



RUIRU MUNICIPALITY

**INTEGRATED DEVELOPMENT PLAN(IDEP)
2023-2028**



Prepared for the

**COUNTY GOVERNMENT OF KIAMBU
2023**

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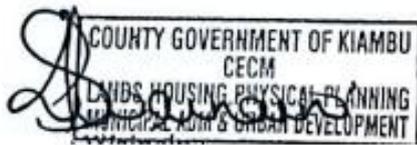
PREFACE

The Constitution of Kenya (2010) establishes two levels of government: the National Government and the County Governments. The Urban Areas and Cities Act (2011, amended, 2019) provides the framework for classifying urban areas. Ruiru Municipality was gazetted in 2018, after meeting the criteria for this classification. The municipality has taken steps to develop instruments to guide its operations, with one key initiative being the preparation of the Integrated Development Plan (IDeP).

The IDeP for Ruiru Municipality addresses significant urban challenges, including rapid urbanization, inadequate housing, informal settlements, lack of infrastructure, and absence of a cohesive growth framework. This plan is a crucial step in ensuring coordinated urban development and provides a model that other municipalities in the county can follow. The preparation process was participatory, involving the public, the County Government, and stakeholders from all wards of the Municipality.

The IDeP aims to guide the municipality's economic, infrastructural, and socio-economic development, aligning with the vision for the County Government of Kiambu's transformation.

The Municipal leadership is committed to securing funding for its implementation and encourages all stakeholders to support the plan, which is expected to revitalize the municipality by spearheading for sustainable development initiatives.



C.E.C.M- Lands, Housing, Physical Planning, Municipal Administration and Urban Development

FORWARD

The preparation of the Integrated Development Plan for the Municipality of Ruiru has been the top agenda of the Board as the IDeP will guide the Municipality Board in discharging its mandate. The IDeP is the blueprint that the board will use to ensure that services are provided to the residents of the municipality.

The process of preparation of the IDeP was participatory with the involvement of representation from the public, the County Government and stakeholders from all wards within the Municipality. I share my sincere appreciation to the Board members and all other stakeholders who ensured the successful preparation of the Plan. I urge all the residents of the municipality to join hands with the board for the successful implementation of programs and projects proposed in the Integrated Development Plan.



Chairperson, The Municipality Board of Ruiru

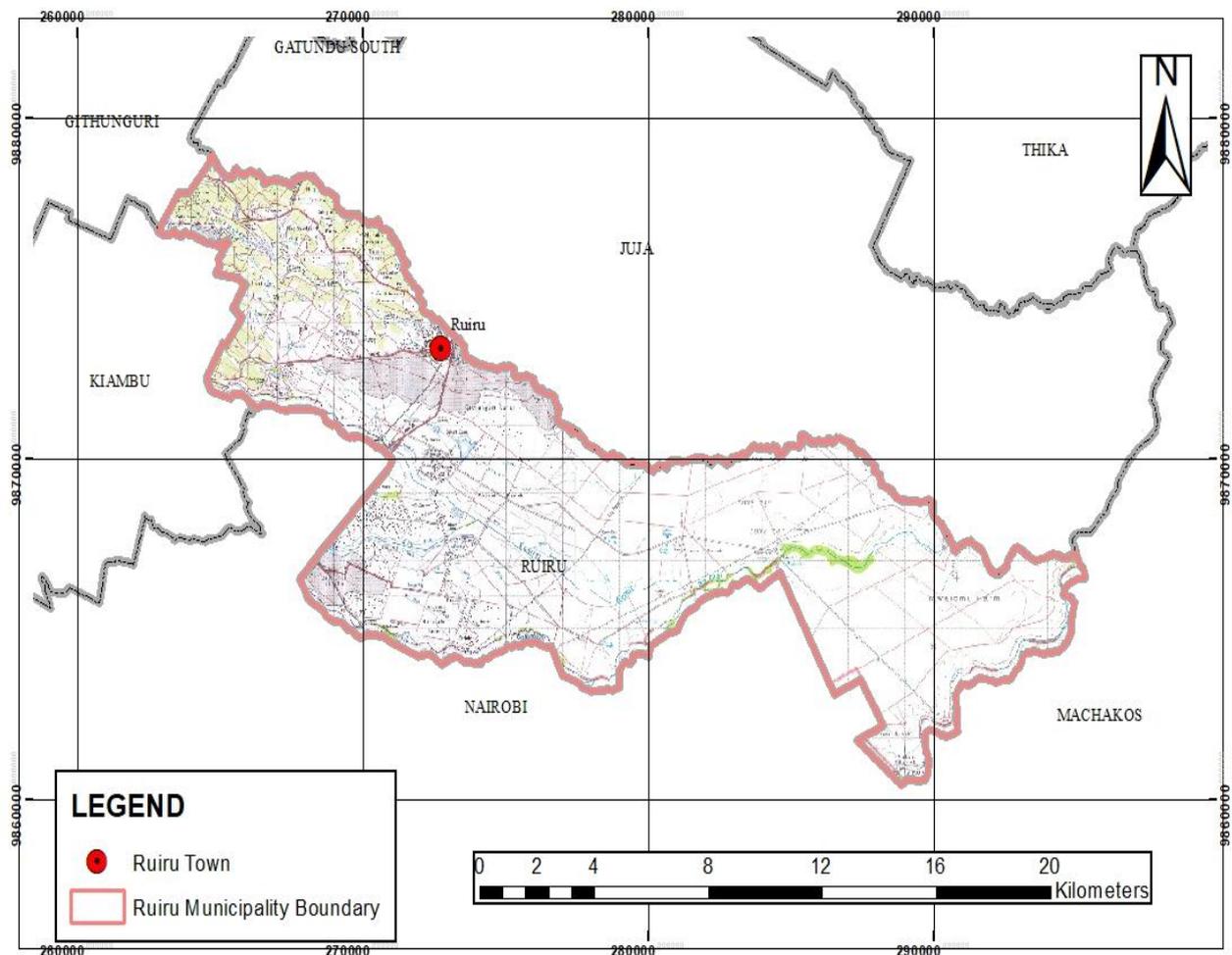
CHAPTER ONE: THE BASIS OF THE INTEGRATED DEVELOPMENT PLAN (IDEP)

1.1. Background

The Municipality covers an area of 201.36 Km² with its headquarters in Ruiru town Central Business District at the current Ruiru County offices which were the offices for the defunct Municipal Council of Ruiru.

The Municipality comprises of Gitothua, Biashara and Gatong'ora Wards. The Municipality borders Juja Sub County to the North, Githunguri and Kiambu Sub Counties to North West, Nairobi County to the South and Machakos County to South East. It lies between Nairobi City and Thika town and is 21km from Nairobi City centre and 17km from Thika town. Map 2 below shows the location of the municipality as defined by the neighbouring Counties/Sub Counties.

RUIRU PROPOSED MUNICIPALITY



Vision

A vibrant commercial and industrial hub that is economically and environmentally sustainable.

Mission

To enhance infrastructure connectivity and promotion of investments for local, regional and global markets.

Core Values

Integrity
Inclusivity
Innovativeness
Unity of purpose
Professionalism
Trust

1.2 Overview

The Integrated Development Plan (IDEP) outlines the Ruiru Municipality's direction and priorities. The mission, vision, values, and goals are laid out to serve and cater for Kiambu residents, visitors, businesses and neighborhoods. The plan sets goals to maintain those aspects of the community that residents, businesses, and employees are most proud of and strives to achieve the new goals articulated by residents and Municipality leaders.

Ruiru Municipality is continually faced with demands of growth on budgets, infrastructure, and staffing and the need for a comprehensive and clear Integrated Development Plan (IDEP). This plan must reconcile the needs of a community with a diverse service offering, as it is challenging to focus on citizens, leaders, and staff in one direction.

Therefore, this Integrated Development Plan (IDEP) aims to facilitate the successful growth of the urban area, and provide a platform to purposefully advance the Municipality as an organization.

1.3 Economy

It's almost considered a suburb of Nairobi with most middle class residing in Kiambu while they make daily commutes to Nairobi for work. The town is witnessing rapid growth with major road infrastructure and complex real estate developments taking place around and neighboring environs.

1.4 Strategic Focus/Agenda for our People

A world class municipality with a stable, progressive, resilient and self-sufficient community with empowered citizenry living in a sustainable environment governed by a competent and dynamic work force.

STRATEGIC FOCUS AREA	STRATEGIC PRIORITY AREAS / OBJECTIVES
Promote a stable, progressive, resilient and self-sufficient community	<ol style="list-style-type: none">1. Infrastructure2. Economic Growth3. Revenue Generation
Facilitate an empowered citizenry	<ol style="list-style-type: none">1. Public Participation2. Appropriate Policy and Legal Framework
Build a sustainable Environment	<ol style="list-style-type: none">1. Sustainable Land use Planning2. Solid and Liquid Waste Management3. Strong and vibrant neighbourhoods
Create and maintain a competent and Dynamic Workforce	<ol style="list-style-type: none">1 Well-managed government2. Corruption Free Municipality3. Diversity and Inclusivity

CHAPTER 2: CHAPTER TWO: POLICY, LEGAL AND INSTITUTIONAL FRAMEWORK

2.1 Overview

This Integrated Development Plan (IDEP) is linked with other Plans namely: The Ruiru Municipality Integrated Development Plan, the CIDP III, the Kenya Vision 2030 and its medium- term Plans. The plan also aims to eliminate duplication of efforts and promotion of further integrations of the mentioned plans.

