

**MULTIFUNCTIONAL LAND USE PLANNING FOR INFORMAL
TRADERS IN THE CENTRAL BUSINESS DISTRICT IN KISUMU
CITY, KENYA**

BY

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DECLARATION

I hereby declare that this thesis is my original work and has not been presented by any individual for the award of certificate, diploma or degree.

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God bless and give you prosperity.

DEDICATION

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ABSTRACT

Rapid urbanization in the global South has resulted into increased urban unemployment and the ultimate growth of informal trade. Despite its importance in employing about 60% of the world's population and 52% in Kisumu City, land use segregation still restricts informal traders from the designated public spaces in the Central Business District. Consequently, there is increased invasion and loss of space functionalities in the designated public spaces to the informal traders. Multifunctional Land Use (MLU) planning has been suggested to economise space use but the spatial requirements of informal traders is inadequately captured and analyzed. This study sets to examine MLU for informal traders in the designated public spaces in the Central Business District in Kisumu City. The specific objectives were; to find out the influence of land use on the location of informal traders in the designated public spaces in the Central Business District; to examine the socio-economic contributions of informal trade in MLU in the designated public spaces in the Central Business District and; to find out the MLU practices by informal traders in the designated public spaces in the Central Business District. Oile Park, Ojino Okew Street and the Bus Park were purposively selected from other informal markets in the Central Business District. Case study was used because it enhances in-depth inquiry while qualitative and quantitative techniques were used because they reinforce each other and make the research findings more understandable. The study population was 508 informal traders from which a sample size of 152 respondents was derived. Simple random sampling was used to select informal traders for interviews while purposive sampling was used to select key informants from the City of Kisumu and private physical planners. Secondary data was collected from literature while primary data was collected through questionnaires, observations, interviews and Focus Group Discussion. Quantitative data were analysed descriptively through frequencies, percentages and chi-square and the results presented in form of tables and graphs. Qualitative data were summarised into themes and presented in narrative form. The study established that 79.4%, 48.8% and 57.8% of respondents at the Bus Park, Oile Park and Ojino Okew Street respectively were attracted by the nature of land use which attracts human traffic for informal traders' goods and services. Informal trade also employ the less privileged like youths who are not in formal employment and generates 22.9% of the total revenue to the City of Kisumu. The MLU approaches included land use diversity by selling different type of goods and services in the same space as well as land use intensity such as allocation of spaces measuring 2mx2m and alternating businesses depending on the time of the day. Land use density involved use of vertical stalls or piling of goods. In conclusion, informal trade provides alternative source of employment while MLU practices such as land use diversity, intensity and density provide opportunities in planning for informal traders in the designated public spaces in the Central Business District. The study recommends planning for informal traders at strategic locations in designated public spaces in the Central Business District and use of innovative approaches such as land use density, intensity and diversity. Amendment of section 29(a) and (e) of the Physical Planning Act is also recommended to provide informal traders with secure tenure as well as traffic distribution to avoid overconcentration in single localities.

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LIST OF ABBREVIATIONS

CBD	-Central Business District
CoK	-City of Kisumu
CoCT	-City of Cape Town
FGD	-Focus Group Discussion
GDP	-Gross Domestic Product
ILO	-International Labour Organisation
KIIs	-Key Informant Interviews
KISTA	-Kisumu Informal Street Traders Association
MLU	-Multifunctional Land Use
SAPs	-Structural Adjustment Programmes
SHGs	-Self-Help Groups
SPSS	-Statistical Package for Social Scientists
UN-HABITAT	-United Nations Human Settlements Programme

WORKING DEFINITIONS AND TERMS

Multifunctional Land Use-this is the process of using the same space for different activities such as recreational, transportation and sale of goods and services. It may also include formal and informal trade activities in the same space.

Central Business District-refers to the city centre with centralised and specialised land use functions such as recreational, commercial and offices.

Land use segregation-refers to separating different land uses in which each land is planned for specific purpose such as recreational, institutional or transportation.

Land use planning-refers to putting in advance measures to ensure well-coordinated land use development and provision of secure tenure in the designated public spaces for formal and informal trade activities.

Designated public space-refers to land reserved for public access such as streets, recreational, parks and pavements which are not under private control.

Informal trade-this is a form of self-employment which involves sale of goods and services in the designated public spaces against the formal plans of the urban authorities.

Market-is a physical space or set-up where buyers and sellers meet for voluntary exchange of goods and services.

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CHAPTER ONE: INTRODUCTION

1.1 Background of the Study

Urbanisation and changing socio-economic patterns have led to increased unemployment and demand for alternative sources of income. New economic processes such as globalization and de-industrialization are the causes of employment and income polarization among the urban poor (Hamnett, 1994; Asiedu & Agyei-Mensah, 2008) and hence the proliferation of informal trade. Although cultural theorists view participation in informal trade as a matter of choice (Williams, 2002), Dokmeci *et al* (2006) explained that the majority of participants are forced into informal trade through economic constraints. Whether it is an outcome of choice or economic constriction, a common understanding is that informal trade exists to bridge the employment and income gaps. However, land use segregation based on mono-functional use has excluded the way of life of the majority of inhabitants in largely poor and informal cities (Musyoka *et al*, 2010) who are then forced to invest outside the formal designated land use to eke out a living.

Nonetheless, Multifunctional Land Use (MLU) has been suggested to economise use of space in the face of rapid urbanization and sprawl of development. New urbanism for example, focuses on the development of diverse housing in close proximity to workplaces and promoting environmental ethic (Katz & Scully, 1994) while Compact Land use is based on reducing distance by increasing urban density (Maat, 2001). The Smart Growth on the other hand addresses density, mobility and transport modes (Vreeker *et al*, 2004). However, the spatial dimension for inclusion of informal trade is not adequately captured in the new concepts.

According to Dokmeci *et al* (2006), there are given sites widely recognized by informal traders and that their meetings are sequenced in time and space that it is possible to do sufficient business in a given period. It is thus important to analyse why informal traders move into the city centre and occupy certain places and how MLU can be employed in planning for their existence. MLU planning may promote spatial and socio-economic synergy between formal and informal land uses while still maintaining high level of spatial quality in the same area (Rodenburg, 2005).

Even though informal employment comprises about 65% of employment in Asia, the term ‘public space’ has a very restrictive meaning in cities such as Mumbai that inhibits informal traders from designated public spaces such as pavements or streets (ILO, 2009; Bhowmik, 2003). Similarly, in Africa rigid and inadequate land administration and planning policies have been associated with the growth of informal land use (Ali & Sulaiman, 2006). In Johannesburg, for example, street traders often struggle to occupy major pavements and streets against the City Council by-laws which prohibit sale of goods in public places (Charman *et al*, 2012). Informal trade may not conform to the norms of modern planning of land use segregation but invasion of designated public spaces may be a response to spatial marginalisation. Widespread evictions of informal traders from designated public spaces in Dar es Salaam have also exposed them to hardships because alternative trading sites have been in peripheral locations which are not viable for trading because they hardly get adequate customers (Lindell, 2010). They also work in harsh conditions without shelter and other necessary business services (Alila & Mitullah, 2000).

In Kenya, informal trade employs about 75% of the population and contributes 18% of Gross Domestic Product (Kenya, Republic of, 2007). Because of its benefits, the government through Vision 2030 aims to transform informal trade into a part of the formal sector that is efficient, diversified and innovative (Kenya, Republic of, 2007). However, the spatial dimension is not clear in the government's initiative. Spatial exclusion is exacerbated by section 29(a) and (e) of the Physical Planning Act Cap286 which mandates urban authorities to control development within their jurisdiction and reserve and maintain all open spaces (Kenya, Republic of, 1996).

Further, in Nairobi the General Nuisance by-laws of 2007, state that it is an offence to hawk within the Central Business District (CBD) with or without a permit (Cyka, 2012; Kamunyori, 2007). Accordingly, spatial planning for informal traders is not well defined in the law hence the growth of informal MLU characterised by incompatible land uses. This is ironical since informal trade, like other commercial activities in the CBD is an important socio-economic undertaking whose benefits can be fostered through legal allocation of space.

In Kisumu City, about 52% of the population is in informal employment (UN-Habitat, 2005). However, land use segregation is still practiced in the city (UN-Habitat, 2005; Anyumba, 1995) despite the fact that designated public spaces attract pedestrian traffic which in turn favours the growth of informal trade. Areas along major roads for example are found to be overloaded with informal trade activities because almost all social life is taking place in these areas (Wouters & Lefever, 2008; Midheme & Amimo, 2013). Recreational parks are also losing their functionality to informal trade activities (Rabare *et al*, 2009). Land use segregation marginalises the urban poor in informal trade and

consequently the growth of informal MLU from insurgent contention. Accordingly, informal traders should find spaces for their enterprises because, as pointed out by Bangasser (2000) the informal sector which includes informal trade is not going to disappear but is likely to grow in the years to come and with it the problems of urban congestion.

1.2 Statement of the Problem

There is a lot of discussion on MLU and informal trade caused by rapid urbanization and rising unemployment in the formal sector. MLU planning approaches such as New Urbanism and Compact Cities have focused more on economising use of space by reducing the distance between land uses and promoting environmental quality (Vreeker *et al*, 2004; Maat, 2001; Katz & Scully, 1994) but the spatial dimension for informal trade is inadequately captured. From the socio-economic perspective, urban planning should create synergy by giving the inhabitants the ability to interact with one another as well as put in place measures which have the potential of creating employment opportunities. Such knowledge appears to be scarcely acknowledged and hence segregation of land use in designated public spaces in the CBD.

Legal statutes such as section 29(a) and (e) of the Physical Planning Act Cap286 have also led to the formulation of by-laws which ban informal trade with disregard on why the designated public spaces in the CBD are most preferred. This eventually leads to the growth of informal MLU characterized by traffic congestion, loss of space functionalities and conflict with urban authorities. Generally, the potentials of MLU planning for informal trade in the designated public spaces in the CBD are not adequately captured, analysed and understood and thus limits our appreciation of the socio-economic benefits.

This study therefore investigates MLU as a planning instrument for informal traders in the designated public spaces in the CBD.

1.3 Objectives of the Study

The main purpose of the study was to investigate MLU planning for informal traders in the CBD in Kisumu City, Kenya.

The specific objectives;

1. To find out the influence of land use on the location of informal traders in the designated public spaces in the Central Business District
2. To examine the socio-economic contributions of informal trade in a Multifunctional Land Use in the designated public spaces in the Central Business District
3. To find out the MLU practices adopted by informal traders in the designated public spaces in the Central Business District

1.4 Research Questions

1. How does land use in the designated public spaces in the CBD influence the location of informal traders?
2. What are the socio-economic contributions of informal trade in MLU system in the designated public spaces in the CBD?
3. What are the MLU practices adopted by informal traders in the designated public spaces in the CBD?

1.5 Justification of the Study

The study was prompted by the discovery through observation and literature on the growth of informal trade and land use in the CBD. It was discovered through informal

interviews that informal traders have occupied the designated public spaces in the CBD against the provisions of the planning authorities. It was also revealed from literature that there are discussions on MLU and socio-economic benefits of informal trade but spatial planning for informal traders in the designated public spaces is not adequately captured despite the fruitful coexistence which may be experienced as pointed out by Vreeker *et al* (2004).

Further, the rising rates of unemployment and land use conflicts elicit the need for a spatial framework for inclusion of informal traders in the designated public spaces because, as pointed out by UN-Habitat (2013), ‘when prosperity is absent or restricted to some groups, when it is only enjoyed in some parts of the city or when it is a justification for financial gains for the few to the detriment of the majority, the city becomes the locus where the right to shared prosperity is claimed and fought for’. This study therefore recognizes MLU as a planning instrument for informal traders in the mainstream urban economy. The study aims at providing information that may be helpful to the City of Kisumu in planning for informal traders in the designated public spaces in the CBD. It may also contribute to the body of knowledge by providing additional literature on MLU planning for informal traders in the designated public spaces in the CBD.

1.6 Scope and limitations of the study

The study was conducted in Kisumu City and focused on informal trade activities in the designated public spaces in the CBD. With in-depth studies at Oile Park, Bus Park and Ojino Okew Street, the study focused on how land use activities such as transport, recreation and commercial attract informal traders, the socio-economic contributions of

informal trade and how MLU is practiced by informal traders in the designated public spaces in the CBD.

The limitations encountered were the difficulties in getting some key informants, for example the director of environment. Some respondents also feared giving information because they thought it was a strategy to get information that would eventually lead to their eviction or relocation. The problems were offset by interviewing the former director of environment while respondents were shown the research permits and also assured of data confidentiality. The research was also conducted during the 2013 national elections and hence the FGD was postponed and conducted in June 2013 after the elections because some of the group leaders were found to be involved in political activities.

CHAPTER TWO: LITERATURE REVIEW

2.1 Introduction

This chapter provides reviews of literature relating to MLU and informal trade with emphasis on how land use attracts informal traders into the designated public spaces in the CBD, socio-economic contributions of informal trade in a MLU system and MLU practices in the designated public spaces in the CBD. It also gives a summary of the conceptual framework which shows the relationship between the study objectives and the key variables.

2.2 Influence of land use on location of informal traders in designated public spaces in the Central Business District

Rapid urbanization is causing a myriad of socio-economic concerns which are central to urban planning. According to Tibaijuka (2006) the rate of urbanization in Asia is 3.3%, 2.3% in Latin America and 4.1% in Africa. The inevitable consequences according to her are unemployment and poor living conditions while survival is predominantly supported by the informal sector which includes informal trade. Massive unemployment and income polarization is exacerbated by economic processes such as de-industrialisation and globalisation (Hamnett, 1994; Asiedu & Agyei-Mensah, 2008). The outcome is informal trade as an alternative source of livelihood and with it the informal MLU in the designated public spaces. Consequently, the transformations of designated public spaces into multifunctional spaces breeds contestations between the city authority and informal traders as each group seeks to assert its authority over the use of the same space (Bhowmik, 2005).

MLU refers to the combination of different land use functions in the same area (Boyd *et al*, 2001). The different land use functions may include sale of goods and services in designated public spaces such as recreational parks, street reserves, and even pavements. Public space according to Brown (2006) is the physical space and social relations that determine the use of that space within the non-private realm of cities. It therefore refers to spaces such as recreational parks, streets, public institutions and commercial areas which are not under private control. Urban public spaces play important roles in the livelihoods of the urban poor but the importance is often ignored in development policies for low income cities (Musyoka *et al*, 2010; Brown, 2006). Ignoring the importance of public spaces in enhancing the livelihoods of the poor may be detrimental because it often results into conflict over space use especially in areas considered prime for business activities by informal traders.

Informal trade according to Lyons & Snoxell (2005) is the trade in legal goods and services taking place outside the law. The fact that it is taking place outside the law depicts that it is not recognised by the urban authorities who are concerned with space allocation. Nonetheless, there is inadequate evidence of any spontaneous decentralization of informal trade towards out-of town locations but it is concentrated in few locations with highest levels of pedestrian and vehicular congestion (Bromley, 2000; Dokmeci *et al*, 2006). The location behavior depicts the Central Place Theory by Walter Christaller which illustrates the market principle where the most important factor that determines the spread of urban societies is the need to be as close to the market as possible (Magigi, 2008). The theory explains that if the maximum range of a good is greater than or equal to the minimum range, the trader will be fixed in location. Similarly, if the minimum

range exceeds the maximum range, the trader would be obliged to adopt a mobile strategy by following the rotation cycle of periodic markets (Dokmeci *et al*, 2006). Generally, the theory illustrates the influence of distance and availability of market opportunities which in turn determines how informal traders move in order to maximise sales.

The influence of land use on the location of informal markets is observed in Bogota, where Donovan (2002) argues that public space in the historic city centres of Latin America offers prime real estate for street traders. The city centre encompasses the most frequented areas such as key commercial buildings and central public transportation nodes. Given the amount of prospective clientele, informal traders gravitate to these areas and transform sidewalks and parks into a mobile shopping mall where they hawk (Brown, 2006).

Similarly, in India it is natural to find informal traders outside the railway stations in cities such as Mumbai and Calcutta and major bus stands because passengers embarking from trains or buses find it convenient to purchase their requirements (Bhowmik, 2005). Despite informal traders being attracted to these areas by the availability of customers, Bhowmik (2005) observed that they regularly become victims of the most brutal attacks by the municipal or railway authorities. This is paradoxical because the city authorities seem not to recognise the fact that informal traders are attracted by the transport nodes such as railway terminus which generate large human traffic for the traders' goods and services.

Urbanization in African and rigid inadequate land administration and planning policies on the other hand have been associated with the growing informal land use (Ali & Sulaiman, 2006). Development standards characterized by wide pavements and road or street reserves provide favourable areas for informal trade. In South African cities such as Johannesburg, street traders often struggle to occupy major pavements and streets against City Council by-laws (Tendai, 2003 in Mitullah, 2004). Interestingly, the City of Cape Town (CoCT) recognizes informal trade and many business-high streets and public transport nodes have been proposed with a view to encouraging business activity migration out of residential areas and to discourage some informal trade activities from the townships (Charman *et al*, 2012). The approach recognises multi-functionality of land use and encourages planning for street-linked commercial activities in high pedestrian areas capable of generating adequate market for informal trade.

In Kenya, section 29(a) and (e) of the Physical Planning Act Cap286 stipulates that each local authority shall have the powers to prohibit or control the use and development of land and buildings in the interests of proper and orderly development of its area (Kenya, Republic of,1996). However, this is done with disregard of land use characteristics which attract informal traders into the CBD. In Nairobi, Musyoka *et al* (2010) explained that street intersections have significant opportunities for informal trade because of accessible spaces within road reserves and that there is lack of alternative land. In line with this logic areas of transport intersections provide favourable locations for informal traders who convert them into informal markets.

Likewise in Kisumu City, the CBD continues to attract informal traders because it is the commercial, office, retail, and cultural centre and a centre for transportation networks

(Midheme & Amimo, 2013; Wouters & Lefever, 2008). These specialised land uses attract high pedestrian traffic which provides ready market for informal traders' goods and services. According to Onyango *et al* (2012) and Skinner (2008) informal traders station themselves mostly on pavements, near a bank, business premises like supermarkets, parks and any open space which attract the largest possible volume of sales. Ordinarily, the city centre is the hub for urban socio-economic activities and provides the optimal population catchment for informal traders' goods and services.

