COUNTY GOVERNMENT OF BUSIA

Municipality of Busia

County Urban Institutional Development Strategy

(CUIDS)

FY 19/20
CHAPTER ONE: URBANIZATION, URBAN MANAGEMENT AND DEVELOPMENT IN THE COUNTY

1.1 Urbanization and urban development in the county

1.1.1 Urbanization trends

An understanding of demographic characteristics is important in the development planning process. Population features are key determinants of labour force, the degree of resource exploitation and allocation as well as utilization of amenities and urban infrastructure. It’s important to take into account the transit population passing through our two key towns of Busia and Malaba which are both border entry points to great lakes region of Uganda, Burundi, Congo, Rwanda and South Sudan.

The level of urbanization in Busia County is low. However, the county is rapidly urbanizing due to migration of people from rural to urban areas, physical expansion of urban areas and arrival of more people posted or transferred to the county to offer services in both public and private sector. Moreover, being a border county, most people are expected to migrate to urban towns due to trans-border business and related services. The level of urbanization is currently placed at 32%.
Main Urban Areas in the County
Busia County has 11 major urban centers which attracts population in search of employment and urban quality (shelter and services). Busia County urban population is is lower than the national figure due to lack of industries and other forms of businesses and manufacturing concerns that would attract large populations. The major urban areas in the county include: Busia, Malaba, Nambale, Bumala, Port Victoria, Adungosi, Butula, Amukura, Lukolis, Funyula, Angurai.

<table>
<thead>
<tr>
<th>Urban Centres</th>
<th>2009 (Census)</th>
<th>2012(Projected)</th>
<th>2015(Projected)</th>
<th>2019(Projected)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>M</td>
<td>F</td>
<td>T</td>
<td>M</td>
</tr>
<tr>
<td>BUSIA Town</td>
<td>29,927</td>
<td>31,788</td>
<td>61,715</td>
<td>32,728</td>
</tr>
<tr>
<td>Port Victoria</td>
<td>10,438</td>
<td>11,263</td>
<td>21,201</td>
<td>11,415</td>
</tr>
<tr>
<td>Bumala</td>
<td>1,611</td>
<td>1,983</td>
<td>3,504</td>
<td>1,762</td>
</tr>
<tr>
<td>Malaba</td>
<td>30,963</td>
<td>32,361</td>
<td>63,324</td>
<td>33,861</td>
</tr>
<tr>
<td>Nambale</td>
<td>16,860</td>
<td>17,875</td>
<td>34,735</td>
<td>18,438</td>
</tr>
<tr>
<td>Amukura</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>TOTAL</td>
<td>89,799</td>
<td>95,180</td>
<td>184,979</td>
<td>98,203</td>
</tr>
</tbody>
</table>


1.1.2 Population in Urban Areas

<table>
<thead>
<tr>
<th>Urban Population</th>
<th>259,816</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Population</td>
<td>943,946</td>
</tr>
</tbody>
</table>

1.1.3 Urbanization and county socio-economic development

Agriculture, fishing and trade are the main economic activities in Busia County. Being the entry points between Kenya and Uganda, Busia and Malaba Towns are thriving trade towns where livestock, agricultural products and manufactured goods are traded.

Role of Urban areas in the county economy
Most of the urban areas within the county plays a significant role(s) as shopping areas, Transport nodes, Cross border centres, Residential areas

While services provided within urban areas include: Limited Recreational Parks, Sporting facilities- Playing grounds, Limited car parks and bus parks,

Nature of Rural-Urban linkages
The nature of rural-urban linkages is to assist developing urban centres administration to improve their policies, planning, and programs to develop the rural-urban linkage towards the goal of county and national growth and development.
Another is to stimulate urban administration and county governments and other international agencies and organizations to rethink their national rural and urban strategies not as two separate arenas or sectors but as a single entity. To do so would lead quite naturally to formulating one coherent strategy. That strategy would recombine "rural~ and "urban" in such a way as to give shape to a fresh conception of county and national economic growth and development.

