

MINISTRY OF LANDS, PUBLIC WORKS, HOUSING AND URBAN DEVELOPMENT
State Department for Housing and Urban Development

**NATIONAL SPATIAL PLANNING AND METROPOLITAN DEVELOPMENT
FOR BALANCED REGIONAL DEVELOPMENT IN KENYA**

A presentation made during the 6th Spatial Planning Platform Conference in
Balikpapan, Indonesia

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KENYA

Kenya at a Glance

- Kenya is a country located in Eastern part of Africa, bordered by South Sudan, Ethiopia, Somalia to the north, Uganda to the west, Tanzania to the South and Indian Ocean to the east
- It is a diverse country that offers a variety of landscapes and cultures
- Kenya is known for its wildlife and safaris, its white beaches, and its vibrant cities – Nairobi the National Capital, Mombasa at the Coast, Kisumu the Lake City, Nakuru and Eldoret cities in the Rift Valley
- Area: **592.000 km²**
- Population of **50,951,450** : 14.8million spread across urban With a total population of 54 million, it means that 31.2%, caused by rural-urban migration and natural population increase resulting pressure on existing infrastructure resulting into challenges such as environmental threats, diminishing resources, inequality, poor governance, urban informality and rise in poverty levels.
- The capital City is Nairobi with a population 4.4 million inhabitant firming the core of Nairobi Metropolitan Region
- The climate in Kenya is characterized by dry and wet seasons-The temperatures are pleasant throughout, but temperatures in the highlands are usually cooler than on the coast.
- The coastal region is always warm and humid. On average the temperature lies around 35°C /95°F during the day.
- Governed by a devolved system of Government: National Government and 47 County Governments.

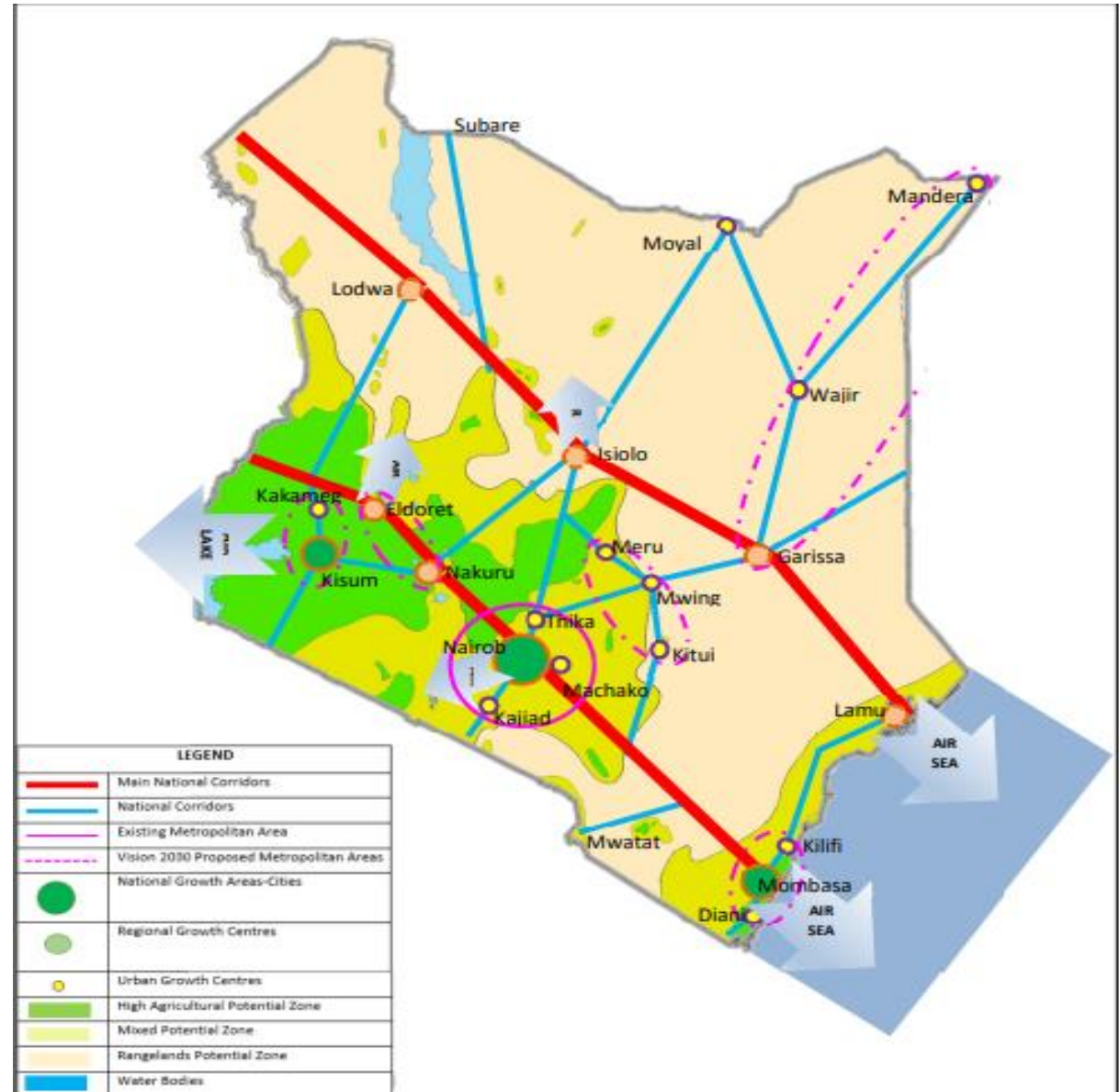


Kenya's National Spatial Plan

- The National Spatial Plan (NSP) is a national spatial vision that guides the long term spatial development of the Kenya.
- The Plan is a flagship project identified under Kenya Vision 2030 as one of the foundations for socioeconomic transformation.
- It aims at achieving an organized, integrated, sustainable and balanced development of the country.

The National Spatial Plan for Kenya, 2015-2045

- It is a Kenya Vision 2030 flagship project aiming at distributing the population and activities on the national space to sustainable socio-economic development
- The National Spatial Plan (NSP) facilitates the implementation of national flagship projects by indicating their spatial locations and providing a framework for absorbing the development and impacts of related projects
- It provides a coordinating framework for sectorial planning and seeks to address the disconnect between physical and economic planning
- It envisages to transform the country into a globally competitive and prosperous nation, offering a high quality of life for all citizens in a clean and secure environment for the next thirty (30) years as envisioned by Vision 2030



Provision of Appropriate Infrastructure

- The NSP supports the development of a firmly interconnected, efficient, reliable, adequate, accessible, safe, sustainable and environmentally friendly systems of infrastructure of high quality through identifies areas with energy generation potential and establishing distribution routes
- Vision 2030 envisions a country firmly serviced through a network of water, energy, ICT, health, education, sanitation facilities, and telecommunications.



