

*»An orderly, scenic and vibrant lake town
for sustainable growth.«*



URBAN SUSTAINABILITY REVIEW

MBITA HOMA BAY COUNTY



PREPARED BY:

The Technical Working Group
SymbioCity Approach to Sustainable Urban Development
Homa Bay County Government
The Department of Lands, Housing and Physical Planning
P. O. Box 469 – 40300, Homa Bay, Kenya

LEAD CONTACT PERSON:

Mr. Richard Ochieng Bonyo
SCA Pilot Coordinator & Resource Mobilization Advisor
Office of the Governor, County Government of Homa Bay
P. O. Box 469 – 40300,
Homa Bay, Kenya
Tel: +254 729 267 462
Email: resourcemob.advisor@homabay.go.ke
Website: www.homabay.go.ke

September 2017

TABLE OF CONTENTS

ACKNOWLEDGEMENT	5
CHAPTER ONE – INTRODUCTION AND BACKGROUND	6
The SymbioCity Approach to Sustainable Urban Development	6
The SymbioCity Approach in Homa Bay County	6
CHAPTER TWO – ORGANIZING THE PROCESS	8
Objective for Applying the SymbioCity Approach in Mbita Town	8
Why Mbita Town	9
Project Organization and Management Structure	13
Stakeholder Analysis and Participation	16
Community Participation	17
Time and Work plan	18
CHAPTER THREE – MBITA TOWN TODAY, SITUATION ANALYSIS	19
Introduction	19
Economic Activities and Linkages in Mbita Town	19
Trade	19
Fishing	23
Transportation	24
Tourism	26
Financial services	27
Mining	27
Small scale/Light industries	28
Spatial Dimensions	28
Geographical location	28
Urban form/planning	28
Urban infrastructure development	28
Urban sprawl and informal settlements	30
Road networks (trunk and feeder roads)	30
Transportation	30
Road Transport	31
Available Transport Equipment	31
Motorized Versus Non-Motorized Transport	33
Bus terminal facilities	34
Parking facilities	34
Air Transport	34
Water Transport /Transport in Maritime Space	34
Transportation challenges	35
Information and Communication (ICT)	36
Energy	36
Drainage, Sewerage, Solid Waste and Sanitation	37

Topography and storm water runoff infrastructure	37
Institutional setup for drainage and sewerage	37
Systems for sewage collection and treatment	38
Solid Waste Management	38
Pollution of water sources	38
Legislation on Public Health	38
Public Health and Health Care Systems	38
Sanitation related diseases and timings	38
Hygienic food and vegetable vending	39
Public awareness on health and cleanliness	40
Data on health care and diseases	40
Health facilities in general and health system in Mbita Town	40
Legal, Policy and Institutional Framework	40
Introduction	40
Legal framework	41
Policy framework	42
4. VISIONING AND STRATEGY FORMULATION	52
Vision Statement	53
Core Objectives	53
Objective 1: Making Mbita Town Orderly:	53
Objective 2: Improving the Scenic Beauty of Mbita Town:	53
Objective 3: Making Mbita Town Vibrant:	53
Strategies and approaches	53
5. APPENDIX 1. COMMUNICATION PLAN	60

ACKNOWLEDGEMENT

This Pilot Project aims to promote sustainable urban development in Mbita Town, Homa Bay County in the Republic of Kenya. The SymbioCity Approach has been used as a method and an approach to Sustainable Urban Review and Development by the Swedish Government in various parts of the world such as in Indonesia, South Africa, Ethiopia, China etc. The project implementation in Kenya could have not been possible without the partnership between the Council of Governors and the Swedish Association for Local Authorities and Regions (SALAR) and without the support of the Swedish Government through the Swedish Embassy in Kenya through the Swedish International Development Cooperation Agency (Sida) and SKL International. The citizens of Mbita Town through the County Government of Homa Bay wishes to thank all involved institutional agencies and individuals for their support in our quest to be one of the leading Pilot Counties in Kenya.



1. CHAPTER ONE

INTRODUCTION AND BACKGROUND

THE SYMBIOCITY APPROACH TO SUSTAINABLE URBAN DEVELOPMENT

It is projected that the current urbanization trends will result in 70% of the global population living in urban areas and cities by 2050, and given the increasing social and environmental challenges, it is imperative that we learn beforehand how best to develop, govern and manage integrated and sustainable urban areas, towns and cities.

Experience from developed nations shows that properly planned and managed towns, urban areas and cities offer enhanced opportunities for people to meet, work, access public services, enjoy social and cultural benefits and fulfill their life dreams and aspirations, be it in the social, economic, political, cultural and or environmental aspects.

It is known in social and economic spheres that towns and cities are the drivers of political, economic and cultural development, and making them safe, secure, livable, healthy, accessible and economically vibrant in a sustainable manner is thus crucial for their sustainable future. The goal of such towns and cities are thus pegged on their abilities to be free from crime, pollution, congestion and be capable of meeting both the present and future development needs of its inhabitants. These towns and cities should also be increasingly inclusive where human vulnerabilities are minimal as they become increasingly safe and secure with all citizens being capable of undertaking their livelihood activities within a supportive and increasingly accommodative business, economic, investment, trade, socio-cultural and symbiotic ecological environment.

In the above interest, the Swedish Government through the Swedish Association for Local Authorities and Regions (SALAR) in partnership and collaboration with the Council of Governors (CoG) are piloting the SymbioCity Approach (SCA) as an integrated and holistic approach to sustainable urban development based on extensive experience in Sweden and other countries.



SymbioCity Approach for sustainable urban development with focus on health, comfort, safety and life quality for the people.

SCA recognizes the fact that cities and urban areas are a complex and dynamic systems that require sustainable urban reviews and planning that require an integrated multi-dimensional, multi-functional and multi-stakeholders approach. In this regards, SCA adopts and integrates spatial, environmental, socio-cultural, economic, urban systems and institutional dimensions in ways that are mutually supportive or synergistic.

THE SYMBIOCITY APPROACH IN HOMA BAY COUNTY

Homa Bay County's interest in piloting SymbioCity Approach is motivated and critically informed by the objectives of the SymbioCity Pilot Project which inter alia include to:

- Develop multi-sector and multi-disciplinary cooperation among stakeholders
- Develop capacity by sharing knowledge and experience among stakeholders
- Facilitate cooperation between local, regional and national stakeholders
- Guide sustainability review and planning processes on different levels of scale
- Contribute to strategies for short-, medium-, and long-term improvement of urban areas and cities and different dimensions of sustainability.
- Help towns, urban areas and cities to identify practical and integrated systems solutions and synergies that promote sustainable urban development; and
- Improve existing urban development policies, plans, processes and practices.

In a nutshell, the SymbioCity Approach intends to address the issues related to sustainable urban development: spatial dimensions, institutional factors, urban systems, environmental factors, socio-cultural factors and economic factors.

The promise made for Pilot Counties in Kenya as presented to the participants at the Pilot Kick-off workshop held at the Boma Inn Hotel, Eldoret between 7th and 9th September 2016 include the following:

- Guide and support the Pilot County in an Urban Sustainability Review (USR) through an organized and coordinated working group
- Build capacity in pilot counties by providing technical assistance using both local and international expertise
- Facilitate and guide counties in developing adaptive urban solutions that will be incorporated in the CIDP
- Support counties to develop strong and neutral platforms for engaging Civil society organizations, private sector and the local community
- Provide access to a seed fund for implementation of popularly agreed strategy that promotes sustainable urban development

It is envisaged that upon successful implementation of the SCA, the following outcomes shall be realized:

- Favorable institutional environment
- Clear leadership in urban development
- Inclusive strategy development process
- Strong analytical foundation and clear links between evidence and priority interventions
- Popular vision formulated through clear measurable targets
- Focus on Sustainability outcomes (Environmental, poverty reduction etc.) for the Pilot Town that can easily be replicated in other towns, and
- Clarity on the sources of funding for the strategy.

2. CHAPTER TWO

ORGANIZING THE PROCESS

OBJECTIVE FOR APPLYING THE SYMBIOCITY APPROACH IN MBITA TOWN

The SymbioCity Pilot Project in Mbita Town aims to identify opportunities and launch initiatives to enhance sustainable urban development within Mbita Town.

Instead of coming up with a project first and then consult the stakeholders, basically for a no or no-go, which can be seen in many development projects, the SymbioCity Approach starts with fact-finding, interaction with stakeholders and choice of initiatives and project design step-by-step.

This Urban Sustainability Review (USR) is a report that summarizes and analyzes inputs from a period of almost one year of fact-finding and stakeholder and community participation. It has been developed in accordance with SymbioCity Approach guidelines by the SCA Working Group, with Technical Assistance from the SymbioCity Pilot Facilitator, Ms. Karin Eberle and Urban Development Specialist, Ms. Everlyne Otieno. The study has been done in Mbita Town through a combination of desktop literature review and primary field data collection involving various stakeholders drawn from the entire Mbita Town.



Working Group meetings and Stakeholder Workshops

The SymbioCity Approach can be divided into six (6) steps:

1. Organizing the process
2. Diagnosis of the current situation
3. Identification of key issues and objectives
4. Develop alternative proposals
5. Analyse potential impacts
6. Choose strategy for implementation and follow-up

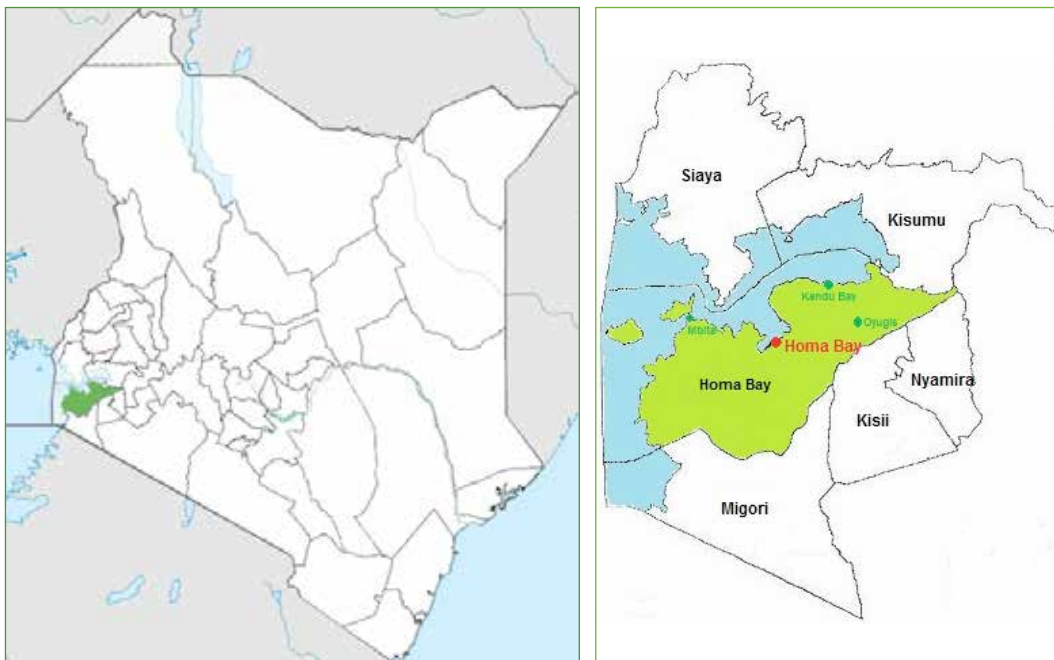
‘This Urban Sustainability Review (USR) report covers step 1-3 and touches on step 4. The USR is now summarizing the process so far and providing guidance on the way forward.

In addition to Mbita Town, the report targets all relevant stakeholders in Mbita Town as well as other interested parties in Homa Bay County and other Counties piloting the SCA since the Review has been considered to be a Pilot Project for Kenya where SCA is being piloted for the very first time in East Africa.

It is hoped that the USR report will inspire other urban centers not only in Homa Bay County but across other parts of Kenya in particular and East Africa in general to do a similar study, ensuring that the development of the urban areas in the counties in Kenya and other countries in East Africa are developing in a sustainable direction.

WHY MBITA TOWN

Mbita Town is located on the shores of Lake Victoria in Homa Bay County, one of 47 counties in Kenya. It is a mostly rural area found between latitudes 0° 21’ and 0° 32’ south and longitudes 34° 04’ and 34° 24’ east. It is about 400 km west of Nairobi, the capital city of Kenya and it covers a total area of 163.28 km². Mbita is home to the International Centre for Insect Physiology and Ecology (ICIPE) research compound, Tom Mboya Mausoleum, Rusinga Island, Mfangano Island, Remba Island and several tourist attraction sites.



Map of Homa Bay County location in Kenya and in relation to neighbouring counties



Map of Mbita Town located between the mainland part of Homa Bay County and Rusinga Island

The Mbita population projection for 2017 include population of approximately 67,106 male and 68,969 female making the total projected inhabitants to be 136,075 according to Kenya National Bureau of Statistics (KNBS, 2009). The focus area for this USR Report is Mbita Town, which hosts a population of 62,974 people within the town boundaries and around 11,000 in the very central parts.

The population lives on subsistence farming, small-scale businesses, fishing and keeping domestic animals. Two wet seasons usually occur annually from March to June and October to November, but the periods vary to some extent each year.

The political administrative locations covered in this sustainability review are Rusinga Ward, Kasungu Ward and Mfangano Ward respectively.