For both Busia and Malaba towns they happen to be a link to greater lakes region as they are border towns linking Kenya to Uganda.

Port Victoria is on the shores of Lake Victoria which links to port Mwanza in Tanzania and port Bell in Uganda.

1.1.3 Urban Development Challenges
All urban areas in Busia County are served by road transport only. Most of these roads are bituminous and gravel roads. The County has a railway line and has one non-operational airstrip at Busia Town. The Kisumu-Busia (A1) Road is a national road that links Busia with other counties and the neighboring Uganda. The rest of the roads linking urban centers to their hinterland are made of murram and most of them do not meet planning standards in terms of road reserves. Due to fairly dense urban form, majority of the urban dwellers walk to their workplaces, service centres and schools. Non-motorized transport is not catered for as there are no pedestrian and cyclist pathways on the County road infrastructure network.

Poor drainage systems: The drainage systems within the urban areas are mainly open drainages that are mainly put up during road construction and maintenance. They are in a deplorable state with a lot of clogging due to siltation and vegetation growth. These sometimes make for the flooding of our urban roads and siltation of rivers.

Poor waste management system: The waste management system is not well established. There are liquid and solid wastes which are a big challenge. There exists an old sewer system that is almost obsolete and therefore developers put up septic tanks as a way of disposing liquid wastes within the County Urban areas. The whole county has only two damp sites which still are in deplorable state. Used of dump sites in water poses hazard to the underground water system towns. Moreover, the county depends on old tractors for solid waste transportation which keep breaking down. Most of the towns lack public toilets and there is over reliance on ordinary pit latrines. A small percentage of the population in the towns has built septic tanks to dispose liquid waste.
The county has no urban policy and spatial/integrated urban plans to guide urban growth and development. Furthermore, we lack of amenities like slaughter houses, stadiums, cemetery, library and land for expansion within the peri urban and agricultural rural set up.

**Basic urban services that are provided in the county urban areas**

Services currently being offered in the county urban areas include; solid waste management, provision of health services, construction of markets and livestock sale yards, street lighting, abattoirs, stadium, tarmacking of urban roads, ambulances, pre-primary education. Others include licensing, vehicle parking spaces, fire brigade, water services, and sanitation and administration services.

**Urban Score Card**

The urban management is unable to provide adequate services within its mandate due of inadequate financing, skills and competencies, inadequate infrastructure.

**Major Urban Land Use**

The major land uses within the urban centres include residential, commercial, institutional, recreational, industrial, public purpose, transportation, agricultural and public utilities. There is no clear zoning classes within these urban centres and therefore haphazard and uncontrolled development dominate many urban centres. Not well established modern commercial enterprises are mainly found along the highway thus forming a linear pattern due to enhanced accessibility and include mainly of commercial outlets. There are no large scale industrial establishments within the County. However, small scale industries especially the Jua Kali industries are flourishing in these urban centres albeit uncontrolled with no specific sites demarcated for their operations. Agriculture and residential dominate land use activities in Busia county.

**State of Housing**

Busia and Malaba towns are areas where there are some old houses with several government quarters which house civil servants although inadequate. The houses are old and there is need to demolish and put up modern storey buildings with sewerage connection. However, individual settlements are poorly planned and informal settlements are emerging and difficult to distinguish residential and commercial areas. There is need to have town master plan and to zone the Towns accordingly in Busia County.

Mixed and unorganized housing typologies: Most of the towns have varying housing typologies. For instance, Busia and Malaba towns have most of detached houses
Kenya Urban Support Programme (KUSP)

(bungalows, maisonettes and huts) whilst semi permanent and huts are mostly found in the slums and poverty stricken rural areas. There is slow emergence of flats and apartments in most Urban Areas.

