

COUNTY GOVERNMENT OF HOMA BAY



HOMA BAY MUNICIPAL BOARD

HOMA BAY MUNICIPALITY
INTEGRATED DEVELOPMENT PLAN
2023-2027

June 2023

VISION

A thriving and sustainable hub of progress, providing residents with a high quality of life and opportunities for growth and prosperity.

MISSION

To strategically develop and uplift the Lakeside Municipality of Homa Bay by promoting inclusive governance, fostering economic growth, improving infrastructure, enhancing social services, preserving the environment, and empowering residents through participatory decision-making and sustainable development practices.

LIST OF ABBREVIATIONS.

AEZ:	Agro-Ecological Zone
CBD:	Central Business District
CBO:	Community Based Organization
CIDP:	County Integrated Development Plan
CIP:	Capital Investment Plan
DCR:	Development Control Regulations
FSI:	Floor Space Index
GIS:	Geographic Information System
JKUAT:	Jomo Kenyatta University of Agriculture and Technology
KCB:	Kenya Commercial Bank
KMTC:	Kenya Medical Training College
KNPHC:	Kenya National Population and Housing Census
KNSDI:	Kenya National Spatial Data Infrastructure
KWFT:	Kenya Women Finance Trust
LIS:	Land Information System
NCPB:	National Cereals Produce Board
NGO:	Non-Governmental Organization
NMT:	Non-Motorized Transport
HOMAWASCO:	Homa Bay Water Services Company
RIM:	Registry Index Map
UM:	Upper Midland

FOREWORD

On behalf of the Homa Bay Municipal Board, I am pleased to present this Integrated Municipal Development Plan, 2023-2027, that embodies our collective vision for a vibrant and sustainable future, guided by the aspirations and priorities of our community members.

The plan represents a collaborative effort involving extensive engagement with stakeholders, including residents, businesses, community organizations, and government agencies. It reflects our commitment to inclusive decision-making and ensuring that the diverse needs and aspirations of our community are considered.

As Homa Bay Municipality continues to evolve and grow, we have deemed it essential to have a comprehensive plan that serves as a roadmap for our development journey for the next five years. This plan goes beyond traditional sector-based approaches and adopts an integrated approach that recognizes the interconnectedness of various aspects of our municipality, from infrastructure and economic development to social services and environmental stewardship.

As a Board, our goal is not just to create a municipality that meets the immediate needs of our residents and businesses but also to build a sustainable and resilient community for future generations. The plan outlines a strategic framework that will guide our efforts in achieving balanced and inclusive growth while preserving our unique identity and natural assets.

I would like to express my gratitude to the dedicated team of county technical officers who worked tirelessly to develop this plan, as well as the community members who actively participated in the planning process. Their expertise, insights, and commitment have been instrumental in shaping this award-winning document.

I invite all stakeholders, including residents, businesses, and community organizations, to embrace this plan as a shared vision and join hands with us in its implementation. Together, we can transform Homa Bay Municipality into a thriving and sustainable community, where everyone has the opportunity to flourish and contribute to its success.

I am confident that with the implementation of this plan, we will create a future that surpasses our expectations and sets new benchmarks for excellence. Consequently, let us embrace this opportunity and together, make our municipality an inspiring model of sustainable and inclusive development.

Mr. Antipas Nyambok
Chairperson,
Homa Bay Municipal Board

ACKNOWLEDGEMENTS

The successful completion of the Homa Bay Integrated Municipal Development Plan (HBIMDP) 2023-2027 is the result of the collective efforts, dedication, and support of numerous individuals and organizations. We express our deepest gratitude to all those who contributed to this transformative endeavor.

First and foremost, we extend our sincere appreciation to the residents of Homa Bay for their active participation, valuable insights, and unwavering commitment to the development of our municipality. Your voices and aspirations have shaped this plan and will continue to guide us on our path towards sustainable and inclusive growth.

We would like to thank the Homa Bay County Government, under the leadership of Her Excellency Governor Gladys Nyasuna Wanga for their vision, guidance, and support throughout the entire planning process. The commitment of the County Executive Committee members, County Assembly, and other government officials has been instrumental in shaping this plan.

We are immensely grateful to the technical team who worked tirelessly to develop this plan. Their expertise, research, and innovative thinking have laid the foundation for a comprehensive and forward-thinking document. Special recognition goes to teams from Economic Planning, Physical Planning, Gender and Climate Change for their invaluable contributions.

Our appreciation also goes to the private sector, businesses, and entrepreneurs who have shown a deep commitment to the development of Homa Bay. Your contributions, investments, and partnerships are vital for translating this plan into tangible actions that promote economic growth and create employment opportunities.

Finally, we would like to thank the dedicated team within the Homa Bay County Department of Finance and Economic Planning, who worked tirelessly to coordinate the planning process and bring this award-winning document to fruition. Your professionalism, expertise, and dedication have been instrumental in the success of this endeavor.

To all the individuals, organizations, and stakeholders who have contributed to the Homa Bay Integrated Municipal Development Plan 2023-2027, we express our heartfelt appreciation. Your commitment to our municipality's development is an inspiration, and we look forward to working together to transform our vision into reality.

Mr. Thomas Odipo

Ag. Municipal Manager,
Homa Bay Municipality

EXECUTIVE SUMMARY

The Homa Bay Municipality Integrated Development Plan (HBMIDeP) 2023-2027 sets forth a transformative vision for the sustainable and inclusive development of the municipality over the next five years. This plan, developed through extensive consultation and collaboration, outlines strategic goals, objectives, and actionable initiatives to guide our journey towards a prosperous and resilient future.

Homa Bay is a diverse and vibrant municipality with immense potential for growth and development. However, it also faces numerous challenges, including unplanned urbanization, inadequate infrastructure, limited economic opportunities, and environmental degradation. The HBMIDeP 2023-2027 addresses these challenges head-on and provides a comprehensive framework for addressing the needs and aspirations of local residents.

The overarching vision of HBMIDeP is to create a municipality that is vibrant, inclusive, and sustainable—a place where residents can live fulfilling lives, businesses can thrive, and the natural environment is protected. To achieve this vision, the plan focuses on four strategic pillars:

- 1. Economic Growth and Job Creation:** The Board is committed to fostering a dynamic and diversified economy that generates sustainable livelihoods and employment opportunities for our residents. The plan promotes entrepreneurship, innovation, and strategic investments in key sectors, such as agriculture, tourism, and manufacturing.
- 2. Infrastructure and Service Delivery:** The Board recognize the importance of reliable and efficient infrastructure in supporting economic growth and improving the quality of life for our residents. The plan outlines strategies for enhancing transportation networks, water and sanitation systems, energy infrastructure, and digital connectivity.
- 3. Social Inclusion and Human Development:** The Board believes in creating a municipality that provides equal opportunities for all residents, irrespective of their gender, age, or socio-economic background. The plan prioritizes investments in education, healthcare, social welfare, and cultural development to ensure the well-being and empowerment of our communities.
- 4. Environmental Sustainability and Climate Resilience:** The Board is committed to preserving local natural resources, protecting the environment, and building climate resilience. The plan promotes sustainable land use, conservation of biodiversity, renewable energy adoption, and climate change adaptation measures to safeguard our ecosystem for future generations.

The successful implementation of this plan requires strong governance, effective collaboration, and active engagement of all stakeholders. It is a shared responsibility that requires the collective efforts of the Homa Bay County Government, community members, private sector entities, civil society organizations, and development partners.

This plan is divided into six (6) major chapters.

Chapter One provides an overview of the Homa-Bay Municipality, including population demographics, physiographic and natural conditions as well as locational description, size, administrative and political units.

Chapter two reviews implementation of the previous plan (HBMIDeP 2019-2023) and captures any progress made including challenges and mitigation measures, lessons learnt and recommendations.

Chapter Three provides the framework for spatial development including development of a modern urban agriculture sector; promotion of trade, tourism and industry, management of urban settlements; conservation of the environment and development of urban infrastructure.

Chapter Four provides for the development priorities, objectives and strategies for the next five years under sectors of urban planning and development; public works and infrastructure; local economic development; social and human development; environmental management and; finance, administration and governance.

Chapter Five provides the framework for implementation of the plan including those for resource mobilization and management; budget execution; monitoring, evaluation, reporting and review. The chapter also provides for asset and liabilities management and risk management. Finally,

Chapter Six describes the Monitoring and Evaluation mechanism that the municipality will adopt to improve the effectiveness and quality of tracking of implementation of various development programmes and sub-programmes of this HBMIDeP. The illustrates how the institution shall measure performance, report and act on them to improve performance.

The outcomes of this plan will be measured through a robust monitoring and evaluation framework, ensuring accountability, transparency, and adaptive management. Regular progress reports will be prepared to track the implementation of initiatives, assess outcomes, and make necessary adjustments.

The plan represents a bold and transformative roadmap for Homa Bay Municipality's future. It envisions a municipality that is economically vibrant, socially inclusive, environmentally sustainable, and resilient to future challenges. It behoves all to embark on the journey and work towards making Homa Bay a model municipality that inspires and sets new benchmarks for sustainable development.

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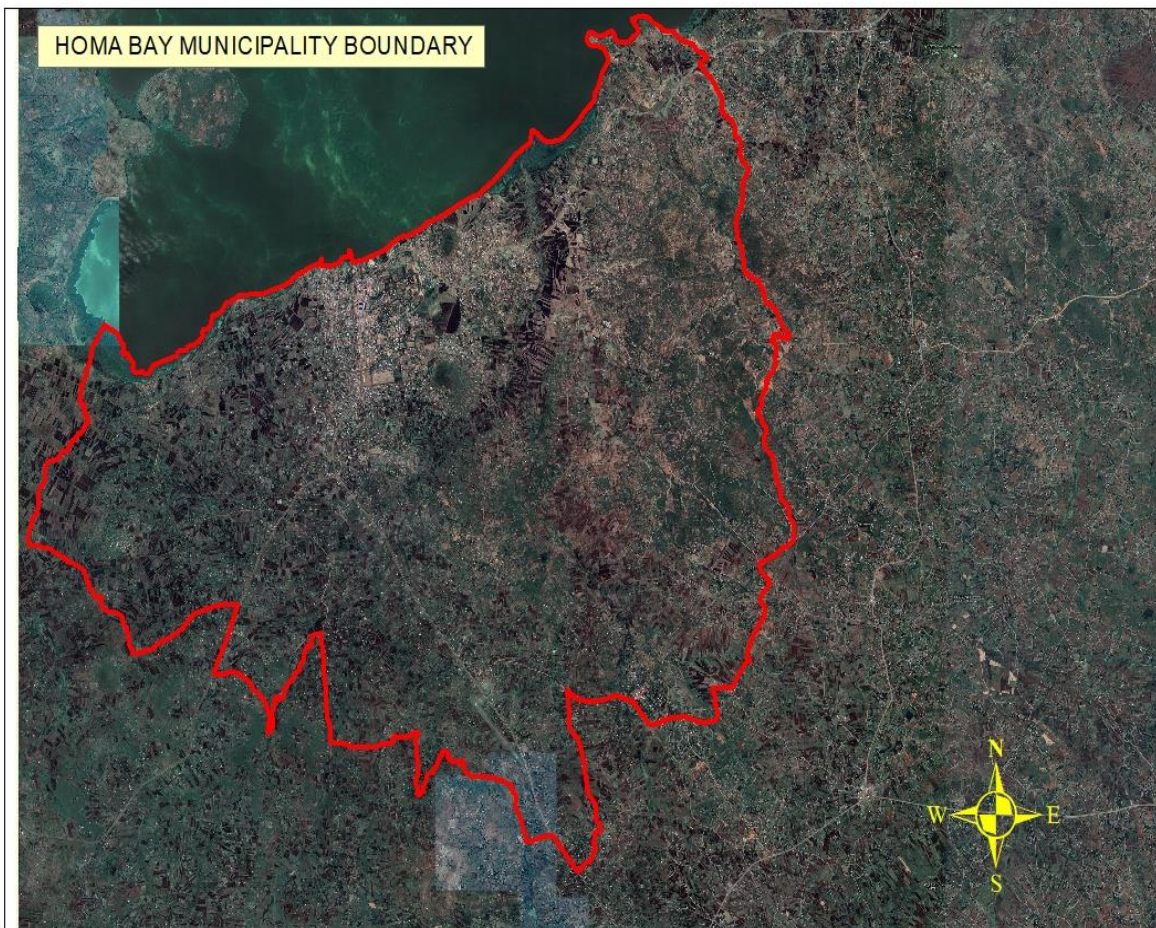
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CHAPTER ONE: OVERVIEW OF HOMA BAY MUNICIPALITY

1.1 Location and Size

Homa bay Municipality is within Homa Bay County, Kenya, along the shores of Lake Victoria, South of Winam Gulf (as depicted in the map below). and it serves as the headquarters for the County Government. It is situated on 0°29'20.08"S 34°24'16.22"E and 0°36'24.36"S 34°31'25.60"E and it covers an area of approximately 103.1 km² out of which 9km² falls within the Central Business District (CBD) while the rest consists of peri-urban settlements. The CBD is under leasehold tenure while land in the peri-urban areas is under freehold. The Municipal boundary currently stretches to Sero Polytechnic to the south, Koduogo Market to the west, and borders Lake Victoria to the north and Ngegu Water Supply to the East. The Municipality is located 130 kilometres south of the city of Kisumu city, the headquarters of the Kisumu County, and about 400 kilometres from the City of Nairobi, the capital of Kenya.

Figure 1: Boundaries of Homabay Municipality



Source; Department of Lands, CGHB

The Municipality is surrounded by classified roads with one class C20 (Homa Bay - Rongo) road covering about 30Km; two class C19 (Homa Bay - Mbita and Homa Bay - Kendu Bay) road covering about 71Km. The rest of the classified road networks serving the Municipality are graveled to motor able standards. The Municipality falls majorly within four wards in Homa Bay Sub County that is Arujo, Homa Bay West, Homa Bay East wards and part of Homa Bay Central Ward.

1.2 Historical Evolution

Homa Bay Municipality was founded during the first quarter of the 20th century as a beach market known as ‘Chich Onuno’ (Onuno’s Market). It was renamed Homa Bay by the colonial administration in 1925, because of its location overlooking Huma Hills of West Karachuonyo of Rachuonyo Sub County. The British could not pronounce the word ‘Huma’ easily, but rather pronounced it as ‘Homa’ which then stuck as the Centre’s name. The term has no connection with “Homa” a Luo word for malaria, which is common in the areas around Lake Victoria. Homa Bay Urban Council (HBUC) was established in 1974 and later elevated to a Town Council in 1987 and further to Municipal Council status in 1991. The Municipality was favored by the colonial government because of the availability of water and well-drained sites, among other factors, and consequently it was designated the administrative headquarters of the then South Nyanza District. At that time, it also acted as the commercial centre which was dominated by Indian merchants and the weekly market by Africans.

The Urban Areas and Cities Act No.13 of 2011 (amended in 2019) is an act parliament that gives effect to article 184 of the constitution which provides for the classification, governance and management of urban areas and cities; spells out the criteria of establishing the urban areas, the principle of governance and the participation of residents and for connected purposes. Consequently, IN EXERCISE of the powers conferred by section 9 (1) of the Urban Areas and Cities Act, (No. 13 of 2011) as complemented by section 72 of the Interpretations and General Provisions Act (Chapter 2) and all other enabling provisions of law, the Governor of Homa Bay County granted the Municipality of Homa Bay the Municipal Charter on the 12th day of March, 2019.

1.3 Population and Demographic Analysis

Based on projections from the 2019 Kenya Population and Housing Census, Homa Bay Municipality has an estimated population of 82,411. This figure can be broken down by sub-location as follows:

Table 1: Population Distribution by Sex and Number of Households per Sub-Location

Sub-Location	Sub-County	Urban Population	Male	Female	Households
Arujo	Homabay	24,714	11,669	13,045	6,935
Kobuola/ Kogwang	Homabay	7,863	3,715	4,148	1,810
Homa Bay Township	Homabay	7,848	3,692	4,156	2,075
Asego	Homabay	12,207	5,994	6,212	3,161
Kalanya Kanyango	Homabay	7,881	3,735	4,146	1,858
Kanyach Kachar	Homabay	4,130	1,945	2,185	884
Kothidha	Homabay	4,229	1,991	2,238	918
Katuma	Homabay	5,173	2,504	2,669	1,115
Kotieno	Homabay	591	283	308	125
Kowili	Rangwe	427	205	222	98
Kanam	Rangwe	1,577	737	840	371
Kaura	Rangwe	206	98	107	46
North Kanyabala	Homabay	5,567	2,649	2,917	1,237
Total		82,411	39,218	43,193	20,631

Source: KNBS

Table 2: Population Distribution by Land Area and Density per Sub-Location

Sub-Location	Total Area	Area under the Municipality	Population (2019)	Population Density (Per Km ²)
Arujo	13.6	13.36	24,714	1,849
Kobuola/ Kogwang	15.4	15.39	7,863	511
Homa Bay Township	2.6	2.60	7,848	3,022
Asego	5.6	5.54	12,207	2,205
Kalanya Kanyango	31.2	11.38	7,881	693
Kanyach Kachar	25.5	9.68	4,130	427
Kothidha	30.4	11.66	4,229	363
Katuma	12.2	12.18	5,173	425
Kotieno	7.2	1.55	591	382
Kowili	19.8	1.10	427	389
Kanam	6.3	2.21	1,577	713
Kaura	5.6	0.33	206	614
North Kanyabala	24.8	16.14	5,567	345
Total		103.10	82,411	11,938

Source: KNBS

1.4 Demographic Dynamics

1.4.1 Household Size and Composition

According to the 2019 Kenya Population and Housing Census, the average household size in Homa Bay Municipality was approximately 4 persons per household. This figure is expected to remain largely the same over the next five years.

1.4.2 Dependency Ratio

The total dependency ratio is the proportion of the population aged below 15 years, and those above 64 years compared to those aged between 15 and 64 years. In Homa Bay Municipality, the dependency ratio is estimated at 0.79. This high dependency ratio will continue to increase pressure on resources generated by the households in the municipality leading to reduced savings and resources for investments hence structural poverty. It also implies that significant incomes of households in the municipality are spent on subsistence i.e. food, health and education thus implying need to boost the local municipal economy.

1.4.3 Sex ratios

The population of men for every 100 women has been decreasing in the Municipality and it is now estimated at 91%. This can be substantiated with various demographic characteristics including increased life expectancy which have females outliving males. Again, today, more women have become residents of urban areas, and struggling even more than male counterparts since most town-dwelling women have more family obligations than the men.

1.4.4 Fertility rates

The female reproductive age is spread over the 15- 49-year age bracket and makes up about 20% of the municipal population. The labour force is spread over the 15 - 49-year age bracket. According to District Health Information System Survey of 2018, fertility rate of women in Homa Bay Municipality is estimated at 51 percent.

1.4.5 Life expectancy

The life expectancy of Homa Bay is 48 years for males and 52 for females. This is a great deal lower than the national average, which is 57 and 58 for males and females respectively. The low age can be attributed to the increased poverty and prevalence of HIV/AIDS.

1.4.6 Migration trends

The net immigration trend stands at 12.2% with males constituting 7.9% of the population that migrate into the municipality every year while the figure for females is 4.3%. The urban population living within the municipality is estimated to be rising at a growth rate of 11.5% per annum. Males migrate to the municipality from surrounding districts. This is because of the favorable economic

conditions such as employment, business opportunities resulting from developed infrastructure and existence of purchasing power arising from salaried workers. Females mostly come to the municipality in search of education, employment and marriage, although marriage and daily business dominates their reasons for coming. This has resulted into a strain on existing facilities within the Municipality such as schools, housing for commercial and residential purposes and the location of shopping centres.

