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**DEPARTMENT OF LAND, HOUSING, PHYSICAL PLANNING, MUNICIPAL  
ADMINISTRATION AND URBAN DEVELOPMENT.**

**THIKA MUNICIPALITY**

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



**Prepared for the**

**COUNTY GOVERNMENT OF KIAMBU**

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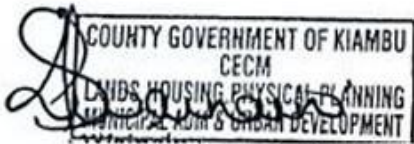
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## **PREFACE**

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. Thika 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 Thika 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**

## **FOREWORD**

The preparation of the Integrated Development Plan for the Municipality of Thika 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.



J. G. Mwangi

**Chairperson,**

**The Municipality Board of Thika**

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

### 4.0 1.1 Background of Thika Municipality

Thika Municipality is a prominent industrial zone in Kiambu County that covers an area of approximately 219 square kilometres, with its headquarters located within Thika Town Central Business District at the Municipality administrative offices (shown in figure below).

*Figure 1: Photo of the Thika Municipality Offices*



*Source: Field visit, June 2023*

Thika Municipality comprises of five wards namely Township, Kamenu, Hospital, Gatunyaga, and Ngoliba. It borders Gatundu North Sub-County to the north, Juja Sub-County to the south, Murang'a County to the east, and Ruiru Sub-County to the southwest. The major urban centre is Thika Town, which lies approximately 45 km northeast of Nairobi, about 10 km northwest of Juja, and serves as a key industrial and commercial hub within Kiambu County.

The municipality is well connected through major transport corridors including the A2 (Nairobi–Thika Superhighway), the Thika–Garissa Road, and the Nairobi–Nanyuki railway line, enhancing accessibility both within and outside the municipality.

Key physical features within the municipality include Chania River and Thika River, which traverse the area and contribute to its drainage system and ecological significance. The municipality also hosts significant industrial establishments, educational institutions, and agricultural zones, reinforcing its strategic role in regional economic development.

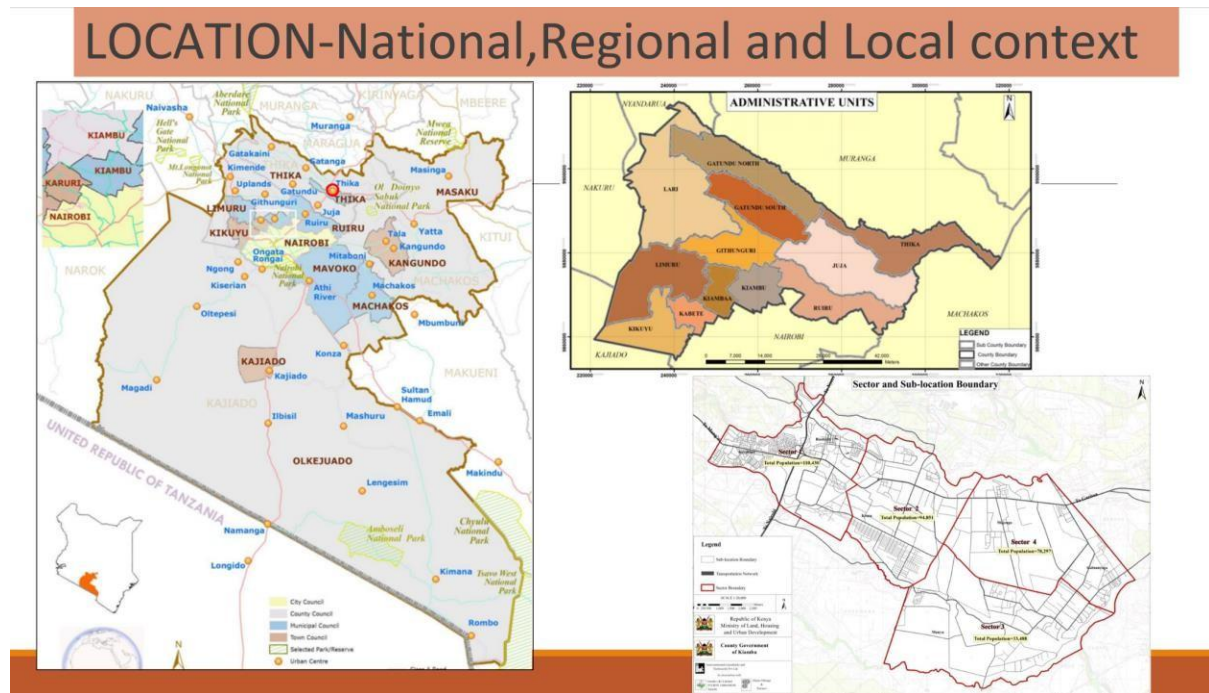
**Table 1: Sub-location and Wards Units**

Ward	Sub-locations	Area in Hectares
		Ward
Township	Kariminu	8.47
	Biashara	3.75
	Kianjau	
Kamenu	Komu	25.4
	Kamenu	
Hospital	Majengo	37.69
	Umoja	
Ngoliba	Ngoliba	
	Maguguni	
Gatuanyaga	Munyu	31.03
	Gatuanyaga	7.19
	Githima	
Total		21900.00

SOURCE: Directorate of land Survey, County Government of Kiambu, 2023.

Map below illustrates the location of Thika Municipality in relation to neighbouring sub-counties and counties.

*Map 1: Ward Boundaries within the Municipality*



SOURCE: Directorate of land Survey, County Government of Kiambu, 2023.

#### **4.1 Vision**

To be a well-planned, sustainable, and economically vibrant industrial municipality offering high quality of life through efficient infrastructure, inclusive development, and environmental stewardship.

#### **4.2 Mission**

To guide and manage urban growth in Thika Municipality through integrated planning, efficient service delivery, infrastructure development, and stakeholder engagement, while promoting economic development, environmental sustainability, and improved livelihoods for all residents.

#### **4.3 Core Values**

Integrity

Inclusivity

Innovativeness

Unity of purpose

Professionalism

Trust

#### **4.4 1.2 Overview**

The Integrated Development Plan (IDEP) outlines Thika 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.

Thika 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.