The choice of Mbita Town for the implementation of SCA Pilot Project was informed by the following value propositions that placed Mbita Town ahead of other subsidiary towns that were also floated for the project:

- (a) **Fishing:** Fishing is the main economic activity in Homa Bay County, with the county controlling over 80% of the Lake Victoria Beach front in Kenya. Mbita Town is a leading fishing zone with over 80% of its inhabitants being fishermen. The need to improve fishing industry through improved market infrastructure, market linkages, planned urban development and investment in fish value chain development has been a priority for the County Government of Homa Bay since 2013, and SCA is seen as a vehicle through which some of the



Fishing nets



Catch of the day

- outlined development priorities in the fishing sector could be realized.
- (b) **Tourism Opportunities and Water Transport:** The region covering Kisumu, Siaya, Kisii, Migori, Nyamira and partly Kericho, some of the Counties that form Lake Region Economic Bloc and the entire Suba region is well served with the Ndori –Luanda Kotieno sea route which is being served by the Mbita Ferries, which is plying the narrow Nyanza Gulf between Luanda Kotieno on the Rarieda side in Siaya County of the lake to Mbita Town in Homa Bay County. The private firm that owns and manages the Mbita Ferries has recently introduced new and the largest ferries that can carry up to 30 motor vehicles plus close to 200 passengers at a go in one trip. This is a tremendous improvement and would provide the travelling passengers with quick accesses in crossing the narrow channel. The ferry service is expected to improve economic activities in the region as it will facilitate quick travelling to businessmen and traders visiting major wholesale and distribution shops in the region. Besides, the lake transport as an investment opportunity is well captured in the Homa Bay County Investment Booklet (Portfolio) since the Lake provides an exclusive opportunity to link the Region with the rest of East Africa. Further, the construction of new bitumen roads such as Homa Bay – Mbita and the planned construction of Mbita – Sindo – Magunga – Nyandiwa ring road is earmarked to open the area for business and economically significant investments in the fishing, agricultural and tourism sectors. The government has already signed a new contract with the Chinese road construction firm to have the Mbita-Sindo-Magunga road, which is expected to link up with another highway from Ndhiwa to Sori Town in Nyatike district. This gives unlimited access to tourists and visitors an easy drive along the lake with the possible branching off to areas like Kisegi and Nyandiwa Hills is a fast growing beach town. The proximity of Mbita Town to the Ruma National Park, the only home to the Roan Antelope in Africa as well as existence of several pre-historic sites within Mbita and by extension the Suba region makes Mbita an ideal town for implementing SCA.
- (c) **Lack of Integrated Urban Development Plan:** In the first instance, urban development planning is committed to serving the public interest and giving it concrete shape at local authority level. The purpose of urban planning is to ensure equal opportunity for different sub-areas and different social and age groups in the urban society; this includes gender-appropriate planning (gender mainstreaming), sector-specific development planning and environmentally sound and sustainable urban development planning. By means of consensual solutions (or at least acceptable compromises) it can ensure a fair balance of conflicting interests in the face of growing social and spatial inequalities, and thereby help to preserve social harmony. The preliminary visits to Mbita Town during SCA Process Organization stages revealed that Mbita has never had an Integrated Urban Development Plan (IUDP). Citizens who felt adversely affected by lack of a development plan made vehement calls for the project to intervene in helping the Department of Lands, Housing, Urban Development and Physical Planning of Homa Bay County to come up with an IUDP for Mbita Town. The

County Government of Homa Bay concurred and views SCA as an intervention in time to generate IUDP for Mbita Town.

- (d) **Emerging Complex Long-Term Public and Private Infrastructure Developments in Mbita:** Some of the major infrastructure development projects already being undertaken in Mbita include the following: (a) the C19 Road from Homa Bay – Mbita already completed and in perfect working condition; (b) Mbita Open Air Market and Stalls – completed and ready for occupation by the over 1,000 registered traders; (c) The International Center for Insect Physiology and Ecology (ICIPE) Research Station; (d) Key Hospitality Infrastructure such as Rusinga Lodge, Blue Ridge Hotel, Lake Victoria Tourist Resort etc; (e) The Mbita Causeway under construction; (f) several rural access roads opened by the County Government in Rusinga, Kasungu and Mfangano have all opened Mbita Town for population explosion and rapid urban expansion.
- (e) **Existence of Key Financial Institutions:** Cooperative Bank, Kenya Commercial Bank, Post Bank and Equity Bank have all set their presence in Mbita Town. The town is also served by several other Microfinance Institutions, Community Financial Services Associations (CF-SAs), SACCOs, village banks and banking agents. The emergence of banking agents has been fuelled largely by attempts by mainstream banks to shore up their presence in every trading center or urban estates thereby deepening and widening access to their services. The need for industry-sensitive credit facilities especially for agriculture and tourism has been emphasized in many forums in the county. Measures will therefore need to be taken to support strategic sub-sectors and make available affordable customer-focused credit to all potential entrepreneurs in the vision 2030 priority sectors. This makes Mbita a vibrant economic town in Homa Bay after Oyugis and Kendu Bay Town.



BlueRidge Hotel (top) and a fish landing site (under), Rusinga Island



PROJECT ORGANIZATION AND MANAGEMENT STRUCTURE

The table 1 below gives the project organization, list of members and roles in the project.

Table 1: Table showing the project organization and role distribution

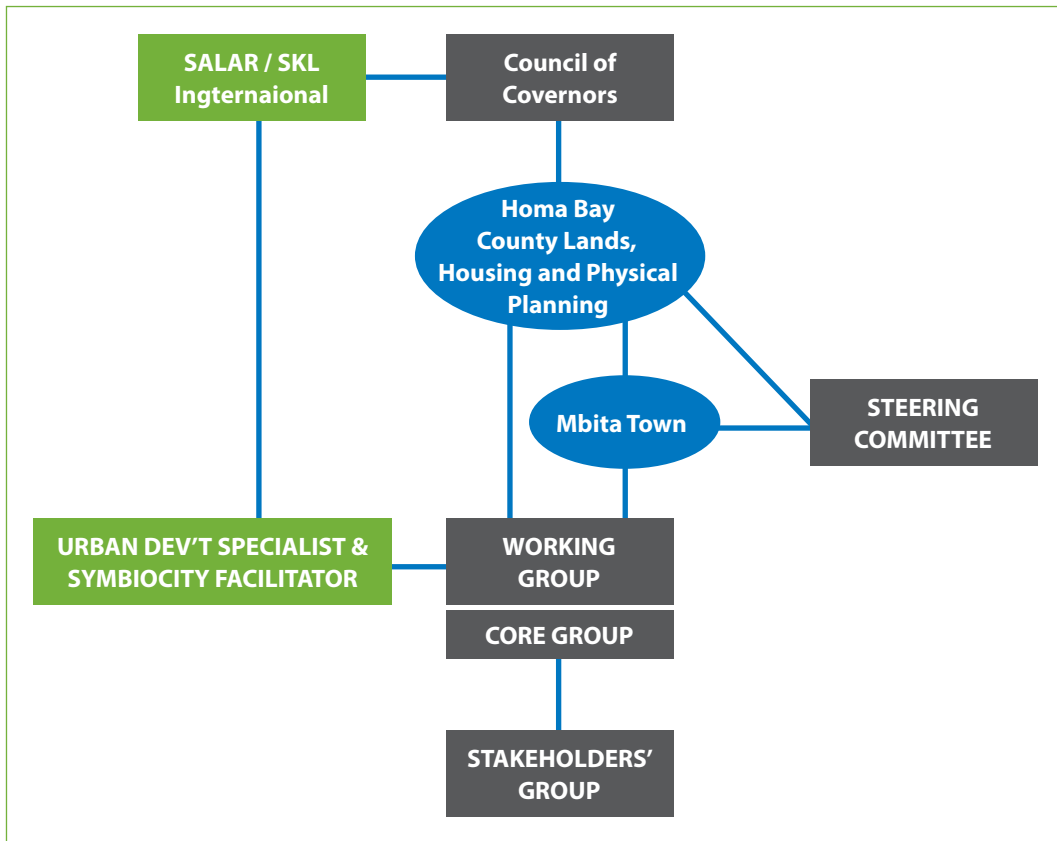
SCA TEAMS AND LIST OF MEMBERS	ROLE IN THE PROJECT
<p>STEERING COMMITTEE</p> <ol style="list-style-type: none"> 1. H.E. Gov. Cyprian Awiti 2. H.E. Hamilton Orata 3. Hon. Dr. David Okeyo 4. Hon. Mrs. Consolata Yambo 5. Mr. Isaiah Ogwe 6. Mr. George Opiata Ogada 7. Mr. Richard Ochieng Bonyo 	<p>The role of a steering committee includes</p> <ul style="list-style-type: none"> • to provide political leadership and ensure formal support for implementation • to provide strategic management of the process • to coordinate overall work • to take important decisions • Public relations and communication.
<p>WORKING GROUP</p> <ol style="list-style-type: none"> 1. Mr. George Opiata Ogada – SCA Chairman & Chief Officer, Ministry of Lands, Housing and Physical Planning 2. Mr. Richard O. Bonyo – SCA PC/Secretary 3. Mr. Joseph Adinda – Sub-County Administrator, Mbita 4. Mr. George Onditi – County Director of Physical Planning 5. Mr. Nyangaya M. Handel – Economist, Ministry of Lands, Housing and Physical Planning 6. Mr. Billy Ochieng Odero – Asst. PC/Planner 7. Mr. Charles Obondo – Planner 8. Ms. Norsea Bayer – Planner 9. Mr. Calvins Okumu – Asst. CEO, NEMA H/Bay 10. Kelvin Okelo – Revenue Accountant, Ministry of Finance & Economic Planning 11. Mr. Wilfred Awuor – Deputy Director ECDE, Ministry of Education & ICT 12. Mr. Emmanuel Athoo – Director of ICT, Ministry of Education & ICT 13. Ms. Beatrice Akugo – Administrator, Ministry of Trade, Investments, Industrialization & Cooperative Development 14. Mr. John Okode – Public Health Officer, Mbita (Ministry of Health) 15. Mr. Jorum Ngoje – Surveyor, Mbita 16. Mr. David Orwa – Works Officer, Mbita 	<p>The mandate of the WG is as follows</p> <ul style="list-style-type: none"> • Diagnosis of the current situation of Mbita Town including identification of challenges and opportunities in all sectors. • Production of Urban Sustainability Review (USR) for Mbita Town • Formulate a vision for the Mbita urban development, design strategies and set specific objectives, targets and indicators • Develop Integrated Urban Development Project Solutions and Strategies (IUDPS) for Mbita Town • Develop an Urban Sustainability Review Report (USR) based on the above mandates to guide sustainable development of Mbita Town • Design and Implement quick-win projects that are in line with the USR and IUDPS • Develop and implement major IUDPS

SCA TEAMS AND LIST OF MEMBERS	ROLE IN THE PROJECT
<p>STAKEHOLDER GROUP</p> <ol style="list-style-type: none"> Mr. Joseph Adinda – Sub-County Administrator, Mbita (Coordinator) Mr. Charles Obondo – Planner, Mbita Mr. Richard Bonyo – SCA PC Mr. Fredrick Oketch Obaria – Boda Boda SACCO Secretary Mr. Kevin Otieno Ojowa – Boda Boda SACCO Chairman Mr. Martin Opere – Teachers Representative Mr. Michael O. Owade – Office of the President, Ministry of Interior & Coordination of Government Services Mr. Philemon Ouma Ongwanga Wilson – Office of the President, Ministry of Interior & Coordination of Government Services Mr. Makori Wilson Juma – Office of the President, Ministry of Interior & Coordination of Government Services Mr. Bishop Odundo Ombori Ongilo – Religious Leader Mr. Abigale Mwajuma – Market Traders Representative Ms. Margaret Auma Owato – Market Traders Representative Mr. Erick Omollo – Bus Park Representative Mr. Samuel Odira Osewe – Rusinga Ward BMU Chairman Mr. John Lomo Dawo – BMU Ms. Beatrice Irene Omondi – BMU Representative 	<p>The role of a steering committee includes</p> <ul style="list-style-type: none"> • Provide input into the USR • Help in visioning, objectives and strategies development • Validate final integrated project solutions for implementation by the Working Group • Knowledge sharing • Identify priorities and strategies • Help in developing integrated urban development solutions



Discussion on integrated project development with other pilot counties

The above team members are part and a parcel of an integrated organizational structure for the successful implementation of SCA in Homa Bay. The project management structure is illustrated in the figure below.



