

The Challenge of Integrating Street Trade in the Urban Development Plan and Policies: Kakamega Town, Kenya

Ngome P.¹ and Mulinya C.¹

Masindemuliro University Of Science And Technology Department Of Geography
Corresponding Author: Ngome P. and Mulinya C.

ABSTRACT: Kakamega town has witnessed unprecedented growth in population which has contributed to increased trading activities on the streets. Public spaces cannot cope with demand as the open market traders operate their businesses out of the designated areas. The effect of increased number of street traders is felt by the congestion on streets and bus stages and the deteriorating hygienic conditions. Very little success has been achieved in attempt to seek solutions to the street trade challenge in Kakamega town. This study purposed to investigate the challenge of integrating street trade into the urban plan of Kakamega town. The study adopted the Legalists theory that mainly view the challenge presented by street trade in terms of bureaucratic obstacles created by authorities and lack of enforceable laws and policies. Based on this theory, the main objective of the study was to examine the challenges of integrating street trade in the town's development plans and policies. The research study used both probabilistic and non-probabilistic sampling techniques. A sample of street traders, customers, fixed shop operators, official market traders, street traders' associations' officials and County Government of Kakamega (CGK) officials were used for the study as respondents. Stratified sampling, purposive sampling, triangulation technique of research involving interviews and questionnaires, photograph taking and observation methods were used to collect data. The data collected was analyzed by use of Predictive Analytical Software (PAS) and descriptive statistics. From the study, the findings showed that the street traders in Kakamega town operated out of designated areas because of stiff competition for customers, lack of comprehensive town strategic plan for space use, the County government's inability to provide the necessary infrastructure, inadequacies in town laws and policies and limited support the growth of these businesses. The research revealed that in order to solve the challenge of street trading activities in town, there was need to establish realistic urban development plan and policies, enforceable laws, sustainable interventions enhanced town management capacities and collaboration among all stakeholders so as to succeed in providing for these traders in the urban setting.

Keywords: Street trade, urban development plans, policies, urban public spaces

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I. INTRODUCTION

The world population living in towns continues to grow fast and it is estimated that by 2050, about 70 percent of the world population will be living in towns (UN – Habitat, 2009). Rapid and unsustainable urbanization is accompanied by a rise in unemployment in most towns (Onyango, 2012). This phenomenon is caused by rapid population growth and stagnant agricultural sector productivity in the rural areas in Less Developed Countries, technological changes and restructuring global economic realities. Many people are migrating from the countryside to the towns and cities with the hope of securing decently paying employment and search for the business opportunities. The rising population in these towns has surpassed the job opportunities and has resulted in unemployment hence causing poverty among the urban population (Nabuteya, 2007). When they fail to secure the jobs in the formal sector, they end up in informal sector, which street trading is part of, to earn a living (Onyango, 2012). According to Ndhlovu (2011), street trade is a common phenomenon in most cities and towns in developing countries all over the world.

This study adopted the definition of street trade by Molefe (2011) as one which deals in legal merchandise, operates on urban public or private spaces within towns and is not directly under regulatory framework of the local municipal authority. Street trade be taken to include vending or hawking on the street, those activities of selling and providing services from temporary structures and open spaces.

In many countries towns and cities, street trade is a highly visible part of informal sector and many governments have acknowledged its existence (Chen 2012; Sonah 2014). However, the cities and towns authorities have taken different approaches in dealing with this sector. In cities like London and New York, street

trade is regulated and controlled by adoption of technology. Also, clearly spelt out and enforceable laws and policies put in place by city authorities have led to successful integration of street trade. The town of Bhubaneswar in India has successfully integrated street trade (Kumar, 2012) as the vendors have been allocated sites along the streets from where to sell their wares. Furthermore, India has developed national policies on street trade so as to guide activities of the vendors.

In Senegal, the government directed the authority of the city of Dakar to engage in negotiation with the street traders in finding the solution. (Brown 2009) and Skinner (2008) explained how formulation of legislations led to effective integration process of street trade in Durban, South Africa as the government recognized informal economy as an important component of the city economy. Skinner (2008) noted that tolerant, innovative and progressive approaches were introduced to control and regulate this trade. It involved providing infrastructural facilities and improvement of street trade sites. In Tanzania, street trading is taken as alternative source of employment and income to the urban poor hence the government works in collaboration with traders to provide sites and facilities for the traders.

In Uganda and Kenya, many towns continue to experience high numbers of informal sector traders. The biggest problem of street trading is its escalation to the extent of occupying the public and private spaces not meant for such activities, including roads and the sites near the entrance of the main shopping malls and supermarkets. Such situations generate tension between the street traders, the shop owners and the general public. The TAs experience challenges of addressing such conflicts in this context.

Kakamega town has witnessed proliferation of street trading. This situation can be attributed to rapid population growth, migration, urbanization, expanded learning institutions and the establishment of many new economic activities triggered by devolution. These demographic and economic realities have set street trading activities on the rise hence it has become a challenge to plan for these traders. With the change of government structure from the old Municipal authority to new devolved government, there were no official records for the street vendors in Kakamega town yet their number kept increasing. In Kakamega town, it could be observed that these traders occupy several streets and public places hence interfering with mobility, sanitation and plans for open spaces development. This phenomenon is more prevalent in the central streets of the town, main bus stage at the entry points of Muliro gardens, near the main gate of Kakamega General Hospital, the Mumias stage and Webuye/Navakholo stage along the main Kisumu road up to Kakamega Prisons gate.