#### **4.5 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.

#### **4.6 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.

<b>STRATEGIC FOCUS AREA</b>	<b>STRATEGIC PRIORITY AREAS / OBJECTIVES</b>
<b>Promote a stable, progressive, resilient and self-sufficient community</b>	<ol style="list-style-type: none"> <li>1. Infrastructure</li> <li>2. Economic Growth</li> <li>3. Revenue Generation</li> </ol>
<b>Facilitate an empowered citizenry</b>	<ol style="list-style-type: none"> <li>1. Public Participation</li> <li>2. Appropriate Policy and Legal Framework</li> </ol>
<b>Build a sustainable Environment</b>	<ol style="list-style-type: none"> <li>1. Sustainable Land use Planning</li> <li>2. Solid and Liquid Waste Management</li> <li>3. Strong and vibrant neighbourhoods</li> </ol>
<b>Create and maintain a competent and Dynamic Workforce</b>	<ol style="list-style-type: none"> <li>1. Well-managed government</li> <li>2. Corruption Free Municipality</li> <li>3. Diversity and Inclusivity</li> </ol>

#### **4.7 1.5 POTENTIAL SECTORS OF THE MUNICIPALITY**

Prominence of Thika as a fast-growing industrial town was as a result of many industrial developments within the town. It is one of the top industrial towns in Kenya and was once compared with the Birmingham City in the United Kingdom. Before the emergence of Athi River town, Thika's position in industrial development was undisputed. Thika has basically all spheres of industrial development spanning dozens of decades. When planning the town's future development plan, the administrators in Thika drew parallels with Birmingham Town due to the endless similarities. On this onset, the main objective is to plan a similar blueprint to catapult Kenya to economic success that is enjoyed by Birmingham city. There are a number of industrial establishments in Thika Town including;

1. Bidco Oil Industries,
2. Thika Motor Vehicle dealers,
3. Thika Pharmaceutical Manufacturers Limited,
4. Devki Steel Mills,
5. Broadway Bakeries,
6. Kenblest Industry,
7. Kel Chemicals,
8. Thika Rubber Industries Limited,
9. Macadamia Nuts,
10. Kenya Vehicle manufacturers,
21. British American Tobacco,
22. Kenya Cereals,
23. Campwell Industry,
11. Salama Clothing Manufacturers,
12. Kenya Tanning Extracts Limited,
13. Alliance One Tobacco (Kenya) Ltd
14. Alpha Knits Ltd
15. Mama Millers Limited
16. Intel Fire Group of Companies
17. Thika Cloth Mills Ltd
18. Delmonte
19. Centrofood Industries Ltd
20. United Textile Industry (K) Ltd,
24. Saana Shoes Ltd
25. Imara Enterprises Ltd
26. Ready Timber Merchants

In addition, Thika emerges as favourable locations for education facilities. Thika Municipality hosts a number of educational institutions ranging from higher education centres to the lowest level. It boasts of hosting the following major institutions;

1. The Mount Kenya University,
2. Grets University,
3. Jomo Kenyatta University (JKUAT),
4. Kenya Medical Training College (KMTC),
5. Thika School of Medical and Health Sciences
6. Thika Institute of Technology
7. Thika Technical Training Institute
8. Thika Institute of Business Studies

#### **4.8 1.6 Commercial Activities**

The main economic activities in this category include wholesale, retail trade, restaurant, hotels and sale of farm produce. Employment in these commercial activities has been increasing over the years. The town has a number of informal commercial activities such as hawking of cheap,

light commodities, sale of second - hand clothes, food and vegetable kiosks on the street and in residential areas. The informal commercial activities provide earning to those who are not in formal employment. The CBD of town houses many commercial establishments. The Jamhuri Market near the CBD is the main wholesale and retail market of the town for groceries and other related household items. The main matatu stage is also in the CBD.

**4.9 1.7 Agriculture**

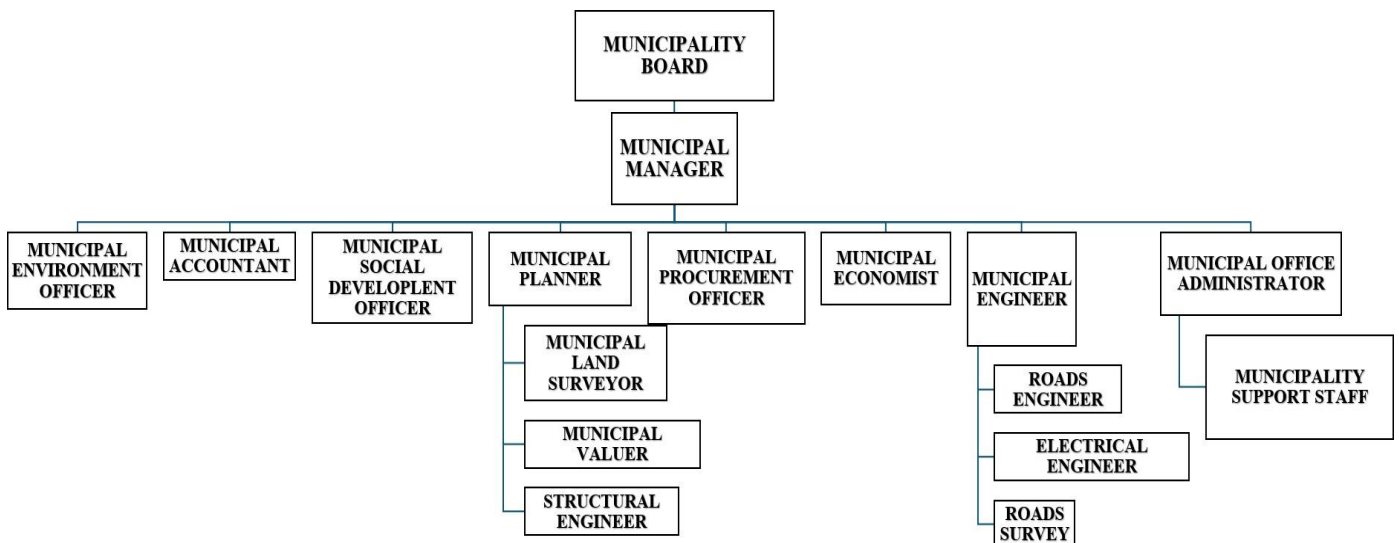
Approximately 30% of the Thika Town Planning area is under agriculture and horticulture activities. The main cash crops are pineapple and coffee. The main food crops grown within the planning area are maize, beans and potatoes. Considering the cropping pattern within the planning boundary and within Kiambu County, there is a potential for further developing Thika town as an agro - processing hub for the county and region.

**4.10 1.8 Informal Sector**

Informal sector in the form of a multitude of small/petty trading and casual labour is the outcome of unemployed and under- employed people who do not have wherewithal to start any formal business. In Thika town the following activities constitute the informal sector activities:

- Selling fruits and vegetables in vegetable markets and along roads
- Chemicals
- Steel fabrication, Car repair, small scale manufacturing, production, construction and repair of goods
- Food items
- Selling clothes and shoes (new and second hand)
- Kiosks selling various items along roads
- Water kiosks
- Retailers or hawkers of cereals, home suppliers, fuels and other goods.