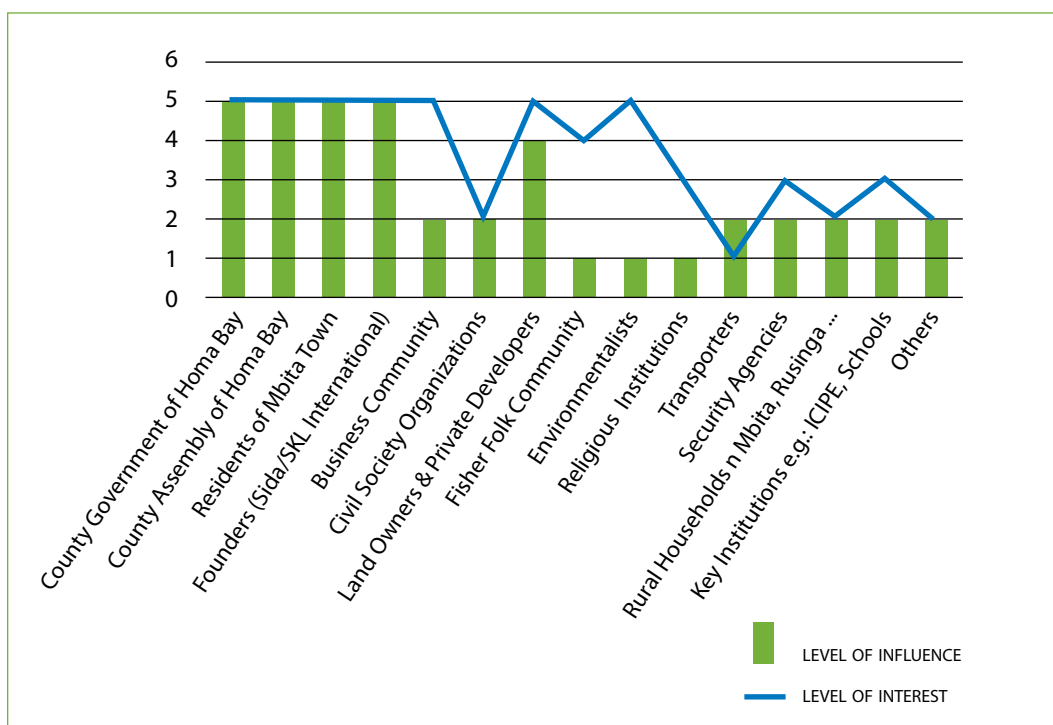
SCA Project Organization



STAKEHOLDER ANALYSIS AND PARTICIPATION

SymbioCity Pilot Project for Mbita Town has several stakeholders. These have been categorized into: Direct, Indirect and Auxiliary Stakeholders. The stakeholders are further grouped in terms of their level of involvement and participation in the project, that those with positive and negative influence as well as that that can have significant influence on the project and those that the project can have direct impact on them.

The stakeholders for the Symbiocity project are categorized according to the socioeconomic activities that they are engaged in within Mbita Town. Consideration is also made of gender within each category so that the representation must mix the opposite sex appropriately. Note that all stakeholders were preferred to be residents of Mbita Town or people with direct socioeconomic relations to the town in order to provide accurate information to the program:



Stakeholders Analysis Chart

During this first phase of the SymbioCity project, these stakeholders have been invited to take part in the project and share experience and ideas through a number of meetings and in different forums, e.g.:

- Meetings with the Governor, the Vice Governor, the Country Secretary, CECs and Chief Officers of Homa Bay County Departments
- Meetings with stakeholder groups on site / Field Visits
- Stakeholder Workshops, e.g. the Multi-Stakeholder Workshop and VIPP Workshop in September 2016.
- USR Validation Meetings

COMMUNITY PARTICIPATION

The residents of Mbita are seen as a primary source of data for the SymbioCity program. The Mbita community is therefore fully engaged in the program through the following methods:

1. Workshops: Regular workshops in Mbita Town to provide forums for the community to provide and discuss information necessary for the planning of the town.
2. Filling of questionnaires during the data collection for further inputs to the urban sustainability review and for the implementation of the QuickWin project and Change Project.
3. Fieldwork and reconnaissance studies
4. Participation in the community-driven activities implementation including but not limited to environment conservation and management, market and open spaces cleaning, community games and sports for enhancing bonding exercise etc.



Field visits and stakeholder meetings with fishermen from Beach Management Units (BMU)



TIME AND WORK PLAN

The SymbioCity Pilot Project Work Plan was developed to cover the period between Kick-Off (September 2016) to the time a project proposal for popular solution, also known as Quick Win Project, was prepared and presented to SCK Secretariat in May 2017. In short, the first phase of the Project has included the following.

2016	September	SCA Project Kick-off Workshop in Eldoret Preparing organization and appointment of members of the Working Group (WG), Stakeholders Group (SHG) and Steering Committee
	Sep–Oct	Fact-finding /Reconnaissance Survey/ – Situation analysis and collation of facts /Study Visits/Meetings Workshops with Stakeholders, including Multi stakeholder forum and VIPP Workshop & SHG Formation Review of VIPP Workshop & Input to USR
	Nov–Dec	Development of USR chapter 1–2, Problem Analysis
2017	January	WG Workshop for development of Mbita Vision, objectives, prioritization, draft solutions and strategies
	February	SHG Workshop for validation of draft USR and main findings, priorities etc. Review and adjustments of USR.
	Mar–Apr	SC Validation of draft USR and main findings, priorities, objectives and consensus on way forward
	Apr–May	Development and Submission of QuickWin Project Proposal
	June	Final USR production
	August	Review and Adjustment of QuickWin Project Proposal
	September	Final USR Edited and Produced

3. CHAPTER THREE

MBITA TOWN TODAY – SITUATION ANALYSIS BY SECTOR

INTRODUCTION

This chapter looks at the various sectors that play a role in facilitating development and growth of Mbita Town. It is divided into key sectors grouped into: Economic Activities and Linkages; Spatial Dimensions; Transport; ICT; Energy; Drainage, Sewerage, Solid Waste and Sanitation; Public Health; Legal, Policy and Institutional Framework.

ECONOMIC ACTIVITIES AND LINKAGES IN MBITA TOWN

The economy of Mbita Town and its environs is majorly driven by the following economic activities:

1. Trade
2. Fishing
3. Transportation
4. Tourism
5. Financial services
6. Quarrying
7. Small scale/light industries

Trade

Trading has emerged as one of the major sources of income to the residents of Mbita Town. However, there is a market at the neighboring Rusinga ward that is available for use by Mbita residents.

Formal Commercial Activities

Practices at various scales, registered and licensed commercial activities can be categorized into the following groups:

- **Retail trade:** Several retail shops are located throughout the Mbita Town. They are mainly concentrated in the CBD, although others are found scattered in residential estates and other land uses such as the bus park, market-based stalls and administrative centers. Such shops deal mainly in general domestic items, hardware and other construction items.
- **Wholesale trade:** These denote the high caliber shops with large capital input with regard to the quantity of supply of the various goods. They supply the retail shops that deal in bulk purchases to further break them down for sale as individual items. These are mainly located in the Central Business District of most towns. This category covers traders who deal in shopkeeper items which are either domestic or consumer goods. They may also include traders who supply fishing gear and spare parts like fishnets, floats, hooks, lines. Mbita Town also hosts a number of dealers in hardware material which includes building metal ware, building stones and timber. These are sold both in wholesale and retail for profit. Note that supplies for consumer goods are obtained from distributors located at Homa Bay town while supplies for high order goods like fishing gear are obtained from Kisumu town. This chain of distribution makes it expensive to obtain high order goods.
- **Commercial banks and other financial institutions:** Financial institutions are generally ranked as service industry. In Mbita Town, there are various banks like Mbita Town has various banks and other microfinancial institutions which provides financial services to traders e.g. Equity bank, Cooperative Bank of Kenya, KCB AND POST BANK. Microfinancial institutions e.g. Kenya Women Trust Fund as well as several M-PESA points. There are

also table banking facilities within Mbita Town. The M-PESA service is a money transfer and banking service provided by the mobile phone service provider Safaricom

Informal commercial activities

The unregistered traders of Homa Bay can broadly be categorized into the following:

- **Hawking:** This category of on-the-move traders serves conveniently in busy centers such as the bus station where the target group is travelers waiting to move to other places/destination. Others move from door-to-door in residential estates or within offices and administrative areas as well as learning institutions. Hawkers sell little goods along the roadsides and also in places with high concentration of activities which include the bus park, main road (Homa Bay Mbita road) and along the beaches and fish landing sites. Hawking exposes the traders to traffic accidents because of congestion along the roads.
- **Unlawful Trade:** Some commercial ventures are not recognized by law. Some of them operate despite the fact that running them is an outright criminal offence under the laws of Kenya. This category includes dealing in illicit brews and simply unlicensed shops dealing in legal items. These thrive on corruption and general impunity on the perpetrators.
- **Open-air markets:** Mbita Town has one main open-air market that is the Mbita Retail Market. Other parchment of open air markets are to be found mainly along the Mbita-Homa Bay High way and along the beaches. They serve general traders who own nothing more



Retailers trading along the highway in Mbita Town

than simple stalls or slabs from where they sell their merchandise, including various food and non-food items like clothing and utensils.

- **Cattle auctions:** These are markets where domestic animals are sold. The only cattle auction market in Mbita Town is Kombe cattle auction in Kasgunga ward.
- **Charcoal selling:** Some traders engage in selling of charcoal which is the major source of energy in Mbita Town.
- **Eateries and hotels:** Mbita Town hosts big hotels (tourist class hotels) which provides conferencing, vacation and tourist facilities. Small hotels serve the light industry sector with quick but cheap eating facilities. Note that big hotels are mostly found on the outskirts of the town where there is adequate land to cater for the services provided by the big hotels. However, some of the hotels are located on delicate ecological areas which interfere with the ecological systems. This might have been caused by weak development control systems of the local authority. It is also important to point that most of the big hotels lack a proper place to dispose of their solid and liquid waste. Eateries (small eating places) serve the light industries and transporters with eating places. The town has not provided waste collection and disposal facilities for the eateries. The authorities have also failed to enforce order in the location of the eateries hence they have also contributed in the disorder of the town.
- **Roadside traders:** Roadside trading is rampant in Mbita because of lack of space for small traders. The designated market space is under construction to modernize it to a modern market and hence is not accessible for use by the traders. It is also significant to note that Mbita Town has one open air market, Mbita market which is located in Kasgunga ward. These traders spread and sell along the roads within the town.

The traders sell during the day and close in the evening. They sell along the road reserves because the place which was reserved for open air market in Mbita is currently under construction in order to upgrade it to a modern market.

The lack of a market for the small scale traders has resulted in the general disorder of the town with subsequent traffic jams, accidents and difficulty in the movement of goods and services within the town.

Roadside sellers comprise of small scale traders who sell shopkeeper items, assorted goods, garments and shoes, used and new electronic items and parts, farm tools etc.

OPPORTUNITIES

- The national government is constructing a modern market for use by small scale traders in Mbita Town.
- There exists another modern market which is non-functional existing across the course way in Rusinga ward which can also be put to use by residents of Mbita Town.
- The construction and completion of the Mbita course way will be a big boost to traders who will be able sell their goods and services across to Rusinga Island easily. This will create more income to traders.
- The County Government of Homa Bay has created a facility for startup capital to small scale traders to enable them to access to capital to start small business.

NB-Mbita Town is linked with the rural hinterland through trading activities. The rural area provides agricultural products to the town like cereals, milk, beef products. Mbita depends on charcoal and firewood produced in the rural areas. Mbita traders also buy fish and other sea food from beaches located in areas surrounding the town.

The rural area also obtains the following commodities from Mbita Town:

- Aesthetic plants are obtained from tree nurseries in Mbita Town.
- Rural traders get supplies of fish from beaches in Mbita Town
- Vegetables are supplied by traders who obtain them from Kisii and Oluch Kimira scheme. Others traders obtain their supply from farms along the lake in Mbita Town (Orundu).
- Shopkeeper items are also purchased by the rural area also get folks from Mbita Town

- Fisher folk from the rural areas also purchase fishing gear from Mbita Town
- IT services are majorly obtained from Mbita Town.

Mbita Town obtains heavy machinery and fishing gear from Kisumu town. Light machinery and engine parts are obtained from Homa Bay town. Mbita sells omena and fish to Homa Bay town. Mbita is linked to small towns like Sindo and Magunga through a road network that is generally good. These smaller towns provide Mbita with agricultural products while in exchange they obtain shopkeeper items, electronics, stationery etc from Mbita Town.

One of the core objective of the Homa Bay CIDP Is to ensure that all the major towns in Homa Bay County are well planned. This is also in line with the objectives of Symbiocity for Mbita which is to enable the sustainable planning of Mbita Town.



Mbita Market by the shore of Victoria Lake



CHALLENGES

- Lack of a well designated place for use by the traders in Mbita
- Lack of a proper waste management system
- Poor security as the traders lack well developed stores to keep their merchandise especially at night.
- The major challenge facing the trading sector in Mbita Town is the high interest rate as charged by the micro financial institutions. The small business enterprises are not able to repay the loans in time hence attracting penalties charged by the financial institutions on them. This has led to the death of many business enterprises.

Fishing

Fishing in Lake Victoria is one of the main high ranking income-generating activities in Homa Bay County. It involves the trapping of fish from the lake in paddled boats, sailboats or motor-boats, using nets and hook and lines. The fishermen set out using the boats into the waters mainly at night to catch the fish. The catch is then sold to middlemen who supply the various traders and industries.

This is the activity that provides a backbone for most other economic activities in Homa Bay County. Its performance is determined by the availability of the equipment and materials used by fishermen to go into the waters and for catching fish. They include boats, nets, baits, lamps, hooks and lines and floaters. Trade in these is a large profits venture since they are in high demand by the fishermen.

Fish is sold for direct eating or for processing. The fish caught is sold locally, in other towns and cities like Kisii and Nairobi, or, after processing in the industries, for export to Europe. The service industry in Homa Bay thrives because of fishing. The various services required by fishermen include boat and fishing gear repairs, hotels and cafes and motor-boat engine repairs.

In Mbita Town particularly, fishing is one of the major incomes generating activity. Many people with poor education have migrated to Mbita Town in order to generate income from fishing. The fishing ground is Lake Victoria and the major commercial fish species in the town is the Nile Perch, Tilapia, and small fish species (Omena).

The fishing industry is not well developed with fishermen using old methods of fishing which affects both the life and number of fish in the lake. The fish landing beaches are poorly developed with poorly designed fish landing sites and facilities

The commercial value of fishing has subsequently gone down because of the dwindling stocks of fish in the lake.

There is also lack of efforts by the authorities to enforce sustainable exploitation of water resources in order to conserve and replenish the stocks of fish in the lake.