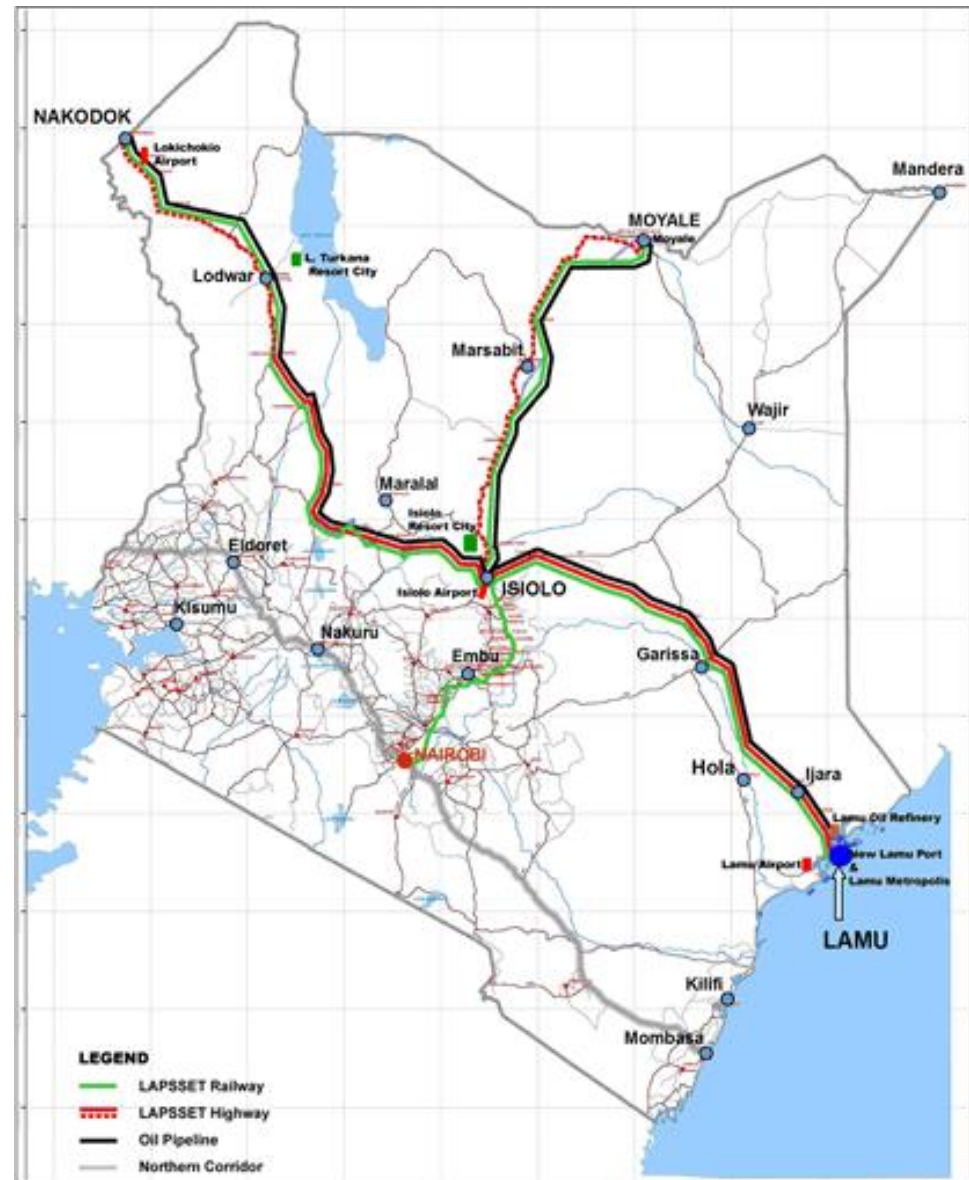
*Green Energy to Power our Nation –
Ol-Karia Geothermal plant*



Green Energy to Power our Nation – Ngong Wind Farm

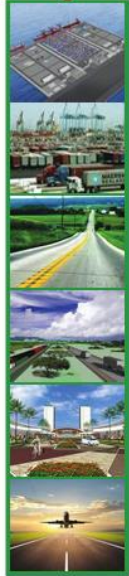
LAPSSET Corridor

- LAPSSET Corridor Project is the first largest game changer Infrastructure Project the government has initiated and prepared under Vision 2030 Strategy Framework,
- Foster transport linkage between Kenya, South Sudan and Ethiopia
- Dynamic promotion of regional socio-economic development along the transport corridor especially in the Northern, Eastern, North-Eastern and Coastal parts of Kenya
- Northern Corridor is currently Kenya's only economic corridor;
- The LaPSSET corridor projects will ensure about three quarters of the country is open to high value investments.
- They will expand the revenue base and transform Kenyan economy
- Construction of the Lamu Port will open trade opportunities in SEZs and transport and logistics business

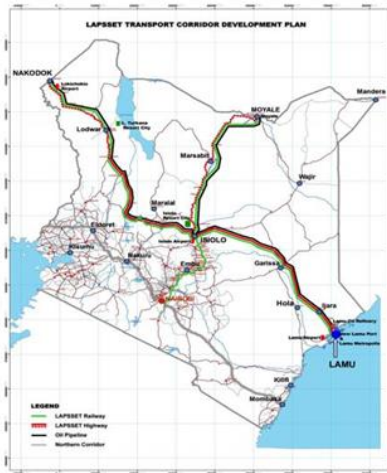


Development of critical infrastructure

I(Kenya)



LAPSSET CORRIDOR PROJECT: PROFILE



PROJECT COMPONENTS	
1	Lamu Port
2	Railway Line
3	Highway
4	Crude Oil Pipeline Product Pipeline
5	Oil Refinery
6	Resort Cities
7	Airports
SUPPORT INFRASTRUCTURE	
	High Grand Falls
---	Lamu Metropolis