It can be argued that areas occupied by informal traders are prime spaces with specialized land uses which attract many people. However, this has not comprehensively changed the perceptions of land use planners but instead informal traders are seen as a symbol of metropolitan space gone out of control (Bhowmik, 2005). As a result, informal traders in the designated public spaces in the CBD have not had spatial solutions in planning of public spaces to provide them with secure tenure. The existing tenure systems in Kisumu have not produced the most efficient patterns of land use but they have reinforced existing inequalities of wealth and opportunity as they are not well adapted to the needs of rapid urbanization (Olima & Obala, 1999). Skinner (2008) suggested that those concerned with processes of inclusion and exclusion of traders need to ask to what extent are traders accommodated in areas of high congestion like transport nodes and places where there are middle class consumers.

2.3 Socio-Economic contributions of informal trade in a Multifunctional Land Use in the designated public spaces in the Central Business District

The study of socio-economic contributions is important in understanding the relevance of MLU in the designated public spaces in the CBD. It has already been pointed out that

informal trade is expanding because of increasing unemployment in the formal sector (Lyons & Snoxell, 2005; Bangasser, 2000; Hamnett, 1994; Asiedu & Agyei-Mensah, 2008). Despite the expansion of informal trade, there are inadequate land use planning policies aimed at accommodating informal traders into the mainstreams of urban economy (Ali & Sulaiman, 2006). Further, planning authorities still promote land use segregation and have remained indifferent in allocating space to informal traders (Midheme & Amimo, 2013). This elicits the need to examine the socio-economic importance of informal trade with an aim of determining its relevance in relation to MLU in the designated public spaces in the CBD.

From a global perspective, informal trade is now thought to account for about 60% of all urban jobs and to have provided 90% of all new jobs (ILO, 2002). Statistical evidence continues to show that informal trade comprises about 65% and 51% of total employment in Asia and in Latin America respectively. In India for example, the workforce in informal sector which comprises informal trade is about 92% (National Commission for Enterprises in the Unorganized Sector [NCEUS], 2007). According to Saha (2010) informal trade in Mumbai plays an important role by providing employment to about 37% of the total population in the city. Informal traders in Mumbai nonetheless engage in social welfare schemes aimed at improving their livelihood. Saha (2010) noted that active membership-based organisations press for social security schemes that provide insurance coverage for health issues, house and property, accidental and natural death. Accordingly, informal trade is not only a source of employment but also a channel through which informal traders foster their social welfare.

Further, Bhowmik (2005) explained that informal traders subsidize the existence of other sections of the urban poor income by providing them with goods and foodstuffs at affordable prices. Informal traders are therefore appreciated for the diversity of goods and services they offer in a multifunctional urban space. Budu (2012) for example noted that informal traders are particularly famous for their rich supply of fresh agricultural produce from the rural areas and ensure a convenient and flexible urban economy.

On the contrary, some researchers have pointed out that informal trade in the designated public spaces is inappropriate and is associated with several externalities such as traffic congestion, disorderliness and incompatible activities. According to Anjaria (2006) informal traders in public spaces in Mumbai are often seen to be a “menace” that inappropriately uses streets to block traffic. He explained that street traders often cite lack of other employment opportunities as the reason for doing this rather ‘unpleasant work’. According to his findings, one trader said;

“We are just trying to survive. There is no other work. If there was other works then surely we would do it.”

However, in Africa informal trade is gaining importance as an alternative source of employment among the urban residents. The formal sector is performing poorly in the global South due to globalisation and de-industrialisation (Asiedu & Agyei-Mensah, 2008; Hamnett, 1994). De-industrialization is characterized by closure or downscaling of industrial operations which have led to retrenchment or reduction in wages. Globalization on the other hand has led to technological advancements and mechanisation of jobs which initially required human labour. As a result there is massive unemployment coupled with growth of informal trade as an alternative source of employment. As also

explained by ILO (2002) and Xaba *et al* (2002) there has been a decline or stagnation in employment growth in the formal sector and the bulk of employment in recent years, particularly in developing and transition countries such as Africa, has been in the informal economy which includes informal trade.

According to some researchers, informal trade in Africa is viewed as an economic activity for the less privileged. Mitullah (2003) for example, explained that since women are comparatively less educated than men, they cannot effectively compete in the formal job market. On the contrary, it has been pointed out that formal employment is declining and majority of the urban population are turning to informal trade (ILO, 2002). It may thus be argued that informal trade is transforming into an economic activity which is not gender-based or of a defined socio-economic class because of the dwindling employment opportunities in the formal sector.

In Zambia 43% of the total work force are in informal trade (Xaba *et al*, 2002) while in Tanzania, the Integrated Labour Force Survey report of 2002 showed that informal trade constituted nearly 70% of the total workforce in the informal sector (ILO, 2009). Ironically, informal trade in Dar e Salam is perceived as being illegal, disorderly and incompatible activity and thus forced evictions and relocations from the city centres to peripheral areas is a common phenomenon (Lindell, 2010; Sergio, 1999). While informal traders prefer designated urban spaces in the CBD as prime for their businesses, peripheral areas may deny them essential services and reduce their income base because such areas are hardly frequented by large traffic volume to attract enough sales.

In Kenya, the economic survey of 2007 indicated that there are over 1.3 million informal traders which contribute 18% of Kenya's Gross Domestic Product (Kenya, Republic of, 2007). Informal trade has also cushioned individuals who were retrenched during the structural adjustment programmes (SAPs) from being unemployed (Onsomu *et al*, 2009; Mitullah, 2003).

Local studies in Kisumu City also indicate that the industrial base is performing poorly and many industries have closed down, while the official unemployment rate is 48% (UN-Habitat, 2006). Informal trade activities therefore manifest themselves in the city as alternative sources of employment by employing about 52% of the working population with monthly wages ranging from US\$ 40- US\$ 50 (UN-Habitat, 2006). As long as the formal employment sector falls short of providing the much needed jobs for the rapidly urbanizing population, the informal trade will expand to bridge the socio-economic gap for the urban residents. Based on this observation, there is need for a spatial framework relevant in promoting the socio-economic needs of informal traders in designated public spaces.

2.4 Multifunctional Land Use practices by informal traders in the designated public spaces in the Central Business District

Multifunctionality of land use traces its roots back to the medieval cities where all living, working and shopping were located within the city walls (Coupland, 1997; Batty *et al*, 2004). Moreover, Batty *et al* (2004) explained that while the upper rooms were used as living space, the ground floor was used for certain activities such as shops and recreational. The Medieval cities were therefore characterized by land use diversity and density within the same space.

However, Grant (2004) explained that mixed land-use, also known as MLU came to an end in the early 20th century due to technological progress and changes in cultural behavior. As a result, land use zoning and segregation emerged as a response to the challenges of MLU such as congestion. In France, for example, the ideas of Le Corbusier suggested that narrow streets and mixed-use areas should be demolished and replaced with efficient transportation corridors, residences in the form of tower blocks with open spaces between them and land uses separated into mono-functional zones (Steyaert, 2012; UN-Habitat, 2009). However, Jacobs (1961) stated that mono-functional land use based on zoning have negative effects on economic and social wellbeing of the city and its residents due to separation of land uses.

New concepts of MLU have been suggested by planners to promote economic use of space in urban areas in the face of rapid urbanization and urban sprawl. New urbanism emerged in the United States with a focus on development of diverse housing in close proximity to work places. The approach increases a sense of community and promotes pro-environmental ethic through its complementary integration of natural and built environments (Katz & Scully, 1994). Compact land use is essentially based upon the concentration of different land uses within a specified area. The idea is that by increasing urban density and by mixing uses, the distance between different activities reduces and therefore the demand for car travel declines (Maat, 2001). The Smart Growth concept on the other hand emerged in the 1990s to address the density of development, separation of land uses, mobility and transport modes (Vreeker *et al*, 2004).

However, these new concepts of MLU have taken root in the global North such as Netherlands (Vreeker *et al*, 2004) as opposed to the South where land use planning in

some cities is still based on segregation. The initial starting point is a mono-functional land use situation in which each type of land use has its own characteristics of demand. The rich and the poor are thus separated with the poorer residents on periphery of city centres (Skinner, 2008). Segregation of land use may not be entirely relevant in the face of urban dynamics brought by new economic processes such as de-industrialization. Nohn (2011) for example explained that a neighbourhood containing only one use that is segregated from all others tends to be inefficient.

In MLU, the different land uses function together in a complementary pattern where they benefit from their proximity. According to Rodenburg (2005), MLU can be used to satisfy four conditions which include intensification of land use, diversity of land use, using underground along with the surface area and use of the same area for several functions within a certain time-frame. The above conditions are aimed at increasing economic use of space and synergy between various land use functions. The general focus of MLU may be explained as agglomeration economies which are explicitly aimed at creating synergy by combining different land use activities in the same space. However, the question is how the different MLU approaches such as diversity, intensity, density and interweaving can be strengthened to include informal trade which is rapidly sprawling in the designated public spaces in the CBD.

In Asia, the central debate has been on how to improve the city centre by planning for both formal land use and informal trade activities. In India, informal traders occupying pavements and streets have long historical evidence of providing essential services such as fresh farm produce to the urban population. The term 'public space' however has a very restrictive meaning in Mumbai and inhibits flexible use of pavements and streets by

informal traders (Bhowmik, 2003). On the contrary, Nohn (2011) observed that educational zone of Ahmedabad and Banda Kurla office complex in Mumbai which have included designated areas for informal trades have a strong advantage with respect to formal and informal land uses and enjoys fruitful co-existence.

In Africa, rigid and inadequate land administration and planning policies have been associated with the growing informal land use (Ali & Sulaiman, 2006). In South Africa, public places in towns such as Johannesburg are exclusively planned for specific functions which inhibit informal trade activities. In Johannesburg City for example, the by-laws of 2003 prohibits street vendors from blocking pavements or obstructing traffic by selling goods in public places such as parks and operating on sections of public roads (Tendai, 2003 in Mitullah, 2004). Immigrant traders to Johannesburg's inner city are seen as alien and perpetrators of disorder and crime (Reis & Moore, 2005).

However, the CoCT recognizes the growth of informal trade and has new approaches towards regularization through mixed land use development. A spatial development framework has been constituted which states that informal development will remain part of Cape Town's urban fabric and thus a number of 'market places' for informal trading have been constructed at important transport interchanges and entry points into the townships (Charman *et al*, 2012). The new approaches ensure that informal traders have security of tenure, access to customers and that designated public spaces are well managed.

In Dar es Salaam, there have been political dynamic to banish street traders and this has resulted into widespread evictions with severe hardship for traders (Lindell, 2010). MLU

for informal traders in Dar es Salam is not widely embraced and where alternative trading sites have been offered, most have been in peripheral locations (Lindell, 2010). Peripheral locations in the CBD fringes may expose informal traders to economic failures because such places may take time to or even fail to thrive into markets capable of attracting adequate customers.

In Kenya, the coexistence of formal and informal trade activities as one vibrant economy has been constrained by regulatory requirements (Mitullah, 2003). While section 36(e) of the Urban Areas and Cities Act 2011 mandates the city authorities to nurture and promote development of informal commercial activities in an orderly and sustainable manner (Kenya, Republic of, 2011) it does not give a spatial framework for achieving such orderly development. Section 29(a) and (e) of the Physical Planning Act Cap286 further empowers the city authorities to prohibit or control the use and development of land and to formulate by-laws to regulate zoning (Kenya, Republic of,1996).

Some of the by-laws formulated have promoted segregation of land use as informal traders have been banned from the city centre. In Nairobi, the hawkers' by-laws of 2007, state that it is an offence to hawk within what is designated as the Central Business District (CBD) for whatever reason, with or without a permit (Cyka, 2012). This shows why informal traders have been allocated spaces along specific lanes outside the central parts of the city as explained by Mitullah (2004). The conflicting provisions in the legal statutes show lack of comprehensive spatial framework for informal traders in the designated public spaces in the CBD. However, Mitullah (2004) pointed out that informal traders have been able to utilize the small spaces available by using hanging lines or piling which is a characteristic of land use density. Areas with mixed use provide a rich

environment in which a variety of livelihood activities can flourish, particularly areas nearest to the city center (Musyoka *et al*, 2010).

Land use segregation is also evident in Kisumu city and is characterized by areas designed exclusively for purposes such as recreational (see appendix 7). However, there have been increased invasion of designated public spaces such as recreational parks with subsequent conversion into MLU spaces with diverse activities such as sale of goods and services. According to Rabare *et al* (2010) the recreational parks seem to be losing their roles and have become unstructured economic enterprises and this has impacted negatively on their aesthetics and functionality as social sites. Likewise, Wouters & Lefever (2008) observed that areas along major streets are overloaded with informal activities which cause traffic congestion.

The studies on various cities reveal partial integration or exclusion of informal traders indicating that MLU for informal traders in the designated public spaces in the CBD is not entirely appreciated despite its benefits in providing employment. Informal trade should be viewed as part of commercial activities in the CBD and provided with secure tenure through planning and legal allocation of space.

2.5 The Conceptual Framework

The ideas of the conceptual framework used in this study have been adopted from Rabare *et al* (2009). The conceptual framework illustrates how users of designated public spaces in the CBD such as sale of goods and services are dependent on various factors such as time, distance and accessibility as well as the nature of other adjacent land uses (neighborhood).

The conceptual framework also shows the interrelationships between social, economical and environmental factors in relation to the use of designated public spaces and the determinants of space use such as time and accessibility. Physical factors such as availability of space may, for example, influence sale of goods and services in a given designated public space such as recreational park based on accessibility and distance from potential clients. The need for informal traders to meet their socio-economic demands leads to multifunctional spaces characterized by land use diversity, intensity and density. The conceptual framework therefore integrates the aspects of MLU in the designated public spaces such as recreational parks. It emphasizes that one must consider the interplay between the various aspects such as socio-economic factors in order to understand the dynamics of informal trade and MLU in the designated public spaces in the CBD.

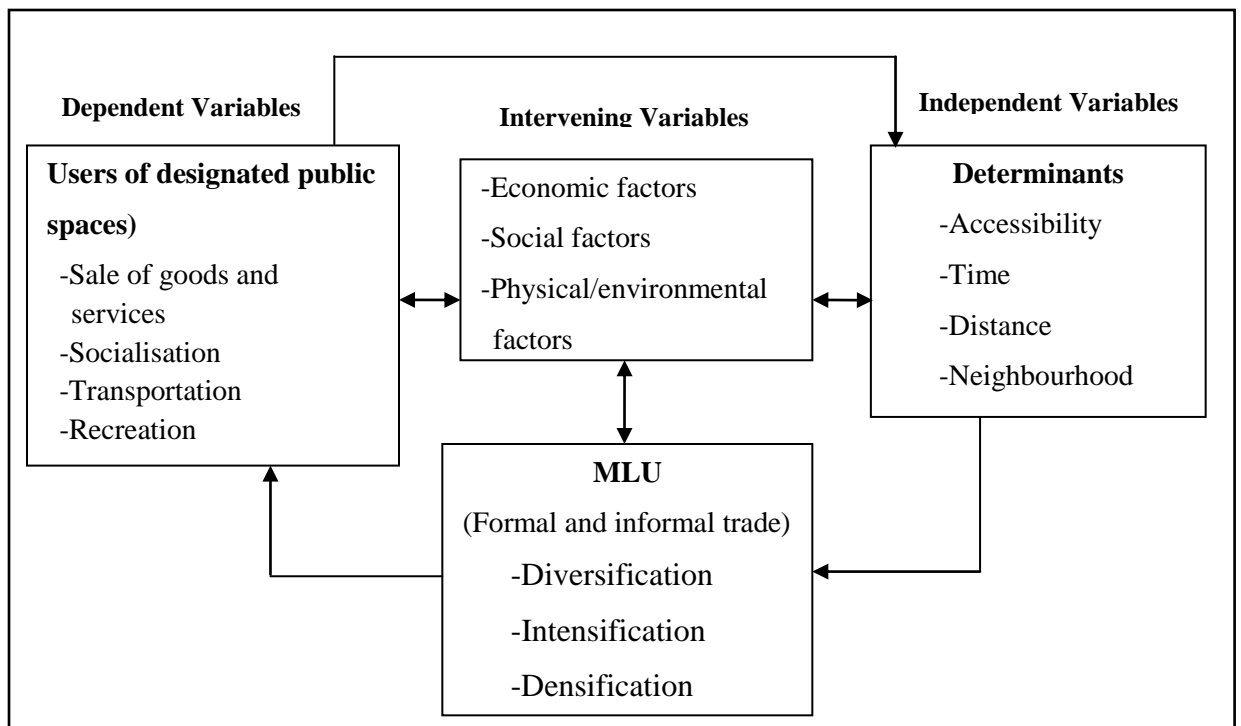


Figure 2-1: Conceptual Framework

Source: Adopted and modified from Rabare *et al* (2009)

CHAPTER THREE: METHODOLOGY

3.1 Introduction

This chapter primarily provides information on the study area and the methods used in carrying out the study. It also explains the research design, the study population and sample size as well as data collection methods, analysis and presentation and the ethical considerations.

3.2 The study area

Kisumu City is the third largest city in Kenya after Nairobi and Mombasa respectively (UN-Habitat, 2005). It is therefore the principal town, commercial and transport hub in western Kenya region. Geographically, Kisumu City is located between latitudes $34^{\circ}35' E$ and $34^{\circ}55' E$ and longitudes $0^{\circ}00' S$ and $12^{\circ}00' S$ (Anyumba, 1995)

Historically, the development of Kisumu City was marked by the arrival of the railway line in 1901 and its choice for the terminus was given by its ideal location on the shores of Lake Victoria (Devos, 2010; Anyumba, 1995). The unique locational advantages at the connection between East and West Africa and its qualities as a port also made it a fast developing urban focal point (Anyumba, 1995). These development transformations increasingly changed the face of Kisumu into an important social and economic hub which has continued to attract more population. The structural plan of 1908-1930 reveal land use segregation characterized by zones for Europeans and Asians while the native Africans were resettled on the urban fringes (UN-Habitat, 2005; Anyumba, 1995).