1.2 Legal and Regulator Systems for Urban Management in the County

1.2.1 National Laws and Regulations

The national laws and regulations that govern urban management in the county include:

i. The constitution of Kenya, 2010
ii. Kenya Vision 2030
iii. County Government Act (2012),
iv. Urban Areas and Cities Act (2011),
v. The Physical Planning Act Cap 286
vi. National Urban Development Policy
vii. Sessional Paper No. 3 of 2009 on National Land Policy and
viii. Kenya Vision 2030

Pursuant to targets highlighted in Kenya Vision 2030, and in order to ensure that urban areas and cities become efficient and effective drivers of economic growth and prosperity, county governments in collaboration with the National government will:

a) Formulate plans for the development of urban areas through investments in large scale infrastructure programmes so as to influence balanced urbanisation, especially in favour of the Arid and Semi Arid Lands (ASAL);

b) Plan the orderly development of urban areas within the proposed transport corridor connecting the new port of Lamu, Garissa, Isiolo, Maralal, Lodwar, and Moyale to Ethiopia and South Sudan (LAPPSET project); and,

c) Interconnect transportation corridors so as to further integrate the development of urban areas.

In its First Medium Term Plan (2008-12) of Vision 2030, attention has been placed on the critical need to promote sustainable urbanisation by creating well-planned, vibrant and efficient urban centres. To achieve this goal, the Government found it important to formulate a National Urban Development Policy (NUDP) to guide the spatial allocation of resources and to serve as a framework for the governance and management of our urban areas.

NUDP’s vision is to have secure, well governed, competitive and sustainable urban areas and cities that contribute to the realisation of the broader national development goals articulated in the Constitution of Kenya 2010 and Vision 2030.
The Constitution of Kenya, 2010 Article 176 and 184 of the Constitution of Kenya 2010 makes provision for devolved governance and management of urban areas and cities. Article 176 advocated for the preparation of the County Government Act which is to take over from the local government Act. Article 184 of the constitution states thus;

(1) National legislation shall provide for the governance and management of urban areas and cities and shall, in particular –  
   i. Establish criteria for classifying areas as urban areas and cities  
   ii. Establish the principles of governance and management of urban areas and cities  
   iii. Provide for participation by residents in the governance of urban areas and cities.

**Urban Areas and Cities Act 2011**

The objectives and purposes of the Urban Areas and Cities Act, 2012 are to create a legislative framework for;

   i. Classification of areas as urban areas and cities  
   ii. Governance and management of urban areas and cities  
   iii. Participation by the residents in the governance of urban areas and cities County Government Act, 2012

**Sessional Paper No. 3 of 2009 on National Land Policy**

The policy gives provision for formulation and implementation of national, regional, urban, peri-urban and spontaneous settlement planning principles and guidelines in transparent, accountable, sustainable, comprehensive and participatory manner.

1.2.2 **County-Level Laws and Regulations That Govern Urban Management**

In 2016, the county enacted Busia County Decentralized units. The county has a charter for Busia Municipality and in March 2020, the county assembly ratified one for Malaba Municipality. The department of Lands, Housing and Urban Development has prepared an Integrated Development Plan (IDeP) in accordance to third Schedule to the Act.

Other acts and laws being implemented at the county level include the Public Health Act, Environmental Management and Coordination Act, Physical and Land use planning Act, 2019 and Building code among others.

1.3 **County-Wide Planning and Urban Development**

The county has prepared Local Physical Development Plans (LDPs) for the following seven urban areas within Busia County. They include: Busia, Malaba, Butula, Nambale,
Bumala, Funyula and Port Victoria. It is based on resident population threshold and functional criteria such as being County or Sub-county headquarters.

**Gaps**
The market centres have not been planned and there is no framework to guide their growth.

**Other County planning instruments**
Other planning instruments as used by county of Busia include:

i. Environmental Management and Coordination Act – used to handle environmental issues within the County.

ii. Public Health Act – used to handle public health issues

iii. Physical and Land use planning Act, 2019 – used for development control within the county

iv. Building code.