**4.11 1.9 MUNICIPALITY ORGANOGRAM**



- 4.12
- 4.13
- 4.14

#### **4.15 1.10 Challenges Affecting the Municipality**

- (a) Population pressure due to in-migration
- (b) Conversion of agricultural land for other uses
- (c) Industrial pollution in the town and environs
- (d) Poor waste disposal management
- (e) Poor sewerage and sanitation
- (f) Sprouting informal settlements in the town
- (g) Inadequate planning for markets
- (h) Land use conflicts /incompatibility

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

### **4.16 2.1 Overview**

This Integrated Development Plan (IDEP) is linked with other Plans namely: The Thika Municipality Integrated Strategic Urban 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.

### **4.17 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.

### **4.18 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.

### **4.19 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.

#### **4.20 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

### 4.21 3.1 Population

Thika Municipality had an estimated population of 279,429 persons as per the 2019 Kenya Population and Housing Census (KPHC). This population is projected to grow significantly to approximately 450,000 – 500,000 persons by 2030, based on prevailing urban growth trends and the annual population growth rate as guided by the National Spatial Plan (2015–2045).

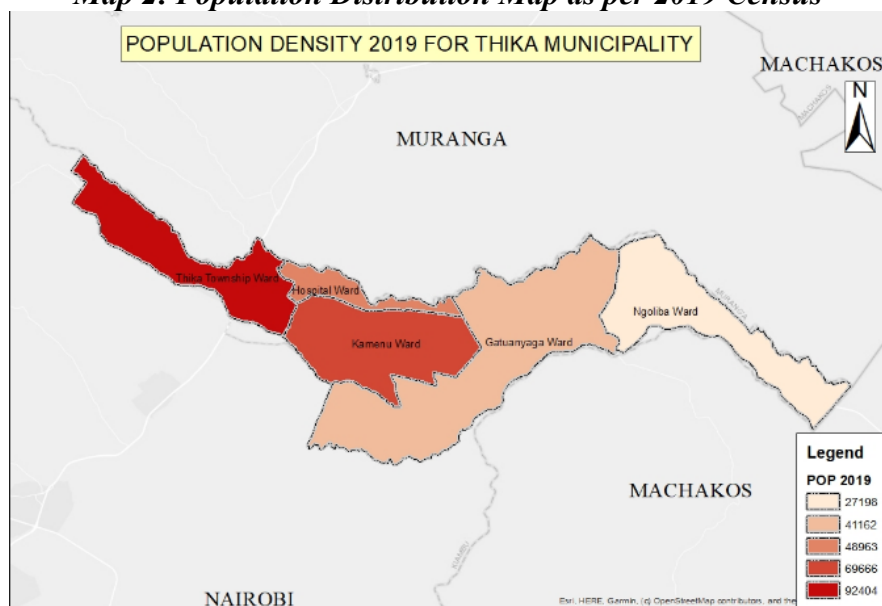
The municipality has a cosmopolitan population, driven largely by its strategic location, industrial base, and proximity to Nairobi. This rapid population growth has increased demand for housing, infrastructure, and urban services, thereby underscoring the need for integrated and sustainable urban planning.

**Table 3.1: Population Projections for Thika Municipality**

WARD	MALE	FEMALE	2019 CENSUS	2023 PROJECTIONS	2027 PROJECTIONS	2031 PROJECTIONS	2035 PROJECTIONS
Township	46,275	46,165	92,404	105,890	121,478	139,396	159,856
Kamenu	34,869	34,797	69,666	79,875	91,634	105,160	120,693
Hospital	24,507	24,456	48,963	56,155	64,448	73,960	84,831
Gatunyaga	20,599	20,563	41,162	47,205	54,192	62,291	71,678
Ngoliba	13,603	13,595	27,198	31,198	35,978	41,554	47,955
<b>TOTAL</b>	<b>139,853 (50.05%)</b>	<b>139,576 (49.95%)</b>	<b>279,429</b>	<b>320,162</b>	<b>366,901</b>	<b>420,736</b>	<b>482,919</b>

*Source: Based on KNBS, 2009 & 2019 Census Reports*

**Map 2: Population Distribution Map as per 2019 Census**



*Source: Directorate of Land Survey & Geoinformatics Kiambu County*

## 4.22 3.2 Physical Infrastructure and Access

### 4.23 3.2.1 Roads, Parking Facilities, and Public Transport

Thika Municipality is well connected to major national and regional transport networks. The primary access corridor is the A2 (Nairobi–Thika Superhighway), which forms part of the Great North Road, linking Nairobi to central and northern Kenya and extending towards Ethiopia via the A3 corridor.

*Figure 1: Thika Superhighway that connects Thika to Nairobi and other Counties (Source: Field survey, June 2023)*



The municipality is also served by other key roads including the Thika–Garissa Road, Thika–Mang’u Road, and Thika–Gatundu Road, which facilitate both intra- and inter-county connectivity. These roads support the movement of goods and people, particularly given Thika’s role as an industrial hub.

*Figure 2: Roads in Thika CBD (Source: Field survey, June 2023)*



Within the municipality, several secondary and access roads connect various neighbourhoods such as Makongeni, Kamenu, Majengo, Kiandutu, Gatuanyaga, and Ngoliba. However, some of these roads—especially in informal and peri-urban areas—remain unpaved or in poor condition, limiting accessibility and mobility.

Public transport is predominantly provided by matatus and boda bodas, which serve both formal and informal routes. While transport availability is relatively high, challenges such as traffic congestion, inadequate parking facilities, and limited Non-Motorised Transport (NMT)

infrastructure persist, particularly within the Central Business District (CBD).

**Figure 3: Makongeni Bus park (Source: Field survey, June 2023)**



**Notes:**

ADT – Average Daily Traffic

NMT – Non- motorised Transport

MT – Motorised Transport

#### **4.24 3.2.2 Storm Water Facilities**

As stipulated in the Fourth Schedule, Part 2 of the Constitution of Kenya (2010), County Governments are mandated to provide public works and services, including storm water management and drainage systems.

Urban storm water management remains a critical challenge in Thika Municipality, particularly due to rapid urbanization, increased surface runoff, and inadequate drainage infrastructure. During periods of heavy rainfall, areas such as Kiandutu, Majengo, and parts of Kamenu frequently experience localized flooding, largely attributed to blocked or undersized drainage systems, encroachment on drainage channels, and poor solid waste management.

Storm water refers to rainfall runoff that flows over surfaces such as roads, rooftops, and open grounds. In urban areas like Thika, effective storm water management requires the development and maintenance of integrated drainage systems, including open channels, culverts, and retention structures, to minimize flooding risks and protect infrastructure and livelihoods.

**Figure 4: Storm Water Drainage in Thika Municipality**



*Source: Field Survey, 2023*

Thika Municipality has partial storm water drainage infrastructure, particularly within the Central Business District and planned residential areas. The County Government, through the Department of Roads, Transport and Public Works, has identified priority zones requiring investment in storm water management, especially in informal and rapidly urbanizing areas.