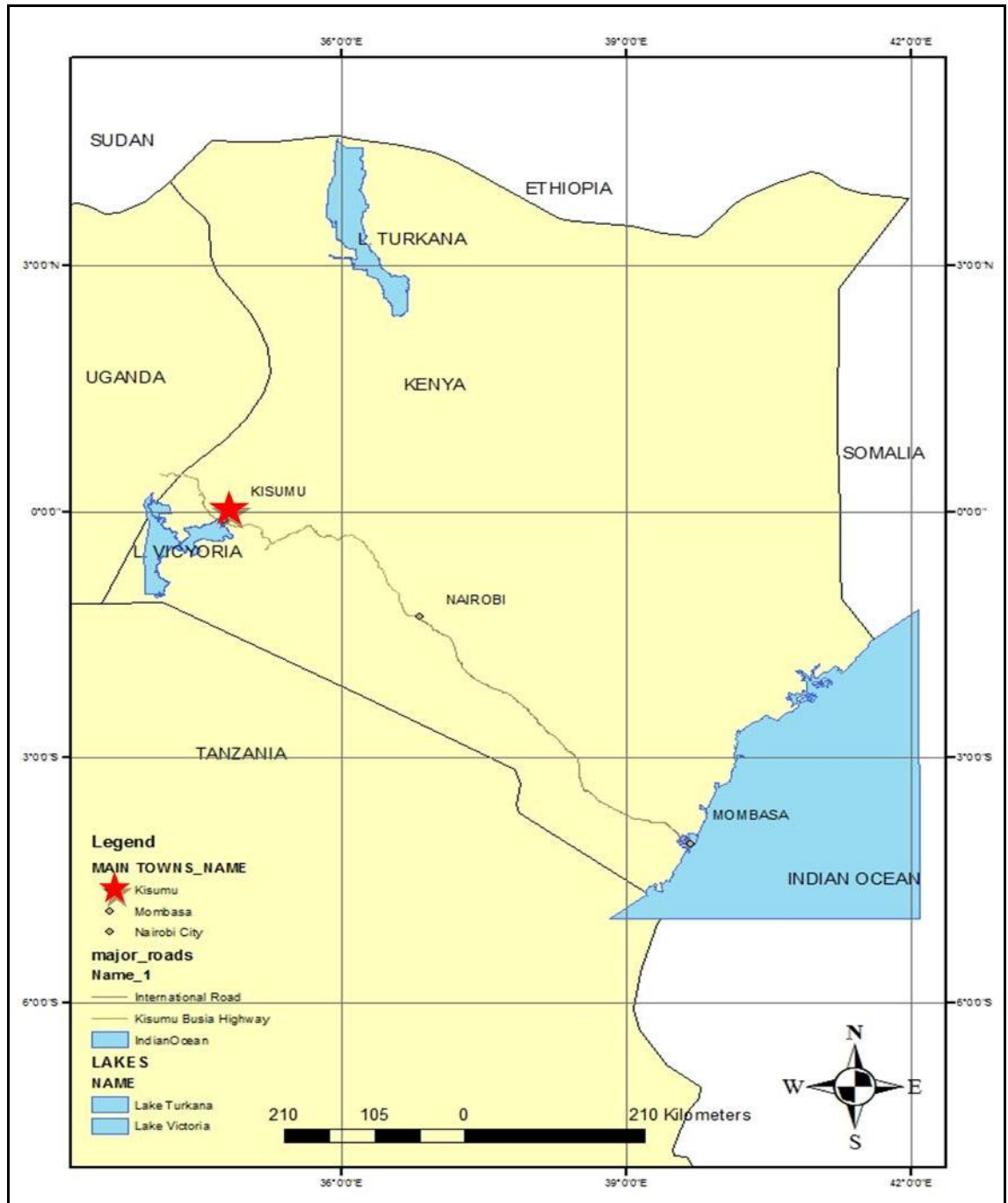


Figure 3- 1: Map of Kenya showing the location of Kisumu

Source: Redrawn by Author from Kenya Geo-database Maps

Administratively, Kisumu City is the headquarters of Kisumu County which is bordered to the North by Nandi and Vihiga Counties and to the South by Homa Bay County. It is also bordered to the South-East by Kericho County and North-West by Siaya County.

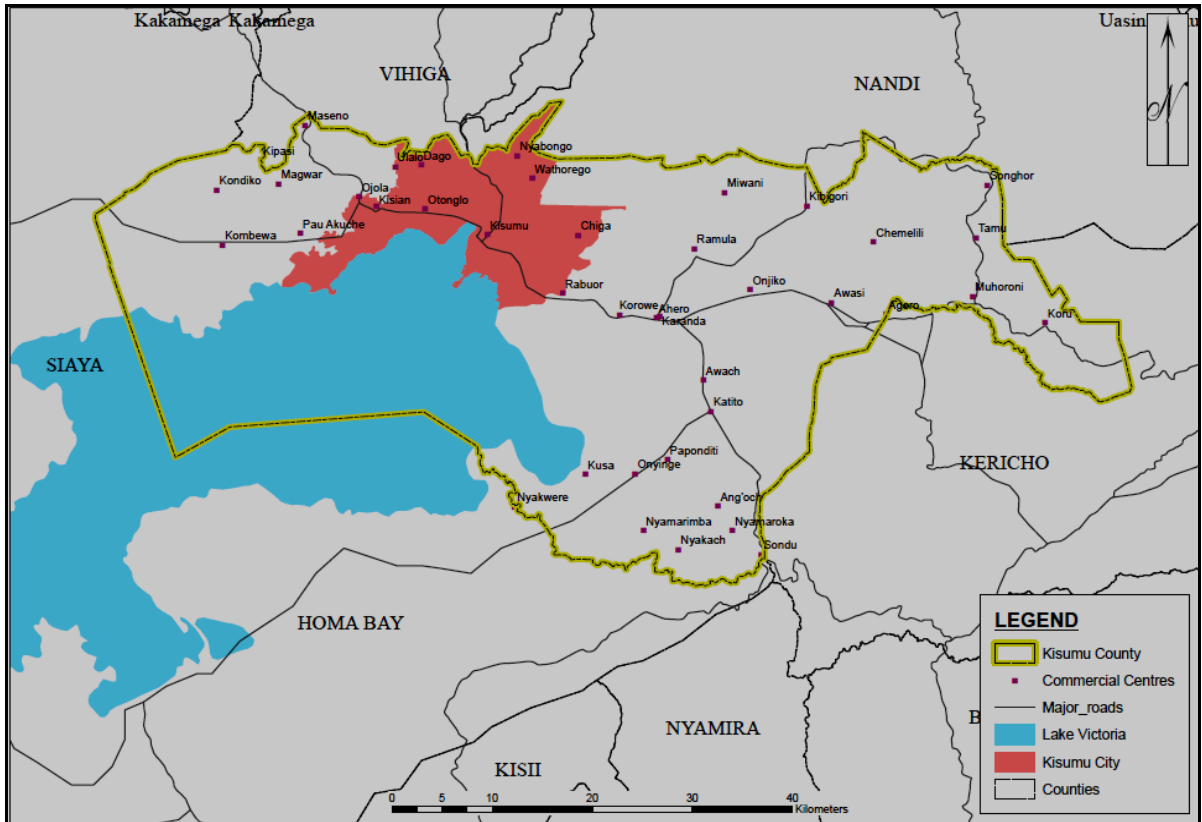


Figure 3- 2: Kisumu City in the Regional Context

Source: Redrawn by author from Kenya Geo-database

Kisumu city covers a total surface area of 417km² of which 157km² (35.5%) is covered by water (Anyumba, 1995). The central part of the town is characterized by well developed road networks and it is this area that hosts public and private offices, major commercial premises, recreational facilities and transport terminus. According to UN-Habitat (2005) the original boundary before the extension was characterized by high levels of planning, service delivery and infrastructure provision (see figure 3-3).



Figure 3- 3: Map of Kisumu Municipality
 Source: Redrawn by Author from Kisumu Municipality Map

3.2.1 Demographic profile

Kisumu City is experiencing rapid population growth mainly stemming from increased rural-urban migration, natural increase and the extension of boundary (UN-Habitat, 2005). According to the 1999 National and Housing Population Census, Kisumu City had a population of 322,722. However, the population has increased tremendously and according to the National Population and Housing Census of 2009, the City's population is approximately 500,000 with a growth rate of 2.8% which is slightly below the national average of 2.9% (Kenya, Republic of, 2010).

3.2.2 Socio-Economic Characteristics

Kisumu City is the commercial, industrial, transportation and agricultural hub in western Kenya. It serves as a depot for the distribution of imported industrial goods and exported raw materials gathered from periodic markets in its rich hinterland (Anyumba, 1995). It

also serves as a tourist destination due to historical sites and natural sceneries such as Lake Victoria and Impala Park.

However, the economic performance of Kisumu city has not been doing good leading to massive unemployment in the formal sector. According to UN-Habitat (2006) Kisumu City's industrial base is declining and many industries have closed down, while the official unemployment rate is 48%. Major industries such as Kenya Breweries and Kisumu Cotton Mills, Kenya Matches and fish processing industries have closed down while some like Muhoroni and Chemelil sugar factories have all scaled down their operations considerably (UN-Habitat, 2004). Loss of industries or scaling down of operations has exacerbated the rate of unemployment which has in turn contributed to the growth of informal trade as an alternative source of livelihood.

3.3 Case Study Areas

The study consisted of informal markets in the CBD with a population of approximately 1,500 non-registered informal traders (City of Kisumu [CoK], 2010). Specifically, the case studies were undertaken in Oile Park, Ojino Okew Street and the Bus Park.

(a) Oile Park

Oile Park is located within the CBD and is bound by Ang'awa Avenue to the South, Nairobi road to the North and Jomo Kenyatta highway to the West. The site developed from the grid pattern plan that was developed in 1901-1909 which showed that Oile Park had a rectangular shape and was reserved for the native market (Anyumba, 1995). The park later got its triangular shape as a result of the extension of Ang'awa Avenue to join Nairobi road in order to ease traffic flow (Devos, 2010). The site remained undeveloped

until 1962 when it was fenced off by the municipal council with two gates located on Nairobi road and Ag'awa Avenue (see figure 3-4 below). It may be argued that the design of the park even made it more favourable for pedestrians to use because the walk paths provided short walking distance between the bus park and the CBD.

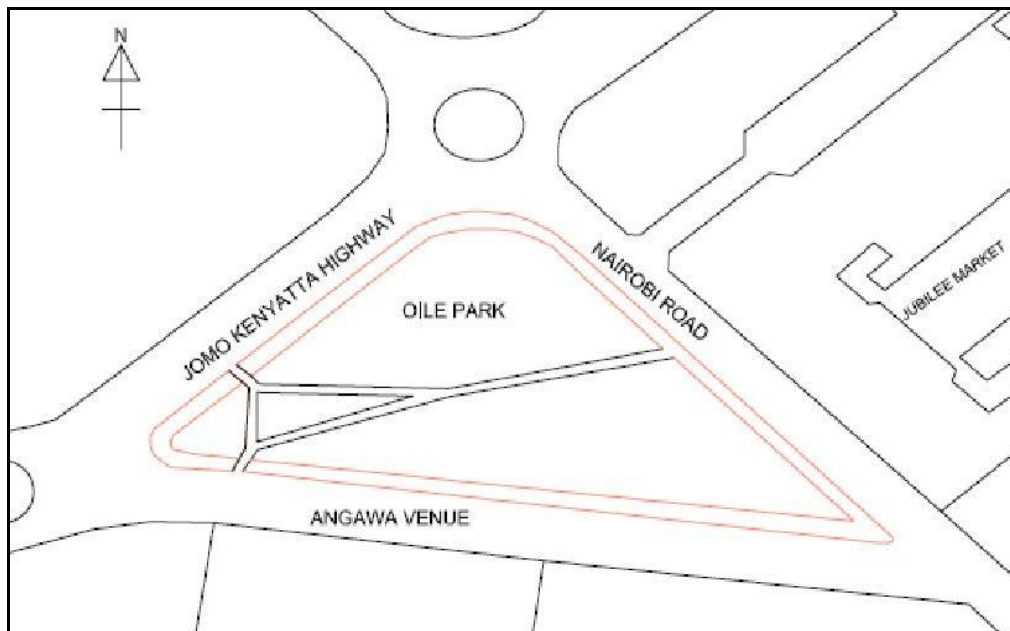


Figure 3- 4: Original Design of Oile Park

Source: Redrawn by Author from Devos (2010)

Oile Park had a well-organized spatial plan but as pointed out by Rabare *et al* (2009) the Park has lost its functionality as a recreational facility due to informal trade activities. Devos (2010) observes that the park was an “ill-defined” colonial public open space. This is because it was located in an area with major traffic generators such as the bus park, Jomo Kenyatta Sports Ground (distinguished recreational facility in the CBD), Kisumu District Hospital and along the major arterial roads such as Jomo Kenyatta Highway and Nairobi-Kisumu road. Consequently, the volume of pedestrian traffic along and through the park increased which in turn attracted informal traders and the ultimate transformation into an informal open-air market in the CBD.

(b) Bus Park

This is the central Bus Park in Kisumu city and is located within the CBD. The bus park is bound by Otieno Oyoo Street to the north and Jomo Kenyatta highway to the west. Adjacent to the bus park is the municipal market which houses a number of traders. According to the Kisumu Structure Plan of 1908, the current location of the Bus Park was zoned for a school but later became an external planning extension area in the 1930-1939 structure plans before the expansion of the bus park in the 1980s (Anyumba, 1995). Upgrading of the Bus Park gave it a new development dimension such as the construction of booking offices, passenger shades and parking areas for taxis. However, the original design indicated that the area was planned with no provisions of trading areas except the container structures which were designed to accommodate 40 traders (Devos, 2010).

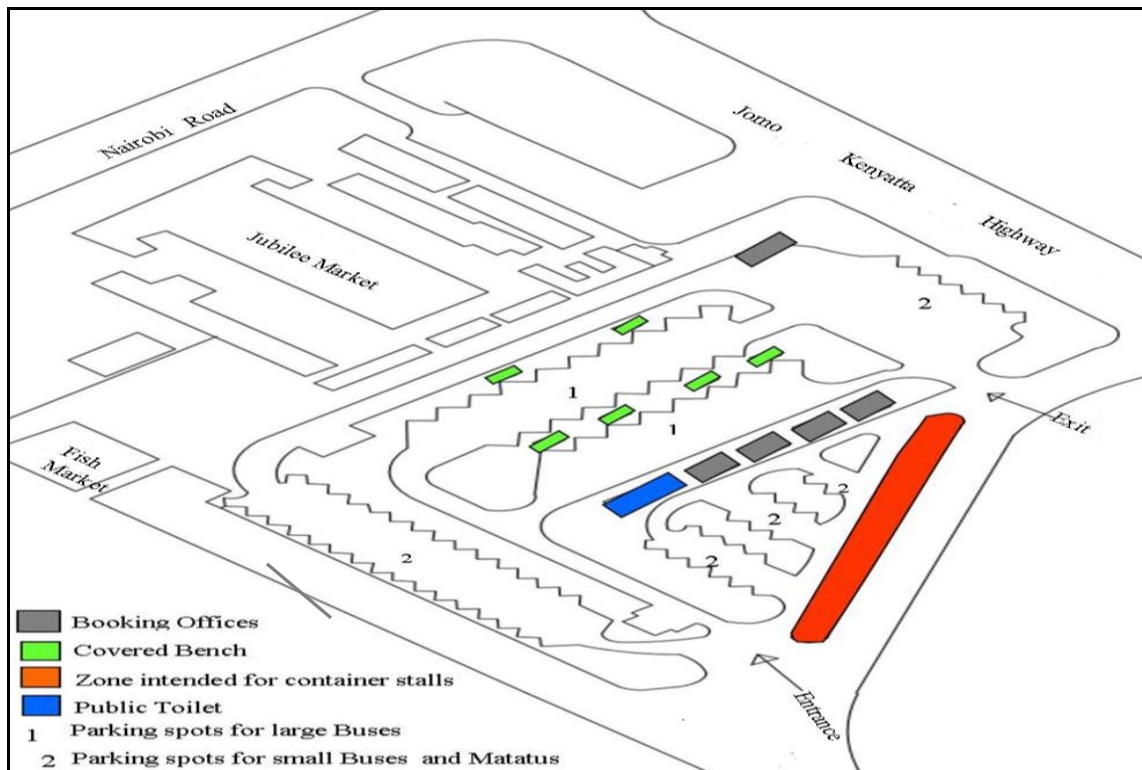


Figure 3- 5: Design of the Bus Park

Source: Redrawn by author from Devos (2010)

The bus park attracts large volume of traffic since it is the central point for almost all traffic in and out of Kisumu city (Midheme & Amimo, 2013). Ultimately, it has become attractive to informal traders due to the presence of diversity of passengers to and from different destinations.

(c) Ojino Okew Street

Ojino Okew Street is located within the CBD and runs between Jomo Kenyatta Sports Ground and the commercial premises along Oginga Odinga street. It also links Jomo Kenyatta Highway to the East and Ang'awa avenue to the West. The development of Ojino Okew street also traces its origin from the colonial structure plans of in 1908 (Anyumba, 1995). The structure plan shows that the area was an undeveloped lane behind the Indian Bazaars which fronted the Station Road (present day Oginga Odinga Street). The grid layout of the town plan included considerations for environmental sanitation through a sanitary lane at the back of the Indian Bazaars (Anyumba, 1995). Based on this observation, Ojino Okew street must have been planned as a sanitary lane separating the Indian Bazaars and Jomo Kenyatta Sports Ground.

