




REPUBLIC OF KENYA

NATIONAL ROAD SAFETY ACTION PLAN 2024-2028



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NATIONAL ROAD SAFETY ACTION PLAN 2024-2028

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FOREWORD

Kenya's long-term blueprint 'Vision 2030' aims to transform Kenya from a low-middle income country to a middle-income country. As a nation, we remain true and committed to this long-term strategy. The Bottom-Up Economic Transformation Agenda (BETA), which is geared towards economic turnaround and inclusive growth, safe road transport is a fundamental enabler to the key priority areas. However, this coveted transformation is under siege as road traffic crashes continually rise and rob Kenyans opportunities of socio-economic independence. Whereas there is appreciation for improved road infrastructure, more effort needs to be undertaken in enhancing road safety for the Kenyan road users.

Annually, Kenya records an average of 4000 road traffic fatalities. Fatalities in Low and Middle Income Countries (LMICs) are underreported up to three to four times. This demonstrates that the number of road traffic fatalities in Kenya can be estimated up to 12,000 or more albeit many more injuries.

While Kenya continues to strive for economic independence, road traffic crashes continue to stifle these efforts. At present, the estimated cost of road traffic crashes is 5% of our GDP which translates to an excess of 450 billion Kenyan Shillings. The overall cost to the economy is enormous, and the pain and suffering of our families and communities is intolerable. This is unsustainable and unacceptable.

The Government of Kenya has developed this National Road Safety Action Plan to address these road safety challenges. This action plan is anchored strongly on the "Safe System" approach that has been successfully implemented in Countries such as Netherlands and Sweden. The key principle of the "Safe System" approach is that mistakes will be made by road users, but at the same time they should not pay for this with their lives. We must take a holistic approach towards road safety – the roads, the drivers, and the vehicles and begin the long path to proactively eliminate road traffic fatalities and serious injuries.

This National Road Safety Action Plan seeks to cut through the current level of trauma and set us on a path of a 50% reduction in road fatalities by 2030. The plan sets out a comprehensive approach and identifies the highest priority actions for us to work on.

We call upon support and collaboration of all sectors of Kenyan society to join us as we seek to tackle the road safety challenge in the country, for us to realise our goal of transforming Kenya to a middle-income country.



PREFACE

The National Road Safety Action Plan (2024-2028) provides the national strategic direction for road safety strategies implementation for the next five years. This will include working jointly in coordination and implementation of these strategies. The National Road Safety Action Plan is a response to this challenge and outlines the Government's commitment to reducing road traffic crashes and making Kenyan roads safer for all road users.

The National Road Safety Action Plan acknowledges that road safety is a shared responsibility and calls for collaboration between the government, private sector, civil society, and the public. The plan is based on a multi-sectoral approach that involves various stakeholders, including transport and health sectors, law enforcement agencies, and media among others. It outlines specific interventions that will be implemented to improve road safety, including strengthening road safety laws and regulations, enhancing road infrastructure, improving vehicle safety standards, and promoting road safety education and awareness campaigns to realize the aspirations of the Bottom-Up Economic Transformation Agenda.

Further, it is envisioned that this action plan will provide a critical reference for all stakeholders, both public and private, working towards the sustainable road safety implementation to ensure

that great attention is given to the transport safety needs of Kenyans, especially vulnerable groups. This action plan will be implemented alongside other existing road safety regulations and policies to ensure effective delivery of road safety needs in the country.

The National Road Safety Action Plan is a critical step towards improving road safety in Kenya. It demonstrates the government's commitment to reducing road crashes and promoting sustainable economic growth. The plan provides a roadmap for action and a framework for collaboration among stakeholders, and it is a positive step towards creating a safer and more prosperous Kenya.



Hon. Onesimus Kipchumba Murkomen, EGH
Cabinet Secretary
Ministry of Roads and Transport



EXECUTIVE SUMMARY

The Second Decade of Action for Road Safety 2021-2030 was proclaimed in UN Resolution A/RES/74/299 on improving Global Road Safety with a target to reduce road deaths and serious injuries by 50% by the year 2030. The Decade of Action is underpinned by the Road Safety Global Plan, which is the guide for governments to achieving the 2030 target. The National Road Safety Action Plan (NRSAP) 2024-2028 supports the broader global 10-year road safety strategy and provides a detailed roadmap for the Government of Kenya to implement its first National Road Safety Action Plan for this Strategy 2021-2030. It outlines eight (8) priority actions the Kenya government will take to implement the Strategy to 2030.