2.2 Linkage with the Kiambu County Integrated Development Plan

Kiambu County CIDP 2023-2027 has programs that are geared towards achieving urban development and urban area management.

Urban Areas and Cities Act (2011) puts emphasis on the need for integrated development planning and the need to align annual budgeting to the plan. In Section 36 (2), it states that “an integrated urban or city development plan shall bind, guide, and inform all planning for development and decision-making and ensure comprehensive inclusion of functions.” These plans should be aligned to the development plans and strategies of the county government (section 37(1)).

The sector plans, urban areas plans are therefore an integral part of the CIDP, and it is in view of this that the CIDP has taken into consideration inputs from the sector plans put in place by the various county departments and the urban areas plans. The CIDP linkage with the sector plans will thus facilitate the implementation of the projects and programmes as planned in those plans.

2.3 Linkage with the Kenya Vision 2030 and its medium-term plans

The Kenya Vision 2030 is the national long-term development policy that aims to transform Kenya into a globally competitive nation with a high quality of life to all its citizens by the year 2030 in a clean and secure environment. The Vision is anchored on three key pillars: economic; social; and political. The Kenya Vision 2030 is phased to be implemented in successive five-year Medium-Term Plans.

The first, second and third plans covered the period 2008-2012, 2013- 2017 & 2023-2022 respectively and was in a series of successive 5-year plans under which the Kenya Vision 2030

is to be implemented. Like its three predecessors, the fourth medium term plan (MTP 2023-2027) will be guided by Kenya Vision 2030 and the constitution of Kenya and incorporate the priorities outlined in the Manifesto of the incoming government.

2.4. Linkage to Sustainable Development Goals (SDGs)

The Sustainable Development Goals (SDGs) are a set of 17 goals, the world will use over the next 15 years to end extreme poverty, fight inequality and injustice, and fix climate change. Formed through extensive consultation with all levels of society, the SDGs are a comprehensive development plan to leave no person behind. As the excerpt from the 2030 Agenda describes, the SDGs and targets are aspirational and global with each government called to:

- a) Decide how the SDGs should be incorporated into national/County/Municipality planning processes, policies and strategies;
- b) Set their own national/County/Municipality targets guided by the global level of ambition, but taking into account national/County/Municipality circumstances; and
- c) In the implementation of the agenda built on existing commitments and in accordance with international human rights standards for the full benefit of all.

The municipality will focus on SDG no. 11 which is to ‘make cities and human settlements inclusive, safe, resilient and sustainable urban areas which will ensure effective urban development and management.

2.5 Urban Areas and Cities Act. – 2011 amended 2019

Section 20(1)(c) of the Urban Areas and Cities Act 2011 makes it clear that, a board of a city or municipality – including a town; (section 20(2)) shall formulate and implement an Integrated Development Plan (IDEP). This is not at the discretion (or gift) of the Municipality. It is a mandatory “urban management” responsibility. Section 39 (1) then states: “A board or town committee shall, within the first year of its election, adopt a single, inclusive Integrated Development Plan (IDEP) for the development of the city or urban area for which it is responsible”.

CHAPTER 3: SITUATION ANALYSIS

1.1 . Population

The municipality had an estimated population of 150,291 persons (2019, KHPC).

This population is estimated to rise to approximately 301,817 persons in 2029 using an annual population growth rate of 3.5% as per the National Spatial Plan (2015-2045).

The municipality has a cosmopolitan population which has created the need for more urban services, hence the need for better planning of the urban area.

Table 1: Population Projections for Ruiru Municipality

WARD	YEAR-2009	YEAR -2019	YEAR-2029
Biashara	41,353	76,170	152,966
Gatong'ora	13,769	45,043	90,456
Gitothua	15,358	29,078	58,395
TOTAL	70,480	150,291	301,817

Source: Kenya National Bureau of Statistics, 2019

3.2. Physical Infrastructure and Access

3.2.1 Roads, parking facilities, and public transport.

Ruiru Sub-County is well connected to the major national trunk road A2 Thika Superhighway which is also a known part of the Great North Road. The road is the gateway of Kenya to Ethiopia and Somalia after joining A3.

Ruiru is also well served by inter-county road linkages that include the Eastern by-pass covering a 39 km stretch which starts from Mombasa Road to Ruiru. This links with the Northern By-pass which starts from Ruaka to Ruiru where it meets the Eastern By-Pass, C-65 which is Ruiru-Githunguri, and C-63-Kamiti road. Other intra-county roads which are basically lower hierarchy roads that connect different neighbourhoods within Ruiru include Sukari-Mwihoko Road, Mathigu road, Market Road, and Ngina Road.

Notes:

ADT – Average Daily Traffic

NMT – Non- motorised Transport

MT – Motorised Transport

Road Name	Link	Length within the planning area (km)	Surface type	Condition	ADT Volumes (Both directions)	
					NMT	MT
Eastern By-pass	Northern By-pass to A104	10	Bituminous	Very Good	-	-
C63	Eastern By-pass to Devki	4.5	Bituminous	Poor	7,358	11,042
C65	Ruiru-Githunguri-Uplands	11.9	Bituminous	Poor	4,850	9,744
Market Road	C63 to Sub-County offices	1	Under construction.	-	-	-
C63	A2 to Kamiti	4	bituminous	Good	-	-
Bus Park entrance	C63 to the bus park	0.5	Bituminous	Fair	-	-
Mathigu Road	C63 To C65	1.5	Bituminous	Fair	5,647	3,111
Sukari Mwihoko Road	Kahawa Sukari to Mwihoko	3.8	Bituminous	Good	-	-
Ngina Road	Mwihoko to Githurai Kimbo road	2	Gravel	Fair	-	-
Mwihoko Road	Githurai-Kimbo-Mwihoko	5	Gravel	Fair	-	-
Kahawa Wendani	A2 to Wendani/Mwihoko	5	Gravel	Poor	-	-
Northern By-pass	Eastern By-pass to Ruaka	3	Bituminous	Very Good	-	-

3.2.2 Storm Water Facilities

In the Fourth schedule, Part 2 of the Constitution of Kenya 2010, the County Government is mandated to provide County public works and services including water and sanitation services, and storm water drainage. Urban storm water management is becoming increasingly important for towns especially in developing countries. The extent of the issue becomes particularly apparent when there is heavy rainfall that floods the settlements situated in the lowest parts of towns and the large number of urban development issues. Storm water is all the water that runs off the land after a rainfall or snowmelt incident. This is a natural process but in urban areas, proper infrastructure needs to be put in place.

Figure 1: Storm Water Drainage in Ruiru Municipality



Source: Field survey, May 2023

Ruiru Municipality has capacity to provide storm water drainage for its township. The County Government through the Department of Roads, Transport and Public Works has outlined the areas that need investment in storm water management in built-up areas. So far, Ruiru has 5 km of main-lined drains, and 56 Km of main excavated earth drains.

There is ongoing maintenance of all storm water drains within the municipality.

The prevalent flooding causes extensive damage to housing and other infrastructure such as roads, water pipe lines and underground electric cables, which generally disrupts both residential and commercial activities in the town. It also creates social effects like population displacement and makes the environment unpleasant. The lack of public awareness, improper

demarcation and protection of storm water drains/ditches and their proximity to residential / informal settlements has led to several negative impacts on the bio-physical and social environment.

Global climate change has affected weather events including rainfall patterns so that there are unpredictable seasons and rainfall intensity which cause flooding and their ultimate effects.

This calls for investigation into effective storm water management practices which are resilient and adaptive to changing climate especially in dealing with urban storm water runoffs. More investment in storm water management in built up areas is needed in Ruiru.

3.2.3 Electricity, Reticulation and Street Lighting.

According to Kenya Power 2023 report, Ruiru county had electricity coverage of 66 percent. The total number of households connected to electricity within the proposed municipality is 70 percent and this number is expected to rise to 100 percent by the year 2022. Solar energy has less than 5percent coverage, while Biogas use is at 25 percent especially by farmers practicing urban agriculture within the municipality.