The municipality has an existing sewer collection network estimated at over 60 km, serving areas such as Thika CBD, Makongeni, Section 9, and parts of Kamenu. Ongoing maintenance of storm water drains is undertaken; however, coverage remains inadequate in several neighbourhoods.

Flooding remains a recurring challenge, particularly in low-lying areas such as Kiandutu, Majengo, and parts of Makongeni, leading to damage to housing, roads, water pipelines, and underground utilities. These events disrupt both residential and commercial activities and often result in public health concerns and environmental degradation. Contributing factors include: poor solid waste management leading to blocked drains; encroachment on drainage reserves; inadequate and undersized drainage infrastructure; and increased surface runoff due to rapid urbanization.

Climate variability has further intensified the problem, with unpredictable rainfall patterns and increased storm intensity exacerbating flooding risks. This situation calls for enhanced investment in climate-resilient storm water management systems, including expansion of drainage networks, rehabilitation of existing infrastructure, and improved solid waste management practices.

#### **4.25 3.2.3 Electricity, Reticulation and Street Lighting**

According to data from Kenya Power (2023), Thika Municipality is served by multiple substations, including those located within Thika Town and surrounding industrial zones, which supply electricity to the municipality and its environs.

Electricity connectivity within Thika is relatively high, with urban coverage estimated at over 85–90%, particularly in planned residential and commercial areas. However, peri-urban and informal settlements still experience lower connectivity levels. Alternative energy sources such

as solar power are gradually being adopted but remain limited in coverage, while biogas usage is minimal.

**Figure 5: Electricity, Reticulation and Street Lighting in Thika Municipality**



*Source: Field Survey, 2023*

Street lighting infrastructure has been expanded over time, including installation of high mast floodlights within the CBD and key junctions. Despite this, several areas still experience inadequate street lighting coverage and non-functional lighting infrastructure due to poor maintenance. Poor lighting in certain neighbourhoods has also contributed to increased insecurity, affecting business operations, particularly during evening hours.

#### **4.26 3.2.4 Fire-fighting and Disaster Management**

The Fourth Schedule, Part 2 of the Constitution of Kenya (2010) mandates County Governments to provide firefighting and disaster management services. Additionally, the Kiambu County Emergency Fund Act (2013) provides financial mechanisms for responding to emergencies.

Thika Municipality is served by the County Fire Brigade, with a fire station located within Thika Town, enhancing response capacity compared to smaller municipalities. However, challenges still exist, including inadequate equipment and personnel relative to demand; traffic congestion and poor accessibility, especially in informal settlements; narrow access roads, limiting fire engine movement. Fire incidents are common in residential, commercial, and industrial areas, often caused by electrical faults, human error, or deliberate acts.

Building collapses have also been reported and are mainly attributed to the use of substandard construction materials, poor structural design and workmanship, and weak enforcement of development control regulations.

**Figure 6: Servicing of fire equipment's at the Thika Fire station**



*Source: Field Survey, 2023*

#### 4.27 3.2.5 Water and Sewer Facilities

Thika Municipality has experienced rapid urban growth, driven by industrialization and its proximity to Nairobi along the Thika Superhighway corridor. This growth has exerted significant pressure on water supply and sanitation infrastructure.

The municipality is served by Thika Water and Sewerage Company, a utility company under the County Government of Kiambu responsible for water and sewerage services in Thika and its environs. THIWASCO operates water supply systems sourced from Chania and Thika Rivers, with treatment facilities supplying both domestic and industrial consumers. Despite these efforts, water coverage is estimated at 70–80%, with disparities between planned and informal areas; supply is often intermittent, leading to reliance on boreholes and water vendors.

***Figure 4: Thika Water & Sewerage Company***



*Source: Field Survey, 2023*

The municipality has a centralized sewerage system, including the Thika Wastewater Treatment Plant, serving parts of the CBD, industrial areas, and selected residential zones. However, sewer connectivity remains low, especially in informal settlements. Besides, many households rely on septic tanks and pit latrines. Improper wastewater disposal has contributed to pollution of rivers such as Chania and Thika, posing environmental and public health risks.

**Figure 4: Kang’oki Sewerage Treatment Works in Thika Municipality**



*Source: Field Survey, 2023*

#### **4.28 3.3 Quarrying**

Quarrying is a significant economic activity in parts of Thika Municipality, particularly in areas such as Ndarugo and Ngoliba, where extraction of building stone supports the construction industry within Kiambu County and the Nairobi Metropolitan Region.

The growth in real estate development has increased demand for construction materials, leading to expansion of quarrying activities, increased competition for available quarry land, and rising costs of construction materials. While quarrying provides income and employment opportunities, it also poses environmental challenges including land degradation, formation of abandoned quarry pits, dust and noise pollution, and safety risks to nearby communities.

In response, the County Government, in collaboration with National Environment Management Authority (NEMA), is enforcing compliance with environmental regulations, including: The Environmental Management and Co-ordination (Amendment) Act, 2015 and Environmental Impact Assessment (EIA) and Audit Regulations, 2003.

Efforts are being made to promote sustainable quarrying practices, such as: Rehabilitation of exhausted quarries through backfilling; Tree planting initiatives; and Strengthening ESIA review processes. There are also plans to develop a Natural Resource Management Policy to regulate quarrying activities comprehensively, including operational and decommissioning phases, to ensure a balance between economic benefits and environmental sustainability.

**Figure 5: Quarrying Activities in Ndarugo/Ngoliba Areas**



*Source: Field Survey, 2023*

#### **4.29 3.4 Environmental Management Plan**

Environmental management is a critical component of sustainable urban development in Thika Municipality, encompassing both the natural environment (air, water, land, wetlands) and the built environment (infrastructure such as water supply, sewerage, solid waste management, and transport systems). Rapid urbanization and industrialization have intensified environmental pressures, necessitating integrated planning and management interventions.

##### **4.30 3.4.1 Key Environmental Issues**

- **Wetlands and Riparian Degradation:** Encroachment and development in wetland areas, particularly in the eastern parts of Thika, have led to poor drainage, flooding, and ecosystem disruption. Riparian reserves along Chania, Thika, and Ndarugu rivers are under pressure from settlement, farming, and pollution.
- **Poor Solid Waste Management:** Open dumping and inadequate waste disposal systems contribute to land, water, and air pollution, with leachate contaminating water bodies.
- **Air Pollution and Dust:** Unpaved roads and exposed surfaces generate high dust levels, worsened by traffic and construction activities.
- **Water Pollution:** Rivers are polluted by domestic waste, industrial effluent, agricultural chemicals, and upstream contamination from neighbouring urban areas.
- **Soil Erosion and Land Degradation:** Caused by poor land use practices, quarrying, and encroachment into riparian zones.
- **Industrial Impacts:** Proximity of industries to residential areas leads to conflicts related to pollution, noise, and waste management.
- **Inadequate Green Spaces:** Recreational and green areas are significantly below required standards, limiting environmental quality and livability.

