



# REPUBLIC OF KENYA



## NYANDARUA COUNTY ASSEMBLY

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1<sup>ST</sup> ASSEMBLY – THIRD SESSION – 2015

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### THE REPORT OF THE COMMITTEE ON ROADS, PUBLIC WORKS AND TRANSPORT COMMITTEE ON THE STATUS OF ROADS IN NYANDARUA COUNTY

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## **Abbreviation and acronyms**

CEC	- County Executive Committee
CIDP	- County Integrated Development Plan
MCA	- Member of County Assembly
KeRRA	- Kenya Rural Roads Authority
KeNHA	- Kenya National Highways Authority
KURA	- Kenya Urban Roads Authority
WLRR	-Ward Level Road Report

## **PREFACE**

**Mr. Speaker Sir,**

The Committee on Roads, Transport and Public Works on its Constitutional oversight mandate decided to look into the Status of Roads in the County.

The mandate of the Committee in accordance Standing Order 186 (5) was that the committee would:

- (a) Investigate, inquire into, and report on all matters relating to the mandate, management, activities, administration, operations and estimates of the Roads, Transport and Public Works Department;
- (b) Study the programme and policy objectives of the department and the effectiveness of the implementation;
- (c) Study, assess and analyze the relative success of the department as measured by the results obtained as compared with their stated objectives;
- (d) Investigate and inquire into all matters relating to the department as may be deemed necessary, and as may be referred to them by the Assembly; and
- (e) Make reports and recommendations to the Assembly as often as possible, including recommendation of proposed legislation.

The committee wrote to the executive requesting that the CEC member furnishes the committee with the Ward Level Road Report. The Report was finally delivered though after a long time.

### ***Composition of the Committee***

- |                                |               |
|--------------------------------|---------------|
| 1. Hon. Samuel Kimani Gachuhi  | Chairperson   |
| 2. Hon. Joshua Mureithi Muigai | V/Chairperson |
| 3. Hon. Joseph Mumba           | Member        |
| 4. Hon. Rebecca Nyangati       | ”             |
| 5. Hon. Margaret Wamuyu        | ”             |
| 6. Hon. Suleiman Kihika Kimani | ”             |
| 7. Hon. Daniel Kibebo          | ”             |
| 8. Hon. Ann Kionero            | ”             |

## **ACKNOWLEDGEMENT**

**Mr. Speaker Sir,**

The compiling of this report was done through the invaluable support of various persons including members of this House and many other people. It required research, travelling and engagement of the stakeholders especially the area residents.

The committee is grateful to the Assembly through the Office of the Speaker for the support accorded to it in order to execute its mandate.

The Committee also appreciates the Office of the Clerk for the facilitation and support offered towards the committee for better performance of its functions.

I also wish to express my sincere appreciation to the Honourable Members of this Committee who sacrificed their time and availed themselves to participate in fact-finding and putting down this report.

I cannot forget to thank our Secretariat that comprised of the Committee Clerk Joel K. Gicheha who worked tirelessly with the committee to compile this report.

I also recognise the hospitality and reception of the Mombasa Beach Hotel and the Kenya School of Monetary Studies who offered an enabling environment during the whole process of compiling of this report.

I wish on behalf of the Committee members to acknowledge the input all who took part in the research, compiling and writing of this report.

# CHAPTER ONE: INTRODUCTION

## *Overview*

**Mr. Speaker Sir,**

One of the foundational Cornerstones in the architecture of the Constitution of Kenya 2010 which is greatly hailed as one of the most progressive Constitutions in our time is the Devolved Governments. Devolution just like decentralization is principally meant to take away and re-distribute/share out the power to plan, legislate, budget and make policies for governing from an erstwhile highly centralized national executive and legislature to forty seven county executives and assemblies. The foundational fabric in which all legislative and executive powers are tailored is spun in the Constitution where all actions or inactions which are inconsistent with the Constitution are to the extent of the inconsistency void.

**Mr. Speaker Sir,** the unequivocal right of the people to participate in and oversight the government either directly or indirectly, traverses the entire Constitution. Embedded, therein and of no less significance, are the objects and principles of devolved government. **Mr. Speaker Sir,** the explicit power and sovereignty of the people of Kenya, as the custodian of the authority and power to govern includes its apportionment to designated state organs, institutions and offices, who exercise the same on behalf of the people pursuant to the Constitution of Kenya. This affirmation of the supremacy of the Constitution and exhortation of all *Kenyans* includes assurance of its implementation and defence by the custodians. The clearer division of mandate, role, function to govern between the main stakeholders and arms of the state and government, i.e. the Assembly, the Executive and the Judiciary must be exercised in accordance with the Principles of Separation of Powers and Checks and Balances.