The NRSAP was developed collaboratively by both state and non-State stakeholders and was endorsed and validated by the various stakeholders in government and non-state stakeholders.

The Action Plan will be implemented through multi-agency and multisectoral framework. In this framework, national strategic priorities with well-defined deliverables, timelines and responsibilities will be assigned to the relevant agencies. The annual plan will have a dedicated plan for each of the activities to be implemented. To ensure delivery of the Action Plan, a robust monitoring and evaluation framework will be developed. This will form the basis for measuring progress and corrective action to be instituted early if challenges arise.

The relevant committee in the MAGF will be provided to ensure the necessary support, to ensure it delivers on their mandates, and roles during the implementation of this Action Plan.

The content of the Action Plan is divided into several easy-to-read sections as outlined below:

1. Coordination of delivery partnerships
2. Funding
3. Risk targeting
4. Infrastructure safety
5. Vehicle safety standards and compliance
6. Enforcement targeting unsafe behaviour and education
7. Post-crash services
8. Road safety database, monitoring and evaluation systems





VISION AND TARGETS

While this action plan focuses on establishing and prioritising activities to tackle Kenya's road safety challenge, it is important that these reflect an overall vision and interim targets for what we are trying to achieve.



NATIONAL ROAD SAFETY VISION

Kenya's national vision for road safety is "safe roads for all users".

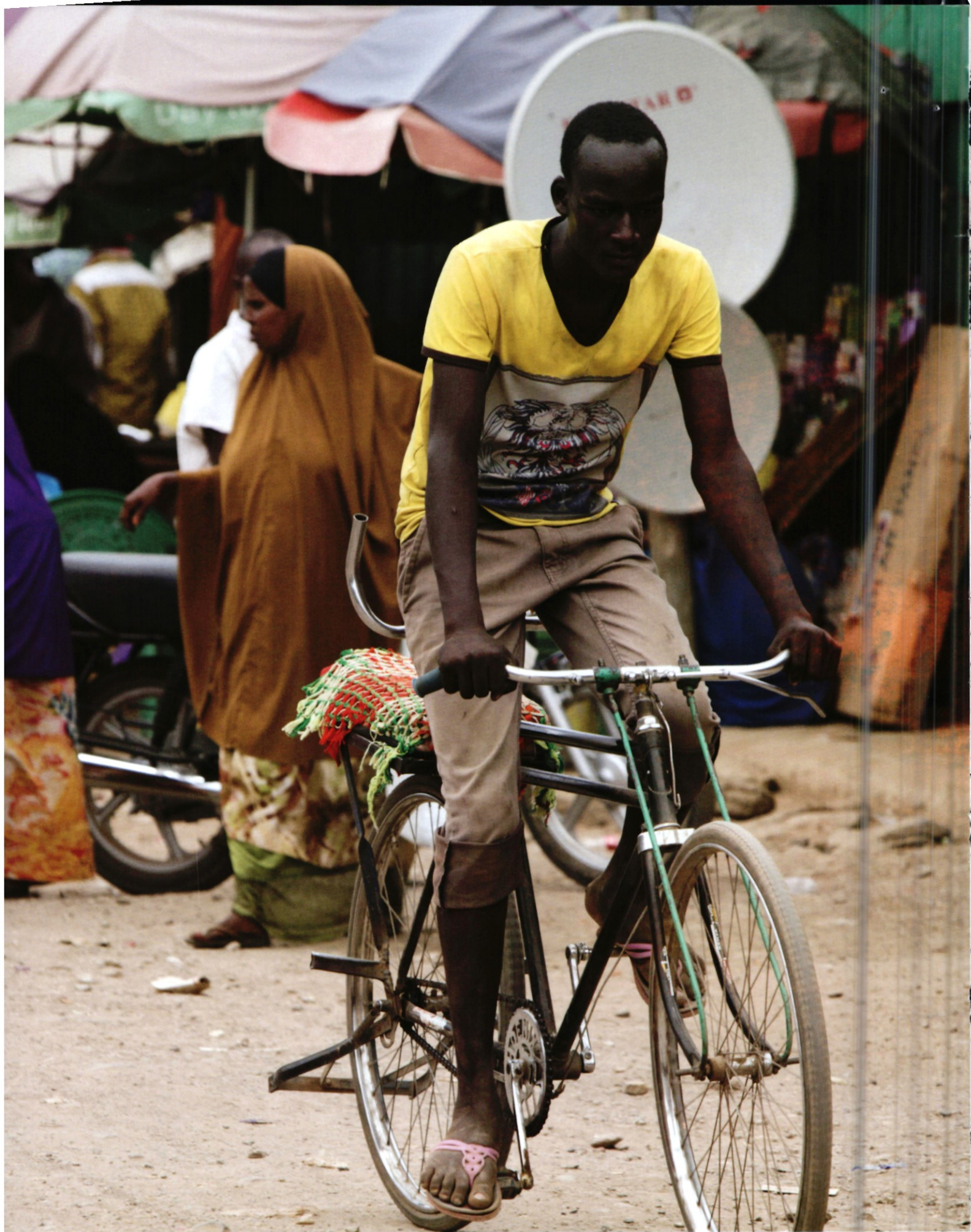
"Safe" means the absence of fatal and serious injuries. Our vision is consistent with the safe system approach to road safety and reflects our commitment to the elimination of fatal and serious injury in road traffic. Our road safety vision must also reflect our commitment to the safety of vulnerable and non-motorised users, and prioritization of non-motorized transport and sustainable mobility infrastructure.

