



**NAROK COUNTY GOVERNMENT
NAROK MUNICIPALITY
P.O. BOX 898 – 20500
NAROK.**

NAROK MUNICIPAL –ANNUAL INVESTMENT PLAN AND BUDGET

FY 2019-2020 UDG

1. Introduction

This annual investment plan for the year 2019-2020 & 2020-2021 document was prepared by the Department of Urban Development based on a reviewed integrated strategic development plan (ISUDP) / Narok Municipal Spatial Plan 2011-2030 and NAROK Municipality Integrated Development Plan (IDEP) 2018-2023. The ISUDP Plan was prepared with the assistance of Matrix Development Consultants (Matrix) under a contract agreement with the Government of Kenya (GOK) through the national Ministry of Land, Housing and Urban Development. The consultants were supervised by the Urban Development Department (UDD) and the Department of Physical Planning (DPP). In undertaking the assignment, Matrix worked very closely with the then Town Council of Narok (TCN), the County Government of Narok (CGN) and ensured full participation of all the key stakeholders. The ISUDP plan has highlighted several points of intervention that could see Narok Municipality grow as a blend of the following alternatives:

- **Narok Municipality as a Smart City** with improved and modern mobility for both the residents and through traffic complementing a smart economy, smart environment, smart people, smart governance.
- **Narok Municipality as an Eco-Resort City** through development Maasai Cultural Villages and Theatre, Museums, International Airport, conference facilities, development of medium sized tourist hotels and a nature trail in the Maasai Mau forest.
- **Narok Municipality as a Vibrant Agro-Industrial Hub** with value addition on the agricultural produce as well as setting up of new industries at Ewuaso Ng'iro, Rotian and Limanet.
- **Narok Municipality as a University City** which will bring about increased demand for accommodation, services and facilities for students, university workers and lecturers as well as being the main economic thrust of development in the Municipality, allowing the other sectors to grow.

The ISUDP has therefore formed a basis for selecting projects which will facilitate the achievement of the above alternative growth models.

2. Context

The plan making process entailed undertaking stakeholder workshops designed and executed in a consultative/participatory approach. The processes took into account the key principles of inclusivity and representative participation of residents, communities, Civil Society Organizations, Faith Based Organizations, and key representatives from the Municipality administration, government agencies and departments, private sector, sector specialists and other resource persons.

Summary of the main objectives as identified in the 5-year Urban IDeP.

The purpose of the Plan is to:

- Define a vision for future growth and development of the area over the next 10 to 20 years;
- Provide an overall integrated physical framework for urban growth of Narok Municipality; and,
- Provide a basis for coordinated programming of projects and budget, thereby serving as a downstream management tool.

The main objective of the plan is to provide an Integrated Strategic Urban Development framework and a Capital Investments Plan (CIP) for Narok Municipality.

The specific objectives entail the following key activities:

- To produce accurate up-to-date digital topographic maps;
- To prepare digital cadastral layers in the same system as the digital topo maps;
- To conduct participatory planning exercises in the municipality for the purpose of identifying citizens' priorities;
- To prepare a strategic structure plan, depicting current and proposed land uses and infrastructure (such as transport, water, drainage, power, etc.), housing settlements and environmental assets catering for between 10 and 20 years;
- To prepare short, medium and long term plans to guide urban development, including action area plans, subject plans, advisory or zoning plans and regulations as well as other reference materials,
- To provide hands-on training to staff of the planning department on plan preparation and implementation; and,
- To prepare a monitoring and evaluation strategy to assist the planning department in reviewing and updating the plan in line with the ever-changing trends of the Municipality.

3. Investment prioritization

Re-iterate the priorities as identified by the Urban Board, Priorities raised by the County Government (Assembly and Executive) and issues raised during citizen fora

S/NO	challenge	Area	Strategy	Programme
1.	Poorly linked road network	Narok Municipality	<ul style="list-style-type: none"> ● Improvement of Municipality roads to all weather roads ● Improvement of main CBD linking road network in Municipality ● Improve storm water drainage structures on all the CBD and Municipality linking roads 	<ul style="list-style-type: none"> ● Reclaim all encroached public way leaves ● Do phased Road development starting from the CBD Municipality roads ● Corresponding storm water drainage structures and parking be implemented at the same time
2.	Traffic Congestion	Narok CBD	<ul style="list-style-type: none"> ● Widen road junctions ● Provide road signs and furniture ● Introduce two By passes (Northern and Southern) 	<ul style="list-style-type: none"> ● Improve Junction of CBD roads with Nairobi- Bomet Road and Narok- Nakuru Road ● Erect clear seen road signs and furniture ● Determine and mark the location of the road by passes on the maps. ● Prioritize the construction of the roads