**Mr. Speaker Sir**, the County Executive through the Office of the Governor recognized that pursuant to the provisions of the Constitution of Kenya 2010, there was need to make public consultation so as to come up with a County Integrated Development Plan (CIDP) and in so doing formed a task force that came up with a Ward Level Public Consultation Report for the Nyandarua CIDP. Inscripted therein is the thoughts and aspirations of the People of Nyandarua on the Nyandarua they really want.

**Mr. Speaker Sir**, in the Mandate of representation, legislation and oversight, the Committee decided that all the provisions of the CIDP must be carefully followed and oversighted together with the Budgetary Allocation aimed in achieving the desired results of the CIDP especially the Roads, Public Works and Transport Departments. However, there have been no clear policy framework governing the said departments.

Mr. Speaker Sir, Kenya Public Road network has been categorized into the national trunk roads and the county roads by the Constitution. The current Road Classification System, has six road classes i.e Classes A to E and Special Purpose Road class. Each class is defined by the functional criteria related to administrative level of centers the roads connect. County roads are defined as:

- i. Roads within the Counties that serve as linkages to City, Municipal, Towns and Markets;
- ii. Roads that serve social amenities such as schools, colleges, hospitals and dispensaries;
- iii. Roads that serve economic entities such as factories, industries and quarries and all other roads within County boundaries that have not been defined as National Trunk Road.

### ***Legal provisions***

**Mr. Speaker Sir**, the Constitution of Kenya 2010 provides for the objects of Devolution one of them being to ensure equitable sharing of national and local resources throughout Kenya. Most of the Counties in Kenya have been marginalized over the years with little or no development taking place. However, the Constitutional provision of equitable sharing of resources and decentralization of state Organs gives a platform where the common citizen can see and feel development. There are also provisions for powers of self-governance given to the people, enhancement of the participation of the people in the exercise of the powers of the State and in making decisions affecting them and to recognition the right of communities to manage their own affairs and to further their development.

**Mr. Speaker Sir**, most of the guidelines on Roads and transport are implemented from policies made by the National Government. It is left at the prerogative of the Executive to implement such policies with the supervision and financial approval of the Parliaments.

One such policy in Nyandarua is the CIDP which is legally founded in the County Government Act 2012. The Nyandarua CIDP provides for priority projects that the County intends to undertake, the foundation of which is in the *Ward Level Public Consultation Report*– a compiled report based on the views of the public from the 25 Wards in the County. The projects are then allocated fund by the County Assembly through the Money Bills such as Budget Estimates.

Thus, Mr. Speaker Sir, though very little legal provision for roads construction is found, the Assembly through its legislative, oversight and representative mandates provides for financial allocation and also oversees the implementation of the same.

### *Social economic impacts*

**Mr. Speaker Sir,** Nyandarua County is largely an agricultural economy which is many founded in small scale farming of highly perishable products. With only a few processing industries specializing in only a few products, and with poor road networks especially those leading to the interior of most of these farms, common citizen is very vulnerable to many negative factors of such conditions.

Most of these people watch their products go bad during the rainy season or sell them at through away prices which leads to heavy losses and results to poor living conditions. Such people will not have access to health facilities because they either have no money or the roads are impassable. They will rarely educate their children beyond the free education because they will have no fees. They will hardly pay their land rates because there is no money.

**Mr. Speaker Sir,**infrastructural developments opens up myriads of opportunities to the locals such that the “*Serikalisaidia*” phrase would rarely be in used. It also opens up the areas to investors which in turn lead to revenue earnings for the county. This is the foundation for development and this has been seen in the infrastructural development that have been initiated in the last decade.

### *Policy*

**Mr. Speaker Sir,** the Committee noted that there is No County road policy.

In the National Road Policy there is KeNHA, KeRRA and KURA which are authorities mandated with the construction of roads at the national level and are funded by the National Government. They are either used to rehabilitate roads, train engineers and workers, supervise contractors amongst other works.

**Department of Transport:** Has the responsibility of developing, reviewing and overseeing implementation of policies in the transport sector.