##### **4.31 3.4.2 Environmental Management Goal**

To protect, conserve, and sustainably manage natural resources and the urban environment for improved socio-economic development and quality of life.

##### **4.32 3.4.3 Strategic Approaches**

- **Sustainable Resource Management:** Promote efficient use of natural resources and

reduce pollution through improved infrastructure and regulatory enforcement.

- *Conservation of Natural Systems*: Protect wetlands, rivers, and environmentally sensitive areas through zoning, riparian protection, and restoration.
- *Development of Green Infrastructure*: Increase urban green spaces, parks, and recreational areas to enhance environmental quality and resilience.

#### **4.33 3.4.4 Priority Interventions**

- Protection and restoration of riparian reserves and wetlands, including afforestation (e.g., bamboo planting).
- Development of integrated solid waste management systems, including sanitary landfills.
- Expansion and improvement of storm water drainage systems to reduce flooding.
- Enforcement of industrial waste treatment and environmental compliance.
- Promotion of urban forestry to enhance climate resilience, air quality, and aesthetics.
- Development of recreational facilities and open spaces (targeting at least 5–6% of developed land).
- Strengthening environmental monitoring systems (air, water, and noise pollution).
- Promotion of water conservation measures, including rainwater harvesting and wastewater recycling.

#### **4.34 3.4.5 Environmental Assets and Opportunities**

Thika Municipality benefits from key natural assets including Chania, Thika, and Ndarugu rivers, wetlands, and proximity to scenic features such as Fourteen Falls and Ol Donyo Sabuk National Park. These present opportunities for eco-tourism, riverfront development, and green infrastructure planning.

#### **4.35 3.5. Social Infrastructure**

##### **4.36 3.5.1 Education**

Thika Municipality has a well-established education network comprising pre-primary, primary, secondary, and tertiary institutions, both public and private, occupying approximately 2.43% of the planning area. The town hosts 81 primary schools, 32 secondary schools, and 5 special schools, including institutions catering to learners with visual, physical, and mental challenges such as Thika Primary and Secondary Schools for the Blind and Joy Town institutions. Most schools are concentrated within the urban core, reflecting population distribution patterns. The municipality also hosts several tertiary institutions, including Mount Kenya University, Umma University, Gretsia University, and Thika Technical Training Institute, among others, positioning Thika as an emerging education hub.

Gap analysis based on the Physical Planning Handbook (2008) indicates no current deficiency in primary, secondary, and special schools, although future demand projections to 2035 show a requirement for approximately 30 additional education facilities, including primary and secondary schools, youth polytechnics, and specialized training institutions.

##### **4.37 3.5.2 Health Facilities**

Thika Municipality has a relatively adequate health system with approximately 15 public and private health facilities. Key facilities include Thika Level 5 Hospital, Mary Help of the Sick

Mission Hospital, and St. Mulumba Catholic Hospital.

**Figure 4: Thika Level 5 Hospital**



*Source: Field Survey, May 2023*

In line with the Physical Planning Handbook (2008), the town meets the requirement for a provincial-level hospital, indicating no major gap at this level. However, detailed analysis using Ministry of Health standards reveals significant future demand, with a projected gap of approximately 105 additional health facilities by 2035, particularly in lower-tier services such as health centres, dispensaries, and sub-centres.

**4.38 3.5.3 Other Community Facilities and Security**

Provision of community facilities in Thika remains below required standards, with notable gaps in police posts, community centres, libraries, social care facilities, and emergency services. Future projections indicate substantial demand for additional infrastructure, including police stations, cultural centres, rehabilitation facilities, and social support institutions such as orphanages and hostels.

Security remains a key concern, with rising crime trends reported nationally and locally. The municipality is served by Thika Police Station and Makongeni Police Station, supported by smaller police posts. However, challenges such as limited community policing uptake and inadequate street lighting persist. Enhancing street lighting and strengthening community policing initiatives are critical interventions for improving safety and security.

**4.39 3.6 SWOT Analysis**

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

<b>Strength, Weaknesses, Opportunities &amp; Threats</b>	
<b>Strengths</b>	<b>Weaknesses</b>
<ol style="list-style-type: none"> <li>1. Its proximity to Nairobi City hence serving as a gate/exit to Nairobi.</li> <li>2. Has a reliable transport connectivity network to the city and other municipalities (Nairobi-</li> </ol>	<ol style="list-style-type: none"> <li>1. Poor urban planning and enforcement, uncontrolled urban growth, leading to inefficient land use, environmental degradation, and lack of infrastructure.</li> <li>2. Insufficient budget, budget plans</li> </ol>

<p>Thika Superhighway)</p> <ol style="list-style-type: none"> <li>3. Good arable land</li> <li>4. Well-developed institutions such as schools and hospitals and tertiary.</li> <li>5. Sufficient labour force from its high youthful population.</li> <li>6. Well-developed housing and real estate sector attracting real estate investment due to proximity to NMR.</li> </ol> <p>Presence of manufacturing industries (plastics, bags, vegetable products, alcohol, coffee, Jua kali).</p>	<p>and development plans.</p> <ol style="list-style-type: none"> <li>3. Few staff and personnel to run all function (secretariat).</li> <li>4. Unskilled work force</li> <li>5. Death of data for planning and decision making</li> <li>6. Absence of management systems and technology</li> <li>7. Lack of defined roles and functions to govern the municipality</li> <li>8. Insufficient urban amenities such as sewer, water supply, waste management, roads, internet and recreational centres, and essential services like health and education</li> <li>9. Weak transport infrastructure/road conditions (apart from Nairobi-Thika Superhighway), limiting economic activities and mobility.</li> <li>10. High Value of Land</li> </ol>
<b>Opportunities</b>	<b>Threats</b>
<ol style="list-style-type: none"> <li>1. Inclusivity to the Nairobi Metropolitan</li> <li>2. Expansion of education sector which aligns with Vision 2030's goal of making NMR a global education hub.</li> <li>3. Availability of land for Real estate investment</li> <li>4. Existing suitable locations for dams construction</li> <li>5. Ability to increase Revenue collection (building approvals, parking fees, market levies, licenses fees, encroachment etc)</li> <li>6. Creation of public private partnerships</li> <li>7. Grow public ownership and confidence through public participation forums</li> <li>8. More areas opening up for investment due to the ongoing road network expansion</li> <li>9. Existing development plans at county and national level.</li> </ol>	<ol style="list-style-type: none"> <li>1. High rate of unemployment leading to increased insecurity</li> <li>2. Generation of high volume of solid /liquid waste</li> <li>3. Narrow road corridors due to poor land demarcations</li> <li>4. Poor road conditions may hinder further development and growth, especially in remote areas.</li> <li>5. Lack of PDPs and other</li> <li>6. Political Interference</li> <li>7. Environmental Degradation: Inadequate infrastructure leading to pollution, poor urban environment, and health hazards.</li> </ol> <p>Continued leapfrogging urban development could result in an unplanned sprawl, worsening traffic congestion and placing strain on local government resources.</p>

<p>10. Indigenous industry expansion: Leveraging existing manufacturing base to foster economic growth and job creation.</p>	
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## CHAPTER 4: DEVELOPMENT PROPOSALS, STRATEGIES AND MEASURES

### 4.40 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 town.
- 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.