Statistics on the migratory patterns to the municipality is rather complex. A survey on the ground, however, shows that people are moving from rural areas to settle in the municipality. This immigrant population constitutes about 19 per cent of the urban population. This in-migration is due to search for better:

- Employment opportunities
- Services such as water, transport, health and education, among others
- Business and investment opportunities

The Municipality experiences significant daily commuter in-migration. Many people from rural areas and the surrounding sub counties travel daily to work and transact business in the municipality. The exact size of this daily migration population is indeed significant but remains unknown. There is a need to establish the magnitude of this daily migrant population as it exerts considerable pressure on urban communal services and facilities.

1.5 Physiographic and Natural Conditions

1.5.1 Topography and drainage

The Municipality of Homa Bay is located on the lakeshore lowland, which ranges between 1143 to 1220 meters above sea level and comprises of a narrow stretch bordering Lake Victoria. At the end of lakeshore lowland lies Homa Bay. The bay is skirted by a shoreline stretching for approximately 16.5 km covering parts of Homa Bay Sub County. The Municipality area has a gently rolling terrain that flattens towards Lake Victoria. It is characterized by various hills standing separately. Most parts of the Municipality drain westwards to the lake except the areas of Got Rabuor, Arujo and parts of Sofia, which drain into the Arujo stream which eventually drains into Lake Victoria. The Municipality is responsible for management and maintenance of the urban drains. Storm water drainage facilities are not available in most of the urban roads except the CBD and central government and municipal residential quarters which are well serviced with drains. However, most of the drains in the residential estates have been covered with alluvial soil over the years.

1.5.2 Geological and Soil Characteristics

1.5.2.1 Rocks

The municipality is underlain by various rock types, namely, agglomerates, conglomerates, tuff sandstone, granite and other deposits which are useful in the construction industry.

1.5.2.2 Soils

The Municipality's soil is black cotton soil, which is difficult to work upon with simple hand implements. It is also difficult to work on during heavy rains, making farming difficult. The lake shore lowland is dominated by alluvial soils, mainly the sandy loam type which is well drained and suitable for cotton, sunflower, maize, beans, cow peas and vegetable production. Other crops with potential are sugar cane and potatoes.

1.5.3 Climate

1.5.3.1 Rainfall

The Municipality experiences two rainy seasons, the long and the short rains, which fall between March to May and between the months of October to December, respectively. The rainfall pattern ranges between 250 and 700 mm per annum. The rainfall probabilities and nature of soil determine the activities of small scale farmers around the Municipality. Crops grown here are, therefore, those requiring low rainfall like cassava, millet and sunflowers.

1.5.3.2 Winds

Generalized wind speeds average about 4 m/sec and have certain regularity due to the convection effect of the large water body of the lake that borders the often hot dry land.

1.5.3.3 Temperature

Temperature typically varies with altitude and proximity to the lake and tends to increase towards the lowland with an average of 65 degree Fahrenheit to 85 degree Fahrenheit and it rarely goes below 62 degree Fahrenheit or above 90 degree Fahrenheit. Temperatures are highest between December and March with the hottest weather being experienced in February and the lowest in April and November.

1.5.4 Vegetation Characteristics

The vegetation is largely of acacia woodland and bush land growing over expansive black cotton soils that cover most of the Municipality apart from the hilly areas which have rock outcrops. The vegetation of acacia woodland is characteristic of the kind of vegetation cover found in areas of dominate black cotton soils. There is also an assortment of species of indigenous species of trees. A lot of trees are grown within the peri-urban areas for the conservation of the environment. However, since agriculture is still exercised in most parts of the Municipality, crops also form part of vegetation cover as do grass in open fields and homesteads and compounds or courtyards.

It is to be noted that the water hyacinth in the lake can also be considered available vegetation, but this is subject to winds as sometimes it is blown further into the lake, but mostly it covers a large tract of the shoreline

1.5.5 Natural Resources

The Municipality resources can be ranked into land resources and water resources, both endowments that are rich and a blessing to the people. Land resources include the strategic location just at the mouth of the bay, an area that is not prone to flooding and other calamities that are associated with large water bodies. The land is a good starting point for the construction industry for the building of houses. The prevailing climate, regulated by the winds and the calming effects also make life in the Municipality friendlier. The land can be put into a wide array of other uses like agriculture, and development of public utilities. The Municipality also gains from its location since it is the gateway to vast tourist attraction sites in that part of Kenya. The tourist attractions sites include the islands of Mfangano, Rusinga, Remba, Ringiti, Sena among others as well as to Ruma National Park, even though they are not located in the Municipality or even in the wider Homa Bay Sub County; The Municipality stands to gain from these sites for the improvement of its economy. Water resources include the rich Lake Victoria. If there is proper investment in the water supply from the lake, the Municipality stands to benefit significantly. This remains pegged on the environmental preservation and protection so that the water in the lake is not so polluted as to make it unfit for human use.

The lake also has the potential for tourism since it is the second largest fresh water lake in the world and has an array of aquatic life and scenic beauty.

1.5.6 Environment issues

1.5.6.1 Water Pollution

The pollution of Lake Victoria is a critical issue. The lake, being a huge system fed by rivers that originate from far-off areas, has elements of both on-site and off-site pollution:

- Agro chemicals/ fertilizer (non point sources of pollution of the lake)
- Water hyacinth menace
- Direct draining of sewers into the lake
- Car washing in town (run-off to main sewer)
- Clothes washing and bathing in the lake
- Agro-based industrial water release on rivers Proposed Mitigation Measures
- Proper management of sewage
- Ensure riparian reserves are protected
- Efforts to rid the lake of hyacinth urgently

1.5.6.2 Air Pollution

Air pollution within the municipality is minimal; however, there are notable problems and challenges which include

- Dust during constructions
- Stench from fish (mgongo wazi)
- Burning of wastes
- Smoking in public places
- Exhaust fumes from un-roadworthy vehicles

1.5.6.3 Noise Pollution

Noise pollution is increasingly becoming a problem within the municipality due to:

- The location of the busy bus park in the middle of town
- Jua Kali activities
- Music stores and nightclubs, churches

1.6 Infrastructure and Utilities

This accounts for of all available infrastructure and utilities within Homa Bay municipality to identify the opportunities yet to be harnessed in their provision, and to establish the weaknesses facing the provision of the services and utilities.

1.6.1 Water and Water Supply

The census 1999 reports that the main sources per household are 39% streams and rivers, 24% boreholes and shallow wells, 13% ponds and dams, 10% springs, 8% piped water, 8% rainwater harvesting while 4% get directly from the lake.

The main source of water is Lake Victoria situated to the South-East of the municipality. The municipality consists of two pump-sets with capacities of 1,500m³/d and 2,000m³/d for the old and new pumps, respectively. While the old pump delivers raw water to the lower treatment plant near Makongeni Estate, the new one lifts water to the new treatment plant on the slopes of Asego Hills to the North of the CBD. The total water supply system leaves a shortfall of 1,000m³/day throughout the municipality hence supplemented by sources including shallow wells, springs, boreholes, roof catchments and direct from the lake.

1.6.2 Water demand

With the approximately 15,000 households, that alone would need more than 15,00m³ of water, businesses and offices, schools, colleges, prison, churches, etc., the water demand obviously outstrips supply by far.

1.6.2 Sanitation

Sewerage System

The sewerage system only serves less than 10% of the municipal area. The level of sewer connection is very low due to high connection charges thus rendering developments fronting the sewer unconnected.

Septic tanks and soak pits

Many residential developments and institutions are on septic tanks and soak pits. The municipality does not maintain records on the number and location of septic tanks and soak pits.

Pit latrine

This is the most common method of waste disposal and even among properties with septic tanks and sewer connections because of the inadequate and unreliable water supply in the municipality. In some cases, like in institutions, the filled up pit latrines are treated and exhausted, while in other areas the filled-up pit latrines are abandoned and new ones dug.

Storm water drainage

The storm water drainage network is indeed poor and inadequate. The municipality does not have a comprehensive storm water drainage system, but they have primary and secondary networks. The primary drainage system consists of natural streams and valleys that naturally drain the municipality. The natural flow of streams has been interrupted by development and building activities that have, therefore, in due course blocked. The secondary drainage system consists of the man- made drainage system that 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. Along the main streets in the CBD, manhole covers and the slabs are broken and deep drains are left open. This poses serious risks to motorists and pedestrians and encourages breeding of mosquitoes and other vermin.

The construction of wide, deep and open drains is particularly unacceptable. In many areas, the drains are not lined leading to massive erosion due to steep land slope, deep loose soil and heavy rainfall storms experienced in the area. The drainage system has also been blocked by encroachment of business and building activities.

Waste water disposal

The wastewater disposal system used in the MoHB includes sewerage, septic tanks, soak pits and pit latrines.

Solid waste disposal system

Solid waste generation

There is generally high solid waste generation from all sources including residential, commercial, industrial and institutional with expectations to keep increasing because of the increasing population and domestic and commercial sources. However, there is little industrial waste production as few industries are located in the municipality.

Storage, sorting and collection of waste

Storage of waste at household level and the commercial outlets is poor since storage facilities/bins are not provided. Most of the waste is stored in the makeshift receptacles and/or dumped in the open ground, on the road and walkways. In all major waste production points like the municipal markets, hotels and institutions no bulk containers are available.

Solid waste is not sorted at source. All the waste (paper, plastic, glass, metals and foods) are mixed together. Some metal parts are, however, recycled and used by the metal Jua kali artisans and some other wastes like paper, glass and plastics are also recycled whenever possible.

The amount of waste collected is not known as the municipality does not keep the records. Little waste is, however, collected as the bulk of the waste is left to rot in the open heaps spread all over the municipality.

Disposal Site

The municipal does not have adequate equipment and site to handle and dispose safely of the solid waste. The disposal is not acceptable as it is poorly operated. The tipping is not controlled and scavenging of waste is common. The current waste disposal site is located at the foot of Asego Hill, adjacent to the cemetery and Homa Bay High School.

1.6.4 Energy

The main energy sources are electricity, petroleum fuel and fuel wood. The energy supplied is used for cooking, lighting, industrial production and transport. The main energy sources for cooking are kerosene, charcoal and firewood. Use of electricity and petroleum gas for cooking is limited. For lighting, the main sources are kerosene and electricity.

The majority of these consumers (about 65%) are domestic. Industrial consumers are negligible. Only about 20% of the MoHB is supplied with power.

Electricity

The major supplier of electricity in Homa Bay is KPLC with frequent power rationing within the town and low electricity distribution per household.

Petroleum fuels, wood fuels and other energy sources

Petroleum fuel is mainly used in lighting in homes whereas wood fuel obtained from hinterland of MoHB is mainly used for cooking in its natural form or as charcoal. Other families, especially those with higher incomes rely on liquefied petroleum gas (LPG).

Street Lighting

Street-lighting is extremely poor within the CBD. Street-lighting infrastructure exists, but it is poorly maintained and broken down. Roads serving important facilities like markets, slaughterhouses, Bus Park, stadium, hotels and offices are poorly served.

In the residential areas, street-lighting is poor and in many cases it is virtually non-existent. Inadequate street lighting is a major cause of increased insecurity. Travel at night by car and even particularly walking is often risky and has also negatively affected business activity hours.

1.6.5 Transportation and Transportation Demand

The economy of any region is only improved and properly managed when the movement of people and goods is conducted efficiently to save time and money. Transportation analysis provides the basis for the improvement of the sector that has responsibility for accessibility and mobility in MoHB and its link with the rest of Kenya.

Transportation demand identifies the areas where passengers and goods originate from and their destinations, takes place in whatever land uses wherever human action takes place.

Trip generation

The CBD of Homa Bay attracts passengers from all over South Nyanza since Homa Bay is a former headquarters of the previous South Nyanza Districts that was split into Homa Bay, Migori, Rachuonyo, Suba, Kuria and Rongo Districts. Most government offices, including the land offices, that served the districts, remained in Homa Bay and this still attracts population from such a wide hinterland. The bus terminus of Homa Bay remains a gateway into Mbita Point, Kisumu, Kisii and Migori for people in the region.

Road Transport

The HBD has a total of 645 Km of both classified and unclassified roads and all these roads affect the transportation network of the municipality. The roads consist of the dilapidated and the currently under construction, Homa Bay – Rongo tarmac road, Homa Bay - Asumbi tarmac road, Homa Bay - Kendu Bay gravel road and the gravel Homa Bay - Mbita Road. The roads in the CBD are bitumen surfaced although the pavement on some of the roads is badly worn out. Roads connecting the municipality with the residential estates are earth/ gravel surface. Some of the roads are often impassable during the heavy rains. Currently, some of the roads in the CBD are being rehabilitated.

Motorized versus non-motorized transport

Despite the presence of heavy pedestrian and cycle traffic, there is inadequate provision of 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.

Security for pedestrians and cyclists is poor as street lighting is inadequate and/or not provided at all in many routes. A footpath and/or a cycle lane of at least 1.5m wide should be provided along the 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.

Terminal and parking facilities

The main terminal facility is a hard-surface, paved bus station that. Other small bus or matatu stands and lay-bys also exist in MoHB for the picking or dropping of passengers and goods.

There is inadequate provision of parking facilities in the CBD. Vehicles are parked along the road pavement and footpaths resulting into serious traffic congestion in the CBD. The situation is particularly bad along the Rongo-Homa Bay-Kendu Bay roads where public transport vehicles (buses and matatus) park to drop off and pick up passengers.

Parking problem is also aggravated by major building developments being allowed without adequate space provision for parking. 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 municipal market.

Air Transport

The airstrip that serves the MoHB is located 8 Km South-East of the municipality at Kabunde. The major function of the facility is to facilitate air transport for tourists travelling from Nairobi, Maasai Mara, and other tourist attraction centres to Ruma Game Reserve, Simbi Nyaima, Rusinga Island and Mfangano Island. It is mainly used by light aircraft.

Water transportation in marine space

There is a concrete pier at the harbor which used to be run by the Kenya Railways but has 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; Homa Bay to Kendu Bay; Homa Bay to Mfangano Island; Homa Bay to Kampala, Uganda; among other high potential routes

1.7. Housing and Human Settlements

Of the three basic needs, shelter requires a larger input in planning than the rest. This is a result of the initial capital outlay required for the planning, design, financing, construction, servicing, maintenance and improvement of human settlements.

1.7.1 Land tenure

This is a system through which land rights are determined and documented whereas land disposition is the act through which ownership and use may change from one party to another.

Different tenure systems exist in Kenya. In general, land in Kenya is classified as government land, private land or trust lands. Trust land refers to land held in trust by the local authorities on behalf of the residents.

In Homa Bay town, the land tenure system is such that within CBD there is trust land and leasehold (99 years). Areas of Kalanya and Katuma have a freehold land tenure system, while areas of Kothidha and Kanyadier are community land under a land adjudication programme.

The combination of the tenure systems offers both opportunities and constraints. Freehold tenure in some areas, like in the informal settlements like Shauri Yako and Makongeni, pose difficulties in enforcing regulations on land. However, the trust land areas provide the municipal council with sufficient land for future location public facilities and infrastructure.

1.7.2 Existing Zoning

High income residents enjoy housing in areas with better services and facilities such as Salama and areas on land parcels that are large and properly serviced. They are mostly found in the higher ground areas away from the beach front. On the other hand, the low income population lives in shacks on the shores of the lake like Shauri Yako, Sofia and Makongeni.

Some 75% of the population of MoHB stays in low- income residential housing units, 20% in the middle income housing areas and 5% population in the high- income residential zone.

However, it is difficult to delineate the residential estate zones with respect to income levels because the conventional ranking of high-income population may have the perceived 'rich' population of Homa Bay as poor or lower middle class since the income levels in MoHB is low and the relative cost of life is also low.

The medium density zones include: Makongeni; Oriang Manywanda; Trust land - Kaburini, and low density zones are: Milimani (Government land); Mbita Junction; Got Rabuor; High density; Shauri Yako; Sofia; Makongeni.

Shelter structures in the low-income slums are located on any free space available, making the housing densities in the settlements very high.

On average, different plot sizes are allowable in different areas where there is some semblance of development control, like in the CBD and in Salama, and generally in areas where the land is under leasehold tenure. Here, the minimum allowable plot size is a quarter of an acre. The plot sizes get larger as one moves away from the CBD into the areas where the tenure is majorly freehold.

1.7.3 Housing Typologies

Varying housing typologies denote different income levels. 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 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.

1.7.4 Housing densities

With population densities of 1941 persons per Km² according to the Population Census Report, 1999, and with average household sizes of five people, there was an average housing density of 388 houses per Km².

Based on the 1999 census projection, a housing density of approximately 491 houses per Km² means that the housing demand will soon take much of the municipality's land.

1.7.5 Building material

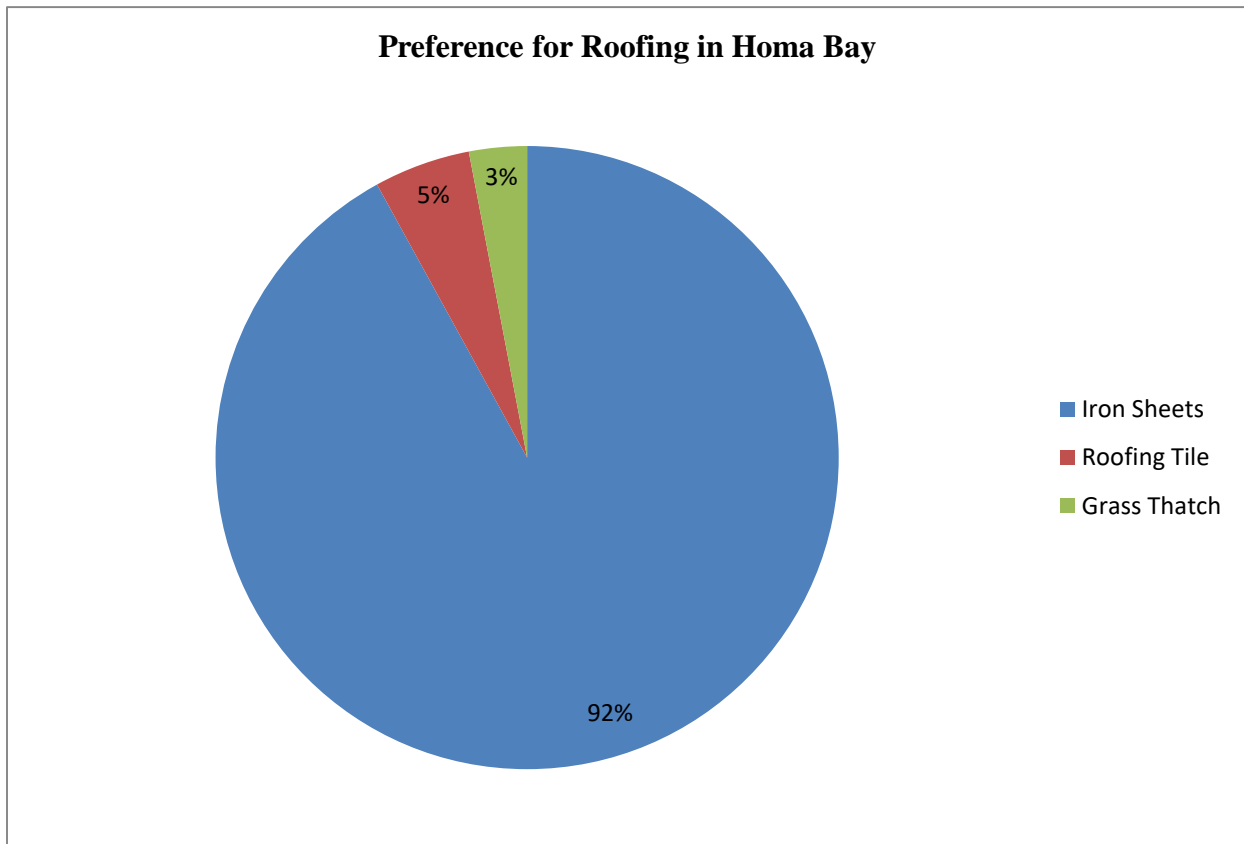
High-income earners and government agencies such as the National Housing Corporation (NHC) and the MCHB have constructed permanent houses comprising cemented floors, bricks or stones walls with roofs made of tiles, asbestos or iron sheets evident in Salama Estate in houses constructed for the civil servants.