**Department of Roads:** Responsible for policy formulation, regulation and development and enforcement of technical standards in the Road Subsector.

Key agencies under the Ministry:

1. **Kenyan Roads Board** is the manager of the Road Maintenance Levy Fund (RMLF)
2. **Kenya National Highways Authority (KeNHA)** is the implementing agency that manages and maintains all road works on class A, B, C roads;
3. **Kenya Rural Roads Authority (KeRRA)**; responsible for all rural and small town roads, class D and below including special purpose roads and unclassified roads.
4. **Kenya Urban Roads Authority (KURA)** charged with managing and maintaining all roads in the Kenyan towns including Nairobi City and municipalities.

## **Road Classification System**

Roads in Kenya are classified as stated below;

**Class A:** *International Trunk Roads:* Roads crossing international boundaries

**Class B:** *National Trunk Roads:* Roads connecting provincial headquarters to each other or to class A roads

**Class C:** *Primary roads:* Roads linking district headquarters to each other or to higher class roads.

**Class D:** *Secondary Roads:* Roads linking locally important centers to each other or to higher class roads.

**Class E:** *Minor Roads:* linking *minor* centers.

**Class F:** *Special purpose Roads:* Roads including those for tourist, township, agriculture and strategic purposes.

**Roads 2000:** a rehabilitation and maintenance strategy based on a network approach to planning and the use labour-based methods of work. The key objectives of the Roads 2000 strategy are cost effective maintenance of the classified road network of the country to an economic level of serviceability using local resources and labour-based methods wherever these are cost effective.

**Kenya Rural Roads Authority:** Established under an act of parliament in 2007. Charged with the mandate to manage, develop, rehabilitate and maintain rural roads in Kenya.

There is still a lot of confusion on what roads are classified as County Roads and those that are national Roads. Some people argue that all classified roads are National Roads while all unclassified roads are County Roads. This has led to conflicts between KeRRA and County Department on Roads. However, since there are major stakes at play in the whole confusion, no national legislation is expected to solve the stalemate. Thus, the County Roads Department is urged to work on all roads that benefit the Local people instead of engaging in unending conflicts.

## **CHAPTER TWO: FINDINGS**

**Mr. Speaker Sir**, the committee has held various meetings with the CEC Member for Roads, the Chief Officer, the Chief Engineer and the Director of Procurement who had given their views and accounts concerning the Ministry.

The committee has also had various in house meetings aimed at finding a way forward on the issues affecting the Ministry and how to tackle the challenges. Members have gone further into making inspection visits in a few Wards to ascertain whether the complaints made by members are authentic. Though the members are yet to visit all Wards, they have found out in these inspection visits that the WLRR is contrary to the situation on the Ground.

Several visits have been made. These are;

- a) Mirangine Ward – Mathakwa-Haraka Road
- b) Kanjuiri Ward - Ithagani- Ngorika - Nyaituga Road  
Njihia Junction – Mbata- NjigagaKanjuiri Road
- c) Gathanji Ward- Nganatha –Kamwangi – Huhoini Road
- d) Wanjohi - IDP- Wenyenyeke – Barainya Road  
Kangaru – Forest Road
- e) Njambini- Kiburu Ward
- f) Nyakio Ward
- g) Githabai Ward
- h) Engineer Ward
- i) Magumu Ward
- j) Kiriita Ward

### ***Mirangine Ward***

Mathakwa- Haraka Road –It was noted that parts of the murram road was not well constructed. Pictures of the road were taken and are hereafter attached. The murram was excavated from the pond that was bordering the road to the right and the Chinese contractors had recommended the use of murram as it was good for this kind of road. A culvert was necessary at the pond area. The use of murram instead

of hardcore in the construction was lauded as the road was smooth and could withstand harsh weather conditions especially where there was ideal drainage system. Members appreciated the good work done so far for the constituents of Mirangine in terms of road by the County Government and the area MCA.

Makutano Junction Road -The road here was in bad condition as the drainage system was quite poor and the road was only graveled meaning that it was not yet complete and it was noted that also the residents of that area had a say in the matter. Some residents complained that the water went right into their compounds in the case of heavy rains. It was resolved that culverts were needed in the area and a good drainage system was to be setup.

The Quarry-The area MCA Hon. Ndirangu showed the members the quarry where the rocks used in construction were gotten from and the members noted that it was a nice place but it was noted that the owners of the land needed the soil to be returned and that they were still waiting.