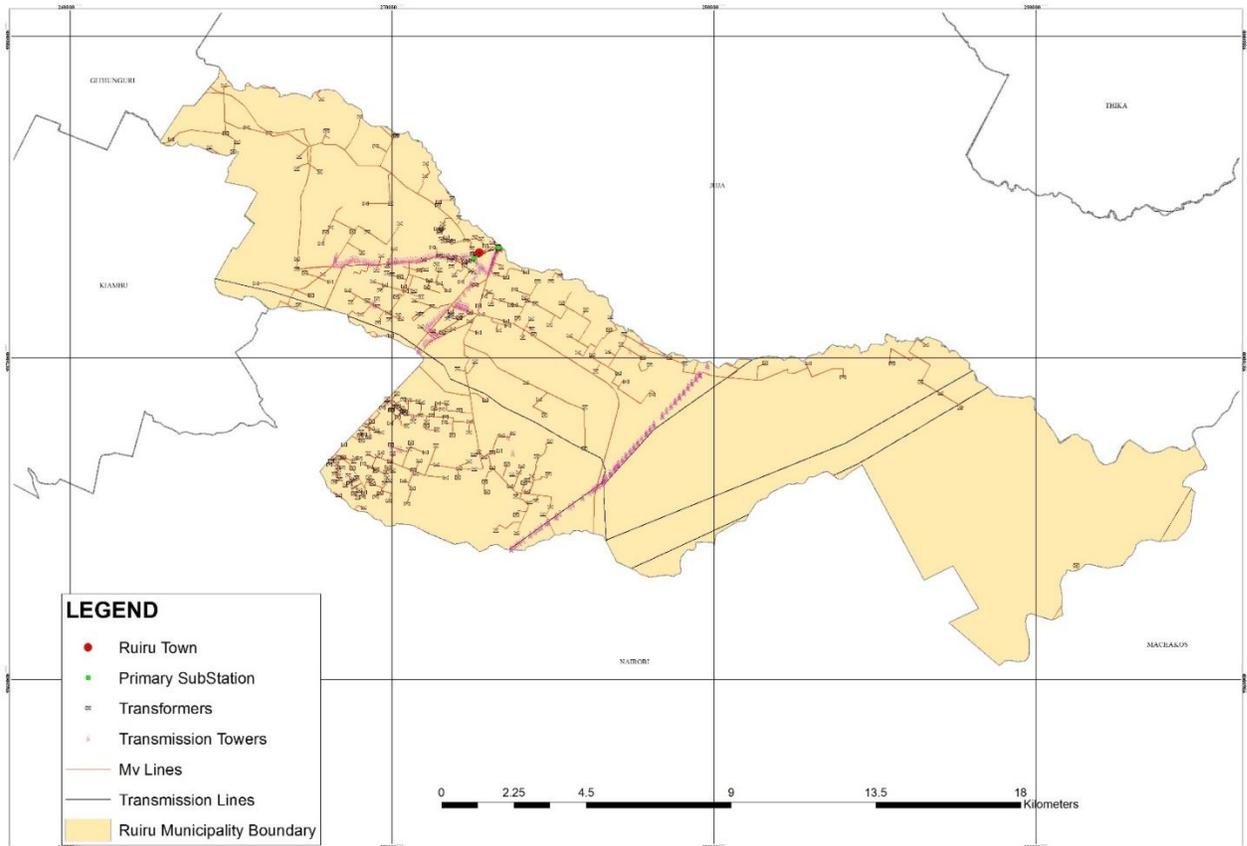
Figure 2: Electricity, Reticulation and Street Lighting in Ruiru Municipality



Source: Field Survey, 2023

Kenya Power has also played a key role in providing 11 other street lighting masts which are 30M high. Flood masts in Ruiru are installed in Ruturo Village, Karunga Village, Mary Immaculate-Riabai junction and at Makiu-Mugumo Road junction in Kiamumbi. Electricity reticulation within the proposed municipality is shown in map 4 below.

RUIRU MUNICIPALITY POWER CONNECTION



Source: Department of Municipal Administration & Urban Development, 2023.

3.2.4 Fire-fighting and Disaster Management.

Fourth schedule, Part 2 of the Constitution of Kenya, stipulates that the County Government should provide for Firefighting and disaster management services to its residents. Further the Ruiru County Emergency Fund Act 2013 was enacted in December 2013. In each financial year, monies contained in the fund are 0.5% of the Counties budget. The purpose of the fund is to enable payments to be made in respect of a County when an urgent and unforeseen need for expenditure arises for which there is no specific legislative authority and it is for public interest. This payment may be necessary to alleviate the damage, loss, hardship or suffering which may be directly caused by unforeseen event.

The Directorate of Public Works and Utilities has put in place measures for emergency fires and accident in fire and rescue section. There are plans underway to build capacity within the township to ensure timely fire response. There is one fire station in the township located at the Indian Bazaar which is operational throughout; it is supported by 11 firefighters.

Other achievements of the fire and rescue department include: reduction of emergency response time, fire safety and audit, training of fire officers and installation of fire hydrants.

Figure 3: Firefighting Engine and Equipment in Ruiru Fire station.



Source: Field survey, 2023

Status of Fire engines in Ruiru Municipality

Municipality	Fire Engine/ Vehicles	Status
Ruiru	1 No. 4000L Fire Engine	Functional
	1 No. 400L Rapid Intervention vehicle (RIV)	Functional

Source: Department of Roads, Transport, Public Works and Utility Services.

3.2.5 Water and Sewer Facilities

The growth of Nairobi towards Ruiru town has been unstoppable due to the Thika Superhighway. This however has not been matched by a similar provision of infrastructure services. Unplanned rapid growth and informal settlement fueled by Nairobi's urban sprawl have placed high pressure on public services, notably on water and sanitation delivery in Ruiru Sub-County. Currently, there is a total of 15,000 water connections that serve a population of approximately 188,900 residents out of which 14,800 are active connections. The total quantity of water supplied is approximately 2,700M³ per day.



Figure 4: Ruiru Sewerage Treatment Works

Source: Field survey, 2023

3.2.6 Social -Economic Dynamics

Ruiru municipality is a rapidly growing urban center in Kiambu County, characterized by a mix of formal and informal settlements. Its population is diverse, with a combination of long-term residents and recent migrants attracted by industrial and commercial opportunities along the Nairobi–Thika corridor. The local economy is driven by small- and medium-scale enterprises, agro-processing, manufacturing, retail trade, and service industries. Despite economic growth, the town faces challenges such as high population density in informal settlements, inadequate infrastructure, limited access to social services, and pressure on land and housing. Socially, the community exhibits a mix of cultural backgrounds, with strong networks of local associations, youth groups, and women’s organizations that play an active role in community development initiatives. The socio-economic dynamics highlight the need for integrated planning that balances economic opportunities, infrastructure development, environmental sustainability, and social inclusion

4.0 SWOT Analysis

The table below illustrates a SWOT Analysis to determine the strengths, weaknesses, opportunities and threats in Ruiru Municipality, Ruiru County.

Strength, Weaknesses, Opportunities & Threats	
Strengths	Weaknesses
<ol style="list-style-type: none"> 1. Its proximity to Nairobi City hence serving as a gate/exist to Nairobi. 2. Has a reliable transport connectivity network to the city and other municipalities 3. Good arable land 4. Well-developed institutions such as schools and hospitals and tertiary. 5. Sufficient labour force from its high youthful population. 6. Well-developed housing and real estate sector 	<ol style="list-style-type: none"> 1. Poor urban planning and enforcement 2. Insufficient budget, budget plans and development plans. 3. Few staff and personnel to run all function (secretariat). 4. Unskilled work force 5. Death of data for planning and decision making 6. Absence of management systems and technology 7. Lack of defined roles and functions to govern the municipality
<ol style="list-style-type: none"> 7. Close proximity to international agencies i.e UN and Embassy's 8. Initial municipal structures 	<ol style="list-style-type: none"> 8. Insufficient urban amenities such as sewer, water, roads, internet and recreational centres 9. High Value of Land

Opportunities	Threats
<ol style="list-style-type: none"> 1. Inclusivity to the Nairobi Metropolitan 2. Availability of land for Real estate investment 3. Existing suitable locations for dams construction 4. Ability to increase Revenue collection (building approvals, parking fees, market levies, licenses fees, encroachment etc) 5. Creation of public private partnerships 6. Grow public ownership and confidence through public participation forums 7. More areas opening up for investment due to the ongoing road network expansion 8. Existing development plans at county and national level 	<ol style="list-style-type: none"> 1. Presence of By-passes lead to social barriers to kins' mates 2. High rate of unemployment leading to increased insecurity 3. Generation of high volume of solid /liquid waste 4. Narrow road corridors due poor land demarcations 5. Lack of PDPs and other 6. Political Interference

CHAPTER 4: DEVELOPMENT PROPOSALS, STRATEGIES AND MEASURES

4.1 Overview

From analysis and synthesis of the primary and secondary data, the various problems and opportunities are identified. In order to bring sustainability among other desired aspects, the plan proposes the following interventions to improve, rectify, and prevent the occurrence of undesirable growth and development in the town. An addendum of the concepts, strategies and proposals together with their remarks.

The main objectives of this plan are to:

- Provide a basis for infrastructure and service provision for present and projected population over the plan period,
- Tackle environmental issues and concerns affecting the towns.
- Propose development potentials of the planning area (social, economic).
- Provide a basis for development control and investment decisions.
- Allocate sufficient space for various land uses to ensure efficient function and convenience of users and accommodate future growth.
- Uphold innovative civic and urban design that enhances the character and form of the town.

4.2 Development Goals

The main goal is to achieve the objectives of this plan through strategies that will give guidelines and policies which if implement result in the attainment of Ruiru Municipality Vision.

The main goal can be broken down and related to the Nairobi Metro 2030 Strategy as seen in the table below.

Key Result Areas Nairobi Metro 2030 Strategy	Local Development Goals
	Protect the integrity and sustainability of the natural environment. Protect productive agricultural land
Building an internationally competitive and inclusive economy for prosperity	Support economic and social development and growth and the creation of employment opportunities
Deploying world class infrastructure and utilities	Provide efficient infrastructure networks and services

for the region	
Optimizing mobility and accessibility	Improve movement and connectivity
Enhancing the quality of life and inclusiveness in the region	Create an efficient and integrated urban environment
Delivering a unique image and identity through effective place branding	Create a recognizable identity for the town
Ensuring a safe and secure region	Create an attractive and safe town
Building world class governance systems	Strengthen the capacity of the land management system

4.3 Guiding principles

This section sets out the overarching guiding development principles that inform the Integrated Development Plan for Ruiru Town. Principles are the fundamental norms, rules, or values that represent what is desirable and positive for the development of the planning area, and act as yardsticks for determining what is right and what is wrong.