Low-income shelters informal settlements on black cotton soil are all temporary structures built from iron sheets on both roofs and walls while the floors are cemented or mud. These informal settlements are mostly found on beach fronts, especially in Makongeni and Sofia where the residents work in the fishing sector in the lake as fishmongers and fishermen.

In other parts especially where the land is on freehold tenure, the houses are built of mud and wattle, iron sheet roofing or thatch with mostly mud floors.

About 20% of the housing stock is of burnt brick and/or masonry/concrete block wall. The most common roofing material is corrugated iron sheets that form roofs for 90% of the total housing stock. Roofing tiles and grass thatch were used in 4% and 2% of the housing stock, respectively.

The prevalent use of iron sheets is due to costs and durability. Being more expensive than thatch, the cost in the long term for the use of iron sheets makes them the best choice for low-income earner since they last longer and protects more against the weather, especially rainfall. On the other hand, higher costs of roofing tiles deter most people from using them. The use of asbestos has however been banned due to their potential to cause cancer.



1.7.6 Ventilation and Lighting

Houses are generally well-lit and ventilated by the natural agents of wind and sun. The breezes blowing from or into the lake regulate the temperatures of an otherwise hot climate.

The houses built on conventional materials (brick/ stone, cemented floors and iron-sheeting for roofs) have windows or small openings for ventilation and for lighting. However, the traditional houses (of mud and wattle) achieve ventilation through the windows or openings, as well as through other openings at the interface between the walls and the roof. Lighting at night is usually achieved by electric lighting, or oil lamps for those not connected to the Kenya Power and Lighting Company (KPLC) mains.

1.7.7 Level of services and facilities

Most housing estates especially in low-income residential estates have inadequate service provision like sewers, water, access roads, and street-lights among others.

1.8. Social Services and Community Facilities

1.8.1. Education Facilities

Since education empowers the community to perform various duties efficiently and effectively to enable the increase of labor return, it is an important tool of socio-economic development. In addition, it has the ability to enhance human capacity and development of knowledge, which is necessary for production and therefore influences development process in any area.

i. Distance travelled to school

On average, pre-primary schools are located within a walking range of 500 meters, thus making them easily accessible by pupils. Most of the primary schools are found within a range of 1 Km making them accessible to more pupils. Secondary schools are on average located within the range of 4-5 Km hence except for the secondary schools, the average walking distance to school for the various age groups is manageable.

ii. Existing facilities

There are 71 ECDE nursery schools whereby 40 are public and 31 are private owned. These facilities are within the range of 500 m² hence accessible to pupils. Momentarily, the facilities are more than enough since majority are managed by the private sector and located based on demand. Besides, the education for the handicapped is also provided. However, proper supervision and control is required in this sector to prevent substandard services that could be offered by most of them set for commercial purposes.

There are 71 (40 and 31 public and private respectively) primary schools, 17 secondary schools, 2 Vocational Training Centers, 1 medical Training College, 3 ECD Teacher Training Colleges and 1 University College in the municipality.

iii. School dropout rates

There has been generally a considerable drop in the rates since the introduction of free primary education in 2003 when the NARC Government came into power. However, the rate of school dropout among females is still higher especially at the secondary school bracket. Presently, up to eleven (11) percent of children of school going age are out of school.

1.8.2. Health facilities

The provision of primary health care to all citizens is one of the 'Big Four' Agenda in the Government of Kenya defining health as the mental, physical and social well-being of a person and not the mere absence of disease. There is a close link between poverty and health. Whereas poverty is the inability to meet increasing needs in health care costs due to high diseases prevalence due to lack of education on preventable diseases, as well as nutritional habits, sick people will not be economically productive hence intensifying poverty in a vicious circle.

a. Health care provision in MoHB

The MoHB has the highest concentration of health facilities in the district. These facilities are run by the GoK, private sector and Non-Governmental Organizations (NGOs). The health facilities operating include hospitals, maternity and nursing homes, health centres, dispensaries and clinics. However, the majority of the health facilities are owned and run by the private sector.

There two public hospitals, Makongeni Sub-County Hospital and the County Referral Hospital owned and managed by the County Government with some help from NGOs (especially Medicins San Frontiers (MSF)). Other than that, there are other 9 hospitals run by Faith Based Organization and the private service providers such as Bliss HealthCare. Table 2 below summarizes the allocation of health facilities among public, faiths and private sector layers.

Table 2: Ownership of health institutions in MoHB

Ownership/ Category	GOK	MISSION	PRIVATE	TOTAL
Hospital	2	2	7	11
Health Centres	1	1	2	4
Dispensaries	4	1	0	5
Total	7	4	9	20

b. Disease Prevalence

Some of the most prevalent diseases include malaria, typhoid, skin diseases, sexually transmitted and respiratory diseases. Malaria outbreaks are usually common during the long rain season between March and May.

Typhoid and intestinal diseases are attributed to untreated water from contaminated water sources such as the lake, wells and river.

c. HIV prevalence rate

HIV prevalence in Homa Bay is nearly 4.5 times higher than the national prevalence at 26.0% (Kenya HIV Estimates 2015). The HIV prevalence among women in the County is higher (27.8%) than that of men (24.0%), indicating that women are more vulnerable to HIV infection than men in the County (HIV County Profile, 2016). The county therefore, should provide more sensitization or awareness programme to prevent the prevalence that affects the productive population especially the youths.

1.8.3. Religious facilities

There are numerous churches and a mosque in MoHB to cater for the various Christian denominations and Muslims. Christian organizations and churches run various facilities and services such as schools and hospitals. Among the church related challenges include unplanned location within the municipality thus converting their uses from commercial/residential to churches without due approval being obtained.

1.8.4. Other Social facilities

1. Library facilities

There exists only one library which caters for primary and secondary schools' students. Space should thus be set aside for the construction of a library since the current one is small and cannot contain the ever-increasing reader population.

2. Markets and shopping centres

There is one permanent market currently being upgraded to modern standards within the CBD. Other estates have own market centres where goods are bought and sold daily. These are found in the estates of Makongeni, Sofia, Rabuor and Asego.

Most of the shopping centres are located along the Rongo-Homa Bay Road. The shopping centres have squeezed the main street leaving limited room for expansion of the road to the beach.

3. Recreational facilities

There are diverse recreational facilities including bars, restaurants and lodges, hotel open fields used for sporting, beach and Ruma National Reserve located between Homa Bay District and Mbita District to the East. In addition, there is only one stadium currently under construction, children's park near Tourist Hotel and a show ground opposite the KCB.

The land set aside for recreation and the estate playing-grounds within the municipality were grabbed hence no playing-grounds for children except in school compounds. The available recreational facilities (bars and restaurants) only cater for adults and neglects activities and fun days that can be attended by the whole family. Beach fronts have also been rendered innattractive by water hyacinth. Thus the existing alternative places for family fun day are to other urban centers such as Sare- Awendo, Isebania, Rongo and Kisii.

4. Civic and administration facilities

Offices belonging to the County Commissioner, Deputy County Commissioner, County Headquarter, Sub-County Headquarter and County Assembly are all found within MoHB. Various wards within the municipality also have the ward offices within them to co-ordinate development and activities within their respective areas of jurisdiction.

5. Homes for people with special needs

There is one orphanage that caters for children affected by HIV/AIDS.

6. Police stations and prisons

There is a police station, an Administration Police Unit, a correctional centre (prison) and the District Commissioner offices as well as other central GoK departments.

7. Post Office

There is a general post office that offers various services at a cost including mail management and banking as well as an ICT Centre for public use.

8. Fire-fighting facilities

The Municipal Council of Homa does not have a fire station and fire engines and equipments for firefighting.

9. Cemeteries

The Municipality has one public cemetery divided into a Muslim cemetery and Christian cemetery. However, most of the residents bury their dead in ancestral homes while the Hindu community cremate their dead at Kisumu/Kisii municipality.

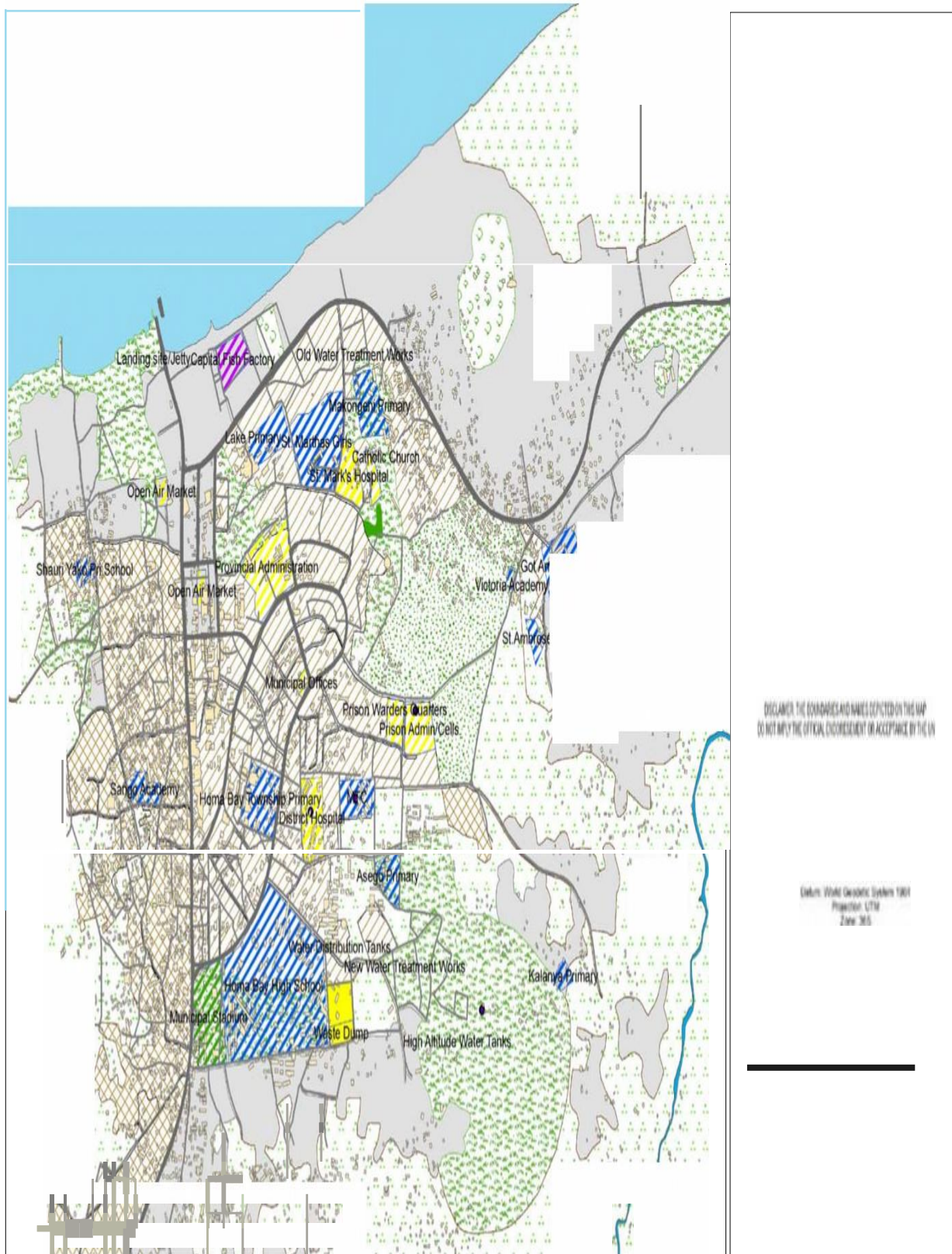
10. Public toilets

There is an only one public toilet facility at the bus park managed by the MCHB. Most of the public facilities, such as hotels, bars, schools, commercial offices have their own toilets, which their customers can use.

11. Slaughter facilities

The municipality utilizes the services of one slaughter facility which handles meat from cows, goat and sheep.

Existing Community Facilities



1.9 Economic Activities

The analysis of the economic activities in MoHB provides the knowledge on the available pool of job opportunities and the level of their utilization. This knowledge will inform the strategies for improved harnessing of the resources that provide the opportunities to increase job opportunities. It will also provide knowledge on resources that are not yet fully mobilized so that they can be employed to increase wealth creation for poverty eradication.

1.9.1. Fishing

Fishing in Lake Victoria is one of the main high- ranking income-generating activities in MoHB. It is the backbone for other economic activities. It involves the trapping of fish from the lake in oar - 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 markets, traders, industries, towns and cities for direct eating, processing or further for exports. 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 repair

1.9.2 Industrial activities

i. Formal industries

They are industries that operate under law and are regulated by the government licensing and fiscal regimes. The industries in MoHB operate within a framework of fish-processing, byproduct of fish processing, boatbuilding and fishing gear repairs. Others are agro-based industry like the defunct cotton ginnery. Currently, the most notable industry in MoHB is the animal feeds factory that process feeds for various animals.

ii. Informal industries

This industry is commonly referred to as Jua Kali and forms the basis of industrial development. It has a direct linkage with agricultural, building/construction and industrial sectors for demand and supply of both Jua Kali inputs and finished products.

The sector creates substantial self-employment opportunities for those not employed in the formal sector. The sector comprises of Jua Kali artisans, women groups, youth groups and self-help groups involved in various income generating activities to support their livelihood. The informal industrial activities carried out include carpentry, motor vehicle mechanics, tailoring and dressmaking, radio repair, plumbing, saloons/ hairdressers, blacksmiths and metal workers, cobblers, watch repair, second hand clothes dealers, timber selling, metal fabrication, charcoal dealers, newspaper and foodstuff vendors.

The strength of the informal sector lies in its ability to generate employment by use of simple and appropriate technologies and locally available resource. The growth and development of this sector contributes significantly to poverty reduction and rates of urban crime as it absorbs a large portion of the population.

iii. Potential for industry

The location of the municipality favors development of industries beside the formal and the Jua Kali industries. These include food processing, boat building, sports tourism and ceramics. Focus could also be directed at the Creative and digital economies in the form of film production, business process outsourcing and other information technology-based service industries.

1.9.3 Commercial activities: formal and informal activities

a. Trade in the fishing sub sector

Trade in the Municipality evolve around all economic activities and land- uses. In the fishing sub-sector, trade takes place beginning with boats and fishing gear, fish and fish by-products. When the fishermen have successfully landed the catch, it is sold to middlemen who make arrangements for supplying it to the various markets, ranging from local to international markets.

b. 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 MoHB. They are mainly concentrated in the CBD but elsewhere, others are found in residential estates and other land uses as the Bus Park and administrative centres. Such shops deal mainly in general domestic items, hardware and other construction items.

Wholesale trade

This denotes 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. They are mainly located in the CBD.

Commercial Banks and Other Financial Institutions

They are generally ranked as service industry. In MoHB, there are various banks including Barclays Bank of Kenya, Equity Bank, Commercial Bank of Kenya, Post Bank, as well as several M-PESA points. The M-PESA service is a money transfer and banking service provided by the mobile phone service provider Safaricom.

c. 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 centres such as the bus station where the target group is travelers waiting to move to other places in the MoHB. Others move from door-to-door in residential estates.

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 those 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

MoHB has three open-air markets. These are Sofia, Soko Mjinga and the major Municipal Market. They serve general traders who own simple stalls, and sell various food and non-food items like clothing and utensils.

Cattle Auctions

These are markets where domestic animals are sold.

1.9.4 Agricultural activities

Agriculture in MoHB can be broken down into crop farming and livestock keeping. Major crops grown include maize, millet, sorghum, and peas. The crops are grown on small scale mainly for subsistence, but a large proportion is sold for generating income.

The only cash crop that does well in the immediate hinterland of Homa Bay is cotton, but since the crash of the cotton sub-sector in the whole country, this has stalled. The ginnery in Homa Bay is a significant reminder of the potential of Homa Bay in this regard.

Livestock reared include cattle, sheep, goats and poultry.

1.9.5 Tourism

The potential of the tourism sector cannot go unnoticed in Homa Bay. The construction of the Homa Bay Tourist Hotel, Cold Springs and Kabunde airstrip points to the earlier envisaged opportunities that exist. The wide assortment of tourist attraction sites and resources include: Lake Victoria and its aquatic resources; Sightseeing resources like the hills; Culture; Wildlife including lake animals like crocodiles, hippos, as well as in Ruma National Park; Presence of a Hippo Station

on Lake Victoria; and Presence of several other hills as tourist attraction sites. Moreover, proper planning and attendant infrastructure provision in MoHB can reposition it as a major tourist hub.

Additionally, the designation of Homa Bay Town as the Headquarters of the South Nyanza region solicits excitement among the residents. This recognition centered on Homa Bay provides it with a wider pedestal to increase its influence, and spur growth further.

CHAPTER TWO: REVIEW OF IMPLEMENTATION OF INTEGRATED MUNICIPAL DEVELOPMENT PLAN 2019-2023

2.1 Introduction

The purpose of this chapter is to provide a comprehensive review of the Integrated Municipal Development Plan (IMDeP) for Homa Bay for the period of 2019-2023. The plan served as the strategic blueprint for guiding the development and growth of the municipality, addressing key issues and priorities to improve the quality of life for municipal residents. This review aims to assess the progress made, identify achievements, challenges, and lessons learned during the implementation of the plan.

2.2 Background

The IMDeP 2019-2023 was formulated based on an extensive participatory process involving key stakeholders, community members, experts, and local authorities. It outlined a set of goals, objectives, strategies, and action plans across various sectors to address the municipality's development needs and aspirations. The plan covered areas such as infrastructure, social services, economic development, environmental sustainability, and governance.

2.3 Progress and Achievements

During the implementation of the IMDP 2019-2023, significant progress has been made in several areas. Key achievements include:

2.3.1 Infrastructure Development

- Upgrading and expansion of road networks, improving connectivity within the municipality and with neighboring regions.
- Construction and rehabilitation of public facilities such as schools, health centers, and community centers.
- Provision of basic amenities like water supply, sanitation, and electricity to underserved areas.

2.3.2 Economic Development

- Promotion of investment opportunities and support for local businesses, leading to job creation and economic growth.
- Implementation of entrepreneurial and skills development programs to empower the local workforce.
- Enhancement of tourism infrastructure and promotion of cultural heritage for sustainable tourism development.

2.3.2 Social Services

- Expansion of healthcare facilities and improvement in the quality of healthcare services.
- Strengthening of education systems, including the establishment of new schools and improvement of existing ones.
- Promotion of social welfare programs to address poverty, unemployment, and social inequality.

2.3.4 Environmental Sustainability

- Implementation of sustainable waste management practices and promotion of recycling initiatives.
- Conservation of natural resources and protection of biodiversity through effective environmental management.
- Adoption of renewable energy solutions to reduce carbon footprint and mitigate climate change impacts.

2.4 Challenges and Lessons Learned

While significant progress has been made, the implementation of the IMDP has also encountered challenges and provided valuable lessons for future planning and development. Some of the challenges include:

2.4.1 Limited Financial Resources

- Insufficient funding and limited budget allocations have posed challenges in fully realizing the goals and objectives of the plan.
- Dependency on external funding sources and the need to explore innovative financing mechanisms.

2.4.2 Capacity and Institutional Challenges

- Strengthening of institutional capacity and coordination among various government agencies and stakeholders.
- Capacity building programs to enhance skills and knowledge of local government officials and staff.