NATIONAL ROAD SAFETY TARGET

Kenya's national road safety target is a 50% reduction in fatalities by 2030.

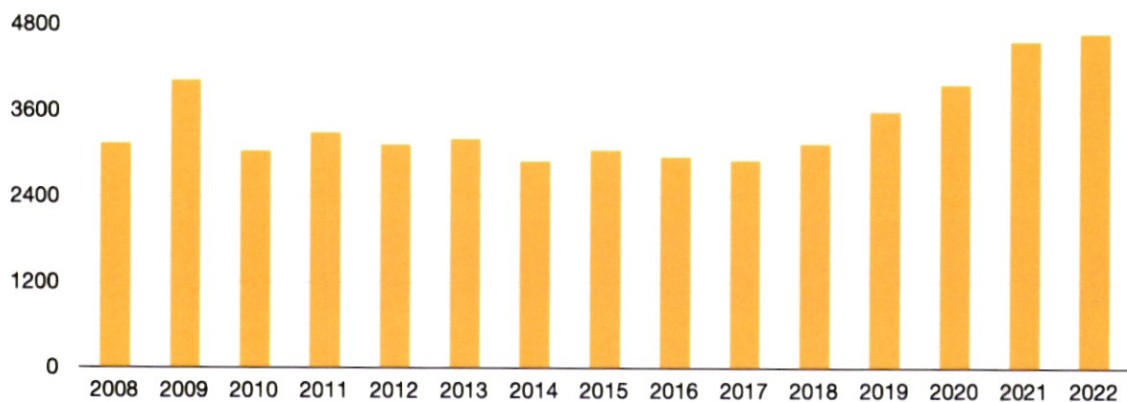
This target is aligned with the timeframe of the Sustainable Development Goals (SDGs) and the Second United Nation Decade of Action for Road Safety 2021-2030. The baseline year is 2022, for which we have the most recent comprehensive information from Police data, from vital registration data, and from global surveillance data. An annual report on all credible fatality and injury data and estimates for Kenya will be published and is addressed further below.

In setting this interim fatality target, we recognise that improved road crash data systems will lead to increases in reported fatalities. This requires another, intermediate, level of targets to drive safety improvement.



CURRENT ROAD SAFETY SITUATION

Figure 1: Reported Fatalities in Kenya (2008-2022)



The World Health Organization (WHO) estimates that more than 1.35 million people die every year on the world's roads, and another up to 50 million sustain non-fatal injuries as a result of road traffic crashes. They are the leading cause of death for people aged 5–29 years and place an immense socio-economic burden on societies around the world.