The County Government of Kakamega (CGK) has been grappling with the challenges of ever increasing number of vendors on streets. The Kakamega Town Authority (TA) renovated the main municipal market structure and built the second structure for the traders between 2011 and 2014. In addition, the government came up with the metallic stalls and situated them along the highway and some streets so as to enable settle these street traders. In spite of these efforts, the County Government market structures and some of these stalls remained unoccupied. The challenge of the street traders operating along the street still persists.

II. METHODOLOGY.

2.1 Study Area

The study was undertaken in Kakamega town, Kakamega County. The town is situated along the main road trunk, Webuye-Kisumu highway. It is 52 Km away from the Kisumu town in the South. The current Kakamega town area is approximately 50 Sq.Km. and is located in Lurambi Sub-county.

The map of Kakamega County

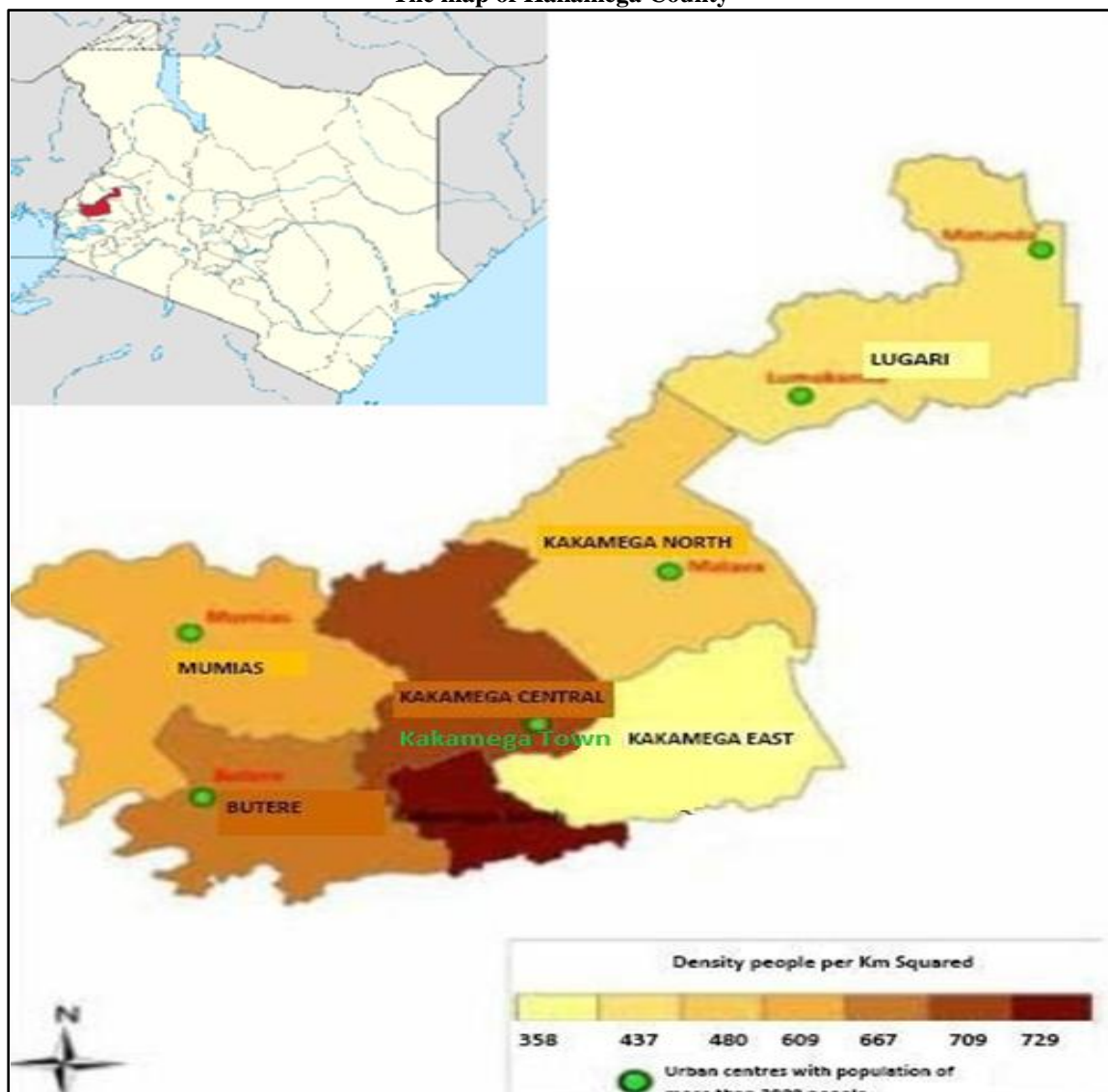


Figure 2.1 Map of Kakamega Town Source:Kenya Data

In Kakamega town, the common commercial activities include banking, supermarkets, building and construction, vehicle repairs, wholesale, retail, hardware, services, informal sector producing domestic and farm appliances, open air market, clay works and weaving. In addition, the town has many learning institutions: universities, colleges, polytechnics and schools which have attracted urban settlement. The population is high and consequently the demand for goods and services is high. This has contributed to the growth of informal sector and proliferation of street trade which are spread in the entire town. The research was undertaken on the street traders who operated on various streets in the CBD of Kakamega town

2.2 Data sources and collection

The research used both primary and secondary sources of data. The primary sources included interviews and administration of questionnaires to the street traders, Town authorities, the buyers and street traders' associations' officials. The secondary sources include a wide range of literature, population census reports, local authorities' reports, County developments plans, internet sources, journals and land use policy documents to conceptualize the idea of the study topic.