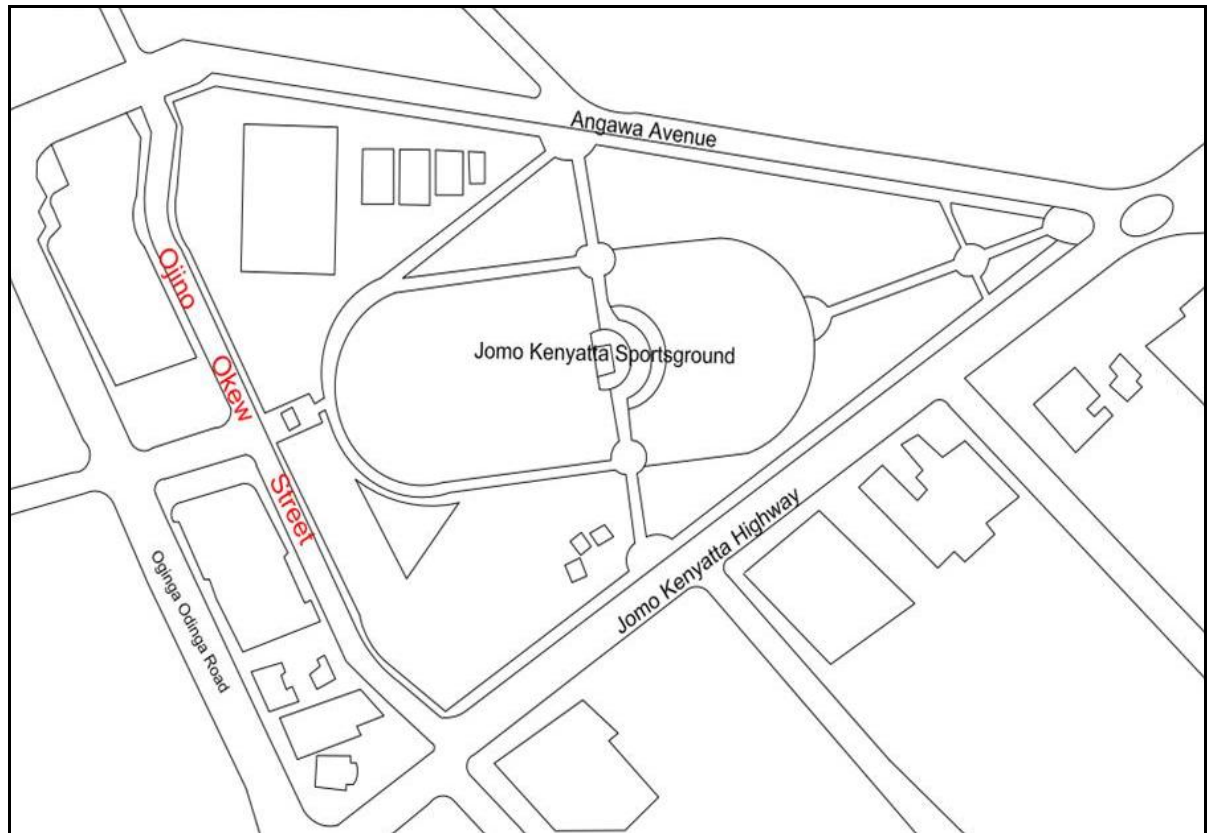


Figure 3- 6: Location of Ojino Okew Street

Redrawn by author from Devos (2010)

However, the street was allocated to informal traders in 2002 on a temporary basis by the then Municipal Council of Kisumu due to the increasing number of traders along Oginga Odinga Street (Midheme & Amimo, 2013). The move by the council subsequently transformed Ojino Okew Street into an informal market with no through access for vehicles due to erection of bollards which allow the use of non-motorised transport.

3.4 Research Design

Research design according to Kothari (2004) is a strategy specifying which approach will be used for gathering and analysing the data. It provides a logical arrangement for the collection, analysis and interpretation of data in a manner that aims at achieving the

research purpose. Since the study phenomena are closely interrelated within their spatial, social and economic context, case study design was employed in the study areas which were selected through purposive sampling. Case study enables the researcher to make an empirical inquiry about a phenomenon within its real life context and in providing an in-depth understanding of the population compared to experiments, histories and archival studies (Flyvbjerg, 2006; Noor, 2008; Yin, 1994). Case study in this research enabled the researcher to collect as much information as possible on MLU and informal trade in order to make relevant generalizations.

The study also applied the mixed approach method by incorporating the use of both qualitative and quantitative methods. According to Creswell & Clark (2007) and Obala (2011) the mixed approach method is advantageous in that one method is used to offset the weakness of another. Qualitative data for example was used to explain statistical data while quantitative data was used to provide precise statistical summary of qualitative data. The mixed approach method therefore provides a comprehensive description and analysis of the target population.

3.5 The Study Phases and Processes

The study was undertaken in three interrelated phases namely; preliminary survey, preparation for field work and the final field work. This was done to ensure a systematic approach in order to avoid exclusion of important data.

(i) Phase One: Preliminary Survey

Preliminary fieldwork was conducted between January and March 2013 and involved a CBD-wide survey in order to find out the distribution of informal trading areas with an

aim of gaining an understanding of their spatial characteristics, participants and location in relation to other land uses. Discussions with informal traders, officials from CoK and land use planners as well as literature review were conducted during this phase. This was important in getting relevant information and in designing research instruments prior to the actual fieldwork.

(ii) Phase Two: Selection of case study areas and preparation for fieldwork

From the preliminary enquiries conducted during the CBD-wide survey, a list of informal market areas was compiled out of which it was possible to carry out subsequent detailed analysis. The informal markets identified included Oile Park, Winmart, Bus Park, Lake Market, Central Park, Nyamlori and Miriu. Informal markets were also observed along Kisumu-Nairobi road, Ojino Okew Street, Oginga Odinga Street, Jomo Kenyatta Highway, Otieno Oyoo Street and Ang'awa Avenue. However, the case study areas were purposively selected after screening of data from preliminary findings.

Preliminary analyses revealed that the informal markets had unique spatial characteristics and had occupied strategic locations in some designated public spaces in the CBD. It was also established that the CoK had given in to the contestation for space and had therefore allocated some sites in the CBD to informal traders albeit temporary. These findings provided an insight in the selection of case study areas based on their characteristics which were deemed suitable for the purpose of the study. Three case study areas namely; Oile, Ojino Okew Street and the Bus Park were selected based on the fact that they had undergone unique spatial transformations due to informal trade activities.

Oile Park was chosen because it is a recreational facility in the CBD which had been transformed by informal traders into an informal open-air market in the CBD against the provisions of the CoK. Preliminary interviews revealed that there have been several conflicts over the use of the park between informal traders and the city authority since 1992 when it was fenced off. There were other attempts to reclaim the park in 1998 in vain. However, serious confrontations were experienced in 2005 and informal traders were later allowed to operate in the park in 2006 on a temporary basis. The park at the time of conducting this study had almost lost its function as a recreational facility since the entire space had been occupied by informal traders except a small zone that was used for holding meetings and preaching. These dynamics presented unique occurrences which suited the purpose of the study.

The bus park was selected because it is the central point of traffic convergence and therefore the most frequented public space within the CBD. Most of the public spaces such as waiting bays and islands were observed to be occupied by informal traders. It was also revealed from preliminary interviews that the CoK has almost lost the control of the bus park to cartels that control informal trade and even collect fees. Finally, Ojino Okew was chosen on the basis that it was allocated to informal traders on a temporary basis and bollards have been erected to prevent movement of vehicles through the street. It was also observed that areas adjacent to institutions such as banks and some commercial enterprises along the street are devoid of informal trade activities. Notably, the study focused on the case study areas in relation to their areas of convergence or intersection with contiguous land uses such as streets, offices and established formal commercial enterprises.

(iii) Phase Three: Main Field Study and Data Analysis

Phase three of the study involved main field investigations in which primary data was collected through questionnaires (informal trader interviews), Key Informant Interviews (KIIs), observations and Focus Group Discussion (FGD).

3.6 Study Population

According to the Kisumu Concept Plan of 2010-2030, Kisumu City's CBD is currently hosting approximately 1,500 non-registered informal traders (CoK, 2010). The study focused on informal traders in the case study areas with demarcated spaces for their businesses because it was difficult to keep track of mobile traders. At the same time the population data specific to areas of study was not available from the CoK hence total count, as recommended by Lawson (2001) was carried out by the researcher and research assistants in order to determine the approximate number of informal traders with demarcated spaces.

It was established that the population was 508 informal traders distributed as follows; 212 in Bus Park, 130 in Oile Park and 166 in Ojino Okew Street. The study also included ten key informants from various institutions and departments (see appendix 5). The key informants were purposively selected on the basis that they would provide insight on MLU and informal trade in Kisumu City's CBD.

3.7 Sample Size

The sample size was selected from the table developed by Yamane (1967). According to Creswell (2003) the use of published tables is recommended in determining the sample size from a given population. Since the study population was greater than 500 but less

than 600, a sample size of 152 respondents was selected at 0.05 precision level and 95% confidence level (see table 3.1 below).

Table 3- 1: Sample Size Distribution Table

Size of population	Sample size (n) for precision (e)
	±7%
500	145
600	152
700	158
800	163
900	166
1000	169
2,000	185

Sample Size for ±7% Precision Levels where Confidence Level is 95% and P=0.05 (Source: Yamane 1967)

The distribution of the respondents from each of the case study location is presented in the table 3-2 below. The sample distribution from the case study areas was derived proportionately by picking 30% of the population from each case study areas as recommended by Singh (2006). The population sample distribution was calculated using the formula;

$$n = \frac{30\% \times N}{100} \text{ where } n \text{ is the sample size and } N \text{ is the total population.}$$

Table 3- 2: Population sample frame

Informal Market	Total number of informal traders	Selected number of informal traders (30%)
Bus Park	212	63
Oile Park	130	41
Ojino Okew Street	166	48
Total	508	152

Even though Mulwa (2006) explained that samples greater than 20% have no scientific advantage because large samples are likely to suffer from saturation, Fitz & Morris (1987) in Mulwa (2006) explained that the smaller the group the less likely it is that the mean produced actually reflects the mean that it is supposed to represent. 30% of respondents from each case study areas was therefore considered representative enough to make generalizations about the study population.

3.8 Sampling procedure

The study involved multistage sampling in selecting the case study areas and the target respondents. In stage one all the informal markets in the designated public spaces were identified then in stage two screening was done and the case study areas purposively selected based on their unique characteristics which suited the purpose of the study. The third stage involved identification of informal traders with demarcated spaces in each of the selected case study sites. Simple random sampling was then used to select informal traders for interviews because of its advantage in giving each member of the population an equal probability of being selected to participate in the study (Kazdin, 1992). Key informants were purposively selected on the assumption that they had good knowledge on informal trade and MLU.

3.9 Data Collection Methods

The information presented in this study was collected through the use of both primary and secondary data sources.

3.9.1 Secondary Data

Secondary data was obtained from published and unpublished literature and was used to corroborate and fill the gaps which were not adequately captured by primary data. The

sources of secondary data included published books, journals, unpublished theses, internet, policy documents and development plans such as Kisumu Structure Plan of 1983-2013.

3.9.2 Primary Data

Primary data collection was carried out between March and June 2013 and employed the use of data collection instruments discussed below.

(i) Focus Group Discussion

Focus Group Discussion (FGD) was conducted with officials of informal trade groups from the case study areas. The participants were identified with the assistance of the organizing secretary of Kisumu Informal and Street Traders Association (KISTA). The participants included the chairpersons, secretaries or their representatives (appendix 3). An FGD guide was used to make inquiries on the logics used by informal traders to occupy designated public spaces, benefits and challenges of informal trade and spatial planning approaches which may be employed by the CoK to accommodate informal traders. FGD was conducted with adequate facilitation to allow for systematic and orderly discussion.

(ii) Physical Observation

Observation was an important tool in getting the actual dynamics of the study population in its real life context. Observation eliminates biasness while information obtained relates to what is currently happening and it is independent of respondents' willingness to respond (Kothari, 2004). Direct observation was used to acquire information on spatial organisation, types of goods and services, traffic movement and location of informal

traders in the designated public spaces. Photographs and sketch maps were taken to provide justification of the observed phenomena.

Observation was conducted between 7.00am to 10.00am, 12.00pm to 2.00pm and 5.00pm to 7.00pm for a period of two weeks including weekends. The time for observation was considered appropriate because it covered peak and off-peak hours. The period of two weeks was also considered adequate to ascertain the existing land use dynamics in the study sites. An observation checklist was used to allow for systematic collection of data.

(iii) Questionnaires

Semi-structured questionnaire was used to collect information that could not be obtained through one-on-one interviews, observation and FGD. The questionnaire was used to obtain informal traders' opinion on MLU, socio-economic benefits and the contributing factors to informal trade in designated public spaces. Singh (2006) noted that the major advantages of the questionnaire are that it permits wide coverage at a minimum cost and also promotes validity in the results through the selection of a more representative sample. The questionnaires were also essential in providing quantitative data which were vital in strengthening the validity of qualitative data.

(iv) Key Informant Interviews

Key Informant Interviews (KIIs) were used to collect data from three key informants from the CoK (Directors of Social Services, Physical Planning, Environment); County physical planner (Department of Physical Planning); Director, Geoplan Consultants limited; organising secretary of KISTA; project manager, Practical Action and two lecturers from Maseno university (Department of Physical Planning). The KIIs provided sufficient flexibility to interview different respondents in order to get diverse opinions on

MLU as a tool for regularizing informal trade as well as benefits and its challenges in the designated public spaces in the CBD. KIIs were conducted with the use of a checklist (appendix 2).

3.10 Data Analysis and Presentation

The first objective was to find out how land use attracts informal traders in the designated public spaces in the CBD and involved investigations of land uses such as institutions, transportation nodes, distance and spatial configuration (intersection/convergence). Observations, FGD and questionnaires were used to obtain relevant information pertaining to these variables. The second objective investigated the contributions of informal trade in MLU system with specific focus on average monthly income to informal traders and the CoK, social organization such as groups and level of education and gender composition of participants. KIIs and FGD and questionnaires were used to obtain the information.

The third objective focused on MLU practices adopted by informal traders in designated public spaces in the CBD. The variables investigated included land use intensity, density and diversity. Data on land use intensity included observation on the period of time of trade and approximation of demarcated size of space for trade (floor space) while diversity focused on different types of space use and goods and services in the designated public spaces. Finally, land use density focused on observation of the nature and configuration of space for informal trade activities such as vertical use of space in the same demarcated space by individual informal trader. KIIs, FGD, questionnaires and observation were used in gathering relevant information for analysis. Primary data from

the data collection tools were coded, summarized and categorized into relevant themes. This was done to ensure relevance, accuracy and to reduce the bulkiness of data.

The study generated both quantitative and qualitative data. The resulting data were thoroughly checked for consistency, error or omission. Questionnaires which were inconsistent or blank were either discarded or returned to the research assistants for verification. Quantitative data was then organized, coded and entered into the Statistical Package for Social Scientist (SPSS) version 16 for analysis. Descriptive analysis techniques such as frequency distribution, percentages and chi-square were used to analyse quantitative data. The results were then presented in form of tables and graphs. Qualitative data from FGD, interviews and observation were coded and summarized into relevant themes relating to MLU and challenges faced by informal traders. This was done with an aim to reduce the bulkiness, complexity and ambiguity. Qualitative data was finally presented in narrative form. Analysis was done at a precision level of 0.05 using SPSS. This implied that the researcher was 95% sure that the study sample is not biased.

3.11 Reliability and Validity of Instruments

In conducting the study, conscious attempts were made to produce reliable and valid information. Reliability is the degree to which a measurement technique can be depended upon to secure consistent results upon repeated application (Winer, 1962). In order to achieve reliability, the questionnaires were pre-tested amongst 10% of the respondents and then revised accordingly before final administration. The pre-test was conducted in the case study areas in order to reflect the true expectations of the final field data. Observations were also carried out repeatedly for a period of two weeks to ascertain the dynamics of the study population.

In order to avoid threats to internal validity, supplementary discussions and data were gathered from diverse sources such as questionnaires, FGD, KIIs and secondary materials. Data from these sources were corroborated to establish their convergence and enhance internal validity. If, for example data obtained from field observations concurs with those obtained from KIIs or FGD, then one is safe to conclude that the data is valid and reliable for making generalizations. The research was conducted with two graduate assistants who were selected on the basis that they had knowledge on land use planning. This approach offered the best opportunity to clarify to the respondents the difficult questions and to cross-check any misinterpretation.

3.12 Ethical Considerations

It was discovered from the preliminary studies that informal trade is a very sensitive and emotive area of study which required some degree of caution. It was anticipated that some respondents might refuse to respond to some of the questions. The purpose of the research was therefore explained to the respondents with honesty and they were assured of data confidentiality by not disseminating the information beyond the academic environment.

Data collection instruments were also carefully designed to avoid asking informal traders sensitive questions regarding the occupation of designated public spaces in the CBD. The use of the term ‘eviction’ for example, was avoided because it was realized during the pre-test study that it would elicit negative reactions. Protection of interviewees’ identities was confirmed before the interviews in order to determine the need for anonymity. Permission to conduct research was also obtained from the CoK and Maseno University.

CHAPTER FOUR: RESULTS AND DISCUSSION

4.1 Introduction

This chapter highlights the key findings and discussions of the study. The results and discussions are presented as per the objectives and provide in-depth understanding on the influence of land use in attracting informal traders, the socio-economic benefits of informal trade and MLU practices in the designated public spaces in the CBD.

4.2 Influence of land use on the location of informal traders in designated public spaces in the Central Business District

The first objective was to find out how land uses in the designated public spaces in the CBD influence the location behaviour of informal traders. In order to address the objective, the study investigated the influence of availability of open spaces such as pavements, street islands and street reserves, institutions such as offices and established formal business enterprises and nearness to major transport nodes. This was motivated by the observation that informal traders are not evenly spread but concentrate in certain areas in the designated public spaces in the CBD.