SGR



Lamu port

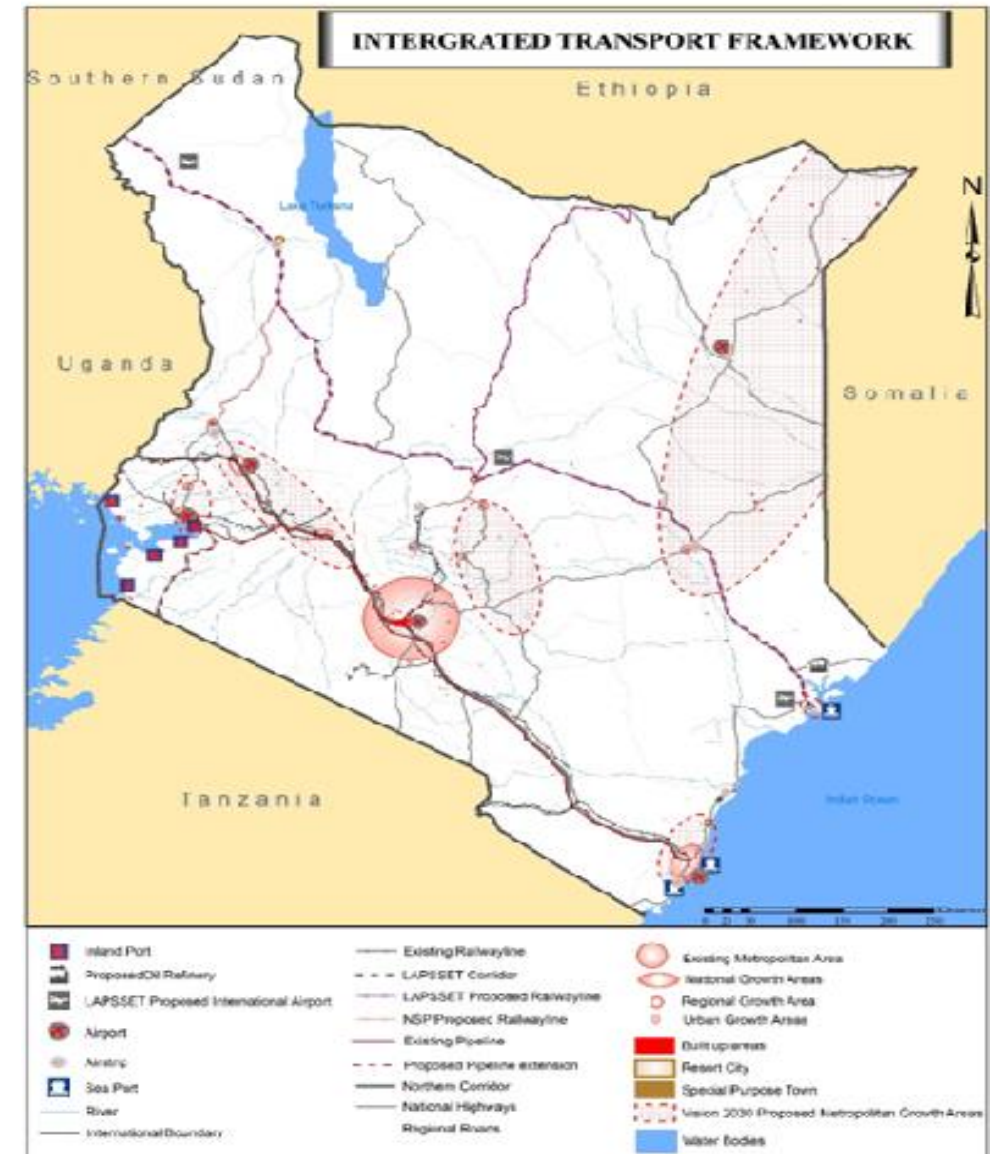


Status and impacts

- Port Headquarters at Lamu is completed
- Electricity is connected to the national grid
- Water supply has been connected to the port
- Roads constructions at various stages
- Increased accessibility to markets
- Increased participation in locals investments along the corridor
- Direct employment
- Increased tourism
- Stabilization of security amon communities

Integrating the National Transportation Network

- Kenya has numerous Transport Agencies: KeNHA, KURA, KERRA, KAA, KPA, KRC, NaMATA, LAPSSET Development Authority, County Governments
- Is an integrated national and urban transport system that seeks to maximize efficiency and sustainability of the transport sector
- It identifies the major national infrastructure routes and proposes new ones to fill the missing links and enhance connectivity