2.3 Sampling Procedure

From the pre-visit conducted by the researcher at the Kakamega Municipal Council, it was established that it is difficult to get exact number of street traders due to the nature of their activities and the daily fluctuation in numbers. However, basing on sketchy records from Kakamega county Revenue office, the estimated number

of street traders could be 1000. The researcher based on the average amount of tax and fees collected on daily basis and market days *vis-à-vis* the daily payable rate. This number excludes the traders who work from the designated open market areas. Most of the street traders in these areas were believed to have been engaged in street trading businesses for a long period of time.

2.4 Sample size for the study

Sampling methods used in the study were guided by the following parameters: The geographical area of the research within the town, density of street traders in various locations, gender of street traders who participated in the research and identity of the real owners of the business units and their regular customers. The number of street traders chosen for the study from the 10 locations of high concentration were as follows:

Table 1: Sample frame for the street traders

Place	Stationary vendors		Mobile vendors	
	Male	Female	Male	Female
Sudi Road	5	7	3	1
Webuye Highway	5	5	2	1
Kisumu Highway	5	11	2	1
Navakholo Bus Stage	7	8	4	2
Canon Awori Street	7	9	2	2
Ngaira Street	7	12	3	1
Amalemba Market	2	4	1	1
Kakamega Hospital	5	7	1	1
Lurambi Open Market	3	5	2	1
Maziwa/KFA roads	7	10	5	2
TOTAL	53	78	25	13

In addition, convenience sampling of the 35 customers and 25 shop owners were picked as respondents. 5 county officials (1 senior market administrator, 1 physical planner and 1 official in the Revenue department, 1 market manager and 1 official in the County Attorney office) and the 2 Member Based Organization (MBO) officials were purposively sampled as key informants to provide the information on street trading activities, the town plans and policies of the town.

The units of observation for the study were urban public spaces, policies, the urban laws, the town development plans, mobility and sanitation. The units of analysis were responses from individual street traders, the customers, County Government of Kenya (CGK) officials, drivers and pedestrians' responses.

2.5 Data Analysis

After collecting the data, it was cleaned through sorting to ensure accuracy and retain relevant information. The data was analyzed using different statistics like frequency counts and percentages. From the interviews, the data was obtained verbatim, classified and reported according to the findings. The questionnaire responses were interpreted and analyzed qualitatively. Descriptive statistics were used to analyze data pertaining to the objective of the study. Furthermore, the frequencies were computed and represented in form of tables, graphs and charts using Predictive Analysis Software (PAS) package.

III. FINDINGS AND DISCUSSIONS

3.1 Background information of respondents

The respondents were drawn from the County government of Kakamega officials, street traders' association's officials, County Market operators, street buyers and road users. The street traders were categorized according to their gender and spatial distribution

The figure 3.1 shows the distribution of the street traders drawn from for the study from different parts of the town. Basing on the taxes and fees paid to the CGK from each area, the number of the traders picked for the study were as follows:

9.5% of these traders were drawn from Sudi road, 21% from the main bus stages, 11% from Canon Awori Street,

14% from Ngaira Street, 14% from Maziwa road, 8.2% from Kakamega General Hospital, 5% from Amalemba and 6.5% from Lurambi. On the Kisumu and Webuye highways, 11% and 14% of the street traders, respectively, were used for the study. From this result, it can be observed that many street traders operated in the town central Business District (CBD). The study involved 47% male and 53% female respondents. 77.5% of the respondents

were stationary and 22.5% were mobile street traders. This selection of the street traders from different parts of the town implied fair representation for the study.

3.2 Ages of the street traders

There was need establish the ages of street traders to ensure varied experiences and responses on the subject of street trade were captured.

Table 2: Characteristics of street traders

AGE	NO. OF STREET TRADERS
Below 19	7
20-29	27
30-39	55
40-49	61
Over 50	19

LEVEL OF EDUCATION	NO. OF STREET TRADERS
Non-formal	8
Primary	71
Secondary	63
College	27

From table2, the findings showed that the age bracket of 20-49 years constituted the highest number (85%) of the street traders. Street traders of ages more than 50 years constituted 11%. Street traders of below 20 years constituted 4%. From these findings, it can be seen that majority of street traders in Kakamega were middle-aged (29 – 49 years). From the table, majority (42%) of street traders had formal education upto primary level. 37% reached secondary level. 16% of the respondents had tertiary level education. Only 5% did not have formal education. The findings imply that many people who attain secondary and tertiary education are engaged in street trade in Kakamega town. This high number reveals high level of unemployment among the people. The study further revealed that most of street traders who had higher qualification dealt in higher value commodities like electronics, beauty shops and droughts men. Those traders who sold low value goods like agricultural produce, assorted *jua kali* items and second hand clothes had relatively lower academic qualifications.