1.4 **Current Status of Urban Areas in the County**
Busia County's land covers an area of approximately 1,628 Km² of which 1119 Km² is arable and currently being utilized for crop and animal production. Besides Agriculture, land remains a key natural resource supporting rural and urban settlements in Busia County, development of education facilities, rural and urban commercial activities such as markets and infrastructure such as roads, telecommunication, power and hospitals.

Land in Busia County constitutes a critical asset and a capital base that holds enormous potential for socio-economic development. This is can be viewed from two broad perspectives: Land for agricultural production and related activities and land for physical development such as for settlements and other infrastructure. Both perspectives have immense influence on development of the county.

High population density in the county, if not adequately managed can diminish availability of land for development (agricultural production and infrastructural development). Inadequate public land has made it almost impossible for the County Towns to allocate space for key public utilities such as cemeteries, open/recreational spaces, bus parks, open-air markets among others.
## ATTACHMENT 1

### URBAN AREA MATRIX: CURRENT SITUATION

[MAP SHOWING URBAN AREAS TO BE ATTACHED]

<table>
<thead>
<tr>
<th>Name(s) of urban area</th>
<th>Geographical and demographic data</th>
<th>Institutional status</th>
<th>Urban management</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Busia</strong></td>
<td>Location: Coordinates (0.434651, 34.24216)</td>
<td>61,715 (2009 census)</td>
<td>Yes its county headquarter and gateway to the county as well as border town to greater east and central Africa</td>
</tr>
<tr>
<td></td>
<td>Estimated Population: 82,142</td>
<td>Yes its county headquarter and gateway to the county as well as border town to greater east and central Africa</td>
<td>Municipal council of Busia</td>
</tr>
<tr>
<td></td>
<td>County capital:</td>
<td>Municipality</td>
<td>Municipal Manager in place from 23/8/19</td>
</tr>
<tr>
<td></td>
<td>Pre-2010 administrative status:</td>
<td></td>
<td>Municipal Board in place</td>
</tr>
<tr>
<td></td>
<td>Current administrative status and/or current urban management arrangement:</td>
<td></td>
<td>Municipal Manager in place</td>
</tr>
<tr>
<td></td>
<td>Board or Committee (Y/N):</td>
<td>Yes</td>
<td>Municipal Manager have an office</td>
</tr>
<tr>
<td></td>
<td>Town or city manager or administrator (Y/N):</td>
<td></td>
<td>Municipality staff of about 28 in place with key staff lsuch as deputy municipal manager planner, engineer, building inspector, administrators, community officers, Revenue officers etc</td>
</tr>
<tr>
<td></td>
<td>Office (Y/N):</td>
<td>Yes</td>
<td>The budget for municipality of Busia is in place</td>
</tr>
<tr>
<td></td>
<td>Staffing of municipality or town administration:</td>
<td></td>
<td>FY 2019-20</td>
</tr>
<tr>
<td></td>
<td>Budget and finance:</td>
<td></td>
<td>KUSP UDG 101M County govt 5m Staff costs etc</td>
</tr>
<tr>
<td></td>
<td>Urban planning:</td>
<td>IDeP available</td>
<td>Pending public participation and approval</td>
</tr>
<tr>
<td></td>
<td>Infrastructure and service delivery responsibilities:</td>
<td></td>
<td>- Street lighting</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>- Garbage collection</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>- Drainage system</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>- bus parks</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Maintenance of public places(recreational parks etc)</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>- Opening access roads</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>- Stalls management</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>- Capacity building/training/policy formulations,</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>- Office renovations,</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>- stationery, computers, equipment, furniture etc</td>
</tr>
<tr>
<td>-----------</td>
<td>----------------------------------</td>
<td>--------------------------</td>
<td>---------------------------</td>
</tr>
<tr>
<td>Malaba</td>
<td>Coordinates: (0.636206, 34.278276)</td>
<td>63,324</td>
<td>86,385</td>
</tr>
<tr>
<td>Nambale</td>
<td>Coordinates: (0.449253, 34.251885)</td>
<td>34,735</td>
<td>49,093</td>
</tr>
<tr>
<td>Bumala</td>
<td>Coordinates: (0.304158, 34.206028)</td>
<td>3,504</td>
<td>9,448</td>
</tr>
<tr>
<td>Port Victoria</td>
<td>Coordinates: (0.096085, 33.978137)</td>
<td>21,201</td>
<td>32,548</td>
</tr>
<tr>
<td>Amukura</td>
<td>Coordinates: N/A</td>
<td>Sub</td>
<td>The town was</td>
</tr>
</tbody>
</table>