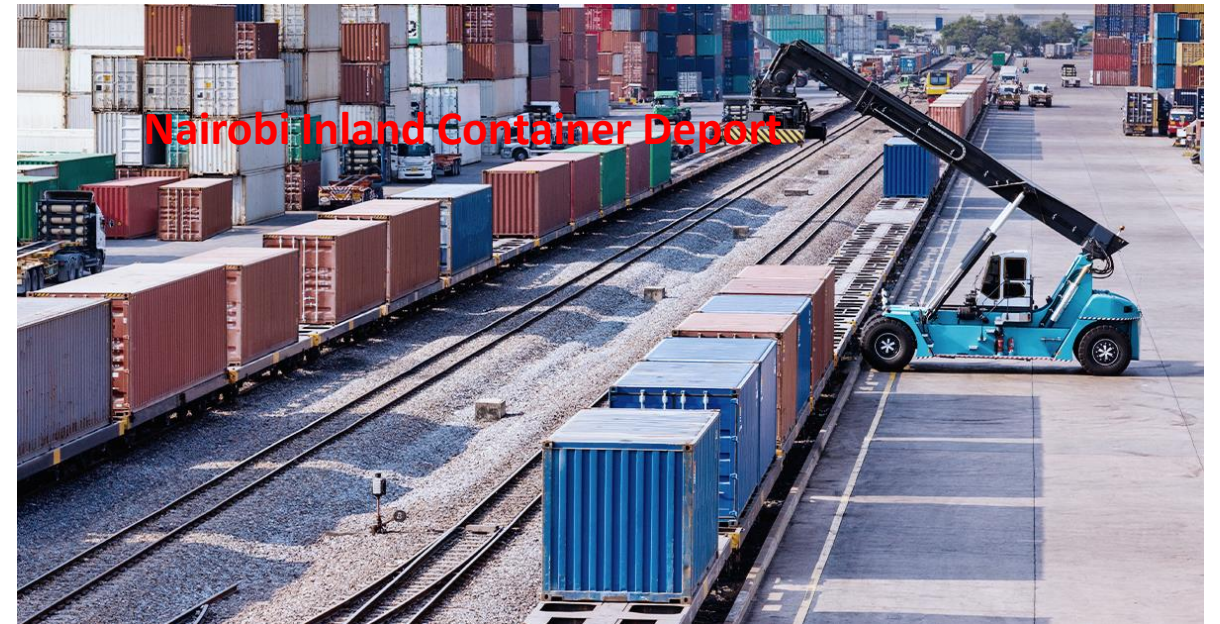
Rail Infrastructure



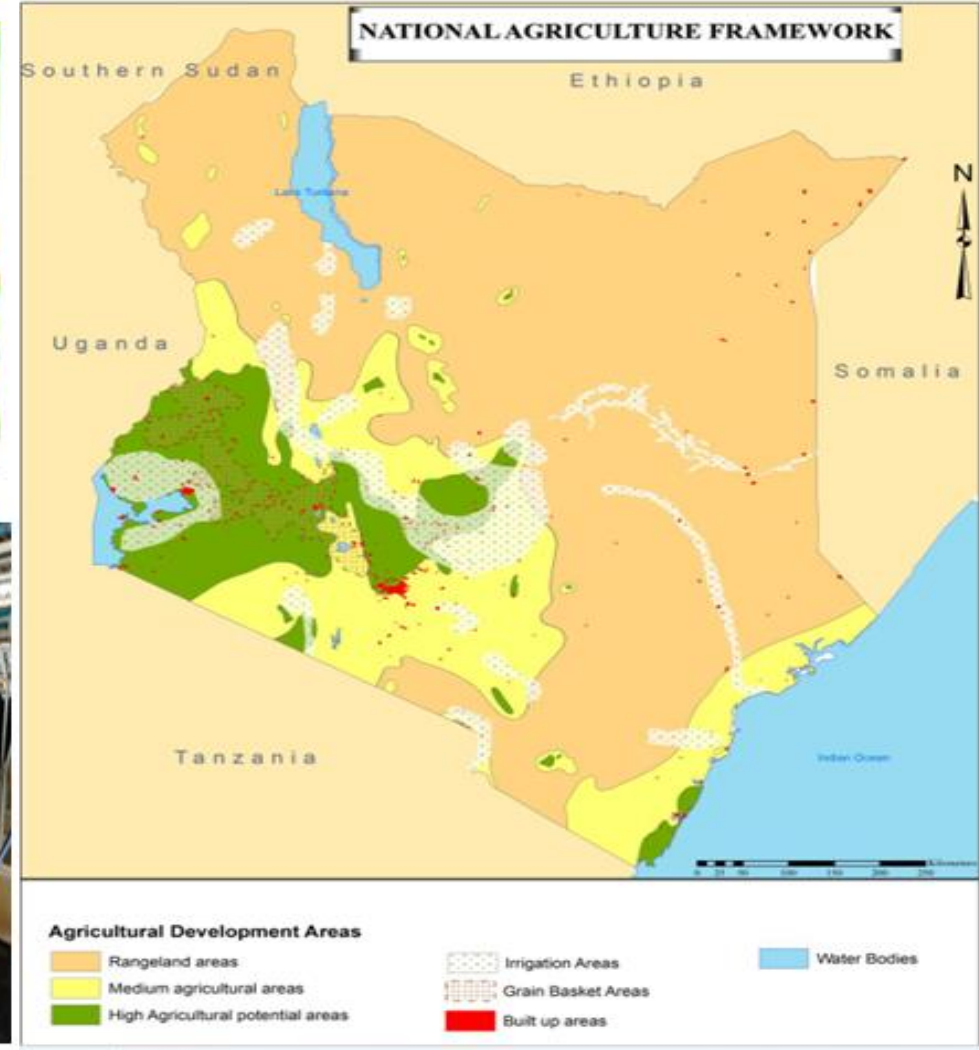
Road Infrastructure



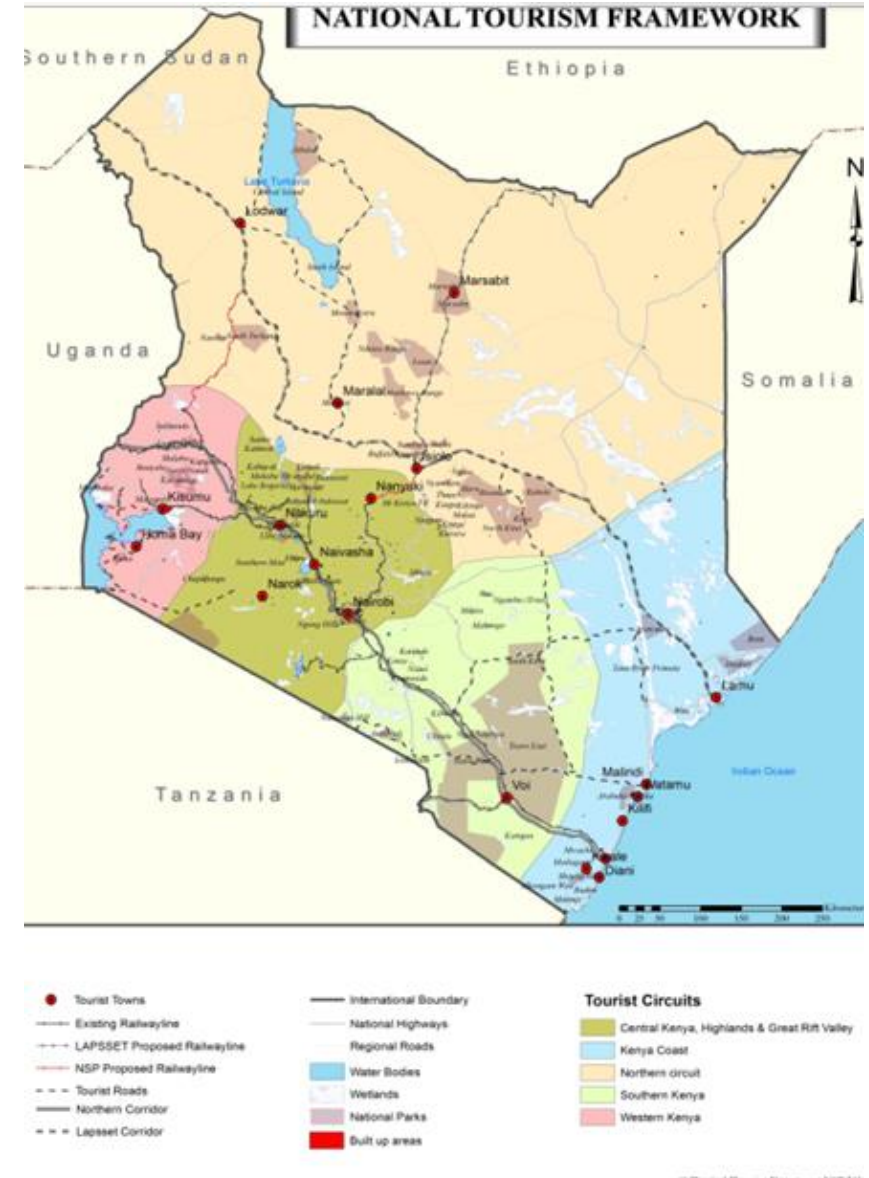
Port



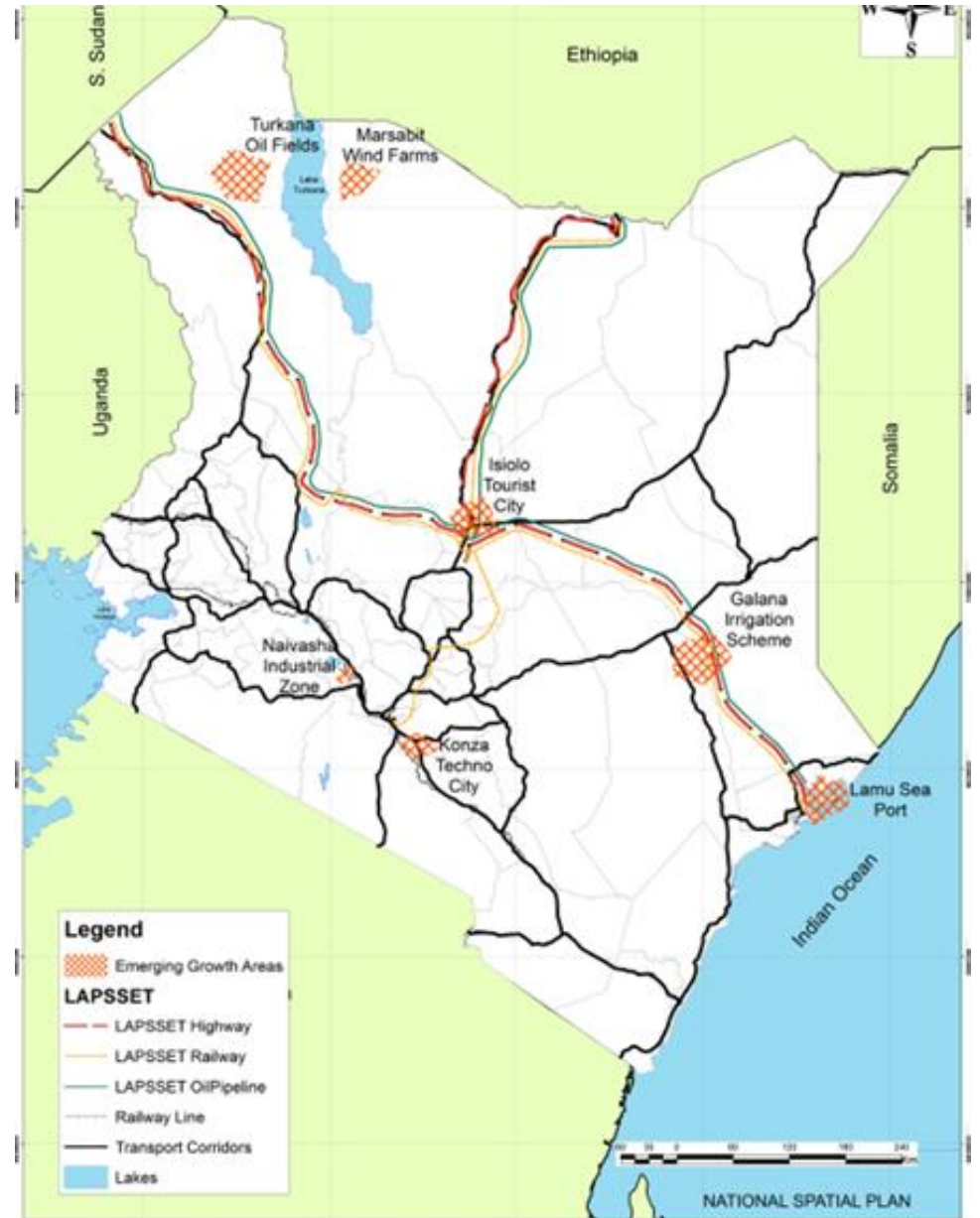
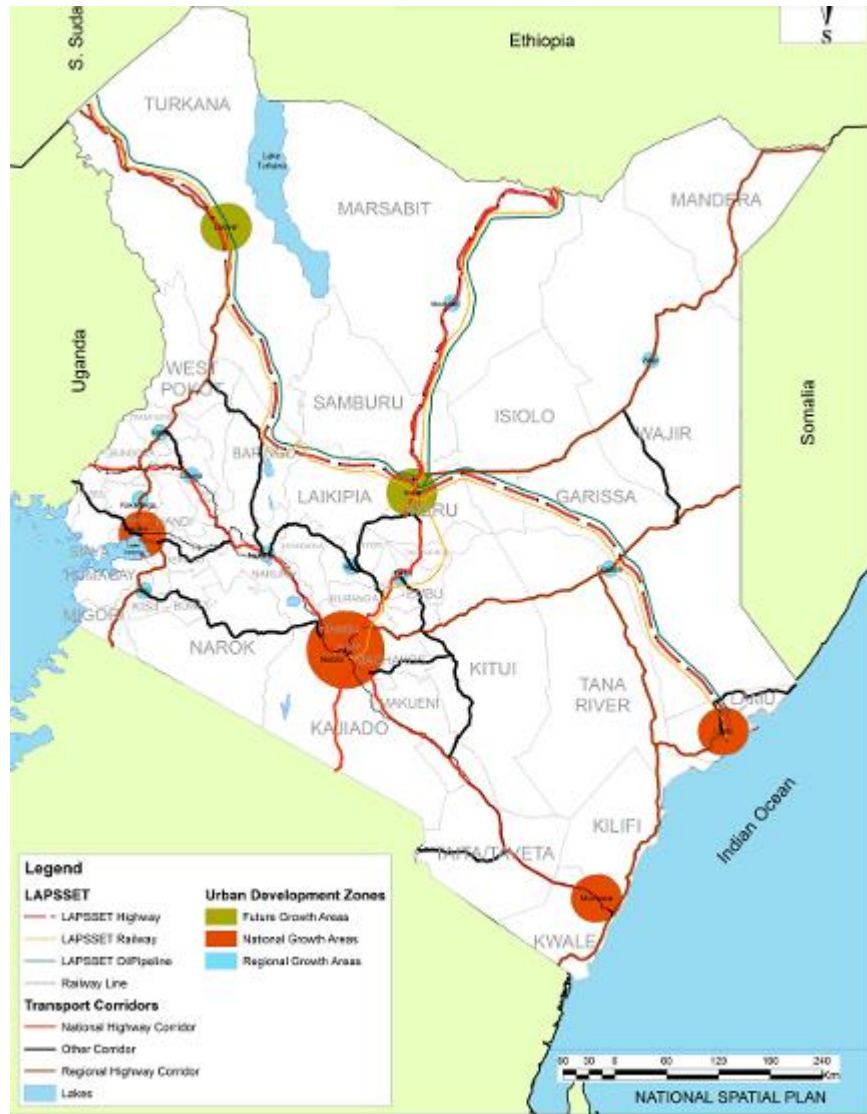
Economic Activities :Agriculture



Economic Activities- Tourism

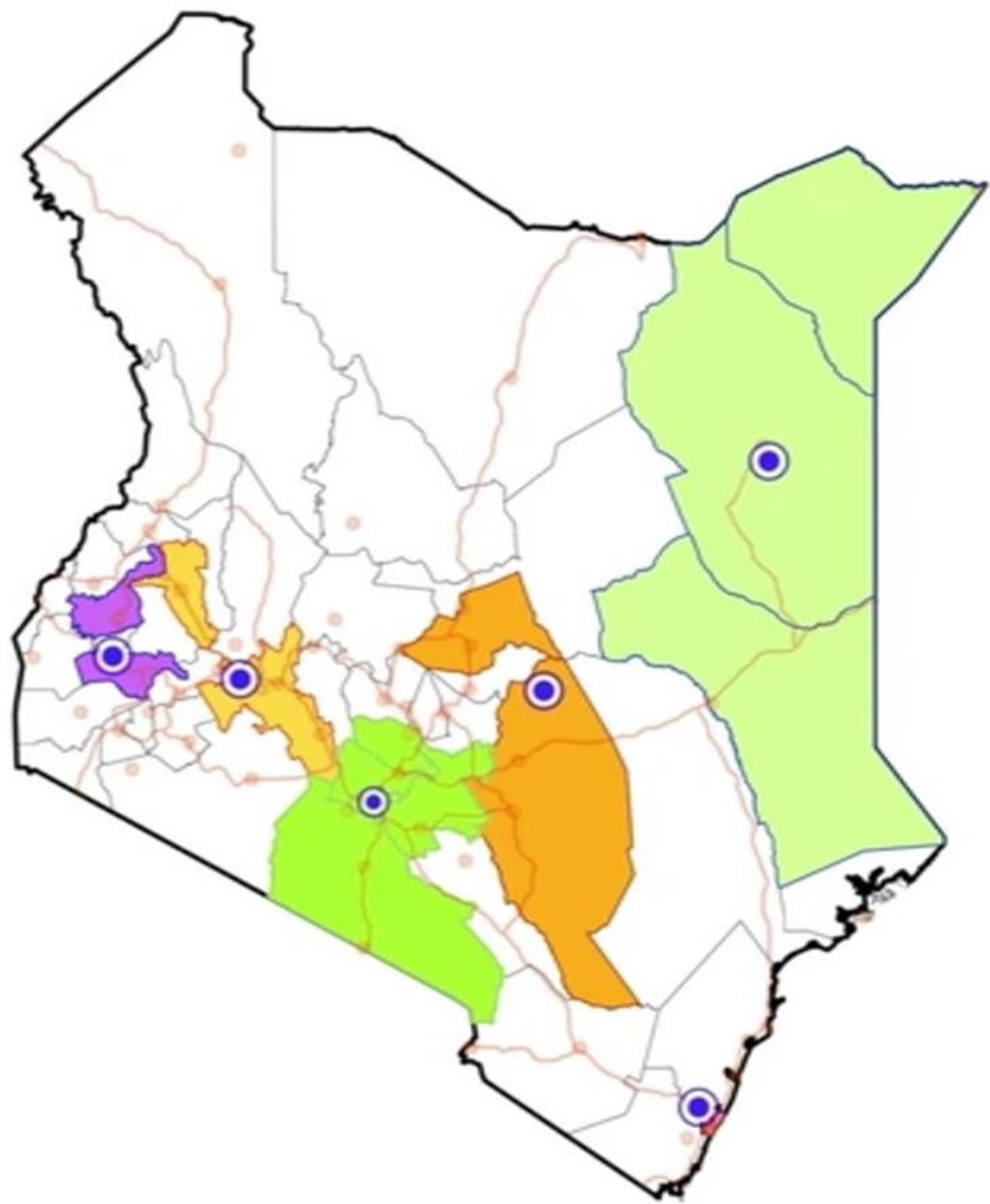


Potential & Emerging Growth Centers



Metropolitan Development in Kenya

- Cities in Kenya, including the major cities of Nairobi, Mombasa, Kisumu, Nakuru and Eldoret are becoming increasingly economically interdependent with their surrounding settlements and rural areas, hence metropolisation of urban development.
- The Kenya Vision 2030 identified six metropolitan regions across the country :Nairobi, Mombasa, Kisumu-Kakamega,Nakuru-Eldoret, Wajir-Garissa-Mandera; and Kitui-Mwingi-Meru.
- Metropolitan Development principles can be used to develop regional infrastructure systems for supporting livelihoods and regional economic growth and development in the country.
- Despite its potential to achieve regional balanced development. metropolitan development is at its infancy in Kenya and lacks policy guidelines for delineation, planning, governance and financing regional infrastructure and services.