It was observed during the study that informal traders occupy strategic locations where they are capable of reaching adequate customers in order to maximise sales. Accordingly, the interview results presented in table 4-1 below shows that 23.8%, 44.4% and 31.7% of the respondents at the Bus Park, Oile Park and Ojino Okew Street were attracted by the availability of open spaces, nearness to institutions and major streets respectively. At the same time, majority of the respondents at Oile Park which accounted for 61.0% said they were attracted by nearness to main streets. About 50.0% of the respondents at Ojino Okew Street said they were attracted by its location near main streets while 37.5%

pointed out close proximity to institutions such as offices and other established commercial enterprises which attract many people into the CBD. Cumulatively, 45.4% of the respondents in the case study areas said they were attracted by nearness to major streets. A summary of the findings is shown in table 4-1 below.

Table 4- 1: Reasons for occupying the designated public space

Informal market	Reason for occupying space			Total
	Availability of space	Institutions (e.g. offices)	Nearness to main street	
Bus Park	15(23.8%)	28(44.4%)	20 (31.7%)	63(100.0%)
Oile Park	12(29.3%)	4(9.8%)	25(61.0%)	41(100.0%)
Ojino Okew	6(12.5%)	18(37.5%)	24(50.0%)	48(100.0%)
Total	33(21.7%)	50(32.9%)	69(45.4%)	152(100.0%)

Source: Field data

The influence of availability of open spaces was observed on the walk paths, bus park islands and pavements around passenger waiting bays and recreational spaces. At the time of conducting the research, Oile Park was a vibrant informal open air market which had almost lost the entire recreational space to informal trade activities. However, interviews with informal traders revealed that availability of space at Oile Park was not the main reason for occupying the park but the increase in population of informal traders which prompted the need for more space. Nonetheless, they explained that Oile Park was ideal because of its location near their initial trading sites hence they could still be accessed by their customers. In a similar observation, the Director of Geoplan

Consultants explained that informal traders prefer staying in certain locations to avoid losing of customers with whom they have developed good business relations.

Ojino Okew Street on the other hand had few informal traders who were attracted by the availability of open spaces because it was allocated to them by the then municipal council of Kisumu. Interviews with the director of Physical Planning from the CoK confirmed that the street was allocated to informal traders on a temporary basis to decongest the CBD especially along Oginga Odinga Street. Nonetheless, the Bus Park islands and pavements near booking offices were found to be occupied by informal traders with disregard to their functions (see plate 4-1 below).



Plate4- 1: Informal traders on Bus Park islands

Source: Field Data

From the planning perspective, the islands are meant to provide refuge for passengers or pedestrians when vehicle traffic is high. However, some of the islands at the Bus Park especially those adjacent to the booking offices and passenger sheds are losing their functions to informal traders especially food vendors. Similar findings by Wouters &

Lefever (2008) explained that open spaces along large roads present overloaded street profiles where different users including informal traders and pedestrians claim the same place. According to the Physical Planning Handbook open spaces with wide road reserve frontages should be avoided (Kenya, Republic of, 2005) because they may remain underutilized and subsequently attract informal traders.

On institutional influence, the study established that some commercial enterprises and offices had informal traders concentrated around their premises while others did not. Observations at the Bus Park for example showed that informal traders are concentrated near booking offices such as Coast Bus, Eldoret Bus, Prestige, Mololine and Marsh. These areas attract passengers to and from different destinations and create diverse market for informal traders' goods and services.

It was also established that informal trade is prohibited in areas near banks and offices such as NIC Bank, Family Bank and Telkom Plaza (see figure 4-1). Informal interviews with the Service Delivery Manager at NIC Bank revealed that areas around banks are exclusively planned to accommodate formal and well established businesses. He reiterated that the disorder created by informal traders around the banks makes it difficult to identify genuine traders and robbers. An in-depth discussion with one of the informal traders at Ojino Okew Street affirmed that the management of the banks and large commercial enterprises are against the activities of informal traders in their backyards. He remarked;

“The Banks located along this street have often liaised with the city authority to evict us. They claim that our stalls provide favorable hiding places for thugs and

threatens the security of their enterprises” (Informal trader at Ojino Okew Street, June 2013)

Figure 4-1 below shows that areas adjacent to NIC Bank, Telcom Plaza and Ukwala Supermarket are devoid of informal trade activities.

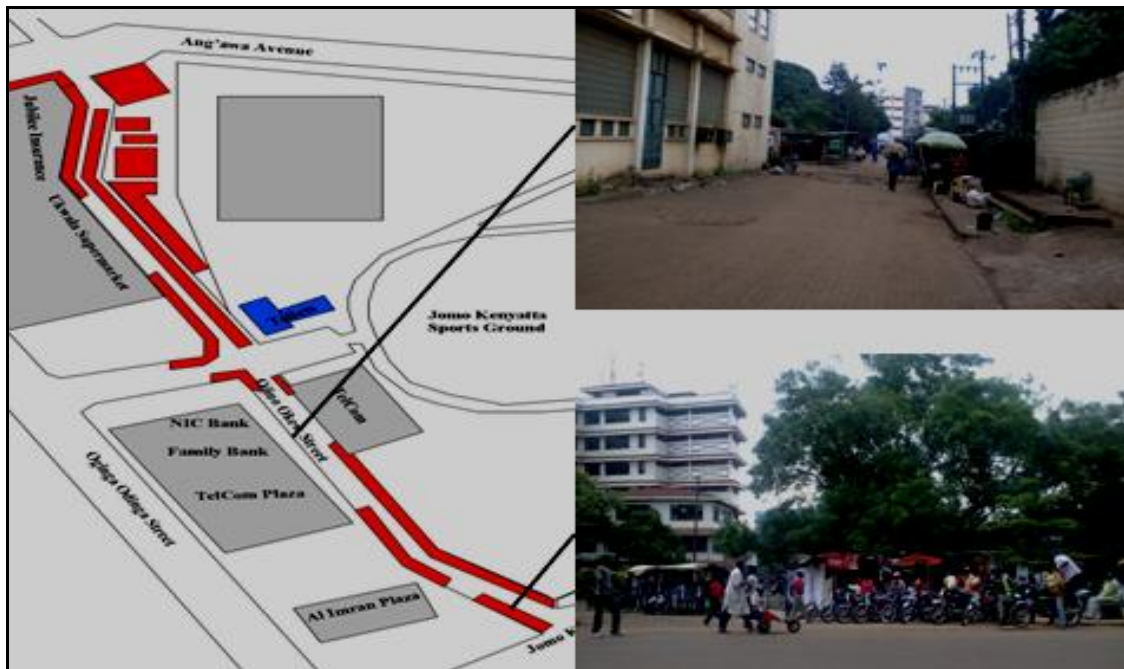


Figure 4- 1: Location of informal traders in relation to adjacent institutions

Source: Field data

The observation on institutional influence supports earlier findings by Anjaria (2006) and Bromley (2000) who explained that informal traders are seen by banking institutions and large commercial businesses as unsightly nuisance, a source of disorder, congestion and crime. The perceptions by established institutions such as banks that informal traders are a security threat make informal traders to be pushed to peripheral areas where they hardly get adequate spaces for their businesses and also marginalise them from rich customer areas.

Further, findings from table 4-1 show that transportation play significant role in determining the location of informal traders. This conforms to findings from observations

which showed that informal traders are concentrated more at the points of intersection or convergence with major streets. Oile Park for example had high concentration of informal traders along Ang’awa Avenue, Jomo Kenyatta Highway and Nairobi-Kisumu Road while Ojino Okew Street revealed high concentration at the intersections with Ang’awa Avenue and Jomo Kenyatta Highway. However, the concentration of informal traders reduces as one moves away from the points of intersection or convergence as shown in figure 4-2 below.

The influence of transportation was also confirmed by the Project Manager from Practical Action who reiterated that informal trade in Oile Park will continue to thrive because of its location near the main streets which causes many people to traverse it either to the Bus Park or to the town centre. In addition, informal traders were observed to be concentrated along the walk path through Oile Park because it allows more human traffic through the park.

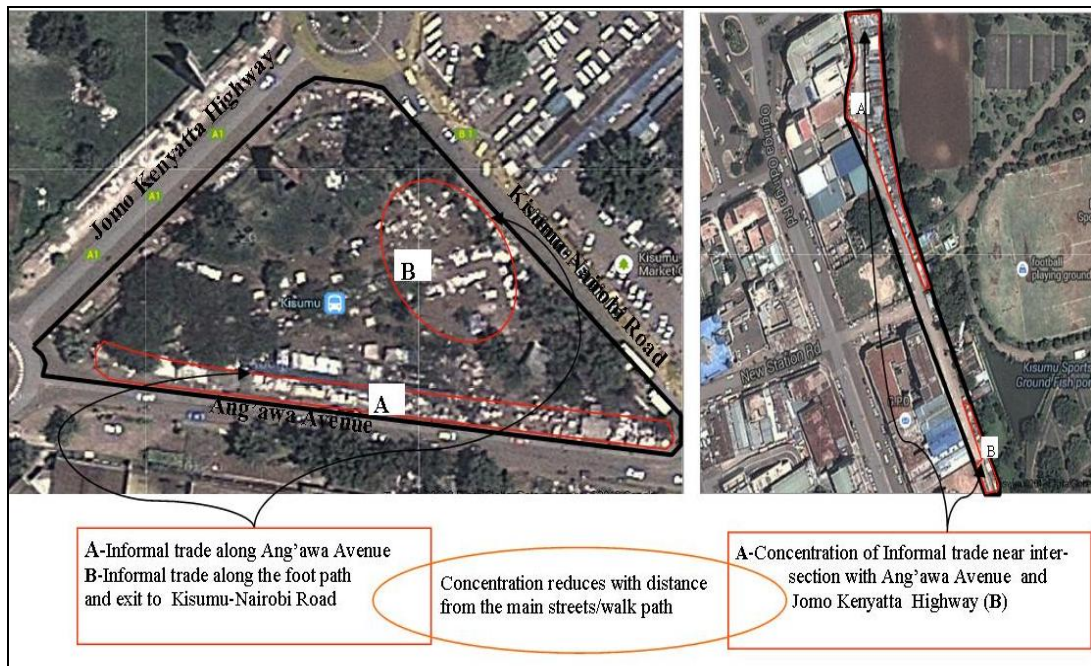


Figure 4- 2: Areas of concentration of informal traders

Source: Redrawn by author from Google Earth map

Generally, areas of intersection create market opportunities for informal traders because they attract customers not only from the CBD but from different destinations with diverse demands for goods and services. While Oile Park and Ojino Okew are accessed mostly by pedestrians to and from the CBD, the Bus Park is the main convergence point for passenger traffic bound for and out of the city destinations. Similar findings by Wouters & Lefever (2008) on the influence of transportation in Kisumu city revealed that though the built up area has a wide sprawl, all social and economic life play around the main axial entrance roads. This is why areas of intersection or convergence with major streets in the case study areas experience vibrant informal trade activities.

The distribution of informal traders in accessing the livelihood opportunities in the designated public spaces probably means being well located in terms of physical proximity to opportunities such as public transport, institutions, adequate space and service availability. Accordingly, table 4-2 below shows that 79.4% and 57.8% of the respondents at the Bus Park and Ojino Okew Street respectively said they were attracted by the nature land uses activities. However, 51.2% of the respondents at Oile Park said they were not attracted to the site by existence of the park but by the increasing number of informal traders which led to the need for more space.

Table 4- 2: Influence of land use on location of informal traders

Market location	Formal land use influence informal traders		Total
	Yes	No	
Bus Park	79.4%	20.6%	100.0%
Oile Market	48.8%	51.2%	100.0%
Ojino Okew Street	57.8%	42.2%	100.0%

Source: Field data

It can be argued that the designated public spaces in the CBD have locational advantages which favour informal trade while the expanding population as revealed in Oile Park also forces them to look for alternative spaces for their enterprises. Table 4-3 below shows chi-square test derived from table 4-1 above for the relationship between land use in the case study areas and location of informal trade activities.

Table 4-3: Chi-Square Test for relationship between land use and location of informal trade

	Value	Degree of freedom (df)	Asymptotic Significance (2-sided)
Pearson Chi-Square	11.298a	2	.004
Likelihood Ratio	11.636	2	.003
N of Valid Cases	152		

Source: Field data

The Chi-square value is 11.298 and the asymptotic significance is 0.004 which is below the minimum cut-off of 0.05. If the cut-off point is 0.05 and above then there is no significant association between land use and the location of informal traders in the designated public spaces in the CBD. The results from table 4-3 therefore show that there is significant association between land use and location of informal traders in the case study areas. Brown (2006) also found that informal traders usually locate along major thoroughfares, in road reserves, around markets and major transport depots especially in the CBD of the city with prospective clients.

Despite the influence of land use on the location behaviour of informal traders, occupation of the designated public spaces has often resulted into harassments, conflicts and forceful evictions such as happened in Oile Park when it was being reclaimed in

2005 and 2015. However, when asked about harassment and eviction, the Director of Physical Planning remarked;

“The council is not harassing the traders. What they call harassment or forceful eviction is enforcement of the law because the CBD must remain clean, orderly and free from informal trade activities” (Director of Physical Planning, June, 2013).

Notably, Section 29(a) and (e) of the Physical Planning Act empowers the city authorities to control and regulate development within their jurisdictions (Kenya, Republic of, 1996). This results into insecurity of tenure because informal traders rarely have their spatial rights spelt in the law. This is further justified by earlier findings by Olima & Obala (1999) which stated that the existing tenure system in Kisumu is not adapted to the needs of rapid urbanisation. Land use planning which favours formal and well established enterprises may not be relevant because it denies the urban majority who do not have formal employment from eking out a living in areas they consider more prime for their businesses. This form of spatial segregation may breed conflict as pointed out by UN-Habitat (2013). For people to fully participate in the economic activities they need to be assured of some degree of security of space in the form of tenure security as pointed out by Musyoka *et al* (2010).

Bhowmik (2003) also suggested that when urban plans allot spaces for parks, markets and bus terminuses among others they could take into account that these places usually develop as natural markets for informal traders. This is where MLU may be relevant in planning for informal traders in the designated public spaces in the CBD. MLU has been applied with some degree of success in the City of Cape Town (CoCT) and Durban

where informal trading stalls have been constructed in business-high streets and public transport nodes (Charman *et al*, 2012; Jeffrey & Ballard, 2003). Encouraging MLU by planning for informal traders in designated public spaces such as bus parks and streets with high pedestrian or passenger concentration may be a sure means of creating a lively city where both formal and informal trade activities co-exist.

4.3 Socio-economic contributions of informal trade in a Multifunctional Land Use in designated public spaces in the Central Business District

The socio-economic contributions of informal trade were examined to determine its relevance to the CoK and informal traders in the designated public spaces in the CBD. The study investigated economic factors such as employment, average monthly revenue to informal traders and the CoK. The social factors on the other hand included social organizations such as Self-Help Groups (SHGs), gender, age groups as well as the level of education of participants who are in informal trade.

According to the study findings in table 4-4 below, majority of the respondents which accounted for 97% rely on informal trade as the main source of employment. However, about 2% of the respondents are engaged in farming and informal trade. At the same time, 0.4% and 0.6% are employed as casual labourers and civil servants respectively but still take part in informal trade to supplement their income.

Table 4- 4: Main Sources of Employment

Occupation	Percent
Informal trade	97.0%
Farming	2.0%
Casual employment	0.4%
Civil servant	0.6%
Total	100%

Source: Field data

According to the findings in table 4-4 above, civil servants still find informal trade in the designated public spaces in the CBD an important undertaking for generating additional income. The participation of civil servants, farmers and casual labourers in informal trade contradicts the findings of Anjaria (2006) in which informal trade is viewed as an ‘unpleasant’ work. Informal trade in the designated public spaces in the CBD may not be entirely unpleasant because it currently forms the bulk of employment in Kisumu City. The findings are in agreement with ILO (2002) which states that informal trade constitutes the bulk of new employment especially in developing countries.

On income generation, the study established that informal trade plays important role in generating income to informal traders as well as the CoK. The results in table 4-5 below shows that most of the respondents constituting 33.6% earn an average monthly income of Kshs10001-15000 and 25% of the respondents in this category said they were satisfied with their level of income. About 22.1% earn Kshs15001-20000 but 10% of them said they were satisfied while 12% were not. At the same time only 5.4% of the respondents earn less than Kshs5000 a month but 4.7% in this category were satisfied with their income while 0.7% is not. About 6.0% earn monthly income of more than Kshs25000 while 8.7% earn Kshs20001-25000. Going across the table, about 65.8% of the respondents said they were satisfied with their monthly income.

Table 4- 5: Monthly income generation from informal trade

Income satisfaction	Amount of income per month(Kshs)						Total
	<5000	5001-10000	10001-15000	15001-20000	20001-25000	>25000	
Yes	7(4.7%)	26(17.4%)	38(25.5%)	15(10.1%)	6(4.0%)	6(4.0%)	98(65.8%)
No	1(.7%)	10(6.7%)	12(8.1%)	18(12.1%)	7(4.7%)	3(2.0%)	51(34.2%)
Total	8(5.4%)	36(24.2%)	50(33.6%)	33(22.1%)	13(8.7%)	9(6.0%)	149(100.0%)

Source: Field Data

The computed mean monthly income was Kshs10001-15000 which contradicts earlier findings by UN-Habitat (2006) which stated that informal traders in Kisumu earn a meagre US\$45-\$50. This translated to Ksh4365-4850 based on the exchange rates at the time of the study. It can therefore be argued that the average monthly income from informal trade is expanding and most of the informal traders are satisfied with their earnings. This is important especially for the majority of the traders who rely solely on informal trade in the designated public spaces in the CBD as their only source of livelihood.

The CoK also benefits from informal trade in the designated public spaces in the CBD through revenue collection. The Chief Executive Committee (CEC) member for Physical Planning in Kisumu County pointed out that informal trade accounts for about 60% of the total revenue collected by the CoK. His sentiments were supported the Director of Physical Planning who reiterated that informal trade is a major source of revenue but the CoK loses a lot of revenue through informal traders who evade paying daily charges.