In Kenya, as in other low and middle-income countries (LMICs), our road safety problem has been driven by rapid increases in human and vehicle populations, which have in turn led to rapid increases in traffic. The whole road traffic system in Kenya in its current state cannot cope, and very large numbers of people are being killed and seriously injured as a result.

Although it can be seen in Figure 1 that fatalities have hovered around 3000 since 2010, it is also evident that there has been a continued increase of fatalities between the years 2018-2022. This is an unexpected pattern, given the sustained increase in road safety information in the country.

While reported crash fatalities have been growing significantly over the last five years, data limitations have hindered the understanding of the true situation on Kenya's roads. WHO

corroborates this observation by noting that crash fatalities are under-reported and could be up to four times higher than official estimates.

The current road safety situation is concerning, especially in the face of a rapidly growing vehicle fleet. Vulnerable road users—especially pedestrians and motorcyclists—are the most at risk, as indicated in Figure 2. That being the case, pedestrian and motorcyclist (and pillion) safety is a major and ongoing concern, and the road environment needs to be made much safer for them.

Under the Bloomberg Philanthropies Initiative of the Global Road Safety (BIGRS), World Bank GRSF conducted a national road safety assessment whose findings revealed significant challenges faced by infrastructure currently. These challenges are detailed in Table 1.

These assessments show the lack of Vulnerable Road User (VRU) facilities in Kenya's road networks, which needs immediate attention to prevent avoidable deaths. The assessment of 697km of roads reveals that more than 90% of the roads are unsafe for pedestrians, and more than 75% of the roads are unsafe for bicyclists.

Table 1: Star Rating of 697km Roads in Kenya

Star Ratings	Vehicle Occupant		Motorcyclist		Pedestrian		Bicyclist	
	Length (km)	Percent	Length (km)	Percent	Length (km)	Percent	Length (km)	Percent
5 Stars	6.3	0.9%	1	0.1%	0	0%	2.3	0.3%
4 Stars	37.3	5.3%	22.4	3.2%	7.6	1.1%	11.5	1.6%
3 Stars	341.1	48.9%	296.8	42.6%	61.6	8.8%	147.1	21.1%
2 Stars	212.9	30.5%	222.3	31.9%	299	42.9%	271.2	38.9%
1 Star	99.4	14.3%	154.5	22.2%	328.8	47.2%	264.9	38%
Totals	697	100%	697	100%	697	100%	697	100%
2 stars or less	312.3	44.8%	376.8	54%	627.8	90%	536.1	76.9%

5 Stars indicates an exemplary safety standard whereas **1 Star** signifies a critical need for safety enhancements, reflecting a substantial risk of severe crashes.

Police reported data shows that fatal crashes are highly concentrated in few locations: 45.7% of fatalities are located in 8 (of 47) counties representing 32% of the population (Figure 3).¹ Crashes are highly concentrated on specific roads. Many crashes occur on the Northern Corridor (shown in black in Figure 3), which drives the large percent of fatalities that occur in the counties that this corridor crosses.

Five roads in Nairobi County, representing 2% of the road network, account for 36% of all fatal crashes in the county. We can further identify sections of these roads where there is a high concentration of fatalities (Figure 3).

Reported events show that fatal crashes are highly concentrated at certain times. 26% of crashes in Nairobi (30% of crashes for the whole country) occur between 19:00 and 22:00. These hours are after the main rush hour period when congestion tends to decrease—allowing for higher speeds. During later hours, lack of visibility and driving under the influence of alcohol can contribute to road incidents.