3.3 Challenges of integrating street traders into town plan and policies

In Kakamega town, it was revealed that the development took place over years without proper planning squeezing out the available spaces. It was observed that the streets in the CBD are narrow and cannot provide spaces for parking, sidewalk and well as street trading activities. The research established that the CGK did not have a spatial plan for the town. The town Physical planner revealed that TA of Kakamega town was still in the process of developing a land use plan for the town.

It was revealed that through corruption, part of the space for the public market was hived off for private development. The small area left was overwhelmed by the large number of vehicles and traders forcing some of Public Service Vehicles (PSV) to operate out of designated areas and on streets. PSVs operating along the roads attracted street traders because of high number of potential buyers.

The study established that the Town Authority (TA) had demarcated some areas in Masingo and Kambi Somali in town for open air markets. However, some of the traders had refused to move into these markets claiming that its location does not attract customers. Due to poor enforcement of laws and policies that guide operation of such businesses, the traders were left to create their own spaces on road sides in town for their businesses.

The CGK metallic kiosk stalls programme was introduced to settle the street traders in open spaces in the town. However, the programme was not fully implemented. The research established that many traders had not been allocated the metallic kiosk stalls because the available spaces could not accommodate the stalls for each street trader operating in any given area since the spaces were not sufficient. The Town Administrator said it was realized that in some cases, each stall took big spaces for traders operating with small stocks of goods of these traders. In addition, there was shortage of resources for installation of more infrastructure, limited spaces and failure to involve street traders.

From these findings, it could be seen that traders in Kakamega town continue to struggle for spaces that are accessible to the potential buyers of their merchandize.

3.4 Street traders’ relocation to alternative sites

The research established that the CGK had plans to acquire land at Sichirai to provide space for the relocation of the bus stage and the open market. In this connection, the buyers and street traders were asked whether they supported the idea of their relocation to alternative locations.

Table 3: Buyers and street traders’ views on relocation plan
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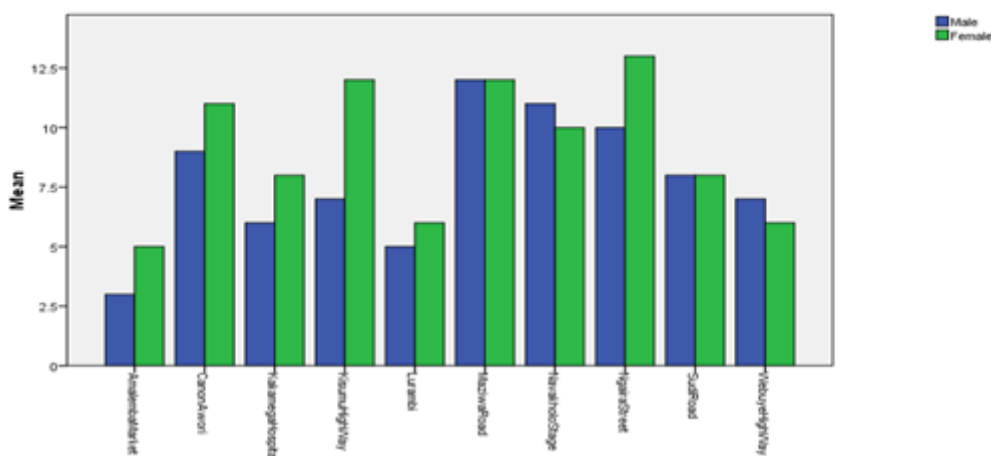
	Support for relocation	No support for relocation
Buyers	21%	79%
Street traders	17%	83%

From table 3, the study findings reveal that 79% of the buyers felt that street traders played important role in provision of goods and at the most convenient locations and therefore did not support the idea of alternative sites for them. The regular buyers argued that they had been buying goods from the street traders because they were accessible and cheaper. These buyers opposed relocation but recommended for creation of special sites along the streets and roads for these traders to reduce congestion and keep the town environment clean. 21% of the buyers supported the relocation of these traders to alternative sites since they contributed to the congestion in the CBD.

Only 17% of the street traders said they could relocate to other appropriate locations so long as it was not far away from their original sites for the sake retaining and accessing their customers. Majority, (83%) of the street traders said they had operated their businesses on their sites for long and established reliable customers. They felt that changing the site would make them lose these regular buyers. Most of the street traders insisted that in case of relocation, they be allocated spaces where they operated in the CBD.

These findings brings into focus the desire of these traders to work from the streets, where they can conveniently access their potential customers for profit maximization against the idea and desire of the TA and shop owners to create order by zoning the town. The street traders said they were willing to pay taxes and fees so long as the CGK provides spaces and infrastructure in their areas of operation. Therefore, the idea of relocation of these traders to Sichirai remain a contentious issue. These findings were in agreement with Heberl (2008) assertion that the approach by the TA in solving the street traders challenge continued to fail because there is little understanding of the social and economic dynamics involved. Displacement of street traders without finding alternative agreeable sites for their businesses has failed to realize desired effects. Attempts to relocate the street traders could escalate the situation as some street traders could easily find new “nests” within the town for their activities.

