffer zone of not less than 30meters from the highest water mark should be observed on all river systems in the Municipality including Sosiani, Sergoit/Chepkoilel • Buffer zone of not less than 50 meters from the highest water mark observed on all marshy; and swampy areas that act as surface water reservoirs and for underground water recharge • Utilization of all river buffer zones for public purposes including development of walking/jogging/cycling tracks on the edges of the riparian buffer zones • All public purpose areas; parks and open spaces to be granted mandatory access to all without any form of hindrance
Commercial (The CBD)	Hotels; Restaurants; Malls; Office Blocks; Institutional Establishments	• This is the area mostly defined by the Eldoret CBD and other secondary urban Centres • The permitted land uses will be allowed to thrive within constrained and defined urban boundaries as per the LPDP • All developments will observe setbacks of not less than 9meters for developments fronting major highways/roads; and also, not less than 6 meters for developments fronting secondary access roads • The loading zones for heavy commercial establishments will be allowed on the backstreet lanes and roads within the CBD • On street parking will be prohibited appropriately as recommended by the LPDP • The traffic flow management will be adopted for further improvement
Public Utilities	Water & Sewer Infrastructure	• Utilized as dictated in the management of capital infrastructure projects and policies formulated by ELDOWAS • Wayleaves of not less than 60 meters in width will be observed for the primary trunk water and sewer lines
Transportation	Roads; Rail and Supporting Infrastructure	• The road hierarchy road reserves will be observed as recommended (Class A eg. Uganda road 80 meters; Class B eg. Kisumu Road 60 meters; Class C roads 40 meters; Class D roads 25 meters; Class E roads 18 meters; and other roads not less than 12 meters) • All roads will be developed with the necessary multi modal transportation infrastructure including NMT facilities • BRT & LRT networks will be developed appropriately in the recommended roads • The rail reserve will not be less than 60 meters
Deferred/Agriculture	Agriculture/Public purpose	• The land will only be used for agriculture or related agro-processing industries • The land will not be subdivided to less than 0.8Ha • The land will be used for other public purpose related activities as would be recommended by the County Government or other Government agency

7.6 THE ACTION AREA PLANS

7.6.1 THE CBD; OLD MUNICIPAL; AND RAILWAYS HOUSING ESTATES URBAN RENEWAL; REGENERATION; OR REDEVELOPMENT

This plan has identified various pockets of land that are ripe for various renewal and redevelopment approaches. They are shown in the map below:



These sites and pockets of land are optimally served by the existing water and sewer reticulation infrastructure and their redevelopment will ensure that they are optimally utilized to take advantage of this infrastructure to serve a larger population of the City Municipality. This kind of densification can be well demonstrated in a site like Kidiwa within the CBD of Eldoret. The site is currently under the management of the National Housing Corporation and the County Government of Uasin Gishu. The site is amply sewered and reticulated with water from ELDOWAS. The site has ample potential in terms of densification and redevelopment elaborated as follows:

- Total area of the site is 26Ha
- Total number of units is approximately 513 units; loosely translating to about 2052 people at a household population size of 4 people; and
- A population density of about 79people/Ha

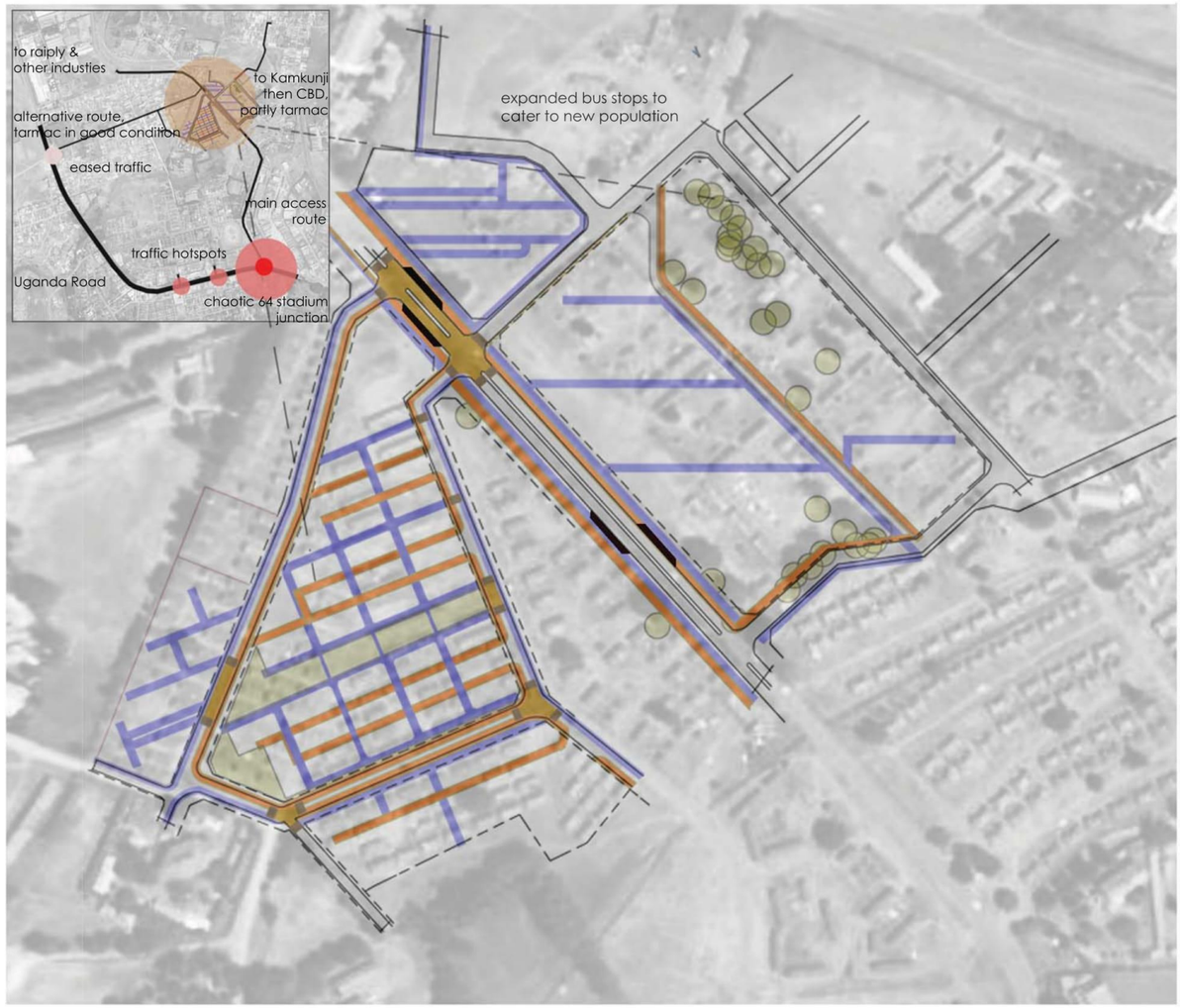
In an effort to showcase a typical scenario of this densification and optimization of land, the example in Kidiwa has been used to showcase a step by step approach to densify the site to accommodate more units and consequently a larger population catchment of about 15,000 people within the same site. The site is shown below:

Figure 25:Kidiwa - Kapsuswa Action Plan site



TRAFFIC MANAGEMENT STRATEGY

The site is in close proximity to the CBD and high traffic junctions and therefore optimal transport management is key. The main entrance is located on one such junction making it difficult to access. There are alternative routes though. One further along Uganda road which is less congested. There is also the route through Kamkunji which should be fully tarmaced by the time construction begins.On site infrastructure provisions encourage non-motorized transport with a series of pedestrian and cyclist paths serving the entiresite. Grade, colour and tactile treatment is given to road surface at busy crossing points to ensure safety of NMT users.



cyclist paths

pedestrian walkways

crossing areas with grade, colour and tactile treatment to slow traffic

expanded bus stops with acceleration and deceleration lanes to cater to larger population

COMMUNAL AREAS

Areas for community interaction are crucial because they build a sense of belonging within the area. This sense of belonging helps to achieve social sustainability. Through the ECD, community development centre, active recreation areas and mixed use zone opportunities for socialization are created and a sense of comunity emerges,



ECD/Kindergarten for old & new dwellers, enhances interactions among all. It is centraly located to be equally accessible to social housing dwellers as well as those occupying market rate units

mixed use zone allows interactions among dwellers in business& entertainment areas. Enterprises here could include restaurants, mini-markets, banks, laundry marts, butchers' shops among others. This ensures interest is generated in the area thus attracting dwellers

recreation areas offer opportunites for community integration through both passive and active use. sports like football, basketball, skating and cycling as well as quiet relaxation create opportunities to weave comunity fabric

the community development centre will be important in ensuring social, environmental and economic sustainability of the project. It will be the site for allocation & management of semi-permanent commercial areas (offered to social housing dwellers), activities of site cleanliness will also be coordinated from here.
This site will play a key role in integrating the old and new tenants. A bureau located here will bring together those looking for work (social housing occupants) with those in need of labour (market rate occupants) under careful management.

Community groups, social welfare activities and local management commities will be anchored here.

OPEN SPACE STRATEGY

Open spaces are crucial in the renewal process because they guarantee environmental and social sustainability while providing site aesthetics. Balance is created between active and passive recreation spaces while existing trees are retained as much as possible



passive recreation - open relaxation area placed here to preserve existing vegetation.

active recreation - located here due to close proximity to the whole neighbourgood. Activities here include football pitches, basketball courts, scating and cycling paths and undefined open areas.

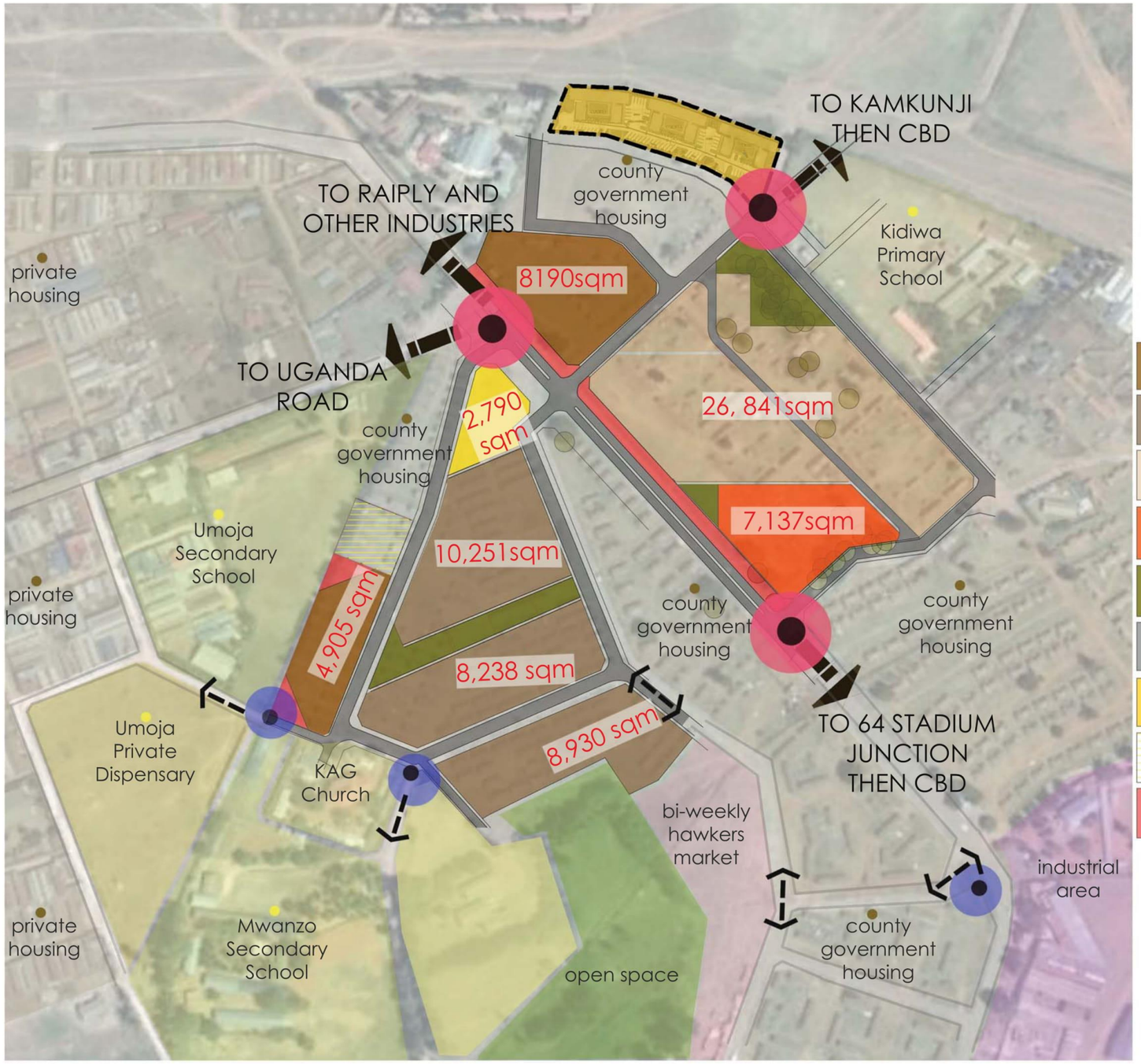
other open spaces - smaller spaces within living courts surrounding buildings. Mostly for passive recreation and play areas for younger children for surveillance and safety.

maintained trees - as many trees as possible are kept as it

cut down trees - unavoidable cut downs within construction areas. numer is 7

Total area of open spaces - 14,905 sqm
Percentage of open space - 16.5%

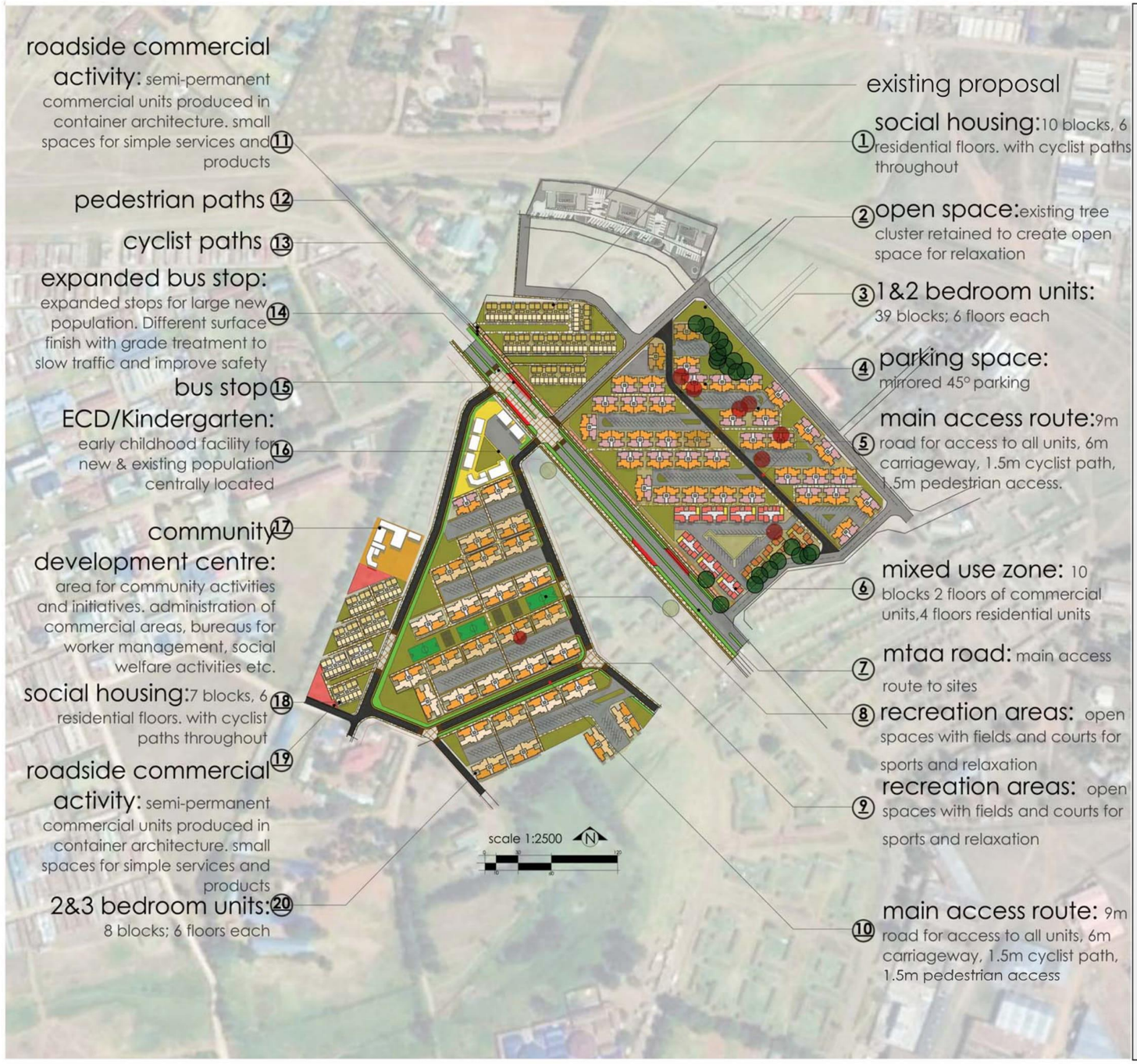
PREFERRED MIXED USE OPTION



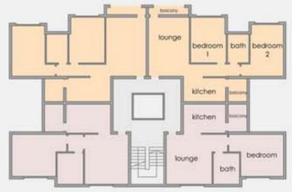
Comprises multiple uses including an ECD, Comunity Development Centre, mixed use area, semi-permanent commercial areas and various housing options

- primary access points
- secondary access points
- social housing-**13,095 sqm/3.2 Ac**
- 2 & 3 bedroom -**27,419 sqm/6.8 Ac** blocks
- 1 & 2 bedroom -**26,841 sqm/6.3 Ac** blocks
- mixed use; commercial &-**7,137 sqm/1.6 Ac** residential (studio apartments)
- open space - **6088 sqm/1.5 Ac**
- roads - **19,815sqm/4.5Ac**
- ECD/Kindergarten-**2,790 sqm/0.7 Ac**
- comunity development-**2,020 sqm/0.5 Ac** centre
- semi-permanent - **973sqm/0.2 Ac** commercial

TOTAL - **101,735sqm/25.1Ac**

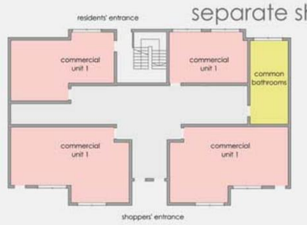


1 & 2 bedroom block:



comprises 4 units, 2 two bedroom units and 2 one bedroom units.
1 bedroom - **55sqm**
2 bedroom - **70sqm**

mixed use block:



ground & first floor comprises 4 commercial units, common bathrooms, separate shoppers' entrance &residents entrance.
unit type 1 - **45sqm**
unit type 2 - **60sqm**

third to sixth comprises studio apartments. 5 per floor over 4 floors
studio apartment - **30sqm**

2 & 3 bedroom block:



comprises 4 units, 2 two bedroom units and 2 three bedroom units.
2 bedroom - **70sqm**
3 bedroom - **90sqm**

2 & 3 bedroom block:



comprises 10 units, per floor over 6 floors, also 2 common laundry areas.
unit type 1 - **20sqm**
3 bedroom - **30sqm**