3.	Clogged storm water drains	Narok CBD	<ul style="list-style-type: none"> • Unblock and clean up clogged drains 	<ul style="list-style-type: none"> • Rehabilitate side drains along all Municipality CDB roads • Construct paved foot paths and parking lots
4.	Inadequate Recreational Facilities	Narok CBD	<ul style="list-style-type: none"> • Efficiently manage the existing Koonyo public park 	<ul style="list-style-type: none"> • Fence off Koonyo public park • Provide public seats • Provide solid waste collection receptacles • Regular maintenance of trees, flowers and grass
5.	Un- named ,properties, roads ,lanes and streets	Narok Municipality	<ul style="list-style-type: none"> • Improve on orientation and location of buildings and businesses 	<ul style="list-style-type: none"> • Physical Addressing system for all properties, Municipality roads, streets and lanes
6.	Exist of Bodaboda	Narok CBD	<ul style="list-style-type: none"> • Identify special corridors and parking areas 	<ul style="list-style-type: none"> • Construct footpath and parking areas and mark pedestrian crossing

7.	Inadequate and congested Bus park		<ul style="list-style-type: none"> ● Identify and allocate more land for the bus park and associated facilities ● Improve the Bus park ● Promote awareness and willingness to pay for parking charges 	<ul style="list-style-type: none"> ● Beacon land, construct facilities for Bus Park, Car park, lorry parking lot and bodaboda parking. ● Demarcate and rehabilitate areas for local and transit vehicles ● Enact bye laws on enforcement of parking arrangements and collection of parking fees
8.	Lack of fire station in Municipality	Narok Municipality CBD	<ul style="list-style-type: none"> ● Allocate land for the fire station and associated facilities 	<ul style="list-style-type: none"> ● Beacon the land for the fire station ● Design and construct station to specification ● Procure and maintain firefighting plant and equipment
9.	Most of the markets are open air type	Narok Municipality CBD	<ul style="list-style-type: none"> ● Allocate land for the markets and associated facilities. ● Re-plan the areas marked for markets. 	<ul style="list-style-type: none"> ● Beacon the market land ● Design infrastructure for each market and linkages to road network

			<ul style="list-style-type: none"> • Prepare infrastructural needs assessment for each site. 	<ul style="list-style-type: none"> • Implement development of markets in phases
10.	Poor management of solid waste	Narok Municipality	<ul style="list-style-type: none"> • Dispose of waste in an environmentally acceptable manner 	<ul style="list-style-type: none"> • Provide waste storage bins and cubicles • Purchase waste handling technology e.g. refuse trucks ,tractors ,and skips
11.	Loss of vegetation Cover	Narok Municipality	<ul style="list-style-type: none"> • Increase vegetation cover all over Municipality with more indigenous species 	<ul style="list-style-type: none"> • Tree planting along all Municipality roads and public spaces

Describe consensus reached - priorities as retained

S/NO	challenge	Area	Strategy	Programme –Key Provisions
1.	<p>Inadequate and congested Bus park i.e.</p> <ul style="list-style-type: none"> • Unregulated Matatu operations • Drainage and waste disposal • Loss of Revenue 	Narok Municipality	<ul style="list-style-type: none"> • Identify and allocate more land for the bus park and associated facilities • Improve the Bus park by enhancing convenience, revenue generating & decongestion through an integrated public transport system • Promote awareness and willingness to pay for parking charges 	<ul style="list-style-type: none"> • Prefabricated ISO shipping container stalls • Designated routes/stations • Separate off-site parking • Distinct vehicular & pedestrian circulation • Waiting areas/sheds • Street lighting • Drainage Channels • Adequate washrooms • Green areas/ vegetation • Waste management • Enact bye laws on enforcement of parking arrangements and collection of parking fees

4. Urban Investment Plan and Budget FY 2019 / 2020

TABLE 1 -MUNICIPAL INVESTMENT BUDGET FOR FY 2019-2020

NO	ACTIVITY	TIMEFRAME		BUDGET	
		START DATE	END DATE	UDG (2019-2020)	TOTAL (KSH)
1.	Proposed Narok Town Bus Terminus Phase I	JULY 2020	JUNE 2021	Ksh 74,500,000	Ksh 74,500,000

TABLE 2 – GANTT CHART MUNICIPAL INVESTMENT BUDGET FOR FY 2019-2020

PROPOSED NAROK TOWN BUS TERMINUS

NO	YEAR ACTIVITY	2020						2021					
		J	A	S	O	N	D	J	F	M	A	M	J
1.	Feasibility study, Designs, Bill of Quantities , & Tendering Process												
2.	Site Clearance and Earthworks												
3.	Construction of Cabro parking areas & Drive ways , prefabricated ISO shipping container stalls, waiting areas/sheds, street lighting, drainage channels , adequate washrooms, green areas/ vegetation , waste management & other associated works												

5. Expected Outcomes

- Enhanced Convenience
- Enhanced Revenue Generation
- Decongestion through an integrated public transport system
- Improve the business environment.
- Increase connectivity
- Attract more investment
- Clean environment
- Improved drainage system

6. Implementation Modalities and Timeframe

- The Municipal Manager will be responsible for the implementation of the proposed activities.
- Coordinate all the other relevant stakeholders.
- Open competitive procurement method will be used
- All the activities will be completed by the end of the financial year.