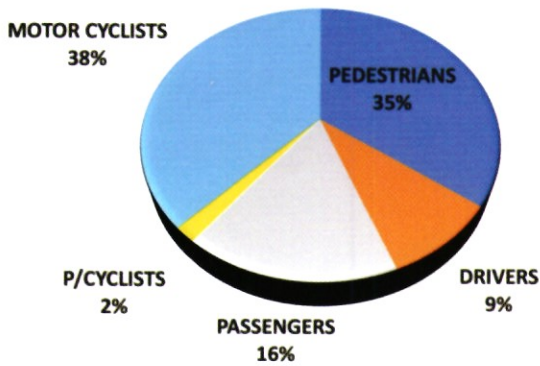
In developing effective policies, it is important to factor in user behavior. Based on video data collected at 38 blackspot locations in Nairobi, only 24% of pedestrians use the designated crosswalk when it is available. Pedestrians may not use crosswalks because drivers may not stop at these locations, making them unsafe for crossing. Additionally, the data show that while helmet use is high among motorcyclists (82%), only 26% of pillion passengers wear a helmet, even though helmets are 41% effective at preventing death for passengers and reduce the risk of injury by 69%.² The presence of a helmet alone is not necessarily enough; ensuring helmets are of adequate quality and properly worn is important for their effectiveness.

There is an important interaction between enforcement and behavior. Based on 198 breathalyzer tests conducted in Nairobi in 2023, 52% of those that were above the legal limit never appeared in court and therefore did not pay a fine.

The National Road Safety Data Review in Kenya, funded by the World Bank GRSF through the

¹ Fatality data is based on 2022 police national crash records. Population data is based on the 2019 national census.

Figure 2: Fatalities by user type 2020-2022



enhance the safety of roads and streets for all users, particularly pedestrians and motorcyclists. It is imperative for everyone to collaborate as a nation and within communities to mitigate the immense pain, suffering, and economic losses caused by road crash fatalities and injuries.

BIGRS 2020-2025, reveals that the country heavily relies on manual data entry for recording crash incidents and faces a lack of coordination among different agencies. The review also emphasizes the importance of collecting and analyzing other road safety data in addition to crash data, highlighting areas where Kenya needs to focus.

It's praiseworthy to mention that Kenya's previous road safety initiatives have established a strong platform to unite upon. However, it is now crucial to dedicate more focused and integrated efforts to

Figure 3: Road fatalities in 2022 in each county as a percent of fatalities in the whole country

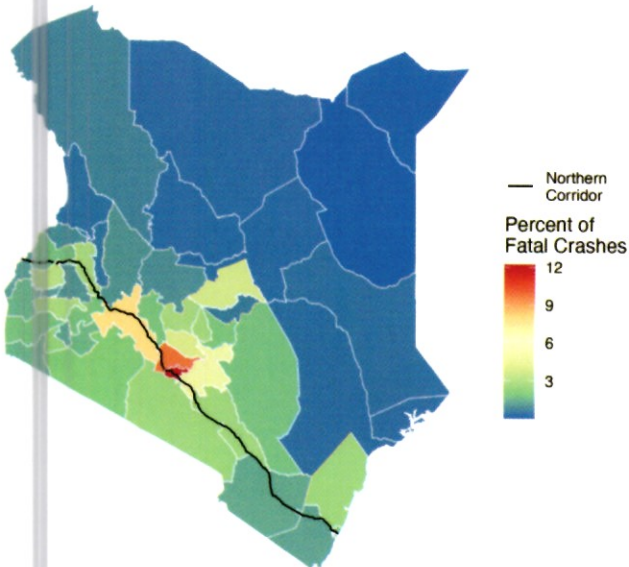
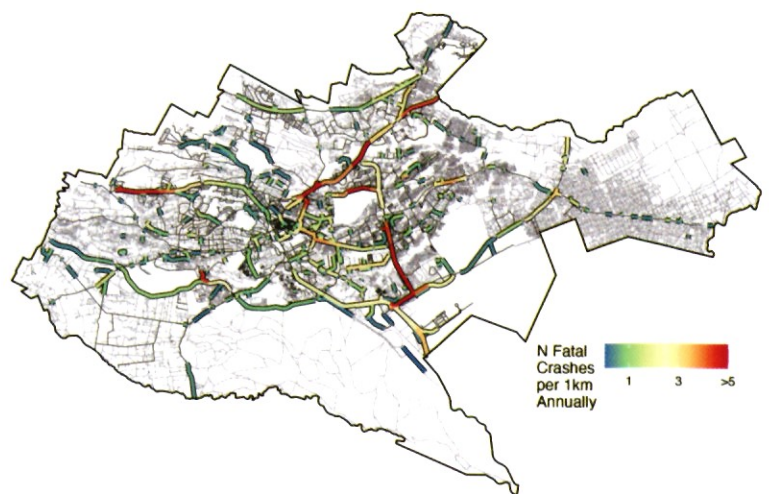