Haraka-MuaRoad -The road has only witnessed 12km of construction that was just graded and it needs gravelling. It was noted that it also needs bush clearing, grading, good drainage system and murrum for it to be fully passable.

### ***Kanjuiri Range Ward***

It was noted that the Ithagani- Ngorika - Nyaituga Road which is about 12.2km has only been graded and graveled in patches. About 1km of the road from the Dairy to Wiyumiririe is in very bad state and needs to be urgently addressed. It was noted that the road was done by KeRRA and not the county government, the only thing that the county government has done is patch a few areas of the road with gravel and graded some parts. The condition of the road was so bad creating a bad image

for the county since it has not delivered its mandate to its people as it had promised. It was resolved that the road needs to be constructed as soon as possible before it wears off completely.

Njigaga- Kangathia-Kanjuiiri Road – On the 13.5km Njigaga -Kanjuiiri road, the road has been partly graveled (2km) and is so encroached which needs some bit of widening and according to the report, it clearly states that the whole road of 18.5km has been graveled and graded which is contrary to what was observed. The situation on ground is in dire need and going through the rain was difficult for our vehicle on the road and we had firsthand experience of what the area residents go through each day when our vehicle (trailblazer) got stuck.

It also has some places with un-spread gravel which needs to be graded and compacted. There are also several uninstalled culverts in the area which needs to be installed.

## **Gathanji Ward**

**Mr. Speaker Sir,**

On Nganatha –Kamwangi – Huhoini Road, gravelling was done in patches and while the report indicates that 12km of road was graded and graveled, only about 500 metres of the same was graveled though the road was entirely graded.

It was noted that the roads needs drainage and culverts especially at Kahuruko Junction where half of the Road was flooded and major potholes were on the road.

This area was impassable and we had to assist several motorists who got stuck on the Road. It was also difficult for the County Assembly landcruiser to get through that part of the Road. The members noted that the road needed culverts, gravelling and drainage at that area.

Members of the public complained that the marketing of their products had gone down because of the Cost of transport and the poor road network in the area.

They also recommended that the substandard culverts installed by the former county council should be replaced with better ones. They also recommended that since the area has quarries, excavation should be done from the area instead of sourcing for hardcore in other counties.

### ***Wanjohi Ward***

**Mr. Speaker Sir,**

On IDP- Wenyenyeke – Barainya Road, the report indicates that 7km of the Road is graded while 4km are graveled. However, the committee used the mileage on the vehicle and found that only one kilometer was graveled. 2km of IDP- WenyenyekeRoad was not graded nor graveled and that the road was very much encroached and needed to be expanded. In fact, almost all roads had been encroached and survey works need to be kick started to reduce encroachment and reclaim the encroached roads.

On Kangaru- Forest Road, the report provides for 3km graded and graveled road but on the ground, the actual status is that only less than one kilometre is graveled

though the road is graded. The Road has a wooden bridge which is very weak and Lorries ferrying food stuffs to the Market cannot pass through that road. Thus, there is need to construct a bridge or install culverts on that road which will provide accessibility.

All roads in the Ward need to be expanded and completed so as to increase accessibility.

### *Njabini – Kiburu Ward*

In Njabini- Kiburu Ward, the committee began by inspecting the Karwangi-Mimano road. The committee observed that the road had a stretch of approximately 6 Kilometres with gravel. This was not complete as there still a stretch of the road that was not graveled and was also contrary to the report given by the executive. The committee also observed that there was no grading done on the road and that the road was very narrow as the people neighbouring the road had encroached on the road and that there were a lot of bushes on the roadside. This situation made it impossible for the road to be a two way and it could only be used by one vehicle at a time. The road also lacked drainage system thus making it prone to water damage during the rainy season. Though the Report indicated that a stretch of 5.6Km was graveled, the situation on the ground was that some parts were not graveled and that the road was no fully compacted.

The committee also visited the Sasumua -Carobois Road. The committee observed that the road had only been graveled for a stretch of 0.7 Kilometres. This shocked the members of the committee as this was not expected as the stretch was too short. However, the report indicated that the same length in Kilometres had been

graveled. The Committee thus recommended that the construction of the whole road be completed to improve accessibility.