OPPORTUNITIES

- Lake Victoria is a natural habitat for the growth of the high value Nile Perch and other natural fish foods. If used sustainably, the lake has a potential of creating more employment opportunities.
- Security system has improved in the lake with the introduction of speedboats by the police.
- The completion of the Mbita course way will open the lake for free flow of fish from one side of the lake to another. This will boost fishing as a source of income.

CHALLENGES

- Pollution in and along the lake beaches and fish collection points
- The fish collection points are not well developed to international standards
- Fishermen employ old methods of fishing and obsolete technology which results in poor catch and depletion of fish in the lake.
- Lack of storage facilities for fishermen.



Drying if omena along the Victoria Lake shore (top), Privately owned Mbita Ice Plant (under)



Transportation

Transportation business is very vibrant in Mbita and a significant source of income to the residents of Mbita. The transportation sector in Mbita Town can be categorized as follows:

- Motorcycle operators is the most important mode of transport in Mbita and is used for transportation of goods passengers and people within short distances within the town. The major challenge with this type of transport is that it causes congestion in the town because they are not provided with special lanes.
- Matatus-Majorly transport people and goods to and from Homa Bay town and other centers to and from Mbita Town.
- Hire vehicles are majorly used to transport bulk goods and passengers.
- Water vessels-Mbita Town boasts of a vibrant water transport system with the ferry and water boats that transport people and goods across the lake. Water transport in Mbita is important because it enables the town to obtain supplies of goods that are not produced locally. These include spare parts for machines and fishing gear, agricultural food stuffs. It is also important because it provides a shortcut to Kisumu town which is the biggest urban center in this region.

It is important to note that the ferry provides cheaper, reliable, and safe means to transport bulky goods to the neighboring Mfangano Island and other areas to and from Mbita Town.

OPPORTUNITIES

- The existence of the ferry services that connect Mbita Town to Lwanda Kotieno and Uyoma is a big boost in income generation because it employs people directly and creates employment indirectly through the boosting of trade.
- Mbita Town has a relatively good road network which boosts small businesses and subsequent job creation.
- The good state of Mbita Homa Bay road encourages tourism by bringing tourists to Mbita Town and this boosts job creation by bringing in money to the hotels.
- The good network of roads to Mbita enables other traders to supply goods which are not produced in the locality like agricultural products.

CHALLENGES

- Employment in the transport industry is majorly hindered by lack of provision of proper lanes for different types of road users. This has caused frequent accidents to motorists and congestion along the roads.



Trucks parked along the Mbita-Rusinga Causeway under construction for lack of appropriate parking and offloading spaces



Tourism

Mbita Town has some tourist attractions that if well-developed has a potential of creating job opportunities for the residents of Mbita Town. The attractions include:

- The town is located along the lakeshore of Lake Victoria with a rugged and breathtaking shoreline which forms attractive site seeing areas.
- The culture and traditions of the residents of Mbita Town
- The wildlife, particularly the fish and plant life on the slopes of the hills that surround the town
- The beautiful hills that surround the town which are a scenery to watch
- The growing hotel industry in Mbita Town has provided a number of good facilities to cater for both local and foreign tourists.

OPPORTUNITIES

- The connectivity of Mbita Town to other towns and trading centers has improved with the tarmacking of Mbita/Homa Bay road. The other roads connecting Mbita to other trading centers have also been maintained and graveled properly hence improving connectivity to Mbita Town. Mbita/Sindo and Mbita/Magunga roads are in passable state conditions after graveling by the Kenya Rural Roads Authority.
- The beautiful scenery offered by the Mbita Town. These include the beaches, the hills, the Lake Victoria and the culture of the people of Mbita Town.
- The close proximity of Mbita Town to the Ruma National Park attracts tourist who may come for accommodation after site seeing.
- The existence of the tomb of Tom Mboya, a freedom fighter and an exemplary political leader of the Luo community, near Mbita Town is a major attraction to tourists thereby raising revenue to the government and people of Mbita Town.



Polluted beach in Kasungu Ward (top), waste dumped next to market in Mbita Town (under)



CHALLENGES

- The tourism sector is just emerging and the facilities like hotels are still inadequate. The beach along Lake Victoria in Mbita Town has not been developed and are in very poor state as can be seen below:
- The occasional infestation of the lake by the water hyacinth is inhibits movement within the lake by the tourists.
- The soil pollution especially along the beaches hence hindering the attraction of the tourists to the beaches:

Financial services

The financial sector in Mbita Town is dominated by mainstream banks and a few micro financial institutions. The mainstream commercial banks that operate in Kenya include the Kenya Commercial Bank, Co-operative Bank of Kenya and Equity Bank. The main micro-financial institutions in Mbita include The Kenya Women Trust Bank and Faulu Kenya. Others are table banking institutions that serve small business groupings.

The financial institutions help in spurring economic growth by helping the traders and entrepreneurs in managing the finances through savings, safekeeping and lending business capital to the residents of Mbita.

It is also important to note that the financial institutions also provide directly job opportunities to the residents of Mbita Town.

OPPORTUNITIES

- The fast growing working population of Mbita Town needs a robust financial service to spur growth of the indigenous population.

CHALLENGES

- The procedure for obtaining financial support (loans) from the banks is long and expensive hence making it difficult for small enterprises to obtain the loans from the financial institutions.

Mining

There are two major mining activities in Mbita Town:

1. Grinding rocks to produce ballast
2. Sand collection

Production of ballast takes place at Konundo ballast on the outskirts on the southern side Mbita Town in Kasgunga Ward. The ballast is sold to developers in in Mbita Town and in the rural areas. Sand has been collected along the Lake Victoria beach until recently when it was stopped by the National Environmental Management Authority.

The mining industry employs a small number of people who deal in the extraction of the building materials.

OPPORTUNITIES

- The beach along the Lake Victoria holds fine sand in large quantities. If the collection of sand is well regulated by the authorities it can form a source of sustainable income to the residents of the town.
- Rocks are abundant in the hills that surround Mbita Town which can form a good source of raw material for the production of ballast for the construction industry in Mbita Town.

CHALLENGES

- The production of ballast is not regulated by the local authority hence has caused soil erosion in the areas where ballast is produced.

Small scale/Light industries

Small scale industries in Mbita Town include the following:

- Bread bakery
- Metalwork
- Woodworking
- Motor vehicle repair
- Tinsmith
- Tailoring/Garment making
- Cottage industry

The light industry provides jobs majorly to the semi-literate members of this society.

OPPORTUNITIES

- The light industry has not been exploited, however it has a potential to employ many more school leavers, particularly in Mbita which has a high and growing population of jobseekers.
- The National government is constructing a modern open market which has a capacity to provide space for the operations of small traders.
- Mbita Town has had a relatively good flow of income given that the fishing industry has been booming. This has created a good business environment that sustains the light industry sector.
- The local authority is in the process of hiring a firm to manage waste in Mbita Town.

CHALLENGES

- Currently, the industry is disorganized because of lack of a designated space to carry out their activities.
- Lack of a planned waste collection and disposal system

SPATIAL DIMENSIONS

Geographical location

Mbita is a small, rural town located along the shores of Lake Victoria, near the southwestern border of Kenya. Often referred to on maps as Mbita Point, the town is located on a peninsula, with water on 3 sides and surrounded by picturesque islands between latitudes 0o 21' and 0o 32' south and longitudes 34o 04' and 34o 24' east. Mbita is a small town with an area of 420 km². It is situated approximately 400 km (9 hours by car) west of Nairobi. Mbita is only about 50 miles south of the equator and about 3,500 feet above sea level. Mbita (now Suba North) has three administrative divisions, 11 administrative locations and 27 administrative sub-locations.

Urban form/planning

Mbita Town has a Local Physical Development Plan (Ref. HMB/380/01/1). The plan is unapproved, old and does not correspond well with the ground witnessing haphazard urban growth. However, Mbita has an intricate hybrid ribbon urban form. Development is mainly located along transport routes such as Mbita-Homa Bay road. In Mbita Town, the land tenure system is such that within CBD there is trust land and leasehold (99 years). Areas of Kasungu and Rusin-ga have a freehold land tenure system. However, Mbita area is experiencing titling challenges and has since been suspended resulting into poor land ownership.

Urban infrastructure development

Mbita Town consists of few skyscrapers and a number of single-floor buildings. Moreover, this can be classified as; High income housing is denoted by single detached or semi-detached two or three bed-roomed bungalows and a few maisonettes, built on brick and mortar with iron sheet or tile roofs. Middle income housing is usually composed of two or three-storied apartment blocks or row housing that house several families. Low income housing is usually in slums/

informal settlement and poorly serviced neighborhoods built on scrap corrugated iron sheets or mud and wattle.

Other typologies consist of semi-permanent houses with mud and wattle walls, iron-sheet or thatched roofs and earthen or cemented floors. These are mostly found in areas under freehold tenure.

The lack of planning has led to a number of challenges including the lack of drainage and sewerage infrastructure, lack of an assigned area (long-term) for a sanitary landfill, lack of planning for sustainable transport systems where all modes of transportation can co-exist and lack of other utilities.

There is inadequate provision of parking facilities in the CBD with only one small bus park. Vehicles are parked along the road pavement and footpaths. This has led to serious traffic congestion in the CBD.



Stakeholder meeting for USR factfinding

Currently, there is only one stadium (Onundo stadium) which is not adequately developed and no social amenities and public open spaces in Mbita Town. Thus there is a need for a modern recreational ground, social hall and cultural center in Mbita Town. Mbita Town has no cemetery as they tend to bury their dead in ancestral homes. However, there's need for cemetery especially for the Muslims and other religious alike.

Mbita Town is yet to benefit from an ongoing modern market being constructed at the heart of Mbita CBD. The market completion and occupation is expected in 2017. This will enable business community which apparently depends on the space at the immigration department's compound where they are temporarily hosted. However, the new market is small and will not be able to accommodate current traders. This therefore calls for an alternative market space to supplement the existing new market.

Informal sector commonly referred to as Jua Kali form the basis of industrial development in Mbita. The Jua Kali sector has a direct linkage with the agricultural, building/ construction and industrial sectors for demand and supply of include boat and fishing gear repairs, hotels and cafes and motor-boat/bike engine repairs.

Formal industries are industries that operate under law and are regulated by the government licensing and fiscal regimes. The industries in Mbita operate within a framework of fish-processing, byproduct of fish processing such as Koguna Fish processing Industry (MIDAS) which suspended its operations. The other formal industry is Mbita ice plant privately managed.

Urban sprawl and informal settlements

The informal settlements are mushrooming along the beaches given the fact that the residents of such settlements work along in the beaches. The informal settlements are characterized by dilapidated iron sheets, poor access to clean/quality water, roads and sanitation services. In Mbita Town, major informal settlements are found in Uyoga beach, Johnas and Nyagina beach. Urban sprawl is an emerging phenomenon as uncontrolled subdivision of agricultural land into unsustainable sizes housing dilapidated mabati (scrap corrugated iron sheets) structures. This is common along the beaches.

Road networks (trunk and feeder roads)

The town road infrastructure is characterized by an underdeveloped road network. Currently, the district total road network is 477 km of which 120 km (25%) are gravel roads, with the rest being earth roads. The poor roads remain a formidable obstacle to the development of the town. Improvement of the town's roads will be required to open up the other potentials.

A major step to road infrastructure in Mbita is the recently completed Mbita–Homa Bay tarmac road (C19), has shortened travel time to Homa Bay town. In addition, it is envisaged that the ongoing construction of an elevated flyover bridge to replace the dilapidated causeway that has been in place for 31 years with a disastrous impact on the lake's ecosystem and the commercial viability of Winam Gulf that stretches 90 kilometers to Kisumu.

TRANSPORTATION

All sectors link one to another through transport networks. For the economy of any region to be improved and properly managed, the movement of people and goods must be conducted efficiently to save both time and money. Transportation analysis provides the basis for the improvement of the transport sector that has responsibility for accessibility and mobility in Mbita Town and its link with the rest of Homa Bay County and Kenya at large.

To analyze transportation demand, it is vital to identify the areas where passengers and goods originate from and their destinations. Transportation demand takes place in whatever land uses wherever human action takes place. The CBD of Mbita Town attracts passengers from all over Nyanza and South Rift since Mbita Town is the main water route to Kisumu, Siaya, Migori and Uganda. The Ferry Terminus served by Mbita Ferry Services provides an exclusive water transport facility for goods, equipment and people across the region, making Mbita Town

a gateway to the hinterlands in the Central Nyanza (Kisumu and Siaya) and Southern Nyanza (Homa Bay, Rongo, Migori, Uriri, Nyatike, Kisii, Nyamira, Transmara, Kericho and Bomet Districts respectively).

Road Transport

Homa Bay County has one class A1 (Kisii-Kisumu) road which covers about 30 km; one class C20 (Homa Bay – Rongo) road covering about 30 km; two class C19 (Homa Bay – Mbita and Homa Bay – Kendu Bay) roads covering about 71 km and one class C18 (Rodi Kopany – Sori) road covering about 32 km. All these class A and C roads are bitumen surfaced. In all about 168 km of the road surface in the county is under bitumen, including a D221 road of about 5 km linking Kadongo to the county boundary with Nyamira. The rest of the classified road network of about 1800 km of is not bituminized with 25 per cent under gravel and earth 75 per cent under earth. The County has witnessed a lot of roads opened in the last 10 years most of which are presently being maintained by the Kenya Rural Roads Authority. More roads, however, will need to be opened and/or improved to enhance access to markets by local producers and to lower the transport costs of doing business in all parts of the county. There is a need for massive improvement to promote ease of access of the beaches and fish landing sites. This will improve fish trade in the fish-rich Mbita Town.