2.4.3 Community Engagement and Participation

- Ensuring active community involvement and participation in decision-making processes and project implementation.
- Enhancing communication channels and feedback mechanisms to address community concerns and aspirations.

CHAPTER THREE: SPATIAL DEVELOPMENT FRAMEWORK

3.1 Introduction

The Spatial Development Framework (SDF) serves as a guiding document for the physical development and land use planning of Homa Bay Municipality. This chapter provides an overview of the SDF, its purpose, and the planning process undertaken to formulate it. It outlines the key principles, objectives, and strategies that will shape the spatial development of the municipality.

3.2 Background

Homa Bay Municipality is experiencing rapid urbanization and population growth, necessitating a well-planned and sustainable approach to manage land use, infrastructure, and the environment. The SDF aims to provide a clear vision and framework for the spatial development of the municipality, taking into account factors such as population dynamics, economic growth, environmental considerations, and social needs.

Ultimately, the SDF addresses the disconnect between economic and spatial planning that has led to uncoordinated and unguided development within the municipality by providing a broad physical framework that provides physical planning policies to support economic and sectoral planning. Further, it provides a synthesis and scenario building while embracing Sustainable Development Principle and recommends a balanced Spatial Framework within which development projects and programmes will be implemented. The following are key elements of the LPLUDP framework and strategies by thematic areas, which are aligned to Kenya Vision 2030, its fourth Medium Term Plan (MTP-IV), the National Spatial Plan 2015 – 2045 and the Homa Bay County Integrated Development Plan 2023-2027.

From the stakeholders' expectations and vision, the SDF is anticipated to position the municipality as a commercial and industrial hub. This will be achieved by stimulating the following:

Overall

1. Strong Centre (main CBD and the proposed Industrial Zone)
2. Adequate Infrastructure in all the activity centers
3. Efficient and Comprehensive Transport Network. Improving the condition of the existing roads
4. Adequate Community Facilities. Land for a cemetery, sanitary landfill, fire station, health facilities, educational facilities and open spaces, social and cultural centres
5. Protection of Agricultural Areas and Curb Urban Sprawl. This is by creating Urban Areas
6. Environmental Conservation and Improvement (forests, rivers, arboretums and parks)
7. Acquisition of Land for markets, furniture workshops, jua kali areas, garages, bus parks and other activities
8. Implementation Framework and Mechanisms for Continuous Stakeholders Consultations

Economy

1. Economically vibrant and a highly competitive Municipality
2. Investor-friendly environment, financial empowerment for county to deliver services, and governance systems promote ease of business
3. Job opportunities for all
4. Better paying jobs
5. Planned environment
6. Resilient Economy

Living conditions

1. Sustainability of built environment
2. Livability of the municipality, high standards of living
3. Decent and affordable housing for all
4. Reliable and safe public transport system
5. Pedestrian walkways to increase safety
6. Clean municipality

Governance

1. Equity in resource access
2. Well planned and functioning municipality/city for all
3. Inclusive and non-discriminatory, provide livelihood for all
4. Safe and secure, friendly and orderly municipality
5. Accommodating to diverse culture, religion, and robust governance structure
6. Fully engaged public in every governance matter
7. Efficient governance

Strategies to Support this Development Model

1. Promote the development of viable strategic growth centres
2. Promote land use and transport integration to form an efficient urban network
3. Efficiently maximize on the use of urban land to support additional developments
4. Manage urban growth to curb urban sprawl
5. Promote agro-based industries

Overall economic growth

This plan will provide accelerated and inclusive economic growth for the municipality by:

1. Job Creation: sufficient to absorb the emerging large workforce at the end of the planning period. This will be done through: Creation of an Industrial Zone, expanding the Municipality's CBD to accommodate more employment activities
2. Increased productivity in Agriculture: to feed the Municipality, raise rural incomes and promote the municipality's growth as agro-based industrial municipality through:

Promotion of an agro-based municipality, protection of agricultural areas by creating urban limits

3. Widespread rural non-farm activities: to provide jobs and good living standards outside the core urban area. This is through: Expansion of the CBD, creation of Sub CBDs, creation of a well enhanced transport network to connect activity areas
4. A dynamic informal sector: that creates jobs at low cost and caters for the needs of Homa Bay people at all income levels (inclusivity).
5. A Restructured Industrial Municipality: Capable of employing a high number of work force at high productivity and also creating export markets to other counties and also outside the country through: Creation of an Industrial Zone.
6. Provision of Habitable Living Areas: Adequate residential areas with habitable conditions, proper development control and zoning regulations and adequate provision of infrastructural facilities
7. Protection of Environmentally Sensitive Areas: Provision of adequate measures to protect and preserve the environmentally sensitive areas such as proper surveying and demarcation and redeveloping them for nature tourism and recreational purpose

3.3 Purpose of the SDF

The primary purpose of the SDF is to guide decision-making related to land use planning, infrastructure development, and the allocation of resources within the municipality. It aims to achieve the following objectives:

3.3.1 Diversifying Tourism

Diversifying tourism to expand the sector into a new market rather than specializing in a single product is critical to the growth of the tourism sector. However, diversification in the past received relatively little attention in the tourism sector in Homa Bay as a County.

Diversification strategies lead to the more sustainable development of the tourism sector in terms of protecting natural resources and value-added products and services and strengthening linkages between tourism and other regional industrial sectors.

The diversification strategies to promote sustainable tourism development in Homa Bay Municipality,

- The county to mobilize land resources in the Lakefront through acquisition, purchase, compensation, and land banking to release this land for tourism promotion;
- Develop the County-Tourism products to link to the regional circuit (Western Kenya) and the national circuit synchronized (Branding, Marketing, Promote Visibility in various channels).
- Mapping and conserving all potential tourism zones in the Municipality, i.e. Asego view point, Lakefronts etc.;

- Mobilization of funds for capital investment to develop the area as a Lakefront (infrastructure, building lodges, resorts). The Capital Investments shall be through Public-Private Partnerships, National and County Governments, Foreign Direct Investment, and local investors;
- Delineation and designation of the Lake Front, through legislation, as an exclusive tourism development zone;
- Marketing and branding of potential attraction sites

Lakefront Site Maps



Proposed lakefront development for ecotourism in Homa Bay Municipality

3.3.2 Managing Human Settlement

The needs of individuals and societies, such as the need for food, water, security, access to commerce, etc., have always directed human settlement. The settlement patterns in the Homa Bay Municipality follow the agro-ecological zones where high potential areas have the highest population density within the Municipality.

Such high-potential areas include CBD where most activities are occurring. The low-potential regions include municipality suburbs with low population densities. Other factors, such as transportation corridors and fish landing bays, equally define settlement patterns and the direction of the Municipality growth.

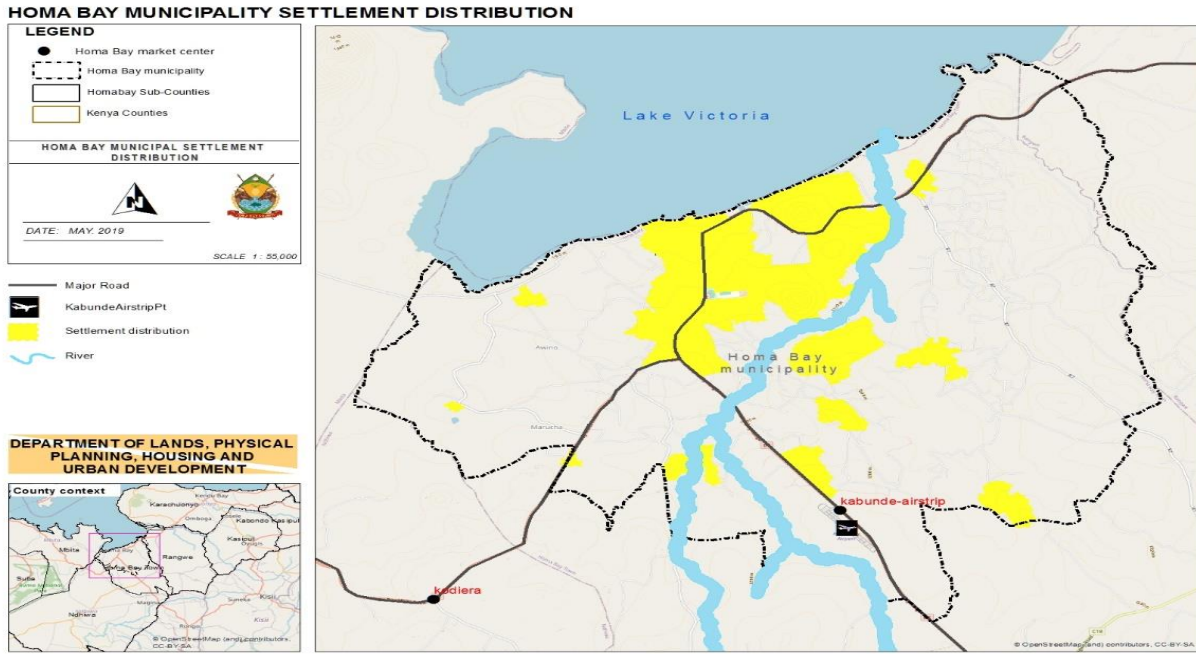
The overall rates by which people have relocated from rural areas into urban areas (urbanization) in Homa Bay Municipality have continued to increase over time. Therefore, planning for decent and high-quality urban livelihoods and rationalizing rural growth centres is critical.

In order to realize this, aspects of green spaces should be embedded in the human settlement strategies towards integrated and balanced development to allow enhanced environmental quality. Thus, 30% green cover should be encouraged whereas 70% built environment shall comprise residential, industrial, educational, recreation, public purpose, commercial, public utilities, and transportation land uses, while embracing mixed land use for the Municipality functionality.

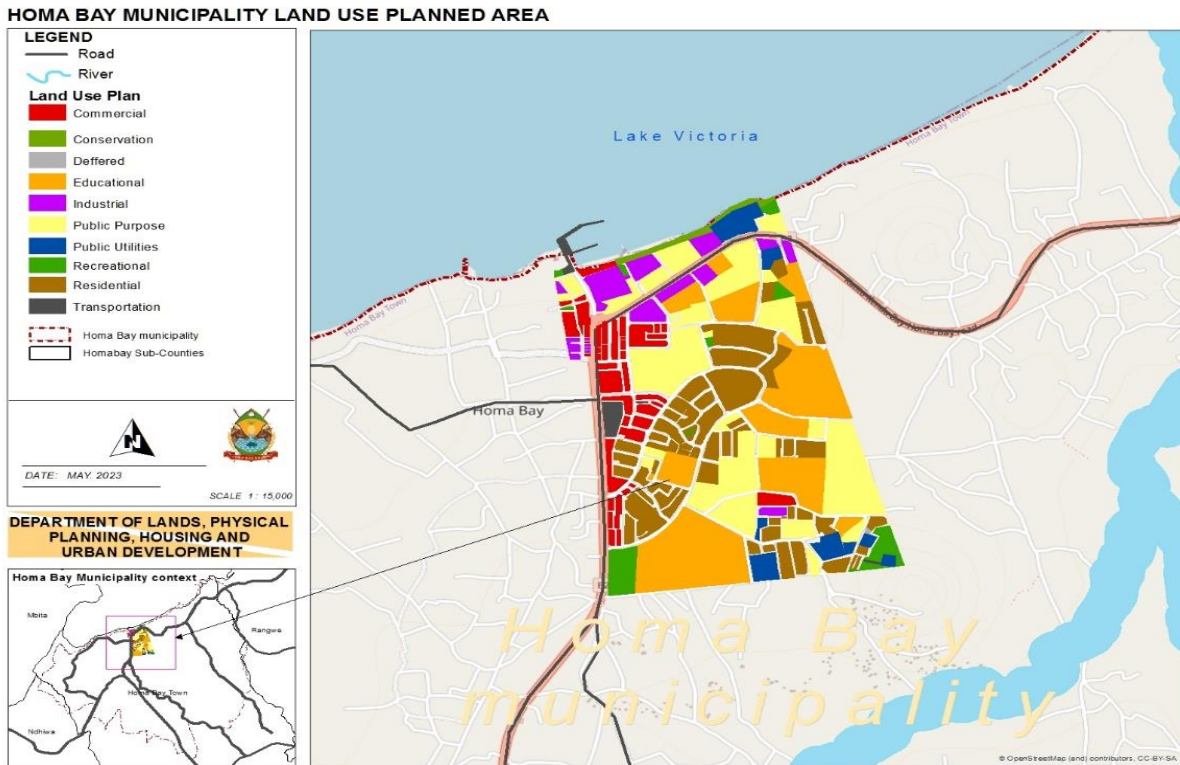
The following are spatial development strategies for decent and high-quality urban livelihoods, as well as rationalization of urban suburbs.

- The Municipality to consider additional land banking to develop affordable housing to enhance social inclusivity, equity, and a liveable environment for the urban population in the county;
- The Municipality to establish Appropriate Building and Materials Technology centres (ABMTC)
- The County shall ensure development control is exercised in the human settlement of both in CBD and its suburbs as provided in the Physical and Land Use Planning Act No. 13 of 2019;
- Supporting Homa Bay Municipality institution
- 30% green cover should be encouraged

Human Settlement Pattern map



Land use map



3.3.3 Conserving the natural environment

Natural capital is an essential element in the structuring of future developments. It is the environment around which all planning, development, and land use decisions should be made.

The natural environment in Homa Bay Municipality provides valuable ecosystem services, not merely unused land for available development. Therefore, protecting these areas is not done only for the sake of conservation alone but to make the surrounding developed parts of the municipality more sustainable, liveable, and valuable (socially, financially, and in terms of green infrastructure).

The natural structure comprises all environmentally significant areas and habitat conservation, including forests, hilltops, wetlands, etc. The spatial development strategies under an integrated natural framework include:

- Create buffers zones through the demarcation of these ecologically sensitive spaces;
- Homa Bay County Government in collaboration with National Government to gazette these areas of ecological integrity;
- Promote ecotourism ventures and recreational activities in these areas to enhance revenue generation to the county;
- Mapping, profiling, and development of potential natural resources;
- Establishment of natural resource conservation programmes



3.3.3 Transportation network

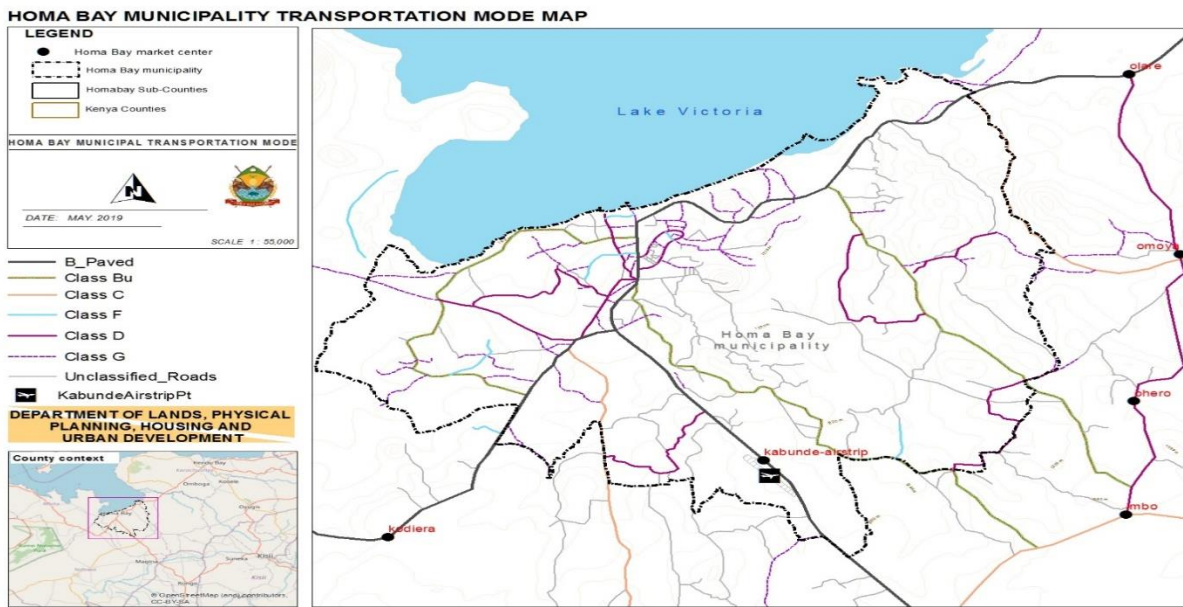
The operation and progress of modern society relies heavily on the transportation networks. With the targeted strong growth in the economy and the population of Homa Bay Municipality, rapid growth in intra- and inter-regional freight and passenger transportation demand is inevitable. Efficient and sustainable the transport system will play a major role in improving the quality of life in the municipality.

Unregulated public transportation services represent a challenge that needs to be overcome as their inefficiencies may lead to continuing dependency on private cars. Therefore, optimization of mobility and accessibility through sustainable transportation systems are necessary in order to increase mode shares in public transport.

The following are strategies for maximizing the efficiency and sustainability of the transport sector through enhanced links and connectivity:

- Open up all roads (ward-based) from production and industrial to commercial taking into consideration road connectivity;
- Develop the public transport network and complementary infrastructure are crucial elements in supporting urban growth; Construct walkways and cycle paths on the main roads by promoting Non-Motorized Transport (NMT) system;
- Widen narrow road reserves and create parking spaces along roads within all CBDs.
- Revive and develop Homa Bay Pier
- Develop, Rehabilitate and maintain transport infrastructural programmes and services

Transport connectivity map



3.3.4 Providing appropriate infrastructure

The provision of appropriate infrastructure through interconnected, efficient, reliable, adequate, accessible, safe, sustainable, and environmentally friendly systems of infrastructure (water, energy, education, training, and research facilities; health; ICT; sewer; sports, etc.) requires sustainable strategies such as:

- Acquire land for relocation of liquid waste disposal site for Homa Bay Municipality
- Improve electricity and telephone connectivity
- Acquire land for cemeteries for the municipality
- Provide street lights along all major and minor within the municipality
- Develop internet hot spots where community members can log in freely through a public
- Wi-Fi at municipality headquarter and in public Parks
- Strengthen tertiary institutions, training, and research facilities
- Upgrade and equip all health facilities within the municipality
- Improve access to schools and health facilities

3.3.5 Promotio0n of Industrialization

Industrialization growth in the county must be driven through a primary industrial focus where space is provided to develop an economic zone. The special economic zone is to provide a space where foreign and local investors can come and establish their factories or industries. Strategies to realize this include:

- Develop a public-private partnership framework to develop a special economic zone through effective infrastructure development to facilitate these areas as an impetus for growth while embracing the backward and forward linkages concepts.
- Zone industrial areas taking into consideration accessibility in relation to the CBDs and production areas;
- Revamp and establish Small and Medium Enterprises (SMEs) in the county;

3.4 Planning Process

The development of the SDF involved a participatory and consultative approach, engaging key stakeholders, experts, and the community. It included a thorough analysis of existing land use patterns, population growth projections, infrastructure requirements, and environmental considerations. The planning process incorporated feedback, input, and recommendations from various stakeholders to ensure a comprehensive and inclusive framework.

3.5 Strategies and Policies

The SDF presents a set of strategies and policies that will guide the spatial development of Homa Bay Municipality. These include:

3.5.1 Land Use Zoning and Allocation

The SDF defines land use zones, specifying permissible activities and densities in different areas of the municipality. It ensures the optimal use of land resources and promotes compatibility between land uses.

3.5.1.1 Land use

Homa Bay has an intricate hybrid ribbon urban form. Development is mainly located along transport routes such as the roads to Kendu, Rodi and Suba. The skyline consists of few skyscrapers and a number of single-floor buildings. 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 such as in Sofia, Makongeni and Arujo. The transport networks are, on the other hand, configured with the topography, avoiding the lowlying valleys and hills.