The Nairobi Metro Region

“A World Class African Metropolis”

Nairobi Metropolitan

NMR covers 34,000Km²

It covers 5 counties;

Nairobi City

Kiambu

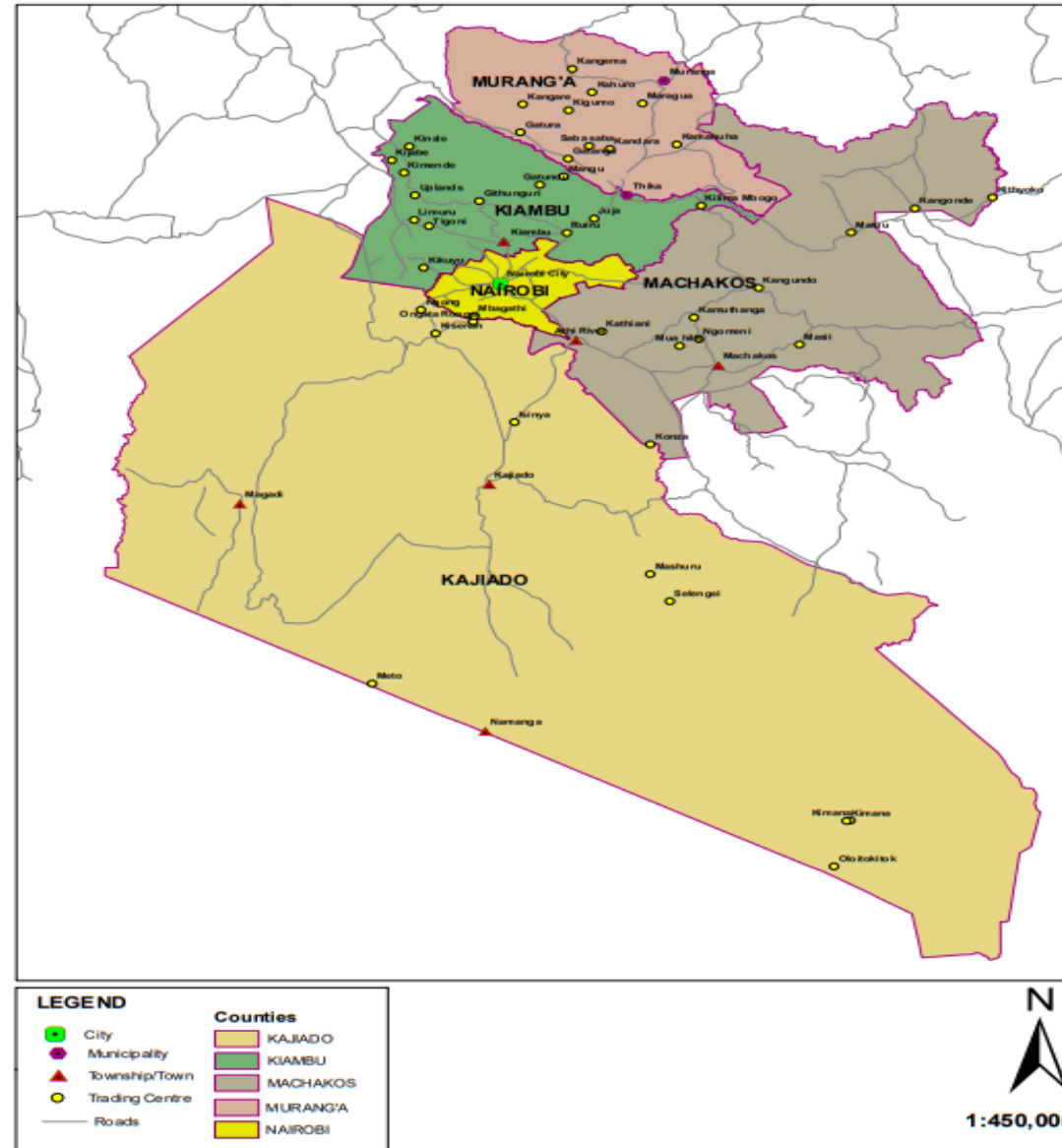
Kajiado

Machakos

Muranga

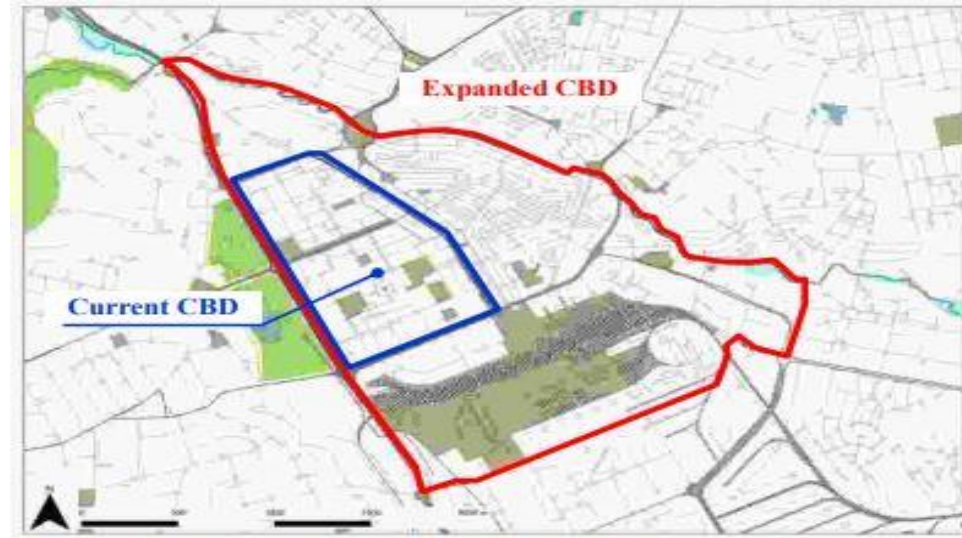
The Plan for the metro region provides detailed recommendations on planning issues with respect to housing, land use management, transport and infrastructure

The Plan was prepared



The Nairobi Railway City Plan

- To guide the redevelopment of the Nairobi Central Railway Station and its surrounding areas into an Iconic, Multi-Modal, Transit Oriented, and Urban Development.
- It has supplemented the commuter railway development as a transportation hub and provided for expansion of Central Business District (CBD) towards the south
- Integration with existing CBD, revamping of the railway transport
- Integration of commuter rail with other modes of transport resulting to decongestion of the CBD
- The plan was completed and there are various initiatives towards implementation



Source: Spatial Planning Concept for Nairobi Metropolitan Region

Land use plan

- **Diverse urban plot size** that ensures requirements from various future developers are met
- **Mixed and multiple urban functions** makes the city more active and dynamic
- **Around 50% of salable and public land allocation** ensures balanced public and private interest