7.6.2 PIONEER ESTATE DENSIFICATION ACTION PLAN

Figure 26:Pioneer Estate Densification

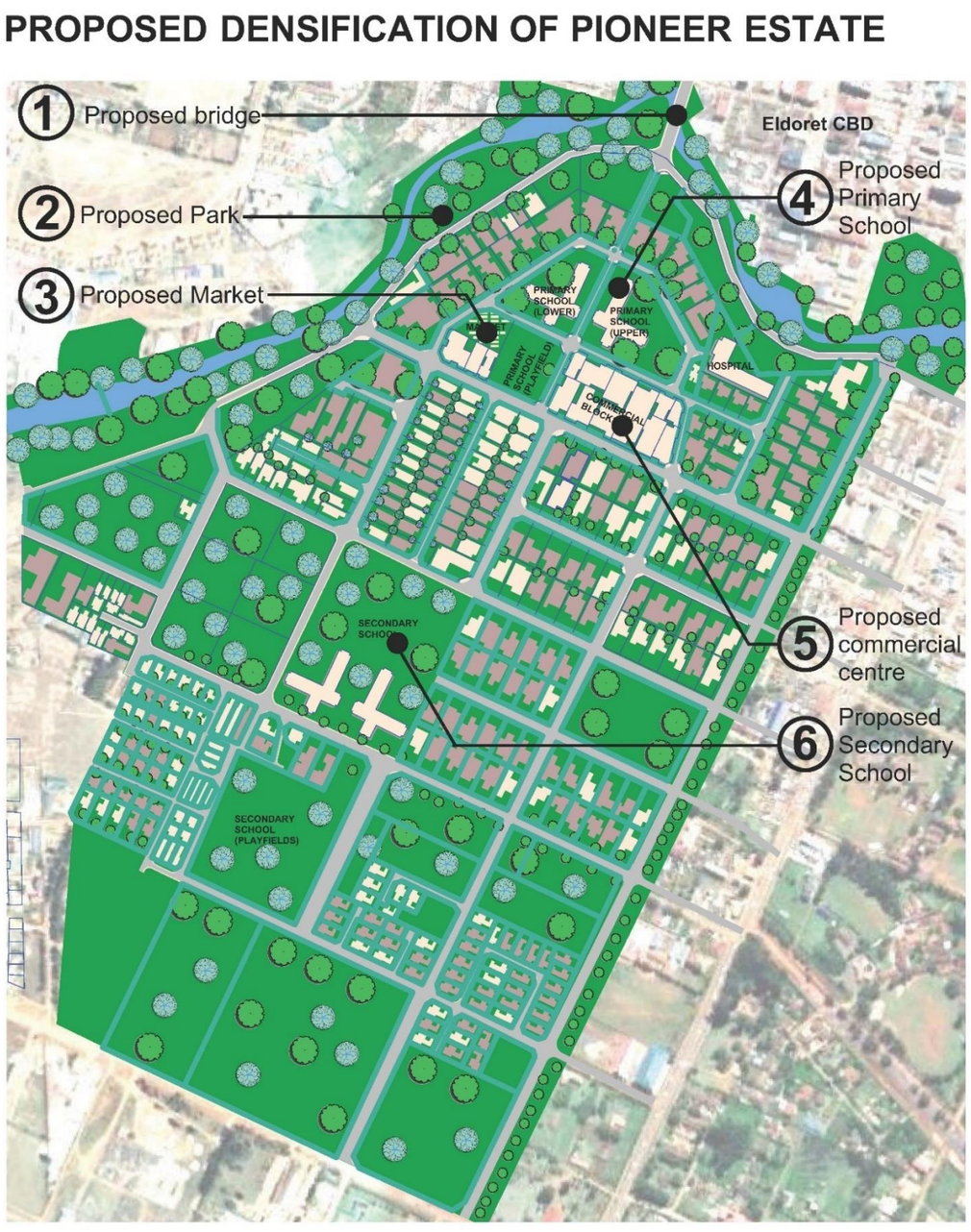


Figure 27: Proposed Linkage to Pioneer Estate from The CBD Along Muliro Road

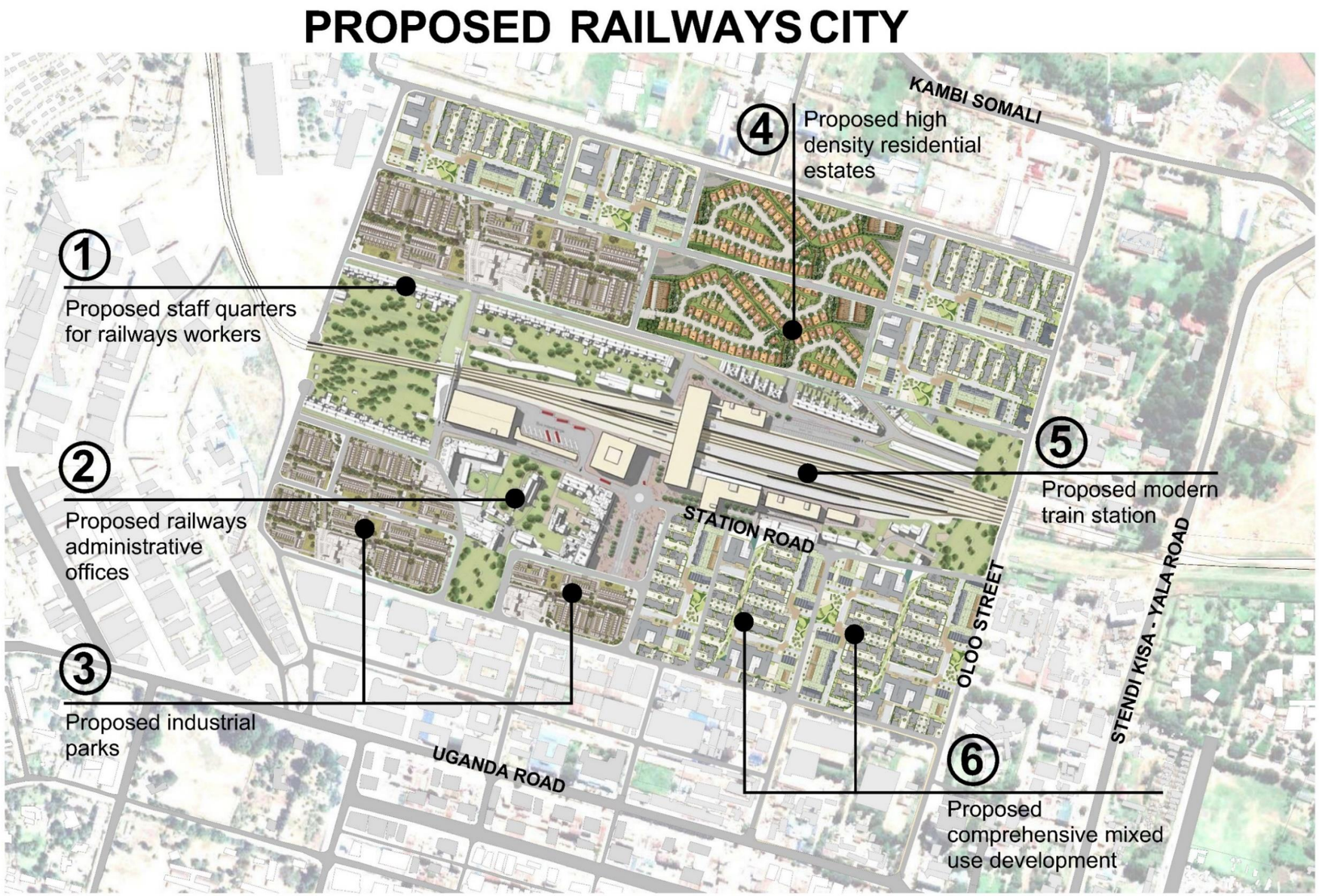


The estate will be redeveloped comprehensively into a sustainable neighborhood community that provides for all physical and spatial elements that ensures the quality well-being of a vibrant and self-sustained community. This estate will serve to house the majority of the residents who will be working within the Eldoret city especially after it fully adopts its newly found status of a City as defined by the Urban Areas and Cities Act, 2013.

The land use master plan for the site is proposed to be as detailed as in the illustrated site plan. However, and in the interest of this Plan and future development of the area, the County Government may wish to modify the proposed design reflected in the master plan to a more suitable design that will capture the thought process as brought out in the Plan.

7.6.3 THE RAILWAYS LAND DENSIFICATION ACTION PLAN

Figure 28: Railway Land Densification Action Plan



This is a pocket of land within the city of Eldoret which is not optimally utilized and in need of redevelopment to optimally utilize the area and operationalize the rail which is at the moment functionally dead. This area will be redeveloped to accommodate a modern railway station offering commuter services to the residents of the City; mixed use zones for both residential and commercial spaces; and also accommodate a band where warehouses and modernized industrial activities will be localized to take advantage of the rail system.

One of the key aspects to be brought out in this action plan is the reactivation of public spaces through the utilization of part of the railway reserve to provide walking and cycling amenities connected to the Kipchoge stadium and the proposed arboretum grounds.

The concept design presented in this Plan is meant to show how the land may be utilized as one complete and functional Urban form. It may be amended as per the developer and owner's requirement but developed in a way to reflect the letter and spirit intended and anticipated in this concept design.

7.6.4 REGENERATION OF KIHUGA SQUARE AND 64-STADIUM

Component of the project - stadium, multi-level market to accommodate hawkers and small-scale traders

The Eldoret 64 Stadium has been identified as a key landmark feature in Eldoret. The current state of the facility is poor with informal market having mushroomed around the area. The LPDP proposes that the facility be regenerated and revamped as a key recreational facility and the adjacent Market Area known as Kihunga Square be redeveloped to incorporate the official West Market to offer a structured commercial area. These will create complementing land uses next to each other and ensure that the catchment population injected in the area as a result of redevelopment of the adjacent site enjoy the recreation and commercial aspects of the site.

This is considering the site is very prime for redevelopment given its locational advantage at about 1.5 kilometers from Eldoret CBD, it has ample public land where optimal utilization of the land through engagement of public private partnerships could be explored in giving the site location a new facelift by ensuring that the land is optimally utilized. The site currently hosts the West informal market and 64-stadium.

Adjacent to the site are the old municipal housing estates where similar interventions to redevelop some of the sites are currently underway. Once the sites are redeveloped under the various programs the government has already put in place to be implemented by different government agencies including the National Housing Corporation (NHC); and the County Government of Uasin Gishu, the area will attract a catchment population of about 50,000 people or more and hence the need to regenerate the functional use of 'Kihunga' square; the 64 stadium and the public land surrounding them to cater for the various needs of this catchment population to include a vibrant commercial node; and recreational facilities.

The redevelopment of this site is envisioned as follows:

Figure 29: Revitalization of the Kihuga Square 64 Stadium And New Modern Market

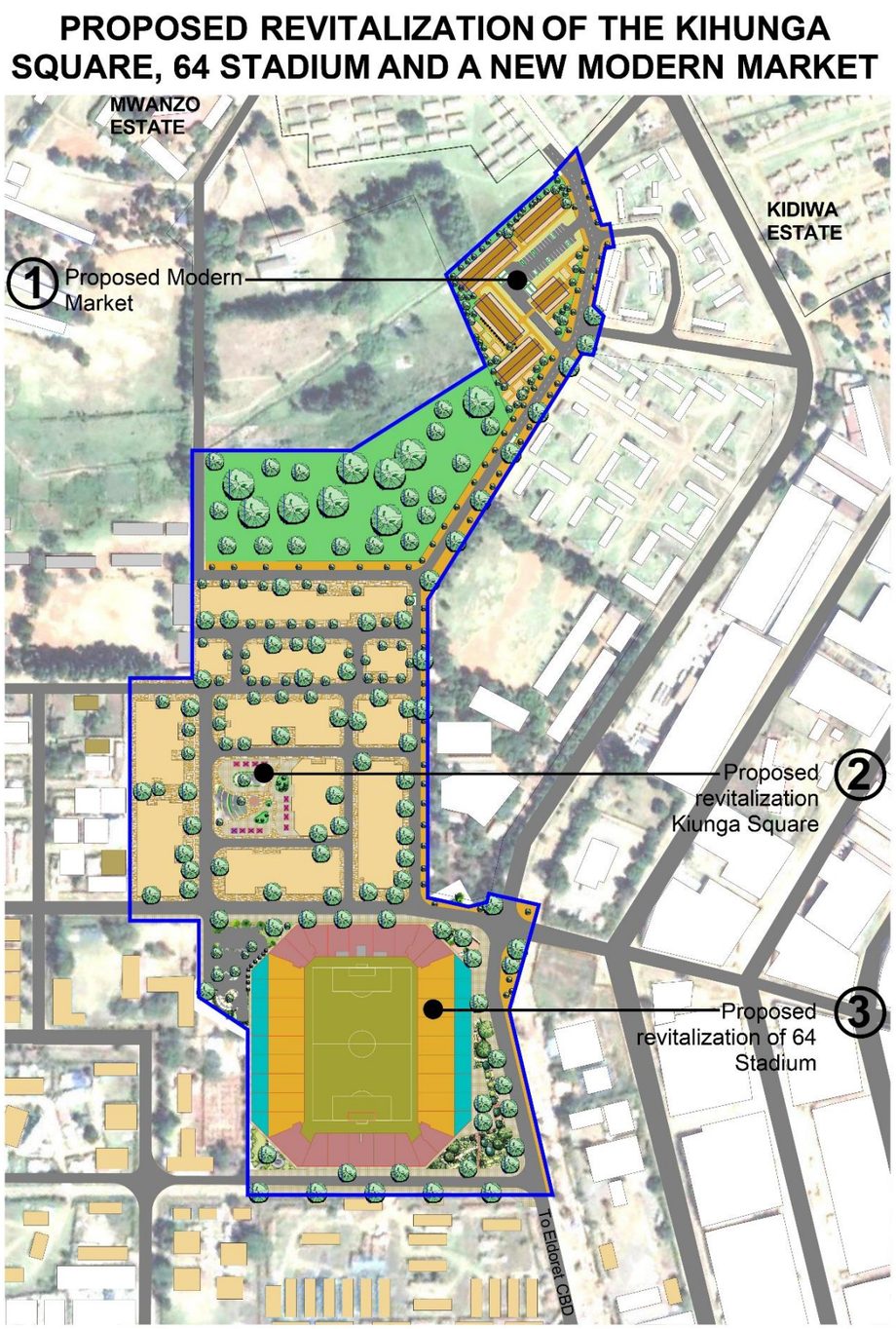


Figure 30: Artistic 3D impressions of the site after redevelopment

(a) The proposed Kihunga Square Commercial Area impression



(b) The Proposed Market Impression



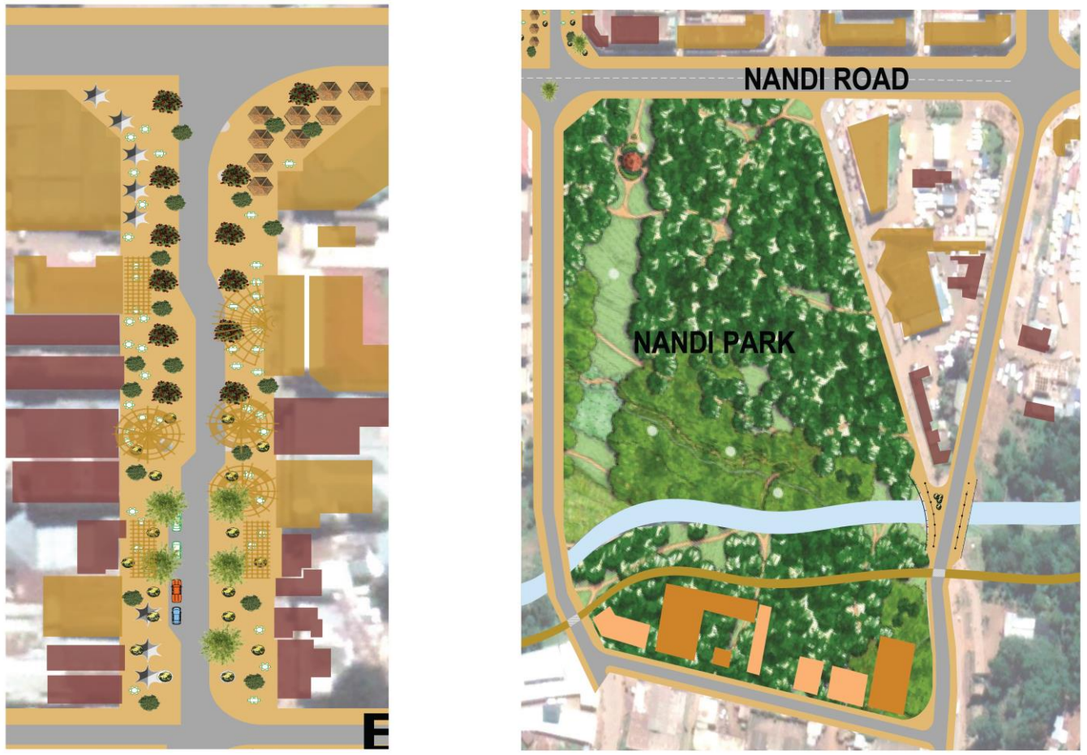
7.6.5 PUBLIC PURPOSE AREAS ACTIONS/INTERVENTIONS:

The Functional Linkage Of Public Open Spaces Within Eldoret Town – Case For The Municipal Park And Nandi Park Linkage

Figure 31: Public Purpose Action Areas



Figure 32: Detailed artistic impression of the street design and Nandi Park



The functional linkage between the various open and public spaces within the town is aimed at strengthening and enhancing the social fabric of the city dwellers as well as enhance the urban aesthetics within the town. The components of this intervention include:

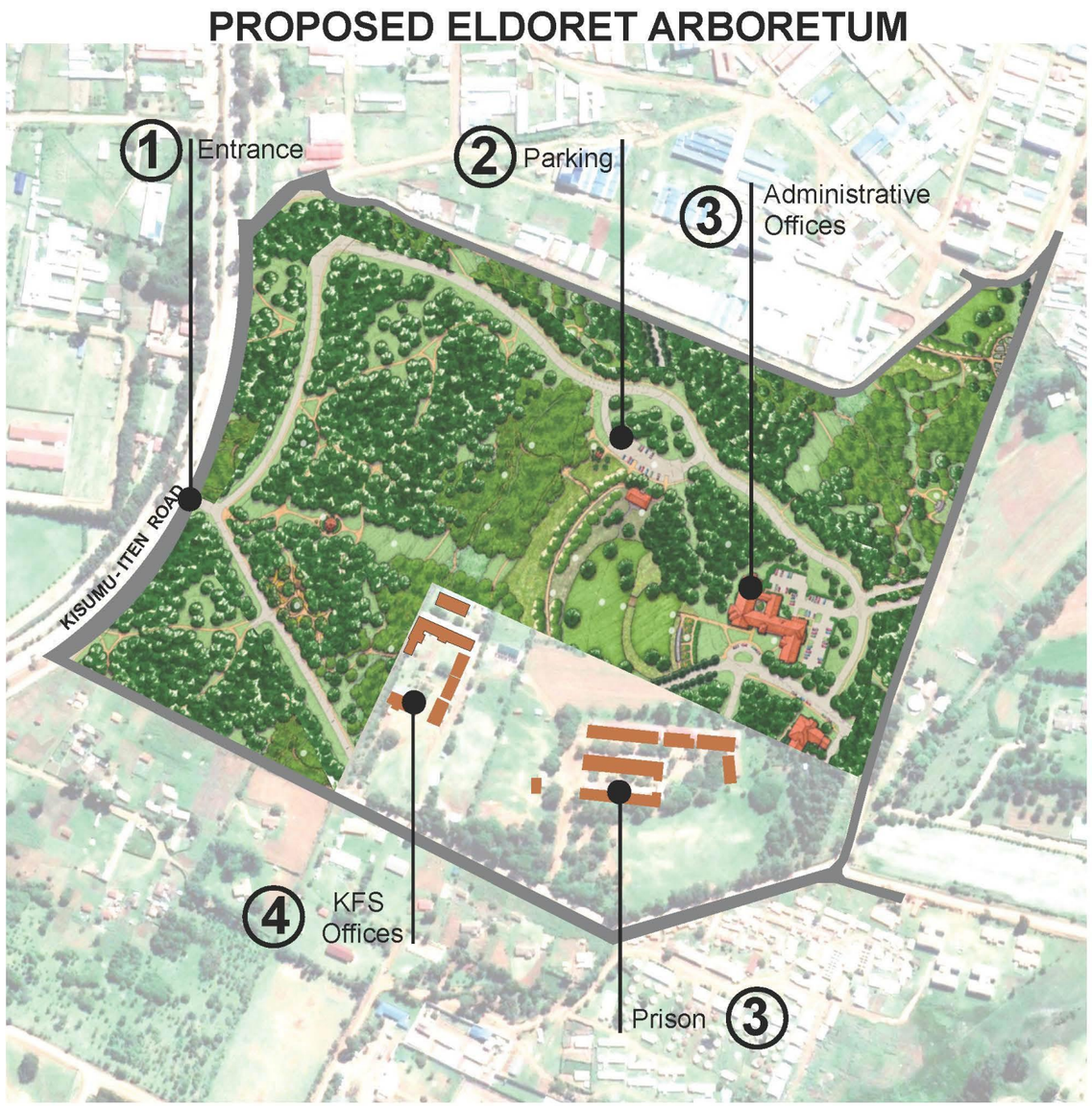
- The enhancement of mobility along Kenyatta street by converting it to a mono-directional street and enhancing pedestrian friendly amenities along the street from Nandi Park to the Municipal Park along Uganda Road
- The Municipal Park enhancement to make it more public friendly by removing the permanent fence and opening it to the public as a public square fronting the Town Hall
- The Nandi Park extension which is to be achieved by closing the public road that cuts across the site separating the Park from the Kenya Forest land. The park will be extended to include the part occupied by this forest
- The linkage between the Nandi Park and the Municipal Park will then be extended to link to the proposed Eldoret arboretum/picnic area along Iten road as well as Kipchoge Keino stadium. This linkage will then be extended to connect with the 'Marula' swamp and also the River Sosiani nature trail to form a loop on interconnected urban public spaces that will also be enhanced to give the town a unique identity.