Records received from the CoK during the month of February 2014 showed that formal businesses with Single Business Permits (SBPs) generated Kshs12,004,630 against informal trade businesses which contributed 3,578,310. The contributions from informal

trade activities therefore accounted for about 22.9% of the total revenue collected from the CBD. The study further revealed that the CoK imposes daily charges of Kshs30 on informal traders. Informal trade in the designated public spaces in the CBD is therefore important in expanding the revenue base to the CoK as well as supplementing the national GDP as pointed out in Vision 2030 (Kenya, Republic of, 2010). Eviction of informal traders from the designated public spaces would therefore result into a reduction of revenue base.

Even though informal trade activities are important in income generation, the CoK has been indifferent in allocating space to accommodate such activities. According to Amimo & Midheme (2013) this is ironical because informal trade like any other land use activity must eventually find physical location in space if their benefits are to be advanced. Planning for informal traders in the designated public spaces can guarantee them security of tenure because, as pointed out by Musyoka *et al* (2010), payment of daily charges alone do not guarantee security of tenure as incidents of eviction by urban authorities are not uncommon. Moreover, provision of security of tenure is important in promoting income sustainability especially in the face of increasing unemployment in the formal sector.

Informal trade in the designated public spaces also plays an important role in accommodating the less privileged who are not employed in the formal sector. These include children, youths in the employment age, retirees and individuals who were retrenched from civil service during the Structural Adjustment Programmes (SAPs). The study established that 27% and 40% of the respondents are in youthful age group of 19-27years and 31-40years respectively. Children below 18years (3%) of age as well as

individuals who are above 60years old were also found to be engaged in informal trade as an income generating activity. A summary of the findings is shown in table 4-6 below.

Table 4- 6: Age range of Informal Traders

	Percent
Age of respondent	
<18yrs	3.0%
19-30yrs	27.0%
31-40yrs	40.0%
31-50yrs	17.0%
51-60yrs	9.0%
60+yrs	4.0%
Total	100.0%

Source: Field Data

According to the results from the table above, informal trade absorbs individuals of diverse age groups who are not able to find formal employment especially the youths in active employment age. This is important especially in the face of declining industrial growth and performance in Kisumu city. According to UN-Habitat (2004) many industries have closed or scaled down their operations leading to loss of jobs and hence the youths in the working age groups turn to informal trade as alternative source of employment. Informal trade in the designated public spaces in the CBD also accommodate retirees as well as individuals retrenched during the SAPs. A 32 year old lady at Ojino Okew Street remarked;

“Traders in this market are not only those who could not get public jobs but also former employees who were retrenched. They came to trade here because they did not have alternative sources of employment in town” (Trader at Ojino Okew Street, June, 2013).

The findings are in agreement with those of ILO (2004) which also explained that retrenched people are forced into self-employment as alternative sources of income. Children under 18 years of age were also found to be involved in informal trade at Oile Park and the Bus Park especially in the evening after school hours. Even though Mitullah (2003) explained that involvement of children in informal trade amounts to child labour, they explained that they often assist their parents in the business after school hours.

In analysing the level of education, it was found that only 1% of women against 6% of men have tertiary education. At the same time, 35% and 29% of men and women respectively had secondary education. A Summary of the results is presented in figure 4-3 below.

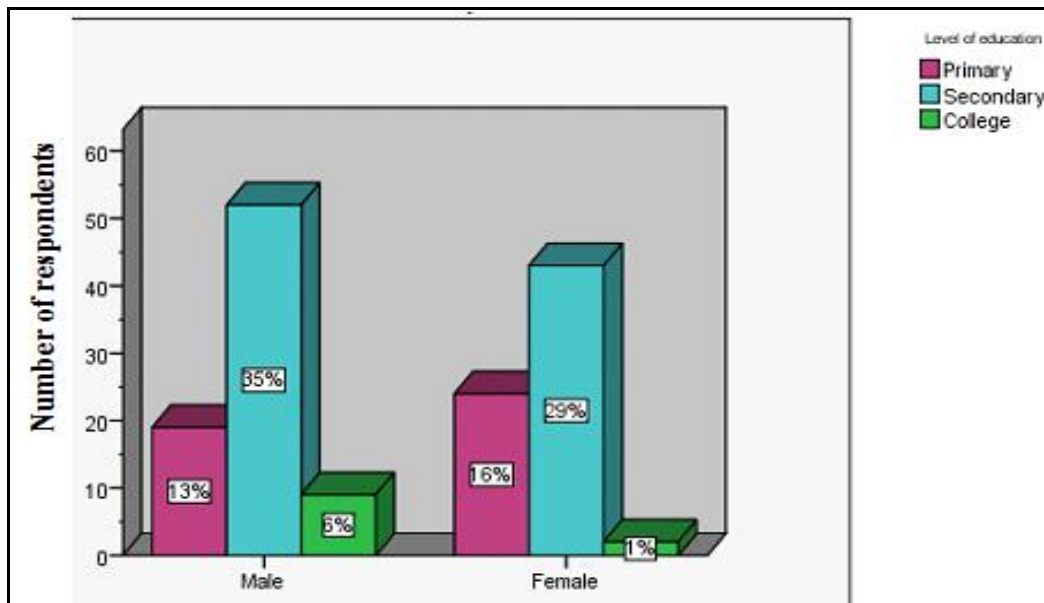


Figure 4- 3: Gender and level of education of informal traders

Source: Field Data

Analyses of the levels of education showed that fewer women compared to men have actually attained primary, secondary and college education in comparison to men.

Mitullah (2003) and Saha (2011) explained that petty trade in Africa is viewed as an economic activity for women and those with low level of education who cannot effectively compete in the formal job market. However, this is contrary to the findings from the case study areas which established that even educated men with tertiary education are involved in informal trade. The findings reflects a shift in which the designated public spaces in the CBD provide an arena where both educated and less educated men and women meet to satisfy their socio-economic needs through informal trade.

The study further established that the number of men was slightly higher (52%) than that of women which accounted for 48%. This finding contradicts those of Agadjanian (2001) in Mitullah (2004) which established that informal trade is an activity that is generally dominated by women. According to the findings informal trade is no longer a feminine activity especially in the face of declining employment opportunities in the formal sector. Informal trade in the designated public space in the CBD also helps in promoting the social welfare of informal traders. Discussion with group leaders during the FGD revealed that informal traders are organized into Self-Help-Groups (SHGs) which they use to bolster their social and financial security. Some of the groups identified include Oile Pap Mitumba Association, Premium Self-Help Group, Roundabout Fresh Fish Sellers and Young Rangers Youth Group.

The members of the SHGs make monthly contributions of between Kshs100 and Kshs500 and members are entitled to shares or loan based on the contributions. A 32 year old woman who was interviewed at Ojino Okew Street expressed how she had benefitted from KISTA. She said;

“I have benefitted greatly by being a member of KISTA because I was able to acquire loan when my business was almost collapsing and am now very stable. The group also gave me substantial support when I lost my husband” (trader at Ojino Okew Street, June, 2013).

At the same time, the importance of informal trade in promoting social welfare was revealed in a discussion with the Director of Geoplan Consultants Ltd. He remarked;

“Evicting or relocating informal traders from the CBD will lead to loss of customers with whom they have developed good relations. It is also likely to cause increased school dropouts and crime rates due to loss of employment and general reduction in income” (Director, Geoplan Consultant Limited, June, 2013).

Similar findings in Mumbai by Saha (2010) also showed that active membership organisations provided social security like insurance coverage for health, house and property. Likewise, planning for the inclusion of informal traders in Durban South Africa has made the city a vibrant place to multiracial population with new forms of economic interaction, social affiliation and cultural meaning (Jeffrey & Ballard, 2003). The findings indicate the importance of informal trade in cushioning individuals from social and economic challenges.

Generally, informal traders in the designated public spaces in the CBD not only sell goods and services for economic gains but also use the opportunities of convergence to foster their social welfare. It can be argued from the findings that harnessing the socio-economic opportunities of MLU in the designated public spaces in the CBD can play an important role in advancing the socio-economic benefits by addressing unemployment as well as

increasing the revenue base to the City authorities. This can be strengthened by providing secure tenure which gives informal traders the opportunity to interact and venture into long term socio-economic schemes without frequent threats of eviction which may in turn lead to loss of social ties.

4.4 Multifunctional Land Use practices by informal traders in the designated public spaces in the Central Business District

The designated public spaces under discussion refer to spatially planned areas which are meant for public access and are not under private control. They include recreational parks, streets reserves, Bus Park, commercial enterprises and public institutions such as hospitals. This section examines how MLU is currently practiced by informal traders in the case study areas. In order to achieve the objective, the study examines MLU approaches such as land use diversity, intensity and density in the designated public spaces in the CBD.

Land use diversity was found to be a common characteristic of the case study areas. Despite these areas being planned for single use, they have been transformed into multifunctional spaces where both formal and informal trade activities take place. According to the study findings in table 4-7 below, the Bus Park, apart from serving as a transportation node is an area that is currently dominated by sale of food stuffs as pointed out by 24% of the respondents followed by 19% who sell second-hand clothes. However, there was no sale of cereals at the bus park while vegetables and fruits was 2% and 5% respectively. Oile Park which was initially a recreational facility in the CBD was also dominated by sale of second-hand clothes which accounted for 20% followed by vegetables at 17%. Shoe-shining only accounted for 2% at Oile Park while there was no

sale of electronics. At the same time, Ojino Okew which was initially a backstreet is occupied mostly by traders who sell second hand clothes (53%) compared to food Kiosks (13%), shoes (9%) and fruits which accounted for only 2%.

Table 4- 7: Different types of goods and services in the case study areas

Row Labels	Bus Park	Oile Market	Ojino Okew Street
Cereals	0%	10%	0%
Electronics	13%	0%	4%
Fish	0%	10%	0%
Food Kiosk	24%	7%	13%
Fruits	5%	12%	2%
Second-hand clothes	19%	20%	53%
Shoes	11%	10%	9%
Shoe-shining	10%	2%	4%
Vegetables	2%	17%	0%
Others (M-Pesa, cosmetics, insecticides)	17%	12%	13%
Grand Total	100%	100%	100%

Source: Field Data

The sale of different goods and services depend on their suitability which is determined by distance, time and bulkiness. Discussions with informal traders for example revealed that cereals are generally bulky while vegetables are perishable and therefore not suitable at the bus park because most of the target customers are individuals who make long trips to and from different destinations. Similarly Ojino Okew Street which is approximately 300m from the central bus park does not necessarily attract the sale of bulky and perishable goods like cereals and fruits. Notably, sale of fruits at Ojino Okew Street was observed mainly during lunch hours between 12.00-3.00pm and the targets were basically employees in the CBD who take lunch in the kiosks. Oile Park on the other hand was

dominated by sale of vegetables, fresh fruits and cereals especially in the evening because pedestrians and passengers easily acquire them on their way home from the CBD. The sketch map below shows land use diversity in Oile Park as observed during the study. The park had been transformed into a multifunctional space with demarcated areas for different goods and services. At the same time, it was observed that informal traders had demarcated an open space which was used for recreation, holding meetings and preaching.

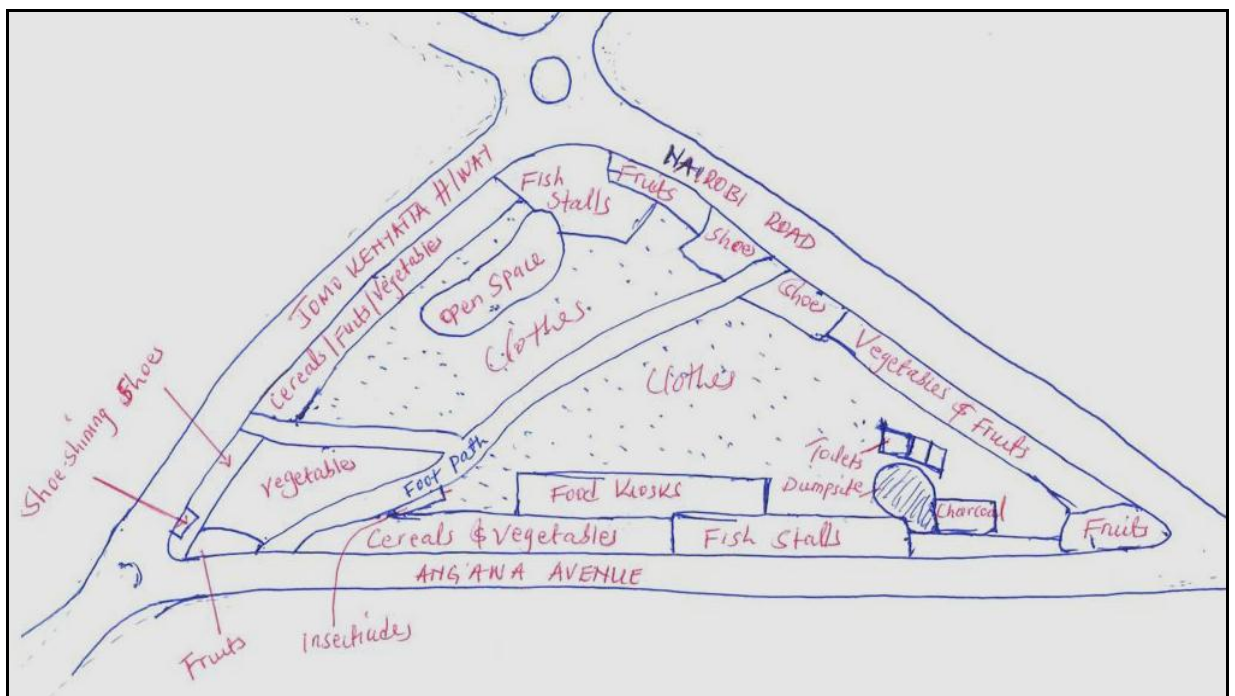


Figure 4- 4: Land use diversity at Oile Park

Source: Field sketch

Even though different types of goods and services are sold in the case study areas, it was observed that they are not evenly spread but locate in specific sites. According to the findings, land use diversity is based on the suitability and demand for a good or service at a given location and time which in turn enhances convenience to both informal traders and the customers traversing the designated public spaces in the CBD.

Similarly, findings by Musyoka (2010) and Dokmeci *et al* (2006) explained that accessing livelihood opportunities in urban areas means being well located in terms of physical proximity to opportunities. Land use diversity can therefore be exploited by the CoK for example, by planning for corner shops for refreshments in Oile Park as suggested by the Director of Geoplan Consultants limited. The Manager, Practical Action also suggested that passenger waiting bays should also be planned to include informal trader shops. Nohn (2011) explained that a neighbourhood containing only one use that is segregated from all others tends to be inefficient. Diversity of land use can enhance convenience by allowing customers to access diverse goods and services while informal traders are able to maximise sales in the same space.

Land use intensity in the case study areas was characterised by alternating land use activities over time as well as allocation of small spaces to provide more space for informal traders and their goods and services. Land use intensity in this case refers to the extent to which a particular space is used and includes time and floor space. It was observed during the study that informal traders, especially those owning food kiosks at the Bus Park and Ojino Okew Street open their businesses as early as 6.00am. While the food kiosks at the bus park operate until after 7.00pm, those at Ojino Okew Street start closing between 3.00pm-5.00pm due to decrease in the number of customers. In-depth interviews revealed that Ojino Okew Street derives its customers mainly from the working population in the CBD while the Bus Park and Oile Park have continuous flow of pedestrians and passengers throughout the day because they derive their customers from different destinations. Informal traders at Ojino Okew have to open their businesses early in order to maximise sales in the short period of customer availability.

Similarly, businesses such as sale of shoes and second-hand clothes at Oile Park start closing as early as 5.00pm and their spaces taken over by traders in fresh farm produce such as vegetables and fruits which experience high demand in the evening. Discussion with one of the key informants revealed that alternating land uses as currently witnessed provides good opportunity for maximizing the use of spaces left by other informal traders. He said;

“Ojino Okew Street can be used for picking and dropping passengers during peak hours (morning and evening) and informal trade can resume thereafter. Oile Park can also regain its function as a recreational facility during the day and as fresh food market in the evening,” (Project Manager, Practical Action, June 2013).

In addition, the District Physical Planner pointed out that the bollards at Ojino Okew Street can be made temporary to enhance vehicular access especially during peak hours. The bollards can then be replaced after peak hours and the street opened for informal traders.

The pattern of movement of informal traders as depicted in land use intensity supports the theoretical explanation of Walter Christaller which states that if the maximum range of a good is greater than or equal to the minimum range, the trader will be fixed in location. Similarly, if the minimum range exceeds the maximum range, the trader would be obliged to adopt a mobile strategy by following the rotation cycle of periodic markets (Magigi, 2008; Dokmeci *et al*, 2006). One of the conditions on which informal trade activities depend is therefore distance and demand hence they move and concentrate as close as possible to areas with potential customers at a particular time to enable them maximize sales and returns at minimum costs.

Land use intensity is also achieved through allocation of small spaces to accommodate more informal traders. It was observed that the stalls allocated to informal traders by the CoK at Ojino Okew Street measure 2mx2m. At the same time compartmentalization of some large business premises into smaller units was observed at the Bus Park where the container kiosks have been partitioned for businesses which require small spaces such as M-Pesa and barber shops.

Interviews with the Director of Physical Planning revealed that the size of spaces allocated to informal traders at Ojino Okew Street was to allow for more traders to be accommodated. Interestingly, it was revealed during the FGD that space allocation at the Bus Park and Oile Park was being determined by the informal trade group leaders. They explained that the CoK does not plan for them because their businesses in these spaces are considered illegal and temporary. Consequently, informal traders determine the use of spaces based on their own notions which eventually leads to restructuring and even loss of space functionality as also observed by Rabare *et al* (2009). This is also in agreement with earlier findings by Watson (2009) which explained that the decision by informal traders to allocate and decide on the use of space is inevitable especially when the city authority fails to plan for them.