3.5 Registration, tax payment and licensing of the businesses



Business registration is important in order to control their activities through planning. The research sought to establish whether street traders had registered their businesses. The findings were as follows:

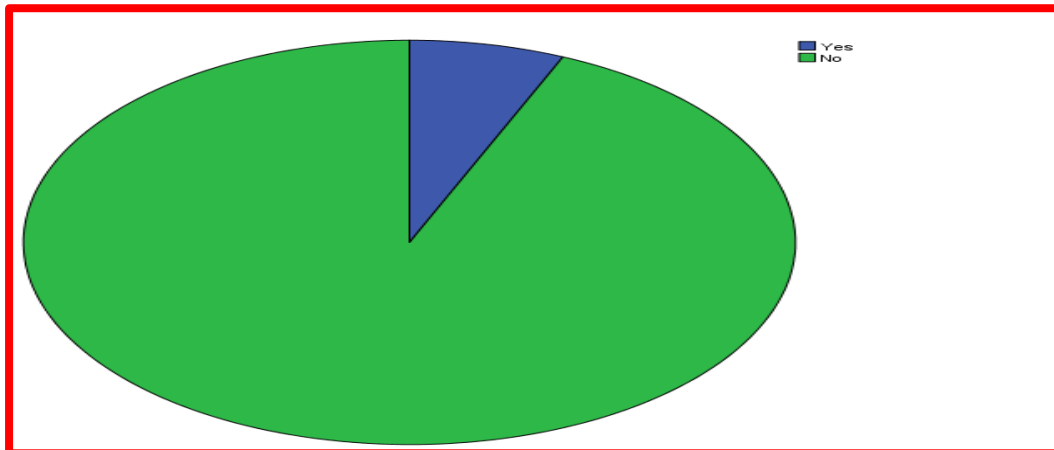


Figure 2: Registration of street trading businesses

From Figure 2, the findings established that most (93%) of street traders were not registered. In fact the CGK did not have a record of accurate number of street traders. The town official was asked for the reason why there were no records. He explained that with the change of government structure from the defunct Municipal order to the new devolved government, no records on street traders and their activities were handed over. Only 7% confirmed that their businesses were registered. Those traders whose businesses operated on large amount of capital were registered and paid taxes. They dealt in bulky merchandize like building and construction materials and timber yards. Majority of the street traders who dealt in low value goods and operated on small capital were not registered their businesses.

The study further sought to establish why these traders had not registered their businesses. The findings were as follows:

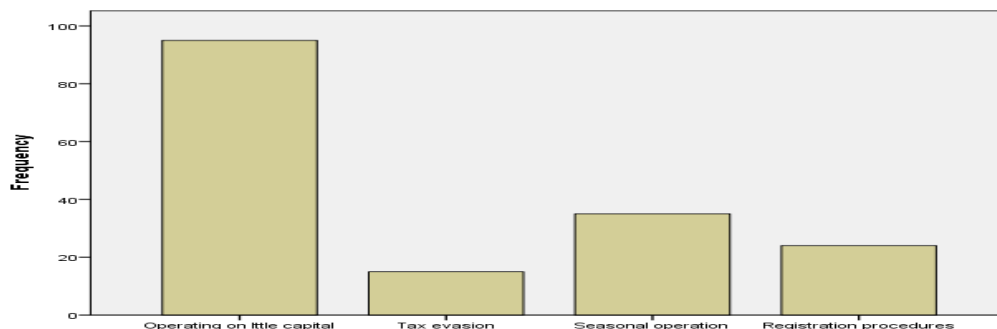


Figure 3: Reasons for failure to register the businesses

Fig. 3 showed that 56% of the street traders said operated on small capital and hence were not able to carry the costs of registration of their businesses. 9%, mostly mobile street traders avoided to be captured by tax officers. 21% of the traders operated seasonally and hence did not see the need to register their businesses. Tracking such traders remained a big challenge. 14% of these traders said they did not know the registration procedures and were not under compulsion to register their procedures. These findings reveals that registration of businesses in Kakamega town remain a challenge because of lack of proper sensitization on the need for registration and enforcement of policies and laws. Therefore without registration of all businesses in Kakamega town, planning for the town is made difficult.

The research also sought to establish the tax payment compliance.