Services Planned:
- Street light
- Garbage collection
- Drainage system
- Kiosk management
| Teso (0.55925 9, 34.26953 2) | County headquarters (Teso south) | under county council | developed with budget availability |
CHAPTER TWO: DEVELOPING INSTITUTIONS FOR URBAN MANAGEMENT

2.1 Institutional development for the county’s urban areas
The county envisions its institutional arrangement for county urban areas through legal and regulatory reforms by developing a spatial plan and integrated urban development plan. Spatial planning is an activity centered on making decisions relating to the location and distribution of land use activities. One of the main objectives of Spatial Planning is to ensure that the utilization of land resources is planned and implemented in an organized manner to meet the needs of present and future generation. The approach of Spatial Planning requires an integrative and comprehensive planning approach in order to rationalize the appropriate land use activities.

Flow of Funds
Other than KUSP support, the board is expected to receive funds from the department, since the board has a vote under the department of lands, housing and Urban Development.

Recruitment of Staff
The municipal board secretariat will not only include staff seconded from other departments but also employ its own.

Accountability of The Urban Board To The County Government
The board does not function in isolation of the county government. They are interdependent and have a principle agency relationship.

2.2 Legal and regulatory reforms at the county level
The county government of Busia is in the process of domesticating the UACA, this is through development of county physical planning bill, Busia County Decentralized Act among other policies such as development control guidelines, environmental management guidelines, Public Private Partnership (PPP) guidelines. Several bylaws will also have to be developed to assist in the management of the urban areas in the County.

2.3 Capacity Building Actions
The members of the board and the municipal manager and municipality management will require to be trained in several areas including Management courses, record keeping, Financial regulations, public procurement processes, customer care, minutes taking etc. The County will ensure that the technical staff are trained regularly and take refresher courses on the emerging issues in urban development. The Municipal and the secretariat will also be trained occasionally by attending tailor made courses at Kenya School of Government and other institutions in areas relevant to the management and development of the Municipality.
## ATTACHMENT 2
### URBAN AREA INSTITUTIONAL DEVELOPMENT MATRIX - Proposals for 3 -5 year horizon

<table>
<thead>
<tr>
<th>Name(s) of urban area</th>
<th>General</th>
<th>Specific</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Current institutional arrangements</td>
<td>Planned institutional arrangements?</td>
</tr>
<tr>
<td></td>
<td>Board or Committee Y/N Timelines</td>
<td>Town or city manager or administrator Y/N Timelines</td>
</tr>
<tr>
<td></td>
<td>Office Y/N Timelines</td>
<td>Staffing of municipality or town administration Numbers Timelines</td>
</tr>
<tr>
<td></td>
<td>Budget and finance Budget status? Timelines</td>
<td>Urban planning Timelines</td>
</tr>
<tr>
<td></td>
<td>Infrastructure and service delivery responsibilities Timelines</td>
<td>Demarcation of urban area? Y/N</td>
</tr>
</tbody>
</table>

### Busia
- Municipality of Busia
- It’s already municipality and county HQ
- Municipal Board established August 2019
- Municipal Manager officially appointed with full staff effective 19sept 2019
- Municipal office in place and awaiting full renovation and equipping
- 28 No. managerial staff appointed, technical and operations all in place
- Urban area has separate budget vote under the Municipality of Busia as stand-alone as per PFMA, UACA and our municipal charter
- Urban area has an approved plan 2010 - 2030
- Urban area assigned specific infrastructure and service delivery in solid waste disposal policy as given by the county govt departments of Lands, urban and Department of Water and Environment respectively
- Yes, our urban Municipality is demarcated as envisaged in our charter.