### 4.41 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 Thika Municipality Vision.

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

<b>Key Result Areas Nairobi Metro 2030 Strategy</b>	<b>Local Development Goals</b>
	Protect the integrity and sustainability of the natural environment. Protect productive agricultural land
<b>Building an internationally competitive and inclusive economy for prosperity</b>	Support economic and social development and growth and the creation of employment opportunities
<b>Deploying world class infrastructure and utilities for the region</b>	Provide efficient infrastructure networks and services
<b>Optimizing mobility and accessibility</b>	Improve movement and connectivity
<b>Enhancing the quality of life and inclusiveness in the region</b>	Create an efficient and integrated urban environment
<b>Delivering a unique image and identity</b>	Create a recognizable identity for the town

<b>through effective place branding</b>	
<b>Ensuring a safe and secure region</b>	Create an attractive and safe town
<b>Building world class governance systems</b>	Strengthen the capacity of the land management System

#### 4.42 Guiding principles

This section sets out the overarching guiding development principles that inform the Integrated Development Plan for Thika Municipality. 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.

##### *i. 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.

##### *ii. 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.

##### *iii. 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.

##### *iv. 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.
- 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.

##### *v. 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.

**vi. 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.

**vii. 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.

**viii. 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

**ix. 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

<b>SECTOR</b>	<b>PROPOSED POLICIES</b>
<b>ENVIRONMENT</b>	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
<b>TRANSPORTATION</b>	Appropriate transportation networks provision per zone as per the structure plan. Non-approval of encroachment/ encroaching use on transportation way leaves.
<b>INFRASTRUCTURE</b>	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
<b>AGRICULTURE</b>	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

<b>TRADE AND INDUSTRY</b>	Development of a designated agro-industrial zone Restrictions on location of industries near densely populated zones. Encouraging compact market development
<b>TOURISM</b>	Restriction of development around scenic sites to eco- tourism developments only.
<b>URBANIZATION</b>	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.
<b>PUBLIC LAND</b>	Immediate inventorying and periodical review of the state all public land in Thika Municipality. 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 outlines the key development strategies and interventions for achieving the objectives of the Thika Municipality IDEP. The strategies focus on transportation, environmental management, economic and social infrastructure, housing, and revenue enhancement, in response to the municipality's rapid urbanization, industrial growth, and strategic location within the Nairobi Metropolitan Region.

### 4.5 Transportation Strategy

#### 4.5.1 Regional Connectivity and Integration

Regional connectivity refers to how effectively Thika Municipality is linked to Nairobi and surrounding towns such as Juja, Ruiru, Gatundu, and Murang'a. As a major industrial and commercial hub, Thika plays a critical role in regional economic integration.

##### Objective

- To strengthen regional connectivity and enhance movement of people, goods, and services between Thika and surrounding economic centres.

##### *Development Proposals and Interventions*

- Upgrade and maintain key regional roads including Thika–Garissa Road, Thika–Mang'u Road, and Thika–Gatundu Road.
- Improve linkages between the A2 (Thika Superhighway) and the CBD through construction of bypasses, service lanes, and interchanges.
- Develop and upgrade missing road links to improve connectivity between neighbourhoods such as Makongeni, Kamenu, Kiandutu, Gatuanyaga, and Ngoliba.
- Enhance rail transport connectivity along the Nairobi–Nanyuki railway line.
- Improve public transport systems including designated termini, bus parks, and integration of matatu routes.

#### 4.5.2 Improved Accessibility and Connectivity

Despite its strong regional linkages, intra-urban connectivity in Thika remains uneven, particularly in informal and peri-urban areas.

##### Objectives

- To establish a clear road hierarchy linking all parts of the municipality
- To improve local accessibility and mobility networks
- To enhance public transport systems
- To promote pedestrian and cycling infrastructure (NMT)
- To improve the quality, safety, and functionality of streets

##### *Development Proposals and Guidelines*

- Upgrade primary and secondary roads to accommodate traffic volumes and improve urban mobility.
- Develop new link roads to connect isolated neighbourhoods and reduce congestion.
- Prepare and implement a comprehensive transport master plan for the municipality.
- Develop pedestrian walkways and cycling lanes along major corridors.
- Improve CBD traffic management, parking systems, and circulation patterns.

## **Planning and Design Guidelines**

- Promote a well-connected, permeable street network with minimal dead-ends
- Maintain a clear road hierarchy (primary, secondary, local roads)
- Provide safe pedestrian crossings and sidewalks (minimum 1.5m width)
- Integrate public transport nodes with economic activity areas
- Enhance street design with lighting, landscaping, and street furniture

## **4.6 Environmental Strategy**

The environmental strategy focuses on the protection, conservation, and sustainable management of Thika's natural systems, including rivers, wetlands, and open spaces, while supporting urban development.

### **Objectives**

- To establish a continuous ecological and green space network
- To protect rivers, wetlands, and environmentally sensitive areas
- To improve water quality and pollution control
- To prevent illegal dumping and environmental degradation

### **Key Interventions**

- Protect and rehabilitate riparian reserves along Chania, Thika, and Ndarugu rivers
- Establish buffer zones (minimum 30m) along wetlands and watercourses
- Promote urban forestry and afforestation programs
- Improve solid waste management systems to reduce pollution
- Strengthen storm water drainage systems to mitigate flooding
- Enforce environmental regulations on industrial effluent and waste disposal

### **Guidelines**

- Restrict development in flood-prone areas and steep slopes (>25°)
- Preserve natural drainage systems and ecological corridors
- Integrate green spaces with pedestrian and cycling networks
- Promote public access and visibility of open spaces for safety and equity

## **4.7 Economic and Social Infrastructure Strategy**

Thika Municipality's economic structure is anchored on its CBD, industrial areas, and emerging commercial nodes.

### **Objectives**

- To strengthen the CBD as the primary economic hub
- To promote mixed-use development and economic nodes
- To improve access to social and community facilities
- To support informal sector integration and growth

### **Development Strategies**

- Reinforce Thika CBD as a regional commercial node with high-density mixed-use development
- Develop secondary nodes in areas such as Makongeni, Gatuanyaga, and Ngoliba
- Promote urban corridors and activity streets along major transport routes
- Cluster social facilities (health, education, markets) within accessible nodes
- Strengthen and regulate industrial zones, ensuring environmental compliance
- Support informal sector activities through designated markets and trading spaces

## 4.8 Housing Strategy

The housing strategy aims to promote sustainable, inclusive, and well-planned residential development.