Intensification of land use as currently applied can contribute significantly in planning for informal traders in the designated public spaces in the CBD. Alternating land use in Oile Park for example may be relevant based on the spatial dynamics it has experienced over the years. Findings from field investigations showed that the Park has been a centre for contestation between the city authorities and the informal traders. According to interviews with the informal traders, the park was first invaded in 1992 but reclaimed in

1993. It was again invaded in 1998 but the attempt by the then municipal council of Kisumu to reclaim it in 2005 led to a fierce battle with the municipal authorities who finally allocated the park to the informal traders in 2006 on a temporary basis. However, a spot check into the park in March 2015 showed that it had been reclaimed by the city of Kisumu with intentions of reverting it to its original use as a recreational park.

Such dynamics in Oile Park makes alternating land use a substantial approach for accommodating informal traders in the designated public spaces in the CBD such as recreational parks. Field interviews revealed, for example how alternating land use in recreational parks has been achieved in Forodhani Park in Tanzania. It was pointed out by one of the key informants that the park is used by informal traders in the evening and cleaned by the city authorities in the morning for recreational purposes where people even get free access to the internet. Similarly, the CoCT recognizes informal traders who respond to seasonal or short term trading opportunities and has therefore provided the Park Department in the city the mandate to allow, where appropriate, trading linked to events in the recreational parks (CoCT, 2013).

The use of temporary bollards to provide space for informal traders can also be employed in streets such as Ojino Okew during off-peak hours and opened in the morning and evening for motorized transport to ease traffic flow. Innovative use of temporary bollards which double as seats have been employed in New York to slow down traffic and provide temporary room for non-motorised transport. Such areas according to Project for Public Spaces [PPS] (2008) are more lively and comfortable for pedestrians and traders.

Informal traders also employ land use density in an attempt to maximize the use of small spaces allocated to them. Land use density in this study refers to clustering of activities which may be defined as low or high concentration in the same space. This in turn is defined by the configuration of space, whether vertical or lateral. The study findings revealed that traders in second-hand clothes and shoes in the case study areas have constructed their stalls vertically and use hangers or stair-racks to display their goods. The use of vertical space creates additional space for display of more goods and services. Similarly, some traders who spread their goods on the ground such as fruits, vegetables, clothes and potatoes use piling to create more space for a variety of goods available for sale (see plate 4-3 below).

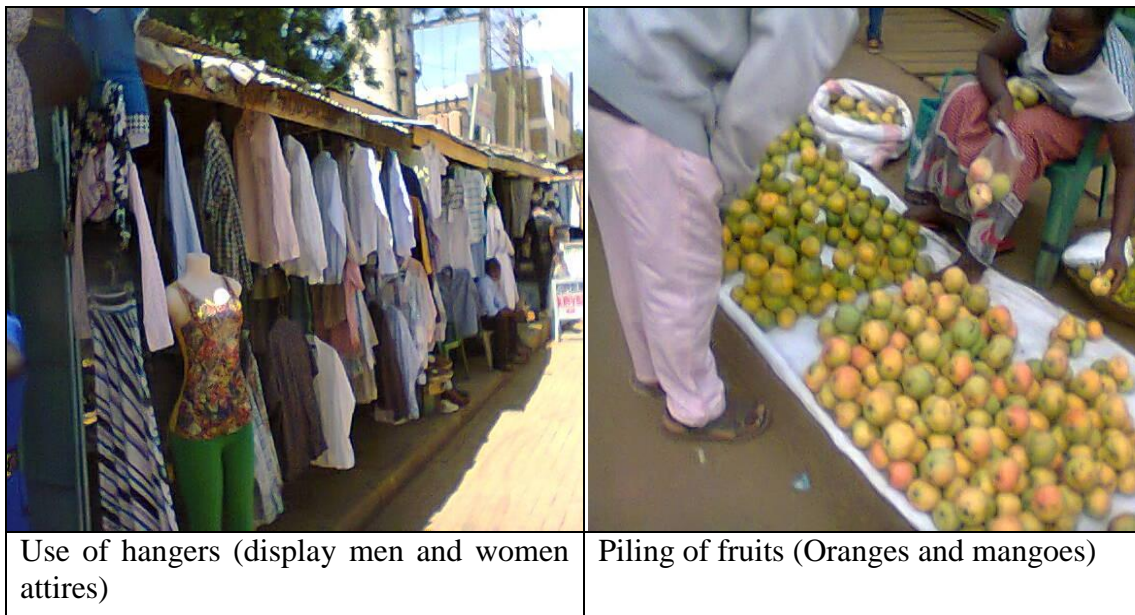


Plate4- 2: Vertical use of space in displaying goods and services

Source: Field data

Densification provides opportunities for economic use of space and reduces the distance in accessing goods and services. It also allows for different types of goods and services to be displayed in the same space. Interview with the Organising Secretary of KISTA revealed how land use density has been applied in Uganda and South Africa to

accommodate large number of former street traders. Having visited the Owino Market in Kampala and Warwick Junction in Durban, he noted that the markets have been able to accommodate more street traders at strategic points along the streets. He suggested that similar vertical development can be used by the CoK to plan for informal traders.

His sentiments were supported by the District Physical Planner who reiterated that though vertical or subterranean development may be expensive, they provide the best alternatives in planning for informal traders in the CBD. However, vertical or subterranean developments may not be expensive considering the benefits informal trade is capable of generating if regulatory measures and compatibility issues are observed.

The idea of land use density is a concept of Compact Cities which illustrates that by increasing urban density, the distance between different activities reduces (Maat, 2001). It can thus be applied at strategic points at the Bus Park, along Ojino Okew Street and Oile Park through vertical use of space in order to avoid negative sprawl of informal trade activities while still reserving spaces for the designated functions. Rodenburg (2005) also suggested that land use density can be used to satisfy MLU.

When economic growth is hindered elsewhere in the economy or where profit rates are low, the built environment becomes a target for the switching to much profitable investment (Smith, 2005). Going by Smith's argument, informal traders have employed densification, intensification and diversification in order to maximize use of available spaces in the CBD. Informal traders too strive for financial and social stability and hence the need to consider the realm of MLU which incorporates informal trade while maintaining space functionality.

Even though MLU in the designated public spaces in the CBD presents substantial approach for accommodating informal traders in the designated public spaces in the CBD, there were divergent opinions that it might lead to environmental degradation especially where compatibility issues are not observed. According to the findings in table 4-8 below, 46.1% of the respondents agreed that informal trade has led to environmental pollution in the case study areas. On the other hand 37.5% disagreed that increased environmental pollution in the case study areas is caused by informal traders while 9.2% were not sure whether environmental pollution is caused by informal traders or not.

Table 4-8: Relationship between informal trade and environmental pollution

	Informal traders cause environmental pollution					Total
	Strongly Agree	Agree	Disagree	Strongly disagree	Not sure	
Bus Park	5(7.9%)	33(52.4%)	18(28.6%)	2(3.2%)	5(7.9%)	63(100.0%)
Oile Park	0(0.0%)	14(35.0%)	21(52.5%)	3(7.5%)	2(5.0%)	40(100.0%)
Ojino Okew street	1(2.0%)	23(46.9%)	18(36.7%)	0(0.0%)	7(14.3%)	49(100.0%)
Total	6(3.9%)	70(46.1%)	57(37.5%)	5(3.3%)	14(9.2%)	152(100.0%)

Source: Field Data

The Chi-square test results derived from table 4-8 above shows that the P-value is 15.956 and the asymptotic significance is 0.043 below the cut-off which is 0.05 (see table 4-9 below). This shows that there is significant association between environmental pollution and informal trade activities in the case study areas.

Table 4- 9: Chi-square for relationship between informal trade and environmental pollution

	Value	Degree of freedom (df)	Asymptotic Significance (2-sided)
Pearson Chi-Square	15.956a	8	.043
Likelihood Ratio	17.971	8	.021
N of Valid Cases	152		

Findings from observation revealed that areas around the fish market and the food kiosks in Oile Market were the most environmentally unhygienic. Processing of fish within the market creates more pollution due to dumping of fish waste while waste water from the food kiosks makes the area filthier. The drainages in the three case study areas also get blocked due to dumping of garbage from the business sites.

In addition, the Project Manager, Practical Action reiterated that processing and sale of fish at Oile Park is undesirable because it causes pollution from smoke, smell of raw fish and fish waste. The findings support those of Wouters & Lefever (2008) and Rabare *et al* (2009) who also noted that the designated public spaces in Kisumu have become unstructured due encroachment and pollution. When asked about MLU and its implications on environmental quality, the District Physical Planner remarked;

“Clustering of land use activities may lead to decay in the CBD because of increased waste generation, noise and unnecessary sprawl of incompatible activities. If not accompanied with strict enforcement of the law, then integrating informal traders in the CBD will go out of control and more public spaces will be lost” (District Physical Planner, March, 2013).

He suggested that informal trade activities should be synchronised and compatible activities located together to prevent environmental degradation as currently witnessed. This is in line with earlier suggestions by the Director of Geoplan Consultants Limited who pointed out for example, that the Bus Park should be designed to include food Kiosks and shoe-shiners’ stalls while recreational parks should have corner shops for goods such as clothes and food kiosks for refreshments which are compatible with the designated functions. Nohn (2011) also reiterated that land use diversity should take

cognizance of compatibility and balanced mixed use because too many different uses in the same area may negatively affect each other.

Further observations in the case study areas showed that informal traders use dilapidated makeshift sheds which reduce the image of the designated public spaces in the CBD. In a bid to reject planning for informal traders in the CBD, the Director of Physical Planning reiterated that informal traders cannot be planned for in the CBD because they attract large population which leads to increased traffic conflict and environmental degradation. Figure 4-4 below shows makeshift stalls in Oile Park and unplanned sites for informal trade at the Bus Park.

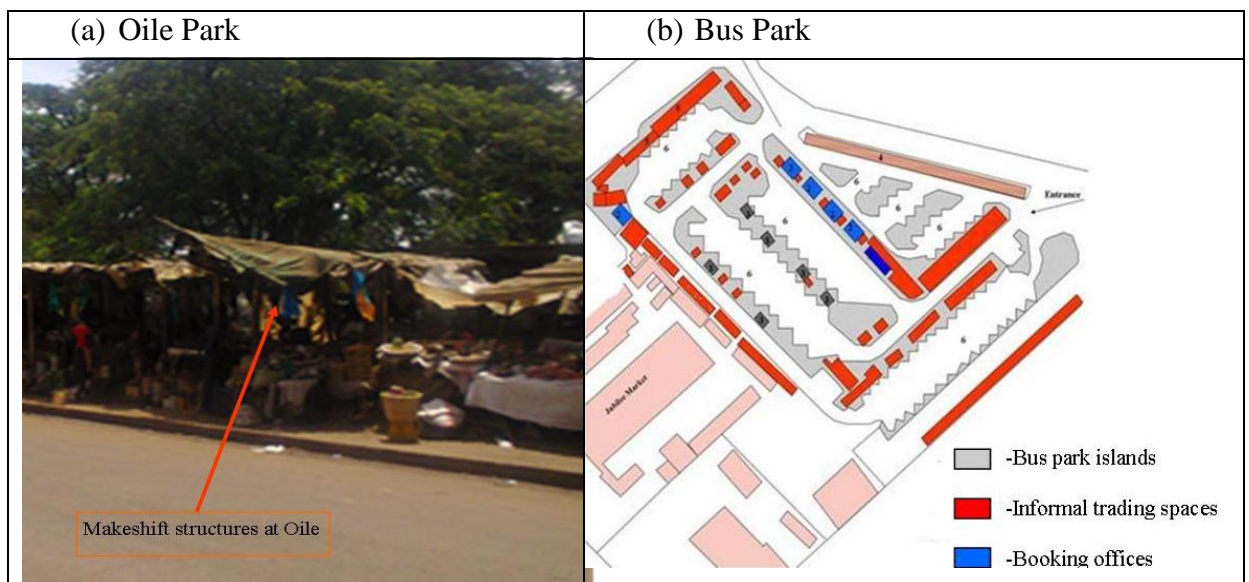


Plate4- 3: Makeshift stalls at Oile Park and current layout of the Bus Park

Source: Field observation

The position of the District Physical Planner not to plan for informal traders implies that their spatial needs are not adequately integrated in the planning of the designated public spaces in the CBD. Although Nijkamp (2004) explained that MLU causes a wide variety of spatial challenges, it can be argued that planning approaches which inhibit informal traders from the designated public spaces elicit certain actions in which they try to adjust

to the prevailing conditions. The makeshift sheds constructed by informal traders for example may be a reflection of how they struggle to devise their own means of business survival.

Generally, this section has analysed how MLU is achieved by informal traders in the designated public spaces in the CBD through approaches such as land use diversification, intensification and densification. However, such innovative approaches are inadequately recognised by the planning authority and therefore remain largely informal. This is exacerbated by the legal frameworks such as the Physical Planning Act Cap286 which mandates the urban authorities to control development within their jurisdiction and to reserve and maintain all open spaces (Kenya, Republic of,1996). Watson (2009) explained that urban modernism has failed to accommodate the way of life of the majority of inhabitants in largely poor and informal cities. Consequently, informal traders operate under insecure tenure, lack basic services and have to devise their own means of business survival. It is profoundly difficult under such conditions to work in a free environment capable of generating maximum returns.

On the same note, Musyoka (2010) and Tibaijuka (2006) reiterated that urban policy should welcome the flexible use of public open spaces and develop a planning approach that is pro-poor, inclusive, and that places the creation of livelihoods at the centre of planning efforts. Informal traders should therefore find space in the designated public spaces to cushion them from socio-economic vulnerabilities in the face of soaring unemployment in the formal sector.

CHAPTER FIVE: SUMMARY, CONCLUSION AND RECOMMENDATIONS

5.1 Introduction

The current study was based on MLU for informal traders in the designated public spaces in the CBD. This section provides a recap of the main findings before drawing conclusions and making recommendations on the arguments that have been outlined. Areas which may need further research are also presented.

5.2 Summary of findings

5.2.1 Influence of land use on the location of informal traders in designated public spaces in the Central Business District

The study revealed that informal traders are not evenly spread across the study areas but concentrate in certain locations. The study findings showed that 45.4% of the respondents were attracted to the sites by nearness to major streets. Concentration of informal traders was high at the intersections of the case study areas with major streets because such areas are accessed by many passengers from different destinations which in turn favour informal trade. Similarly, about 21.7% of the respondents were influenced by institutions such as offices and major commercial enterprises in the CBD which also attract many people. The Bus Park generates high traffic volume because it is the central area for traffic convergence in the CBD. The study also established that informal traders in the case study areas are inhibited from operating in areas adjacent to banks and major commercial enterprises such as supermarkets because they are perceived to provide favourable hiding areas for robbers. Finally, 32.9% of the respondents noted availability of space as the pull factor to their current trading locations. Because they lack formally

planned spaces, informal traders occupy walk lanes, islands and pavements in the designated public spaces in the CBD.

According to the Chi-square test, the P-value was 11.298 and asymptotic significance was 0.004. The study therefore reveals that there is significant association between land use and location of informal trade in the case study areas.

Even though the study reveals significant association between land use and location of informal traders in the designated public spaces, the planning authorities in Kisumu city have remained indifferent in planning for informal traders. Further, informal traders have got no spatial rights stipulated in the planning laws and regulations and are often subjected to threats of eviction as revealed in the case of Oile Park. Generally, informal traders are left to device their own means of doing business and space allocation which eventually leads to restructuring of designated public spaces in the CBD.

5.2.2 Socio-economic contributions of informal trade in a Multifunctional Land Use in the designated public spaces in the Central Business District

Informal trade plays important roles in employment creation, revenue generation to the CoK and promotes social welfare. It was found that 97% of the respondents rely entirely on informal trade as their only source of income while 2%, 0.4% and 0.6% use informal trade to supplement income from farming, casual labour and civil service respectively. Informal trade is not therefore an ‘unpleasant’ economic activity as reported in Anjaria (2006) because it even provides additional income to individuals in formal employment. The average monthly income from informal trade was Kshs10001-15000 and 65.8% of the respondents said they were satisfied with income from their businesses. This implies

that informal trade plays an important role in meeting the income needs of the urban majority who are not in formal employment. The CoK also generate revenue from informal traders in the designated public spaces in the CBD. Informal trade also generates 22.9% of the total revenue from business enterprises in the CBD.

Despite their importance, informal traders have no legal allocation of space in the designated public spaces in the CBD. Generally, payments of daily charges alone do not guarantee security of tenure because of frequent threats of eviction and harassment by the city authorities.

Further, informal trade provides employment opportunities for the less privileged such as retirees and youths. The study established that 27% and 40% of the respondents are in youthful age group of 19-27years and 31-40years. Nonetheless, individuals with tertiary education (6%) are also in informal trade. Contrary to earlier findings, the number of men in informal trade is 52%, indicating that there are currently more men in informal trade in comparison to women. Generally, informal trade has cushioned many individuals from employment uncertainties especially in this era of massive decrease of employment opportunities in the formal sector.

The study has also established that informal trade activities in the designated public spaces provide opportunities for promoting social security among informal traders. Monthly contributions from SHGs help traders in acquiring loan for business investments or moral support when a member is bereaved. At the same time, it was found that eviction of informal traders from the designated public spaces in the CBD would exacerbate unemployment with related problems such as decrease in income, school

dropouts and rise in crime rates. Generally, informal trade promotes social and economic security and hence the need for legal allocation of space to advance the contributions in a secure environment free from harassment and evictions.

5.2.3 Multifunctional Land Use practices by informal traders in the designated public spaces in the Central Business District

The third objective was to examine the MLU practices by informal traders in the designated public spaces in the CBD. It was revealed through interviews and observations that current MLU practices in the designated areas are achieved through land use diversity, intensity and density. Land use diversity was characterized by sale of different types of goods and services such as cereals, electronics, fish, fruits, food kiosks, second-hand clothes, shoes and Shoe-shining among others. However, the sale of some goods and services were found to be dominant in some areas than others. Food kiosks for example were dominant at the Bus Park (24%) followed by second-hand clothes which accounted for 19%. It was also found that Oile Park was dominated by second-hand clothes (20%) followed by vegetables and fruits which accounted for 17% and 12% respectively. Similarly, second-hand clothes at Ojino Okew Street were about 53% followed by food kiosks at 13%. According to the findings, some goods and services are better suited for sale in some locations than others hence their dominance. Accordingly, land use diversity in the designated public spaces in the CBD increases convenience to customers while informal traders are able to sell a variety of goods and services to maximise profits in the same space.