The result is a series of meandering sections of roads with the attendant developments. At the centre, following the same pattern described is a crescent road at the centre of the town. However, according to Homa Bay Town Local Physical Development Plan, a well land use zoning is witnessed in areas of leasehold tenure.

The table below show the typical land use composition for Homa Bay town area.

Table 5: Land Use in Homa Bay

Land Use	Homa Bay Town area (Ha)
Residential	22.5
Industrial	8
Educational	56.5
Recreational	8
Public Purposes	49.1
Commercial	10
Public Utilities	6
Transportation	4
Deferred	3
Total	175

Source: Homa Bay Town Structure Plan.

Principal Policies for the Municipality’s Land Use Plan

1	Decentralize business, administrative and commerce functions	<ul style="list-style-type: none"> • Sub-centre system (corridor development) will be adopted with new urban transport network to subdivide business functions. • Land use regulation for sub-centre areas will be revised to activate their function and to accommodate growing population. • CBD should be re-developed to revitalize municipality centre.
2	Expand and renovate CBD	<ul style="list-style-type: none"> • New zones to be acquired for new urban core. • Extend the CBD vertically (or higher in the skyline) to solve the low-utilization issue
3	Supply appropriate housing for all	<ul style="list-style-type: none"> • Urban re-development from low-density residence to medium to high density residence is necessary. • Appropriate housing scheme for low income is necessary as social services.
4	Marked Areas for Development Control outside the proposed Municipality	<ul style="list-style-type: none"> • Subject areas for development control
5	Preserve and restore green and water environment to create ecological network	<ul style="list-style-type: none"> • Existing forests and wet areas should be preserved and the former to be used for recreational purposes and promotion of urban tourism. • River and riverbanks will be restored to open recreational space.
6	Conserve agricultural activities	<ul style="list-style-type: none"> • Agricultural activities should be conserved for diversification of the land use.
7	Develop new areas for industrial area	<ul style="list-style-type: none"> • New industrial areas will be allocated within the municipality. • Existing industrial area should be re-developed for new urban function.
8	Beautify the municipality as the region’s pride	<ul style="list-style-type: none"> • Urban landscape regulation should be established to keep historical beauty for the citizen.

3.5.2 Transportation and Mobility

The SDF emphasizes the development of a well-connected and efficient transportation system. It includes policies to improve public transportation, enhance pedestrian and cycling infrastructure, and reduce dependence on private vehicles.

3.5.3 Environmental Sustainability

The SDF integrates environmental considerations, including the protection of ecologically sensitive areas, sustainable resource management, and climate change adaptation and mitigation measures.

3.5.4 Infrastructure Provision

Strategies for infrastructure provision, including water supply, sanitation, energy, and telecommunications, are outlined in the SDF. It highlights the need for coordinated planning and investment to meet the growing demands of the municipality.

3.5.5. Homa Bay Municipality Spatial Development Strategies by Thematic Areas

Thematic Area	Overview/current status	Policy strategy	Lead agencies /Departments
Diversifying tourism	<p>Homa Bay Municipality is home of diversified potential Tourism attraction sites</p> <ul style="list-style-type: none"> • Asego Hill View point • Homa Bay Scenic lakefront 	<p>Mobilize land resources in the Lakefront, through acquisition, purchase, compensation, and land banking to release this land for tourism promotion</p> <ul style="list-style-type: none"> • Develop the Municipality-Tourism to link to the regional circuit (Western Kenya) and the national circuit synchronized (Branding, Marketing, Promote Visibility in various channels). • Map and conserve all tourism potential zones in the entire municipality i.e. Lakefront, Asego View Point etc; • Mobilize funds for capital investment to develop the area as a Lakefront (infrastructure, building lodges and resorts). The Capital Investments shall be through Public-Private Partnership, National and County Government, Foreign Direct Investment and local investors; • Delineate and designate the Lake Front, through legislation, as an exclusive tourism development zone. • Market and brand of potential attraction sites 	<ul style="list-style-type: none"> • Tourism Section • Hospitality Industry • Blue economy • Tour operators and Guides • Western Tourism Circuit • Development partners • Donors • Investors
Conserving the natural environment	<p>Homa Bay municipality is endowed with rich natural environment and geological structure that favours the existence of minerals</p> <ul style="list-style-type: none"> • The area has a forest cover of 2.7% from 2.6% in 2017. • Establish tree nurseries and planting of seedlings by schools. • Establishment of governor's Park 	<p>Map, profile and develop potential natural resources</p> <ul style="list-style-type: none"> • Establish of natural resource conservation programmes • Create buffers zones through demarcation of these ecologically sensitive spaces • Collaborate with National Government to gazette these areas of ecological integrity • Promote ecotourism venture and recreational activities in these areas to enhance revenue generation to the municipality. • Construct the children's park and acquire land for another park 	<ul style="list-style-type: none"> • Water, • Environment and natural resources • Energy • Lands and Physical planning • Forestry • Development partners • Donors • Investors

Transportation network	<p>The municipality improved transportation network by constructing:</p> <ul style="list-style-type: none"> • Homa Bay Jetty constructed to provide for safe landing in and out of the water body; • One (1) bus park was constructed. • Tarmacked Km roads to bitumen standard within the municipality • Operationalization of Homa Bay airstrip 	<p>Develop, Rehabilitate and maintain transport infrastructural programmes and services;</p> <ul style="list-style-type: none"> • Open up all roads (ward-based within the municipality) from production and industrial to commercial taking into consideration road connectivity; • Develop the public transport network and complementary infrastructure as key element in supporting urban growth; • Construct walkways and cycle paths on the main roads by promoting Non-Motorized Transport (NMT) system; • Widen narrow road reserves and create parking spaces along roads within all CBDs. • Revive and develop Homa Bay port (pier) 	<ul style="list-style-type: none"> • Road and infrastructure • KENHA • KURA • KERRA • Development partners • Donors
Industrialization	<ul style="list-style-type: none"> • To promote value addition and marketing of processed products, the municipality embarked on: • Animal feeds factory is at 50% completion, • Promotion of private industries such as fish and boat building factories 	<ul style="list-style-type: none"> • Develop public-private partnership framework to develop a special economic zone through effective infrastructure development to facilitate these areas as an impetus for growth while embracing the backward and forward linkages concepts. • Zone all industrial areas taking into consideration accessibility in relation to the CBDs and production areas; • Revamp and establish Small and Medium Enterprises (SME) in the municipality 	<ul style="list-style-type: none"> • Trade and industrialization • Agriculture • Lands and Physical Planning • Development partners • Donors • Investors
Providing appropriate infrastructure	<p>The county government provided:</p> <ul style="list-style-type: none"> • Plants and machineries were purchased to accelerate the implementation of road construction and rehabilitation in the municipality. • Constructed modern market in Homa Bay Municipality • Constructed a modern bus park 	<ul style="list-style-type: none"> • Acquire land for liquid waste disposal sites in the municipality • Improve electricity and telephone connectivity • Acquire land for cemetery • Provide street lights along all major and minor roads. • Develop internet hot spots where community members can log in freely through a public Wi-Fi at HQs and in major public Parks • Strengthen tertiary institutions (VTCs), training and research facilities • Upgrade and equip all health facilities within the municipality • Improve access to schools and health facilities 	<ul style="list-style-type: none"> • Road and infrastructure • Water and environment • Energy • Education • Trade and Industrialization • Housing and Urban Development • Agriculture • KENHA • KURA • KERRA • Development partners

	within the municipality		<ul style="list-style-type: none"> • Donors • Investors
Managing human settlement	<ul style="list-style-type: none"> • Established and operationalize Homa Bay Municipality • Delineated urban boundaries for Homa Bay Municipality • Renovation of four (4) government houses • Construction of 400 units of affordable housing project ongoing 	<ul style="list-style-type: none"> • Land banking to develop affordable housing to enhance social inclusivity, equity and liveable environment for the urban population in the county; • Establish Appropriate Building and Materials Technology centres (ABMTC) within the municipality • Ensure development control is exercised in human settlement as anchored in the Physical and Land Use Planning Act No. 13 of 2019; • Fully operationalize of urban institution • 30% green cover should be encouraged 	<ul style="list-style-type: none"> • Housing and Urban Development • Lands and Physical Planning • Development partners • Donors

CHAPTER FOUR: MUNICIPAL DEVELOPMENT PRIORITIES, OBJECTIVES AND STRATEGIES

4.1 Introduction

This chapter outlines the key development priorities, objectives and strategies will guide the municipality towards sustainable growth and prosperity. It presents a comprehensive roadmap for addressing the needs and aspirations of residents while promoting inclusive and participatory development.

4.2 Vision, Mission and Goals

The vision, mission, and goals provide a framework for the Lakeside Municipality of Homa Bay to transform itself into a vibrant, inclusive, and sustainable community. They outline goals towards which the municipality can create a prosperous and livable environment for its residents while serving as an exemplary headquarter for the County Government of Homa Bay.

4.2.1 Vision

A thriving and sustainable hub of economic, social, and environmental progress, providing residents with a high quality of life and opportunities for growth and prosperity.

4.2.2 Mission

To strategically develop and uplift the lakeside municipality of Homa Bay by promoting inclusive governance, fostering economic growth, improving infrastructure, enhancing social services, preserving the environment, and empowering residents through participatory decision-making and sustainable development practices.

4.3 Municipality Roles, Goals and Objectives

Roles

- To foster economic growth and creation of job opportunities through investments in appropriate infrastructure and business development programmes.
- To promote public health and safety through investments in emergency services, disaster preparedness and community policing.
- To promote healthy lifestyles, invest in healthy initiatives and ensure provision of quality healthcare services.
- To promote and undertake investments in clean energy, public transport, green spaces, waste management and water conservation.
- To monitor and regulate provision of municipal services including services from providers other than the board of the municipality.

- To collaborate with development partners and residents to promote community building, foster cohesion and ensure municipal programmes are responsive to the needs of residents.
- To enhance access to government services through digital options including online payments, e-government and smart city technologies
- To implement initiatives that promote the availability and accessibility of affordable housing options for residents.
- To raise resources externally and internally through rates, taxes levies, duties, fees, and surcharges on fees and settle and implement tariff rates and tax and debt collection.
- Develop and manage schemes including site development in collaboration with the relevant national and county agencies.

4.4 Goals and Objectives

Economic Development and Job Creation:

- Foster a conducive business environment that attracts investment and promotes entrepreneurship.
- Support the establishment and growth of diverse industries and sectors to create employment opportunities for the local population.
- Develop and promote tourism initiatives to leverage the municipality's lakeside location and natural attractions.

Infrastructure and Basic Services:

- Improve and expand transportation networks, including roads, bridges, and public transportation, to enhance connectivity within the municipality and to neighboring regions.
- Enhance access to clean water, sanitation facilities, and reliable electricity for all residents.
- Upgrade and modernize public facilities, including schools, healthcare centers, markets, and recreational spaces.

Social Development and Welfare:

- Enhance access to quality education, vocational training, and skill development programs to empower the local workforce.
- Improve healthcare services, including the availability of well-equipped medical facilities and qualified healthcare professionals.
- Promote social inclusion and gender equality by addressing disparities, providing support to marginalized groups, and fostering a safe and inclusive community.

Environmental Sustainability

- Preserve and protect the municipality's natural resources, particularly the lake ecosystem, by implementing sustainable practices and responsible environmental management.

- Promote awareness and education on environmental conservation and encourage sustainable agricultural practices.
- Mitigate the impact of climate change through measures such as renewable energy adoption and adaptation strategies.

Good Governance and Participatory Decision-Making:

- Promote transparency, accountability, and integrity in municipal administration and public service delivery.
- Enhance citizen participation and engagement in decision-making processes through the establishment of inclusive platforms and mechanisms for community input.
- Strengthen the capacity of local government officials and staff through training and professional development programs.

Cultural Preservation and Promotion:

- Preserve and promote the rich cultural heritage and traditions of the municipality's diverse ethnic communities.
- Support cultural events, festivals, and initiatives that celebrate the local identity and foster social cohesion.
- Encourage the development of cultural tourism to showcase the municipality's unique heritage and attract visitors.

4.5 Thematic Areas, Development Priorities and Strategies

Service Delivery Transformation

With the public asking for more of public service delivery, it has become imperative that the public sector examines how public services can be better delivered in a client focused environment, where the client is put at the centre of service delivery, in a personalized service delivery environment. More pressure is also being applied to deliver more results with less resources during these fiscally constrained times, by establishing sustainable public service budget savings, whilst increasing productivity. Ultimately these forces of transformation will require the Municipal Board provide services that can make things better for people. These include:

Digital transformation is commonly considered a key transformation strategy and allows Governments not only the opportunity to deliver existing services through digital platforms, but take advantage of digital innovations to enhance service effectiveness, transparency, and client experience, hence creating public value. Significant opportunities exist to enhance Government services through online portals and applications; using online collaboration tools (social media) to inform policy development and deliver information; exploring big data; increasing system interoperability; and integrating the use of mobile and wearable devices. These applications must

be designed with a customer centric focus and must breakdown existing service delivery silos to maximize the client's experience.

Contestability goes to the heart of what Governments should be delivering and what the market could best deliver. Today, services are being increasingly outsourced to the non-government sector in areas such as health care, social services, corrective services, transport and shared services. Whatever happens all service providers must "Act in the public interest and recognize the benefits of markets. In competitive markets, customers, not producers, take precedence. Competition and contestability drive lower costs, improve quality and give people what they want. Government should act in the public interest and only intervene in markets where market solutions fail to produce the best outcome for the nation as a whole".

Reviewing the contestability of service delivery will continue to be the trend, as Government increasingly becomes a contractor of services, rather than a service provider. There must, however, be consideration for risks that may arise in the process of transformation and safeguards that need to exist to ensure the most disadvantaged in society remain a high priority for service delivery.

Leadership and culture are ultimately at the heart of Public Sector transformation and the management of the change that is required. Public Sector leaders of today need to be change managers capable of engaging their workforce, and bring them along through a process of transformation. This will require a stronger focus on communication, accountability, openness, innovation and risk management. Modern challenges require Public Sector leaders to join the service delivery dots, and develop deeper partnerships with other service providers be they Public, NGO or Private sector in nature to establish and implement solutions. The Public Sector workforce will also require flexibility and mobility to adjust to changing demands and future priorities. Public Sector leaders will be critical to embracing a longer term strategic view of public service delivery, and effectively utilizing risk management to best exploit opportunities. Leaders must ultimately give their workforces the opportunity to innovate, take a chance and take on a greater degree of risk.

Demand management is critical to managing the increasing expectation and demand for government services. This requires increased upstream focus on risks affecting society, and identifying solutions which best address root causes. A good example of this is reducing coverage and supporting mitigating efforts, in a bid to manage demand for recovery expenditure. Another example is the enhancement of effort in tackling mental health, and drug and alcohol problems to reduce demand on social service programs.

Demand management approaches require holistic partnerships across a variety of stakeholders both within and outside Government, in the context of community centered service delivery. In tackling the risks faced by Municipality, however, the Board is sure it cannot eliminate or insure for every risk faced by the communities therein. Individual responsibility and choice must be fundamental principles of the Municipality.

4.3.2 Disaster Management

In line with the Disaster Response Plan for the County Government of Homa Bay, the Homa Bay Municipal Board will also strive to put in place measures for disaster preparedness. Homa Bay Municipality is prone to disasters such as flooding during the long rains period, extreme drought, cases of mystery fires as witnessed in recent years. In order to improve on disaster preparedness, the Municipal Board will need to invest in the acquisition of firefighting engines to serve the area of jurisdiction.

Additionally, a robust drainage and sewerage infrastructure will be important to arrest excess water run off during the rainy season. Similarly, the Municipal Board will also have to invest and acquire fully equipped ambulance vehicles to respond to emergencies within the Municipality.

4.3.3 Financial Management

Homa Bay Municipality strives to confine its operations within the guiding principles of public finance in financial management as outlined in Article 226 of the constitution of Kenya and PFM Act (2012). The Municipality budgetary resources will conform to this integrated development Plan. The Public Finance Management Act (2012) will be complied with in use of accounting standards while managing and preparing the Municipality financial estimates, preparation and submission for approval of annual estimates and preparation and submission of relevant financial reports to the relevant institutions. Annual budget estimates will be prepared in compliance with Programme-Based Budgeting (PBB) standards.

The expenditure framework for the Municipality will be anchored on the approved budget. The Municipality will prepare annual procurement plans and strictly adhere to them and ensure adherence to the Public Procurement and Disposal Act (2015), and other relevant laws to ensure structures and practices are in conformity with the guidelines.

The revenue framework outlines a comprehensive plan for Homa Bay Municipality to collect revenues that will be used to finance some of its operations. The revenues collected by the Municipality will be limited to only those that are permissible by law.

The identification of development priorities is crucial for ensuring that resources and efforts are focused on areas that will have the most significant impact on the municipality's overall development. This section presents the carefully selected development priorities that have emerged from an extensive consultation process with key stakeholders, including community members, government agencies, and other relevant partners. These priorities reflect the aspirations and needs of the municipality's residents and serve as a roadmap for the subsequent planning and implementation stages.

Table 3: Priority Areas, Objectives and Strategies

Thematic Area	Priority/Objective	Strategies
Health and Safety	Improving access to clean and safe water for drinking and other uses	Develop urban water supply systems Monitor quality of water delivered at the tap and other access points Protect water sources and treat waste water
	Improving access to clean air for citizens to breathe	Develop air quality management plans Tackle pollution at source Regulate air quality
	Improving collection and disposal of solid waste	Promote waste prevention Encourage re-use and recycling Support waste incineration and composting
	Improving access to health care services	Upgrade existing public facilities Attract private investment
	Reducing citizen's exposure to hazardous substances	Carefully monitor, review and regulate use of pesticides and other chemicals Ban use of hazardous substances in public spaces
Infrastructure Development	Improving access to markets and reducing the cost of doing business	Expand the transport network Improve energy provision Create networks that give fast, ready and reliable access to information
	Modernizing infrastructure	Recapitalizing old roads, bridges and sewer lines Extend transit lines to improve movement of goods
	Promoting green mobility	Embrace use of electric and hybrid cars Develop sustainable urban transport plans including use of public transport, cycling and walking
Social Development	Improving the stock of human capital	Create schools that can attract and retain families with broad options Augment educational attainment through local colleges Invest in workforce and job-trainings
	Equipping children and the youth to be self-sufficient in future	Provide affordable high quality child care services Create safe neighborhoods and affordable houses for them to live Support youth programs and services
	Improving governance and engagement of the citizens	Involve citizens in decision making Promote use local products through green public procurement Involve all stakeholders in planning Develop mandatory procedures for assessing impact Track progress to stay on top of social and environmental challenges
	Creating economically integrated neighborhoods	Break up poverty-concentrated areas Create support programmes for the poor Reining on the high cost of housing
Livelihoods Development	Stimulating demand for local products	Upgrade the professional and entrepreneurial competencies of the locals to supply unique services Lobby for the establishment of more institutions (colleges, barracks, etc.)