7.6.6 PROPOSED ARBORETUM PARK DESIGN

Figure 33: Proposed Arboretum Action Plan



Location



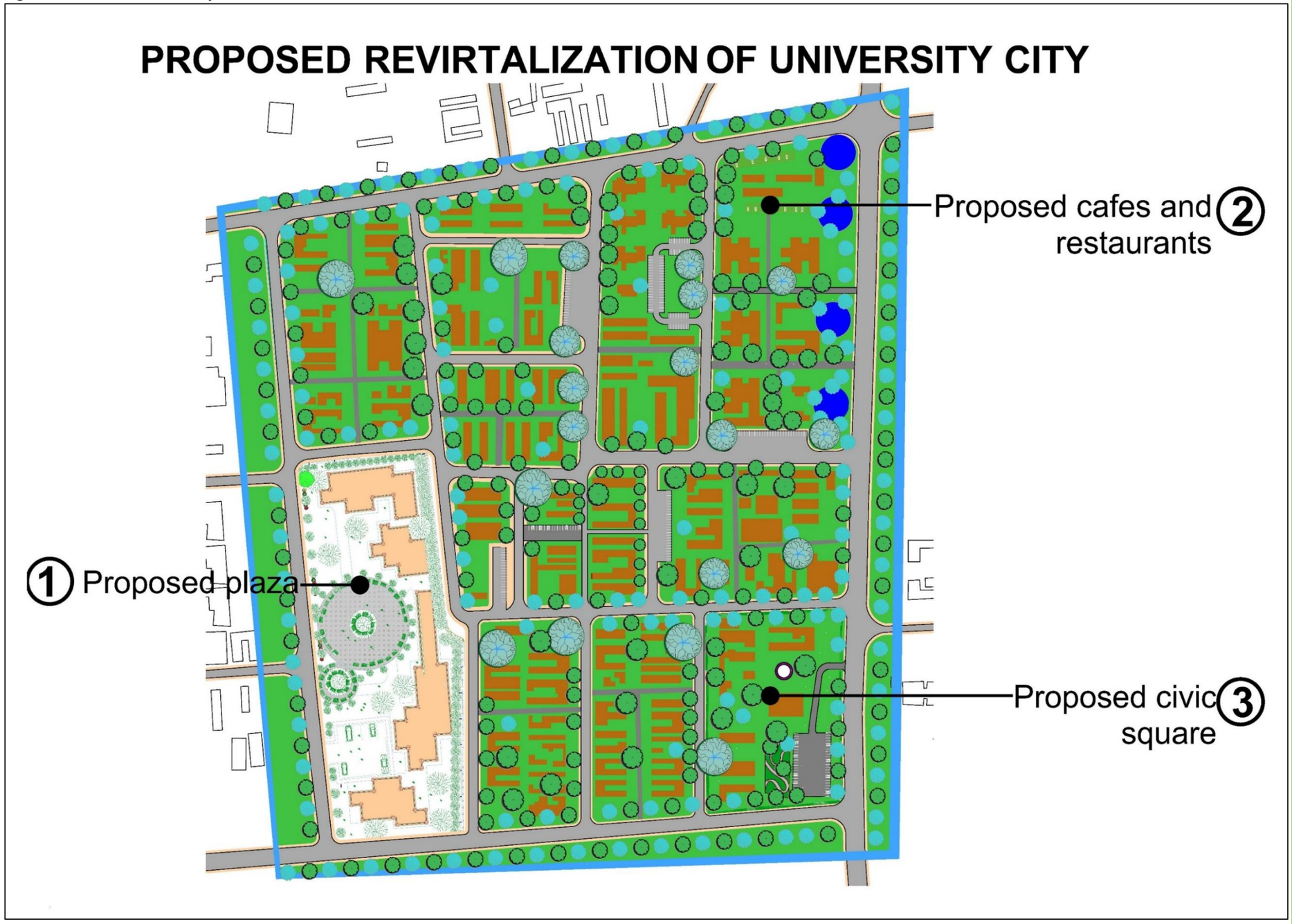
The proposed arboretum in Eldoret City presents a very unique feature within the City urban fabric. It forms one of the intended functional linkage components of the City's public spaces. The intention of this Plan is to link the park to the recreation spaces trailing from the proposed Nandi park extension; through the proposed mono directional route – Kenyatta street – linking to the Municipal park, then onto the pedestrianized street through Kipchoge Keino stadium and finally the arboretum.

The connection of these public spaces forms a complex yet an interesting web of connected urban parks and recreational spaces where people could congregate for various social aspects. Parks are an important part of the urban fabric of cities. They offer people the opportunity to connect with nature, engage physical activity, find a haven away from the city noise, or spend time alone or with family and friends.

This therefore becomes a timely proposal for the City as it not only provides space for recreation but also offers the opportunity to conserve the land for posterity and also contributing to the intended increase in the forest cover within the Municipality. This land is very viable for this use since it already belongs to a government agency (KFS) and the County will only need to synergize efforts with the KFS to realize this timely proposal.

7.6.7 ELDORET UNIVERSITY CITY (SOGOMO/KUINET)

Figure 34: Eldoret University Action Plan



The Plan has adopted the title 'University of Eldoret Action Plan' for the proposed urban renewal of Sogomo township for various reasons. The major reason being that the growth of the town is highly influenced This is the site where the University of Eldoret is situated. The site is bordered by a rapidly growing local center known as Sogomo. The opportunity presented by the location of the institution given its catchment population and some of the programs it has planned to undertake around the site including the development of a health facility and a stadium have far reaching impacts to the land use optimization of the site. On the onset of this, the potential presented by the site is discussed under the following sections.

In context of the above discussion, the site was preferenced as an action area in the development of this Local Physical Development Plan and a land optimization model of the site developed as presented below:

8 THE CAPITAL INVESTMENT PLAN (CIP)

8.1 THE ELDORET PLAN

As stated in chapter 1, the focus of the Eldoret Local Physical Development Plan (LPDP) is multi-fold, and inter alia, aims to provide a conceptual and policy basis upon which to plan, **develop and fund** the future development and operations of physical development within demarcated coverage of Eldoret Town. There are three main development tools, which will guide development in the area: County Integrated Development Plan (CIDP); County Spatial Plan (CSP); and Sectoral Plans (SP). The LPDP aims to set several directives for the local area, namely:

- Land Use and Development Management,
- Structure and Co-ordinate Economic Development,
- Curb problems associated with urban sprawl and low-density settlement,
- Unlock strategic land parcels to promote development associated with urban land optimization and economic development, and very importantly,
- Encourage private public sectors investment in Eldoret town and identified growth nodes.

Hence it is clear that a well thought out CIP is an imperative to operationalise the LPDP. Given current trends in urbanization of Eldoret Town as discussed in chapter 4 on population structure dynamics, the unprecedented growth of urbanisation in the town creates a pressing demand for the County to further invest in infrastructure and other assets to support economic and social development. Such investments require capital that often far exceeds available resources. The unavailability of capital in turn, puts a premium on the need for the County to build capacity to appraise and prioritize its investment decisions. Hence, there is an increasing need to establish and maintain a process of planning and funding capital investment as a regular activity integrated within the Town together with its other activities and based on principles of good public management.

From the above perspective, investment is understood as the acquisition or building of new assets, or major repair and replacement of existing assets that have an economic life longer than one year and a value above a specified threshold (World Bank, 2011). Capital investment planning (CIP) by the County would include (or should include) capital investment by the Town itself and by its entities, including enterprises established and owned by the County for the provision of services in the town. CIP may include investment by the private sector through public-private partnerships (PPP). There are at least three substantial challenges in dealing with CIP in Eldoret and other smaller urban areas discussed below.

8.2 THE NEED FOR A PROCESS OF PLANNING AND FUNDING CAPITAL INVESTMENTS

There are several challenges to capital investment planning in urban areas.

8.2.1 TIMING CHALLENGE

There is an intrinsic timing challenge. On the one hand, allocating funding for capital projects should be done annually within the County and Town's budgeting cycles. On the other hand, complex infrastructure projects may require several years' preparation and "packaging" before external financing (grants or loans) can be sought.

8.2.2 DESIRED DEMANDS AND AVAILABILITY OF FUNDS

Often once the cost of paying salaries is met, there are hardly any funds left for capital expenditures. Secondly, desires for capital investment are always higher than available funding. Therefore, the County, like in the case for all urban areas in Kenya, must make choices.

8.2.3 CAPACITY TO CAPITAL PLAN

Often, new and contemporary approaches to evaluate options for complex infrastructure projects usually exceed the counties' technical capacities, even in larger urban areas of Kenya. For example, capital investment should be considered within the frameworks of life cycle costing and assessment of alternatives (for example, reducing demand for the service/facility, engaging the private sector). Such a consideration is not often easy to quantify and evaluate objectively by the planning authorities. In addition, CIP is an evolving area of public management. Local governments across the world are continuously trying new approaches.

8.3 RELATING CIP TO OTHER MUNICIPAL ACTIVITIES

Capital investment is not a standalone activity for the County with regard to the Municipality but sits at the intersection of two interrelated areas: asset management and financial management. *Figure 90* below presents a "big-picture" overview of how CIP should ideally relate to other areas within Eldoret Town. The first key principle of contemporary good public management as shown by the blue boxes is that the properties and infrastructure in which the town invest should be only those needed for the services and programmes that the town provide for its residents.

In turn, whatever services provided are defined either by law (mandatory services) or by local policies (discretionary services). For example, the County Government Act requires counties to provide some pre-school childcare services, and the town may be asked by the Eldoret County Government to invest in more day-care facilities. In any event, service provision mandates, along with societal expectations and the wealth in the public sector, form the scope of properties and the standards for consumption and provision of services that the town must address in its CIP process. The red writings show three inter-related factors that provide input to the CIP progress: sources of projects, funding, and finance. Finally, the green writing depicts a very important aspect of CIP; decisions related to capital investment, city budgeting, and financing -all of which directly impact the town's financial health and its future ability to fund services required by the residents.

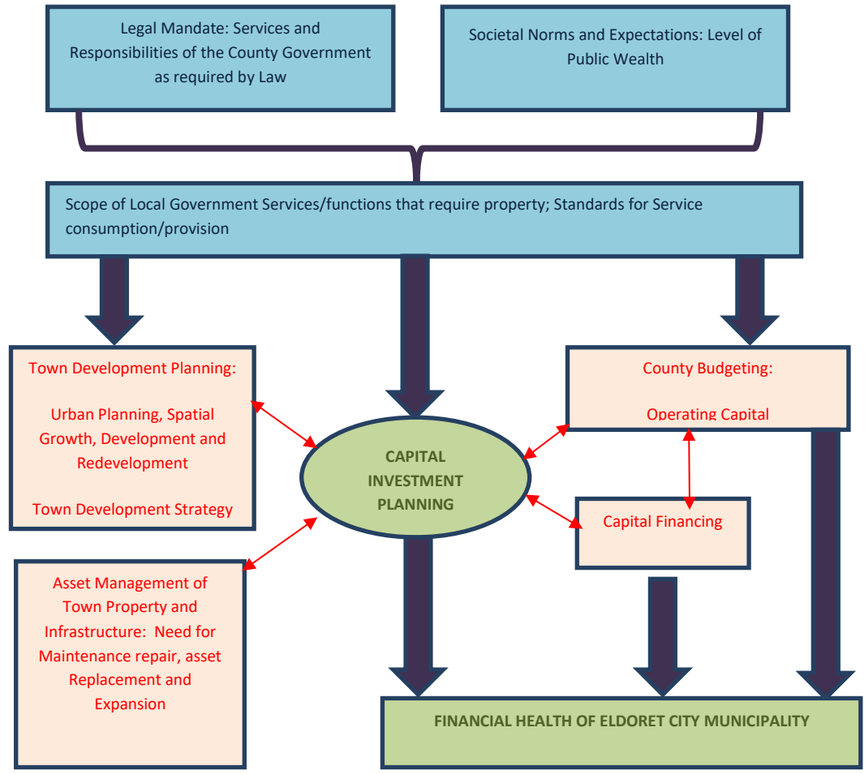


Figure 35: Capital Investment Planning and Relationship to Other County/Town Activities

Source: Adapted from World Bank, 2011.

8.4 FINANCING STRATEGY FOR THE CIP

8.4.1 INTRODUCTION

In order to achieve the objectives of the Eldoret Town LPDP as well as the national objective of accelerating economic growth and poverty reduction, a proper financing strategy of the Plan is critical. Funds mobilization is crucial to the implementation of the town's priorities. To ensure that the funding of the projects have been effectively done, the first fiscal year of the LPDP, 2019/20 will need to be set aside as the start of an exercise to carry out a massive funds mobilization for the projects proposed in the CIP.

To avoid the perennial problem of projects starting and being abandoned halfway, it will be necessary to ensure that projects will only commence once funds have been secured and a decent sense of guarantee ascertained.

8.4.2 CONSTITUTIONAL AND COUNTY FINANCIAL FRAMEWORK(S)

Article 190 of the Constitution given effect by Section 121 -130 of the County Governments Act, 2012 provides for support to the County Government by National Government to enable them perform their functions. It was envisaged that the support would be coordinated and be demand driven. However, many national government agencies have taken to providing support to counties as they deem fit. This has led to a mostly supply driven and fragmented approach that leads to duplication of the efforts. Article 202 and 203 provide for the establishment of an agreed framework to guide intergovernmental fiscal transfers and allocation of resources between the two levels of government. Finances following functions transferred between levels of government as envisaged in Article 187 of the Constitution; v. Inter-county collaborative financing and management of joint projects.

The Public Finance Management Regulation 2015 contains an elaborate framework for borrowing by both the national and county governments. Among salient provisions of the Regulations are that national public debt shall not exceed 50% of GDP in net present value (NPV) terms, and counties may only borrow up to 20% of their audited total annual revenue, also in NPV terms. In addition to this borrowing framework, mechanisms to enable county governments to access short term borrowing (overdraft facility) at the Central Bank of Kenya are not yet established. In addition, the capacity of county governments to manage this borrowing mandate is yet to be established. County governments have accumulated pending bills relating to unremitted statutory deductions, unpaid bills to suppliers and contractors, and check-off deductions of staff.

The current mechanism to guide, coordinate and support the engagement between the County Government and the private sector in operationalizing a Public Private Partnerships (PPP) framework is inadequate. Following enactment of the Public Private Partnership Act, 2013, the National Treasury has facilitated several engagements with county governments, aimed at bringing more clarity to the legislation and reaching consensus on the design of attendant regulations. The current legal framework does not prohibit county governments from initiating local public private partnership arrangements, as long as the contracts do not generate unmitigated contingent liabilities at either level of government. These provisions require greater clarity and a legal basis to guide adherence.

A sound revenue system for subnational governments is a critical prerequisite for the success of fiscal decentralization in Kenya. Each of the 47 county governments has executive and legislative authority to budget for and perform devolved functions. In order to fulfil their constitutional mandates, county governments draw their resources from five funding streams:

(a) Equitable share equivalent to at least 15% of the most recent audited revenue raised nationally,
(b) Conditional and unconditional grants from the national government's share of revenue,
(c) Equalization Fund,
(d) Loans and grants, and
(e) Own-source revenue (OSR)

The County Governments' Revenue Raising Process Bill, 2018 is unfortunately, still under debate in the National Senate with an aim to regulate Own Source Revenue. In the 2019/2020 Budget, the allocation to county governments in was Ksh. 371.6 billion out of which Ksh. 310 billion is the equitable share whereas Ksh. 61.6 billion will be conditional transfers, including Ksh. 38.7 billion from development partners. The allocation is still under discussion amongst the County and National Governments.

8.5 ASSESSMENT OF THE FISCAL CAPACITY

8.5.1 THE 1ST CIDP (2013-2017)

According to the first CIDP for the County, an average of Kshs. 4.3 billion annually was needed for operations including Kshs. 2.3 billion for the **development** budget over the FYs 2013/14 to 2017/18 (UG County,2013:90). It is stated in that Plan that the main source of funds to implement the CIDP was to be from the National Budget though the County expected to source for additional funds from internal sources, Development Partners and the Private Sector through Public Private Partnership (PPP). The County crafted a resource mobilization strategy based on the planned activities that the County intended to undertake during the plan period. This was based on a 2-pronged approach:

(a) Proposed Framework for Public Private Partnership

It was planned that County would undertake the following activities to source for increased funding:

- Initiate and facilitate more programmes that encourage PPPs in business development such as infrastructure development, building schools, markets, hospitals, housing, e-commerce etc.,
- Hold awareness forums on the available programmes for PPPs, and
- Organize and run stakeholder forums in the planning, financing and implementation of the County's initiatives.

(b) Strengthen monitoring of funds utilization

- Monitor and evaluate the County's programmes regularly to ensure prudent use of funds to avoid wastage,
- Run sensitization programmes for the implementing departments on monitoring and evaluation,
- Prepare work plans based only on the County's CIDP, and
- Prepare and implement an effective and efficient procurement plan.

8.5.2 STATUS OF IMPLEMENTATION OF THE PREVIOUS CIDP (2013-2017)

In its review of the implementation of the 1st CIDP, it is stated that during the plan period, the county's allocation of equitable share of **total revenues** grew by 60 percent from Kshs. 3.5billion in 2013/14 FY to Kshs. 5.6 billion in 2016/17 FY while local revenue grew from Kshs. 665 Million to Kshs.669 million in the same period. The County also received Kshs.14.5 million, Kshs.221 million and Kshs.198 million, 573, million in 2014/15, 2015/16 and 2016/17 financial years respectively in the form of conditional grants as indicated in Table 1 below (UG County, 2018a:7).

Table 37: UG County Revenues by Type for 2013/14 – 2016/17 FYs

FY	2013/2014		2014/2015		2015/2016		2016/2017	
	Ksh. Million							
Revenue Type	Budget	Actual	Budget	Actual	Budget	Actual	Budget	Actual
Local Revenues	1,200	665.3	890	800.1	1,037	718	1,192	668.5
Equitable Share	3,796	3,796	4,529	4,530	5,190	5,190	5,698	5,601
Grants/Others	0	0	14.9	14.9	221	134	253	258
TOTAL	4,996	4,461	5,434	5,345	6,449	6,043	7,143	6,527

Source: UG County, 2018a. table 3.1., pg.7

It is noted that the increase in equitable share of revenue to the county over the plan period was attributed to improved economic conditions at the national level which led to improved revenue performance. The local revenue collection recorded the best performance in 2014/15 financial year with a total collection of Kshs. 800 Million and the lowest in 2013/14 financial year with a collection of Kshs.665 Million. Generally, the County was not able to achieve the projected revenue collection during the plan period realizing only 45 percent of the projected in first year and 44 percent in the fourth year. It is only in the second year that performance was at its highest with a 10 percent shortfall of the target. The improved revenue performance in the second year of the plan period can be attributed to waiver of land rates, while the underperformance is as a result of decentralization of revenue collection to the departments and challenges in implementation of Revenue Collection and Management System (UG-Pay).

In terms of the County Revenue Streams, the 31 revenue streams at the beginning of the plan period expanded to 35 in the second year, 53 in the third year and 48 in the fourth year. Collections from business permits accounting for 23 percent of total revenue followed by bus parks at 14 percent, land rates at 13 percent, Street parking fee at 10 percent, Building plan approval fees at 5 percent and Housing Estate rent at 3 percent.

8.6 UNPACKING THE 2019/2020 CGUG BUDGET

The County Government of Uasin Gishu Annual Development Plan FY 2019-2020 but it would be expected that what is actually included in the Budget can be radically different from the draft Budgeted figures. Accordingly, the Uasin Gishu County assembly passed the 2019/2020 FY budget on Thursday 25th July, 2019 following a motion tabled by the Chair of the Budget Committee. The actual figures contained in the budget are yet to be interrogated to guide the development implementation of the Plan.

Nevertheless, from the approved budget tabled in Parliament and the Senate, the broad allocations to Uasin Gishu County is as shown in Table 34 below. It would appear that UG County is similarly affected with possible very marginal annual increases in allocations from the National government going forward as can be seen. Indeed, with proposed reductions in allocations for county assemblies and the executive arms of counties it is expected that there will be more funds available for development in the counties. A detailed breakdown of the UG County budget has been requested from the County by the Consultant to enable a more detailed assessment of what is available for developments in Eldoret Town.

Table 38: Uasin Gishu 2019/2020 Allocations (Ksh. Million); Republic of Kenya, 2019

Item	2018/2019	2019/2020
Allocation of Equitable Share	5,935	6,713
Conditional Allocation from Government Revenues	410	390
Conditional Grants	1,080	1,046
Total Inflows	7,425	8,149
Ceining for County Assembly	672	571
Ceining for County Executive	686	570
Sub Toral	1,358	1,141
"Available" for Development	6,067	7,008

8.7 PROPOSED CAPITAL COSTS FOR THE FIRST 3 YEARS

The various sectoral capital costs for the Plan period have been identified based on the review of the proposed sectoral strategies. Details are given in Annex 2. We provide the detailed capital investment for the first 3 years of the Plan period **2020/21 to 2022/23**. These are summarized in *Table 3* below for the total expected expenditure of Ksh. 55.1 billion. By far it is expected that transport infrastructure will take the highest portion at 80% as detailed in the sectoral sections below.

Table 39: Summary of Capital Costs for 2020/2021 to 2022/23

Sr.	SECTOR	Total Amount (Ksh. million)	% of total
1	Human Settlement (Urban & Rural)	220	0.4
2	Social Infrastructure (Health & Education)	3,051	5.5
3	Transportation Infrastructure	44,033	79.9
4	Energy & ICT Infrastructure	275	0.5
5	Recreational Infrastructural Facilities	3,667	6.7
6	Water, Sewer & Solid Waste Management Infrastructure	3,870	7.0
	GRAND TOTAL	**55,116**	**100**

Source: CURP, 2019

8.7.1 HUMAN SETTLEMENT INFRASTRUCTURAL COSTS

Under this component, there are for proposed capital expenditure items that it is envisaged will improve the state of human settlements in the Town. Firstly, funds will be allocated for natural resource mapping in the town. Whereas the exercise of Natural Resource Mapping had begun it will need to be completed to include maps of all the forests, wetlands and other ecologically fragile areas into a GIS database for monitoring and assign a buffer with appropriate uses. In addition, the integrated strategic planning & preparation of local development plans to ease services provision and distribution will be undertaken the Planning Office.Secondly, the process of producing an integrated plan for the town which has been started will be completed to establish an integrated physical plan for all areas of the town. Thirdly, the process of compiling a new valuation roll will be completed in the first 3 years of the plan. Lastly, there is a process of ongoing regeneration of the settlements in the town. To effectively undertake this a process of regularization of the land tenure system will be completed in the town. Whereas informal housing is not yet a big problem in Eldoret, it is clear that the problem needs to be nipped in the bud and hence this will be a key issue to be addressed. Key activities will be on regularization of land tenure for squatters in settlements occupying government land. Preparation of a detailed valuation roll for the City Municipality had also began and will be finalised.