### ***Nyakio Ward***

The committee then proceeded to Nyakio ward where they first visited Mbaku-Munanda-Cuba. This road had a length of about 6 Kilometres though the committee observed that there were about five gaps of approximately 2 Kilometres in length that had not been graveled. This meant that the total length of the road graveled was Kilometres. The road was not also graded thus the road's drainage was lacking.

The committee then proceeded to Karangatha-Mukiri- Karate road where a total of 4 Kilometres had been graveled. The committee also observed that there was a stretch of 2 Kilometres that was not graveled on the same road. The road had not been graded nor compacted. This led to substandard work been done. The committee then observed that there were many other roads not included in the report and that the Ksh. 16,795,200 is not fully accounted for. This has brought a lot of mistrust in the public on what is been done by the County government.

Nyakio Ward did not have the services of a roller and the roads were not compacted which has made most of the graveled roads impassable to the bodaboda riders and matatu industry.

### ***Githabai Ward***

The first road that the committee inspected was Kiriaho road which has a total length of 1.5 Kilometres. There was a stretch of approximately 0.5 Kilometres that was not graveled. The road was narrow ungraded, with no drainage and there was a lot of wastage as there was a lot of gravel on the sides.

We then proceeded to Junction-Nyakio road where a stretch of 4kilometres which is graveled. There was a second stretch of 4 Kilometres which was graded but not graveled. There was no drainage system and there was a lot of wastage of gravels by the road side.

The committee found out that there was a lot of wastage on the roads in the Ward.

The committee also heard that most of the Roads in the Ward were constructed by KeRRA (eg. Njoma – NdayaNjogu) while most of the Roads listed were not done.

### *Engineer ward*

The committee visited the J-30 road which some construction had begun and the committee was shown two parcels of land and the construction of a bridge was underway. The committee also visited Mukurinoroad which was murramed for distance of approximately three kilometers.

The committee then proceeded to Mukurino-Mamba road which was graveled for a distance of approximately 2 Kilometres.

The committee also proceeded to Mutiini-Thindi which was graveled for a distance of 1.5 Kilometres. The roads lack proper drainage which makes them susceptible to flooding, damaging the roads during the rainy season.

### *Magumu Ward*

The committee visited Kenyatta- St Mary road, the road was graveled for distance of 3 kilometres. The road was well graveled but there was no drainage and there is need for culverts to be put in place as there area is generally prone to flooding. The committee also observed that there were culverts lying by the roadside in some

place which were being destroyed thus there is need for them to be used before they are all destroyed.

### *Kiriita Ward*

The committee inspected Tarmac-Leshau Boys road which had gravel for a distance for two (2) kilometers but had a gap of approximately of 50 metres which was ungravelled . The road was also graded for the same distance. However, the committee noted that there was a contradiction as there were two names relating to one road but indicated as two different roads. This was explained by the area MCA, the roads in question are Tarmac- Leshau Boys road indicated as having been graveled for distance of 2.6 km and Leshau Boys School – Kwanjuki road indicated as 2.1km as having been gravelled which in essence is one road and not two.

The committee then inspected Tarmac – Wakahot road which had gravel for a distance of two (2) kilometers. The committee observed that the roads were very narrow and there was need for expansion of the roads. The report however indicated that the road was 3km long.

The committee also inspected Nairobi-tarmac road which was graveled for a distance of 0.7 kilometres. The road was also narrow and there was still a stretch that had not been graveled nor graded. From there the committee then proceeded to Mutarakwa which the distance quoted was 1.2 kilometres but the actual was 0.9kilometres. The road was also narrow and had no drainage in place.

The committee then inspected Kwanjora Road where the indicated distance of graveled road was 2.1 kilometres where what the committee found on the ground

was 2.9 kilometres. There was also a gap of approximately 50 metres that was not graveled.

### *Other Wards*

**Mr. Speaker Sir**, the Committee members have decided to visit other Roads in all Wards and this will provide insight on what the Committee will recommend to the County Executive for action plan.

It was noted that most of the Wards in the County have dire need for rehabilitation of roads and all the members in the County Assembly have an issue with the Ward Level Road Report which is very contrary to what was on the ground.

**Mr. Speaker Sir**, it is also noted that almost all the culverts have not been installed in the county and that the resolutions of the motion by Hon. Samuel Gachuhi on Construction and installation of Bridges and Culverts should be implemented with immediate effect.

Mr. Speaker Sir, there have also been many complains on Inter- Ward Roads which have not been constructed.