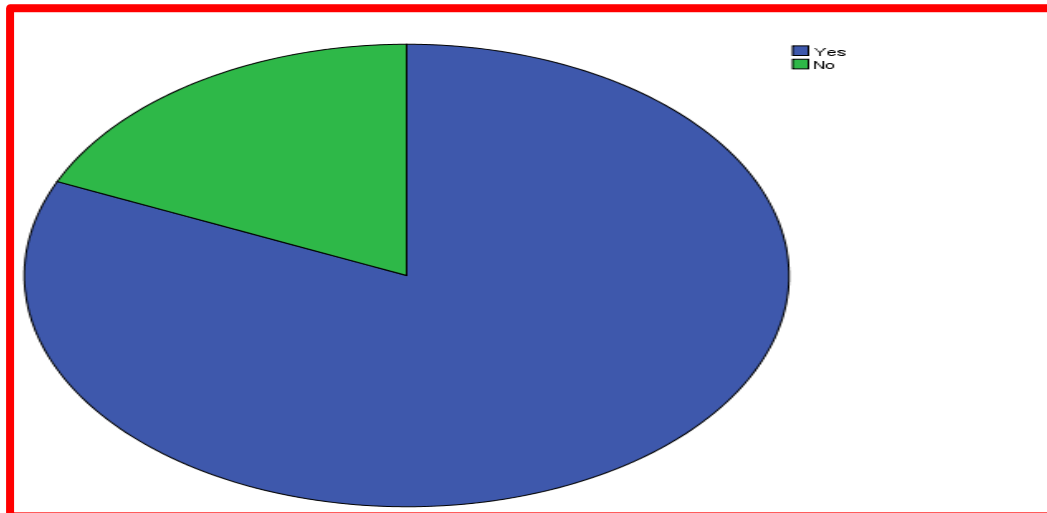


Figure 4: Tax payment compliance

The findings established that most, (82%) of the street traders complied with the payment of Ksh.30/= daily fees. In addition, the findings revealed that majority of the street traders who paid the market fees had not registered their businesses. The town administrator admitted that it is difficult to enforce full tax payment compliance. Approximately 18% of the street traders revealed that they hardly paid the daily fees. The study investigated why they did not pay the expected daily market fees and taxes. The findings were as follows:

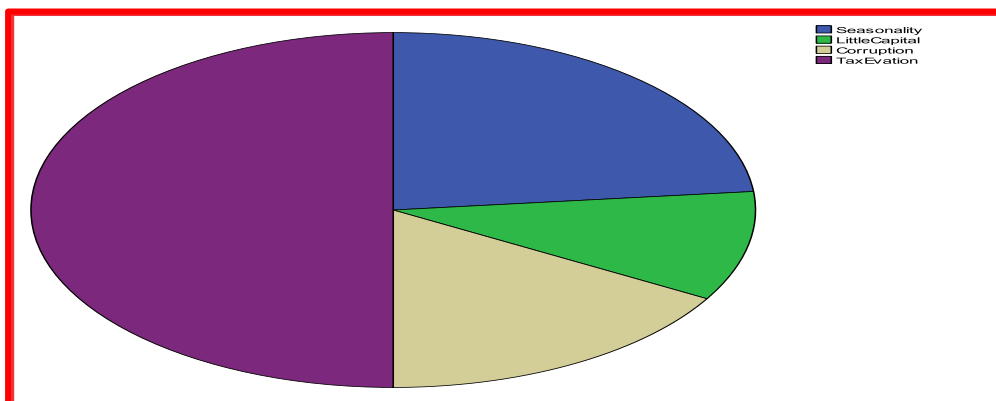


Figure 5: Reasons for failure to pay tax

Fig. 5 reveals that 4.1% of the traders were seasonal while others engaged in businesses during free time in the evenings and weekends hence hardly paid the daily fees. 2% of the traders said they operated on small capital and did not realize a lot of profit to pay for the market fees to pay the high tax rates. The findings revealed that 3.0% of the street traders dodged paying taxes by paying bribes to the collectors. 8.9% of the traders evaded paying taxes and daily fees because they did not have permanent sites for operation and hence were not easily reached. Also there were cases of some traders involved in the hide and seek game whenever the tax and license officers are out to collect the revenues. Sometimes these officers were harassed by the street traders when asked to pay the fee and taxes. Other traders could stubbornly refuse to pay for licenses and taxes claiming that they do not see the services offered by the CGK. According to the Town administrator the CGK by-laws expect that all registered businesses are issued with licenses. Instead of paying the taxes and fees, some street traders corrupted the tax collectors. In order to curb corruption, in 2016 the CGK reshuffled the officers across the county so as to enhance tax and fees collection. It was revealed that this step brought mixed results. In some towns, it led to increased tax. In the other cases like Kakamega, town the tax revenues dipped since many traders took advantage of the new officers to dodge payment of the taxes and fees. This revelation shows that corruption in tax collection remains a big challenge for the CGK.

Other traders also said that they did not see any reason of paying the taxes since the KCG was not providing the needed infrastructure to commensurate with the taxes to be paid. Mobile traders were seen to be the most evasive to be captured in tax payment than settled traders since they frequently changed their sites of

operation. The research findings attributed this challenge to the weakness in the by-laws which does not provide for clear compulsory registration of street traders.

It was also established that tax officers did not have powers to enforce compliance of tax remittance laws. This is due to the fact that some laws were not in place. For instance the Revenue Appropriation Bill had not been passed into law. Also the study revealed that the county government was losing much funds due to failure to register and license these traders. Loss of tax resources impacted on planning for provision infrastructural facilities of like public toilets, stalls and display tables. From these findings, it could be seen that lack of proper registration and licensing procedures contributed to failure to collect the necessary revenues for the CGK

3.6 Policies and by-laws

Through the transitional timeframe 2013-2015, new laws and policies were needed to replace the defunct municipality laws. The findings revealed that very few bills had been passed into laws during this period. Failure to have laws in place created room for escalation of street trading activities.

The study established that some of these laws and policies had not been sufficiently enforced. These laws included Public Health act, Food control act, Trade liquor act and Waste management act. The study established that proliferation of food vending businesses in public places was contributed by two factors: First, according to the defunct Municipality under Local Government act 2010 cap 165, the Public Health Officers (PHO) issued medical certificates to the vendors handling cooked foods sold on the streets. Currently, this act is no longer applicable. Secondly, the research findings established that in the defunct Municipality, the Town clerks and the Public Health Officers had powers to control vending in public places (Public Health act 242). The Local government authority under Cap (265) gave the Town clerk powers to supervise and manage the town. Under the current Cities and Urban Areas act, the office of the Town clerk was dissolved and replaced with the Town managers who do not wield as much powers. This lacuna in the laws made supervision difficult.