4.3.1 Sustainability

Sustainability refers to the preservation of renewable and non-renewable environmental resources, while at the same time promoting economic and social sustainability. A sustainable town reduces the impact on the environment through reducing the use of resources and the production of waste while improving the livability of the settlement.

4.3.2 Resilience

Resilience is about the town's capacity to withstand shocks and disturbances such as climate change or economic crises, and to use such events to catalyse renewal and innovation. Resilient towns are those places that are able to quickly adapt to changing circumstances, albeit economic, climate or social conditions. Resilience is about the protection of natural infrastructure (rivers, wetlands etc.) but also about how we design and build the man-made environment to allow for (i) protection against outside shocks as far as possible, but also (ii) flexibility and addictiveness in the face of change.

4.3.3 Equity

A town that is equitable is one where all residents enjoy (i) fair access to livelihood, education, and resources, (ii) full participation in the political and cultural life of the community, and (iii) self-determination in meeting fundamental needs.

4.3.4 Integration

Integration, whether spatial, sectoral or socio-economic, is fundamental to sustainable development, i.e.

- Spatial integration refers to the proximities and functional relationships between different functions and elements within a particular area, with the aim of creating the greatest degree of synergy.
- Socio-economic integration refers to the proximity of different socio-economic groups so as to create a socially cohesive community .I.e PWDs, The socially marginalized, children, women and the youth.
- Sectoral integration refers to the vertical and horizontal integration among the various levels of government and agencies involved in spatial governance.

Development proposals need to ensure integration of all development issues including transport, planning, economic development etc.

4.3.5 Accessibility

Accessibility can be defined as the ease with which a building, place, facility or service can be reached by people. An accessible town is one where there is equitable physical and functional access to services, facilities, employment, training and recreation, including a choice of safe and efficient transport modes (e.g. public transport, private vehicle, bicycle, walking and wheelchair). Accessibility also comprises of convenient and dignified access to private and public spaces.

4.3.6 Safety

Residents, businesses and visitors must feel safe and secure in the area. Active policing and surveillance is important, but the spatial structure and functionality of the town should also allow for passive security measures. Safety is supported when people can see potential threats, judge risks, escape if a threat is perceived, seek assistance and give aid if needed. This is supported by views into and through spaces; by multiple access routes into and out of spaces; by mixed land uses that mean other people are around all the time; and by windows and activities in buildings located to overlook streets and other public spaces.

4.3.7 Sense of place

Sense of place refers to an appreciation for the distinct character of a town. This distinct character is a result of a combination of all aspects of a place that together makes this place distinct from anywhere else. Places are valued because of the individual qualities that make them distinctive from other places, i.e. because of their character and identity.

4.3.8 Spatial development concept

The spatial development concept indicates the development approach (or model) that will be followed in the development of the town and provides a spatial interpretation of the development vision and goals by means of a high-level desired spatial structure for the planning area comprising the major structuring elements.

4.3.9 Land Use and Management Policies

Coming up with effective zoning policies and regulations to safeguard the agricultural hinterland and manage urbanization of the planning area. The overall land management policies will include:

Proposed land use and management policies

SECTOR	PROPOSED POLICIES
ENVIRONMENT	Restriction of development around rivers and wetlands. Restriction of development to approved uses only along immediate boundaries of fragile site buffers Control of development on steep slopes to reduce soil erosion Increase in forest cover
TRANSPORTATION	Appropriate transportation networks provision per zone as per the structure plan. Non-approval of encroachment/ encroaching use on transportation way leaves.
INFRASTRUCTURE	Non-approval of encroachment/ encroaching use on infrastructure way leaves. Restriction of development to approved uses within the vicinity of social infrastructure facilities. Widening of the narrow roads
AGRICULTURE	Curbing land fragmentation through restrictions on uneconomical sub- division of agricultural land. Non-approval of encroachment/ encroaching urban settlements use of the highly capable agricultural land areas. Promotion of intensive agriculture
TRADE AND INDUSTRY	Development of a designated agro-industrial zone Restrictions on location of industries near densely populated zones. Encouraging compact market development
TOURISM	Restriction of development around scenic sites to eco- tourism developments only.
URBANIZATION	Compacting of the urban core to prevent urban sprawl and town convergence. Development control measure on minimum floors Enforcement of the urban fringe/ edge using agricultural belts.

PUBLIC LAND

Immediate inventorying and periodical review of the state all public land in Ruiru Town.

Retention of all public lands under the respective government ownership

unless their disposal will serve an overarching County/ national interest.

4.4 Development Strategies

This section deals with the development strategies and interventions that will be used to achieve the development objectives for this Ruiru TownIdep. These strategies include transportation, environmental, economic & social infrastructure, housing and revenue enhancement strategies.

4.5 Transportation Strategy

4.5.1 Regional Connectivity and Integration

Regional connectivity and integration refer to how well the town is integrated with and linked to surrounding areas. The goal is to create physical and functional networks that will ensure mutual interactions between the town and surrounding areas. The intention is therefore to address the town as part of a larger region, “since both the problems of the area and the desired improvements result, to some extent, from conditions in other parts of the region. “Since spatial integration is predominantly dependent on linkages, the development objectives and interventions will focus on improving movement linkages.

Objective

- To improve regional connectivity, in particular with Nairobi and other major centers and markets.

Development proposals and interventions

The following interventions should be implemented:

- Upgrade Road C64 to improve movement to and from Nairobi;
- Create a direct movement linkage between Ruiru and Githunguri;
- Improve east-west linkages between Ruiru, Limuru, Wangige and Ruiru;
- Investigate the feasibility of developing a north-south link from Maragua through Kandara, Gatundu, Ruiru and onto Nairobi;
- Improve public transport services between Ruiru and surrounding towns as indicated above.

4.5.2 Improved Accessibility and Connectivity

While the planning area has a small footprint, accessibility between different areas is weak. Neighborhoods are isolated by poorly maintained and unsafe open spaces with inadequate linkages between them. The mono-functional character intensifies this poor accessibility and increases levels of spatial inequity in the town. While there is a functioning road network, the streets of the town have been designed and planned with cars and not people in mind. Great towns have great streets and great street spaces attract private sector investment and convey a sense of dignity and pride to residents. They are the most public and visible face of the town and their quality, cleanliness and levels of activity can inspire confidence and investment or detract from these. This strategy deals with the location, design and function of a proposed

movement network, which includes the upgrading of existing streets and linkages, as well as the development of new linkages where necessary.

Objectives

The following are the development objectives from a movement and connectivity perspective:

- To ensure a clear hierarchy of roads that connect all the different parts of town;
- To improve local movement networks through additional linkages;
- To improve public transport facilities and networks;
- To improve movement for pedestrians and cyclists;
- To improve the condition of roads; and
- To transform the street network into attractive, safe, vibrant, comfortable, landscaped spaces.

Development proposals, interventions and guidelines

The following are the development interventions required to improve accessibility and connectivity in Ruiru Town:

- There must be a clear hierarchy of roads. The primary and secondary roads should be upgraded in terms of width, surfacing and street scaping to (i) clearly distinguish them from local roads and (ii) accommodate the level of traffic and nature of functions that are associated with these roads in terms of the spatial development concept.
- To improve accessibility and connectivity in the planning area, a number of new secondary and local link roads are proposed. The intention is to allow residents greater convenience in terms of movement through the study area, but in particular towards existing and proposed nodes and corridors.
- C64 between the Northern Bypass and the centre of Ruiru Town must be upgraded to facilitate greater ease of regional movement to and from the planning area, which will have a positive impact from an economic perspective.
- All Primary and Secondary Routes must be developed as pedestrian and cycling priority routes. This requires the development of dedicated paved sidewalks and/or cycling paths of sufficient width along these routes.

Guidelines

In order to establish a multimodal transportation system to efficiently, effectively, and safely move people, goods and services, the following should be considered.

- The design and layout of internal movement in the town should promote an open, permeable and legible movement network that allows for ease of vehicular and pedestrian movement.
- Well-located and well-managed road based public transport facilities, linked to the business and employment areas, must be available and accessible throughout town
- Development of linkage roads between residential areas to enhance integration and accessibility
- As far as possible avoid dead-end streets and roads
- Limit block sizes to a maximum length of 150m for ease of pedestrian movement
- Maintain a road hierarchy that readily distinguishes between routes of local and regional importance

Further for the planning area to be more walkable and bicycle friendly, in particular, improving and extending pedestrian and bikeway amenities to better connect residential areas, activity centres, and employment zones, the following guidelines should apply

- Improve and expand facilities for pedestrians and cyclists, initially focusing investment in urban corridors and activity streets.
- Make streets safe by providing enhanced crosswalks, sufficiently wide sidewalks, shade trees, and other street furniture (e.g., benches and pedestrian-scale light fixtures) throughout the community, most importantly along proposed urban corridors and activity streets.
- Introduce a network of off-street pathways and routes, encompassing shared use paths that are integrated with the study area's green network.
- Require bicycle parking in conjunction with public amenities and commercial development projects that will attract a significant number of users, including the provision of bicycle lockers at major transit hubs.
- Ensure that a minimum sidewalk width of 1,5m is provided on all identified pedestrian and cycling priority routes
- Ensure that safe pedestrian crossing points are provided at a minimum of 75m intervals within the street network

4.6 Environmental Strategy

The development strategy for the environment deals with the designation, protection and management of biodiversity and important ecosystems. This is done in part by creating a natural open space system. This generally comprises rivers, dams, riparian zones, wetlands, ridges and other environmentally sensitive areas. Sensitive ecological environments on the one hand pose a constraint to development as these parcels of land must remain free of development. In addition, movement linkages across these areas are limited (due to cost and the need to minimise any form of intrusion into these areas) which in turn limits the urban structuring possibilities. Ecologically sensitive areas however provide immense opportunities and value from an ecological, identity, place- making, attractiveness and property value perspective. Wetlands in particular perform a number of critical ecological functions. They moderate impacts from flooding, control erosion, purify water and provide habitat for fish and wildlife. The idep therefore aims to safeguard the functionality of the planning area's life-supporting ecosystem services and to ensure development around natural open spaces is appropriate and sensitive.