Table 40: Human Settlement Infrastructural Costs

PROJECT	QUANTITY	UNIT	PHASE 1			APPR. COST (IN KES. million)
			2020 2021	2021 2022	2022 2023	
1. Natural Resource Mapping: e.g. Map all the forests, wetlands and other ecologically fragile areas into a GIS database for monitoring & assign a buffer with appropriate uses	-	HA	10	20	20	50
2. Integrated strategic planning & preparation of local development plans for 10 local centres to ease services provision and decentralize activities from the CBD	10 Towns	HA	10	20	40	70
3. Preparation of a detailed valuation roll for the City Municipality	-	Sq. Km	40			40
4. Regularization of land tenure for squatters in settlements occupying government land	-	HA	10	50		60
SUBTOTAL			**70**	**90**	**60**	**220**

Source: CURP, 2019

8.7.2 SOCIAL INFRASTRUCTURE (HEALTH & EDUCATION)

Under this component, there are three proposed projects. Firstly, it is proposed to establish ECDE centers within the required distances as per the planning standard of which 1 will be established in the CIP period as shown in table 38 below. Secondly, it is proposed to establish a Referral Hospital at Eldoret University which will incorporate a Kenya Medical Training College (KMTC). Lastly, it is proposed to acquire 100 Acres piece of land for disaster preparedness training school at Prison's owned land.

Table 418: Social Infrastructure (Health and Education) Costs

PROJECT	QUANTITY	UNIT	PHASE 1			APPR. COST (IN KES. million)
			2021	2022	2023	
5. Establishment of ECDE centers within the required distances as per the planning standards.	-	1No.	2			2
6. Establishment of a Referral Hospital at Eldoret University which will incorporate a Kenya Medical Training College (KMTC)	1	No.	-	-	2,800	2,800
7. Acquisition of the 100 Acres piece of land for disaster preparedness training school at Prison's owned land	100	Acres		100	150	250
SUBTOTAL						3,052

Source: CURP, 2019

8.7.3 TRANSPORTATION INFRASTRUCTURE

Under this component, the capital expenditures proposed relate to a wide range of expensive but necessary infrastructure in respect of the operationalisation of a rail system to maximize on the movement of goods and services and related activities. The link road for Moi University and the airport is a priority as is pedestrianization of Kenyatta street, establishment for Park and Ride terminal points and stations at various points on major selected routes, planting trees along major roads and pedestrianized streets within the town and in neighbourhoods.

Table 429: Transport Infrastructure Costs

PROJECT	QUANTITY	UNIT	PHASE 1			Appr. Cost (Ksh. million)
			2020/21	2021/22	2022/23	
8. Operationalize the rail system to maximize on the movement of goods and services	37	Kms			11,100	11,100
9. Dualing of Uganda Road to accelerate economic gains	36	Kms			14,520	14,520
10. Dualing of Kisumu Road to accelerate economic gains	25	Kms			10,000	10,000
11. Optimizing the riparian reserve for River Sosiani as a nature trail/running track	71	Kms	200	510	-	710
12. Pedestrianization of Kenyatta street	600	Meters	100			100
13. Establishment for Park and Ride terminal points and stations at various points on major selected routes	6 Terminals	HA	50	50		100
14. Creating a link road between Moi University and Moi international Airport	22	Kms		500	600	1,100
15. Extend a light rail network from the airport to the CBD	16	Kms			2,800	2,800
16. Plant trees along major roads and pedestrianized streets within the town and in neighborhoods in an effort to enhance greening of the Town	50,000	Seedlings	3			3
17. Construction of the bridges at river sosiani linking Nandi park; another linking Mahatma Gandhi road to Kipkaren settlement				50	100	150
18. Construction of a 300 meters landmark bridge connecting the Pioneer Estate side from Muliro road	300	Meters		200	400	600

PROJECT	QUANTITY	UNIT	PHASE 1			Appr. Cost (Ksh. million)
			2020/21	2021/22	2022/23	
19. Acquisition of 1 Ha land near Nandi Park for the multilevel parking terminus facility	1	Ha	200			200
20. Construction of the highrise multilevel terminal building	5	floors	1,000	1,500		2,500
21. Acquisition of land to set up a lorry/trucking terminal area with complementing facilities e.g lodges, entertainment areas	30	acres	150			150
SUBTOTAL			**1,703**	**2,810**	**39,520**	**44,033**

Source: CURP, 2019

8.7.4 ENERGY & ICT INFRASTRUCTURE

Under this component, 2 key projects are proposed. Firstly, it is proposed to develop a GIS-based Data base of all bio resources in the municipality to enable comprehensive exploitation of the resources in collaboration with different partners. As a process that has been continuing it is proposed to finalize the establishment of ICT parks in each of the sub regions of the Town.

Table 40: Energy and ICT Costs

PROJECT	QUANTITY	UNIT	PHASE 1			APPR. COST (IN KES. million)
			2020 2021	2021 2022	2022 2023	
22. Develop a GIS data base of all bio-resource areas &Development of a LIMS for the Municipality	1	No.	0	30	35	65
23. Development of ICT parks: one in each sub-region as information centres	7 No.	-	50	50	110	210
SUBTOTAL						275

Source: CURP, 2019

8.7.5 RECREATIONAL INFRASTRUCTURAL FACILITIES

Uasin Gishu being known as the sports capital of Kenya, there is a need to sports facilities in the Town. These will involve developing a world marathon event along River Sosiani trail and acquisition of the 40 Ha commercial recreation band near the two rivers dam. Other infrastructure will involve rehabilitation of Kihuga Square and 64 Stadium, and for Sports related conventions, the ultimate development of a convention centre that in the CIP period will start with acquisition of the 120 acres Conventional Centre land near the airport past Kapseret.

Table 41: Recreation Infrastructural Facilities Costs

PROJECT	QUANTITY	UNIT	PHASE 1			APPR. COST (IN KES. million)
			2020 2021	2021 2022	2022 2023	
24. Rehabilitate Kihuga Square and Sixty-Four stadium to make them more vibrant	85,000	SQM.	100	500	2375	2,975
25. Develop a world marathon event along River Sosiani trail and proceed to go to Operation and Maintenance Fund	-	-				0

26. Acquisition of the 40 Ha commercial recreation band near the two rivers dam	**40**	**Ha**	**100**			**100**
27. Acquisition of the 120 acres Conventional Centre land near the airport past Kapseret	**120**	**Acres**	**200**	**392**		**592**
SUBTOTAL						**3,667**

Source: CURP, 2019

8.7.6 WATER, SEWER & SOLID WASTE MANAGEMENT INFRASTRUCTURE

Under this component there will be 3 key projects: Firstly, installation of water storage facilities in key institutions within the Town boundaries, development of a framework for effective solid waste management for the entire municipality and designation of a County landfill site which will handle all solid waste in the Town

Table 42: Water, Sewer and Solid Waste Management Infrastructure Costs

PROJECT	QUANTITY	UNIT	PHASE 1			APPR. COST (IN KES. million)
			2020	2021	2022	
			2021	2022	2023	
28. Install water storage facilities in institutions	-	-	100	200	3367	3,667
29. Designation of a County landfill site which will handle all solid waste as intended in the 3Rs	**50**	**HA**	**87.5**	**100**		188
30. Develop framework for effective solid waste management for the entire municipality	**1**	**No.**	**15**			15
SUBTOTAL						**3,870**

Source: CURP, 2019

8.7.7 EXPENDITURE ANALYSIS DURING 1ST CIDP

During the plan period, there was an overall growth in budget from Kshs. 4,049 Million in 2013/14 year to Kshs. 7,204 Million in and 2016/17 as indicated in Table 34 above. This growth can be attributed to increased allocations to counties by Commission of Revenue Allocations (CRA). There was also gradual growth in actual expenditures from Kshs.2.215 Billion to Kshs.5.853 Billion in the same period. Generally, expenditures for most the county departments improved in the first three years of the plan period owing to expenditure management and control measures instituted by the County Government. However, the late disbursement of funds by the National Treasury continued to affect expenditure performance over the plan period.

Over the previous CIDP period, it is noted that the budget absorption rates for development expenditure improved from 13 percent at the beginning of the plan period to 63 percent in 2016/17 financial year and recording the highest absorption of 76 percent in 2015/16 financial year; while that for the recurrent expenditure rose from 84 percent to 92 percent in similar period. The low absorption rates in development expenditure compared to the recurrent is partly due to delays in release of funds by the National Treasury and the lengthy procurement processes. However, the overall improvement in absorption levels over the plan period can be attributed to the increased efficiency by the county departments in the uptake of the resources allocated.

It may be noted that the "new governance structure was at its initial stages and thus the uptake of development allocation was delayed. But in 2014/15 through to 2015/2016 the absorption levels were high because of the funds rolled over from the previous financial year, establishment of government systems and structures; and the introduction of Project Implementation Management Committees (PIMC)" (see 2018a:34). As in all counties, introduction of e-procurement and delays in disbursements from National Treasury contributed to the reduction of development allocations.

8.7.8 PROPOSED SUMMARY OF THE CAPITAL EXPENDITURES IN THE LPDP

The various sectoral capital costs for the Plan period have been identified based on the review of the proposed sectoral strategies. Details are given in Annex 2 and summarized in *Table 43* below.

Table 43: Summary of Capital Costs

		Phase 1 (Ksh. Million)					Phase 2 (Ksh. Million)					Total (Ksh. Million)
		2019/21	2021/23	2023/25	2025/27	2027/29	2029/31	2031/33	2033/35	2035/37	2037/2040	
1.1.1	The Human Settlement (Urban & Rural)		5,500	5,000								10,500
1.1.2	Transportation Infrastructure	2,221	3,400	3,454	3,540	20,080	4,196	4,208	2,035	2,037	2,040	47,211
1.1.3	Social Infrastructure (Health & Education)	583	230	91	1,402	1,401	4,699	799				9,205
1.1.4	Energy & ICT Infrastructure	1,100	30	35	1,203	-	42	599	42	42	42	3,135
1.1.5	Water, Sewer & Solid Waste Management Infrastructure	1,093	12,000	4,000	492	-	-	-	-	-	-	17,585
1.1.6	Recreational Infrastructure	100	123	2,040								2,263
1.1.7	Industrial & Commercial development		400	4,200	2,900							7,500
1.1.8	Conservation Strategy	26			15	340	355	1,200	326			2,262
	Total	**5,123**	**21,683**	**18,820**	**9,552**	**21,821**	**9,292**	**6,806**	**2,403**	**2,079**	**2,082**	**99,661**

Source: CURP, 2019

8.7.9 FUNDING THE INVESTMENTS

8.7.9.1 Introduction

Going by recent experience regarding various sources of funding by the County, it is clear that a capital expenditure of Ksh. 47 billion over the LPDP period cannot be funded solely from its own sources. The 2019/20 Capital Budget will represent the funding for the first year of the CIP. Projects in the first year of the Plan generally represent the Town's most immediate investment priorities and at KES 2.53 billion over the 2-year period 2019/20 and 2020/21, the figure can be accommodated by the County in collaboration with other funding sources.

Projects that are included in the Plan are stated as priorities but of course, are not guaranteed for funding as the Plan is a reflection of the stated needs within the Town. In this regard, the CIP is intended to be a fluid document that will be subject to change each year as priorities are re-assessed and as additional information on funding streams becomes more defined. The mobilization of these funds is critical if Eldoret will have to contribute to the overall goals of accelerating economic growth and poverty reduction in Eldoret.

8.7.9.2 Likely Magnitude of Funding in 2019/2020 and Beyond

In its 2018/19 FY Budget, UG County Treasury expected to get from Local Revenue, Ksh. 1,2 billion, from Equitable Share of Revenue Ksh. 5.9 billion, from Conditional Allocations & Grants Ksh. 1,9 billion, all totalling 9 billion for both development and Recurrent expenditures. In the most recent budget for 2019/20, we see that the total expected development expenditures for UG County is Ksh. 6.3 billion in 2019/20 to Ksh. 4 billion and Ksh. 4.1 billion in 2020/21 and 2021/22 respectively. Out of this the allocations for Eldoret town is Ksh. 1.3 billion in 2019/20 and falling sharply to Ksh. 0.67 billion and Ksh. 0.71 billion in 2020/21 and 2021/22 respectively. An analysis of the sectoral allocations shows that for subsequent years, the total receipts will be no more than KES 10 billion annually from which it should be possible to spend about the amounts proposed in the funding mechanism below.

8.7.9.3 Proposed Funding Structure

Given the level of capital expenditures and the scope of the Eldoret Town ISUDP, it is clear that there must be innovative ways to raise the funding needed for the CIP. There are various ways in which this can be done as proposed in *Table 45 below*. This will have to be a mix of GOK funding, mostly County funds and development partners. It is important to emphasise that PPP arrangements will play a critical part in the funding of the large infrastructural projects. Below are the programmes and the proposed funding sources.

8.7.9.4 The Human Settlement (Urban & Rural)

It is proposed that Natural Resource Mapping of the wetlands and other ecologically fragile areas into a GIS database will be funded by the County itself, as will the be the Integrated strategic planning & preparation of local development plans to ease services provision and distribution. The preparation of a detailed valuation rolls for the City Municipality had already been started from County funding and will be finalised. Costs for regularization of land tenure for squatters in settlements occupying government land will be borne by the parent Ministry through existing programmes. Total costs are as shown in table 44 below.

8.7.9.5 Transportation Infrastructure

The operationalize the rail system will be funded through PPP arrangements with collaboration with the Ministry of Transport and Kenya Railways. Dualing of Uganda Road, and Kisumu Road are divided responsibilities with the Kenya National Highways Authority; the Kenya Urban Roads Authority (KURA) and will be mainly funded from GoK sources. The optimizing the riparian reserve for River Sosiani as a nature trail/running track will be funded by the County, whereas the funding of the proposed link road between Moi University and Moi international Airport will funded by KURA.

8.7.9.6 Social Infrastructure (Health & Education)

The establishment of ECDE centres in the town will be done by the private sector through PPP arrangements while the establishment of a new Referral Hospital at Eldoret University will be executed through cooperation with the private sector. With the current Moi Referral Hospital, it is unlikely that the National Government will be amenable to fund a second public referral hospital.

8.7.9.7 Energy & ICT Infrastructure

The county is in the process of developing a GIS data base of all bio-resource areas & development of a LIMS for the City Municipality. This will be finalised through County funding. In addition, the development of ICT parks in each of the sub-regions as information centres will be funded by the County with some funds being sources from the Ministry of ICT.

8.7.9.8 Water, Sewer & Solid Waste Management Infrastructure

Solid waste management is an important activity that must be addressed by the County. In most cases there are private sector investors ready to invest in solid waste to energy and fertiliser projects so long as there is identified landfill. Hence a designation of a County landfill site which will handle all solid waste will be funded by the county as well as the development of a framework for effective solid waste management for the entire municipality. Part of this will be funded as part of technical assistance by development partners.

8.7.9.9 Recreational Infrastructure

Rehabilitate Kihuga Square and Sixty-Four stadium to make them more vibrant will serve both a commercial and social function. Hence it is proposed that this is a venture that can interest the private sector. The County will fund the preparatory and awareness activities that may make the private sector interested in investing in these investments.

Table 44: Proposed Sources of Funding the LPDP 3-Year CIP by Thematic Programmes/Projects

Thematic Programmes/Projects		FUNDING SOURCES				
		GoK	PPP	County	DPs	Total
		KES (Million)				
1.1.1	The Human Settlement (Urban & Rural)	70		50	100	220
1.1.2	Transportation Infrastructure	29,120	13,900	481	532	44,033
1.1.3	Social Infrastructure (Health & Education)	302	2,249	500		3,051
1.1.4	Energy & Ict Infrastructure	100		175		275
1.1.5	Water, Sewer & Solid Waste Management Infrastructure	600	2,000	403	867	3,870
1.1.6	Recreational Infrastructure	200	2,475	507	495	3,677
1.1.7	Industrial & COmmercial development					-
1.1.8	Conservation Strategy					-
Total		**30,392**	**20,624**	**2,116**	**1,994**	**55,126**

Table 45: Proposed Sources of Funding the LPDP by Thematic Programmes/Projects for the period ending 2040

Thematic Programmes/Projects		FUNDING SOURCES				
		GoK	PPP	County	DPs	Total
		KES (Million)				
1.1.1	The Human Settlement (Urban & Rural)	1,000	7,400	2,000	100	10,500
1.1.2	Transportation Infrastructure	25,120	19,900	1,689	502	47,211
1.1.3	Social Infrastructure (Health & Education)	5,000	2,000	500	1,705	9,205
1.1.4	Energy & Ict Infrastructure	100	2,500	35	500	3,135
1.1.5	Water, Sewer & Solid Waste Management Infrastructure	15,000	2,000	203	382	17,585
1.1.6	Recreational Infrastructure		1,700	563		2,263
1.1.7	Industrial & COmmercial development	200	4,300	600	2,400	7,500
1.1.8	Conservation Strategy	500	100	100	1,562	2,262
Total		**46,920**	**39,900**	**5,690**	**7,151**	**99,661**

Source: CURP, 2019

8.7.10 IMPLEMENTATION OF THE CIP

8.7.10.1 Institutional Systems

The complexity of Eldoret towns' governance framework relates to the current departure from the previous governance and management framework as provided for in Local Government Act, CAP 265 to the current Urban Areas and Cities Act 2011. Of significance is the shift of town management responsibilities of Eldoret town to the Eldoret Town Board complemented by retinue of administrators and such other staff and officers as the respective Boards may determine. These changes are expectedly accompanied by institutional and management challenges. It is thus imperative that they are well

factored in during the implementation of the Eldoret Town CIP. Some of the identified issues and challenges relating to the current institutional and management systems and that are expected to have a bearing on implementation of the CIP include:

- Delay in concretizing an overarching vision for the Town that could guide its progress and galvanize the residents' collective ambition especially alongside the country's blueprint Kenya's Vision 2030.
- Inadequate staff capacities for plan preparation and implementation such that though in former Town Council of Eldoret there was an approved establishment of employees, the "Delivery Unit" of current Eldoret Municipal Council may be seen to be unbalanced.
- Non-optimal a comprehensive and integrated approach in addressing issues of urban development, flooding, environmental degradation, solid waste, circumvention of laid out norms and procedures.

8.7.10.2 Need for a Communication Strategy

The centrality of communication to the promotion of good governance, effective urban management and citizens' participation is now an acceptable principle. In this regard the process must be supported by a targeted public communication and engagement strategy supportive of the goals of the CIP as part of the LPDP. In this regard, the establishment of broad guidelines for the public communication and engagement strategy is expected to ensure the smooth operation among the different levels of governance and citizens. Besides the establishment of a mechanism of public communication between and among the various entities within the County is meant to;

- **AVOID UNWIELDY AND EXPENSIVE BUREAUCRACIES AT TOWN AND COUNTY LEVELS AND CALLS FOR COOPERATION, COORDINATION AND COMMUNICATION;**
- Standardize the processes and format of communication of the Plan;
- Enhance effective communication of the Executive decisions in a manner that provides information with clarity and accuracy;
- Offer opportunities for public input to help identify needs and set priorities, comment on proposed strategies and programmes in the Plan and provide information and feedback;
- The overarching principals of communication and information strategy for the Plan shall be;
- Integration of communication in all activities;
- Allow the access to information by media in accordance with Article 35 of the Constitution;
- Adhere to media ethics, standards and professionalism;
- Promote national values, the Bill of Rights and the Rule of Law;
- Promote Openness and Accountability;
- Provide mechanisms for continuous sharing of information in real-time;
- Motivate citizens to participate in issues of governance and encouraging them to stand up for their rights.

8.7.10.3 Media for Delivering the CIP LPDP

There is a range of communication tools that shall be used for effective dissemination of the CIP and LPDP. These tools are diverse and shall include;

1 Generation of popular Versions of the Eldoret LPDP

This shall involve the generation of popular drafts of the LPDP for dissemination alongside other IEC materials. The popular version will give background, rationale and the proposals of the planning process alongside quick win projects.

2 Electronic and Print Media

CHANNELS UNDER THIS MEDIUM INCLUDE Journal Articles, Local newsletter Pamphlet or brochure, National Newspapers, TV and Radio Magazines. For the purpose of the LPDP and CIP, it is acknowledged that **R**adio will be the primary source of information given Eldoret Town's large rural hinterland. Overall, these channels will concurrently be used to run advertising features. Similarly, documentaries or infomercials will be used in the electronic mass media for dissemination.

3 Social Media, Web 2.0 tools and Art/music Festivals

The Plan publicization is expected to take advantage of the increased ICT capacity in the country by extension Eldoret. For the purpose of the CIP/LPDP, the residents particularly the youth will be kept abreast with information through social media. This will involve web 2.0 based communications and information sharing platforms such as Facebook, twitter, blogs and interactive websites which enable users to interact and collaborate with each other in discussions as moderators or contributors of content. Besides, art and music functions that are particularly popular with the youth will be other vehicles for spreading the urban planning agenda for Eldoret.

4 Word of Mouth Publicity

Information exchange by word of mouth shall continue to be a convenient medium for disseminating information on the Plan especially given the town's rural set up. For the purpose of the CIP/LPDP, appropriate slogans relating to the Plan will be generated and utilized to further publicize and anchor the Plan.