### **Objectives**

- To encourage densification in strategic locations
- To provide diverse housing typologies
- To promote infill development over urban sprawl
- To improve housing quality and living conditions

### **Development Approach**

- High-density housing within the CBD and major nodes
- Medium-density housing along urban corridors and transport routes
- Low-density housing in peripheral and less accessible areas

### **Key Interventions**

- Upgrade and formalize informal settlements (e.g., Kiandutu)
- Promote affordable housing initiatives
- Improve access to basic services (water, sanitation, roads)
- Encourage planned residential developments guided by master plans

### **Guidelines**

- Promote mixed-income and mixed-use neighbourhoods
- Ensure safe, accessible, and well-serviced residential areas
- Prioritize pedestrian-friendly neighbourhood design
- Prevent unplanned and leapfrog development

## 4.9 Revenue Enhancement Strategy

To effectively deliver services, Thika Municipality must strengthen its revenue base and financial management systems.

### **Key Revenue Sources**

- Transfers from the National Government
- Land rates and rents
- Service charges and fees (e.g., parking, markets)
- Cess from industrial and commercial activities

### **Challenges**

- Weak revenue collection systems
- Incomplete land records and valuation rolls
- Revenue leakages and integrity issues

### **Proposed Interventions**

- Digitize land records through a GIS-based system
- Conduct property valuation to enhance land rate collection
- Implement cashless revenue collection systems
- Strengthen institutional capacity and staff training
- Expand revenue streams through parking, markets, and industrial licensing
- Enhance accountability through audits and monitoring systems

#### **4.10 Disaster Management**

Thika Municipality faces both natural and human-induced disasters, including flooding, industrial accidents, fires, and pollution.

##### **Key Strategies**

- Strengthen coordination with national frameworks such as the National Disaster Management Authority
- Establish and train local disaster response teams
- Improve early warning systems and communication networks
- Enhance fire-fighting capacity and emergency response infrastructure
- Promote public awareness and disaster preparedness programs

##### **Priority Interventions**

- Mapping and management of flood-prone areas
- Enforcement of building safety standards
- Regulation of quarrying and industrial activities
- Rehabilitation of abandoned quarries and hazardous sites
- Strengthening collaboration with agencies such as Kenya Red Cross Society, police, and health services

## CHAPTER 5: PLAN IMPLEMENTATION, MONITORING AND EVALUATION

### 5.1 Overview

This chapter outlines the importance of ensuring that the IDEP is implemented in a way that supports long-term urban structure, form, and spatial transformation goals. The success of IDEP hinges on two main factors, including consistent decision-making, which must align with the established long-term vision of urban growth, ensuring that growth occurs in designated areas and follows a cohesive and planned structure. This requires clear guidelines on where and what type of development should occur to meet broader urban goals. Besides, development should be managed in line with the spatial transformation agenda, addressing not only *what* growth occurs but also *when* and *how*. This involves prioritizing development initiatives based on their potential to contribute to desired spatial outcomes, while considering available resources, timelines, and stakeholder input. To monitor and evaluate the implementation of these proposals effectively, the planning system must remain committed to executing the policies and plans laid out in the IDEP. This means continuously assessing whether the goals of the IDEP are being met and making necessary adjustments based on performance feedback.

### 5.2 Plan Implementation and Capital Investment Plan

The implementation of the Thika Municipality plan will require a structured and systematic approach to ensure its successful execution. This can be achieved through a plan implementation matrix, with funding allocated in the Capital Investment Plan, and be monitored to ensure that deliverables are met using a monitoring and evaluation matrix. The Implementation and Capital Investment Plan outlines the projects to be implemented, the responsible actors, the estimated costs, and the timelines for completion. Regular evaluations should be conducted to assess whether key indicators, which will guide the County Government in achieving its vision, are being met. To adjust the program activities, a review should be carried out every 5 years. Additionally, the progress of the program should be reported to stakeholders at regular intervals.

### 5.3 Implementation and Capital Investment Matrix

Programme Name: Urban Areas Development and Administration														
Objective: To Improve Infrastructural Developments in Urban Areas (Municipalities and Cities) for sustainability														
Outcome: Improved infrastructural development for sustainable urban environment in Municipalities and Cities														
Sub programme	Key output	Key performance indicator	Linkages to SDG Targets	Planned Targets and Indicative Budget (Ksh. M)										Total Budget (Ksh. M)
				Year 1		Year 2		Year 3		Year 4		Year 5		
				Target	Cost	Target	Cost	Target	Cost	Target	Cost	Target	Cost	
Urban Areas Administration and Management	Refine and delineate boundaries for established Urban Areas Administration and Institutional structures in Thika Municipality, Smart Industrial City,	No. of Urban Areas Administration & Institutional structures established	SDG1, SDG2, SDG3, SDG4, SDG5, SDG6,SDG7,SDG8, SDG9, SDG10, SDG11,SDG12, SDG13,SDG15,SDG16& SDG17	13	130.00M	4	40.00M	3	30.00M	0	0.00M	0	0.00M	200.00M
	Established Thika Smart City (Institutional & Legislative	Fully operational City Management Board, Strategic Plan, Bye-laws, Charters, Budget, functions and staff	SDG1, SDG2, SDG3, SDG4, SDG5, SDG6,SDG7,SDG8, SDG9, SDG10, SDG11,SDG12, SDG13,SDG15,SDG16& SDG17	1	50.00M	0	0.00M	0	0.00M	0	0.00M	0	0.00M	50.00M

	Framework(s)													
Urban Areas Development-Construction and upgrading of Social-amenities and infrastructure	Development and equipping Administration Offices for urban board and Staff	No. of Urban Areas Administration & Institutional offices established	SDG1, SDG2, SDG3, SDG4, SDG5, SDG6, SDG7,SDG8, SDG9, SDG10, SDG11,SDG12, SDG13, SDG15,SDG16 & SDG17	7	280.00M	6	240.00M	4	160.00M	2	80.00M	1	40.00M	800.00M
	Roads Constructed and upgraded key urban Roads	No of Kilometers of Roads Constructed	SDG 1.1,2.2,3.d,5.4,9.a,8.1,11.1&17.19	6 KM	200.00M	6 KM	200.00M	6KM	200.00M	6 KM	200.00M	67KM	200.00M	10000.00M
	Sewer lines constructed for 13 established Urban Areas	No of Kilometers of Sewer lines constructed	SDG 1.1,2.2,3.d,5.4,9.a,8.1,11.1&17.19	10KM	100.00M	100 KM	12.00M	100KM	120.00M	90KM	20.00M	80KM	80.00M	332.00M
	Integrated Solar Street Lights Installed in the urban Areas	No of Street Lights Installed	SDG 1.1,2.2,3.d,5.4,9.a,8.1,11.1&17.19	1250	30.00M	1245	40.00M	1650	60.00M	1850	80.00M	2000	100.00M	310.00M