Classification	Option Final	
	Area (ar)	Rate (%)
Residential	151,350	8.6
Mixed use(Residential dominant)	47,190	2.7
Mixed use(Commercial dominant)	291,520	16.5
Mixed use(Office dominant)	173,920	9.8
MICE	73,870	4.2
High-tech Industrial	42,240	2.4
Public Facilities	110,100	6.2
- KRC HQ office	61,460	3.5
- Sub Station	17,350	1.0
- Community Center	8,610	0.5
- Administration Building	9,810	0.6
- Hospital	12,870	0.7
School	13,860	0.8
University (Technical University of Kenya)	48,900	2.8
Government Office	63,160	3.6
Transport	36,530	2.1
Railway Utilities	70,700	4.0
Open Space	330,390	18.7
- Park and Plaza	160,330	9.1
- Pedestrian Road	68,090	5.0
- Railway Buffer Zone	75,950	4.3
- Water body (Ngong River)	6,020	0.3
Parking lot(Parking Building area)	38,550	2.2
Road	276,280	15.6
Total	1,768,560	100.0

SGR Embakasi Station and adjoining areas plan



- The plan provides for development of the area adjoining the SGR Station and Inland Container Depot, integration of transportation modes for both passengers and cargo and provides a direct link to JKIA as well as surrounding areas.
- It has identified priority projects that will have greater impacts e.g direct access road to SGR terminus, Bypass Road (including Link Road) to relieve traffic on Mombasa Road
- Strategic Environmental and Social Assessment report was also prepared for this plan The plan was completed.

The Eastlands Urban Renewal Plan



- Plan provides the basis for redevelopment of residential areas for provision of adequate and affordable housing as well as expanded requisite infrastructure and working areas/ employment centers for instance construction of Gikomba Market
- It has been completed and is being used guide the development of residential estates within Shauri Moyo, Starehe and Makongeni and selected county estates
- NCCG and NMS has also earmarked estates within Eastlands Plan for redevelopment in response to the Big 4 under ,Affordable Housing .They include : Ziwani ,Bahati ,Maringo,,Jericho ,Lumumba, Bondeni and Carlifonia Estate

Preparation of County Spatial Plan & Integrated Strategic Urban Development Plans for towns in Murang'a, Machakos, Kajiado and Kiambu Counties

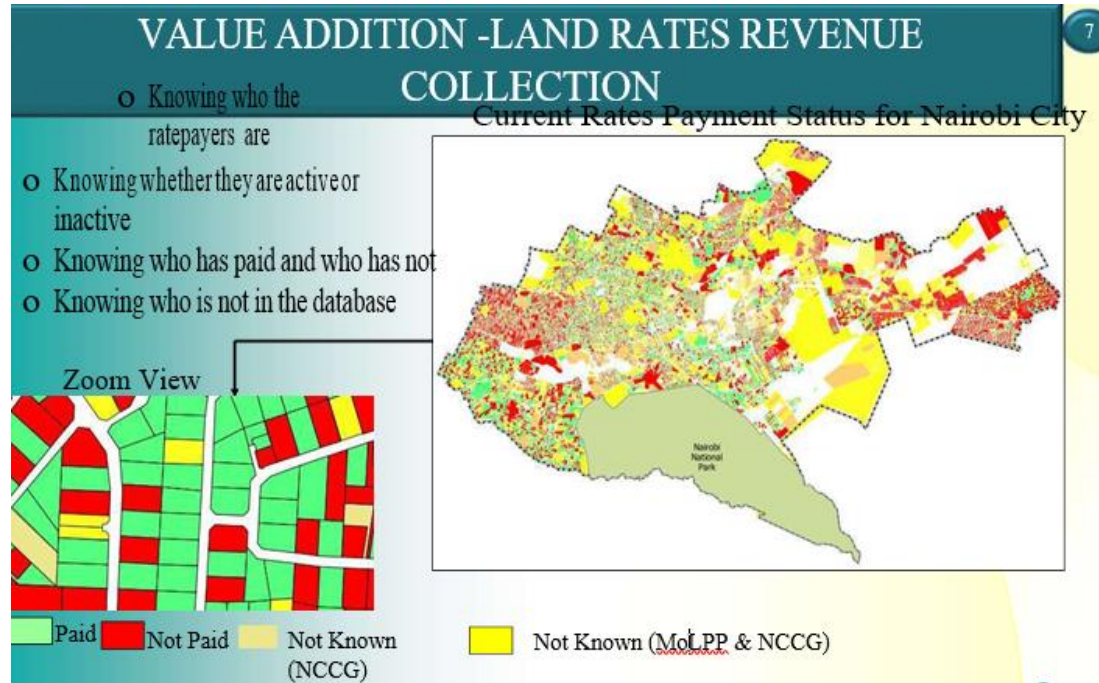
- The Plans include :
 - Murang'a County Spatial Plan
 - Murang'a Kangari, Kandara, Maragua ISUDP in Murang'a County
 - Ruiru, Juja, Kikuyu, Limuru, Kiambaa, Kiambu, Wangige, Kimende, Kamwangi, Githunguri and Gatundu ISUDPs in Kiambu County
 - Kitengela, Kiserian, Ongata Rongai and Ngong ISUDPs in Kajiado County
 - Mavoko ISUDP in Machakos County
- The preparation of the plans have been completed and have provided for an integrated development of Nairobi Metropolitan Region and for orderly and coordinated development within the urban areas.
- The Plans addressed some of the most pressing urban development needs of the metropolitan region, form the foundation of urban land use and infrastructure development addressed haphazard development as well as urban sprawl that has characterized the five counties and towns, including Nairobi city.
- Detailed Action Area Plans were prepared for immediate implementation of prioritized projects in selected areas within respective towns.

Transport Corridor Plans within NMR

- Plans for transport corridors have provided for an integrated development of Nairobi Metropolitan Region
- They include:
 - Integrated action plans for the Konza-Kenol-Kangundo-Tala –Komarock – Ruai (Eastern by pass),
 - Nairobi Malili Transport Corridor,
 - Nairobi Thika Superhighway Corridor
 - A2 Kenol Corridor
- Have enhanced accessibility along the transport corridors into the city by commuters and the general public for high end services -education, health, recreation and commercial as well as for doing business
- The plans have provided for development of efficient and effective transportation systems, including promotion of public transportation and non-motorized transport, thus addressing the needs of the urban poor and other vulnerable groups

GIS Based Projects

The GIS Mass Valuation for Nairobi City County



Physical Address System for Nairobi City, Kiambu, Thika and Machakos Towns

The addressing Systems established in Nairobi and the three urban centers will be used as urban management tools and a key driver of economic, social and political development

This will lead to improved delivery of basic goods and services, ease of navigation around the city, swifter response time and access to targeted areas in the event of security operations, emergencies or disasters, creation of jobs as well as provision of commercial opportunities for e-businesses

When implemented will lead to efficient service delivery and implementation of development projects by the City County /NMS as well as enhanced revenue collection (property taxes) from property owners

It has a number of benefits

Accuracy, Confidentiality, Integrity

County Government Infrastructure and Services-

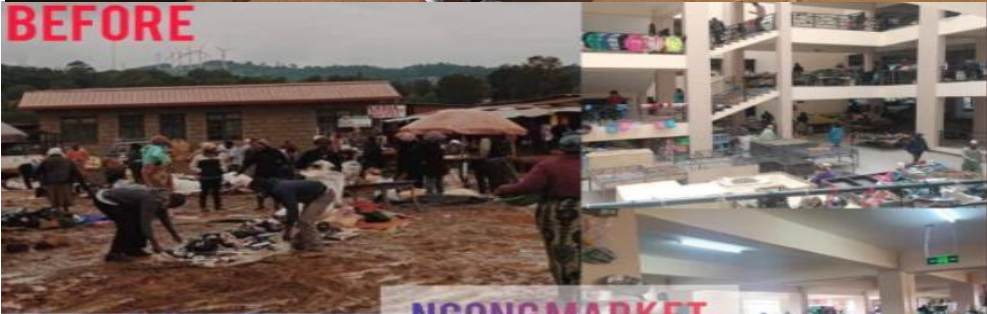
Finances priority urban infrastructure in 13 metro urban centres.