Major roads such as highways are the responsibility of the National Government, while local and feeder roads are handled by County government. The causeway from Mbita to Rusinga Island is managed and financed by the National Government, the construction is carried out by a Chinese contractor in a PPP arrangement that started before devolution.

Available Transport Equipment

- **Engine boats:** We have ten (10) engine boats in Mfangano routes and five (5) through Luanda – Misori – Uyoma routes
- **Ferry:** We have one ferry and waterbus in Mfangano route and one ferry through Luanda Uyoma Routes.
- **Speed boat:** We have two speed boats through Luanda Uyoma routes.
- **Rescue System:** Rescue system in case of accidents still remote in water, modern rescue equipment are not adequate though boat owners have been advised to provide life jackets for all passengers on board.

Classified Roads in Mbita

- Homabay–Mbita C19
- Sindo–Mbita D210
- Rusinga ring road. E120
- Sindo–Kombe R23
- Kisui–Kirambo URP20
- Wayagi–Kaswanga URP25
- Ukowe–Luore E1024

No. of Equipment Serving Various Routes in Mbita

C19 Mbita–Homabay Route

- Over 50 Probox (Toyota) – these are 5 –seater taxis
- Six (6) 14-seaters Public Service Vehicles (PSV Matatus)
- Three (3) mini buses
- Four (4) buses on Nairobi–Mbita routes
- Over 700 Boda Bodas (motorcycles) mostly serving locals of Mbita.

Route D210 Mbita–Sindo

- Old matatus mostly on market days.
- Over 100 boda boda (motorcycle)
- Probox during market days

Rusinga Ring Road E120

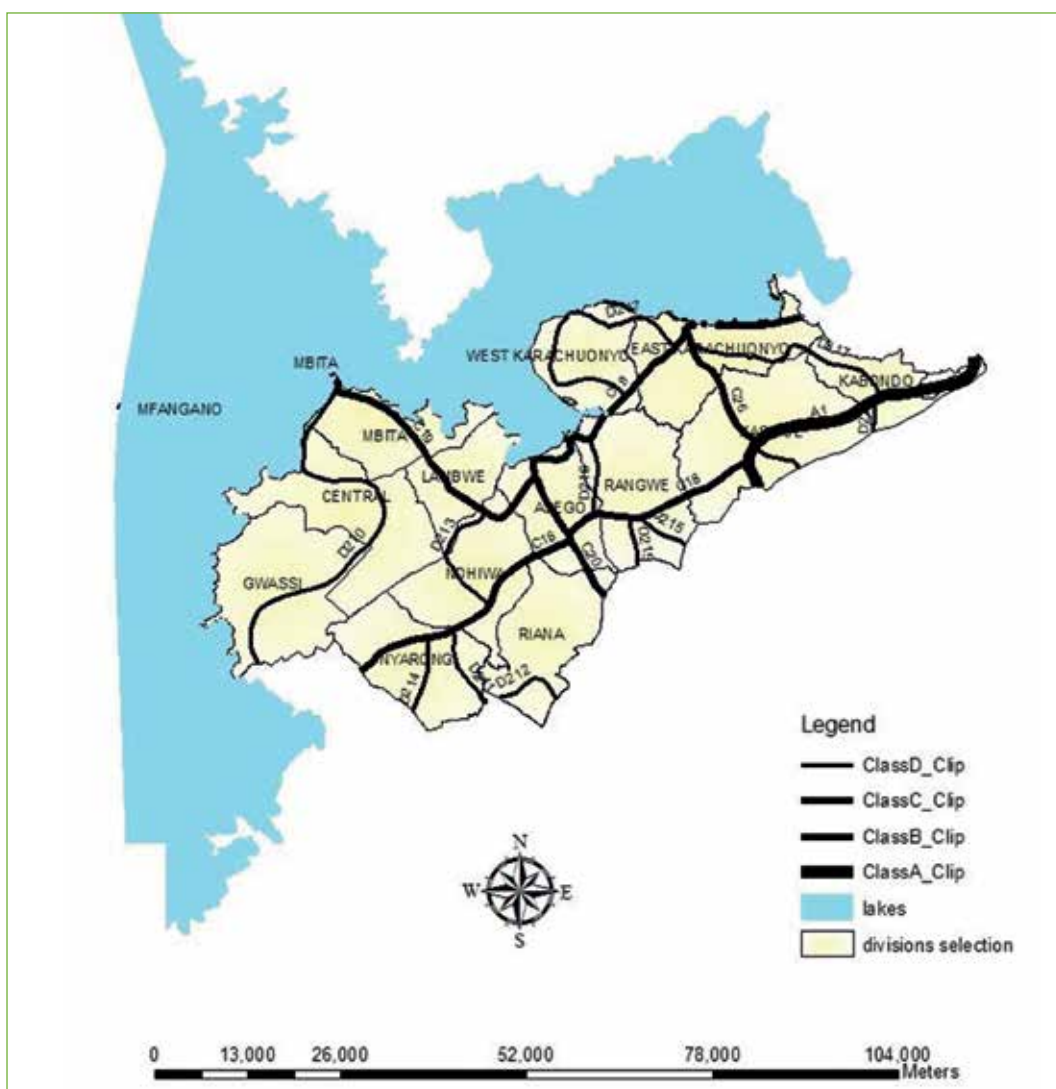
- Over 700 boda boda
- About 3 taxis

Note:

Public vehicles are also served through this route as they carry business women and men selling fish to other destination for market.

Sindo–Kombe R23, Kisui–Kirambo URP20, Wayagi–Kaswanga URP25, Ukowe–Luore E1024

- Both are served by mostly boda boda whose number and frequency is not yet ascertained



Classes A, B, C and D Roads in Homa Bay County showing how Mbita Town. Links with other Destinations in HBC.

Motorized Versus Non-Motorized Transport

Despite the presence of heavy pedestrian and motorcycle traffic in Mbita Town, there is inadequate provision of transport infrastructure. Pedestrian sections hardly exist and where available they are narrow, poorly designed and maintained. Along main roads, surface drains and sewer manholes are left open thus posing serious risks to pedestrians and cyclists wherever they exist. In most cases, surface drains and sewer manholes do not exist, leading to storm floods and incidental damages whenever there occurs storms. Security for fishermen, pedestrians and cyclists is poor as street lighting is inadequate and/or not provided at all in many routes and within certain beaches and fish landing sites. A footpath and/or a cycle lane of at least 1.5m wide should be provided along the main Mbita – Homa Bay Road. The open veranda space fronting business premises should also be left clear for free movement of pedestrian traffic. At the moment, this space has been encroached upon by informal sector activities.



Overloaded motorcycle ferrying passengers past Mbita–Rusinga Bridge (under construction)



Bus terminal facilities

The main terminal facility is a hard surface, paved bus station that is too narrow and insufficient to accommodate the number of matatus (passenger vehicles) that ply the Mbita – Homa Bay, Mbita – Rusinga, Mbita – Sindo, Mbita – Kisii and Mbita Town Services routes.

There are bus stops along the Homa Bay-Mbita route at the shopping centers, equipped with shades, but there are no sanitation facilities for the passengers or in fact, no public toilet at all.

Other small bus or matatu stands and lay-bys also exist in Mbita Town for the picking or dropping of passengers and goods. Motorcycles and bicycles have no designated parking spaces currently. This has made movement within Mbita Town a nightmare as users of these two-wheeled means of transport pick and drop passengers at will. Proper urban planning is needed to create appropriate spaces for business and commerce to thrive in Mbita Town.

Accident prevalence is common in general but particularly with boda bodas due to lack of proper training of the operators.

Parking facilities

There is inadequate provision of parking facilities in the Mbita CBD. Vehicles are parked along the road pavement and footpaths. This has led to serious traffic congestion in the CBD. The situation is particularly bad along the Mbita Causeway, currently under construction to be a causeway bridge where public transport vehicles (buses, lorries, trucks and matatus) park to drop off and pick up passengers as well as to load or offload goods and merchandize.

Parking problem is also aggravated by major building and roads/bridges developments being allowed without adequate space provision for parking and free movement of pedestrians. Parking space of one car should always be provided for every 80 -100m² of commercial/office floor space. An unauthorized bus park and bus stops are located near the recently opened Mbita Retail Market.

Air Transport

The airstrip that serves Homa Bay County and its surrounding environs including Migori, Kisii, Nyamira, Isibania and Lower Parts of Nyakach (Kolweny and Sango) is located just 18 km Southwest of Mbita at Kabunde along Homa Bay – Rongo Road and just 8 km Southeast of Homa Bay town. The major function of the facility is to facilitate air transport for tourists travelling from Nairobi, Maasai Mara, and other tourist attraction centers to Ruma National Park and Game Reserve (the only home to the Roan Antelope in Africa), Lake Simbi Nyaima (the only Lake that takes the shape of Africa), Rusinga Island and Mfangano Island. It is mainly used by light aircrafts though plans are underway to expand its runway to at least 1.7 km to allow medium size aircrafts to use the airstrip.

Mbita is served with two air strips - one in Mfangano island and the other in Rusinga Island.

Water Transport /Transport in Maritime Space

There is a concrete pier at the harbor in Homa Bay Town which used to be run by the Kenya Railways but has since been shut down due to the water hyacinth menace that made navigation impossible. The shipping route to Homa Bay has since been recalled because of the receding waterline and the water hyacinth. However, the small boats and canoes that ply various lake routes still link Homa Bay and other lakeshore destinations. These routes include:

- Homa Bay to Kisumu/Siaya through Mbita Ferry Services
- Homa Bay to Kendu Bay,
- Homa Bay to Mfangano Island through Mbita Ferry Services
- Homa Bay to Kampala, Uganda, among other high potential routes



Boat taxi (top) and busy road and motorcycle taxi (under)

Transportation challenges

- High number and increased rate in motor-cycle taxis
- Inadequate roads to satisfy all road transport demand
- Lack of consideration of other road users like non-motorized transport in the road designs
- Narrow roads with no pavements for other road users
- Poor state of roads

INFORMATION AND COMMUNICATION (ICT)

Common means of passing information and communication include the following:

- Chief Barraza
- Poster and notices
- Churches
- Schools
- One to one
- Letter writing
- Telephone
- Radio / TV
- Newspapers, magazines, newsletters
- Internet – social media, websites, apps, - Provided to locals through cellphone which is found in every household or in cybercafés

ENERGY

The main source of energy in Homa Bay County, and so in Mbita Town remains firewood (cooking) and kerosene (lighting). 57.6 per cent and 94.6 per cent of households in Homa Bay County depend on firewood for cooking and paraffin for lighting respectively.

Whereas liquefied petroleum gas (cooking) is now available in many urban centers all over the county, gas remains unaffordable for the vast majority of county residents accounting for less than 1% of fuel usage in cooking and lighting. This is attributed to the low income levels of locals and the high cost of securing liquefied gas. All urban centers and most trading centers in the county have now been covered under the rural electrification program and yet the vast majority cannot afford the cost of stepping down and connecting to the main electricity grid. For many, the homes are either too far from the grid or are inadequate for the service. This has led only to a paltry 3.3% of the homes in Homa Bay County having connection and access to electricity.

Common sources of energy in Mbita include the following:

- Solar
- Diesel generator
- Kerosene?
- Firewood
- Charcoal
- Hydropower – SONDU/MIRIU

Electricity is currently connected to almost all schools, health facilities, major hotels and locals are therefore able to tap it from such lines. It is well evenly distributed.

Fishing omena (hierogloids) requires lamps. This has seen increased reliance on Solar LEDs within the fishing community. There is a transfer to solar panels, 60% of fishermen are now using solar. In Rusinga, almost all electricity source is from solar panel, installed by the NGO Sola Man and ongoing since 2014.

Street lights all solar powered, installed CDF, Constituency Development fund, national and County government. This CDF also installs solar-powered water pumps for domestic potable water from wells.

The high dependency on firewood and charcoal in combination with increasing population and urban sprawl leads to cutting of trees and deforestation. Deforestation is also due to draught and fire. Kenya Forest Agency is responsible for monitoring of deforestation and related matters connected to lots, farmlands and homesteads. The agency has a sub county forest office and forest guards, but is considered to be understaffed. Volunteers from community forestry associations co-manage the forests. There have been foreign-aided NGOs and initiatives to stop deforestation and develop alternative, renewable fuel (biodiesel), but the issue with uncontrolled and unsustainable cutting down of trees and subsequent risk of erosion continues.

DRAINAGE, SEWERAGE, SOLID WASTE AND SANITATION

Topography and storm water runoff infrastructure

Mbita area has hilly and sloping surfaces forming the major terrain. The town area is slightly sloping but to different direction. This means that storm water flows from the hilly sides to the town area

Mbita Town currently has no proper drainage system; the storm water drainage network is poor and inadequate. The town does have two types of drainage, primary which is natural and secondary (man-made) networks. The secondary drainage system in many parts of the town is totally inadequate and/or totally lacking in the CBD. The storm water drains are often broken down and many are blocked by solid waste. This poses serious risks to motorists and pedestrians and encourages breeding of mosquitoes and other vermin.

However, the Mbita –Homabay Road construction has contributed a lot in putting up of some open drains besides roads and culverts for storm water passage. This has helped prevent flooding substantially.

Institutional setup for drainage and sewerage

The topography of Mbita makes it difficult to have one point of direction for sewage since it is not sloping towards one direction. Currently the existing sewerage system and treatment ponds/lagoons are privately owned by ICIPE. ICIPE is responsible for its maintenance and treatment.