It was established that the challenge of enforcing these laws was also contributed by the CGK failure to hire the relevant officers to implement the laws resulting in escalation of the street trading activities. For instance, the omnibus laws like Public Health act, trade and liquor act, waste management, Revenue Appropriation Bill and food control acts cannot be implemented without these officers.

The research revealed that enforcing the law and policies remained a challenge due to political interference. For instance in 2015, the street traders refused to relocate from streets back into the County market structure. To date they continue operating their businesses in these areas. Also, in 2016, the implementation of new fees rate payable to the CGK from Ksh.20/= to Ksh.50/= was resisted by the traders. The political intervention settled at Ksh.30/=. It was also established that due to politics, some street traders like *bodabodas* and *tuktuk* riders have become stubborn as they park their motorcycles on the roads and in front of shops. The shop owners complained that these traders blocked the parking and posed security threat to their businesses and customers. Clearing them has remained a challenge as they are protected by some politicians.

The state in Kakamega town confirms the findings by Njaya (2014) who stated that “The Governments attitudes towards street trading activities are ambivalent, vacillating between tacit political support for elections and open revulsion. At municipal level, neo-liberal by-laws and regulations continue to exclude street vendors from participating in the economic activities of the country. These by-laws have failed to adapt to the changing circumstances.” In contrast, the defunct Municipality authority effectively controlled street trading activities. The former Town clerk had full powers to manage the town by effectively enforcing the bylaws.

3.7 Government bureaucracy

The findings revealed that the Central government had devolved some functions. However, the central government release of resources is deliberately slow. Sometimes the resources from the government delayed due the bureaucratic processes involved. Consequently, the implementation of some projects to assist street traders and government operations were delayed.

3.8 Street traders associations

The research sought to establish whether the street traders in Kakamega town belonged to street traders associations.

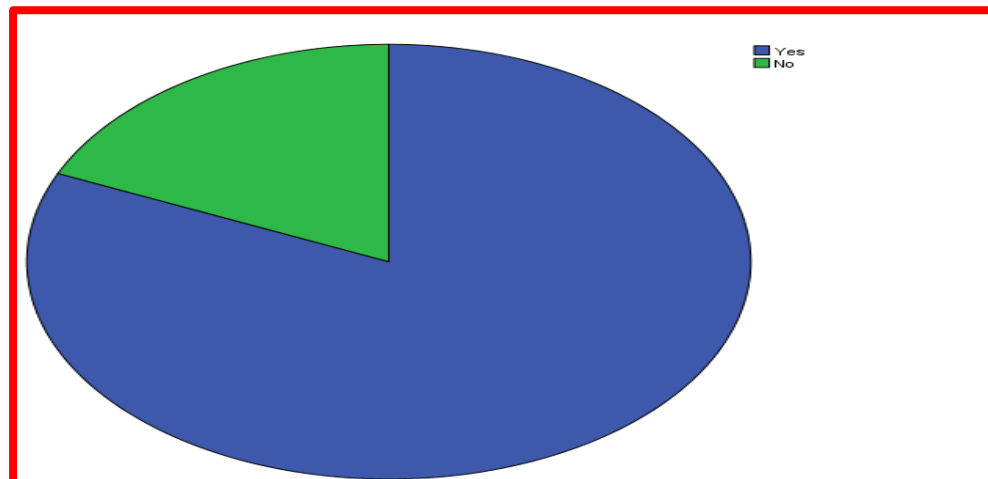


Figure 6: Street traders' association membership

The study findings revealed that 66% of the street traders in Kakamega town belonged to various localized associations. 34% of these traders did not belong to any association. The findings established that there were many associations in Kakamega town that cater for the needs of traders. These associations were formed either based on the area of operation of the traders or the type of merchandize they dealt in. However, these associations were small, disorganized and weak hence could only lobby for their sectarian interests. They failed to mobilize and push for effective policy dialogue with the CGK and other stakeholders for the traders' rights.

The findings established that the Kenya National Association of Street Vendors (KENASVIT), existed in Kakamega town. This national association has a broad vision of propagating, coordinating and protecting the commercial interests of street traders. It deals with issues that revolve around policy and advocacy, negotiations for space, dispute resolution, negotiation of taxes and fees, trade development and Small Micro Enterprises (SMEs) development. In addition, it aims at creating a platform for its members by ensuring efficient and effective coordination of all the stakeholders and partners. However, the association is shunned by many traders and consequently it has very few active members. In fact this association does not have a physical office in town.

The study further established why the many street traders were not members of KENASVIT. It was revealed that the street traders were expected to pay Ksh. 1000 as yearly subscription. The aspect of subscription kept away the membership. These traders lamented that the officials were corrupt since they did not benefit directly from this association. Consequently, the association was rendered weak. Some traders pointed out their displacement due to road expansion programme. They claimed that KENASVIT officials were not seen to intervene for alternative sites for them. However, when KENASVIT official was asked whether there were proper coordination and consultations between street traders and CGK on matters affecting street traders, he stated that devolution has embraced local governance and they are involved in some decision making processes. He said there was improvement in consultations compared to previous regime of Municipality authority, though some critical decisions like sites of operation and taxation were unilaterally made and imposed on them. KENASVIT official argued that they were actively participating and intervening on behalf of the members on matters of sites and infrastructure facilities.