8.7.10.4 Institution for Implementation of the LPDP/CIP

We propose the County setting up an f ***"Eldoret Steering Committee (ESC) for the Integrated LPDP"***; a local inclusive committee (see box 17.1 below) that will provide oversight role during the implementation of the LPDP and CIP**.** It is expected that in undertaking its mandate the committee will constitute other thematic sub-committees on sectoral issues such as on planning and building. The committee working in tandem with other relevant bodies will provide the much-needed avenue for sharpening private and county stakeholders in following up the implementation of the identifier's capital investors.

Box 1: The Eldoret Steering Committee (ESC) for the Integrated LPDP

The Eldoret Steering committee is expected to play a critical role in driving the preparation, and implementation of the overall LPDP by acting as a channel for harnessing views and inputs of local business and general community. The objectives of the local committee are: To ensure effective participation and soliciting inputs from the Eldoret residents and interest groups during the plan implementation; Jointly with County administration to provide regular feedback to the citizens on the plan implementation process; To popularize the plan implementation process and ensure adequate support and endorsement by citizenry and the local approving authorities; Solicit and sustain participation of different stakeholders during plan implementation; and Monitor the implementation of Eldoret LPDP. .

Strategies: -

The following broad strategies have been informed by the fore going discussions and seek to address the various governance and institutional challenges and issues in Eldoret Planning Area;

- Identify Internal Champions to popularize and oversee the implementation of the Plan to its logical conclusion. It is expected that those chosen as Champions should internalize the content and spirit of this Plan, the UACA 2019, the relevant parts of the County Government Act and other legislations and policies.
- Create awareness on the roles of the new ***"Eldoret Steering Committee (NSC) for the Integrated Strategic Urban Development Plan 2012-2030"****, as* an opportunity to enhance citizen ownership, participation and accountability as per the Urban Areas and Cities Act 2011.
- Ensure active participation of stakeholders through the relevant committees such Eldoret Steering *Committees for the Integrated Development Plan or Eldoret Building and Building Subcommittee.*
- Articulate in participatory manner a clear and compelling vision for the Eldoret Town and develop a proper brand for Eldoret Town.
- Promote accountability mechanisms in budgeting and financial matters by enhancing openness and budgetary literacy of the citizens.
- There is a need to review and redefine the roles and mandates of the key stakeholders
- Create more awareness and disseminate development agenda to the residents directly and by using modern ways of disseminating information.
- There is need to reduce some of the infrastructure constraints that impede economic development. For instance, value addition should be promoted; the business regulatory framework should be responsive to the private sector.
- In consultation with County Public Service Commission, strengthen internal staff capacities through hiring additional professional staff.
- Promote and adopt policies and strategies that encourage involvement of private sector in provision of services both in business and essential services.
- Ensure observance of development control measures / procedures, sub divisions, approval of housing plans, change of user and consolidation among others. There is need to establish appropriate Strategies for Urban development and acceptable procedures which should be packaged for dissemination to the public.
- Develop a coordination mechanism for urban development sectoral policies to reduce overlapping responsibilities and gaps evident between and among various agencies in Eldoret planning area.
- Introduce sufficient monitoring, control and evaluation indicators and mechanisms.
- The need to borrow from national and international best practices in the sector.
- Establish framework for joint coordination and collaboration-to ensure joint programming and joint feedback sessions among others.

- Ensure better and effective provision of services through robust internal checks- Citizen Score Cards, Service Score Cards, Performance Contracts, automating processes such as approvals, ticketing etc. Further, review and re-energize and ensure full operationalization of Service Charters.
- Strengthen the capacity of other local actors –CBOs, NGOs, neighborhood associations;
- Encourage periodic consultations with all citizenry through proposed frameworks- Operationalize the citizen Fora as per the Urban Areas and Cities Act 2019.
- Popularize the Eldoret Communication Strategy for the *LPDP*.
- The implementation team should pull out quick win-short term projects for implementation in order to enhance and sustain overall buy in of the Plan.

These strategies will be realized through the following broad programme proposals;

1. Awareness and Plan Popularization Programme.
2. A Private Public Partnership Programme.
3. Capacity Building Programmes for citizens, staff and leaders – M& E training, reorientation training, accountability training, planning and building standards and regulations training, disaster risk management training.

8.8 SUMMARY OF THE OVERALL COSTABLE LOCAL PHYSICAL DEVELOPMENT PLAN IMPLEMENTATION CAPITAL COSTS

8.8.1 THE HUMAN SETTLEMENT (URBAN & RURAL)

Table 46: Capital Investment Plans

PROJECT	QUANTITY	UNIT	PHASE		PHASE 1					PHASE 2					APPROXIMATE COST (IN KES.)
			PHASE 1 (%)	PHASE 2 (%)	2019/ 2021	2021/ 2023	2023/ 2025	2025/ 2027	2027/ 2029	2029/ 2031	2031/ 2033	2033/ 2035	2035/ 2037	2037/ 2040	
Natural Resource Mapping: e.g. Map all the forests, wetlands and other ecologically fragile areas into a GIS database for monitoring & assign a buffer with appropriate uses	-	HA	100	0											50,000,000
Integrated strategic planning & preparation of local development plans to ease services provision and distribution	10 Towns	HA	100	0											70,000,000
Preparation of a detailed valuation roll for the City Municipality	-	Sq. Km	100	0											40,000,000
Regularization of land tenure for squatters in settlements occupying government land	-	HA	100	0											60,000,000
														SUBTOTAL	220,000,000

8.8.2 SOCIAL INFRASTRUCTURE (HEALTH & EDUCATION)

PROJECT	QUANTITY	UNIT	PHASE		PHASE 1					PHASE 2					APPROXIMATE COST (IN KES.)
			PHASE 1 (%)	PHASE 2 (%)	2019/ 2021	2021/ 2023	2023/ 2025	2025/ 2027	2027/ 2029	2029/ 2031	2031/ 2033	2033/ 2035	2035/ 2037	2037/ 2040	
Establishment of ECDE centers within the required distances as per the planning standards.	-	1No.	100	0											2,000,000
Enroll Universal Health Care/Coverage in Uasin Gishu County	-	-	100	0											-
Recruitment of more qualified teachers & medical staff into schools & hospitals respectively to enhance service	-	-	50	50											-
Upgrading of the existing health facilities	-	-	50	50											-
Establishment of a Referral Hospital at Eldoret University which will incorporate a Kenya Medical Training College (KMTC)	1	No.	100	0											2,800,000,000
Upgrading of the existing health facilities	-	-	50	50											-
Acquisition of the 100 Acres piece of land for disaster preparedness training school at Prison's owned land	100	Acres	100	0											250,000,000
														SUBTOTAL	3,052,000,000

8.8.3 TRANSPORTATION INFRASTRUCTURE

PROJECT	QUANTITY	UNIT	PHASE		PHASE 1					PHASE 2					APPROXIMATE COST (IN KES.)
			PHASE 1 (%)	PHASE 2 (%)	2019/ 2021	2021/ 2023	2023/ 2025	2025/ 2027	2027/ 2029	2029/ 2031	2031/ 2033	2033/ 2035	2035/ 2037	2037/ 2040	
Operationalize the rail system to maximize on the movement of goods and services	37	Kms	100	0											11,100,000,000
Dualing of Uganda Road to accelerate economic gains	36	Kms	100	0											14,520,000,000
Dualing of Kisumu Road to accelerate economic gains	25	Kms	100	0											10,000,000,000
Optimizing the riparian reserve for River Sosiani as a nature trail/running track that will be connected to the expansive 'marula' swamp through the golf city, then the airport and finally through Moi University and back to the CBD through the various pedestrian walkways proposed along the road	71	Kms	100	0											710,000,000
Pedestrianization of Kenyatta street	600	Meters	100	0											100,000,000
Establishment for Park and Ride terminal points and stations at various points on major selected routes	6 Terminals	HA	100	0											100,000,000
Creating a link road between Moi University and Moi international Airport	22	Kms	100	0											1,100,000,000
Extend a light rail network from the airport to the CBD	16	Kms	25	75											2,800,000,000
Plant trees along major roads and pedestrianized streets within the town and in neighborhoods in an effort to enhance greening of the Town	50,000	Seedlings	50	50											2,500,000
Construction of the bridges at river sosiani linking Nandi park; another linking Mahatma Gandhi road to Kipkaren settlement															150,000,000
Construction of a 300 meters landmark bridge connecting the Pioneer Estate side from Muliro road	300	Meters													600,000,000
Acquisition of 1 Ha land near Nandi Park for the multilevel parking terminus facility	1	Ha	100	0											200,000,000
Construction of the highrise multilevel terminal building	5	floors	100	0											2,500,000,000
														SUBTOTAL	43,882,500,000

8.8.4 ENERGY & ICT INFRASTRUCTURE

PROJECT	QUANTITY	UNIT	PHASE		PHASE 1					PHASE 2					APPROXIMATE COST (IN KES.)
			PHASE 1 (%)	PHASE 2 (%)	2019/ 2021	2021/ 2023	2023/ 2025	2025/ 2027	2027/ 2029	2029/ 2031	2031/ 2033	2033/ 2035	2035/ 2037	2037/ 2040	
Develop a GIS data base of all bio-resource areas & Development of a LIMS for the City Municipality	1	No.	100	0											65,000,000
Extension of Power Lines & thereby power connection to varied Institutions & unserved sub-regions at large	-	-	100	0											-
Connection of all social institutions to electricity	-	-	50	50											-
Undergrounding of all electricity, fiber and telephone in the interests of visual amenity and public health	-	-	50	50											-

Establishment of an Institute of Oil and Gas- vis-à-vis immediate benefits of LAPPSET & training of Personnel in Oil and Gas Sector	-	-	25	75											-
Install, expand and improve the maintenance of street lighting throughout the Municipality	-	Kms	75	25											-
Development of ICT parks: one in each sub-region as information centres	7 No.	-	0	100											210,000,000
Provide relevant departmental computer systems (hardware and software) in all county government offices.	-	-	100	0											-
														SUBTOTAL	275,000,000

8.8.5 RECREATIONAL INFRASTRUCTURE

PROJECT	QUANTITY	UNIT	PHASE		PHASE 1					PHASE 2					APPROXIMATE COST (IN KES.)
			PHASE 1 (%)	PHASE 2 (%)	2019/ 2021	2021/ 2023	2023/ 2025	2025/ 2027	2027/ 2029	2029/ 2031	2031/ 2033	2033/ 2035	2035/ 2037	2037/ 2040	
Rehabilitate Kihuga Square and Sixty-Four stadium to make them more vibrant	85,000	SQM.	100	0											2,975,000,000
County Government of Uasin Gishu and Kenya Forest Service to transform the forest Land into a Public arboretum accessible to the Public	-	-	100	0											-
Put street furniture along pedestrianized streets to enhance vibrancy	-	-	100	0											-
Provision of security by CGUG to ensure security in all public open spaces and parks	-	-	50	50											-
Develop a world marathon event along River Sosiani trail and proceed to go to Operation and Maintenance Fund	-	-	100	0											-
Acquisition of the 40 Ha commercial recreation band near the two rivers dam	40	Ha	100	0											100,000,000
Acquisition of the 120 Ha Conventional Centre land near the airport past Kapseret	120	Ha	100	0											592,000,000
														SUBTOTAL	3,667,000,000

8.8.6 WATER, SEWER & SOLID WASTE MANAGEMENT INFRASTRUCTURE

PROJECT	QUANTITY	UNIT	PHASE		PHASE 1					PHASE 2					APPROXIMATE COST (IN KES.)
			PHASE 1 (%)	PHASE 2 (%)	2019/ 2021	2021/ 2023	2023/ 2025	2025/ 2027	2027/ 2029	2029/ 2031	2031/ 2033	2033/ 2035	2035/ 2037	2037/ 2040	
Install water storage facilities in institutions	-	-	50	50											-
Sensitization on rain water harvesting for new buildings and provide incentives for existing ones	-	-	50	50											-
Designation of a County landfill site which will handle all solid waste as intended in the 3Rs	50	HA	100	0											187,500,000
Expansion of sewer reticulation network to unserved areas of the plan region and treatment plant	-	-	50	50											-

Develop framework for effective solid waste management for the entire municipality	1	No.	100	0											15,000,000
														SUBTOTAL	202,500,000

8.8.7 INDUSTRIAL & COMMERCIAL DEVELOPMENT

PROJECT	QUANTITY	UNIT	PHASE		PHASE 1					PHASE 2					APPROXIMATE COST (IN KES.)
			PHASE 1 (%)	PHASE 2 (%)	2019/ 2021	2021/ 2023	2023/ 2025	2025/ 2027	2027/ 2029	2029/ 2031	2031/ 2033	2033/ 2035	2035/ 2037	2037/ 2040	
Restore the functionality of the currently non-operational industrial activities	-	-	100	0											-
Establishment of formal market areas within the town to eradicate informal traders from the streets as an approach to expand the revenue pool	-	-	50	50											-
Operationalize the rail system to maximize on the movement of goods and services	-	-	100	0											

8.8.8 CONSERVATION STRATEGY

PROJECT	QUANTITY	UNIT	PHASE		PHASE 1					PHASE 2					APPROXIMATE COST (IN KES.)
			PHASE 1 (%)	PHASE 2 (%)	2019/ 2021	2021/ 2023	2023/ 2025	2025/ 2027	2027/ 2029	2029/ 2031	2031/ 2033	2033/ 2035	2035/ 2037	2037/ 2040	
Provide a running/walking track planted with trees along Sosiani river riparian area to provide a buffer against incompatible land uses	-	-	50	50											-
Close off Nandi park from access by motorized Transport	-	-	100	0											-
Plant trees along all riparian land to not only act as a buffer but also for aesthetics and micro climate benefits	-	-	50	50											-
Reclaim River Sosiani and Wetland Riparian land (30m on both ends from highest water mark) and make it public open space.	-	-	100	0											-

8.9 SUMMARY OF CAPITAL INVESTMENT COSTS

Table 47: Summary of Capital Investment Costs

NO.	SECTOR	TOTAL APPROXIMATE COSTS PHASE 1 (In KES.)	TOTAL APPROXIMATE COSTS PHASE 2 (In KES.)
1.	Land and Human Settlements (Urban & Rural)	220,000,000	0
2.	Transportation Infrastructure	43,882,500,000	2,102,500,000
3.	Social Infrastructure (Health & Education)	3,052,000,000	0
4.	Energy & ICT Infrastructure	65,000,000	210,000,000
5.	Water, Sewer, and Solid Waste Management	202,500,000	0
6.	Recreational Infrastructure	3,667,000,000	0
7.	Trade & Commerce Development	-	-
8.	Conservation Strategy	-	-
	TOTAL	51,089,000,000	2,312,500,000

9 MONITORING & EVALUATION

9.1 PURPOSE OF THE MONITORING AND EVALUATION

In light of the discussion above, this Chapter has been prepared to guide future assessment of the degree of achievements of the objectives outlined in the Plan preparation and the intended results accruing from the project implementation. In doing so, the Plan will be subjected to the assessment of the relevance, effectiveness, efficiency, impacts and sustainability of the Plan outputs and its activities during its entire implementation process as discussed below:

9.1.1 PROBLEMS AND NEEDS (RELEVANCE)

It will be very important to conduct evaluation of this Plan after a period of time possibly after every two financial years to check if the stated objectives of the Plan were fully/partially attained and verify if they were still in line with the shared vision of the people which was stated as "***"A well governed, liveable, smart and economically vibrant City, that promotes sports development and agro-processing while safeguarding environmental sustainability."***

9.1.2 SOUND MANAGEMENT AND VALUE FOR MONEY (EFFICIENCY)

The Monitoring and Evaluation of the project will also be very critical as it will try to audit the value for money for the project execution. This will seek to explore alternative and logical approaches the projects proposed in the Plan can be achieved in the shortest time possible but with minimal financial implications to attain the same results.

9.1.3 ACHIEVEMENT OF WIDER EFFECTS (IMPACT)

It is expected that once the action projects are fully implemented, they will have far reaching socio-economic benefits to the residents of the City Municipality and the County as a whole in varying degrees since most of the projects aim at improving the livelihood sources for the residents. The Plan comprises of various recommendations aimed at diversification of trade and industry, improving access and reach of the City by both road, air, and rail, improvement of health, and literacy levels of the City residents among other proposals that will act as trigger engines of growth in the City.

Therefore, the measurement of the impacts the implementation of some of the proposals will have on the City residents will be very crucial as this will determine the continuity of the project proposals or lack of.

9.1.4 LIKELY CONTINUATION OF ACHIEVED RESULTS (SUSTAINABILITY)

As a measure of continued implementation of the project, the monitoring and evaluation of the project will be very crucial to assess the level of synergies created towards implementation of the proposals advanced in the Plan since these synergies and partnerships would mean sustained project execution. The Plan has also identified opportunities for public private partnerships as well as proposed new streams of revenue collection and generation where more funds could be obtained by the County Government. All these combined, funding of any of the project proposals would not be a challenge and will be used to assess and measure the sustainability of the Plan implementation.

9.2 METHODOLOGY

The methodological approach to be adopted for this monitoring and evaluation is purely qualitative in three stages as follows:

9.2.1 THE STRATEGIC APPROACH

This will involve getting information on tracked project progress successes/failures on the Plan preparation recorded throughout the process.

9.2.2 PARTICIPATORY AND CONSULTATIVE APPROACH

This report greatly benefitted from the input given by the various government institutions, and/or authorities responsible for land and land use Planning in the country. In that regard, the monitoring and evaluation of the Plan implementation will be based on a consultative approach to ensure that the synergized efforts towards the Plan implementation would be at par with the scheduled implementation frameworks.

9.2.3 EVIDENCE BASED

The monitoring and evaluation team will also seek to find out information on the Plan implementation from the general public or residents of the City to find out on their knowledge of specific projects as a way of measuring the level of reach and knowledge of the Plan proposals throughout the lifetime of the project.

9.2.4 SELECTED OUTCOMES OF SECTORAL SPENDING IN THE PLANNING PERIOD

There will be need for a review of specific sectoral activities over the period related to spending in Eldoret Town and related catalytic activities. This will be observed through specific anticipated outcomes which can be summarized as follows:

(a) Environment, Water, Energy and Natural Resources Sub Sector

- Investment in development and management of water sewerage system.
- Completion of Elegerini Water Project with a capacity to supply 7000 cubic meters to Eldoret town per day.
- Increased the amount of water received in Eldoret town from 36000 cubic meters to 43000 cubic meters per day
- Daily deficit reduced to 17000 cubic meters per day from 24000 cubic meters.
- Constructed marathon running/walking/cycling track all around the City Municipality as proposed as a measure to revitalize and also conserve the natural ecosystems
- Increase in ground water recharge as a result of conserved wetland ecosystems
- Increased tree cover
- Etc.

(b) Lands, Housing, Physical Planning & Urban Development Sub Sector

- County Central Registry installed a modern filing system time spent in undertaking land transactions reduced from 15minutes to 3minutes.
- Increased number of renewed and redeveloped pockets of land through high-rise developments translating to optimal land use management
- A proactive Physical Planning Department that facilitates development in a Planned way and in accordance with the Plan
- Etc.

(c) Agriculture and Rural Development Sector

- Constructed and launched value addition industries for different crops in partnership with investors globally in the AEZ and in the zoned Agricultural areas
- Improved mechanized agriculture
- Reduced rampant land subdivision for real estate development
- Increased food production capacities
- Etc.

(d) Infrastructure Sector

- Increased the adequacy of the road network in Eldoret city Business Hub
- Improved mobility and access to certain land uses in the City Municipality
- Operating LRT and BRT routes
- Operating Park and ride amenities
- Operating commuter rail
- Constructed Multistory terminal facility for long distance vehicles
- Operating truck parking and complimentary facilities yard
- Increased efficiency in water and sewer provision
- Traffic flow management that executes the proposed traffic model
- Constructed by-pass roads
- Etc.

(e) ICT & E-Government Sub Sector

- GIS portal established as planned and accessible at https://gis.uasingishu.go.ke.
- Revenue System implemented and operationalized
- Increased revenue collection
- Improved development control through implementation of a digital development control platform enabled by this Plan
- Etc.

(f) Trade, Industrialization, Cooperatives & Enterprise Development, Tourism & Wildlife Management Sub- Sector

- Operationalized and established logistical hub proposed at Leseru; the conventional Centre at Kapseret; the Mixed land use blocks as centres for intense trading activities
- Increased trading spaces for traders through construction and renovation of markets and fabrication of modern Kiosks.
- A sustainable urban economic development Plan developed and completed on the available opportunity for investment in the City Municipality or County as a whole with 10 areas of bankable projects that include; Corn oil & corn flakes processing, Potato Processing, Dairy processing, Bamboo processing, Fertilizer manufacturing, Motor Vehicle Assembly and Body

Building Technology, Fruit juice processing, Eco tourism sites, Bricks & block making, Vegetable canning, Steel metal fabrication, Packaging and processing, ICT, Media and Technology products.

- Increased access to affordable financial services for SMEs through the Joint Loans Board scheme
- Operationalization of the major investments adopted and proposed in the Plan from the NOREB economic block that include; the SME PARK which is a Vision 2030 Blue print being developed by ICDC and the Ministry of Industrialization in Eldoret town at Rivatex at a cost of 500Million; The Alten company limited 1 Billion solar projects in Eldoret town, the Special Economic Zone (SEZ) in the region worth 207 Billion;
- Etc.