Land use intensity on the other hand was characterised by alternating land use depending on the time of the day. Goods such as fruits and vegetables are mostly sold in the evening

between 5.00pm-7.00pm and they occupy spaces left by other traders such as second hand clothes who close their businesses as early as 5.00pm. Some businesses like food kiosks at the Bus Park and Ojino Okew Street also open as early as 6.00am. Opening businesses early and closing late as well as alternating use of space ensures maximum use of space in the short period of time available in order to maximise sales. Alternating land use can help in achieving MLU especially along streets such as Ojino Okew which can be used for motorized transport during peak hours and for informal trade during off-peak. At the same time recreational parks such as Oile Park can be used by informal traders in the evening but reverted to a recreational park during the day.

MLU is also achieved through land use density which is characterized by use of vertical space such as stalls with hangers and stair-racks. Similarly, traders in goods such as fruits and vegetables also utilize the vertical space through piling. At the same time large business premises have been compartmentalized into smaller units to accommodate activities which require small spaces such as M-Pesa services. Land use density was suggested as an alternative approach in planning for informal traders in the designated public spaces in the CBD because of its advantage in clustering of activities and utilizing the vertical space.

Even though MLU was supported as an approach for planning for informal traders, some respondents expressed fear that it may lead to environmental pollution and loss of urban aesthetics especially where compatibility issues are not considered. The study established that there is a relationship between informal trade activities and environmental pollution in the case study areas. Accordingly, the P-value and asymptotic significance for the chi-square test was 15.956 and 0.44 respectively, indicating that there is significant

relationship between informal trade and environmental pollution. In order to address environmental degradation and loss of aesthetics and space functionalities, land use synchronization was suggested to ensure compatibility of informal trade activities with the designated public spaces in the CBD.

5.3 Conclusion

This study demonstrates that designated public spaces in the CBD such as areas of transport convergence like the bus park attract informal traders due to their locational advantage which in turn make them accessible to large human traffic. As a result, these areas provide prime locations for informal traders because of adequate market for their wares. At the same time informal traders are not allowed to locate in areas near banking institutions or major commercial enterprises due to fear for insecurity. This is where MLU approaches such as land use density, diversity and intensity find practical applications in order to economise space use, promote orderly development and provide informal traders with secure tenure while maintaining the functionalities of the designated public spaces in the CBD.

The study has also shown that informal trade is an important source of self-employment and promotes social welfare among informal traders and provides additional revenue to the city of Kisumu. Two important lessons can be learnt from the socio-economic importance of informal trade; first, unemployment in the formal sector is rising and informal trade can provide an alternative source of employment. Secondly, there exists a wide range of under-privileged people such as youths, retirees, educated and less educated men and women who cannot get employment in the formal sector but are accommodated by informal trade. Long-term achievements of socio-economic aspirations

of informal traders in the designated public spaces in the CBD are possible if MLU planning is recognized by the city authority in the designated public spaces in the CBD.

Preliminary findings from literature showed that MLU can create useful synergy between formal and informal land use in urban public spaces.

This research has also shown how land use density, intensity and diversity are innovatively used by informal traders in the designated public spaces in the CBD. However, the CoK has not adequately explored and employed such innovative approaches in planning for informal traders in the designated public spaces in the CBD. The existing legal frameworks ban informal traders in designated public spaces and promote spatial disparities between formal and informal land use. However, as revealed in this study, land use density, intensity and diversity can be employed innovatively in planning for informal traders in the designated public spaces in the CBD without compromising the designated functionalities. The shift from mono-functional to MLU can allow for accommodation of informal traders in the designated public spaces in the CBD in an orderly manner especially when compatibility issues are taken into consideration.

5.4 Recommendations

This study has investigated MLU for informal traders in the designated public spaces in Kisumu City's CBD and two schools of thought have emerged. While the study has revealed that informal trade in a MLU system can go a long way in addressing the socio-economic needs of the urban poor in the face of decreasing unemployment in the formal sector, some respondents explained that it may lead to environmental degradation in the CBD. However, the following recommendations have been put forth with the

understanding that they may help in constructive planning for informal traders through MLU in the designated public spaces in the CBD.

Planning and monitoring of informal trade activities in designated public spaces in the CBD

One of the reasons why informal traders concentrate in some areas is the availability of potential customers. Urban land use in the designated public spaces that give informal traders the means to access profitable markets would therefore be more appropriate. Planning for informal traders' stalls at strategic points in areas such as recreational parks, bus parks and street reserves should be encouraged without compromising space functionalities. In addition, policy systems for managing informal trade should be promoted by establishing monitoring and evaluation mechanisms to ensure it operates within the realm of planning. This can be achieved by conducting trend analysis in order to project spatial growth and needs of informal traders.

Review of legal frameworks for MLU in the designated public spaces in the CBD

Whereas this study recognises the role that informal trade plays in employment creation and cushioning the less privileged individuals with no employment in the formal sector, the Physical Planning Act Cap 286 mandates the city authority to control development within its jurisdiction but does not provide spatial planning framework for informal traders. This does not augur well with informal traders due to frequent harassment and eviction which is termed 'as enforcement of the law'. There is need to adopt MLU approach which recognizes informal trade in a manner that promotes social and economic development and a secure environment for doing business. This can be done by amending section 29(a) and (e) of the Physical Planning Act Cap286 to include MLU approaches

which recognize spatial rights of informal traders in the designated public spaces in the CBD.

Technical innovations in planning for informal trade in the designated public spaces in the CBD

The study has established that eviction or relocation of informal traders may subject them to more socio-economic hardship and even reduce the revenue base to the CoK. MLU planning approaches such as land use density through vertical or subterranean development, diversity and intensity should be strategically encouraged because of their potential in economizing space use. This should also be done in a manner that is cognisance of environmental compatibility and space requirements in order to maintain the purpose for which the designated public spaces were intended to serve.

Traffic Distribution

With regards to evidence from this study, over-concentration of human traffic in single localities has been identified as one of the factors around which informal trade activities revolve. To curb over-concentration of traffic, there is need to plan for areas of traffic distribution such as satellite bus parks with designated areas for informal traders. This can help in dispersing informal trade activities in an orderly and manageable manner.

It is hoped that the recommendations may be useful in creating multifunctional spaces which harmoniously integrates informal trade activities in the designated public spaces in the CBD. Critical in achieving this goal however, remains the need for the CoK to recognize the limitations of land use segregation against the potential benefits of MLU for informal traders and the CoK.

5.5 Areas for Further Research

The study proposes further research on;

1. Environmental concerns of informal trade in MLU system in the designated public spaces in the CBD
2. Policy frameworks for planning and managing informal trade activities in designated public spaces in the CBD

Further research on the proposed areas may help to uncover more strategies for environmental management in order to create multifunctional spaces which are supportive of informal trade as well as policy measures and guidelines for harmonious inclusion of informal trade activities in the designated public spaces in the CBD.

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APPENDICES

Appendix 1: Questionnaire for informal traders

Introduction

I am a student of Maseno University undertaking a study on informal trade in Kisumu City. I request for your assistance to provide the necessary information to enable me accomplish this task. The information provided will be for academic purposes and will be treated with utmost confidentiality.

A. Interviewer ID											
Name of interviewer											
B. Interviewee ID											
Name of interviewee											
Residence											
Date											
Time											
C. General Information											
			Age	<18yrs	19-24yrs	25-29yrs	30-34yrs	35-39yrs	>39yrs		
			Female								
2. Level of education	None	Primary			Secondary	College					
3. Marital status	Single		Household size (if married)				2	3-4	5-6	6-8	>8
	Married										
D. General information on informal trade											
4. Why do you prefer this business (note the type goods/services)	Reason										
5. For how long have you operated the business	<1yr	2-4yrs	5-7yrs	8-12yrs	>12yrs						

6. How did you acquire the space for your business?							
7. What is the average daily income from your business?							
8. Is the amount adequate for your daily needs?		Yes		If No, state why			
		No					
9. What are your other sources of income (e.g. farming, casual labourer)?							
10. Do you own a business permit?		Yes		If No, explain			
		No					
11. Do you pay local tax to the City of Kisumu?		Yes		If yes, do you find it manageable based on your income		Yes	
		No				No	
12. Does the City of Kisumu provide you with services such as garbage collection and water?		Yes		Provide any comment on these services			
		No					
E. Multifunctional Land Use							
13. How long have you operated on this site		<5mths	6-11mths	1-2yrs	3-5yrs	6-8yrs	>8yrs
14. Do you often change your business site in the course of the day or week?		Yes	No	If Yes, why?			
15. Do you think the location of formal and informal trade activities in the same space should be encouraged?		Yes					
		No					
16. What are some of the advantages of having formal and informal trade activities in the same place?							
17. What are some disadvantages that are associated with formal and informal trade in the same space?							

<i>Use the 5point scale below to express your position on Multifunctional Land Use (MLU)</i>					
18. What is your position on the adoption of Multifunctional Land Use (e.g use of same space for different activities)	Strongly positive	Positive	Neutral	Negative	Strongly negative
F. Spatial distribution of informal markets					
19. Do you think the location of formal land uses such as transportation, recreational attract of informal traders?	Explain...				
20. Why do you prefer this site for your business?	a) proximity to major street b) availability of space for trading c) Institutions e.g. offices, supermarkets d) Others				
21. Would you support relocation of informal traders from the current sites?	Yes		Give a reason for either of the answers given		
	No				
22. In your opinion, which areas would you suggest for the location of informal traders?	1.		Why?		
	2.				
	3.				
G. Importance of informal in the designated public open spaces					
23. Comment on the benefits of informal trade in relation to the following					
(a) Employment					
(b) Ease of access to goods and services by consumers					
(c) Tax collection by City of Kisumu					
(d) Other benefits					
Challenges of informal trade in the CBD					
24. Use the Five Point Scale below to indicate to what extent you find the statement suitable.					
25. Informal traders increase traffic jam.	Strongly agree	Agree	Strongly disagree	Disagree	Not sure
26. Informal trade causes increased environmental pollution in the city	Strongly agree	Agree	Strongly disagree	Disagree	Not sure
27. Have you had any conflict with the local authority in the recent past?	Yes		Explain the nature of conflict		
	No				

28. What other challenges do you face in conducting your business in this market?	1. 2.		
29. What do you think can be done to curb the challenges if any?	1. 2.		
30. What should the City of Kisumu do to accommodate informal markets?	1. 2.		
31. Which mode of trade would you prefer?	Mobile	Fixed pitch	Both
32. Do you have other comments concerning informal trade			

THANKS FOR YOUR CONTRIBUTION

Appendix 2: Interview Guide

Physical Planner

Introduction

I am a student of Maseno University undertaking research on informal trade in Kisumu City. I request for your assistance to provide the necessary information to accomplish this task. The information provided will be for academic purposes and will be treated with utmost confidentiality.

Questions

1. What is the employment situation in Kisumu?
2. What proportion of Kisumu residents are engaged in informal trade?
3. Why are informal trade activities concentrated in some areas?
4. What are the main planning challenges associated with informal trade in the city?
5. How does the City of Kisumu address these challenges?
6. What rules govern informal street trade in Kisumu?
7. Are there any plans to find a lasting solution to the phenomenon of informal trade in the city?
8. How does the City of Kisumu engage with the street traders, are the traders involved in any plans aimed at addressing their plight (e.g. relocation plans)?
9. Oile Park has been converted into an open market by informal traders;
 - a. What kind of negotiations/conflicts characterized this transformation? What concessions did the City of Kisumu offer to the traders?
 - b. What are the long-term plans for Oile Park; will it remain as it is, revert to a public park, or transform further into a formal municipal market?
11. Transformations have also taken place at the Bus Park and Ojino Okew Street. Comment on the transformation process?
 - a. Are there differences in land use efficiency between the original and current land use patterns?
 - b. From these transformations, what lessons has the City of Kisumu learnt with regard to future urban development planning?
10. The number of street traders seems to be increasing. What plans are in place to absorb all the new traders without creating further user conflicts in the city's public spaces in the CBD?
11. There have been reports of trader harassment by the City of Kisumu enforcement officers. What is your comment on this?

Director, Social Services

Introduction

I am a student of Maseno University undertaking a study on informal trade in Kisumu City. I request for your assistance to provide the necessary information to enable me accomplish this task. The information provided is for academic purposes and will be treated with utmost confidentiality.

Questions

1. Does your office recognize the existence of informal traders in the city? Is the recognition through individual or group registration?
2. What is the employment situation in Kisumu?
3. What role does the City of Kisumu play to create employment opportunities in Kisumu City?
4. What proportion of Kisumu residents are engaged in informal/street trade?
5. What rules govern informal street trade in Kisumu?
6. How exactly does your Department engage with informal traders in Kisumu City?
7. What services do you offer to the traders? Are there changes that have been realised through your departmental support?
8. What is the value/significance of street trading to the socio-economic welfare of the traders and Kisumu City in general?
9. What challenges characterize the operations of informal traders in Kisumu? How do you respond to the challenges?
10. Relocation/eviction of the informal traders has been met by strong opposition, how do you intend to curb this problem?
11. What are the social implications of such eviction actions?
12. Are there future plans that your department has put in place in order to regularize the operations of the informal trade in the city?

Private Physical Planners/NGO Coordinator

I am a student of Maseno University undertaking a study on informal trade in Kisumu City. I request for your assistance to provide the information to enable me accomplish this task. The information provided will be for academic purposes and will be treated with utmost confidentiality.

Questions

1. The number of informal traders seems to be increasing by the day. What is the employment situation in Kisumu?
2. What do you think are some of the reasons why informal traders move to the CBD? How do you relate land use pattern with this influx?
3. In your opinion, why do you think there are large numbers of informal traders in the CBD?
4. Comment on the effects of informal trade on environmental aesthetics with specific reference to the Bus Park, Ojino Okew and Oile Market.
5. What is the value/significance of informal trading to the socio-economic welfare of the traders and Kisumu residents in general?
6. What are the benefits to the local authority and the central government?
7. Informal markets have been blamed for urban challenges such as traffic jam, decay and environment pollution. What can you comment on these allegations?
8. Relocation/eviction of the informal traders has been met by strong opposition, what are the social implications of such eviction actions?
9. The CBD has got several pull factors that attract informal trade. Do you think decentralisation of these activities can help to reduce overconcentration in the CBD?
10. Comment on exclusionary land use zoning and its effects on informal trade.
11. What are some of the strengths of adopting MLU as an instrument for regularising informal trade?
12. What are the challenges associated with MLU in the CBD?
13. Transformations have taken place at the Bus Park, Oile Market and Ojino Okew Street with current land use patterns being radically different from the original plan. What lessons do you think the City of Kisumu should learn with regard to street trade?

Appendix 3: Focus Group Discussion Checklist

Introduction

I am a student of Maseno University undertaking a study research integrating informal markets through Multifunctional land Use in Kisumu City. I request for your assistance to provide the necessary information to enable me accomplish this task. The information provided will be for academic purposes and will be treated with utmost confidentiality.

Name of Association	Date

Questions

1. What were some of the reasons behind the formation of this group? Who forms the membership of the association? Is it based on the type of wares sold?
2. What are some of the benefits of the informal traders in the town? What are the challenges they face?
3. What are the processes used by informal traders in transforming street spaces? What challenges do they encounter in this process? What negotiations (if any) accompany this process?
4. Do the associations focus on short-term self-preservation, or long-range influence aimed at transforming into better established entities with venerable stake and power to negotiate with the authorities on a more level playing field?
5. What kinds of associations represent the interests of street traders in Kisumu?
6. Do members pay any regular fees? How are the funds managed/what use are the funds put?
7. What is the kind of relationship between the associations and various state agencies?
8. Are the associations formally registered with the authorities?
9. What are the challenges facing membership in their daily operations? Do you think relocation to other sites can help solve the current challenges?
10. Are the traders normally involved or ignored by the local authority in planning for the informal traders in the town?
11. What should the planning authority do in order to address the plight of informal traders?

Appendix 4: Observation Checklist

Site/Location.....	Date
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(Time for observation-8.00am-10.00am, 12.00pm-2.00pm, 5.00pm-7.00pm. Observation period-2weeks)

1. Location of the informal markets versus formal land uses
2. The nature of structures/shades used by the informal traders (temporary/permanent/ collapsible)
3. Transformation of space (what existed before and how they have changed/transformed)
4. Size of the space occupied, orientation /disposition (density), with respect to neighbours and other land uses who organizes the spatial distribution/layout of the space?
5. Use of space and types of goods and services offered (diversity)
6. Change in spaces use at different times of the day e.g morning, afternoon and evening (alternating users)
7. Any conflicts with contiguous land uses? Traffic flow and traffic conflict/inhibition?
8. Any sanitation facilities (toilet, solid waste disposal, clean water supply) on site or nearby?

(Observation to be accompanied by sketches of relevant spatial details)

Appendix 5: List of Key Informants and informal trade group leaders

Organization/institution	Position
City of Kisumu	Assistant Director, Physical Planning
City of Kisumu	Director of Social Services
City of Kisumu	Former Director of Environment
Geoplan Consultant Ltd	Director of Physical Planning
Practical A	Project Manager, Urban Development
Maseno University (Department of Planning and Architecture)	Two Lecturers
Ministry of Panning, Lands and Housing	District Physical Planner, Kisumu
Ministry of Panning, Lands and Housing	District Physical Planner, Kisumu
Kisumu Hawkers Association	Organising Secretary, KISTA

Informal Trade Group Leaders in FGD

Group	Position of group representative
Oile Pap Mitumba Association	Chairlady
Oile Pap Mitumba Association	Member
Kisumu Street Traders Association (KISTA)	Secretary
KISTA	Chairlady
Kisumu Street Traders Association	Organizer
Young Rangers Youth Group	Chairman
Oile Roundabout Fresh Fish Sellers	Member
Premium Self-Help Group	Member
Round-about Fresh Fish Sellers Association	Chairlady

Appendix 6: Kisumu City Structure Plan 1983-2013