### Malaba
- Town
- To be classified as municipal and granted charter
- Committee established
- Town Administrator appointed
- Town Administration office established
- 1no. managerial staff appointed
- Urban area has separate budget vote under the departmental budget
- Urban area will have an approved plan
- Urban area assigned specific infrastructure and service delivery in solid waste disposal
- Urban area has been demarcated

### Nambale
- Urban centre
- To be classified as town
- Committee to be established
- Town Administrator to be appointed
- Town Administration office to be established
- Staffs to be appointed
- Urban area will have a separate budget vote under the departmental budget
- Urban area will have an approved plan
- Urban area to be assigned specific infrastructure and service delivery functions
- Urban area has been demarcated
<table>
<thead>
<tr>
<th>County</th>
<th>Urban Centre</th>
<th>Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bumala</td>
<td>To be classified as town</td>
<td>Committee to be established, Town Administrator to be appointed, Town Administration office to be established, Staffs to be appointed, Urban area will have a separate budget vote under the departmental budget, Urban area will have an approved plan, Urban area to be assigned specific infrastructure and service delivery functions, Urban area has been demarcated</td>
</tr>
<tr>
<td>Port Victoria</td>
<td>To be classified as a town and a committee appointed</td>
<td>Town admin to be appointed, Town administration office to be established, Staffs to be appointed, Urban area to be assigned a budget under departmental budget, Urban area will have an approved plan, Urban area to be assigned specific infrastructure and service delivery, Urban area has been demarcated</td>
</tr>
</tbody>
</table>
### CHAPTER THREE: ANNUAL ACTION PLAN AND BUDGET

#### ATTACHMENT 3

**COUNTY URBAN AREA INSTITUTIONAL DEVELOPMENT – ANNUAL ACTION PLAN & BUDGET**

County: ___________________  FY: ___________________

<table>
<thead>
<tr>
<th>CUIDP Section</th>
<th>Activity</th>
<th>Timeframe</th>
<th>Implementation modality</th>
<th>Cost elements</th>
<th>Proposed budget (KES)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Section 3: Developing institutions for urban management</td>
<td>Examples: - Hold consultations with residents in urban areas - Draw up municipal charter for urban area 1 - Select and appoint municipal board members for urban area 1 - Select and appoint municipal manager for urban area 1 - Orientation for municipal board and municipal manager - Review draft idep for approval - Establish municipal/town office - Prepare investment project pipeline for urban areas - Undertake urban spatial plan - Acquire and furnish manager office and stationery - Capacity and training - UDG Road works and high mast light</td>
<td>J A S O N D J F M A M J</td>
<td>Examples: - External consultants to be hired - In-house county government staff to be used - UDD staff and support needed</td>
<td>Examples: - Consultancy fees - Meeting costs - Per diems for travel - Local travel costs - Office renovations and equipment, computers, furniture, stationery etc (for municipal office) - Training materials - KSG - Benchmarking - Board capacity - Staff capacity</td>
<td>41.2m</td>
</tr>
</tbody>
</table>

**UIG Total annual budget** 41.2M

<table>
<thead>
<tr>
<th>Resources</th>
<th>County contribution</th>
<th>Other budget contributions (including UIG)</th>
<th>Total resources</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>5M</td>
<td>41.2</td>
<td>147.2M</td>
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<tr>
<td></td>
<td>UIG</td>
<td>UDG</td>
<td>101M</td>
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</tbody>
</table>