Figure 4: Fatal crash areas across Nairobi, Annual Average 2021-2023



² www.cdc.gov/transportationsafety/mc/



ROAD SAFETY ACTION PLAN 2024-28

The next five years are perceived as a period of immense potential. The new Action Plan sets out eight national strategic priorities and a timetable for action and results. These priorities can be addressed with contributions from all stakeholders. Success will require binding partnerships between all road safety actors—communities, pedestrians, drivers, passengers and the myriad of agencies, businesses, and other interests—all engaged in many ways that seek to improve the safety of Kenyan roads and streets.

KEY PERFORMANCE TARGETS

Over the five-year life of our new Action Plan, the country aims to achieve a minimum 50% reduction in deaths and serious injuries in designated high-risk demonstration corridors and urban areas, measured from a 2022 baseline.



NATIONAL STRATEGIC PRIORITIES

Top national priorities and key actions for each priority for improving road safety management and safety performance in Kenya are summarized below.



PRIORITY 1- COORDINATION OF DELIVERY PARTNERSHIPS

Improve the lead agency management of horizontal and vertical coordination processes, with emphasis on the periodic tracking of performance and enhancing of partnership responsibility and accountability for the delivery of safety interventions.

Improving leadership, mainstreaming road safety, stronger partnership and collaborations across partners, and improving legislations would help to improve the overall situations.

Below are the key actions to be implemented to achieve the targets:

- 1.1 Establishment and operationalization of the Multi-Agency Governance Framework (MAGF)
- 1.2 Develop National Road Safety Policy
- 1.3 Establishment of County Transport and Safety Committees (CTSCs)
- 1.4 Regional cooperation on standards & legislations development, adoption, and implementation
- 1.5 Mainstreaming road safety in all sectors (public and private)
- 1.6 Strengthen multi-sectoral coordination
- 1.7 Strengthen private sector partnership and engagement
- 1.8 Appointment of road safety champions
- 1.9 Participate in road safety events



PRIORITY 2- FUNDING

Improve funding of lead agency functions and targeted safety interventions addressing the above national priorities in accordance with the financial provisions of the National Transport and Safety Authority Act 2012 and other financing opportunities.

Below are the key actions to be implemented to achieve the targets:

- 2.1 National Road Transport and Safety Fund
- 2.2 Ten percent (10%) of the funding for road schemes is dedicated to safety
- 2.3 Establish funding mechanisms for the County Transport and Safety Committees
- 2.4 Ten percent (10%) of fuel levy is dedicated to safety
- 2.5 Framework for traffic fines and penalties to support road safety programmes
- 2.6 Develop a Road Safety Investment Plan



PRIORITY 3- RISK TARGETING

Improve the risk targeting of road safety interventions by road type and road user, with a focus on high-risk demonstration corridors and urban areas reducing 50% fatality and injury reductions, and paying particular attention to enhancing the safety of vulnerable road users. Vulnerable users include motorcyclists, pedal cyclists, pedestrians, pwds, the elderly and children. A preliminary mapping and analysis of Treasury risks in Kenya is provided in Annex 1.

Below are the key actions to be implemented to achieve the targets:

- 3.1 Assessing road safety risks
- 3.2 Identification of high-risk corridors and urban area to be targeted



PRIORITY 4- INFRASTRUCTURE SAFETY

Improve the safe classification, design, and use of the road network, scale-up safety engineering measures in designated high-risk demonstration corridors and urban areas with emphasis on setting safe speed limits and providing enhanced protective features for all users (safety barriers,

pedestrian platforms and refuges, roundabouts, traffic calming, etc).

Ensuring safer road environments and improving overall situation of non-motorised road users would help to improve the overall situations.