		Expand the volume and diversity of tradeable items in the Municipality
	Attracting more visitors and investors	Improve the financial infrastructure Establishing cultural institutions such as museums and libraries Improve tourist attractions such as waterfronts, parks and nature reserves
	Enhancing the innovative sectors of the Municipal economy	Invest in technology and research to generate new jobs and entrepreneurial opportunities Broaden commitment to technical and higher education to generate new skills Reward knowledge, innovation and entrepreneurship
	Transforming the physical landscape to benefit the new economy	Provide timely, actionable and reliable information about value creation opportunities and markets for goods Recognize and leverage the distinct assets of Homa Bay Municipality Target abandoned industrial premises, waterfronts and surroundings of transport infrastructure
Sustainable Settlement	Improving the physical layout of the municipality	Create clustered downtowns, friendly neighborhoods and historical districts Align social and natural resources with the emerging economy Return brownfields to productive use
	Promoting green habitats and quiet spaces	Develop legislation for nature and biodiversity protection Designate protected areas especially for water catchment, air-purification and recreation Foster green space initiatives of communities
	Fostering biodiversity	Integrate biodiversity concerns in the spatial plan Reduce deterrents such as noise and concrete developments in sensitive areas Promote green developments
	Promoting Sustainable land use	Develop spatial plans to contain sprawl Rehabilitate brownfields Provide for construction and drainage that prevents soil sealing Monitor land use and limit change of use
	Managing noise in built-up areas	Set up quiet spaces and noise barriers Regulate noise generation esp. around public health and learning facilities Use low-noise technologies/materials Promote soundproofing

4.3 Municipality Programmes and Projects

Programme Name: Policy, Planning, General administration and support Services														
Objective: To provide overall policy and strategic direction for the transformation of the Oyugis Municipality														
Outcome: Effective delivery of policy, administrative and extension support services														
Sub Programme	Key Output	Key Performance Indicators	Linkages to SDG Targets*	Year 1		Year 2		Year 3		Year 4		Year 5		Total Budget (KSh. M)*
				Target	Cost	Target	Cost	Target	Cost	Target	Cost	Target	Cost	
Policy and Planning	Policies and frameworks developed	No. of policies formulated and implemented	1&2	1	4M	1	4M	1	4M	1	4M	1	4M	20M
	Strategic plans developed	No. of Strategic plans/Municipal plans developed	1&2	1	5M	-	-	1	5M	-	-	-	-	10M
	SDG Localisation Reports done	Quarterly SDG Localisation Reports done	1&2	4	2M	4	2M	4	2M	4	2M	4	2M	10M
Resource Mobilization Services	Enhanced mobilisation of external resources	No. of resource mobilisation proposals done	1&2	54	10M	54	10M	54	10M	54	10M	54	10M	50M
	Enhanced OSR generation and collection	% of staff provided with uniform and relevant tools	1&2	50	1.25M	-	-	50	1.25M	-	-	-	-	2.5M
		% of staff trained and placed under a job enrichment programme	1&2	50	5M	50	5M	50	5M	50	5M	50	5M	25M
		% of revenue inspectors/supervisors provided with means of transport	1&2	20	2M	20	2M	20	2M	20	2M	20	2M	10M

		No of Revenue stores constructed.	1&2	1	10M	-	-	-	-	-	-	-	-	10M
Programme Name: Public Works and Infrastructure Improvement Services														
Objective: To promote effective development, management and maintenance of all municipal facilities and roads.														
Outcome:														
Sub Programme	Key Output	Key Performance Indicators	Linkages to SDG Targets	Year 1		Year 2		Year 3		Year 4		Year 5		Total Budget (KSh. M)*
				Target	Cost	Target	Cost	Target	Cost	Target	Cost	Target	Cost	
Public Facilities Improvement Services	Improving transport safety and order	Cumm. % of works completed on pavements and modern walk ways	SDG11	50%	50M	50%	50M	-	-	-	-	-	-	100M
		Km. of Municipal Roads with bitumen	SDG11	5	200M	-	-	5	200M	-	-	5	200M	600M
		No. of Km of roads maintained	SDG11	3	15M	3	15M	3	15M	3	15M	3	15M	75M
		Cumm. % of works completed on Road furniture	SDG11	20%	10M	20%	10M	20%	10M	20%	10M	20%	10M	50M
		No. of Boda Boda parking spaces/Shades constructed	SDG11	1	5M	-	-	1	5M	-	-	1	5M	15M
	Improved clean trading area for traders	% of works completed on the Homa bay Pier market	SDG11	50%	90M	50%	80M	-	-	-	-	-	-	170M
		% of Work completed on Sofia & JNC Kodoyo Mini Markets	SDG11	-	-	-	-	50%	50M	50%	50M	-	-	100M
		No. of Modern Municipal Markets constructed	SDG11	1	350M	1	80M	1	80M	1	90M	1	90M	690M

	No of Municipalities with Animal Holding Sites	SDG11	1	5M	2	5M	3	5M	4	5M	5	5M	25M
Households connected to sewer	% of sewerage works at Homa Bay connected	SDG 6	10%	105M	30%	315M	50%	367.5M	90%	472.5M	100%	105M	1365M
Sewerage treatment plant constructed	Proportion of the existing sewage treatment plant in Homa bay Municipality relocated	SDG11	50%	200M	50%	200M	-	-	-	-	-	-	400M
	No of acres acquired for sewerage treatment plant	SDG11	5	10M	-	-	-	-	-	-	-	-	10M
	Length of pipeline (Km)	SDG 6	10	12M	10	12M	10	12M	10	12M	10	12M	60M
Fire Station constructed	Cumm. % of construction works on Oyugis fire station completed	SDG11	10%	2M	50%	3M	40%	5M	-	-	-	-	10M
Industrial Parks constructed	No. of construction works on Jua Kali Industrial Parks completed	SDG11	-	-	-	-	1	50M	-	-	1	50M	100M
Multi-Purpose Social Hall completed	Cumm. % of construction works on Multi-Purpose Social Hall completed	SDG11	-	-	-	-	1	30M	-	-	-	-	30M
Municipal market constructed	Cumm. % of construction works on Municipal market completed	SDG11	10%	10M	30%	80M	80%	50M	100%	60M	-	-	200M

	Drainage works done	Cumm. % of drainage works completed	SDG 11	20%	10M	20%	10M	20%	10M	20%	10M	20%	10M	50M	
Programme Name: Housing and Urban Development															
Objective: To improve suitable, conducive and affordable housing conditions in the county															
Outcome: Secure, well governed, competitive and sustainable urban areas															
Sub Programme	Key Output	Key Performance Indicators	Linkages to SDG Targets*	Year 1		Year 2		Year 3		Year 4		Year 5		Total Budget (KSh. M)*	
				Target	Cost	Target	Cost	Target	Cost	Target	Cost	Target	Cost		
Housing infrastructure development Services	Enhanced collaborative research and use of locally available building materials	Number ABMT centres established	SDG 11	-	-	1	15M	1	15M	-	-	-	-	30M	
		No. of persons trained and using the use ABMT	SDG 11	-	-	1000	0.5M	1000	0.5M	1000	0.5M	1000	0.5M	2.5M	
	Improved human settlement environment	Cumm % of informal settlements upgraded (KISIP)	SDG 11	20%	20M	40%	20M	60%	20M	80%	20M	100%	20M	500M	
	Improved decent and safe housing for staff	Number of houses renovated	SDG 11	-	-	-	-	20	30M	15	22.5M	10	15M	67.5M	
	Reduced food losses	No. of NCPB Stores constructed	SDG 11	-	-	1	10M	-	-	1	10M	-	-	20M	
Environmental Management Services	Clean Municipality	No of designated and developed dump sites acquired	SDG 15	1	10M	-	-	1	16	-	-	-	-	26M	
		No. of Clean up exercises conducted	SDG 11	4	0.5M	4	0.5M	4	0.5M	4	0.5M	4	0.5M	2.5M	
		% of works completed Animal holding site	SDG11	1	5M	-	-	-	-	-	-	-	-	-	5M
		No. of waste trucks/skip loaders procured	SDG: 6, 11 & 13	1	14M	-	-	2	27M	-	-	-	-	-	41M

		Procurement of skips	SDG: 6, 11 & 13	20	11M	20	11M	-	-	-	-	-	-	22M		
		Purchase of coded litter bins	SDG: 6, 11 & 13	100	1.5M	-	-	100	1.5M	100	1.5M	-	-	4.5M		
	Improved scenic beauty	% of works completed on Got Asego view point	SDG11	-	-	30%	25M	60%	25M	-	-	-	-	50M		
	Improved sanitation	No of toilets Constructed	SDG11	1	2.5M	-	1	2.5M	-	1	2.5M	1	2.5M	10M		
	Land for cemetery	Acres of land acquired for cemeteries	SDG11	2	10M	-	-	-	-	-	-	-	-	10M		
	Clean recreational facilities and improved aesthetics	Kms of Homa bay lake front developed	SDG 15	10%	10M	20%	20M	30%	30M	40%	40M	-	-	100M		
Energy Services	Enhanced green energy use	Number of Transformers installed in the Municipality	SDG 11	-	-	1	10M	1	10M	1	10M	1	10M	40M		
	Improve safety and security for road users	No of Street lights installed	SDG11	25	7M	25	7M	25	7M	25	7M	25	7M	35M		
	Increased access to Energy Information and Renewable Energy, Technologies	No. of Energy Information Centre established	SDG 7	1	35M	-	-	-	-	-	-	-	-	-	35M	
		No. of Youths, Women, PWDs and SMEs enrolled and trained on renewable technologies	SDG 7	300	2M	300	2M	300	2M	300	2M	300	2M	300	2M	10M
		No. of briquette Manufacturing plant constructed	SDG 7	1	2M	1	2M	1	2M	1	2M	1	2M	1	2M	10M

	No. of Bio-Digesters installed	SDG 7	3	1M	3	1M	3	1M	3	1M	3	1M	5M
	No. of HHs benefiting from the Clean Cooking stoves	SDG 7	500	1M	500	1M	500	1M	500	1M	500	1M	5M

CHAPTER FIVE: IMPLEMENTATION FRAMEWORK

5.1 Introduction

This chapter presents the implementation framework including functions of the various entities/offices; and the resource mobilization framework, including revenue sources, revenue raising measures and planned resource allocation (budget) for the 5-year period 2023-2027 based on the priority programmes, sub programmes and projects.

5.2 Assessment of Strategic Assets and Liabilities

Homa Bay Municipality has various activities that contributes to its asset base and have positive influence to the municipality's economy. These can be further divided in to the following three categories:

1. Physical assets

Asset	Economic benefits	Impact
Tom Mboya University College	Increased knowledge generation	Skilled workforce with better incomes
	Increased business and housing demands	Increase land rates to the County government
	Creation of employment	
Kabunde air strip	Increased accessibility	Fuels tourism sector hence more money
	Employment generation	More money flows in to the economy
	Increased security conditions	Results in to more investment around the area hence better living
Homa Bay Stadium (under construction)	Nature young talents	Future source of income to young talents
	Improved physical and mental well being	Healthy citizens
	Green space can become a central community hub	Inspires pop up businesses
The new market	Increased entrepreneurial activities	More employment hence improved living standards
	Reduced crime rates	This creases investment rates hence more circulation in the economy
	Improved infrastructure	Better access and more savings on cost

2. Human Assets

Asset	Economic benefits	Impact
County Government headquarters	Increased population	High demand on essential services and commodities
	Increased service delivery	Creates high efficiency that comes with low cost of operations
	Upsurge in business activities	More wealth is created hence positively impacting the economy

3. Social Assets

Asset	Economic benefits	Impact
Lake Victoria water front	Marine transportation-landing point from other destinations	Cess is collected that improves local revenue
	Ship and boat building	Increased income hence improved living standards
	Living resources-fisheries/fish mongers market	Creates employment- this inter ns increases productivity and improved living standards

3.2.3.1 Physical and Land Use Planning

Space allocations for various facilities such as housing and health centres, schools and social halls should be made, bearing in mind that one generation may contribute for substantial benefit of a subsequent one. To work out the future spatial requirement for the various facilities and utilities, the prediction of the magnitude and numbers of these facilities must be based upon planning standards. Land allocation was arrived at after a review of the existing situation and planning standards as outlined in the Physical Planning Handbook, 2008.

5.3 Institutional Framework

The institutional framework for implementation of Homa Bay Municipality functions is anchored in the Urban Areas and Cities Act No 13 of 2011 and the Homa Bay Municipality Charter gazzeted on 27th March 2019. The Urban Areas and Cities Act No 13 of 2011 stipulates that the management of a city and municipality shall be vested in the county government and administered on its behalf by

- a) A Board constituted in accordance with section 13 and 14 of the Act
- b) A manager appointed pursuant to section 28 of the Act; and
- c) Such other staff or Officers as the County Public Service may determine.

The governance and management of Homa Bay Municipality shall be based on the following principles as stipulated in the Urban Areas and Cities Act No 13 of 2011:

- a) Recognition and respect for the constitutional status of county governments;
- b) Recognition of the principal and agency relationship between the boards of urban areas and cities and their respective county governments including— (i) the carrying out by a board of such functions as may be delegated by the county government; (ii) financial accountability to the county government; and (iii) the governance by each board for and on behalf of the county government;
- c) Promotion of accountability to the county government and residents of the urban area or city;

- d) Institutionalized active participation by its residents in the management of the urban area and city affairs;
- e) Efficient and effective service delivery; and
- f) Clear assignment of functions

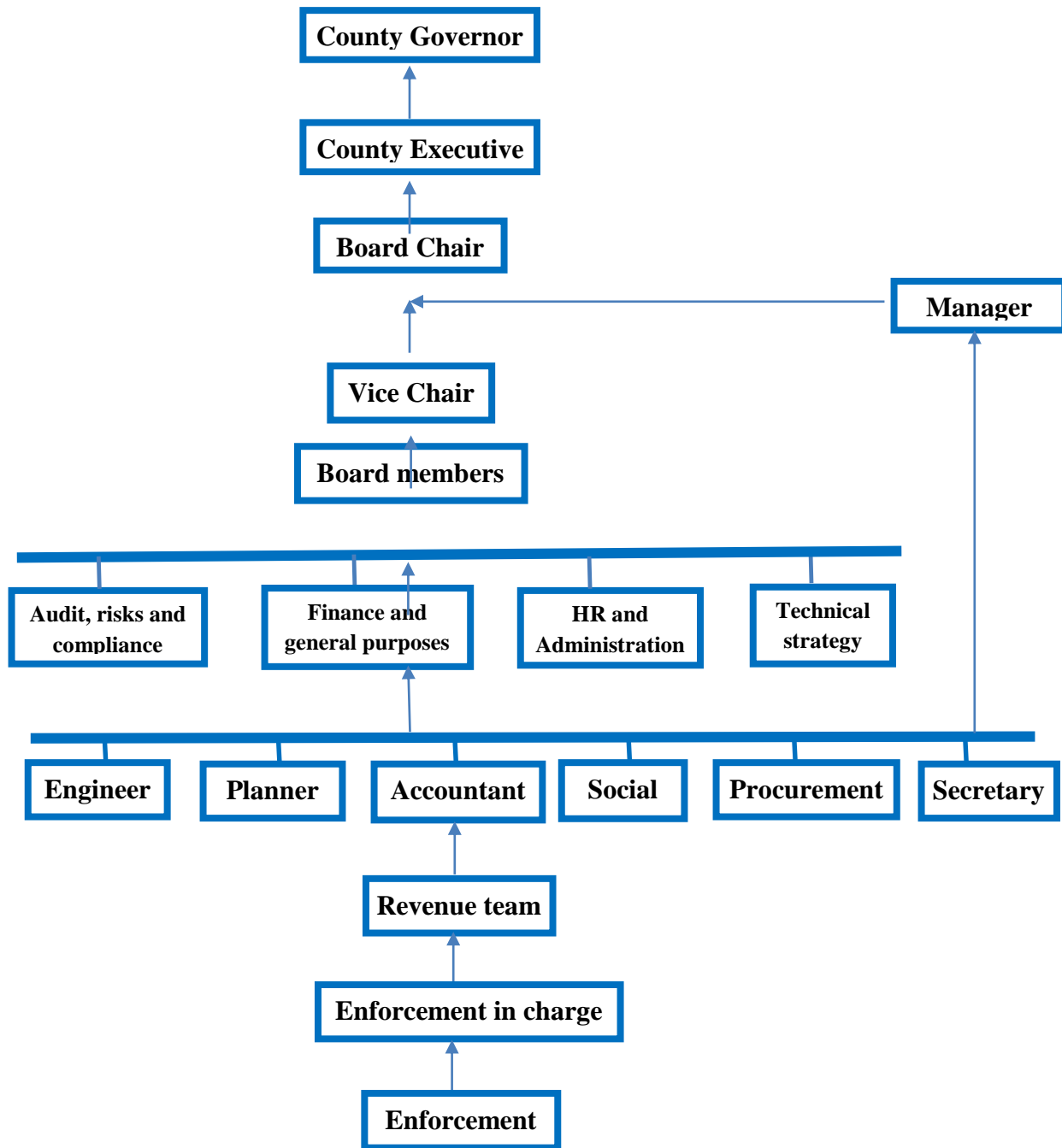
Based on the principles stated above, the Homa Bay Municipality is mandated to perform the following functions as per the Homa Bay Municipality Charter gazzeted on 27th March 2019:

- a) Promotion, regulation and provision of refuse collection and solid waste management services;
- b) Promotion and provision of water and sanitation services and infrastructure (in areas within the Municipality not served by the Water and Sanitation Provider);
- c) Construction and maintenance of urban roads and associated infrastructure;
- d) Construction and maintenance of storm drainage and flood controls; (e) construction and maintenance of walkways and other non-motorized transport infrastructure;
- e) Construction and maintenance of recreational parks and green spaces;
- f) Construction and maintenance of street lighting;
- g) Construction, maintenance and regulation of traffic controls and parking facilities;
- h) Construction and maintenance of bus stands and taxi stands;
- i) Regulation of outdoor advertising;
- j) Construction, maintenance and regulation of municipal markets and abattoirs;
- k) Construction and maintenance of fire stations; provision of fire-fighting services, emergency preparedness and disaster management;
- l) Promotion, regulation and provision of municipal sports and cultural activities;
- m) Promotion, regulation and provision of animal control and welfare;
- n) Development and enforcement of municipal plans and development controls;
- o) Municipal administration services (including construction and maintenance of administrative offices);
- p) Promoting and undertaking infrastructural development and services within the municipality
- q) Any other functions as may be delegated by the County Executive Committee.

5.3.1 Oyugis Municipal Organogram

The organizational structure below illustrates the institutional framework for the Oyugis Municipality.

Fig1: Organogram of the Municipality



5.3.1.1 Municipal Board

The Board of the Municipality is established under Part III of the Homa Bay Municipality Charter. As per the Charter, the Board of the Municipality shall be a corporate body with perpetual succession and a common seal. There shall be a principal and agency relationship between the Board of the Municipality and the County Government of Homa Bay. The Board of the Municipality shall have all the powers and perform all functions vested in boards of municipalities under the Urban Areas and Cities Act, the County Government Act and the Municipality By-laws.

The functions of the Board will include:

- a) Oversee the affairs of the Municipality;
- b) Develop or adopt policies, plans, strategies and programmes and set targets for service delivery;
- c) Formulate and implement an integrated development plan;
- d) Control land, land sub-division, land development and zoning by public and private sectors for any purpose, including industry, commerce, markets, shopping and other employment centres, residential areas, recreational areas, parks, entertainment, passenger transport, agriculture, and freight and transit stations within the framework of the spatial and master plans for the Municipality as delegated by the County Government of Homa Bay;
- e) Promoting and undertaking infrastructural development and services within Municipality as delegated by the County Government of Homa Bay;
- f) Developing and managing schemes, including site development in collaboration with the relevant national and county agencies;
- g) Maintaining a comprehensive database and information system of the administration;
- h) Administering and regulating its internal affairs;
- i) Implementing applicable national and county legislation;
- j) Entering into contracts, partnerships or joint ventures as it may consider necessary for the discharge of its functions;
- k) Monitoring and, where appropriate, regulating municipal services where those services are provided by service providers other than the Board of the Municipality;
- l) Preparing and submitting its annual budget estimates to the relevant County treasury for consideration and submission to the County Assembly for approval as part of the annual County Appropriation Bill;
- m) Collecting rates, taxes levies, duties, fees and surcharges on fees as delegated by the County Government of Homa Bay;
- n) Settling and implementing tariff, rates and tax and debt collection policies as delegated by the County Government of Homa Bay;
- o) Monitoring the impact and effectiveness of any services, policies, programs or plans;
- p) Establishing, implementing and monitoring performance management systems;
- q) Promoting a safe and healthy environment;

- r) Facilitating and regulating public transport
- s) Performing such other functions as delegated by the County Government of Homa Bay

5.3.1.2 Municipal Manager

The office of the Municipal Manger of the Municipality of Homa Bay is established under Part VI of the Homa Bay Municipality Charter. The Municipal Manager is the Chief Executive Officer (CEO) and secretary to the Board of the Municipality. The Municipal Manager shall implement the decisions and functions of the Board of the Municipality and shall be answerable to the Board. As contained in the Homa Bay Municipality Charter, the functions of the Municipal Manager include:

- a) Act on behalf of the Board of the Municipality— (i) in ensuring the execution of the directives of the Board of the Municipality; (ii) during all intervals between meetings of the Board of the Municipality;
- b) Prepare and present for approval of the Board of the Municipality, an annual estimate of revenue and expenditure to fund and carry out the programmes and operations of the Board;
- c) Be principally responsible for building and maintain a strong alliance and effective working relationships between the Board of the Municipality and the civil society, private sector and community based organizations;
- d) Cause to be prepared, transmitted to the Board of the Municipality, and distributed to the public at least an annual report on the activities and accomplishments of the departments and agencies comprising the executive branch of the Municipality;
- e) Act as an ex-officio member of all committees of the Board of the Municipality; and
- f) Such other functions as the Board may, by order, confer upon the Municipal Manager.