9.2.5 AREAS OF IMPROVEMENT

The City Municipal Board together with the County Government would greatly benefit if they set up an implementation committee within the organizational structure as envisioned in the institutions and governance section and add the number of staff to ease the implementation of the Plan. Also, as a remark from the consultants, it would also be crucial for the County to tender the services it is able to finance within a financial year to enhance timely delivery when payments are successfully made upon certain deliverables as per the contract.

9.3 CONCLUSIONS & RECOMMENDATIONS

The findings and proposals above are a good indication that the Plan preparation process of the Eldoret LPDP was undertaken professionally and guided by the various standard guidelines and statutory requirements. The Plan would be a good case study for future Plans prepared within Uasin Gishu County and it comes highly recommended for implementation with periodic reviews as necessary.

10 APPENDICES

10.1.1 DISTRIBUTION OF MARKETS

Markets	Number of stalls	Fence	Toilet	Number of Lock up shops	Average Monthly revenue
Main market	97	Concrete	Present	137	249,025
West market	128(37Empty)	Roadside	Roadside	113	320,000
Wholesale	660	Concrete	Concrete	35	750,000
Kimumu market	170(unutilized)	Concrete	Concrete	Open air	40,000
Hawkers Market	318*	Concrete	Concrete	47*	200,000*
Kahoya Market	170	Concrete	Present		40,000
Kapsoya Market	Open air	Concrete under development	Under construction	None	32,000*
Sogomo Market	Roadside (land partially grabbed)	No fence	No toilet	Roadside	16,000
Moiben market	Open air	Barbed wire fence	Toilets available	10	20,000
Cheplaskei market	Open air	Wire mesh fence	Toliets available	None	16,000
Kapsaret market	26	No fence available	Toilets available	None	2,100
Mlango market	Open air	Wire mesh fence	Present	No lock ups	8,000
Mlango Cattle Auction	Pen requires repairs	Wiremesh fence	Present		20,000
Langas market	268	Concrete	Present	No lockups	150,000
Cheptiret market	37	Broken fence	Toilet present (frequent blockages)	12	64,000
Kesses market	Open air	Concrete fence	Toilet present(under construction)	Open air	20,000
Cherunya market	Open air	Barbed fence	Present	Shade available	4,000
Jua Kali(Maili 13 market)	Open air	Wiremesh fence	Toilet present	No lock ups	25,000
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Jua Kali(Maili 13 market)	Open air	Wiremesh fence	Toilet present	No lock ups	25,000

10.1.2 SELECTED SACCOS AND TURNOVER

	2013				2014			
Type of SACCO	Number	Number Active	Turn over	Membership	Number	Number Active	Membership	Turn over
Transport Sacco	57	37	35,583,843	1493	58	39	1,525	44,479,804
Rural Saccos	5	3	12,841,388	3,240	17	5	3,428	16,051,735
Urban Sacco	153	47	145,159,445	23,200	153	49	25,001	161,288,273
Livestock								
Housing	12	4	1,423,203	1211	17	6	1,800	1,528,609
Horticulture								
Multipurpose	13	1	763,000	45	20	2	45	764,304
Consumers	16	3	2,383,968	1002	16	3	1,148	2,648,854
Farmers Marketing	183	23	122,951,856	5,540	189	40	5,610	136,613,174
Investment	5	3	7,444,640	3,745	5	4	3,827	8,271,822
Boda boda Saccos	0	0	0	0	8	8	839	0

Union	5	2	169,266,393	51	5	2	51	157,190,972
Others	19	0	0	346	14	5	346	0
Source: County Government-Trade, Tourism & Industrialization Enterprise								

10.1.3 SELECTED VALUE CHAINS (MAIZE & WHEAT)

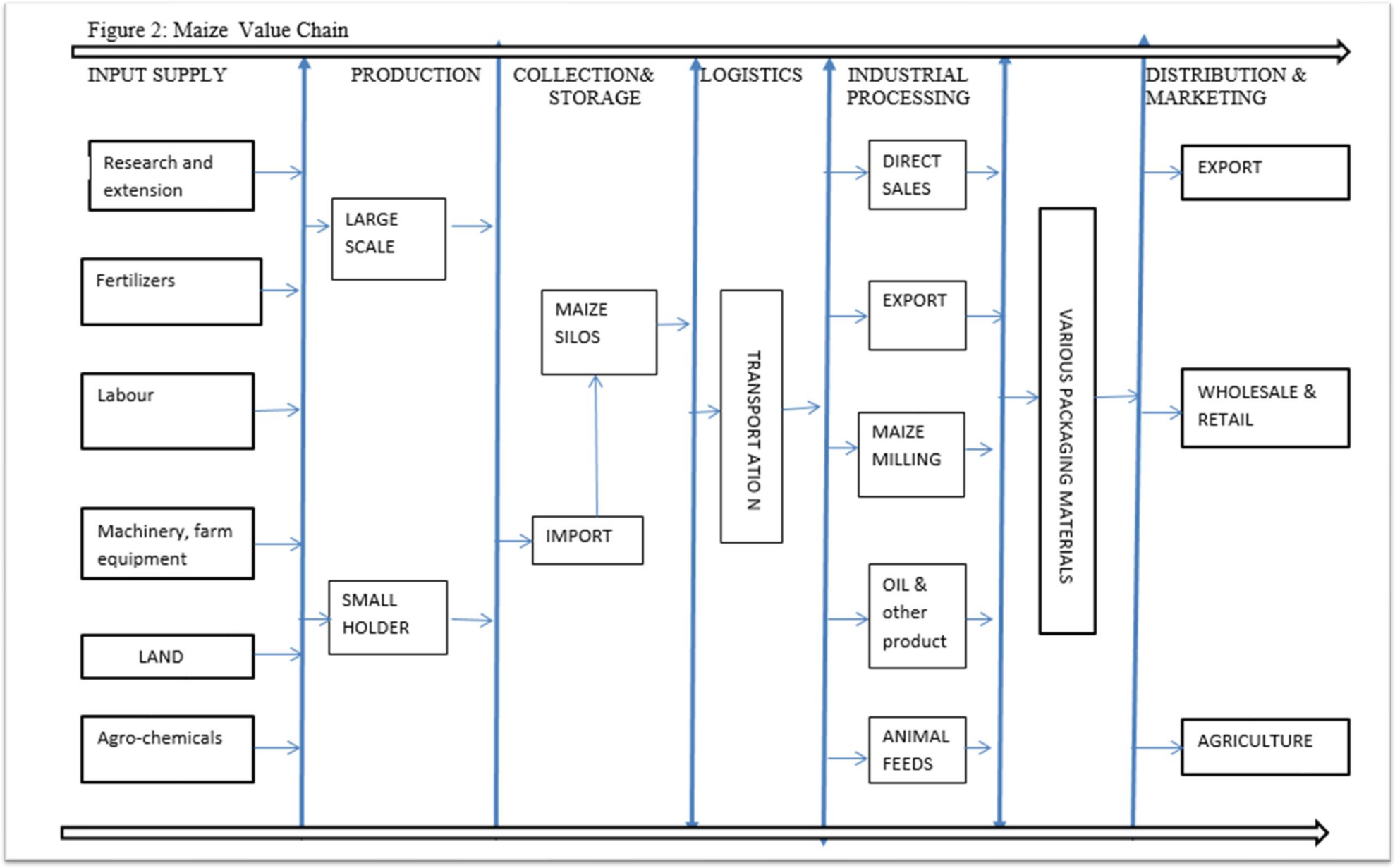
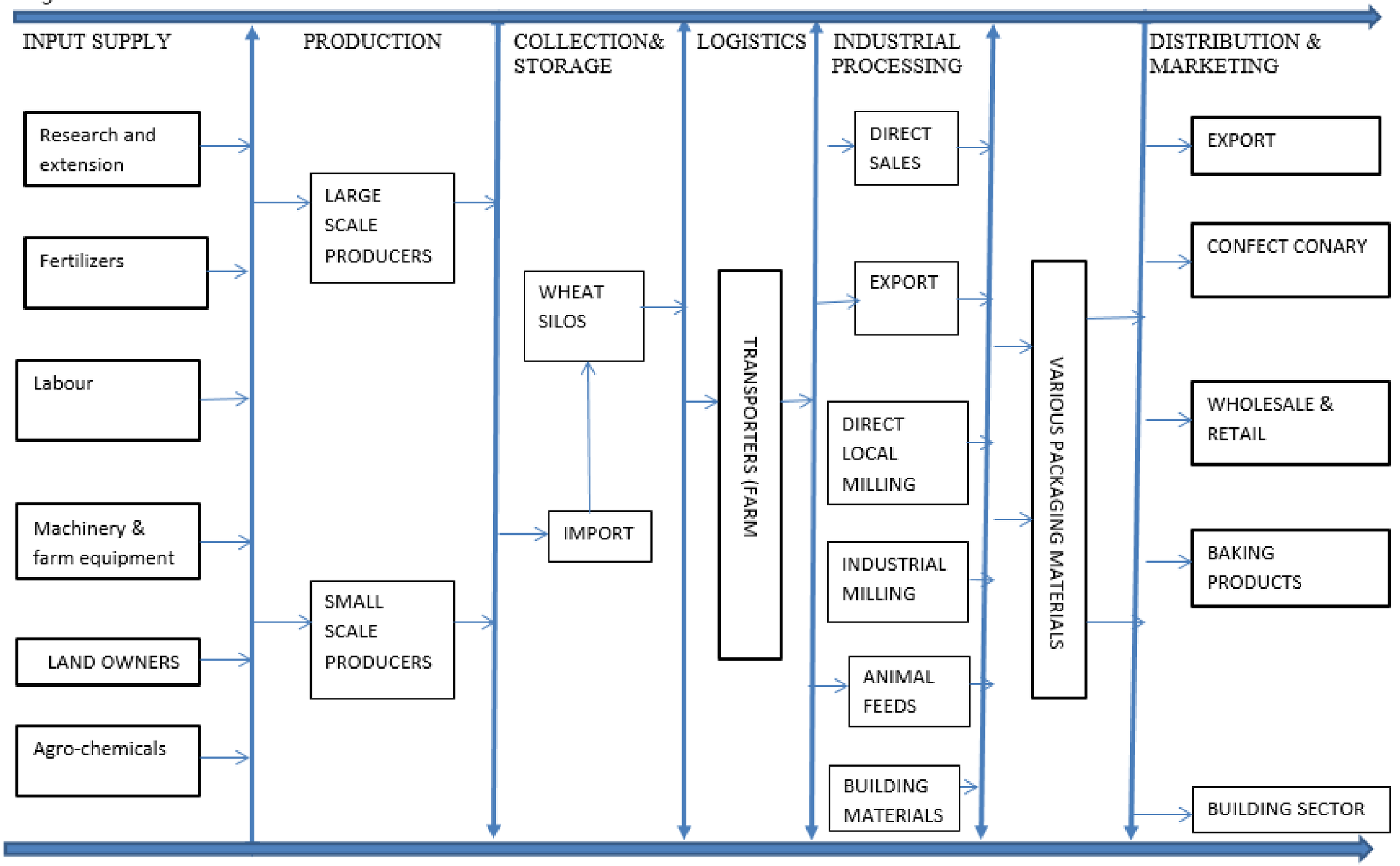


Figure 3: Wheat Value Chain



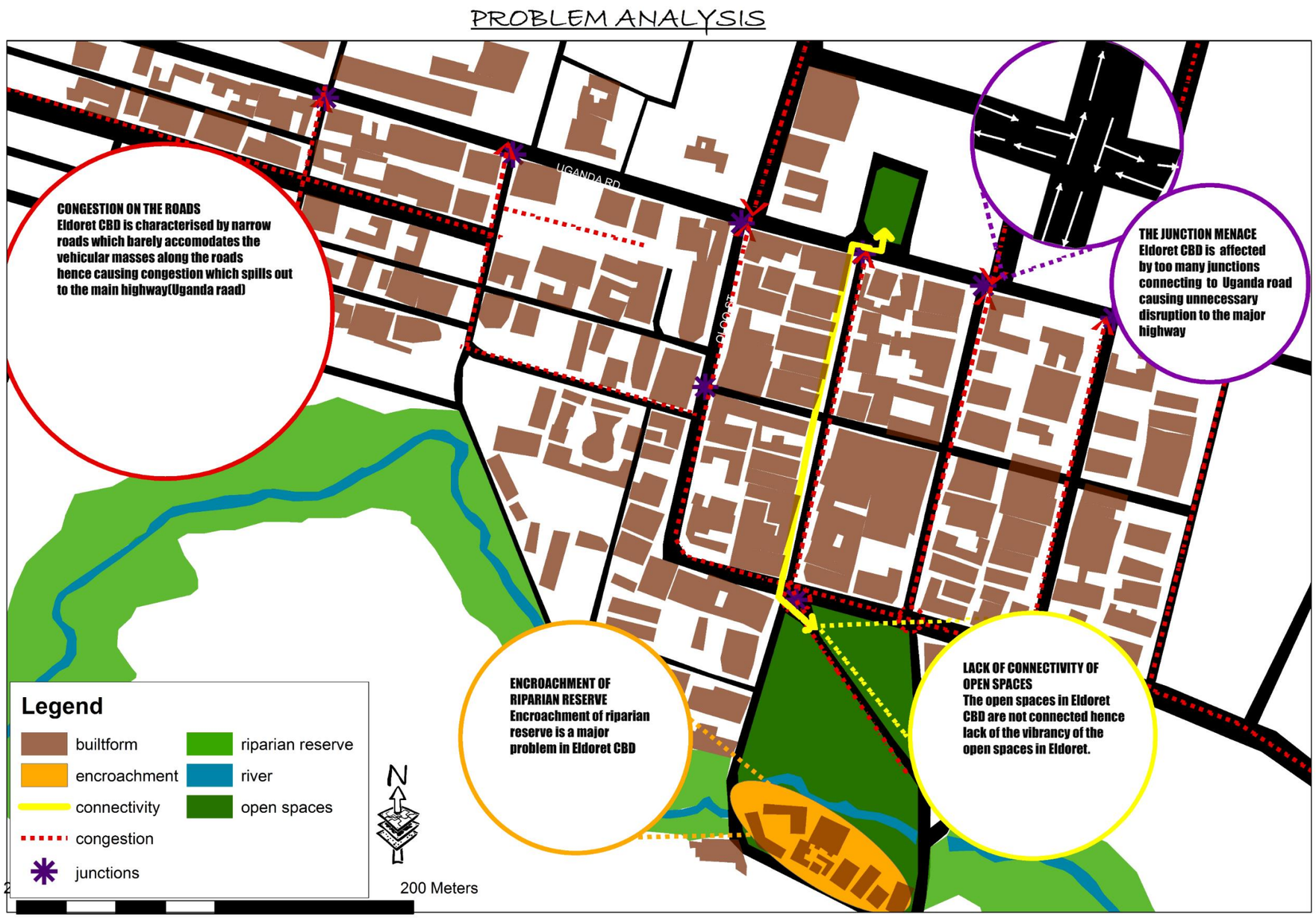
10.1.4 DISTRIBUTION OF PRIMARY SCHOOLS BY WARD

Table 48: ECD and Primary Schools Distribution in the planning area per ward

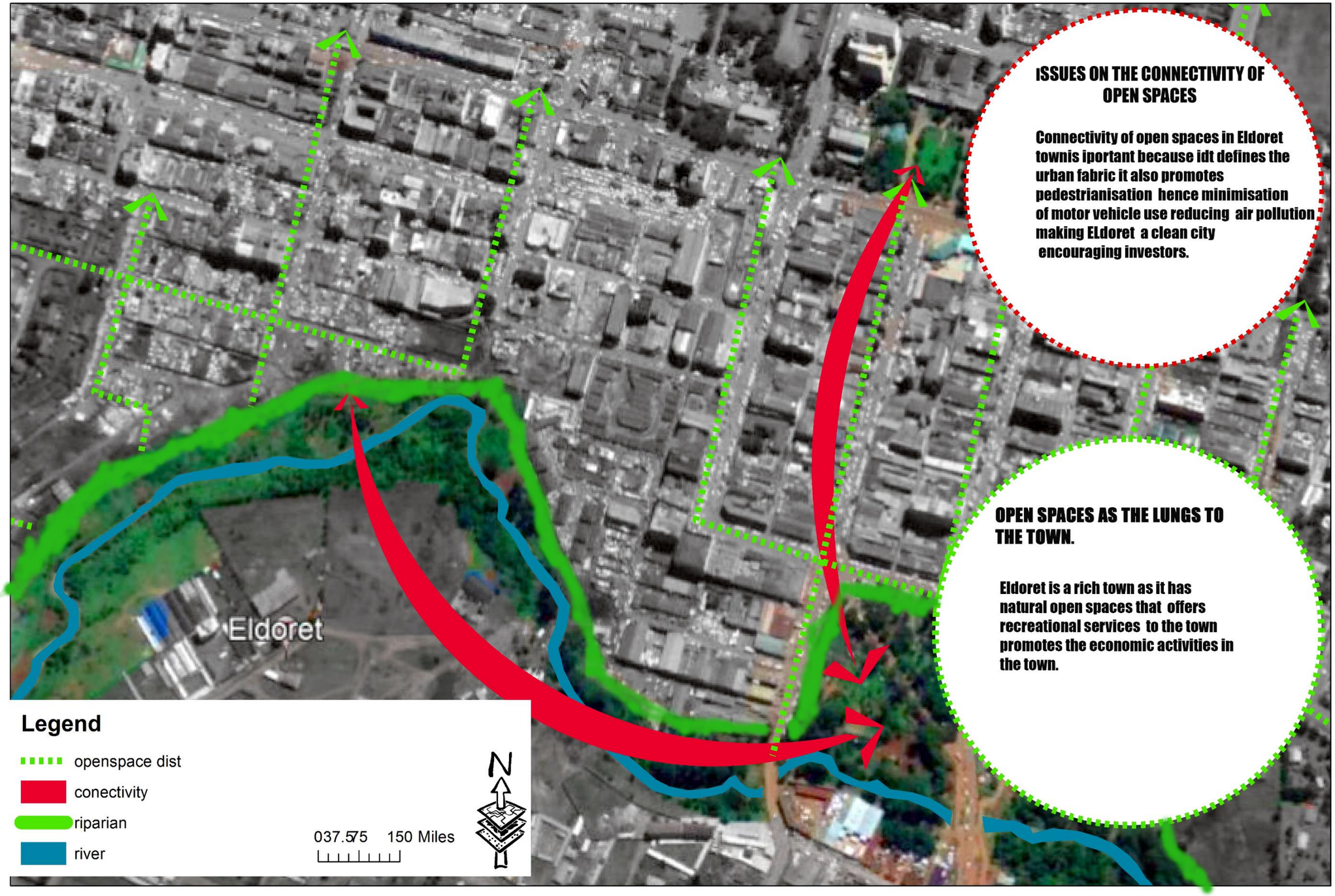
Ward	School	Ward	School	Ward	School	Ward	School
Kuinet/kapsuswa	Limnyamoi	Kimumu	Central	Kapsoya	Chebarus	Simat/Kapseret	Lemook
	Chepkongi		Kimumu		Munyaka		St. Josephs
	Kuinet		G.K. Prisons		Kapsoya		St. Georges
	Lelboinet		Moi Marula		Border farm		Inder
	Kapkuwis		Ngomongo				Nganiat
	Green fields		Ainabtich	Cheptiret Kipchamo	Cheplosgei		Tuiyot
	Shirika		Chepkoilel		Kosyin		Aturei
	Kidiwa	Racecourse	Hill school		Chebii		Mutwot
	Koitebes		Race Course		Cheptiret		Tuiyot
Sergoit	Chemaluk		Oasis		Mogobich		Chekongi
	Sosiot		Sugunanga		Chemenei		Kaptinga
	Simatwet		Saroiyot		Chuchuniat		Simat
	Lelit		Sosiani		Seiyo		Kaspseret
Tembelio	Sergoit				Mokochoret		St. James Leberio
Megun	Barnotik	Tulwet/Chuiyat	Lelmolok		Rehema	Kapyemit – Kapsaos	Kapkoros
	Songoliet		Chepkoiyo		Kaptumo		Kapkeben
	Kingwal		Moi University		Kerita		Emkoin Primary
	Momoniat		Ruman				Kapsaos
	Kosirai			Langas	Langas		Kapyemit
	Ngeria	Ngeria	Kiambaa		Kapkenduiywo	Kiplombe	St Patricks
	Legetet		Nandi Gaa		Mwiruti		Kolangei
	Davies		Kipsamoo		Gitwe		Emgwen
	Ngeria		Chepyakwai	Kipkenyo	Kipkaren		Kaplelach
	Ochemina		Kermetio		Kipkenyo		Tebeswet
	Kibabet		Kabongo		St. Mary's Chebarus		Sigowet
Kamagut	Emkoin		Songoliet		Kimalel		Kiplombe
	Chemalal		Koibasui		Pioneer		Huruma
	Kuresiet						Kandie
	Leseru						Township
	Kipkeino						
	Kamoret						
	Cheramei						

