

REPUBLIC OF KENYA
COUNTY GOVERNMENT OF MACHAKOS
COUNTY ASSEMBLY OF MACHAKOS



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THIRD ASSEMBLY
(SECOND SESSION)

TRANSPORT, ROADS AND PUBLIC WORKS
COMMITTEE

REPORT ON STATUS OF CONTRACTED RURAL ROADS PROJECTS FY
2022/2023

NOVEMBER, 2023

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1.0 INTRODUCTION

1. The Rural Roads Maintenance Program in Machakos is a County Government initiative aimed at improving the road infrastructure in all the 40 Wards. The project focuses on constructing and upgrading roads to enhance connectivity, facilitate transportation of goods and services, and improve the overall socio-economic development of the region. Machakos County has been making significant efforts to improve its rural road infrastructure.
2. Key features of the Rural Roads Project in Machakos County include:
 - a) Road Construction: The project involves the construction of new roads in previously inaccessible areas. This helps to open up remote regions and provide better access to markets, schools, healthcare facilities and other essential services.
 - b) Road Upgrades: Existing roads that are in poor condition are upgraded to improve their quality, durability, and capacity. This includes widening narrow roads, repairing potholes and improving drainage systems to ensure all-weather accessibility.
 - c) Feeder Roads: The project aims to establish a network of feeder roads connecting rural areas to main roads and urban centers. Feeder roads play a crucial role in facilitating transportation of agricultural produce, improving access to markets and promoting rural development.
 - d) Community Participation: The project often involves community participation, where local communities are engaged in providing labor and other resources required in the road construction.
 - e) Environmental Considerations: The projects incorporate environmental considerations such as erosion control measures through construction of gabions, proper drainage systems and the use of environmentally friendly construction materials. This helps to minimize the negative impact on the natural environment and promote sustainable development.
 - f) Economic Benefits: Improved road infrastructure enhances economic activities by reducing transportation costs, increasing trade opportunities and attracting investments. It also stimulates the growth of small businesses, creates employment opportunities and improves the livelihoods of rural communities.
 - g) Connectivity and Social Benefits: The projects aim to improve connectivity between rural areas and urban centers, facilitating access to education, healthcare and other social services. It

also enhances social interactions, promotes cultural exchange and improves overall quality of life for the residents.

3. Honorable Speaker, the Rural Roads Maintenance initiative in Machakos County is part of the County Government's broader efforts to develop infrastructure and promote equitable development across the county. By enhancing road connectivity, the projects contribute to sustainable economic growth, poverty reduction and improved living conditions for the people of Machakos County.
4. Like many other regions, Machakos County faces challenges in maintaining and upgrading its rural road network. Limited funding, inadequate maintenance resources, unpredictable weather conditions and the remoteness of some areas can hinder road improvement efforts.

2.0 COMMITTEE COMPOSITION

5. Honorable Speaker, the Transport, Roads and Public Works Committee currently has thirteen Members as listed below:

1) Hon. Muoki Musila	Chairperson
2) Hon. Julius Munywoki	Vice-Chairperson
3) Hon. Nicholas Nzioka	Member
4) Hon. Judas Ndawa	“
5) Hon. Raphael Lucky	“
6) Hon. Dominic Ndambuki	“
7) Hon. Francis Ngunga	“
8) Hon. Paul Muli	“
9) Hon. Fredrick Muia	“
10) Hon. Alphonse Mutinda	“
11) Hon. Charles Mbuva	“
12) Hon. Dee Kivuva	“
13) Hon. Anna Ndilo	“

SECRETARIAT

- 1) Ms. Evelyn Kimote - Snr. Clerk Assistant
- 2) Mr. Patrick Muange - Clerk Assistant
- 3) Ms. Luiza Kamau – Senior Hansard Editor

- 4) Mr. Lewis Muoki - Research Officer
- 5) Mr. Erastus Mutua – Serjeant-at-Arms

3.0 LEGAL FRAMEWORK

6. Article 185(3) of the Constitution of Kenya, 2010 states that the County Assembly, while respecting the principle of separation of powers, may exercise oversight over the County Executive Committee Members and any other County Executive Organs. Further, Standing Order 190(5e) provides one of the functions of Sectoral Committees as to investigate and inquire into all matters relating to the assigned departments as they may deem necessary and as may be referred to them by the Assembly.
7. It is based on the above provisions that the Transport, Roads and Public Works committee inquired and received a report from the department on the ongoing contracted rural roads projects in each ward, conducted several site visits to ascertain their status, interrogated the County Executive Committee Member and thereafter compiled this report.