The Municipal Manager shall be fully responsible for the proper conduct of the executive and administrative work and affairs of the Municipality. The Municipal Manager shall have the power and shall be required to:

- a) Exercise supervision over all departments and agencies of the Municipality and provide for the coordination of their activities;
- b) Enforce the provisions of the Homa Bay Municipality Charter, Municipal By-laws, and all applicable laws;
- c) Exercise powers granted to the Municipal Manager in the Homa Bay Municipality Charter, By-laws and applicable laws concerning the appointment and removal of certain officers, employees, and members of committees of the Board of the Municipality;
- d) Exercise such other powers as may be prescribed by the Homa Bay Municipality Charter, by-laws and applicable laws.

5.3.1.3 Board Committees

As outlined in the Homa Bay Municipality Charter, the Board of the Municipality may:

- a) Establish such Committees for any general or special purpose which, in its opinion, would regulate or manage its affairs more efficiently and as may be necessary for the performance of its functions under the Urban Areas and Cities Act;
- b) Delegate to such Committee such functions as are necessary for the efficient performance of its duties in respect to the whole or any part of the area under the jurisdiction of the Board of the Municipality; and
- c) Include persons who are not members of the Board in any Committee.

The Committees of the Board of the Municipality to which members of the Board of the Municipality delegate any of their powers and functions must follow procedures which are based as far as they are applicable on those provision of the Homa Bay Municipality Charter which govern the taking of decisions and performance of functions by the Board of the Municipality.

5.3.1.4 Municipality Directorates

Subject to Article 187 (2) (a) of the Constitution, Homa Bay Municipal Board shall, on behalf of the county government, deliver such services as specified under the Urban Areas and Cities Act No 13 of 2011 and the Homa Bay Municipality Charter.

Subject to Article 176 (2) of the Constitution, Homa Bay Municipal Board shall establish operational sectors and service delivery entities, with the approval of the county executive committee, for the efficient carrying out of its functions and the delivery of the services within its area of jurisdiction. Thus the following directorates ('sectors') are established to ensure delivery of services within the Municipality:

5.3.1.4.1 Directorate of Finance, Economic Planning, Human Resource and Disaster Management

- i) Finance: Accounts, Supply chain management, Audit, Revenue collection/mobilization, Investment.
- ii) Economic Planning: Development & strategic planning, Budgeting
- iii) Human Resource: Staff welfare management, Labour relations management, Staff skills development, Pension management, Staff performance management
- iv) Communication: Internal and external communication
- v) Monitoring and Evaluation
- vi) Disaster Management: Establishment and operationalization of fire station, installation of fire-fighting equipment in all Municipality facilities, Fire management preparedness, Mapping of disaster prone areas, disaster preparedness including acquisition of requisite items/materials and sensitization on Municipality residents on disaster management.

5.3.1.4.2 Directorate of Lands, Physical Planning, Transport & Infrastructure and Housing

- i) Physical Planning: Spatial planning, building and development control
- ii) Roads and Public Works
- iii) Transport

- iv) Housing Development

5.3.1.4.3 Directorate of Trade, Investment, Environment and Social Services

- i) Water, Environment & Natural Resource
- ii) Public Health
- iii) Trade and Enterprise Development
- iv) Education
- v) Agriculture, Livestock and Fisheries
- vi) Tourism, Sports, Gender, Youth and Social Services

5.3.1.4.5 Directorate of Legal and Research Services

- i) Legal services: legal advice, development of by-laws, legal representation, Policy design and development.
- ii) Research: Legal and policy research, planning and development research, performance research
- iii) Enforcement
- iv) Stakeholder engagement

5.3.2 Municipal Stakeholders

Homa Bay Municipality will adopt a participatory approach to governance and management of the Municipality as spelt out in the Urban Areas and Cities Act No 13 of 2011. As stipulated in the Act, the residents of Homa Bay Municipality have the right to:

- a) Contribute to the decision-making processes of the city or urban area by submitting written or oral presentations or complaints to a board or town committee through the city or municipal manager or town administrator;
- b) Prompt responses to their written or oral communications;
- c) Be informed of decisions of a board or town committee, affecting their rights, property and reasonable expectations;
- d) Regular disclosure of the state of affairs of the city or urban area, including its finances;
- e) Demand that the proceedings of a board or town committee and its committees or sub committees be—
 - i. conducted impartially and without prejudice; and
 - ii. untainted by personal self-interest;
 - iii. the use and enjoyment of public facilities; and
- f) Have access to services which the city or urban area provides.

In particular, the Municipality stakeholders are responsible for prioritizing county programmes and projects while ensuring sustainability and ownership. They also provide finances, materials and services for programmes and projects. The various stakeholders and their roles are outlined in table 6 below:

Table 6: Homa Bay Municipality stakeholders and their roles

Stakeholder Group	Major Role
Citizens	make proposals to the relevant bodies or institutions on— (i) the provision of services; (ii) proposed national legislation; (iii) proposed national legislation; (iv) the proposed annual budget estimates of the county and of the national government; (v) the proposed development plans of the county and of the national government; (vi) any other matter of concern to the citizens; and (vii) for engaging the various levels and units of government on matters of concern to the citizens; (viii) activities of elected and appointed officials of the urban areas and cities, including the board of an urban area or city; and (ix) representations, including feedback on issues raised by the county citizens, from elected and appointed officials
County Government Entities	<ul style="list-style-type: none"> • Provision of funds and technical assistance • Provision of links to other development partners • Provision of civic education
National Government Ministries, Departments and Agencies	<ul style="list-style-type: none"> • Provision of funds and technical assistance • Establishment of legal, regulatory and policy regimes • Provision of civic education
Global Donor Organizations including the World Bank and UN system	<ul style="list-style-type: none"> • Provision of funds and technical assistance • Championing good governance and public sector reforms
Public Benefit Organizations (NGOs, CBOs and FBOs)	<ul style="list-style-type: none"> • Provision of funds, technical support and other assistance • Championing good governance and public-sector reforms
Private Sector Organizations	<ul style="list-style-type: none"> • Provision of funds and technical assistance under the PPP Framework • Generation of new ideas, technologies and innovations • Provision of contracted services
Professional Organizations	<ul style="list-style-type: none"> • Provision of technical input
The Media	<ul style="list-style-type: none"> • Dissemination of information • Civic education
The Clergy	<ul style="list-style-type: none"> • Provision of spiritual guidance • Championing best practices

5.4 Revenue and Expenditure Framework

The funding of Homa Bay Municipality programmes for the plan period will be aligned to the Kenya Vision 2030, MTP4, Homa Bay CIDP 2023-2027, Bottom Up Economic Transformation Agenda, the SDGs and other National and international development agenda. The Municipality will develop a comprehensive Resource Mobilization Strategy that takes into consideration the need to maximize flexible, predictable and sustainable sources of revenue to achieve significant results for the Homa Bay Municipality citizen’s development aspirations.

To address resource mobilization challenges, the Municipality will adopt a strategy that ensures there is a clear, systematic, predictable and well-coordinated approach to soliciting, acquiring, and utilization, management, reporting, monitoring, and evaluating assistance from development partners and for expanding the domestic resource base to ensure sustainable resource availability for implementation of this Integrated Urban Development Plan. The Municipality will seek both internal and external funding where the internal strategy will focus on enhancing the county's own source revenue while the external strategy moves the attention towards engaging external partners to finance implementation of this plan.

In line with Homa Bay county strategies of ensuring successful resource allocation, the Homa Bay Municipality will employ the following criteria as a guideline to allocate resources:

- Linkage of the Programme with the objectives and priority programmes/interventions in the CIDP (2023-2027), the Homa Bay Municipality Integrated Urban Development Plan 2023-2027, the Governor's manifesto and public participation.
- Degree to which programmes address core mandate of the of the Municipality.
- Linkage of the Programme with the vision and mission of the County Government, the vision and mission of the Municipality, the Governor's Manifesto (CIDP 2023-2027), Bottom Up Economic Transformation Agenda and the Lake Region Economic block.
- Degree to which programmes address core poverty interventions
- Expected outputs and outcomes from a Programme
- Linkage of a Programme with other programmes
- Cost effectiveness and sustainability of the Programme
- Adherence to the implementation of the constitution in relation to the mandates of Homa Bay County Government.

5.4.1 Revenue Sources

The Board of the Municipality shall derive its revenue and funds from:

- a) Monies allocated by the County Assembly for the purposes of the management and service delivery of the Board;
- b) Monies or assets that may accrue to the Board in the course of the exercise of its powers or the performance of its functions;
- c) All monies or grants from any other legitimate source provided or donated to the Board;
- d) Revenue arising from rates, fees, levies, charges and other revenue raising measures which is retained by Municipality for the purpose of defraying its costs for providing services;
- e) Investment income; and
- f) Borrowing.

The Board of the Municipality may only borrow from:

- i) From the County Government;

- ii) Through the County Government; or
- iii) By way of a bank overdraft.

Subject to such terms as may be imposed by the County Assembly or such terms as provided by law.

Allocations to the Municipal Board from the County Assembly are derived from County Revenue which according to the Constitution of Kenya 2010, consist of two distinct sources of revenue for the county: the external equitable share from the national government and the locally generated revenue. Further, according County Government Act, 2012 counties are required to put in place additional strategies to enable them meet the CIDP financing gap. The resource generation options at the county disposal include revenues generated from internal sources, county investments and debt financing guaranteed by the national government.

As provided for in Article 209 of the CoK 2010, the National Government transfers revenue in form of equitable share, conditional grants raised nationally and other targeted funding from donors to the County Governments. The amount transferred under this category is usually determined through a formula recommended by the Commission of Revenue Allocation (CRA) and approved by Parliament. In Homa Bay County, National Government transfers account for 95% of the total revenue used to finance both recurrent and development expenditures.

Since the Municipality will largely rely on allocations from the County Government, the revenue projections of the County Government over the plan period will greatly determine the Municipality revenue.

Table 7 is indicating the various County Government revenue streams and their expected potential in the next five years.

Type of Revenue	Base year 2022/23	FY 2023/24	FY 2024/25	FY 2025/26	FY 2026/27	FY 2027/28	Total
a) Equitable share	7,805,353,300	10,442,296,982	10,964,411,831	11,512,632,423	12,088,264,044	12,692,677,246	57,700,282,525.52
b) Conditional Grants (GOK)	110,638,298	0	0	0	0	0	-
c) Conditional Grants (Development Partners)	0	0	0	0	0	0	0
e) Conditional allocations from loans and grants (GoK)	0	0	0	0	0	0	0
f) Conditional allocations from loans and grants (Development Partners)	361,598,109	401,373,901.0	445,525,030.1	494,532,783.4	548,931,389.6	609,313,842.4	2,499,676,946.52
g) Own Source Revenue	772,957,301	850,253,031	935,278,334	1,028,806,168	1,131,686,784	1,244,855,463	5,190,879,780.17
h) Public Private Partnership (PPP)	0	0	0	0	0	0	0
g) Other sources (Equalisation Fund)	90,724,965.03	93,956,588.28	97,303,321.96	100,769,266.29	104,358,667.55	108,075,923.29	504,463,767.37
Total	9,141,271,973.03	11,787,880,502.37	12,442,518,517.37	13,136,740,639.98	13,873,240,885.32	14,654,922,474.54	65,895,303,019.58

Source: Homa Bay County Treasury

5.4.2 Resource Requirements

The proposed budget by Programmes, Sub Programmes and projects for Homa Bay Municipality for the period 2023 -2027 is captured in table below:

Table 8: Summary of Proposed Resource Requirement by Programmes and Sub-Programmes

Sector Name	Resource Requirement (KSh. Million)						% of Total Budget Requirements
	FY 2023/24	FY 2024/25	FY 2025/26	FY 2026/27	FY 2027/28	Total	
Policy, Planning, General administration and support Services	39,250,000	23,000,000	29,250,000	23,000,000	23,000,000	137,500,000	2.85%

Public Works and Infrastructure Improvement Services	1,074,000,000	860,000,000	889,500,000	724,500,000	502,000,000	4,050,000,000	84.06%
Housing and Urban Development	132,500,000	127,500,000	188,500,000	120,500,000	61,500,000	630,500,000	13.09%
Total	1,245,750,000	1,010,500,000	1,107,250,000	868,000,000	586,500,000	4,818,000,000	

5.4.3 Resource Mobilization Framework

Due to limited resource envelope, an elaborate resource mobilization framework is required. This therefore calls for strategies leveraging on the existing sources of revenue both locally and external to implement this IDeP. The planned Resource Mobilization Strategy (RMS) and the underlying assumption are as discussed in the subsequent sections

5.4.3.1 Automation of the Revenue Collection Processes: To minimize on loss of revenue, the Municipality will ensure full automation of revenue collection processes including on payment and monitoring systems for levies collected on rates on property, entertainment taxes, and charges for its services

5.4.3.2 Prudent Asset Management: The Municipality will ensure proper inventory management systems are put in place. This will entail surveys and regular update on the asset inventory database in accordance with safety and operational manuals for management and use of asset. The Municipality Board will guide and advice on all sustainable utilization of the available assets. Public Private Partnerships will be sought on capital intensive and risky assets to reduce the related burden of risks on the Municipality.

5.4.3.3 Expanding Own-Source Revenue Generation Mechanisms: The internal measures include; taxes, fees, fines, rates, accruals, Appropriations in Aid (AIA)

Rates: To increase revenue collection under property rates, the Municipality will give waivers to attract ratable land owners to pay the accrued rates. The valuation roll will be adopted and updated continuously to maximize on the collection of rates

Fees: The Municipality will enhance collection of fees on services, goods and works done. This will be through continued automation of the revenue collection especially on Levies which will be collected on business licenses, parking services, refuse collection, entertainment joints, use of public grounds/stadia, access to certain information and approval of physical plans. Incentives will also be given to encourage investments in ventures that attract higher rates such as the investment in the Central Business Districts (CBD), industrial zones and high cost residential estate zones. The incentives will include provision of essential services such as electricity, road network, drainage and sewerage

Cess: The Municipality shall improve the collection of Cess taxes for movement of goods. This particular strategy has the potential of generating additional revenue for implementing the proposed priority programmes and projects.

Fines: Non-compliance on the existing Municipality By-laws and County laws, rules and regulations especially on urban areas, towns and municipalities attracts fines from offenders. They comprise of fines imposed for nonpayment of rates, wrong parking, causing public nuisances, breaking Municipality By-laws, rules and regulations. To ensure this, mechanisms will be put in place to increase surveillance for offenders and appropriate actions taken against them

Annual events: Targeted revenue generation events will be scheduled including; peace walks, marathons, bicycle rides, exhibitions and agricultural shows shall be used to generate revenue for Municipality operations.

Formulation of relevant policies and Bye-laws: The Municipality will focus on formulation of relevant policies, By-laws and regulations to enhance both generation and effective utilization existing resources.

Foreign Direct Investments (FDI): The Municipality will seek to improve the business environment to attract Foreign Investments into the Municipality. This will be done by providing enabling infrastructure, entering into beneficial Public-Private Partnerships (PPPs) and developing MOUs on targeted transformative investments in the Municipality.

International Civil Society Organizations: The Municipality will seek support from International civil society groups such as Action Aid, World Vision, DANIDA, Mission International, AMPHAT, Save the Children, Care International among others in funding the proposed development programmes and projects. This will be achieved by building close working relationships. Beside, interactive forums for information sharing and generating feedback on development aspirations as well as related conditions for partnerships will be developed.

United Nations Agencies: The Municipality will also explore ways and possibilities of partnering with any United Nations Agency as part of its resource mobilization strategy. The envisaged agencies include Food and Agriculture Organization (FAO), the World Bank (WB), International Fund for Agricultural Development(IFAD), United Nations Development Programme (UNDP), United Nations Population Fund (UNFPA), World Food Programme (WFP), World Health Organization, (WHO), UNICEF, UN Women among others.

5.4.4 Estimated Resource Gaps and Measures to Address the Gaps

The Homa Municipality Integrated Development Plan 2023-2027 budget is estimated at KSh. 4,795 million out of which KSh. 575 million is expected to be financed from the World Bank Urban development support program grant in the financed by allocations from the County

Government. With limited revenue receipts and constrained expenditure demands by the County Government, it is envisaged that there will be realized a large financing deficit of this plan.

To fill this gap, the Homa Bay Municipal Council will seek to implement specific revenue generation strategies as proposed in the County Resource Mobilization framework. Among the significant approaches envisaged include: Pursuing PPPs for major infrastructural projects; Seeking capital funding including equity and debt financing; Leveraging on the mainstream national government financing funded through MDAs; Expanding own-source revenue generation mechanisms; Maintaining and strengthening relations with donors and development partners for continued funding; Dormant revenue stream like sand and quarry Cess will rejuvenated; Undertake public awareness programmes to reduce delays and resistance in payment of taxes; Construct trailer parks to enhance payment of parking fees.

The Municipality will leverage on the contributions from development partners through: Mapping of development partners/donors; Maintaining and strengthening relationships with the development Partners and donors; Continued search for additional funding streams with new partners; Seeking alternative funding including grants and donations; Attracting and utilizing Charity Organizations/ Foundations; Embracing the Corporate Social Responsibility initiatives in the Municipality; and Leveraging support from Civil Society Organizations through signing MOUs.

CHAPTER SIX: MONITORING, EVALUATION AND LEARNING

6.1 Introduction

During the implementation phase of this plan, the Homa-Bay Municipal M&E system will play an important role in assessing whether the Planned priority result areas and projects are on or off track and take corrective actions when performance is below the planned targets. This chapter discusses the Municipality monitoring and evaluation framework as outlined in the guidelines provided for in the National and County Integrated Monitoring and Evaluation System (NIMES & CIMES) Guidelines.

6.2 Monitoring and Evaluation Framework

This framework will verify whether the priorities, planned projects, activities and programmes of Homa-Bay municipality are being implemented according to planning timelines and targets presented in the efficient manner.

The Homa-Bay Municipal Integrated Monitoring and Evaluation System shall be linked to the Municipal performance management system which will involve strategic planning, development of work plans, setting targets, tracking performance, reporting and periodic reviews. The data to be used as inputs in the monitoring and evaluation of Municipality operations is expected to come from surveys and administrative data, collected and analyzed by the M&E unit to inform any future planning

The monitoring and evaluation unit will also supply the different county agencies with regular flow of information throughout the course of implementing the urban integrated development plan (Homa-Bay) in order to inform necessary changes in the programs, projects, activities, resource allocation/utilization and human resource towards the realization of municipality vision.