Eroded dirt road (top) and pit latrines at a school (under)



Systems for sewage collection and treatment

The sewerage collection and treatment for the existing system is managed by ICIPE. Middle class individuals who have their rooms fitted with fitments and fittings and drainage system direct them to their own septic tanks often found within their compounds. Majority of these people direct their liquid wastes into a cesspool which they often call septic tanks. There is no treatment done to the septic/cesspool though there should be 'seeding' done to help in faster breakdown of the fecal matter.

The owners of the septic tank dislodge locally or in rare occasions hire an exhauster vehicle from Homa Bay.

When locally done they collect authority letters from Public Health and NEMA offices. The sludge is poured into already dug pits within the owner's premises.

Mbita Town catchment area (Kasgunga) has a population of 24,983, a total of 5,612 households and only 4,025 households with functional pit latrines, just above 70% coverage.

Solid Waste Management

Mbita Town has no proper solid waste collection, sorting or disposal system in place. Waste is currently dumped at the Onyundo Stadium against the NEMA standards and requirements for Solid Waste Management. With the recent ban on the use of polythene bags, solid waste management in the town will be a nightmare unless litter bins are installed in strategic locations to help with waste collection, sorting and dumping.

Pollution of water sources

There are many sources of pollution to Lake Victoria and surrounding rivers and water, e.g. leakage from malfunctioning pit latrines or open defecation, washing clothes and bodies, washing dishes etc. Grazing cows and other animals defecate directly in the water source, and there is leakage of both chemicals and organic matter from surrounding agricultural areas. Storm water brings chemicals, oils, heavy metals etc. from roads, car wash, workshops and small industries/jua kali sector.

There is less impact on the rivers by pollution since most rivers around are seasonal and dry almost throughout the year.

Legislation on Public Health

Public Health Officers are by law allowed to prosecute water pollutants, latrine offenders and others who cause nuisances that cause danger to human health. This should be done in accordance with Public Health Act Cap 242 Laws of Kenya. Public Health department in Mbita has done a lot of arrests and prosecutions to latrine offenders and water pollutants but the public seems not to be learning from that and pollutions by bathing and washing in the lake still remains.

PUBLIC HEALTH AND HEALTH CARE SYSTEMS

Sanitation related diseases and timings

Typhoid is endemic in this area. Other waterborne infections include Diarrhea, Dysentery, Schistosomiasis and amoeba. The above diseases put the general public health in danger since they are communicable and cause death.

Sanitation related diseases still remain a challenge to us since they keep recurring and at times come as outbreaks.

They mainly result from drinking of unsafe water and food contamination/poisoning. The common sanitary infections are Diarrhea, Typhoid, Schistosomiasis and cholera. This is partly due to poverty since many cannot afford buying water treating chemicals like water guard, aqua tab or purr for daily water treatment for domestic use. Many people only treat water for drinking and use raw water for cooking and hand washing.

Cholera outbreaks usually originate from our neighboring Districts like Ndhiwa and even Bondo. It becomes very difficult to eliminate it once it settles in our highly populated beaches like Uyoga and Nyagina.

Diarrhea occurs mostly in January because of the rains. Mango is coming in during February from Mfangano Island, cleaned with raw water which also contributes to diarrhea in Mbita. Another problem is that as much as 21% of the population practice open defecation, thus fecal matters are washed into the lake during the rains.

According to the Homa Bay County Health Strategic Plan (2013 – 2017), high prevalence of diseases such as HIV and AIDS (26.7%), malaria (30%), diarrhea, pneumonia, URTI infections have been reported across the County with Mbita taking the toll for its proximity to Victoria Lake and several stagnant waters due to poor drainage. Huge resources are directed in treating and/or preventing these diseases at the expense of development.

Apart from those expenses, all urban systems and businesses are negatively affected when people fall sick or die. Mortality rate due to poor hygiene is not high since the Sub-county surveillance system is always very vigilant in ensuring early detection for proper treatment and contact tracing to avoid spreading.

Hygienic food and vegetable vending

Just like cleanliness, hygiene observation is individual's responsibility. However, despite the effort public health department puts in ensuring proper hygiene, the hygienic status of our food and vegetable vendors is still below the requirement. Our vegetable vendors sell in the open air markets which expose their products to dust and contaminations. In our Mbita Town market, vegetables are preserved by sprinkling raw water directly taken from the lake on them. Some food vendors do not wear protective clothing and often fail to cover well their foodstuff.



Woman washing clothes next to Mbita market (top) and pushcart for water collection (under)



Public awareness on health and cleanliness

Cleanliness is individual's responsibility and as a department we are committed to ensuring the public makes it a habit of being clean and tidy in their places of work. This is done during routine inspections in various business premises such as eating houses, hotels, food stores etc. Public awareness is a continuous activity done by the Public Health officers. This is done during our routine inspections, in funerals, during our community dialogue days, in chief's Barrazas.

Data on health care and diseases

In a survey conducted by the Seven Seas Technologies Limited and the General Electric (USA) in Homa Bay County in 2016, a total of 21 health facilities were covered in the study named, "Homa Bay County Health Transformation". In Mbita Town (now Suba North Sub-County), a total of three health care facilities were surveyed, that is Mbita Sub-County Hospital (Level 4), Sena Sub-County Hospital (Level 4) and Ogongo Sub-County Hospital Level 3).

The study established that Mbita had a total population of 130,720 and that on a daily basis, a total of 50 outpatients were attended to in each of the health facility surveyed. On the other hand, Sena Hospital admitted on average 5 patients daily while Mbita Hospital admitted on average a total of 50 patients per day. The study further revealed that malaria was the most prevalent across the county with a total number of 335,558 patients suffering from the disease across the 21 surveyed health facilities. It was followed by other respiratory diseases affecting a total of 114,151, diarrhea affecting 32,767 persons, UTIs affecting 18,692, HIV/AIDs affecting a total of 14,213, Pneumonia affecting a total of 12,545 and STDs affecting a total of 7,681. On the other hand, Tuberculosis and Anemia affected 3,056 and 2,392 persons respectively. Total bed occupancy had a total of 29.67% of patients suffering from Malaria and 10.09% patients suffering from other respiratory diseases.

Health facilities in general and health system in Mbita Town

Mbita Sub-County has 30 health facilities. Kasungu Ward has 6 health facilities namely Mbita Sub-County hospital (Level 4), St. Jude's clinic, St. Mary's health center, Med 25 Clinic, Ang'iya dispensary and Viagenco.

Health system, also sometimes referred to as Health Care system, is the organization of people, institutions and resources that deliver health care services to meet the health needs of the people, when and where they need them. In Mbita, the health system is well coordinated and starts from the community to the dispensary, then to the health center and finally to the referral hospital. At Community level, there are Health Workers (CHWs) who link the community to the health facilities through referrals. The CHWs visit houses every month and collect health related information then submit to their immediate supervisor, who is the Community Health Extension Worker (CHEW). The CHEW compiles the reports from the CHWs and takes report to the District Hospital to be put in the District Health Information System (DHIS)

LEGAL, POLICY AND INSTITUTIONAL FRAMEWORK

Introduction

The Constitution of Kenya 2010 apportions responsibility of planning to both National and County governments. The County Government Act, 2012 obligates County governments to prepare and implement County Integrated Development Plans (CIDP). The CIDPs are, according to the act, five year plans that will form the basis of annual budgetary allocation by the County governments.

In the past, development planning has largely been ineffective due to: over-centralization of planning and decision making, disconnect between spatial and economic planning, inadequate and disconnected budgetary support, uncoordinated sectoral planning and implementation, inadequate, unstructured and disjointed monitoring of planning and implementation.

To give a plan legitimacy, physical and spatial planning has a legally laid down institutional and legal statutes to regulate it. These institutions are the Office of the County Director of Physical Planning, County Director of Lands, County Director of Survey and Mapping, County

Director of Environment, County Director of Trade and the Liaison Committee in-charge of Planning. The offices and the committee is guided in their work with various Acts of Parliament and County By-Laws.

Legal framework

County Spatial Planning (CSP) is also guided by legal frameworks including;

1. The Physical Planning Act Framing Planning Law - Physical planning Act 2010 (cap 286) revised edition 2012 spells out details of preparation of various plans. It provides guidelines for preparation of regional physical development plans and local physical development plans. It also gives guidance on realization of urban development control. It outlines in the schedules, matters to be dealt with in regional and local physical development plans. It also provides guidance on renewal and redevelopment permission and approval of development permission.
2. The County Governments Act 2012 Section 110(1) (a) stipulates that the County Spatial Plans shall give effect to the principles and objects of county planning and development contained in Section 102 and 103 of the same Act. Section 110 (2)(c)(iv) of the Act requires that the County Spatial Plans should set out basic guidelines for a land use management system in the County taking into account any guidelines, regulations or laws as provided for under Article 67(2) (h) of the Constitution.
3. Other laws touching on planning
4. County Legislation



Meetings with various Homa Bay County Departments (top) and stakeholder discussions have been vital to connect the USR to regulatory and planning frameworks (under)

County Spatial Planning is guided by constitutional provisions, policy frameworks, and legislation. The Constitution of Kenya 2010 structure defines planning as follows;

- **The goal of planning** - The county spatial plan is an instrument for realizing constitutional promises and expectations. These include:
 - a. Environment, economic and social rights envisaged under Article 42 and 43 of the Constitution;
 - b. Article 60 (1) stating that land in Kenya shall be held, used and managed in manner that is equitable, efficient, productive and sustainable;
 - c. Article 66 (1) on regulation of land use and property in the interest of defense, public safety, order, morality, public health or land use planning; and
 - d. Article 67 (2) (h), which provides for monitoring and oversight over land use planning
- **Planning Mandates** - The Constitution defines planning as a concurrent function. Article 186(1) and article 67(2) (h) of the Constitution and the fourth schedule assign planning functions to both the National and County governments. The National Land Commission is responsible for monitoring and oversight of land use planning throughout the country, general principles of land planning and the coordination of planning by the counties. The County governments are responsible for county planning and development.
 - a. National Government:
 - i. General principles of land planning and the co-ordination of planning by the counties;
 - ii. Protection of the environment and natural resources with a view to establishing a durable and sustainable system of development;
 - iii. Disaster management; and
 - iv. Capacity building and technical assistance to the counties.
 - b. The functions of counties, outlined in the fourth Schedule include, inter alia:
 - i. County planning and development, including— statistics; land survey and mapping; boundaries and fencing; and housing; amongst others;
 - ii. Implementation of specific national government policies on natural resources and environmental conservation; and
 - iii. Disaster management.

Policy framework

County Spatial Planning is guided by a number of policy frameworks including the following.

- (a) **Vision 2030**, which is Kenya's long-term national planning strategy. Vision 2030 considers poor planning as a key inhibition for realization of socio-economic potential of the country. Most of the visions flagship projects require prudent spatial planning. The vision is implemented in successive five year Medium Term Plans. The vision is organized around Social, Economic and Political Pillars. It highlights flagship projects to be achieved in the medium term period.
 1. The Economic Pillar identifies six key sectors of focus, which are key to CSP:
 - i. Tourism, Value addition in Agriculture;
 - ii. Wholesale and Retail Trade;
 - iii. Manufacturing for Regional Market;
 - iv. Business Process Offshoring and Financial Services.
 2. The Social Pillar focuses on the following;
 - i. Education and Training; Health; Water and Sanitation;
 - ii. Environment;
 - iii. Housing and Urbanization; Gender,
 - iv. Youth and Vulnerable Groups;
 - v. Equity and Poverty Elimination; Science Technology and Innovation.

- (b) **Medium Term Plan** – The Medium Term Plans are implementation frameworks for the long-term socio-economic and political vision of the country.

The MTP should be harmonized with the County Integrated Development Plans (CIDP) and County Spatial Plans.

MTP highlights many spatial areas targeted for transformation, including land, infrastructure, tourism, agriculture, livestock and fisheries, trade, manufacturing, Business Process Outsourcing and IT enabled services.

Other areas that require specialization include: education and training, health, environment, water and sanitation, urbanization and housing, gender, vulnerable groups and youth, sports.



Spreading of water hyacinths in Homa Bay town

4. CHAPTER FOUR

PROBLEM DIAGNOSIS FOR URBAN SUSTAINABILITY REVIEW

SUSTAINABILITY CHALLENGES IDENTIFIED BY STAKEHOLDERS

Below is a table showing sustainability challenges in urban development in Mbita Town today, as identified by the stakeholders in a series of different meetings and workshops.

The challenges are categorized into five dimensions:

1. Institutional
2. Spatial
3. Economic
4. Environmental
5. Socio-cultural

The top 11 priority challenges are summarized in the next section.