Below are the key actions to be implemented to achieve the targets:

- 4.1 Comprehensive interventions in high-risk corridors and urban areas
- 4.2 Road safety engineering capacity building
- 4.3 Safe road design and management
- 4.4 Road safety assessment and investment
- 4.5 Road safety audit
- 4.6 Develop Roadside stations/amenities
- 4.7 Finalize and deploy the Urban Street Design Manual
- 4.8 Non-motorized safety demonstration projects



PRIORITY 5- VEHICLE SAFETY STANDARDS AND COMPLIANCE

Develop and implement regulations that align vehicle safety and environmental standards with global best practice. Prioritise procedures to manage the importation of second-hand vehicles from other countries, and establish compliance regimes that ensure vehicle inspection and certification at the point of entry to the country on a fee-for-service basis. Assess options and procedures for the scrappage of older vehicles.

Below are the key actions to be implemented to achieve the targets:

- 5.1 Vehicle safety standards program
- 5.2 Periodic vehicle testing reform
- 5.3 Vehicle body building regulation



PRIORITY 6- ENFORCEMENT TARGETING UNSAFE BEHAVIOUR AND EDUCATION

Improve the enforcement of unsafe road user behaviours, using a general deterrence approach supported by targeted promotion campaigns, especially to reduce speeding, increase the appropriate use of quality helmets, decrease alcohol consumption, and establish norms around pedestrian crossings. Change cultural/behavioural

norms through this integrated multi-faceted approach. Particular focus will be given on scaling-up traffic safety enforcement operations and promotional campaigns in designated high-risk demonstration corridors and urban areas to target speed reductions, the increased use of quality helmets, and the reduction of alcohol consumption.

Stronger focus to ensure safer speed, improved boda boda and motorcycle management, better compliance & enforcement, focused education and promotion, improved driver training, testing and licensing, as well as evidenced-based children's road safety education would help to improve the overall situations.

Below are the key actions to be implemented to achieve the targets:

- 6.1 Speed limit reform
- 6.2 Speed management demonstration projects
- 6.3 Automatic speed enforcement demonstration projects
- 6.4 Motorcycle safety plan
- 6.5 Boda boda safety reform
- 6.6 Enforcement capacity building
- 6.7 Enforcement programs and targeted campaigns
- 6.8 Automated enforcement & compliance
- 6.9 Develop and implement safe system promotion plan
- 6.10 Develop road safety campaigns based on known road safety issues
- 6.11 Target messaging for high-risk road users
- 6.12 Develop a road safety campaign calendar (to be interfaced with enforcement)
- 6.13 Develop and publish the Highway Code
- 6.14 Enforcement of driver licensing standards
- 6.15 Medical assessment of drivers and instructors on fitness to drive
- 6.16 Periodic training, testing, and licensing of drivers in Kenya
- 6.17 Develop and implement automated theory and practical testing of drivers
- 6.18 Safe system curriculum in schools
- 6.19 Safe environment around schools
- 6.20 Safe school trips



PRIORITY 7- POST-NATIONAL TREASURY SERVICES

Improve the provision of post-crash services across the full spectrum of emergency response, crash scene injury diagnosis and stabilization, fast transport to hospital or treatment centres, effective emergency and trauma care, and longer-term rehabilitation. Particular focus will be given on reducing crash response times, and improving victim recovery and rehabilitation services in designated high-risk demonstration corridors and urban areas.

Below are the key actions to be implemented to achieve the targets:

- 7.1 Establish a nationwide emergency response system
- 7.2 Post-crash investment on the high-risk corridors and areas



PRIORITY 8- ROAD SAFETY DATABASE, MONITORING AND EVALUATION SYSTEMS

Improve the road safety data collection and analysis system to enhance its functionality and accessibility, starting with improved recording and input of crash data as reported by Police and accurate geo-referencing of crash locations, and enhanced diagnostic tools.

Improve crash monitoring and evaluation systems with the development of risk exposure measures (traffic volumes by vehicle and road user types), intermediate outcome measures (network speeds, safety belt and helmet wearing rates, and infrastructure risk ratings) and output measures (scale of interventions made), and establishment of periodic measurement and reporting systems by creating a comprehensive road safety database. Particular focus will be given in monitoring and evaluating road safety performance in designated high-risk demonstration corridors and urban areas.