4.0 COMMITTEE MANDATE

8. The Transport, Roads and Public Works Committee is established Pursuant to Standing Order 190(1) of the Assembly Standing Orders. Further, the Second Schedule of Machakos County Assembly Standing Orders mandates this committee to deal with all matters related to county transport including county roads, housing, street lighting, traffic and parking, public transport and ferries and harbors, excluding the regulation of international and national shipping and matters related thereto; county public works and services.

5.0 STATUS OF RURAL ROADS PROJECTS

9. The County Department of Transport, Roads and Public works on 23rd January, 2023 advertised for various roads construction projects in all the 40 wards within Machakos County. Tenders were evaluated and eventually successful bidders awarded and commenced works.
10. The Committee on Transport, Roads and Public Works, in the spirit of oversight and pursuant to Standing Order 190 (5), resolved to conduct several site visits on sampled roads in order to establish their status and level of implementation, establish the challenges the department was facing and make meaningful recommendations that would improve the execution of future projects.

11. The Committee sampled several roads in different sub-counties. The sampling criterion of these roads was informed by the level of completion of the projects and the projects' feedback to the Committee by the area Honorable Members. During the site visit, the Committee sought to establish the following, among others:

- a) The scopes of works as stipulated in the contract document.
- b) The scopes of works done by the contractor.
- c) The pending works.
- d) Areas of improvement.
- e) The contract sum of the project.
- f) The public feedback on the project.

12. The committee sampled the following roads;

- a) Katelembo Centre of Excellence – Kwa Mwau Road (Mua ward)
- b) St. Monica – Iluvya – Kyasoo – Kathemboni Road (Muvuti/Kiima Kimwe Ward)
- c) Kwa Nzoka – Ikungu B – Elnino Shop road (Mumbuni North Ward)
- d) Katheka – Bondeni Road (Masii Ward)
- e) Muthei AIC Church – Kwa King'oo – Kwa Kyalo – Muthini River Road (Masii Ward)
- f) Mamba – Kwa Moffat – Mavoloni – Road (Kithimani Ward)
- g) Ivumbuni – Kaluluini – Katolu- Kamou – Kathangathini – Kwa Mwatu – Kilango Road & Matuu Level 4 Hospital – Malikiti – Kakuminin Road (Matuu Ward)
- h) Kwa Mutanga – Mbusyani – Kikondeni Road Project (Kangundo West Ward)

5.1 Katelembo Centre of Excellence – Kwa Mwau Road (Mua Ward)

13. The committee visited the above project and noted the following:

- a) That the project was being undertaken by Clifant Limited at a contract sum of Ksh. 5,049,190.00
- b) That the contracted scopes of works included the following: bush clearing, installation of gabions, construction of culverts, grading and gravelling works.

14. During the site visit, the Committee raised the following concerns:

- a) That grading in some sections was not well done to camber as required.
- b) That most of the culverts were constructed on levels that could not allow free flow of water as the inlets and outlet levels did not correspond to the expected water flow.
- c) That some of the culverts wingwalls were not well done to allow free water inflow.
- d) That poor quality gravel was used.

- e) That watering and compaction was not done to the gravel spread on the culverts' approaches, leaving it loose and exposed to erosion.
- f) That excavated gabion soil was dumped on the roadside posing danger to the road users.

15. For better results in this project, the Committee recommended as follows:-

- a) That watering and compaction be done on the identified road sections
- b) That excavation on the identified culverts' inlets and outlets be done for free water flow
- c) That grading on the identified sections be well done to camber as required.
- d) That the identified culverts' wingwalls and headwalls be redone to allow free water inflow and outflow.
- e) That the excavated soil dumped on the roadside be removed.

5.2 St. Monica – Iluvya – Kyasoo – Kathemboni Road (Muvuti/Kiima Kimwe ward)

16. The Committee visited the above project and noted the following:

- a) That the project was being undertaken by World Plus Limited at a contract sum of Ksh. 5,052,032.00
- b) That the contracted scopes of works included bush clearing, installation of gabions, construction of culverts, grading road to camber, gravel patching and construction of a drift.