Objectives

The following are the objectives for protecting the environment:

- To establish a continuous ecological and open space system;
- To introduce policies that will restrict degradation and promote the preservation of the environment;
- To improve water quality in rivers and water courses through the management of solid waste, waste water and industrial effluent; and
- To prevent illegal dumping in open spaces and rivers.

Development proposals, interventions and guidelines

There are three main types of sensitive natural environments in Ruiru Town that must be protected as natural systems with sensitive ecological characteristics, namely (i) watercourses, (ii) wetlands and (ii) ridges.

- Watercourses and the wetland must be rehabilitated to restore the ecological integrity of these natural environments.
- Watercourses must be protected from pollution resulting from development through the creation of open space buffers along watercourses. These buffers can be utilized for public green open spaces such as public parks.
- A wetland on the southern boundary of the planning area to the west of C64 that must be protected from development through the introduction of a buffer around the wetland. The

acceptable minimum standard is a 30 meters buffer along the edge of the wetlands which will provide additional habitat for indigenous fauna and flora.

- Steep slope areas that exceed 25 degrees should be protected as ridges in accordance with the prescriptions of the Kenya Planning Handbook.
- The issues of focus in developing the environmental protection strategies included; storm water drainage, soil erosion, riparian reserves, ecosystems, water sources, solid waste management, sewerage systems, proposed buffers and forests.

Measures

Rivers and Riparian Reserves

- Natural flow of rivers and tributaries should be preserved and conserved. River reserves should become green networks (buffer zones to control pollution, surface erosion, squatters' intrusion)
- Sanitation services must be provided to settlements located within the catchments of water sources to avoid pollution due to surface run-off and groundwater seepage of sewerage and other harmful effluents
- Development along the Riparian Reserve should only be considered if strict measures for riverbank protection, wastewater treatment plants, storm water control and erosion control are put in place and enforced. No development shall take place directly adjacent to the Riparian Reserve without an Environmental Management Framework indicating measures for the conservation of the ecological integrity of the shoreline as well as measures to repair damage to the shoreline and its vegetation caused by construction.
- The natural drainage channels and banks of rivers must be protected up to the 100-year flood line. No development may be permitted within the 100-year flood line from rivers, streams and wetlands without the written consent of the relevant environmental and water authorities.

Steep slopes

- Development in hill areas requires several conditions that must be observed not to endanger stability, balance and the harmony of the natural environment
- Between 5 degrees to 15 degrees are considered as medium slopes and could be developed with the implementation of slope control measures
- Between 15 degrees to 25 degrees could be developed with the implementation of control measures
- Areas with slopes that exceed 25 degrees are not allowed any development from a safety perspective

- Natural vegetation should be preserved on steep slopes to prevent soil erosion
- All scenic vistas should be protected from development Natural open spaces.
- All-natural open spaces should as far as possible be linked to form a continuous system of green open space through the demarcation of green corridors throughout the urban environment, which are then linked to public open spaces
- The natural open space system must be kept visible and “public” and not be privatized in development enclaves. This is important from both a social equity perspective (i.e. that members of the community and visitors can have the visual enjoyment of the open spaces) and from a safety perspective (i.e. that these areas which could potentially become dangerous areas can always be monitored by the public)
- All land uses along green open spaces must face onto the open space with active facades including windows and/or balconies and visually permeable fencing. No high walls may be permitted.
- Pedestrian and cycling paths should as far as possible be incorporated into linear open space systems to increase the recreational value of the open space system and also to enhance safety through increased activity in or along the open space system

Development and Design Guidelines for the Environment

Environmental Feature	Definition	Guidelines
Riparian (River) Reserve	Land on each side of a watercourse as defined. Has a minimum of 3m, or equal to the full width of the river as measured between the banks of the river course up to a maximum of 30m for seasonal and perennial rivers	Every development must provide 3%-5% of the area for water retention reservoir
		Natural flow of rivers and tributaries should be preserved and conserved. River reserves should become green networks (buffer zones to control pollution, surface erosion, squatters’ intrusion)
		Sanitation services must be provided to settlements located within the catchments of water sources to avoid pollution due to surface runoff and groundwater seepage of sewerage and other harmful effluents

			<p>Development along the Riparian Reserve should only be considered if strict measures for riverbank protection, wastewater treatment plants, storm water control and erosion control are put in place and enforced. No development shall take place directly adjacent to the Riparian Reserve without an Environmental Management Framework indicating measures for the conservation of the ecological integrity of the shoreline as well as measures to repair damage to the shoreline and its vegetation caused by construction.</p>
			<p>The natural drainage channels and banks of rivers must be protected up to the 100-year flood line. No development may be permitted within the 100-year flood line from rivers, streams and wetlands without the written consent of the relevant environmental and water authorities.</p>
Slope	0 to 2%	Area where slope does not constrain development	<p>Development in hill areas requires several conditions that must be observed not to endanger stability, balance and the harmony of the natural environment</p>
	2 to 9%	Medium slopes which are developable although slope should be considered in site development plan and storm water management	<p>Between 5 degrees to 15 degrees are considered as medium slopes and could be developed with the implementation of slope control measures</p> <p>Between 15 degrees to 25 degrees could be developed with the implementation of control measures</p>
	9 to 21%	Maximum slopes for motor vehicle access provided that all	<p>Areas with slopes that exceed 25</p>

		weather paved surfaces are available	degrees are not allowed any development from a safety perspective Natural vegetation should be preserved on steep slopes to prevent soil erosion A slope analysis should be conducted on all ridges and mountains in order to determine development restriction areas All scenic vistas should be protected from development
	21 to 27%	Urban development is seriously constrained, and slopes of more than 21% do not allow for motor vehicle access	
	27 - 45%	No development allowed	
Natural Open Space System	The natural open space system comprises rivers, dams, riparian zones, wetlands, ridges and environmentally sensitive areas		All-natural open spaces should as far as possible be linked to form a continuous system of green open space through the demarcation of green corridors throughout the urban environment, which are then linked to public open spaces
			The natural open space system must be kept visible and “public” and not be privatised in development enclaves. This is important from both a social equity perspective (i.e. that members of the community and visitors can have the visual enjoyment of the open spaces) and from a safety perspective (i.e. that these areas which could potentially become dangerous areas can always be monitored by the public)
			All land uses along green open spaces must face onto the open space with active facades including windows and/or balconies and visually permeable fencing. No high walls may be permitted.
			Pedestrian and cycling paths should as

		far as possible be incorporated into
		linear open space systems to increase the recreational value of the open space system and also to enhance safety through increased activity in or along the open space system

4.7 Economic and Social Infrastructure Strategy

The economic and social infrastructure strategy will be achieved through the economic and social network. This network refers to those areas where economic activity and community facilities are or should be concentrated in town. In Ruiru Town the spatial structure includes nodes and linear activity areas such as:

- Regional Node (or Central Business District) (CBD);
- Neighborhood Nodes;
- Urban Corridors;
- Activity Streets;
- Clusters of civic and community facilities;
- Designated industrial areas; and
- Agricultural focus areas.

Nodes and linear activity zones serve as the main structuring elements for the town, and the location of the activity network must be such that everyone can access an activity node within a comfortable walking distance of 800 meters (equal to 10 minutes walking time). These nodes are located at the most accessible points within an integrated network of connecting routes and provide a hierarchical framework or logic for locating public facilities, community facilities and economic opportunity as well as access to transport services over time.

The grouping of facilities (including social, education, economic, recreational and transport facilities) ensures convenience for users, reduces trip numbers, creates focal points for development and infrastructure provision and enables the sharing of resources and management capacity. These clusters in turn generate higher flows of foot-traffic that generate the thresholds of support required for successful business activities including retail, personal services and small-scale production of goods for sale. They are good places for entrepreneurial development hubs.

Objectives

The following are the objectives for the development of an economic and social network:

- To channel development into a system of nodes and development corridors supporting the development concept;
- To consolidate and strengthen mixed-use economic nodes;
- To consolidate and strengthen neighborhood nodes;
- To protect and regenerate the Regional Node (CBD) as the primary business development area;
- To optimize the location of social and community facilities by clustering them together in neighborhood nodes;
- To create and/or improve opportunities for the informal sector within the designated activity network; and
- To consolidate and strengthen industrial areas.
- Provide opportunities for the vulnerable members of the society such as the youth, minority groups, children and women.

Development proposals, interventions and guidelines

The proposed hierarchy and distribution of the network of nodes, urban corridors and activity streets in the planning area is shown on the map in the ISUDP.