One of the major fish landing sites in Rusinga Island

Table 2. Problem Diagnosis - Urban Development Sustainability Challenges Identified per Sector

STAKEHOLDER	INSTITUTIONAL DIMENSIONS	SPATIAL DIMENSIONS (Code: SD)	ECONOMIC DIMENSIONS (Code: EcS)	ENVIRONMENTAL DIMENSIONS (Code: EnS)	SOCIAL-CULTURAL DIMENSIONS (Code: SoCS)
<p>1. Multi-Stakeholder Forum 13th September 2016 at Blue Ridge Hotel, Rusinga</p>	<p>Lack of Disaster Management Unit and Strategy**</p> <p>Lack of Institutional Capacity Building Opportunities leading to poor governance and management of public affairs.</p> <p>Lack of Training and Capacity Building for Transport Service Provides including Water Transport, Boda Boda Riders, and Hand cart Users etc leading to high accident rates in the town.</p>	<p>Poor Urban Planning****</p> <p>Inadequate Parking Space for PSV Service vehicles and trucks**</p> <p>Inadequate Housing for present and future demands**</p> <p>Inappropriately planned and developed access roads, especially within the town and along the beaches****</p>	<p>Inadequate Electricity Connection and Supply, especially along the beaches****</p> <p>Inadequate fish harvest handling facilities and equipment leading to huge post-harvest losses****</p> <p>Expensive and Unsustainable Sources of Energy e.g. firewood, charcoal and paraffin***</p> <p>Poor health facilities, lack of essential medical supplies and poor medical infrastructure****</p> <p>Poor accessibility to the beaches due to bad state of feeder and access road</p> <p>Poor access to financial services incl. credit facilities.</p> <p>Lack of appropriate and sustainable sources of energy</p> <p>Food insecurity from poor agricultural practices and effects of climate change e.g. persistent drought.</p> <p>Lack of adequate market space and infrastructure, space only for 400 compared to over 1000 registered open air market traders. Diminishing Fish Stock in the Lake</p>	<p>Poor Solid and Liquid Waste Management including lack of waste recycling methods****</p> <p>Lack of potable water for domestic use****</p> <p>Lack of Sewerage and Waste Water Treatment System**</p> <p>Pollution and Siltation of the Lake due to poor agricultural practices along the shoreline**</p> <p>Lack of appropriate drainage system</p>	<p>Lack of Sporting and Recreational Facilities, especially for the children and the youth e.g. Community Resource Center, Social Hall, Children's Play Ground etc***</p> <p>Poor Training and Safety Measures for Boda Boda Operators and Fishermen leading to frequent loss of lives and livelihoods***</p> <p>Insecurity issues due to high poverty rate in the town and its environs and poor lighting of the town and the beaches at night**</p> <p>Moral decay and immorality Lack of access to variety of housing options leading to the proliferation of slums in the town. Unemployment among the youth.</p>

STAKEHOLDER	INSTITUTIONAL DIMENSIONS	SPATIAL DIMENSIONS (Code: SD)	ECONOMIC DIMENSIONS (Code: EcS)	ENVIRONMENTAL DIMENSIONS (Code: EnS)	SOCIAL-CULTURAL DIMENSIONS (Code: SoCS)
2. Market Traders & Hawkers – Total of 1,000 registered traders with 700 women and 300 men		Inadequate market space for the traders	Limited market space to spur trade development in Mbita Town Lack of capital to establish and run successful small and micro enterprises and businesses	Limited market space to spur trade development in Mbita Town Lack of capital to establish and run successful small and micro enterprises and businesses	Lack of perimeter fence around the market Insecurity incidences
3. Transporters – Taxi, Boda Boda, Matatu, Mini Buses, Buses, Trucks, Ferry and Boat Operators		Lack of Town Development Physical Plan causing difficulty in movement of people and goods		Lack of Waste Collection Point Lack of dump site Lack of toilets for managing human waste	
4. Beach Management Units (total of 41 BMUs sampled)					Lack of Life Saving Jackets for Fishermen and Passengers using boats and engines (all)
Uta Beach (250 members)			Lack of fish storage facilities leading to post-harvest losses		
Kaugege Beach		Lack of Fish Banda Poor accessibility due to bad state of access roads leading to/from the beach	Lack of Fish Banda	Poor solid waste management	
Kolunga Beach (main product is omena)			Lack of storage facility for their produce leading to post-harvest losses	Lack of potable water Threat to the Lake Ecosystem through use of chemicals in fishing.	
Olambwe Beach		Lack of Fish Banda	Inaccessible roads hugely affected by splash erosion	Lack of Solid Waste Management	Lack of Street Lighting leading to insecurity within and around the beach

Kisui Beach		Lack of appropriate fish landing sites at the beach	Lack of preservation facility and storage facility for omena harvested from the beach.		Lack of Nursery/ Early Childhood Education and Development Schools for the kids
Kaswanga Beach				Poor fishing methods threatening the fish population in the lake.	
Lwanda Rombo Beach				Poor Environmental Conservation and Protection Methods	
Sienga Beach			Lack of alternative livelihoods and economic sources leading to high poverty incidence in the beach.		
Mbita Beach		Poor physical planning affecting the beach movement of people and goods	Lack of cold storage facilities leading to poor post-harvest management of the fish catch. 30% loss is often reported.	Poor drainage hence poor hygiene and other health hazards including spread of malaria.	
Koguna Beach					Long distance to the nearest health facility.
Luanda Nyamasare Beach				Lack of Sanitary facilities e.g. public toilets, bathrooms and waste management system. Open and lake defecation is common. Water Hyacinth infesting the beach making fishing activities a nightmare.	Poor lighting of the beach hence limited trade hours and high insecurity.
Litare Beach (approx.. 7,000 residents)				No latrine or any public utility sanitary facility. Bathing is done in the lake openly.	
Ngodhe Beach			Poor prices of fish due to poor post-harvest handling of fish catch.		

Kakrigu Beach			Lack of appropriate fish landing sites and storage facilities	Human-Wild Life Conflict as the Beach community always gets attacked by wild animals. Lack of public utility toilets	Poor lighting at the beach - darkness
Nyachebe Beach			Poor market access		Poor Lighting at the beach - Darkness
Utajo Beach	Unknown Beach Boundaries	Unknown Beach Boundaries due to lack of Physical and Spatial Development Plan for the Beaches.			Lack of Patrol and Rescue Boats. Poor lighting at the Beach - Darkness
Nyagina Beach		Unplanned settlements and development in the beach	Lack of market especially during peak seasons Expensive fishing gears, not locally available leading to poor fishing methods resorted to.		Poor conditions of housing Poor lighting at the beach - darkness
Kigoda Beach			Non-functional ice plant	Tsetse Fly Menace	
STAKEHOLDER	INSTITUTIONAL DIMENSIONS	SPATIAL DIMENSIONS (Code: SD)	ECONOMIC DIMENSIONS (Code: EcS)	ENVIRONMENTAL DIMENSIONS (Code: EnS)	SOCIAL-CULTURAL DIMENSIONS (Code: SoCS)
5. Business Community / Civil Society Groups (NGOs, CBOs, FBOs). Focus on Mbita Township Self Help Group (Est. 2007 to champion welfare of business people, investors and developers in Mbita Town, 100 members)	Lack of Lease documents for plots hindering their development as owners are unable to access bank loans without property ownership documents.	Need to set apart Kombe and Rusinga for small scale irrigation farming to supplement community food requirements. Poor spatial planning of the town hampering its strategic development as investors shy away.	Lack of access roads Lack of diverse sources of livelihoods leading to over-reliance on fishing in the lake and other life threatening human activities.	Lack of sewerage system at the backdrop of rapidly growing Mbita Urban Population. Lack of cleaned potable water. Environmental degradation due to depletion of forests and thickets to provide for fuel wood and charcoal. Lack of waste dumpsite and SWM system	

STAKEHOLDER	INSTITUTIONAL DIMENSIONS	SPATIAL DIMENSIONS (Code: SD)	ECONOMIC DIMENSIONS (Code: EcS)	ENVIRONMENTAL DIMENSIONS (Code: EnS)	SOCIAL-CULTURAL DIMENSIONS (Code: SoCS)
<p>6. Religious Leaders (PEFA)</p>	<p>e project to share previous success stories by the local citizens of Mbita Town. Access to information regarding the project be enhanced and strengthened.</p> <p>Lack of efficient coordination between Church and Professionals. Rarely is the church consulted when a development program / project is being designed.</p> <p>Need to empower pastors and other religious leaders on their roles in community development project implementation, monitoring and evaluation.</p> <p>Rampant corruption affecting implementation of community</p>	<p>Lack of Open Spaces for Religious Activities and Community Resource Center and Recreational Park.</p> <p>Poor spatial planning of the town hampering its strategic development as investors shy away.</p> <p>Uncontrolled development occasioned by grabbing of public lands.</p>	<p>Lack of access roads Lack of diverse sources of livelihoods leading to over-reliance on fishing in the lake and other life threatening human activities.</p> <p>High poverty rate owing to limited alternative sources of livelihood</p>	<p>Lack of sewerage system at the backdrop of rapidly growing Mbita Urban Population.</p> <p>Unreliable rainfall owing to climate change factors such as deforestation to be mitigated.</p> <p>Lack of solid waste dump site and waste management system</p>	<p>Non-commitment of stakeholders may jeopardize the success of the project</p> <p>Lack of Community Library, Community Resource Center with Christian inclination as to available facilities for meetings, conferences, seminars, workshops, retreats etc and children's playground.</p> <p>High HIV prevalence due to moral decay along the lake.</p>

DISCUSSION ON FINDINGS

Comparing the more technical analysis of various sectors in Chapter 2 and the stakeholders' views expressed here, the challenges and problems are well-known. There is also consensus between many stakeholders – regardless if it is a fisherman or a business community member – about some of the most urgent issues. These are typically tied to pollution, lack of sanitation facilities, poor liquid and solid waste management and lack of potable water.

It is also quite clear that problems tied to poor liquid and solid waste management need attention through more strategic and sustainable operations and setting up basic infrastructure, but also through a higher level of awareness and responsibility among residents regarding health and environmental risks connected to various types of pollution.

Many of the issues are tied to a lack of overall, long-term urban planning that sets the framework for any kind of development for a foreseeable future. With such a plan, many other things could fall in place more easily, e.g.

- reliable land ownership and clear regulations for land use
- proper location and management of the market and business activities
- sites for storage and upgrading of fish products to avoid urgent sale with dedicated access roads
- suitable and legal sites for public latrines, waste collection and waste disposal
- allocation of space for community centers or other places where people, particularly women, youth and children can be safe.

Another conclusion is that many of the issues should be possible to address through the number of donors already present, and that improved coordination and communication could help in getting attention, especially for issues on e.g. HIV prevalence and other diseases, health and education, (economic) empowerment of women, and pollution of the lake. Some simple solutions could make a big difference, e.g. putting up better lighting around market areas, so that women can feel safe, or encourage women to fish for themselves by supply of gear and childcare support. The possibilities for women to start businesses themselves instead of having to compete over the fish catch for selling at the market should be prioritized, taking into account their vulnerable situation and the irregularity of the business. Poor families could also explore making use of fish/agricultural waste for compost or biogas production or trade of other waste materials to handle a waste problem as well as making use of resources. Access to funds for investments and proper implementation of the projects may still be challenging.

In short terms, the most acute thing is basic urban infrastructure connected to water supply and sanitation. However, in long terms, the most worrying development is continued over-dependence on fishing as major economic activity, when the catch is continuously shrinking and few other economic alternatives are being explored. Furthermore, the lake and beaches are being threatened by urban sprawl and pollution. As can be concluded from the situation analysis above, there are also opportunities that can be further investigated, e.g. expansion of water-based transport, tourism and agriculture. However, to be able to attract e.g. business developers and tourists, it will require an orderly, safe and clean Mbita town with provision of basic urban infrastructure and a proper plan in place and thus, basically all issues as well as solutions are interlinked.

SUMMARY OF TOP PRIORITY PROBLEMS AND CHALLENGES

From the above problem presentation by different stakeholder groups, the following top 11 challenges have been identified for prioritization:

1. Lack of Mbita Urban Spatial Development Plan for sustainability
2. Lack of proper solid and liquid waste management system including lack of a sewerage system, waste collection equipment, dumping site(s), waste collection trucks and vans, public utility toilets/latrines and WASH equipment in markets, schools etc.
3. Beaches lack appropriate fish landing sites and facilities for weighing, grading and storage of their catch.
4. Lack of social amenities such as Community Resource Center, community library, ICT center, religious MICE facility, children's open spaces, sports facilities and open spaces for religious meetings and conferencing activities.
5. Poor state of physical infrastructure such as beach access and feeder roads, lighting systems in the beaches (lacking), lack of perimeter wall/fence around the open air markets, and poor fish landing sites.
6. Lack of clean potable water for domestic consumption
7. Lack of safety programs and measures for fishermen and lake transport users e.g. lack of patrol and rescue boats, life jackets, lake and road transport safety training programs etc.
8. Pollution and siltation of the lake due to poor waste management measures and programs.
9. Lack of appropriate and sustainable/renewable sources of energy.
10. Lack of lease documents for plots hindering their commercial development.
11. Capacity building of the fisher folk community on alternative livelihoods and economic activities to boost income and cushion the community from effects of over-fishing in the lake.



5. CHAPTER FIVE

VISIONING AND STRATEGY FORMULATION

This chapter presents the popular vision, core objectives and strategy and approaches adopted for implementing the change projects towards the Mbita we want. The section draws its strengths from the series of stakeholder meetings and consultations during the process of formulating the USR for Mbita Town.



Notes from Working Group Workshop on issues and solutions in January 2017



VISION STATEMENT

An orderly, scenic and vibrant lake town for sustainable growth

CORE OBJECTIVES

Objective 1: Making Mbita Town Orderly:

Specific objectives are as follows:

1. To develop Mbita Urban Spatial Plan for Sustainable Development within one year.
2. To initiate a modern waste management system in Mbita Town within five months.
3. To develop a secure, safe, livable and inclusive Mbita Town within three years

Objective 2: Improving the Scenic Beauty of Mbita Town:

Specific objectives are as follows:

1. To increase forest and vegetative cover by 10% within two years
2. To improve the aesthetic beauty of Mbita Town on continuous basis
3. To develop sustainable drainage and sewerage system within two years.
4. To enforce By-Laws and Regulations regulating urban development and environment.

Objective 3: Making Mbita Town Vibrant:

Specific objectives are as follows:

1. To create an environment that supports business and investment growth and development
2. To ensure that each business venture and investment in Mbita Town serves its purpose as envisaged.