## **CHAPTER THREE: COMMITTEE FINDINGS**

**Mr. Speaker Sir,**

The Committee on Roads, Transport and Public Works met at the Kenya School of Monetary Studies to deliberate on the issues arising from the Ward Level Road Report (WLRR). Members discussed on *inter alia* issues captured herein the authenticity of the WLRR, the policy on roads and course of action on the roads visited.

In Mirangine Ward, the members decided that since the issue had brought about a political storm whereby members of the public were incited by some other politicians to taint the reputation of Hon. Ndirangu, the incomplete part at Makutano Junction which was at the time of the visit been graveled should be compacted, culverts installed and a good drainage be made. Members of the committee noted that only two parts of the road were in bad state and that the Executive should ensure that they are brought up to standard as soon as possible. The committee also decided that all the incomplete works should first be completed to ensure that no new works are initiated before completing all other works brought forward to the current financial year.

**Mr. Speaker Sir**, the committee discussed at length on the issue of Kanjuiri Ward where works were done by KeRRA yet the report indicates that it was done by the County Government. The members of the committee had many questions in mind including how much was used in the whole process. The report indicates that the road was graded and graveled. Though there was no issue of grading since the road was at the time graveled, the Area MCA said that the Road had been graveled by KeRRA years back and it was an insult to the people of Kanjuiri to purport that County Funds were used on the same. The members decided that the report was questionable and needed to be investigation by Public Investment and Accounts Committee (PICPAC). They also recommended that the 1Km road between the Dairy and Wiyumiririe should be constructed.

**Mr. Speaker Sir**, on the 13.5km Njigaga -Kanjui road, the members noted that only grading was done with some parts been murramed. Members recommended that the road be redone and the CEC member should furnish the committee with the exact amount of funds used on the same road.

**Mr. Speaker Sir**, the committee members deliberated and agreed that the junction at Kahuruko in Nganatha- kamwangi- Huhoini Road in Gathanji Ward should be graveled as a matter of emergency and the drainage system in the area be considered with culverts been installed to make the Road passable.

In Nyakio Ward, the Committee noted that most of the Roads constructed were not in the report and that there was no grading and compacting done. The only road in the report that was graded was Kinamba- Cheese Road which was constructed and is currently maintained by KeRRA. Thus, it is a misrepresentation that the road was maintained by the County Government. It was also noted that a lot of wastage was done in Githabai Ward.

In all the roads constructed, the Committee noted that there was no any single road that is professionally constructed. This means that no survey or engineering expertise was applied in the construction and this has led to substandard roads.

On the issue of misrepresentation of facts, the committee noted that this might have been an avenue used by corrupt officials to siphon county treasury coffers. The members also noted that this had brought a lot of mistrust from the electorate and the general public not only on the elected members but also to the county Government and devolution as a whole.

On the matter of encroachment of Roads in most of the Wards especially Wanjohiand NjabiniKiburuWards, the Committee discussed on the various course of action and came to an understanding that the members of the committee needed

training from KeRRA and KeNHA on the classification of Roads, Basic Road engineering knowledge among others so as to know what needs to be done in different situations. They recommended that the ministry of lands in collaboration with the ministry of transport should initiate a process to ascertain which roads had been encroached, the reclaiming of the said roads and deterrence measures.

**Mr. Speaker Sir,** the members of the committee were also concerned of the wastage of resources going on in the County. For example, usage of machinery for purposes other than those supposed prescribed as public or transporting some machinery all the way to South Kinangop for one day and the moving it to Ndaragwa only for the machinery to be transported back to Kipipiri in one day. This means that there is misuse of resources because some planning should be done to ensure the lowest cost of maintenance and construction should be used while ensuring quality work.

**Mr. Speaker Sir,** the committee members were concerned of the big difference in the way budgetary allocation is done and how expenditure reports are written. For example, if a road is allocated KES. 4,000,000 and the total amount of funds allocated to that Ward is KES. 15,000,000 , the reports are calculated in terms of the total usage of the Ward. Discrepancies arise because we do not know whether the whole amount of 4million was used on that road and while the report indicates that there was total grading and gravelling of the said road, the situation on the ground is that the gravelling was done in patches and thus the end result is that very little money was used on that road. The members agreed that reporting should be done as per allocation per road with indication of the total cost of gravel, grading, compacting, labour, fuel amongst others. This will increase transparency and accountability.