	Kamagut						
	Sambut						

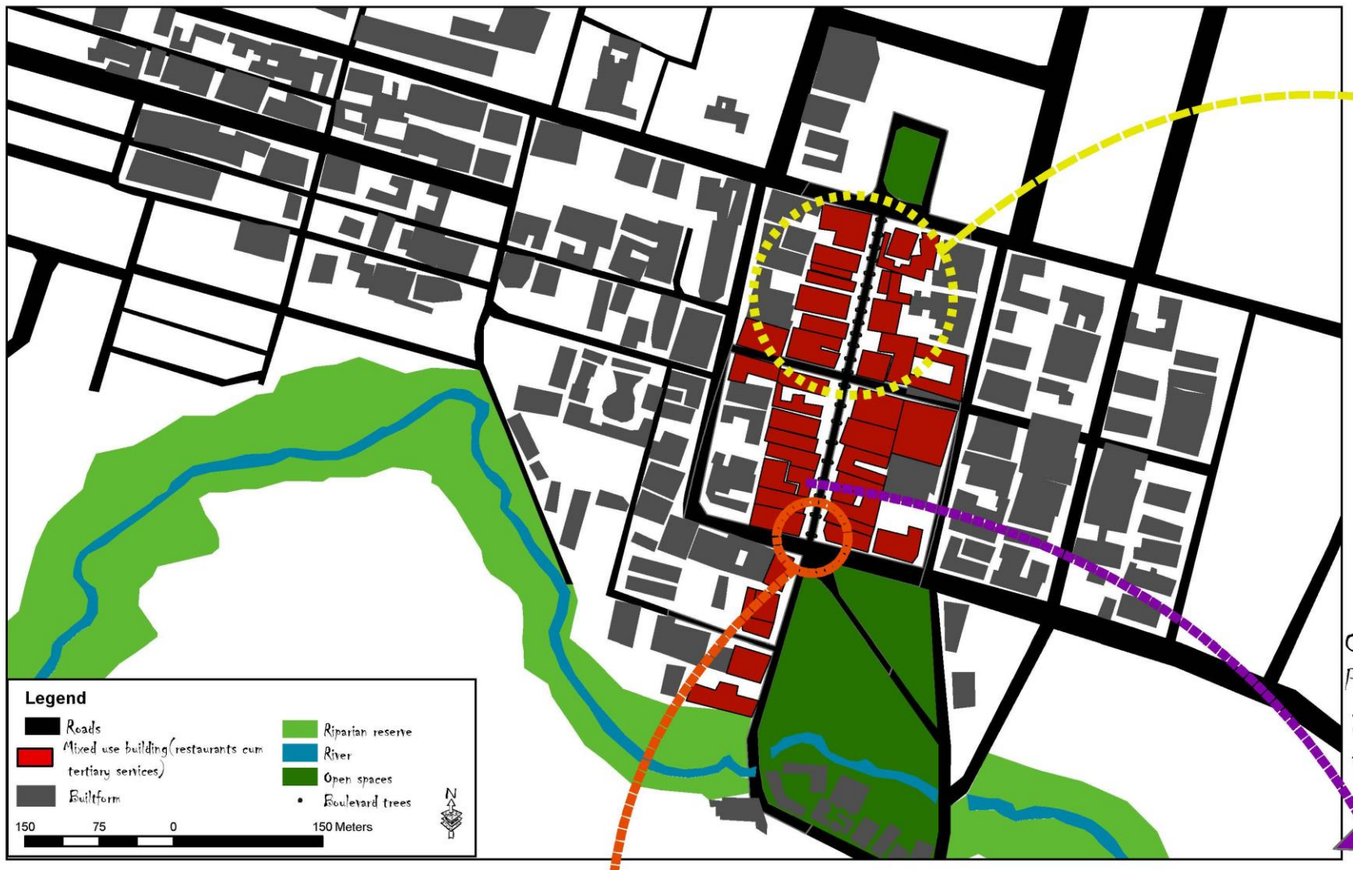
10.1.5 DIAGRAMATIC FLOW OF THE FUNCTIONAL LINKAGE OF URBAN PARKS AND PEDESTRIANIZATION OF STREETS

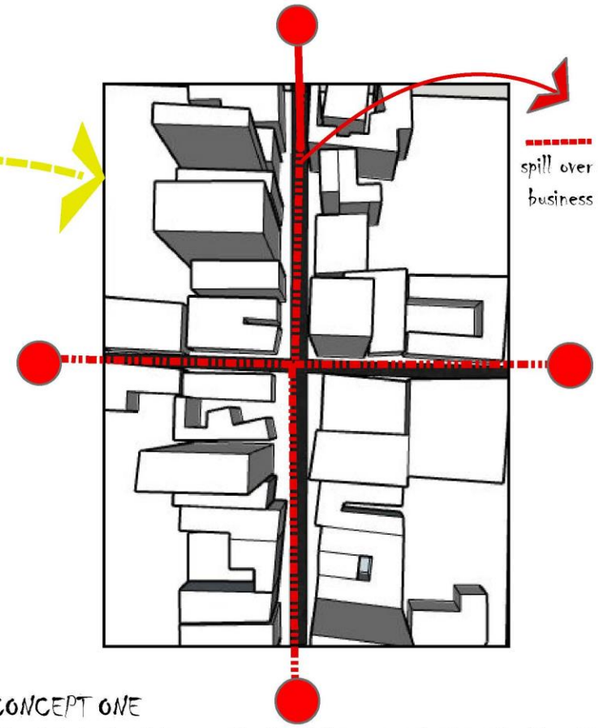


CONNECTING ELDORETS OPEN SPACES



CONCEPTS ON CONNECTIVITY





CONCEPT ONE

PROMOTION OF LOW END BUSINESSES ON GROUND FLOOR

low end businesses such as restaurants book club and other small scale can occupy the ground floor and spill over their activities to the streets.



CONCEPT THREE

PROMOTION OF THE VISTA

visual linkages plays an important role in connectivity hence vista should be promoted by introducing a boulevard or sculptures



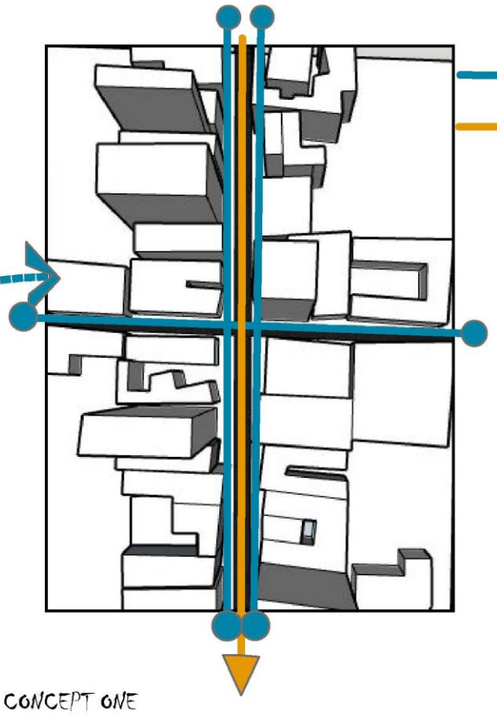
CONCEPT TWO

PEDESTRIANISATION OF ROADS

Roads connecting the park should be pedestrianised to enable smoooth transition between the park

CONCEPTS ON CONGESTION

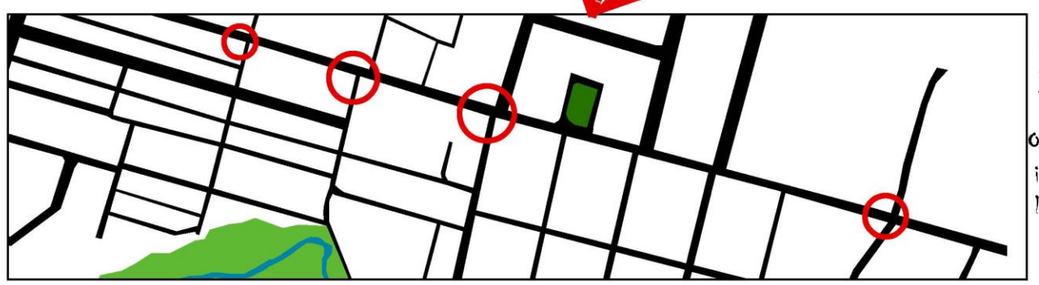




CONCEPT ONE

PEDESTRIANISATION OF SOME STREET AND INTRODUCING ONE WAY ROADS

By pedestrianising some street in Eldoret CBD helps in minimising vehicular and pedestrian collision since the street are narrow

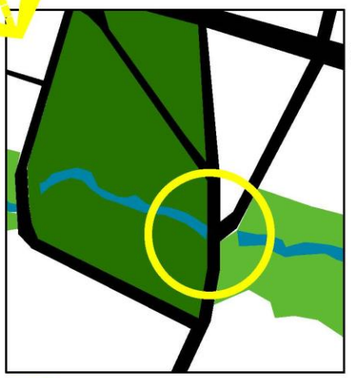


CONCEPT TWO

ELIMINATION OF SOME JUNCTIONS TO THE MAIN HIGHWAY

One of the solutions to congestion is eliminating some of the junctions linked to the main highway

the junctions to be eliminated



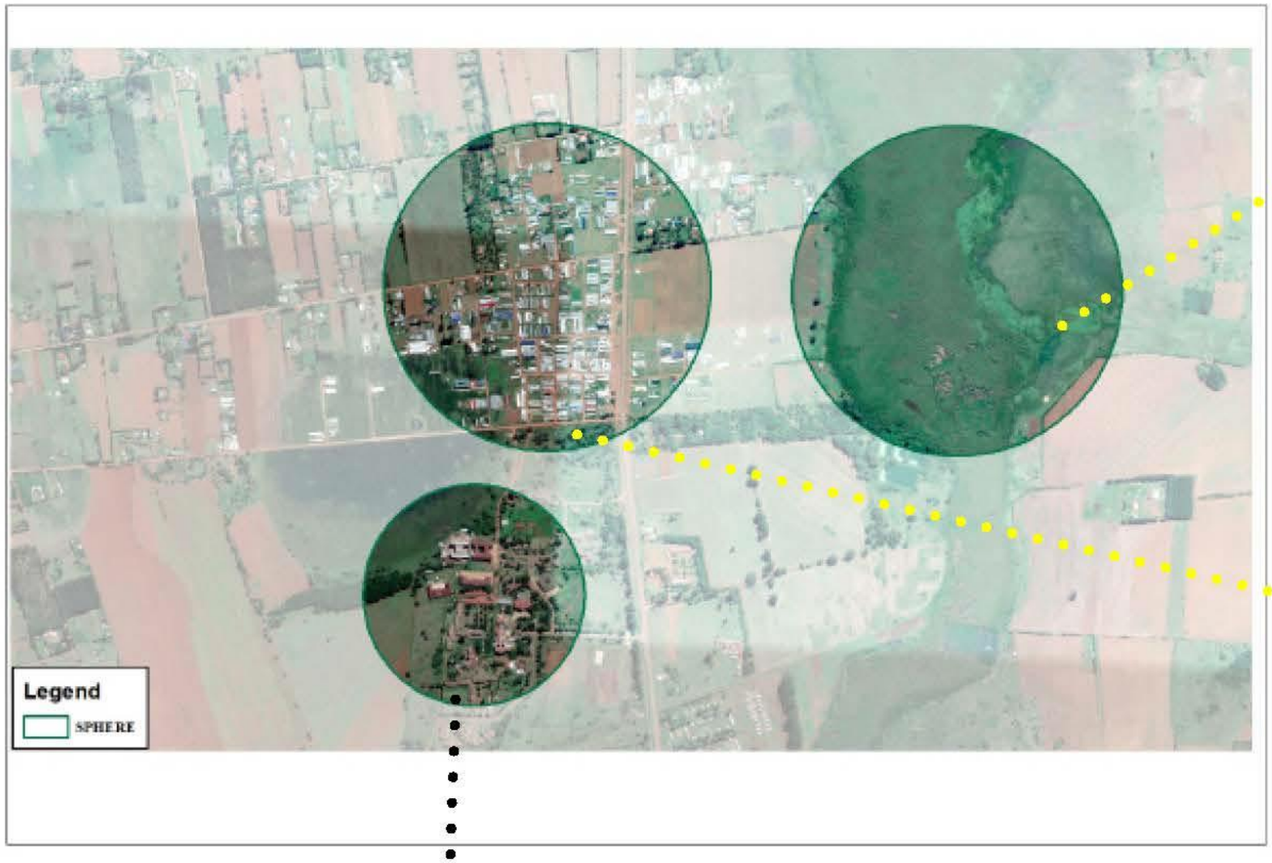
CONCEPT THREE

ENCOURAGING PUBLIC TRANSPORT

Public transport should be encouraged as it eliminates congestion this can be done by proper location of terminus and improving the condition of the terminus also this can be done reducing on street parking space.

An ideal location for a BRT terminus

SITE ANALYSIS



Presence of the wetland is an advantage to the site since it offers a habitat for plants and animals while protecting against natural hazards eg flooding. However, more can be done to **tap into the social and economic potential of the wetland.**

Strength

There is need to **redevelop Sogomo town** so as to incorporate the needs of the students and staff of the University of Eldoret as well as the population projected from the introduction of the stated facilities.
There's **need for introduction of civic facilities** eg banks, administrative centres among others

Weakness

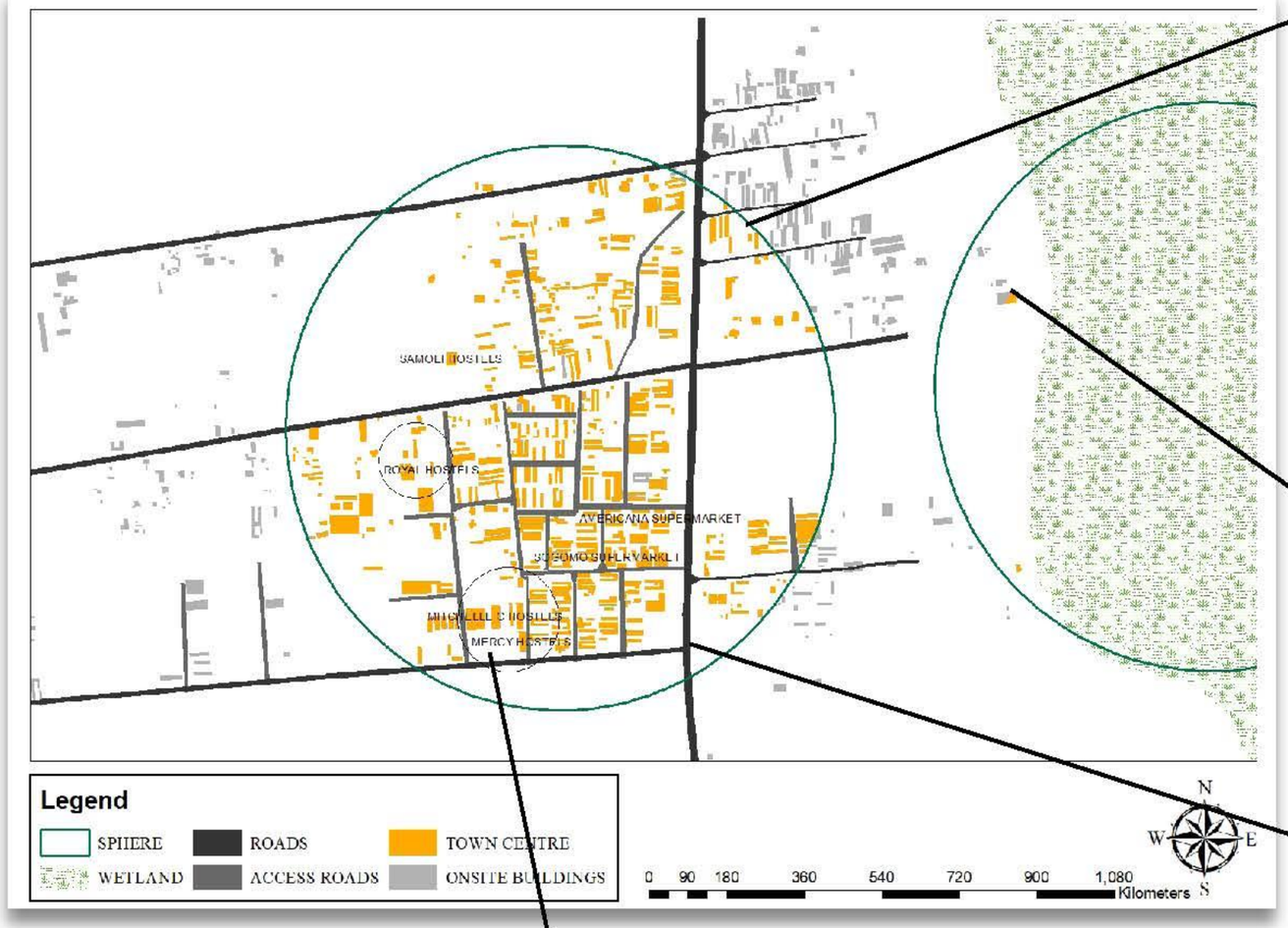
The population catchment anticipated because of the introduction of the **health facility and the stadium** that will serve the whole community. There will therefore be need for infrastructural upgrades.

Opportunity

The wetlands are however vulnerable to **encroachment** by developments either residential or commercial

Threat

PROBLEM ANALYSIS



There is lack of **integration of the land uses** on site
Ease of access of basic social services is necesssary in every town centre. This **centre lacks basic civil facilities** eg banking services
This does in turn **hinder the economic growth** of the town.

There's evident **encroachment into the wetland** where residents engage in the herding of their livestock as well as developments in terms of buildings being put up on land that is basically on the reserve/buffer zone. This is a **danger to the biodiversity** on the wetland and it can **as well frustrate efforts to conserve the wetland**

There's need to **pedestrianize the roads to** improve and **encourage different travel modes**
It also promotes health of individuals

Dispersed residential activities on site inadequate residential facilities for the students and staff.

There's **need to give character to the access roads in the town centre** while enhancing mobility, walkability and encouraging commercial development.

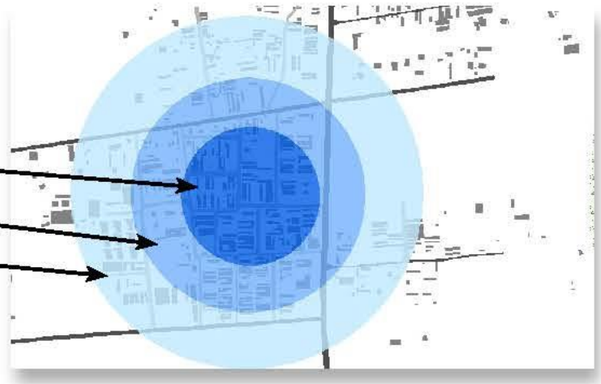
CONCEPTUALIZATION:TOWN CENTRE

Informed by ;

1. **Areal analysis**

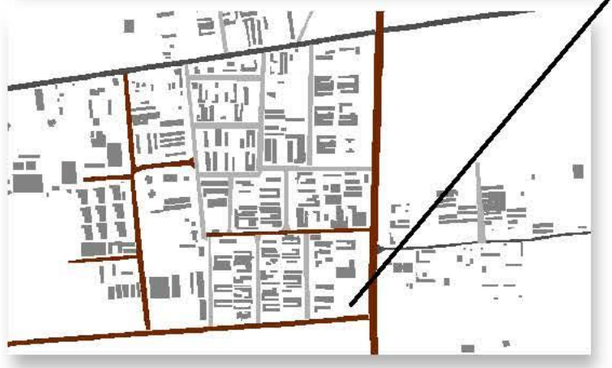
Hierarchy of shopping/trade centres

- Primary
- Secondary
- Tertiary



2. Mobility

There's need to give character to the access roads on site. Pedestrianization of the roads is a key issue that needs to be addressed.



3. **Proposed and ongoing initiatives.**

The neighbouring land uses both present and future will have an effect on the growth of the town centre.

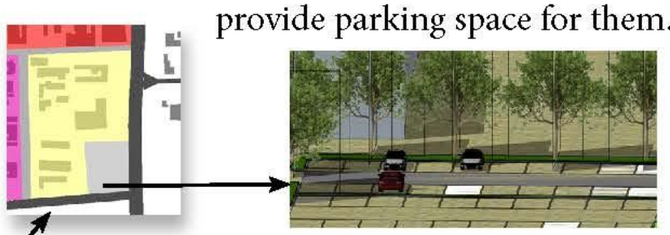
3. **Economic base analysis**

The population anticipated demands certain services this will in turn allow for economic prosperity of the town centre.

DESIGN CONSIDERATIONS

1. **Parking spaces**

Due to the commercial entities on site, there is need to provide parking space for them.



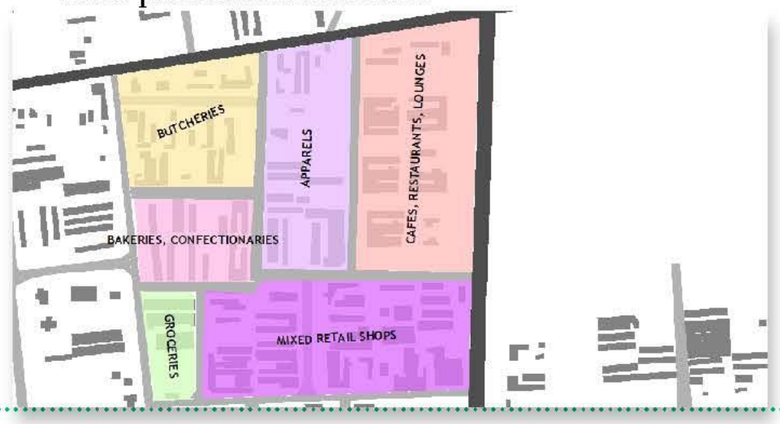
2. **Shop design**

In terms of type of materials, construction techniques, plan form as well as interior finishes to cater for demand,impulse and comparative shopping.