- The highest order node is the Ruiru Township Node (CBD) situated directly west of the golf course along Ruiru Road. This node has a regional function and should therefore comprise the highest order business, civic and social activities and services. This node also presents an opportunity of Transit Oriented Development.
- The Primary Routes should be developed as Urban Corridors comprising higher order business development for a depth of approximately 50m directly adjacent to the road.
- Routes indicated on the map above should be developed as local Activity Streets, comprising lower order business opportunities that are more focused on serving local neighborhoods. Similar to the urban corridor, the depth of the Activity Street zone extends approximately 50m from the road reserve boundary.
- Demarcated Neighborhood Nodes are predominantly located at intersections on the primary and secondary road network, in order to ensure the highest degree of accessibility for surrounding communities.
- Industrial development is restricted to existing industrial areas that should be consolidated and strengthened rather than creating new industrial areas.
- Large-scale agricultural activities in the eastern part of the study area should be protected from development for as long as these activities remain economically viable. In the long term however, this land can be utilized for infill residential development.
- The development of new social and community facilities such as education and health should be restricted to existing neighborhood nodes or existing Civic and Community clusters.
- To improve the housing development in the township; various strategies were developed. The focus of these strategies was; uneven building lines and setbacks, urban informality, urban decay,

housing conditions, land tenure, persons with disability friendly urban designs and social facilities adequacy.

- The Highest residential densities are restricted to Kirigiti, Riabai, Thindigua, Ndumberi Node and partly in the Central Business District and the. The rationale is that these nodes are the have highest concentration of employment activities or close to Nairobi.
 - Medium density residential development should be supported along the Urban Corridors.
 - Low density residential development comprises the areas in between at the locations furthest away from the major nodes and urban corridors.
 - Low density residential development also includes small-scale farming activities as are currently found on the majority of residential properties in the planning area. The concept of low-density residential development (and the associated densities) is relevant in the case of redevelopment and formalization of properties from small-scale agriculture to urban development.
 - The existing large-scale agricultural activities in the eastern part of the planning area can be utilized for infill residential development if it is no longer required for agricultural activities. Should these land parcels be developed, it should be done in accordance with a proper Master Plan as opposed to haphazard subdivision into smaller properties.

Guidelines

Attract and accommodate high order and regional land uses to the Regional Node (CBD)

- Accommodate land uses that attract large numbers of people and that will extend the activity of the area.
- Higher order and regional land uses should be located, as far as possible, in the Regional Node (CBD).
- The Regional Node (CBD) must comprise high quality public environments, and all developments should interact with and relate to adjacent public environments (e.g. streets, squares, parks etc.) to ensure a vibrant, attractive, convenient and safe environment.
- Informal trading must be accommodated in well-designed and well-located market areas where the necessary facilities such as trading stalls, ablution facilities and refuse bins are available to the traders.
- Development is typically fine grained, multi-storied and mixed use and must comprise the highest architectural standards.
- Reduce visual blight, encouraging rehabilitation of deteriorating structures, demolition of severely dilapidated buildings, and removal of demonstrably non-conforming uses and structures.

- Encourage infill development to activate commercial sites and promote the highest and best use of land
- Protect the Central Business District by not approving out of town, mono-functional shopping malls that will draw large retailers out of the town centre

Develop vibrant and community-oriented neighborhood nodes that serve all the needs of the local population

- The majority of social and community facilities and local businesses should be clustered together in neighborhood nodes or streets (as opposed to being dispersed throughout a neighborhood).
- The general character of the neighborhood node should be public, extroverted environments, with an open street pattern, relatively short street block lengths (to facilitate pedestrian movement), on-street parking, public spaces and the clustering of compatible land uses in a compact manner.
- All neighborhood nodes must be pedestrian- and cycling-friendly environments with safe, convenient and quality movement infrastructure to, from and within the node
- Neighborhood nodes should preferably be developed around a public open space that can serve as a meeting and recreational space for the community
- Informal trading must be accommodated in well-designed and well-located market areas, where the necessary facilities such as trading stalls, ablution facilities and refuse bins are available to the traders.
- Neighborhood nodes should comprise a public transport stop, where a public transport service exists
- Neighborhood nodes should where possible be located in such a way that all residents have access to a node within a maximum walking distance of 800m

4.8 Housing Strategy

This development strategy deals with residential development and comprises two parts, namely;

i. The development of good quality residential neighborhoods that promote residential densification in appropriate locations. Residential development is an opportunity to restructure the form of the settlement as a whole, by creating high-quality, integrated sustainable living environments that provide equitable access to opportunities, amenity and services, and are diverse, locally appropriate, compact and efficient.

A diversity of dwelling options is required to accommodate the varied need for housing over a lifetime, and to meet varied income levels and circumstances. A variety of housing types enables

different types of people to live together in the same neighborhood, and it helps people to find housing that suits their circumstances and means.

Objectives

The following are the objectives for residential development:

- To encourage densification in strategic locations;
- To identify priority areas for new housing development;
- To introduce different housing typologies to provide in the needs of different residents;
- To promote infill development over development on the periphery of the town; and
- To create convenient, safe and attractive residential neighborhoods.

Development proposals, interventions and guidelines

The spatial development proposals for Ruiru Town make provision for three categories of residential development, namely

- i. Low Density Residential,
- ii. Medium Density Residential,
- iii. High Density Residential.

Densities are linked to distance to employment opportunities, social and community services and public transport services. The closer a particular property is situated to the above and the higher the order of services and facilities provided in that location, the higher the densities that should be promoted and allowed on that particular property.

- The Highest residential densities are restricted to the identified Nodes
- Medium density residential development should be supported along the Urban Corridors.
- Low density residential development comprises the areas in between at the locations furthest away from the major nodes and urban corridors.
- Low density residential development also includes small-scale farming activities as are currently found on the majority of residential properties in the planning area. The concept of low-density residential development (and the associated densities) is relevant in the case of redevelopment and formalization of properties from small-scale agriculture to urban development.
- The existing large-scale agricultural activities in the eastern part of the study area can be utilized for infill residential development if it is no longer required for agricultural activities Should these

land parcels be developed; it should be done in accordance with a proper Master Plan as opposed to haphazard subdivision into smaller properties.

The following development and design guidelines shall apply to residential neighborhoods and densification:

Ensure sustainable residential growth

- A range of housing typologies and densities must be developed, catering for different income groups, lifestyles and life stages within each settlement
- New settlement development must occur contiguous to existing urban or settlement development. Leapfrog development should not be permitted
- Residential development should as far as possible focus primarily on infill development and densification rather than continuous outward expansion of residential areas beyond the boundaries of the precinct.
- Higher densities should be provided closer to the town centers/community clusters and/or public transport stops.

Promote the development of sustainable, convenient and liveable residential neighbourhoods

- All land uses must contribute to the creation of pleasant, safe, convenient and sustainable neighborhoods.
- All development must support safe and convenient pedestrian movement, especially for children.
- Residential development must comprise the bulk of land uses, complemented by community and social facilities (community and social facilities should ideally be developed as part of demarcated neighborhood nodes) and recreation areas such as parks, sports fields and playgrounds.
- Regional community facilities (i.e. hospitals, large regional church congregations, universities, colleges etc.) should not be provided within residential neighborhoods but as part of the Regional Node (Central Business District)
- Businesses in the neighborhood should be restricted to home businesses and local convenience businesses
- No land uses that attract large volumes of foreign traffic to the area or generate excessive activity and noise should be permitted.
- In higher density residential neighborhoods, emphasis should be placed on the public realm and the interface between private development and the public space.
- Improve the attractiveness of residential neighborhoods by taking measures to eliminate nuisances and redevelop problem properties, as well as to enforce standards of maintenance.

- Fencing that is visually penetrable should be promoted. This includes palisades or palisades with walled sections.

4.9 Revenue Enhancement Strategy

For Ruiru County Government to function effectively and provide service to its residents and clients, it needs enough revenue. The revenue collected by the County can be from:

- The National Government
- Fees from services provided
- Land rent/rates from Murang'a Government Land
- Money (cess fees) collected from mining activities

Ruiru Townlike the rest of the County has revenue collection challenges. These are addressed in table 36 by the actions in the adjacent columns:

Revenue Collection Challenges with Actions for Solutions

ISSUE	ACTION
Build adequate human resources capacity and systems;	<ul style="list-style-type: none"> a) Asses current human resource in relation to job description, qualification and job performance b) Replace/train staff to build capacity
Introduce a more productive property tax regime;	Perform a land valuation exercise and attach the correct taxes after the exercise
Automate all accounting and finance activities;	<ul style="list-style-type: none"> a) All revenue collection exercises should be cashless, apps can be used to collect revenue for fees such as parking, market stalls, cess
Digitize land records;	A GIS based program should be used to keep a record of all the land. This should have the land valuation roll attached to it for land tax and land rents purpose.
Strategically and comprehensively address integrity issues;	Do random audits at revenue collection points and take disciplinary action on officers found to have integrity issues.
Expand revenue base.	<ul style="list-style-type: none"> a) Create/increase parking spaces for private vehicles, trucks, public services vehicles. b) Process land documents for areas that are commercial and industrial so as to collect land rates

5.0 Disaster Management

A disaster is defined as a serious disruption of the functioning of a community or a society. Disasters involve widespread human, material, economic or environmental impacts, which exceed the ability of the affected community or society to cope using its own resources.