STRATEGIES AND APPROACHES

Based on the Mbita Town Vision and Core Objectives, a popularly agreed smaller intervention called a QuickWin Project has been developed for implementation within a project period of 4 months. The QuickWin Project is titled “Mbita Town Solid Waste and Environment Management Project”.

The overarching goal with the selected project is to have a clean, healthy, liveable and orderly Mbita Town. The following specific project objectives are aimed at:

1. Cooperation among town residents on environmental issues
2. Activate and sustain solid waste management consciousness among the town residents on proper collection, sorting and disposal of solid wastes consistent with the Public Health and Hygiene Standards and Requirements;
3. Encourage Private Sector Participation and Involvement including alternative livelihood opportunities (for the poor)in solid waste management
4. To promote the establishment of facilities and incentives for cleaner production, waste recovery, recycling and re-use
5. Clean streets and beaches with no litter
6. Encourage and involve children and youth in waste management
7. Improved health of residents

The project activities include but are not limited to:

1. Installation of waste collection bins for segregation of waste placed in accessible areas within the town, e.g. in the market areas, along the main roads, outside hospitals and schools
2. Organizing regular solid waste collection and Town Cleaning Days
3. Training of key stakeholders on solid waste management, environment, technology etc.
4. Public awareness activities on sustainable solid waste management
5. Awareness in primary and secondary schools including environment clubs to adopt SWM practices including helping schools to set up sorting stations and biodegradable waste composting plants

The next step will be to design and develop a more comprehensive Change Project, which just like the QuickWin may include both hardware, e.g. equipment and construction, and software, e.g. trainings or technical assistance in strategy formulation, urban planning or something else. The Change Project is expected to be implemented in 2018.

The table below gives a detailed account of all strategies and approaches identified and proposed by different stakeholders during the formative stages of developing this USR. Apart from giving the basis for formulation of projects within the SCA Project period, it will guide the sustainable development of Mbita Town in the years to come.



Sustainable urban development is key to our common future

CORE RESULT AREA 1: Making Mbita Town Orderly

SPECIFIC OBJECTIVE	KEY ACTIVITIES	INPUTS	OUTPUTS
To develop Mbita Urban Spatial Plan for Sustainable Development	Reconnaissance Survey	Transport, Equipment, Human Resource, Authorizations	Mbita Urban Spatial Development Plan for Sustainable Development Developed and Approved with its Implementation Plan
	Project design	Equipment, Maps, Software, Human Resource and Logistics facilitation	
	Notice of Intention to Plan	Kenya Gazette Notice and Daily Newspapers	
	Resource Person Workshop	Facilitators, Conferencing facility, Training Materials	
	Vision and Objective setting	Human Resource	
	Primary and Secondary Data Collection	Human Resource and Logistic Facilitation	
	Data Analysis and Interpretations	Equipment, Soft Ware, Data Analysis Specialists	
	Draft Plan Preparation	Equipment, Soft Ware, Data Analysis Specialists	
	Stakeholders Consultative Meeting	Media Communication, Public Communication Materials, Venue, Facilitators and Facilitations	
	Review of Plan	Technical Experts, Equipment and Soft Ware, Conferencing	
	Plan Approval Process	Plan Approval fees, Transport and Communication facilitation, Printing and Documentation Charges	
Notice of Completion of Spatial Development Plan for Mbita Town	Media Publicity Costs – Official Kenya Gazette and Local Dailies		
Develop an Implementation Plan	Local and International Experts, Appropriate Equipment		

CORE RESULT AREA 1: Making Mbita Town Orderly				
SPECIFIC OBJECTIVE	KEY ACTIVITIES	INPUTS	OUTPUTS	
To initiate a modern waste management system in Mbita Town within five months.	Land Fill Site Identification and Selection	Map out all potential waste management and land fill site within Mbita Town – including EIP and SIA with detailed reports	EIA and SIA Reports developed and submitted approval by NEMA	
		Select the most appropriate site (s)	Appropriate Site(s) identified	
		Initiate Public Procurement Process to the site	Site procured through Public Procurement and Disposal of Goods Act Processes	
		Procure the approved site and initiate changer of user processes.	Site successfully procured and change of user done	
	Site Technical Designs and Development	Technical Site Design through International and Local Consultants	Technical Designs Done and Approved appropriately	
	Waste Management System Design and Pre-Testing/ Piloting	Waste management system design consultancy services	Appropriate Waste Management System Designed and Piloted for Roll Out	
		Pre-Testing and Piloting of the Waste Management System	Piloting of the Waste Management System Successfully Completed	
	Waste management system roll out and large scale implementation	Operational and Managerial Human Resource and Financial Resources.	Approved Waste Management System Successfully rolled out.	
	To develop a secure, safe, livable and inclusive Mbita Town within three years	Inclusive Urban Spatial Planning	People-sensitive Urban Spatial Development Plant for Mbita Town in Place	A safe, secure, livable and inclusive Mbita Town
		Improve security system in the town	Increasingly safe and secure Mbita Town realized and sustained	
Implement controlled urban development		Sustainable town development guided by approved and authorized building and construction codes and regulations is adhered to		

CORE RESULT AREA 2: Improving the Scenic Beauty of Mbita Town			
SPECIFIC OBJECTIVE	KEY ACTIVITIES	INPUTS	OUTPUTS
To increase forest and vegetative cover by 10% within two years	Demarcation to confirm and re-establish all forest boundaries within Mbita Town	Survey and Mapping Exercise and Financial Resources	Titles registered and issued for all forest lands and open public spaces
	Process titles of all forest lands and open public spaces		
	Gazette public forests and open spaces	Gazette Notices and Applicable fees	Public Forests are Legally Recognized in Law
	Fence off all Forest Land and Open Public Spaces ready for re-afforestation	Financial Resources, Human Power/Labour	Forest Lands Adequately Secured and Protected
	Re-afforestation and tree planting in open public spaces	Seedlings, Manpower, Water Resources and Financial Resources	10% Forest Cover achieved
To improve the aesthetic beauty of Mbita Town on continuous basis	Identification and Acquisition of sites for Public Recreational Parks	Survey and mapping Exercise	Sites for Recreational Parks Identified and Procured
	Demarcate areas for town beautification	Mapping and Demarcation Exercise	Areas for Town Beautification Identified and Clearly marked
	Improvement of Public Beaches	Manpower, Public Awareness, Equipment, Financial and Technical Resources	Public Beaches Improved
	Promote Public Private partnership to help beautify demarcated areas	Public Private Partnership Guidelines	Private Sector Increasingly Involved in Town Beautification
	Enforce by-laws requiring property owners to maintain, improve and facelift their properties	Law Enforcement Officers	Strict Adherence to Building and Construction Codes of Regulation sustained.
	Demarcate areas for Stone Pitching and other forms of land scaping	Manpower, Public Awareness, Equipment, Financial and Technical Resources	Areas for Stone Pitching and Land Scaping Demarcated

CORE RESULT AREA 2: Improving the Scenic Beauty of Mbita Town			
SPECIFIC OBJECTIVE	KEY ACTIVITIES	INPUTS	OUTPUTS
To develop sustainable drainage and sewerage system within two years.	Site identification for drainage canals and sewerage plant	Manpower, Public Awareness, Equipment, Financial and Technical Resources	Sites for Drainage Canals and Sewerage Plant Identified, Marked and Secured
	Drainage and Sewerage Project Technical Designs	International and Local Expatriates, Financial Resources, Equipment	Appropriate Technical Designs for the Drainage and Sewerage Project Completed
	EIA and SIA Studies	International and Local Expatriates, Financial Resources, Equipment	EIA and SIA Studies properly conducted and reports submitted for NEMA Approvals
	Approvals of Technical Designs, EIA and SIA Reports by appropriate authorities.	Approval fees	Technical Designs, EIA and SIA reports approved and ready for implementation
	Design implementation	International and Local Expatriates, Financial Resources, Equipment	Technical Designs Implemented leading to effective drainage and municipal waste management in Mbita Town
To enforce By-Laws and Regulations regulating urban development and environment.	Public awareness and sensitization meetings on the applicable By-Laws	Financial Resources, IEC Materials, Manpower, Equipment	Increasing public awareness about the existing and new County By-Laws regulating Urban Development and Environment Management
	Work with the County Assembly to develop appropriate By-Laws and Regulations	Public Participation Meetings, Facilitators, Funds	Appropriate By-Laws Developed and Passed by the County Assembly of Homa Bay
	Recruitment and Deployment Law Enforcement Officers (LEOs)	Funds	Adequate LEOs recruited and deployed to Enforce By-Laws.
	Improve relationship between LEOs and the Judiciary for Law Enforcement	Public Participation Meetings, Facilitators, Funds	Speedy and Timely Administration of Justice to Law Offenders
CORE RESULT AREA 3: Making Mbita Town Vibrant			
To create an environment that supports business and investment growth and development	To work with the County Government of Homa Bay to develop appropriate policies, legislations and guidelines to promote business and investment	Political Goodwill	Increased Investment and Business Activities in Mbita Town.



APPENDIX 1. COMMUNICATION PLAN

WHO	WHY	WHAT	WHEN	HOW	MEMBERS	RESPONSIBLE
Steering Committee	<ul style="list-style-type: none"> Political Support and Goodwill Guidance, advice and oversight Resource Mobilization for Project Activities Implementation 	<ul style="list-style-type: none"> Project Buy-in and goodwill support Policy Formulation Resources – Funds, Human Capital, Equipment and Office allocations 	Quarterly	<ul style="list-style-type: none"> Budget allocations Project Planning and Review Meetings Quarterly and annual reports 	<ol style="list-style-type: none"> The Governor County Secretary Pilot Coordinator Civil Society Representative Sub-County Administrator MCA Representing Lands, Housing and Urban Development Committee in the County Assembly CEC Lands, Housing and Physical Planning CEC Finance 	The County Secretary CEC Lands, Housing and Physical Planning
Working Group	<ul style="list-style-type: none"> Production of Urban Sustainability Review (USR), Guide stakeholders in visioning the Mbita “We Want” Develop project objectives, strategies and integrated project solutions through effective participatory stakeholder involvement process 	<ul style="list-style-type: none"> USR Report Integrated Project Solutions for Mbita Town Project Investment Proposal(s) 	Continuous	<ul style="list-style-type: none"> Diagnosis of current situation of Mbita Town including identification of challenges and opportunities in all sectors. Formulate a vision for the Mbita urban development, design strategies and set specific objectives, targets and indicators Develop Integrated Urban Development Project Solutions (IUDPS) for Mbita Town Develop an Urban Sustainability Review Report (USR) based on the above mandates to guide sustainable development of Mbita Town Implement quick-win projects in line with the USR and IUDPS Develop /implement major IUDPS 	<ol style="list-style-type: none"> Pilot Coordinator – Secretary Assistant Pilot Coordinator Sub-County Administrator Civil Society Representatives (6 members) Representatives of the Academia, Media and Private Sector Ward Administrators from Kasungu, Mbita and Mfangano Representatives from Department of: Lands, Housing and Urban Development Tourism Sports Culture and Social Services Water and Environment Transport and Infrastructure Finance and Economic Planning Health Services Energy and Natural Resources Agriculture, Fisheries and Livestock Development Trade, Industrialization, Investment & Cooperatives Education and ICT 	Pilot Coordinator Chief Officer, Lands Housing and Physical Planning Project Facilitator

WHO	WHY	WHAT	WHEN	HOW	MEMBERS	RESPONSIBLE
Stakeholder Group	<ul style="list-style-type: none"> Provide input into the USR Help in visioning, objectives and strategies development Validate final integrated project solutions for implementation by the Working Group 	<ul style="list-style-type: none"> Attend and Participate in Stakeholder Group Meetings 	Monthly	<ul style="list-style-type: none"> Knowledge Sharing Help produce USR Help in Visioning Identify priorities and strategies Help in developing integrated urban development solutions 	<ol style="list-style-type: none"> Pilot Coordinator Sub-County Administrator Chief Officer Lands, Housing and Physical Planning Civil Society Representatives Business Community Representatives Beach Management Units Representatives Professional Organizations and Groups Community Based Organizations Representatives Faith Based Organizations Representatives National Government Agencies working within Mbita Town Contractors' Associations Private Investors and Developers in Mbita Town 	<ul style="list-style-type: none"> Pilot Coordinator Sub-County Administrator Project Facilitator (SALAR/SKL Intl) Urban Development Specialist (CoG)
SALAR / SKL Int'l, CoG and Symbio-city Kenya	<ul style="list-style-type: none"> Coordination, facilitation and resources 	<ul style="list-style-type: none"> Project Coordination and Facilitation Technical backstopping Resource Mobilization Resourcing / Funding the Project according to the Terms and Conditions set out in the MOU 	Continuous	<ul style="list-style-type: none"> Technical Assistance Capacity Development Seed Funding 	<ul style="list-style-type: none"> SALAR SKL International SymbioCity Kenya Secretariat CoG Urban Development Committee 	<ul style="list-style-type: none"> Project Facilitator Urban Development Specialist SCA Program Manager
The Media	<ul style="list-style-type: none"> Awareness Creation and Publicity of Project Interventions Marketing and Promotion of Project Activities, Services and Products Advertisement 	Public outreach	Quarterly	Media Communication Tools	Local and International Media Houses	<ul style="list-style-type: none"> Pilot Coordinator Project Facilitator

FOR YOUR NOTES



Embassy of Sweden
Nairobi



SKL International
AFFILIATED TO THE SWEDISH ASSOCIATION OF LOCAL AUTHORITIES AND REGIONS



Swedish Association
of Local Authorities
and Regions