He said that in some cases they succeeded in negotiating some issues on behalf of the traders. For instance they successfully negotiated for space during the 2013 displacement of traders from the bus stage to the spaces along Ngaira Street. In other cases, some of the issues discussed and agreed upon were never implemented and ignored. Where negotiation failed they combined with other associations to agitate for their rights. For instance in 2016, the CGK unilaterally raised the daily fee rates from Ksh. 20 to Ksh. 50. The street traders and SMEs traders staged protests that lasted for three days and refused to pay taxes and fees until a meeting was convened to review it to Ksh.30 per day. These study findings were in agreement with UN-HABITAT Report (2007) which revealed that many MBOs were weak, ineffective, disorganized and unable to participate in policy development and only dealt with social issues but not advocacy. The study established that many street traders belonged to Revolving Savings and Credit Cooperatives (RASCOS) and the self-help merry-go round groups. These associations dealt with welfare issues and not much in lobbying for the changes in political and legal environments and capacity building of street traders.

Since the Kenya constitution, 11 (184) (1) (b) and (c) demand for citizens participation in governance, the Town management committee was formed with representatives from various groups of the stakeholders who include street traders. The study established that although the street traders' representatives sit on such committee to engage the CGK on issues affecting members, they remain disorganized and do not speak with one voice in advocating for the rights of street traders.

IV. CONCLUSIONS AND RECOMMENDATIONS

The study findings established that in Kakamega town the street trade is the source of employment to the many migrants and the community around the town as most of the respondents said they depended on it for livelihood. The research found out that in Kakamega town, these businesses provide the urban population with the much needed goods and services at convenient locations within town.

However, integrating these businesses into the town development plans remain a challenge because it was observed that some of the PSVs in Kakamega town operate out of the demarcated bus stages. Since the street traders prefer operating in areas of high population concentration, they had moved and occupied spots on the streets and roads in town where these vehicles frequently pick passengers.

In 2015, the County government introduced metallic kiosk stalls to the street traders in order to settle them. However, this program was not effective in settling these traders. According to the street traders, some of these stalls were installed in areas where the traders could not access their potential buyers. In addition, some of the traders complained that the County market stalls and the metallic kiosk stalls charged high rent yet these traders operated on little capital.

Due to the disorganization in the town, street trading activities have contributed to congestion on the streets in the CBD. In some cases, these traders had encroached onto the streets by displaying their goods on sidewalks of the main roads causing obstruction. The *bodabodas* and *tuktuk* riders parked their motorcycles along the streets causing congestion, traffic jams and sometimes contributing to accidents on the roads. In addition, street trading activities contributed to litter accumulation in the places of heavy concentration of people.

Integrating street trading activities in the town plan is hampered by limited resources. It was established that the central government devolved some functions to the County government but still control resources disbursement. The resources from the government were sometimes subjected to bureaucratic processes hence delaying implementation of some projects which would have settled the street traders. In addition, it was found out that much of the resources got are spend on payment of salaries. Little was spent on implementation of some of the projects like provision of waste disposal bins, toilet facilities, storage facilities and the modern metallic kiosks.

In attempt to settle street traders, the TA failed to recognize the various types of these traders and their needs for planning. The first type constituted those trading activities that require spaces in areas of high population like the vegetable and fruits, eateries, stationery, beauty products, cloth and footwear. The *bodabodas* and *tuktuk* riders need parking spaces at strategic locations. The second type constituted the street operators who need spaces but not necessarily in areas of high population concentration. They included vehicle mechanics, *Jua Kali* artisans, car washers and building and construction materials businesses. The third type constituted the street traders who did not need large physical spaces like the hawkers of newspaper, shoe polishers, draughts men and assorted household goods. It was observed that these traders are haphazardly mixed up on the available public spaces causing congestion along the streets.

The Kakamega County Integrated Development Plan (2013) highlighted the programmes aimed at assisting the growth of SMEs. Not much had been achieved for the street traders in Kakamega town. Implementation of some projects which can support street traders and SMEs were hampered by limited resources.

The research further established that in some instances there is poor coordination between County government and the street traders when implementing some projects. There was no effective communication between the street traders and the government on relocation exercise. No alternative sites were given to the traders by the County government causing displacement of these some traders to the other streets resulting in further congestion. Others risked their lives and loss of property by continuing to operate on these sites as road construction continued.

The traders complained that they paid for the licenses, fees and other taxes to the CGK yet they did not get proper recognition. It was established that these traders are partly covered by some laws though still unprotected in their work places by social security legislation. Therefore in the context of formalization, the street trading in Kakamega town can be described as semi-legal since it seems to be tolerated when seen to pay fees and other taxes but not fully integrated in the town plan and policies for failure to enable settle them by providing conducive environment.

rights. Innovative and accommodative approaches to planning, urban design and management policy that maximize the gains from these activities need to be developed. In addition, the study affirms that effective development control mechanisms, laws and policies are urgently needed to control street trading activities in Kakamega town. Otherwise, interventions of settling street traders on alternative land at Sichirai, 1.5 Km away from the CBD as was planned are doomed to fail.

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