Disaster Management can be defined as the organization and management of resources and responsibilities for dealing with all humanitarian aspects of emergencies, in particular preparedness, response and recovery in order to lessen the impact of disasters

Disasters are generally classified into 2 major categories: Natural and human made as follows:

1. Natural: Bush fires, epidemics on human beings and animals, pests on crops, forests and livestock; geologic and climatic disasters (e.g droughts, floods, landslides, cyclones, storm surges, coastal erosions, earthquakes, invasive plants.)
2. Human-made: Terrorism, Industrial accidents, fires, transport accidents, civil, resource-based and political conflicts, collapsed infrastructure, food poisoning, invasive plants, drug and substance abuse, human trafficking, industrial sabotage, environmental degradation and other emerging disasters.

There is the National Disaster Management Authority Bill, 2019 that established the National Disaster Management Authority and gave it functions and powers.

According to this bill, the following shall be the way in which disaster management shall be implement in Kenya as a whole and in county governments (Ruiru County in this case.)

5. This National Disaster Management Authority shall in liaison with the county governments, perform the following functions

- a) Co-ordinate and control response to and management of disasters
- b) Build capacity at both levels of government in crisis response and disaster resilience
- c) Serve as a command centre for all communication and information relating to response operations
- d) Co-ordinate disaster management efforts between various government agencies to ensure there is a seamless response to disasters
- e) Undertake public awareness on disaster preparedness and response
- f) Establish and operate an effective and efficient National Early Warning Disaster Monitoring Information System
- g) Facilitate disaster management contingency process that will result in the formulation of contingency plans to be updated regularly

- h) Document, publish and disseminate all relevant disaster management data and information to all stakeholders
- i) Operate a functional and effective monitoring and evaluation system for programming and management of activities in disaster management
- j) Perform such other functions as may be necessary for the exercise of its powers and functions under this act.

26. The roles for disaster management for the national and county governments are:

- 1) The national government shall in accordance with Part 1 of the Fourth Schedule to the Constitution, be responsible for disaster management in the country
- 2) Each county government shall within its area of jurisdiction be responsible for disaster management in accordance with Part 2 of the Fourth Schedule to the Constitution.
- 3) The Cabinet Secretary shall, on the advice of the Authority, and in consultation with the county governments, develop a national policy on disaster management.
- 4) Each county government shall for the purpose of ensuring uniformity and national standards, through its legislation and administrative actions, implement and act in accordance with the national policy guidelines developed under subsection (3)

27. Each county government may establish a County Government Emergency Fund in accordance with the provisions of the Public Finance Management Act.

Ruiru county is the process of developing a disaster management policy, and it will link county hospitals with the fire department so that casualties can be rescued from the scene of the disaster and taken to the nearest health facility. It is advisable for the county government to set aside funds for the purpose of implementing the policy

So far, administrative units that can be used in disaster management include the fire department (one station in Ruiru Town), the police, administrative police, chiefs and Ruiru Hospital.

CHAPTER 5: PLAN IMPLEMENTATION, MONITORING AND EVALUATION

5.1 Overview

The success and effectiveness of the IDEP will depend on consistent decision-making that aligns with the established long-term urban structure and form (deciding on what growth occurs and where). It will also require managing development priorities in line with the spatial transformation agenda and approach (determining when and how). The key measure of its success lies in the planning system's commitment to implementing policies and plans. This chapter, therefore, aims to provide a roadmap for effectively monitoring and evaluating the implementation of these proposals.

5.2 Plan Implementation and Capital Investment Plan

The implementation of the Ruiru Municipality plan should be done by following a plan implementation matrix, with the funding budgeted for in the Capital Investment Plan, and monitored to ensure that deliverables are being achieved with the monitoring and evaluation matrix. The Implementation and Capital Investment Plan provides a description of the projects set for implementation, actors responsible, the numbers that the projects are expected to cost, and the timeframe in which the projects will be implemented. Evaluations should be done regularly to ensure that the key indicators that will guide the County Government to achieve their visions are being attained. And in order to restructure the programme activities, it will be necessary to carry out a review after 5 years. The programme's progress should, at reasonable intervals, be reported to the stakeholders.

5.3 Implementation and Capital Investment Matrix

Sector	Project	Timeframe	Driving Dept.	Other actors	Number of Actors (Score)	Ward/Towns/Market	Estimated Cost (Kshs.)
Water supply	Increase coverage of piped water within the Sub-County, especially in the developing areas.	ST	Water, Environment, Energy and Natural Resources	RUJWASCO	2	Gatongora Mwihoko Kiuu Mwiki Kahawa Sukari	250 M
	Awareness campaigns on rainwater harvesting and water recycling.	ST	Water, Environment, Energy and Natural Resources	RUJWASCO	2	All wards	
	Corporate Social Responsibility (CSR) in water provision.	LT	Water, Environment, Energy and Natural Resources	RUJWASCO	2	All wards	
	Construction of communal water points - boreholes in areas such as Mwalimu farm.	MT	Roads, Public Works & Infrastructure Water, Environment, Energy and Natural Resources	RUJWASCO	3	Mwalimu farm	
	Repair of broken water pipes.	ST	Roads, Public Works & Infrastructure	RUJWASCO	2	All wards	
	Promoting water harvesting techniques dams, water reservoirs tanks, etc.	MT	Water, Environment, Energy and Natural Resources	RUJWASCO	2	All wards Ruiru dam	
	Upgrading of intake works, new treatment plant of 15,000 m ³ capacity DN1000mm			RUJWASCO			

Sector	Project	Timeframe	Driving Dept.	Other actors	Number of Actors (Score)	Ward/Towns/Market	Estimated Cost (Kshs.)
	main transmission line, distribution system in Kimbo, Kahawa, Mwiki.						
	Water network of DN 225mm-63mm HDPE pipeline in Kahawa, Kimbo, Mwihoko, Mwiki-100 km.			RUJWASCO			300M
	Construction of earth dam 47,000 m ³ , treatment plant, transmission main and storage tanks.			RUJWASCO			
	Construction of sewer connectivity for Ruiru and Juja system 100km.			RUJWASCO			500M
	Construction of sewer network in greater Githurai of approximately 80 km.			RUJWASCO			500M
Energy	Installation of streetlights along major roads within the Sub-County.	MT	Water, Environment, Energy and Natural Resources	KPLC	2	All Wards	100M
Solid waste	Promoting PPPs in the waste collection via licensing and training waste collectors.	ST	Environment	NEMA		Urban area	500 M

Sector	Project	Timeframe	Driving Dept.	Other actors	Number of Actors (Score)	Ward/Towns/Market	Estimated Cost (Kshs.)
	Construct and equipping waste transfer stations at strategic points.	ST	Water, Environment, Energy and Natural Resources	NEMA	2	All wards	
	Provision of waste collection bins in all neighbourhoods and CBD and market centers.	ST	Water, Environment, Energy and Natural Resources	NEMA	2	All Wards and urban centers	
	Conducting public awareness of waste recycling.	ST	Water, Environment, Energy and Natural Resources	NEMA	2	All wards	
	Enforcing County bylaws on waste collection and disposal.	ST	Water, Environment, Energy and Natural Resources	NEMA	2	All wards	
	Increasing the number of Sub-County waste collection trucks.	ST	Water, Environment, Energy and Natural Resources	NEMA	2	All wards	
Liquid waste	Construction of public sanitation facilities in strategic areas.	ST	Water, Environment, Energy and Natural Resources	RUJWASCO	2	All urban centers and other strategic areas in all wards	100 M
	Extension of the existing sewer trunks systems within the underserved area such as Gatongora and Forty Area.	LT	Water, Environment, Energy and Natural Resources	RUJWASCO	2	All wards	

Sector	Project	Timeframe	Driving Dept.	Other actors	Number of Actors (Score)	Ward/Towns/Market	Estimated Cost (Kshs.)
	Enforcement of public health regulations on safety liquid waste disposal for all premises.	LT	Water, Environment, Energy and Natural Resources	RUJWASCO	2	All wards	
Land Use Planning and Administration	Land banking and acquisition for future public projects.	MT	Physical and Land Use Planning Department	NLC Ministry of Lands LCB National Treasury	5	All wards	To be estimated according to actual needs.
	Enhance the existing two LIMS in Thika and Kiambu towns to enhance capacity in Ruiru.	MT	Physical and Land Use Planning Department	Ministry of Lands NLC	3	County-level	200 M
	Regulating land buying companies and parties.	ST	Physical and Land Use Planning Department Department of Trade and Cooperatives	Registrar of companies NLC	4	County-level	5 M
	Prepare an infrastructure master plan.		Physical Planning Department Department of Roads and public works	KeNHA KURA KeRRA KeTRACO KPLC Athi Water Services Board RUJWASCO		Entire Sub-County	100 M

Sector	Project	Timeframe	Driving Dept.	Other actors	Number of Actors (Score)	Ward/Towns/Market	Estimated Cost (Kshs.)
				Internet Service Providers			
Housing	Upgrading the dilapidated Ruiru County Housing Estate.	MT	Land, Housing, Physical Planning & Urban Development	National Government	2	Ruiru town	
	Rezoning urban areas to promote densification and lowering the approval period.	ST	Land, Housing, Physical Planning & Urban Development		1	Densification in all Urban areas	500 M
	Preparation of County Housing Policy to guide the provision of affordable housing.	MT	Land, Housing, Physical Planning & Urban Development	Development partners	2		
	Servicing undeveloped land to promote investments by the private sector such as Mwalimu farm.	ST	Land, Housing, Physical Planning & Urban Development	National Government	2	Mwalimu farm	
	Enhancing the security of tenure through the issuance of title deeds.	MT	Land, Housing, Physical Planning & Urban Development	Development partners	2	All affected settlements with share certificates	
Informal settlement	Extension of essential services to informal settlement areas such as sewer trunks systems and water reticulation.	MT	Land, Housing, Physical Planning & Urban Development	Development partners National Government	3	All affected settlements	100 M