	Bus parks Rehabilitated	No. Bus parks Rehabilitated	SDG 1.1,2.2,3.d,5.4,9.a,8.1,11.1&17.19	1	100.00M	1	100.00M	0	0.00M	1	100.00M	0	0.00M	200.00M
	Market sheds & Ablution Blocks Constructed for 13 established Urban Areas	No of Market sheds & Ablution Blocks Constructed	SDG 1.1,2.2,3.d,5.4,9.a,8.1,11.1&17.19	10	60.00M	10	60.00M	10	60.00M	10	60.00M	10	60.00M	300.00M
	Stadia built or rehabilitated in the urban Areas	No of Stadia built or rehabilitated	SDG 1.1,2.2,3.d,5.4,9.a,8.1,11.1&17.19	2	100.00M	0	0.00M	2	100.00M	0	0.00M	1	100.00M	300.00M
	Waste Management stations constructed or/& Equipment procured	No of Waste Management stations constructed or/& Equipment bought	SDG 1.1,2.2,3.d,5.4,9.a,8.1,11.1&17.19	5	50.00M	5	50.00M	5	50.00M	5	50.00M	5	50.00M	250.00M
	Non Motorized Transport (NMT) & Parking Lots constructed	No of NMTs & Parking Lots constructed	SDG 1.1,2.2,3.d,5.4,9.a,8.1,11.1&17.19	3KM	60.00M	3KM	60.00M	3KM	60.00M	3KM	60.00M	3KM	60.00M	300.00M

	Recreational facilities Constructed	No of Recreational facilities Constructed	SDG 1.1,2.2,3.d,5.4,9.a,8.1,11.1&17.19	5	135.00M	0	0.00M	5	137.00M	0	0.00M	1	135.00M	407.00M
	Fire stations constructed and	No of Fire stations constructed and Disaster management	SDG 1.1,2.2,3.d,5.4,9.a,8.1,11.1&17.19	5	150.00M	0	0.00M	0	0.00M	5	150.00M	5	150.00M	450.00M
	Disaster management Equipment Purchased	Equipment Purchased												
	Kilometers of storm water Drains Constructed	Kilometers of storm water Drains Constructed	SDG 1.1,2.2,3.d,5.4,9.a,8.1,11.1&17.19	50KM	100.00M	65KM	110.00M	80KM	120.00M	50KM	100.00M	60KM	100.00M	535.00M

<b>Building Urban Resilience through Adaptation and Mitigation of Climate Change induced risks</b>	Identification of areas prone to flooding, fires, earthquakes/ landslides & road accidents in Urban Areas and adoption of feasible /viable/suitable risk mitigation and adaptation action plans/ measures for sustainability	No of identified areas prone to flooding/fire/earthquake/landslides in urban areas and adoption of feasible mitigation measures and adaptation action plans for building resilient programmes for sustainability	SDG1, SDG2, SDG3, SDG4, SDG5, SDG6, SDG7,SDG8, SDG9, SDG10, SDG11,SDG12, SDG13, SDG15,SDG16 & SDG17	13	70.00 M	13	70.00 M	13	70.00 M	13	70.00 M	13	70.00 M	350.00 M
	Wind energy Generated	KWh units of wind energy generated	SDG 1.1,2.2,3.d,5.4,9.a,8.1,11.1&17.19	0	0.00 M		0.00 M	25	150.00M	0	0.00 M	0	0.00 M	150.00 M
	Clean Energy sources e.g. Bio gas & briquette production facilities installed	Volume (M <sup>3</sup> ) of bio gas produced	SDG 1.1,2.2,3.d,5.4,9.a,8.1,11.1&17.19	50000 00m3	50.00 M	0	0.00 M	60000 0M3	55.00 M	75000 0M3	60.00 M	50000 0M3	50.00 M	215.00 M

Solar PV energy generated	Volume (KWh) of solar PV energy generated	SDG 1.1,2.2,3.d,5.4,9.a,8.1,11.1&17.19	200K Wh	45.00 M	150 KWh	30.00 M	300K Wh	60.00 M	600K Wh	100.0 0M	1200 KWh	205.0 0M	440.00 M
<b>Total Budget (Ksh. M)</b>				<b>1710.00M</b>		<b>1012.00M</b>		<b>1438.00M</b>		<b>1130.00M</b>		<b>1400.00M</b>	<b>17606.00M</b>

#### 5.4 PLAN MONITORING AND EVALUATION

SECTOR	NATURE OF PROJECTS	MONITORING INSTITUTIONS	EXPECTED OURCOMES	SUCCESS INDICATORS
<b>TRANSPORTATION</b>	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/Ke RRA 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
<b>HOUSING</b>	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
<b>WATER AND SANITATION</b>	Water and sewerage network projects Solid waste management	THIWASCO/AWS B	Improved water supply Better sanitation in the planning area	Level of access to water and sewerage services Level of sanitation
<b>COMMERCE AND INDUSTRY</b>	Upgrading markets	Ministry of Industrialization &	Increased employment	Production levels in the

	Industrial developments* Hawkers square	trade / County government	opportunities Improved household income Improved government revenue	industry Employment levels in the industry Income levels of workers Amount of revenue
<b>SOCIAL INFRASTRUCTURE</b>	Constructing of social halls in all wards, the Sub-County library, Amphitheatre and an ICT resource centre. Constructing a Cultural Museum and historical monument within the town area. Construct a new fire station Construction of health facilities: another level 5 hospital and other health centers 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	
<b>RECREATION</b>	Renovation of Thika stadium  Construction of a sports	County Government	Ensure efficient function and convenience of users Promote environmental	

	and recreational park in Thika. Public spaces		sustainability	
<b>AGRICULTURE</b>	Conservation projects In Thika Municipality Green zones: agricultural and agro-industrial parks Construction of pig abattoir.	Ministry of Agriculture, Livestock and Fisheries; County Gov't; County Government Development Partners	Enhanced agricultural productivity Improved income for farmers	Agricultural productivity levels Farmers' income levels
<b>ENVIRONMENT</b>	Green spaces projects  Controlled Quarrying activities at Ndarugo river	County Government	<ul style="list-style-type: none"> <li>▪ Improve the aesthetic value of Thika Municipality</li> <li>▪ Enhanced environmental sustainability and conservation of natural resources</li> </ul>	<ul style="list-style-type: none"> <li>▪ Extent of green areas in the town</li> </ul>

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