The table below is a matrix that will guide tracking implementation of this plan overtime

Programme	Outcome	Outcome Indicator (s)	Baseline*		Mid Term	End Term	Reporting Responsibility
			Value	Year			
Urban Development and Support services	Enhance and improve quality of life for residents of the municipality	% decrease in waste accumulation at disposal point	0	2022	50	0	Homabay Municipal Board
		% change in aesthetics of the Municipality	10%	2022	30%	70%	Homabay Municipal Board
		% change in revenue generated from traders	1	2022	100%	100%	Homabay Municipal Board

Programme	Outcome	Outcome Indicator (s)	Baseline*		Mid Term	End Term	Reporting Responsibility
			Value	Year			
		% reduction in crime rate	0	2022	50	20	Homabay Municipal Board
		% reduction in the number of disasters and calamities	0	2022	50	30	Homabay Municipal Board

6.3 Performance Reporting

The Municipal M&E Unit shall prepare and submit timely and accurate progress reports on programmes and projects which will also take into consideration submissions from citizen ward committee as integral part monitoring as reflected in the table below.

The Citizen Ward Committee will provide a regular briefing at each ward level and get feedback to help monitor implementation of the Plan. This will include the various stages of designing, implementing and sustainability of projects.

Below is a monitoring and evaluation reporting mechanism to be embraced by the municipality

Type of Report	Purpose	Frequency	Responsibility	Report to Who
Annual Reports	Detail annual achievements of the Municipality vis-à-vis the outcome indicators; outlining the targets met, challenges and recommendations for the subsequent plan cycle	Annual	Municipal Manager	CECM, H.E. Governor
Semi Annual Reports	Provides midyear evaluation of the Municipality programmes	Bi-Annual	Municipal Manager	Municipal Board
Quarterly Reports	Details Municipality status with regard to achievement of the programmes	Quarterly	Directors	Municipal Manager
Monthly Activities Reports	These will provide information with regard to various Sector programmes activities undertaken in the month as per the work plan e.g. status reports.	Monthly	Municipality Technical Officers	Directors

	It should highlight the timelines met, challenges and possible recommendations			
Institutional Framework Information	Information on the Municipal staff- the competence to deliver the Strategic Plan	Quarterly	Municipal Manager	CEC

6.4 Communication

Communication forms an integral component of monitoring and evaluation. It supports the sharing of information using appropriate tools. This Plan recognizes the need for a communications strategy to drive the process of ensuring M&E information and findings are widely communicated.

The Municipality shall establish mechanisms to facilitate public communication and access to information this will include use of local media, information communication technology centers, citizen forums, websites and any other means preferred by the municipality

The Citizen Ward Committee to be established within the wards in the municipality will form avenue for regular briefing and feedback to help monitor implementation of the projects in the wards.

6.4 Learning and Knowledge Management

Monitoring and Evaluation forms a key pillar in knowledge management for organizational improvement and sustainability. For purposes of this plan, knowledge management shall be considered a process by which the Municipality and partners generate value and improve their performance.

The main purpose of knowledge management in monitoring and evaluation is to promote a culture of learning and application of lessons learned. Elements of knowledge management in M&E will include:

- a) Designing of a learning strategy for each project/program;
- b) Archiving of relevant M&E information including documentation of success stories and best practices among others.
- c) Evaluation and review of knowledge management structures. There will be need to put in place innovative ways of keeping M&E practitioners and professionals engaged throughout the year. This may be achieved by:
 - i) Facilitation of practitioners’ forums to share innovative M&E methodologies applicable to various projects, programmes for learning purposes and knowledge

- enhancement;
- ii) Conducting brainstorming and reflective sessions, interactive portal, social media and Community of Practice.

**APPENDIX 1: HBCG SUMMARY OF IDeP PROJECT PROPOSALS BY
WARDS WITH IN HOMA BAY MUNICIPALITY**

SECTOR	PROJECT NAME AND LOCATION
HOMA BAY TOWN SUB-COUNTY	
Homa Bay West Ward	
Agriculture, Rural and Urban Development Sector	Provision of Subsidized Tractor Hire Services
	Provision of Subsidized Farm Inputs
	Establishment of Crush Pen and A.I. services at Langoromo Primary School
	Construction of Farm Produce Aggregation Centre
Energy, Infrastructure and ICT Sector	Opening up, Grading, Gravelling and Culverting of Kopere – Nyakahia – Kombugu – Koga – Jalela – Oyayo – Kichiela – Komoja Ogola – Nyakune road (Opening, Murraming, Grading, Curverting and Bridges at Koga and Nyamauro rivers)
	Opening up, Grading, Gravelling and Culverting of Abisalom - Tar - Full Gospel - Osore - Otega - Onyango Nuku - Kijawa road
	Opening up, Grading, Gravelling and Culverting of Kabondo - Kolianga - Kogwange - River Obambo - Kasawa road
	Opening up, Grading, Gravelling and Culverting of Kanyamburi - Radiro Sch. - Kombovi - Kobwana road
	Opening up, Grading, Gravelling and Culverting of Kanyanga – Koguta – Kogonyi – Magare Transformer – Isaiah Makanda – Nyamaura Bridge
	Opening up, Grading, Gravelling and Culverting of Masudi – Kanyamwaga – Nyawauro – Kupande – Kachuchu – Nyagidha main road
	Opening up, Grading, Gravelling and Culverting of Rapedhi – Kosela – Olando Kagola – Kobunga – Koyaa Junction – Kokuta – Amilo – Maguti (Box culvert at Kagola & Amillo)
	Opening up, Grading, Gravelling and Culverting of Arujo bridge – Kasista – Orwa pan – Wigai
	General Economic and Commercial Affairs Sector
Upgrading of Olodo Market (Construction of Stalls, Lighting system and Shades)	
Establishment Riwa Kalakuodhi Trading Centre	
Education Sector	Construction of a VTC at Watata
	Establishment of a TVET Institution at Yawo
	Construction of EYE Classrooms at Nyagidha Pry School
	Construction of an EYE Classroom at Adongo Pry School
Health Sector	Upgrading of Nyamisi Dispensary (Lab, Mertanity wing, Staff Houses)
	Construction of Maguti Dispensary
	Construction of Magare Dispensary
	Completion of Staff Houses at Koduogo Dispensary
	Completion of Staff Houses at Kijawa Dispensary
	Completion of Riwa Dispensary (Foundation already done)

Public Administration and Inter-Government Relations	Construction and Equipping of Ward Administrator's Office (with all departments represented at the ward accommodated therein)
	Establishment of Offices of Village Administrators
	County Integrity and Accountability Support Project
Social Protection, culture and Recreation	Construction and Equipping of a Resource Centre
	Supporting club tournaments for the youth
	Construction of Community Resource Centre at Koduogo
Environmental Protection, Water and Natural Resources Sector	Drilling and Solar Equipping of a Borehole at Nyakahia
	Drilling and Solar Equipping of a Borehole at Nyakune
	Drilling and Solar Equipping of a Borehole at Got Kandiwo village
	Drilling and Solar Equipping of a Borehole at Got Apiyo village
	Drilling and Solar Equipping of a Borehole at Manera (Samunyi)
	Drilling and Solar Equipping of a Borehole at Langoromo
	Drilling and Solar Equipping of a Borehole at Wachiaya
	Drilling and Solar Equipping of a Borehole at Ruga
	Drilling and Solar Equipping of a Borehole at Riwa
	Construction of a Water Pan at Tar and Kosewe
	Rehabilitation & Solar Equipping of Kijawa Borehole
	Construction of Kanyango Water Pan at Wiamen
	Establishment of Tree Nurseries at Tar and Kosewe WPs
	Construction of a Water Pan at Magare
Homa Bay Arujo Ward	
Agriculture, Rural and Urban Development Sector	Provision of Subsidized Farm Inputs
	Promotion of Dairy Farming
	Establishment of a Cold Storage Facility at Lela beach
Energy, Infrastructure and ICT Sector	Opening up, grading, gravelling and culverting of Kuja -Ochuna -Wiobiero road.
	Opening up, grading, gravelling and culverting of kogwe -mirogi-nyadiel road
	Opening up, grading, gravelling and culverting of Tausi -Mudhome-Ogande Road.
	Opening up, grading, gravelling and culverting of Kanyambok-katuma -kojowa -nduta road
	Grading, murraming and culverting of Oila -Ongili-Rakuom road
	Opening, murraming and grading of kaketch junction-Kogelo Kalanya Primary School
	Routine maintenance of Kaketch-Kogot-Lwala SDA road
	Opening, grading, graveling and culverting of Got Rabuor-Women Centre-Kowili-Ka Bishop -Jobless road.
	Opening, grading, graveling and culverting of Lela-Sun Flower-Kamitito-Kagudho-Lwala SDA-Kanyandere -Athiambo-Kogelo road.

	Installation of flood lights at the Main Market, Bus Park, Soko Mjinga, Oriang'tom Mboya, Prison, Makongeni, Tie Otho and Got Rabuor
	Construction of kolielo bridge connecting Asego and Kobuola Sublocations and surrounding schools.
	Opening, grading, gravelling, and culverting of Divine Mercy-Legion Maria Church-Ochuna Kuja road.
	Installation of a transformer at Ojunge
	Opening, grading, gravelling, and culverting Kasila Onjiko-Kanyauru-Kakanot-Ochuna Kuja road.
	Opening, graveling grading, murraming culverting of Kuja -Ochuna - Wiobiero road.
General Economic and Commercial Affairs Sector	Upgrading of Nyagitha Market (Murraming)
	Construction of Boda Boda Shade at Lala Primary
	Provision of solar lighting in Kabunde Market,Ogoe Kalakuodhi, Ngere Junction and Obambo
	Upgrading of Kabunde Market (Construction of Shades and Fencing of the Market)
	Acquisition of Land for Establishment of Markets at Sophia and Junction Kodooyo
Education Sector	Construction of a Model Disability-Friendly EYE Centre at Got Kochungo Primary School
	Completion of Pedo EYE Center
	Construction and Equipping of EYE Center at Gogo Katuma Primary.
	Construction and Equipping of a Model EYE Center at Opande Primary.
Health Sector	Building and Equipping Laboratory and Existing Maternity Block at Miniambo
	Construction of a Twin Staff House at Pedo Health Centre
	Construction and Equipping of Kabunde Health Centre.
	Construction of a Fully-Equipped Maternity Wing and 4-Door PIT latrine at Pedo Health Center
PAIR	Construction and Equipping of Ward Administrator's Office (with all departments represented at the ward accommodated therein)
	Establishment of Offices of Village Administrators
	County Integrity and Accountability Support Project
Social Protection, Culture and Recreation Sector	Establishment of a Revolving Fund for Youth, Women and PWDs
	Construction of a Rescue Centre for Victims of SGBV at Kabunde
	Kitting/Equipping of Sports Teams
	Construction of a Fully-Equipped Resource Center at Rabuor Masawa.
Environmental Protection, Water and Natural Resources Sector	Upgrading of Ngere Water Project (solar equipping and building of water kiosks at various points)
	Establishment of Kocham Water Project (Drilling, Solar Equipping and Building of 3No. Water Kiosks)
	Extension of Water Connectivity from Hotel Dalawa-Pedo Primary-Pedo Health Center-Angalo

	Extension of Water Connectivity from Lala to Nyagidha (Building of Kiosks)
	Extension of Water Connectivity from Arunda to Kochungo
	Rehabilitation of Kochungo Water Project.
Homa Bay East Ward	
Agriculture, Rural and Urban Development Sector	Rehabilitation and upgrade of Ng'ura and Got Koketch Sota Small Holder Irrigation project
	Construction of a Farmers' Training Centre at Wang'apala
	Provision of Improved Dairy Cows and Goats and Equipment For Bee Keeping
	Establishment of Crush Pen at Ochuna Kogwang Yawo and Agulo villages
	Rehabilitation of Ogande and Nyambori Cattle Dips
	Provision of Certified Cotton Seeds
	Provision of Grafted or Improved Mangoes, Oranges and Avocado Seedlings
Energy, Infrastructure and ICT Sector	Opening up, grading, gravelling and culverting of Got Kokech – Oneno nam – Kopiyo –Kababu- Nyalkinyi Road
	Opening up, grading, gravelling and culverting of Orego – Ndori – Andingo – Nyambori – Rodi road with Box Culvert at Alalo stream
	Opening up, grading, gravelling and culverting of Kababu - Nyalkinyi – Nyatago – Homa Bay Prison road
	Opening up, grading, gravelling and culverting of Alalo Market – Kasila – Migingo Church – Swao – Kandege – Yogo Road
	Opening up, grading, gravelling and culverting of Ndiru Fullgospel Church-Donjo gi wuok –Koluk – Kogembo – Ndiru SDA – Achiero – Yao Ochuna – Imbo SDA – Kakelo – LO Rateng road
	Opening up, grading, gravelling and culverting of Narok – Andingo – Sinangi Road; Ndori – Andingo – Nyanguu – Nyamauro road; Nyanguu – Kodoro – Kasimbi road; Kong'ola – kogwang – Marindi – Kogare Road; and Nyatago – Chiga- Kambeke Road
	Installation of Solar Lights at Imbo Market, Marindi Market, Chiga Market, Ogande Market, Andingo Market, Got Koketch Market and Kopiyo Market
	Installation of Solar Lights at Orego Health Centre, Pala Health Centre, Marindi Health Centre, Achich Beach and Nyalkinyi Centre
General Economic and Commercial Affairs Sector	Upgrading of Alalo Market (Murraming, Fencing, Construction of Drainage system and 4-Door PIT Latrine)
	Fencing and Construction of 4-Door PIT Latrines at Ogande and Kopiyo Markets
	Fencing and Construction of 4-Door PIT Latrines at Imbo Barter Area
	Construction of a Market Shade at Marindi and Imbo Markets
	Demarcation and Fencing of Chiga Market
	Provision of Business Equipment to PWDs, Youth and Women Groups
Education Sector	Construction and Equipping of EYE Classrooms at Roba (2), Nyalkinyi (2), Kopiyo (2), Ndiru (2), Nyauu (2), Kambeke (2) and Majiwa (2) Primary Schools

	Construction of a Model EYE Centre at Kogare
	Construction and Equipping of Maguje Vocational Training Centre
	Upgrading of Imbo ABT Centre to Imbo Vocational Training Centre (Change of Use, Renovation and Equipment)
Health Sector	Construction and Equipping of Nyanguu, Swao and Otaru Health Centers.
	Construction of a New Health Centre at Chiga (Public land available)
	Construction and Equipping of a Maternity Wing at Imbo Health Centre
	Construction and Equipping of a Théâtre Unit (and provision of an Ambulance) at Marindi Sub County Hospital
	Construction and Equipping of a Modern Laboratory Unit at Oregu Health Center
	Construction and Equipping of a Maternity Wing and Staff Houses at Nyalkinyi Health Center
	Upgrading of Pala Masogo Health Centre (Including Fencing and Renovation of Staff Houses)
PAIR	Construction and Equipping of Ward Administrator's Office (with all departments represented at the ward accommodated therein)
	Establishment of Offices of Village Administrators
	County Integrity and Accountability Support Project
Social Protection, Culture and Recreation Sector	Construction of Modern Pavilions at Masakla, Ndiru and Manga Primary Schools' Playgrounds
	Construction of Modern Pavilions and Leveling of Grounds at Oregu, Marindi, Wang'apala Pry, Kogwang Pry, Nyanguu and Andingo Nyambori
	Construction of PWD-Friendly Amenities across the ward
	Construction and Equipping an ICT Hub at Imbo Centre for the Youths.
Environmental Protection, Water and Natural Resources Sector	Completion of Lower Kanyach Kachar Water Project
	Drilling and Solar Equipping of Boreholes at Alalo Market, Kokuto, Ogundi and Komolo B
	Disilting, Fencing, Construction of A 4-Door PIT Latrine and Animal Troughs at Imbo Ochun, Otaru, Ombachi, Sinangi and Kanyawene (Yao Tinga) Water Pans
	Solar Equipping and Upgrade of Dula Komolo Borehole
	Rehabilitation and Expansion of Nyalkinyi Jersey Water Project
Homa Bay Central Ward	
Agriculture, Rural and Urban Development Sector	Provision of Subsidized Farm Inputs
	Provision of improved dairy cows and goats and equipment for bee keeping
	Provision of grafted or improved mangoes, oranges and avocado seedlings
	Promotion of Urban Agriculture and Dairy Farming
Energy, Infrastructure and ICT Sector	Opening, Grading, Murraming and Culverting of Kuja -Ochuna -Wiobiero road.
	Opening, grading, gravelling, and culverting of Kogwe-Mirogi-Nyadiel road
	Opening, grading, gravelling, and culverting of Tausi-Mudhome-Ogande Road.

	Opening, murraming and culverting of Kanyambok-Katuma-Kojowa-Nduta road
	Grading, murraming and culverting of Oila-Ongili-Rakuom road
	Opening, Grading, Murraming and Culverting of Kaketch Junction-Kogelo Kalanya primary school
	Routine maintenance and improvement of of Kaketch-Kogot-Lwala SDA road
	Opening, grading, graveling and culverting of Got Rabuor-Women Centre-Kowili-Kabishop-Jobless road.
	Opening, grading, gravelling and culverting of Lela-Sun Flower-Kamitito-Kagudho-Lwala SDA -Kanyandere -Athiambo-Kogelo road.
	Installation of Flood lights at the Main market, Bus park, Soko mjinga, Oriang, Tom mboya, Prison, Makongeni, Tie Otho and Got rabuor
	Construction of Kolielo Bridge connecting Asego and Kobuola sublocations and surrounding schools.
	Opening, grading, gravelling, and culverting of Divine Mercy-Legion Maria Church-Ochuna Kuja road.
	Installation of a transformer at Ojunge Centre
	Opening, grading, gravelling, and culverting of Kasila Onjiko-Kanyauru-Kakanot-Ochuna Kuja road.
	Opening, grading, gravelling, and culverting of Kuja-Ochuna-Wiobiero road.
Education Sector	Construction of EYE Classrooms at Ojunge Primary School
	Construction of EYE Classrooms at Wiga Primary School
	Construction of EYE Classrooms at Rangwena Primary School
	Construction of EYE Classrooms at Got Rabuor Primary School
	Construction of EYE Classrooms at Pundo Primary School
	Construction of EYE Classrooms at Rodi Primary school
	Construction of Houses for Instructors at Sero VTC
Health Sector	Construction of Rodi Health Centre at Ochuna
	Upgrading of Winga Health Centre (Construction of Maternity wing, Staff houses and Administration block)
	Construction of Maternity wing and General wards at Makongeni level 4.
PAIR	Construction and Equipping of Ward Administrator's Office (with all departments represented at the ward accommodated therein)
	Establishment of Offices of Village Administrators
	County Integrity and Accountability Support Project
Environmental Protection, Water and Natural Resources Sector	Drilling and Solar Equipping of a Borehole at Wiga
	Drilling and Solar Equipping of a Borehole at Sero
	Drilling and Solar Equipping of a Borehole at Mirogi
	Drilling and Solar Equipping of a Borehole at Wiobiero Primary School
	Development of a Sewerage System in Rodi Kopany Township
	Establish a multi-purpose tree nursery at Kabunde

	Piping and Extension of Clean and Safe Water to Makongeni, Got Rabuor, Kapita, Juakali, Soko mjinga, Oriang', Rang'wena, Kogelo, Ounde, Municipal Market and Bus Park.
	Establishments of water kiosks at Makongeni, Kapita, Kogelo and Soko Mjinga
	Acquisition and Development of Official Dumping Site for Town Wastes
	Establishment of a Solid Waste Recycling Plant.
	Development of irrigation infrastructure and service lines running from Lela Beach to Kogwawee Bridge.