Sector	Project	Timeframe	Driving Dept.	Other actors	Number of Actors (Score)	Ward/Towns/Market	Estimated Cost (Kshs.)
	Upgrading road networks in informal settlements.	ST	Roads, Public Works & Infrastructure Land, Housing, Physical Planning & Urban Development	National Government	3	All affected settlements and peri-urban areas of Ruiru	
	Invest in affordable housing and associated infrastructure to meet the need of the youthful population and young families.	MT	Land, Housing, Physical Planning & Urban Development	National Government, Private sector	3	All wards especially Biashara, Kiuru, and Mwiki	5 B
Transportation	Upgrading Ruiru-Kamiti road to a dual carriageway and integrating it with NMT and the exit road from Thika superhighway.	MT		KeNHA	1	Ruiru – Kamiti Road	1.25 B
	Redesigning the intersection of Thika Road and Eastern Bypass to eradicate traffic grind.	ST		KeNHA	1	Thika Road and Eastern Bypass junction	
	Providing safety for pedestrians crossing along Ruiru –Kamiti Road at OJ and along the Eastern and Northern Bypass.	ST		KeNHA	1	Ruiru –Kamiti Road Eastern and Northern Bypasses	

Sector	Project	Timeframe	Driving Dept.	Other actors	Number of Actors (Score)	Ward/Towns/Market	Estimated Cost (Kshs.)
	Dual and provide for dedicated lanes for heavy commercial trucks along the Bypass roads.	LT		KeNHA	1	Eastern and Northern Bypasses	
	Construction of missing links such as Mwalimu Farm and Eastern Bypass and Mvihoko area and Eastern Bypass.	LT	Roads, Public Works & Infrastructure	KeRRA	2	Mwalimu Farm-Mvihoko Eastern Bypass	
	Redesigning of C63 from Ruiru town to be an active artery.	MT	Roads, Public Works & Infrastructure	KeNHA	2	Ruiru Town C63 Road Junction	
	Construction of modern bus park at Githurai 45.	ST	Roads, Public Works & Infrastructure	National Government	2	Githurai 45	
	Construction of a central station at Ruiru linking both commuter rail and public road transport. The station should provide park and ride facilities.	ST	Roads, Public Works & Infrastructure	Development partners	3	Biashara Ward	
	Upgrading of the main road from KAG to Kahawa Wendani road via Booster to bitumen standard.	MT	Roads, Public Works & Infrastructure	KeRRA	2	Mvihoko Ward	
	Maintenance and rehabilitation of road from Z-Corner via Josu	ST	Roads, Public Works & Infrastructure	KeRRA	2	Mvihoko Ward	

Sector	Project	Timeframe	Driving Dept.	Other actors	Number of Actors (Score)	Ward/Towns/Market	Estimated Cost (Kshs.)
	Academy to Githurai Mixed Secondary School.						
Education and Enhancement of Skills	Construction of ECDEs, primary and secondary schools to meet the need of youthful families.	MT	Roads, Public Works & Infrastructure	National Government	2	All wards	1 B
	Procurement of education materials and recruitment of ECD Teachers in all public schools.	ST	Education, Vocational Training & ICT	National Government	2	All wards	
	Setting aside land for education development through enforcement of 10% public surrender.	ST	Physical Planning Dept. and Education, Vocational Training & ICT	National Government	2	All Wards/ Sub-County	
	Establishment of a TVETs in high population areas.	MT	Education, Vocational Training & ICT	National Government	2	Biashara; Kiuu Mwalimu farm, Mwihoko, Mwiki	
Health Services	Upgrading of Ruiru level 4 Hospital.	ST	Health Services Dept.	National Govt.	2	Biashara ward	500 M
	Improvement and construction of health facilities.	MT	Health Services Dept.	National Govt. FBOs Private sector	4	All wards	

Sector	Project	Timeframe	Driving Dept.	Other actors	Number of Actors (Score)	Ward/Towns/Market	Estimated Cost (Kshs.)
	Enhance emergency medical services such as ambulances.	ST	Health Services Dept.	National Govt.	2	In level 5, 4, and 3 hospitals.	
Local economy	Establish EPZ in Mwalimu farm.	MT	Trade, Tourism, Industry, Cooperatives		1	Mwalimu Farm	1.5 B
	Training the youth on vocational skills and business ventures e.g. trade courses, and digital platforms.	ST	Youth, Sports & Culture		1	Entire Sub-County	
	Strengthen and streamline existing revolving funds to support youth in establishing local businesses.	MT	<ul style="list-style-type: none"> Youth, Sports, ICT & Communications, Finance Dept, Cooperatives, Industrialisation and Tourism Ministry. 	<ul style="list-style-type: none"> National Government KenInvest, 	6	Entire Sub-County	
	Expand existing markets and construct new ones and encourage farmers markets	ST	Trade, Tourism, Industry, Cooperatives	National and County Governments, Private sector	4	All wards	
	Modernise Ruiru's jua kali.	ST	Trade, Tourism, Industry, Cooperatives		1	All wards	

Sector	Project	Timeframe	Driving Dept.	Other actors	Number of Actors (Score)	Ward/Towns/Market	Estimated Cost (Kshs.)
Natural Resources	Surveying and mapping all river riparian reserves.	MT	Water, Environment, Energy and Natural Resources	WRA	2	All wards	150 M
	Reclaiming the encroached wetlands and riparian reserve.	MT	Water, Environment, Energy and Natural Resources	WRA	2	All wards	
	Enforcing county bylaws and NEMA law on the polluter pay principle.	MT	Water, Environment, Energy and Natural Resources	NEMA	2	Entire Sub County	
	Institutionalizing committee to check on water bodies pollution.	MT	Water, Environment, Energy and Natural Resources	WRA	2	All the wards	
Disaster Risk Management	Establish a full disaster response department in each ward.	ST	County DRR Unit	National Government	2	All the wards	300 M
	Installation of fire detectors in all buildings.	MT	County DRR Unit	National Govt.	1	Entire Sub County	
	Training and regular drills on disaster response.	ST	County DRR Unit	National Govt.	1	All the wards	
	Public awareness of occupation and safety.	MT	County DRR Unit	National Govt.	1	All the wards	
	Regular maintenance of disaster response equipment.	MT	County DRR Unit	National Govt.	1	All the wards	

5.4 PLAN MONITORING AND EVALUATION

SECTOR	NATURE OF PROJECTS	MONITORING INSTITUTIONS	EXPECTED OURCOMES	SUCCESS INDICATORS
TRANSPORTATION	Road construction projects Road expansion Tarmacking projects NMT provision Street scaping/Street lighting Storm water drains Construction of modern Bus parks Bus stops Construction of a parking silos	KeNHA/KURA/KeRRA and County Government	Improved road transport system Enhanced movement of people and goods improved traffic movement and road safety Enhanced ease of movement of pedestrians Increased parking spaces	Adequacy of road network Ease of traffic circulation Level of road safety Quality of transport services No of Streetlights NMT infrastructure
HOUSING	Prioritization of areas for County new housing Development control regulations	County Government	Increased housing stock in the planning area Improved living environment	Sufficiency of housing Adherence to development control DC applications and approvals
WATER AND SANITATION	Water and sewerage network projects Solid waste management	RUJWASCO/AWSB	Improved water supply Better sanitation in the planning area	Level of access to water and sewerage services Level of sanitation

COMMERCE AND INDUSTRY	Upgrading markets Industrial developments * Hawkers square	Ministry of Industrialization & trade / County government	Increased employment opportunities Improved household income Improved government revenue	Production levels in the industry Employment levels in the industry Income levels of workers Amount of revenue
SOCIAL INFRASTRUCTURE	Constructing social halls in all wards and a Library/resource centre Constructing a museum at current municipal offices space Construct a new fire station Construction of health facilities Locate water/fire hydrants	National Government County Government FBO Private Sector	Improved access to basic facilities Improved response to fire outbreaks Easy access to affordable and high-quality health facilities	
RECREATION	Construction of Ruiru stadium Convert bus terminus to a recreation park after relocation Public spaces	County Government	Ensure efficient function and convenience of users Promote environmental sustainability	

AGRICULTURE	Conservation projects	Ministry of Agriculture, Livestock and Fisheries County Gov't	Enhanced agricultural productivity Improved income for farmers	Agricultural productivity levels Farmers' income levels
ENVIRONMENT	Green spaces projects	County Government	<ul style="list-style-type: none"> ▪ Improve the aesthetic value of Ruiru town 	<ul style="list-style-type: none"> ▪ Extent of green areas in the town

References

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National Land Policy

Environmental Management and Coordination Act, 1999 and the amendment Act of 2015, Legal Notice No. 31 of April 2019 on the EMCA

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(Control) Regulations,2009
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Sustainable Waste Management Act, 2022
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Physical and Land Use Planning Act 2019
Land Act 2012
National Climate Change Response Strategy (NCCRS),2010
Climate Change Act (2016)
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National Urban Development Policy
Urban Areas & Cities Act (2011, revised in 2015 & 2019)
The County Government Act 2012
Intergovernmental Relations Act (IGRA), 2012
National Gender and Equality Commission Act 2012
Persons with Disability Act, 2003
Access to Information Act (No. 31 of 2016).