17. During the site visit, the Committee raised the following concerns:

- a) That some of culverts had started cracking barely few days after construction. This was associated with poor concrete mixing and lack of proper concrete curing.
- b) That back filling to the culverts was not done to level, leaving the road bumpy.
- c) That few culverts were installed, reducing the initial width of the road.
- d) There was an exposed hole at the centre of the road, posing a risk to the road users.
- e) That watering and compaction was not done to the material spread on the culverts' approaches, leaving them loose and exposed to erosion when it rains.
- f) That a culvert was installed without consideration on the outlet, hence draining the water to the adjacent feeder road leading to the nearby homestead.
- g) That gabions were installed in non-deserving sections, leaving seriously deserving areas within the road.

18. The Committee recommended the following:-

- a) That contract variation be made for culverts and drift installation at St. Monica – Iluvya – Kyasoo – Kathemboni Road (Muvuti/Kiima Kimwe ward) (Kasilanga), a section that had previously been identified for construction of a drift but could not be done due to limited project budget.
- b) That the road expansion, culverts headwalls and wingwalls be redone to the required standards.
- c) That levelling, watering and compaction be done to the materials used in backfilling of the culverts and their approaches.
- d) That the identified exposed hole be covered with concrete but not loose soil as it was observed.
- e) Increase the length of some of the identified installed culverts in order to widen the road.

5.3 Kwa Nzoka – Ikungu B – Elnino Shop (Mumbuni North Ward)

- 19. The committee visited the above project and noted the following:
 - a) That the project was being undertaken by Veto Mode Entreprises Limited at a contract sum of Ksh. 4,474,680.00.
 - b) That the contracted scopes of works involved construction of a 50 Mtrs by 7 Mtrs drift and gravel of the approach roads.
- 20. The Committee observed that the project was well done as per the contract specifications. However, Members proposed that warning signs be installed on the approach roads to the drift to caution road users whenever approaching the sharp corner leading to the drift.

5.4 Katheka – Bondeni road (Masii Ward)

- 21. The committee visited the above project and noted the following:
 - a) That the project was being undertaken by Aflac General Supplies Ltd at a contract sum of Ksh. 4,860,074.39
 - b) That the contracted scopes of works involved bush clearing, grading, gravelling and construction of a 70 metres by 6 metres vented drift.
- 22. The Committee noted that the Contractor had done a heavy bush clearing and expansion of the road. The drift had also been done to completion and grading done to satisfaction, leaving the road in good condition as required. The members of the public and the Committee expressed their satisfaction in the manner the project was executed.

5.5 Muthei AIC Church – Kwa King’oo – Kwa kyalo – Muthini River road (Masii Ward)

- 23. The committee visited the above project and noted that:

- a) The project was being undertaken by Dimevision Limited at a contract sum of Ksh. 5,059,224.00.
 - b) That the contracted scopes of works included bush clearing, construction of 900mm diameter culverts with surround grading road to camber and gravelling works.
24. The Committee on visiting this project noted that all the above works had been done to satisfaction. Members of the public were also happy and commended the good quality work the contractor done.

5.6 Mamba – Kwa Moffat – Mavoloni – Road (Kithimnai Ward)

25. The committee visited the above project and noted the following:
- a) That the project was being undertaken by Wilcoreg Limited at a contract sum of Ksh. 4,997,033.00
 - b) That the works involved construction of 600mm diameter culverts, grading carriageway to camber, gravelling and rockfilling.
26. In this project, the Committee observed the following;
- a) That two (2) Culverts lines totaling to 15 metres were done.
 - b) That rockfilling was done in some sections of the road, though not to satisfaction.
 - c) That grading was done but not to camber as required due to existence of water pipes and open water trenches at the roadsides.
27. The Committee confirmed that the road required an extensive rock filling to raise the road level since the area is usually swampy. The Committee confirmed that the quantities of rock filling provided in the bill of quantities were not enough to raise the road to the required level. However, it was reported that more rockfilling and gravel patching will be done on the project to make the road better and motorable.
28. The Commmittee recommended for more budgetary allocation in future in order to complete the road to satisfaction.