Members agreed that for there to be sanity and to avoid a recurrence of the situation, investigation must be conducted and an audit of the department done. The members also agreed that there is need to benchmark with other counties to know how funds are used, how tendering is done and the costs of construction to ensure that Nyandarua is not left behind in terms of infrastructural development.

## **CHAPTER FOUR: RECOMMENDATIONS**

**Mr. Speaker Sir,**

The committee members after having lengthy deliberations on the status of roads decided to come with the following recommendations for action to be taken by the Executive:

1. That the CEC member Roads should forward a signed document of the Ward Level Road report so that they can own up to the contents of the document. In this report, the committee requires the CEC member should indicate the amount of funds used per road instead of per ward.
2. That the incomplete workson the roads should immediately be completed including payment for services and rehabilitation of quarry sites.
3. That the culverts should in accordance with the resolutions of the Motions on the installation of culverts and construction of Roads be completed as soon as possible while providing clear drainage systems throughout the County.
4. That the CEC member-in-charge of Lands should in consultation with the CEC Roads immediately start a survey program aimed at rehabilitating all encroached roads and that the Committee on Lands should follow up on the Matter.
5. That the County Executive should provide a clear policy on road construction which will go a long way in ensuring program based construction while incorporating expertise to ensure high quality work.
6. That the Public Accounts and Investment Committee should be seized of the matter and investigate the purchase of machinery and the Road Constructions that took place in the last financial year 2013/2014 through the quarterly report.This should include investigation into fuel and the amount of funds allegedly used in those fuel stations. This will ensure that

no more wastages and unaccountability is witnessed in the current financial year.

7. That the CEC member for Roads should not settle any debts to pay services offered in FY 2013/2014 until the Public Accounts and Investment Committee of this Assembly has concluded all investigations concerning the same.
8. That action should be taken against all officers in the Ministry who are involved in financial misappropriation which will bring sanctity to the departments that are tasked with enormous responsibilities of ensuring proper infrastructure is established in the county.
9. That the County Public Service Board should immediately recruit experts and ensure that Human resource in the Department is well equipped with both skills and resources.

**Finally Mr. Speaker Sir,**

This Assembly has an enormous responsibility in legislating, representation and oversight. On the function on oversight and representation, the Committee on Roads, Public Works and Transport shall while working within the ambits of the law, the principles of separation of powers and checks and balances and in collaboration with all members of this Honorable Assembly perform its duties in checking the Executive.

The Executive had a duty and responsibility towards the people of Nyandarua to carryout development but will only be answerable to the people through this Assembly. Accountability and Transparency issues of the Executive though are many a times raised by the public, it is only this Assembly which will follow up

and fight for the electorate to whom we owe a duty unlike the executive. Thus, I urge this House to carry out their function without fear or favour and in adopting this report, this Honorable Assembly will be performing one of its core mandates.

Finally **Mr. Speaker**, it is my pleasant duty and privilege, on behalf of the Committee on Roads, Public Works and Transport to table this report for adoption.

Thank you Mr. Speaker Sir, God bless this Assembly, God Bless Nyandarua County, God Bless Kenya.

## ***Bibliography***

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- *The Nyandarua County Assembly Standing Orders*
- *The County Government Act, 2012*
- *Transition Authority & Electoral Institute for Sustainable Democracy in Africa(EISA), County Government Guide, 2013*
- *The Nyandarua County Integrated Development Plan*
- *The Ward Level Public Consultation Report for the Nyandarua CIDP*
- *Report on the FY 2013/2014 Budget Estimates*
- *Report on the FY 2014/2015 Budget Estimates*

## **COMMITTEE MEMBERS**

Mr. Speaker Sir, the following members of the Committee on Roads, Transport and Public Works approved the report and agreed to its contents by appending their signatures below:

<b>NAMES</b>	<b>DESIGNATION</b>	<b>SIGNATURES</b>
1. Hon. Samuel Kimani Gachuhi	Chairperson	.....
2. Hon. Joshua Mureithi Muigai	V/Chairperson	.....
3. Hon. Joseph Mumba	Member	.....
4. Hon. Rebecca Nyangati	Member	.....
5. Hon. Margaret Wamuyu	Member	.....
6. Hon. Suleiman Kihika Kimani	Member	.....
7. Hon. Daniel Kibebo	Member	.....
8. Hon. Ann Kionero	Member	.....