This included:

- Markets
- Access roads
- Streetlighting
- Disaster Management and preparedness
- Construction of parking bays and bus terminus

Component 2: County Government Infrastructure and Services-

Mwariro, Karandini, Ngong, Kukuyu, Kihara, Ruiru and Juja Markets were constructed through the project to completion and relocation of the traders to the markets



Disaster and Emergency Preparedness

2No. new fire stations (Kangundo Road and Waithaka)

Rehabilitation of two (2No.) stations

(Tom Mboya and Industrial area) with 3No. Boreholes being drilled and 4 No. 100,000-liter elevated steel tanks

Fire Engines - 7No. 5,000-liter, 7 No. 10,000 fire engines, three (3No.) water bowsers and two (2No.) Backhoes and a flashing unit were acquired



Erected water tank in Waithaka fire station



Fire Engines



Kangundo road Fire Station



Street and Security lighting

Implementation of street lights and security lighting (1,050 light installations comprising road streetlights, high mast lights and flood lights across various roads and urban settlement locations) has been completed.

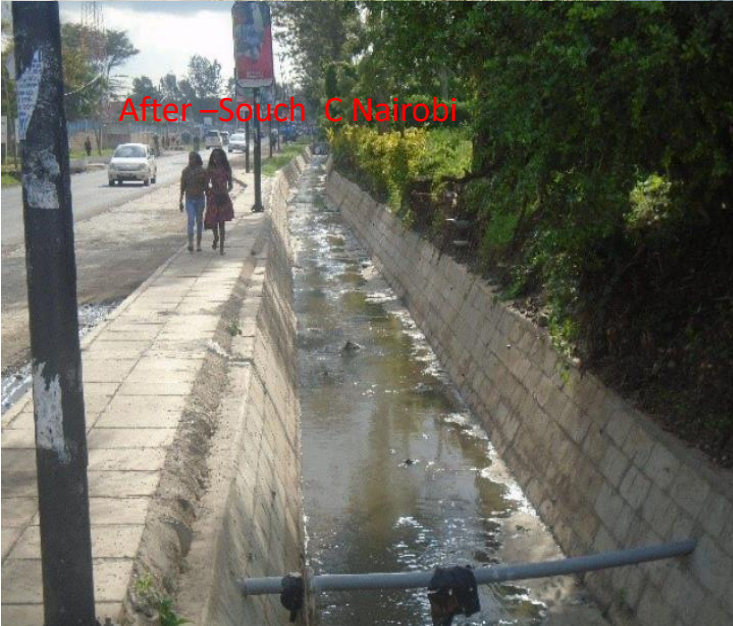
The project has contributed to:

- Improved security and safety
- Increased trading hours



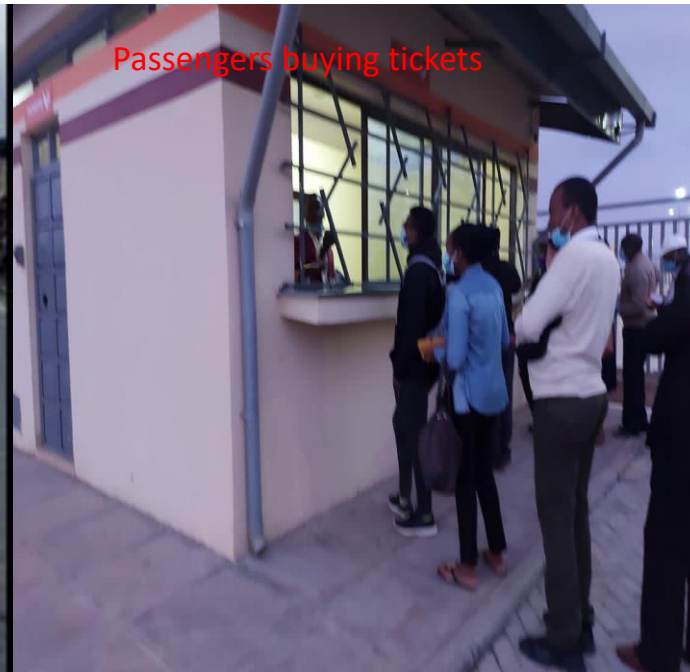
Improved storm water drainage networks -

Construction and/or rehabilitation of 16 km of storm water drainage network in parts of Nairobi City, Mavoko in Machakos County, Ongata Rongai in Kajiado County and Thika in Kiambu County . Has helped to harness perennial flooding .



Accessibility and Connectivity

- Construction of 10 railway stations; (Ruiru, Kahawa West, Githurai, Mwiki, Dandora, Kikuyu, Donholm, Pipeline, Embakasi Village and Athi River) were done and completed
- 17 No. urban access roads totaling 36.7 km bitumen road, 20.9 km NMT and 77 km drainage length were constructed
- Construction of Non-Motorized Transport (NMT) in all the urban roads has reduced conflict between pedestrians and motorists hence leading to few accidents.



Railway Stations



KANGUNDO ROAD (TALA)-KENOL, KENOL-KANGUNDO ROAD (KOMA) AND KATUMANI-MOMBASA ROAD AND REHABILITATION OF KENOL MACHAKOS TOWN-KATUMANI LINK ROAD

Construction of a 74 Km road in Machakos County, from Tala to Konza. The road has been able to connect all five metropolitan Counties directly and indirectly.



Towards Regional Balanced Development for Kenya

1. Financing development, operation and maintenance of National, Regional and local Transport Infrastructure – innovative on source revenue such as Land Value Capture instruments
2. Identification and prioritization of transport and support infrastructure development needs across the country to achieve regional balancing
3. Coordinating various transport infrastructure Agencies at the regional and local/ urban areas
4. Application of TOD planning principles for effective and efficient transport systems in regions, cities and urban areas
5. Leveraging the opportunities presented by collaborative effort from all stakeholders, including government, private sector, and civil society to develop and manage transport infrastructure
6. Innovative ways of metropolitan development planning, governance and finance in view of the complexity of the challenges being experienced as presented by, among other factors, devolved governance system in Kenya through national policy and legislation

Current Government Initiatives

Bottom Up Economic Transformation Agenda (BETA)

Key Priority Areas:

1. Agriculture – Crop Production, Livestock, Fisheries
2. Medium and Small Enterprises – Trade & Markets, Financing, Business Development Support
3. Affordable Housing – PPPs & Financing (Developers) and Mortgages
4. Digital & Creative Economy – Infrastructure, Platforms, Skills Entrepreneurship
5. Health- Primary healthcare, Health Insurance Coverage, Health Systems capacity, Health Data Systems



THE END



THANK YOU