5.7 Ivumbuni – Kaluluini – Katolu- Kamou – Kathangathini – Kwa Mwatu – Kilango Road & Matuu Level 4 – Malikiti – KakumininRoad (Matuu Ward).

29. The committee visited the above project and noted that:
- a) The project was being undertaken by Maku Logistics Servives at a contract sum of Ksh. 4, 937,934.40

- b) That the contracted scopes of works involved construction of two vented drifts, one measuring 30 metres by 6 metres and the other one 10 metres by 6 metres.
30. The Committee observed that the drifts were well done and the area was passable. However, the Committee recommended that the drainage on the approach roads to the drift need to be well done to prevent erosion on the road and allow free flow of water to the drift.

5.8 Kwa Mutanga – Mbusyani – Kikondeni Road (Kangundo West).

31. The Committee conducted site visit on the above project in Kangundo West ward and noted that the project was being undertaken by Kikolyo Limited at a contract sum of Ksh. 4,932,175.00.
32. From the bill of quantities, the Committee noted that the contracted scope of works included:
- a) Bush clearing
 - b) Road grading
 - c) Spot improvement (gravelling, watering and compaction)
 - d) Gabion works
 - e) Culvert works
33. During the fact finding exercise, the Committee established the following:
- a) That the road grading had been done in the entire section of 9.2 km.
 - b) That poor quality gravel was used in some sections of the road.
 - c) That most of the culverts' wingwalls and headwalls were not well done. This was associated with quality of sand used and poor mixing ration of the materials used (concrete, sand and cement), making them sub-standard and easily peeling off even by use of bare hands.
 - d) That road gravelling was done in some sections at an average width of 4 metres.
 - e) Some of the culverts were installed at a length of as low as 4.8 Metres hence narrowing the existing carriageway and posing a danger to the road users.
 - f) A culvert was installed without consideration of its outlet, hence draining water to a resident's entry to the homestead.
 - g) Compaction on some of the culverts' backfilling materials was poorly done leaving them exposed to erosion.
 - h) That the contractor had not reinstated the destroyed community water pipes at Kikondeni market. This was despite requests by the residents and the area MCA.
34. The Committee recommended the following:
- a) That the Contractor should reinstate the destroyed water pipes supplying water to Kikondeni market in order to ensure continued water supply to the residents.

- b) That culverts which did not meet the required length be extended to widen the road width to the required standard.
- c) That the poorly done culverts' headwalls and wingwalls be redone using the concrete class specified in the Bill of Quantities (Class 25/20).

6.0 SUBMISSIONS FROM THE COUNTY EXECUTIVE COMMITTEE MEMBER

35. The Committee invited the County Executive Committee Member incharge of the Department of Roads, Transport and Public Works on 2nd October, 2023 and the following were her submissions:
- a) That the department contracted 57 projects spread in all the 40 wards, out of which 51 were completed and paid, 4 are complete and awaiting supplementary budget for payment while 2 are at 80 percent completion. The unpaid projects include:
 - i. Grading of Kyondoni Kitui kwa Kyumbo road (Kivaa Ward)
 - ii. Grading of Kafoca ABC Kikambuani road (Machakos Central ward)
 - iii. Grading of Kwa Mutanga Mbusyani Kikondeni road (Kangundo west road)
 - iv. Grading of St. Michael Kawethei road (Ndithini ward)
 - v. Grading of Ivumbuni Kaluluini Katolu Kathangathiu Kamwatu Kilango road Matuu Level 4 (Matuu ward)
 - vi. Grading of Kwa Kyalo road (Mitaboni ward)
 - b) Where concerns were raised on execution of the projects, the contractors were not paid until all the project teams were satisfied with the works i.e Poject Management Committee members, supervision teams and ward administrators as was confirmed by MCA, Kangundo West and MCA, Kithimani.
 - c) In the execution of the rural roads projects for the FY 2022/2023, there was no provision for the relocation of services such as water pipes, electricity poles or fibre optic cables. However, any damages occasioned by the activities of the contractors were repaired by the same contractors at their cost.
 - d) Where there were reported cases of poor workmanship, the contractors were compelled to rectify the section of works that were not satisfactorily done, as was confirmed by MCA, Kangundo West and MCA, Kithimani.
 - e) In execution of the projects, contractors adhered to the provisions of their contracts, unless there were compelling cases where appraisals were done under the authority of the Chief Officer.