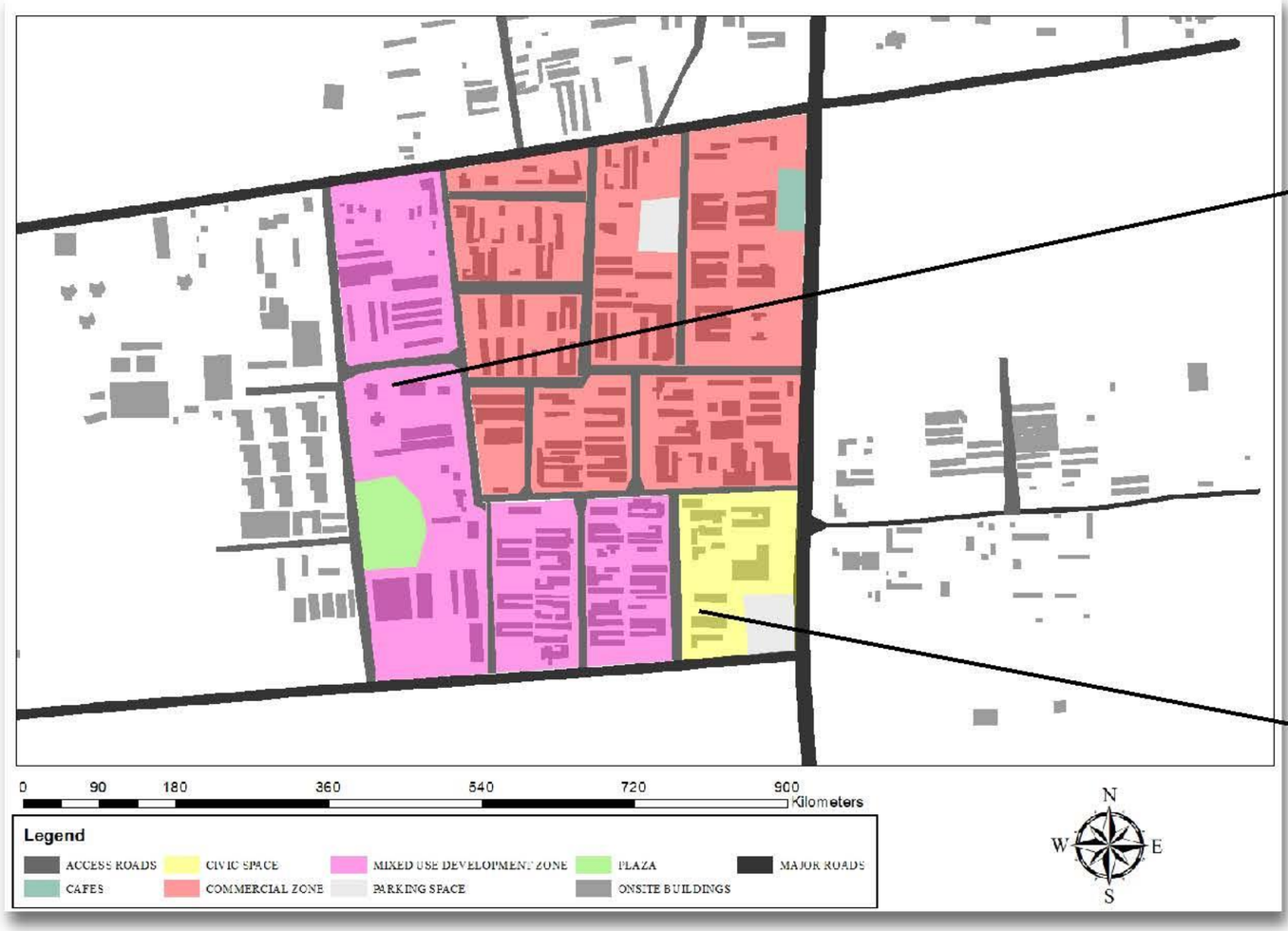
3. **Tenant Mix**

Grouping of certain type of businesses eg

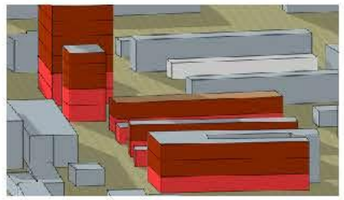
- women's apparel
- men stores
- food product businessess.



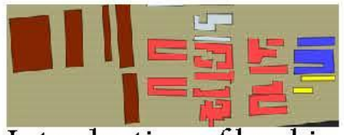
CONCEPTUALIZATION



Possible solutions to the above problems stated for the town centre are;
Proposed Mixed Use Buildings



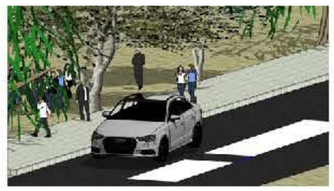
Proposed integrated mixed land use

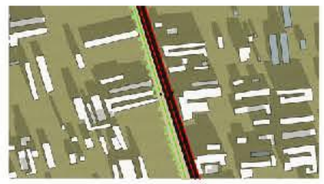


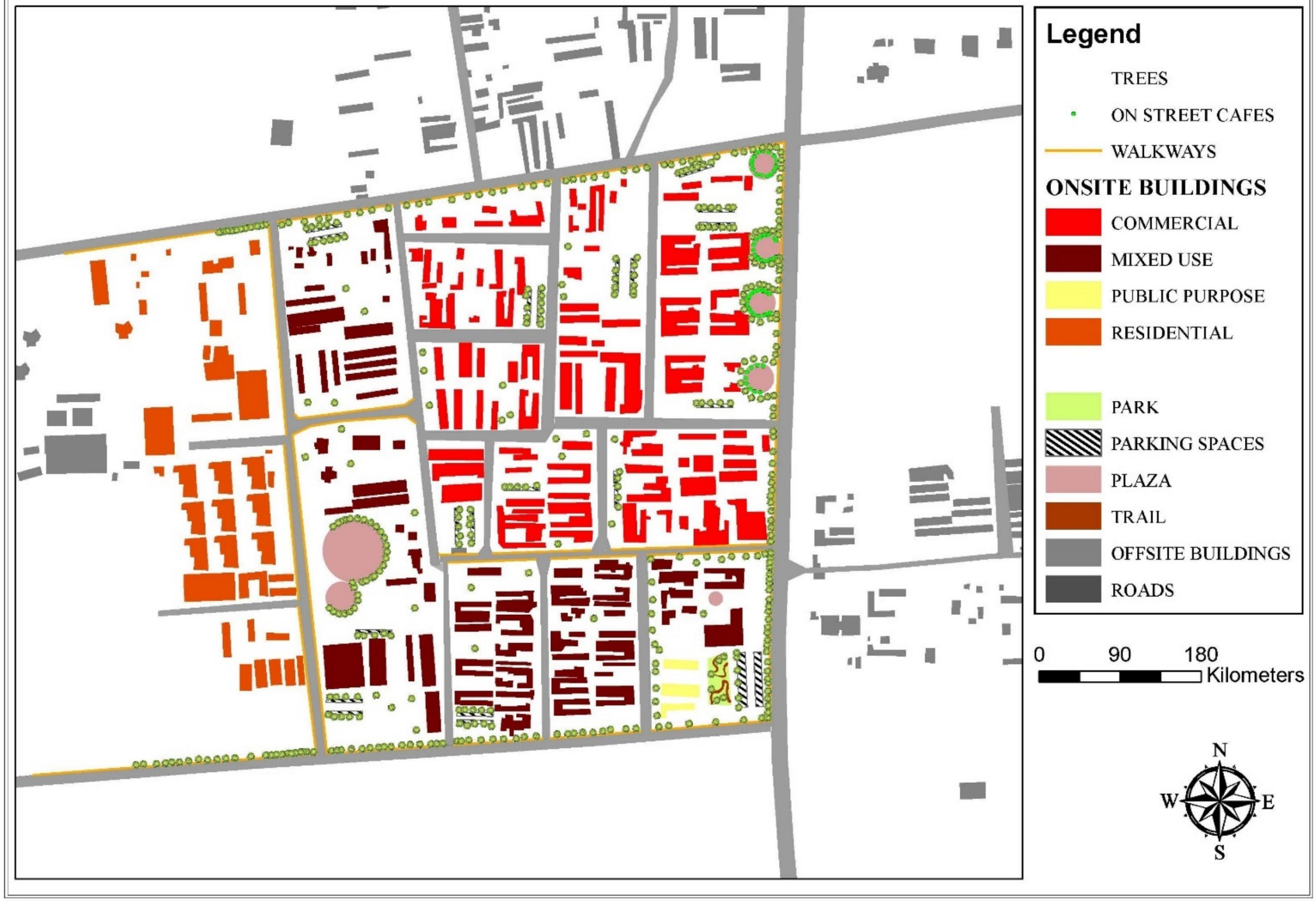
Introduction of banking services



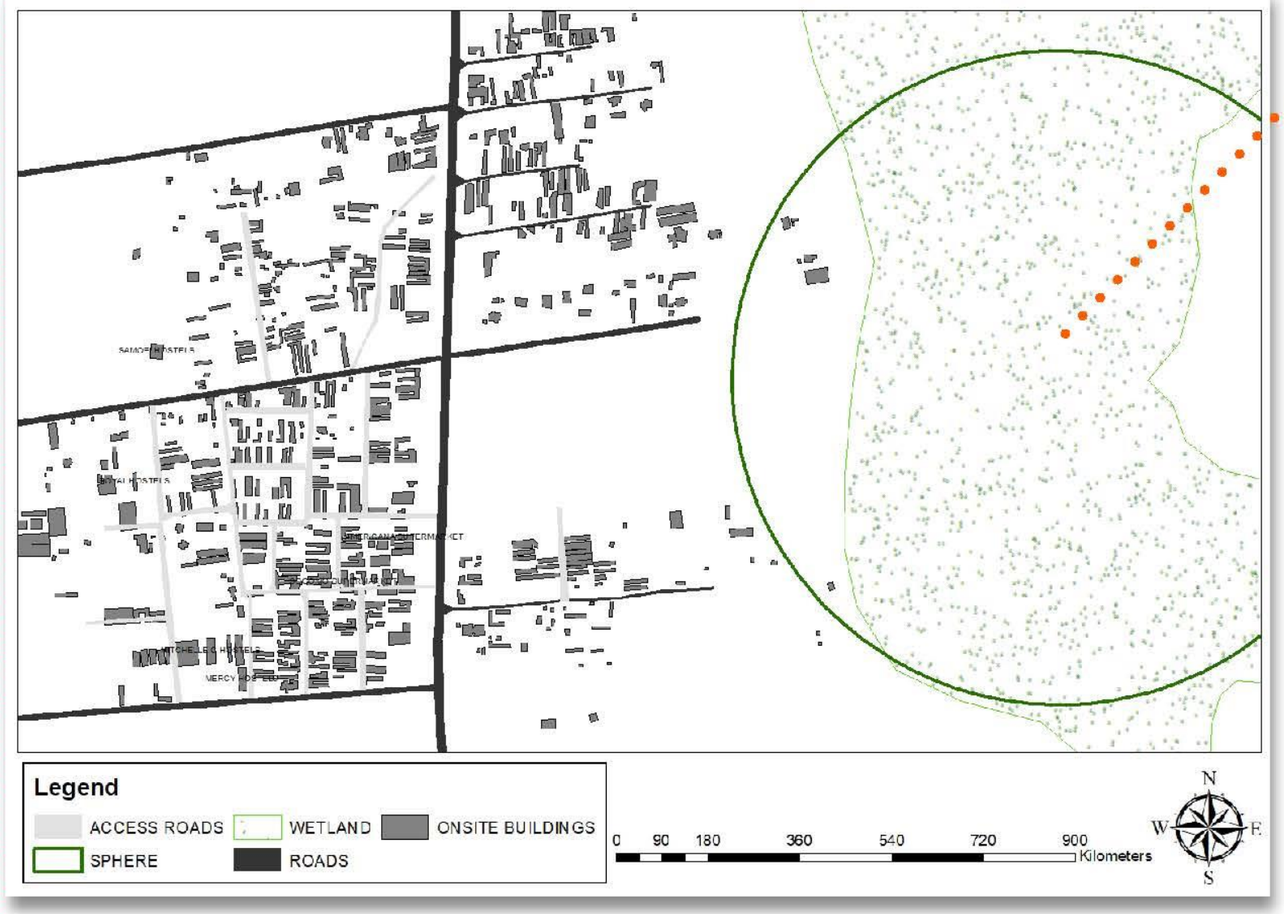
Pedestrianization of the roads to bring diversity to travel modes






Legend
TREES
ON STREET CAFES
WALKWAYS
ONSITE BUILDINGS
COMMERCIAL
MIXED USE
PUBLIC PURPOSE
RESIDENTIAL
PARK
PARKING SPACES
PLAZA
TRAIL
OFFSITE BUILDINGS
ROADS
0
90
180
Kilometers
N
W
E
S

CONCEPTUALIZATION:WETLAND



Natural buffering of wetland and reserve- this can be done by using live screening along the reserve boundary.

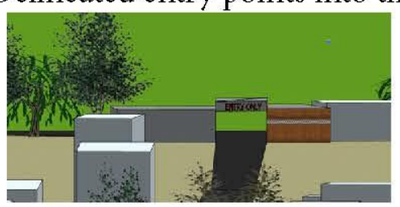


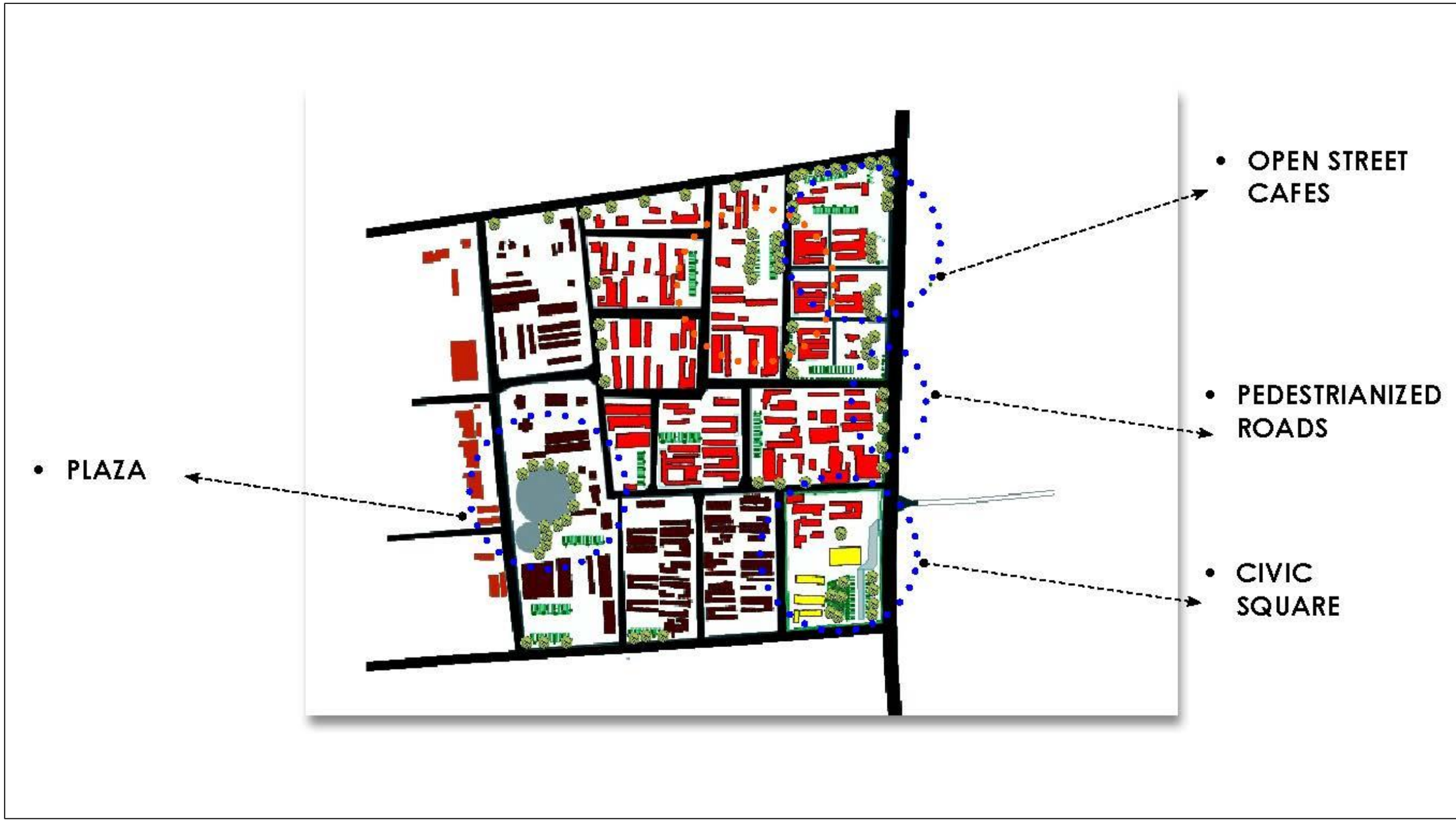
Introduction of recreational activities to the wetland

- Include picnic sites
- outdoor playing activities eg soccer
- birds aviary
- educational centre

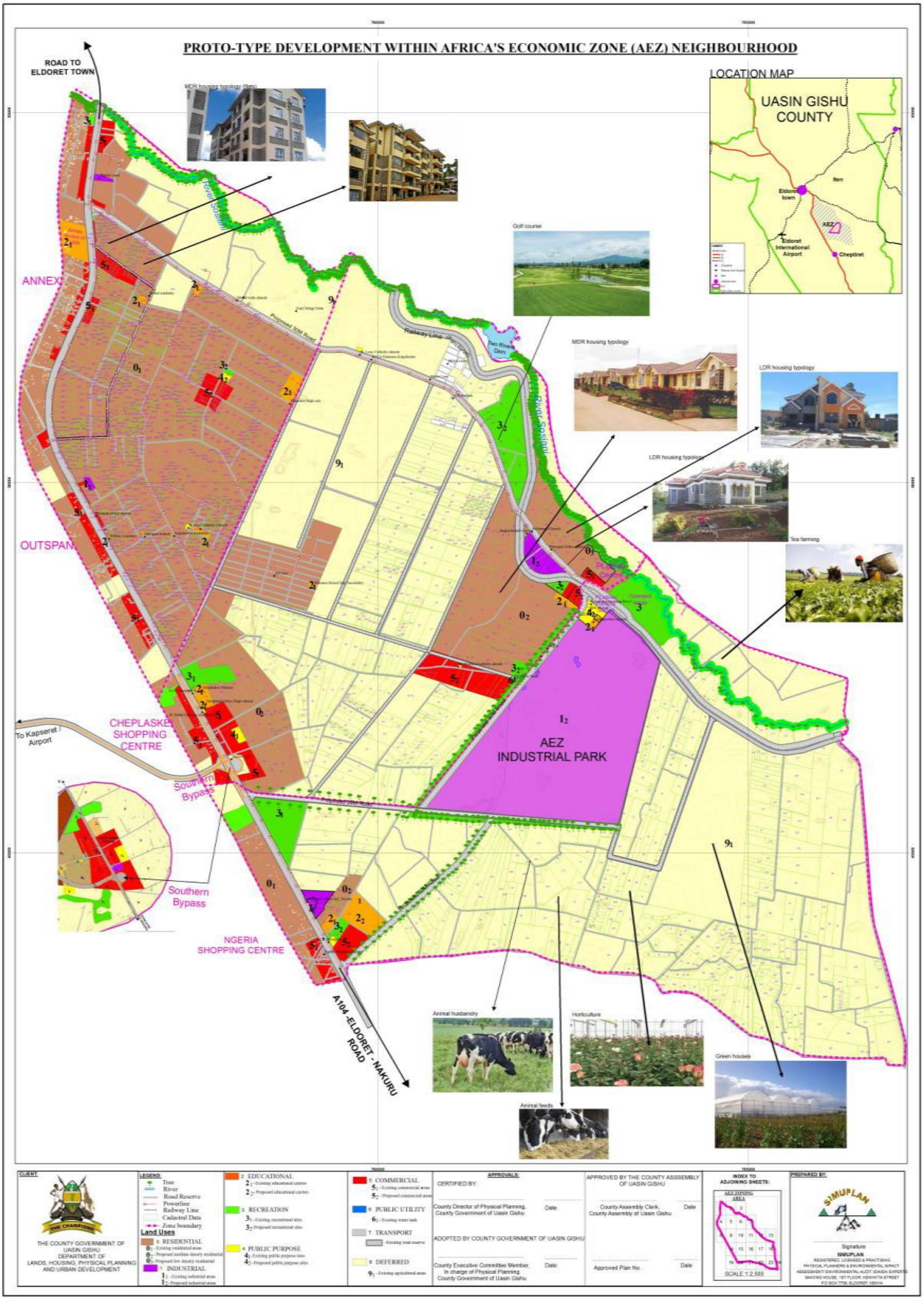


Delineated entry points into the wetlands




• OPEN STREET CAFES
• PEDESTRIANIZED ROADS
• PLAZA
• CIVIC SQUARE

10.1.7 THE PROPOSED AEZ LOCAL PHYSICAL DEVELOPMENT PLAN



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