- f) Where complaints were raised on site regarding the supervising teams, the issues raised were addressed to the satisfaction of all the project teams. Most cases were occasioned by lack of communication on what was expected on site.
- g) The department has a shortfall of technical staff and they have requested for additional engineers and inspectors of works to be recruited.
- h) The contractors had different projects execution periods depending on the scope of works. This was between 2-3 Months and a defects liability period of 6 months.
- i) In the event that a contractor delays the completion of works, the department should issue notice of slow progress and also termination of contract where there are no satisfactory reasons for delays beyond the contract period.
- j) All the projects had PMCs in the 40wards and their mandates were explained during public participation forums and the process of works execution. Stakeholders to these PMCs were elected by the community during public participation and site handover meetings.
- k) The offices of the MCAs were represented in the PMCs as they were invited during stakeholders meeting and site handover. Other stakeholders such as community experts also formed part of the PMC.

7.0 COMMITTEE'S GENERAL OBSERVATIONS

36. The Committee, on visiting the above projects made the following observations:
- a) That most of the projects were well done and a few were not done to satisfaction and as specified in the bill of Quantities.
 - b) In some projects, there were variations in scopes of the works provided in the Bill of Quantities and the works done by the contractor in order to suit the need of the members of the public. This was associated with preparation of the initial Bill of Quantities without proper public participation.
 - c) That there were Project Management Committees responsible for monitoring the implementation of each of the projects. However, it was noted that these committees lacked basic training on project monitoring and evaluation. A good indicator of this was that most of these committees did not have the bill of quantities as a tool of monitoring the scope of works done in each project. This raised the question on how they certified the works were done to completion.

- d) That poor works done in some of the projects were associated with poor supervision by the department and lack of coordination and proper communication channels between the contractor, the supervising engineer and the area Member of County Assembly.

8.0 COMMITTEE GENERAL RECOMMENDATIONS

37. In regard to the above observations, the Committee made the following recommendations:
- a) That payment of some projects which the committee noted were poorly done be withheld until they are done to the satisfaction of the supervisor.
 - b) That the department in charge should always conduct strict supervision to ensure all the works are done as specified in the bill of Quantities before any payment is done.
 - c) That the Project Management Committees be sensitized prior to the commencement of each project in order to understand their mandate. Also, membership to these PMCs should be inclusive of all stakeholders including the MCA representative and community project experts.
 - d) That Members of the public be consulted at the initial stages of preparation of the Bill of Quantities since they understand their community needs better. This will make the whole project implementation process efficient and effective.
 - e) That PMCs be provided with Bills of Quantities and the drawings of the projects to enable them to efficiently and effectively monitor and evaluate the process,
 - f) For meaningful oversight, the area MCA should always be provided with the Bill of Quantities and the drawings of the roads projects undertaken in his ward at the start of the project.

9.0 CONCLUSION

38. It is widely accepted that by improving rural accessibility and mobility, countries would better achieve the sustainable development goals. Improved rural transport systems help to develop the agriculture sector which is the main source of income and the lifeline for the residents of Machakos County. Access to education and health services, markets accessibility, enhancement of small and medium scale businesses, job opportunities to mention but a few, are all improved if rural transport systems are in good condition. All of the above and even more will be achievable if there are coordinated efforts between the Executive and the Assembly.

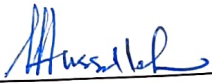
10.0. ACKNOWLEDGMENT

39. Honorable Speaker, the Committee is grateful to your Office and that of the Clerk of the County Assembly for the continuous and relentless support throughout the entire process of compiling this report.

40. Allow me to also thank the Committee members for their dedication during site visits and committee sittings. Further, the committee acknowledges the support given by the committee secretariat in the compilation of this report.

41. It is therefore my duty, on behalf of the Transport, Roads and Public Works Committee, to table the report on the status of contracted rural roads projects for FY 2022/2023 and recommend it to this Honorable House for consideration and adoption.

SIGNED BY:



HON. MUOKI MUSILA

CHAIRPERSON, TRANSPORT, ROADS AND PUBLIC WORKS COMMITTEE

Date 21/11/2023.....