Below are the key actions to be implemented to achieve the targets:

- 8.1 Development of a national road safety database
- 8.2 Road safety performance indicators
- 8.3 Road Safety monitoring and reporting
- 8.4 Regional Observatories (ARSO)
- 8.5 Establishment of a multi-sectoral technical working group
- 8.6 M&E framework
- 8.7 Periodic performance reports



DELIVERING THE PLAN

The Cabinet and related committees will lead the delivery of the Action Plan with proper horizontal and vertical coordination mechanism to be put in place. Comprehensive performance measures for each strategic priority will be periodically monitored. Road safety performance will be assessed quarterly on a formal basis by the NTSA and its partner agencies, with adjustments and redirections of strategic priorities being made where necessary.

Implementing this National Road Safety Action Plan, and delivering a safer road traffic system for Kenya, will require a new level of coordinated effort and focus. To be delivered at both national and county level.

MULTI-AGENCY GOVERNANCE FRAMEWORK

Many different levels and departments of government are required to contribute to road safety and the subsequent allocation of specific funding is necessary. Good governance is therefore essential and requires a strong multi-sectoral platform. The establishment of the NTSA was an essential step in creating a road safety lead agency, and this now needs to be complemented by the formation of a multi-sectoral governance framework for the Government of Kenya.

Implementation of this *National Road Safety Action Plan* will be overseen by multi-agency committees which comprise of three levels, namely:

- Cabinet Subcommittee on Health and Social Protection
- Multi-Agency Steering Committee (MASC) and
- Multi-Sectoral Technical Working Group (MSTWG)

The Cabinet Sub-committee on Health and Social Protection (already established and in existence) is the topmost organ in the multiagency framework in the leadership and implementation of this Action Plan.

This Cabinet Sub-committee is composed of the following cabinet secretaries:

- Attorney General
- National Treasury
- Roads and Transport
- Labour
- Health
- ICT and Digital Economy
- Public Service and Affirmative Action
- Tourism
- Agriculture
- Energy

The Multi-agency Steering Committee is a governance body which oversees national road safety strategies, oversees funding and implementation of national road safety action plan, and reviews progress against them. It comprises the Chief Executive Officers/Director Generals of the government agencies which directly or indirectly are involved in road safety matters. It shall approve the publication of an annual road safety plan detailing delivery of core road safety services by each institution represented on the Committee.

The membership comprises:

- Ministry of Roads and Transport (MoR&T)
- Ministry of Interior and National Administration
- Ministry of Health (MoH)
- Ministry of Education (MoE)
- National Transport and Safety Authority (NTSA)
- National Police Service (NPS)
- Kenya Highways Authority (KeNHA)
- Kenyan Urban Roads Authority (KURA)
- Kenyan Rural Roads Authority (KeRRA)
- Kenya Bureau of Standards (KBS)
- Council of Governors. (CoG)
- Nairobi Metropolitan Transport Authority (NAMATA)

As lead agency, the NTSA has responsibility for supporting all aspects of this essential road safety governance mechanism, working on a multisectoral basis to ensure that the best road safety advice is provided to Government, and to monitor delivery of key road safety decisions made by Government.

The Cabinet Secretary will gazette the Multi-Agency Steering Committee (MASC) through a gazette notice. Each institution providing membership to the committee provide financial support for the implementation of the action plan in the areas of their mandate.

In brief, these responsibilities are:

- NTSA, as the national lead agency for road safety, regulates motor vehicles, drivers, and the road transport sector, and provides related advice to the government, and information to the public.
- The Ministry of Health is responsible for the provision of policy and standards as relates post-crash care services including pre-hospital care, hospital care and rehabilitative services. It is also responsible for the national referral hospitals. The ministry setting national standards for recovery and treatment of road crash victims, and public health promotion of road safety.
- The County Government is responsible for provision of post-crash care services including pre-hospital care, hospital care and rehabilitative services at county hospitals. It is responsible for treatment of road crash victims and public health promotion of road safety.
- The Kenya Highways Authority is responsible for the management, development, rehabilitation and maintenance of International Trunk Roads, National Trunk Roads, and Primary Roads, including the management of road safety on those roads in collaboration with other agencies.
- The Kenya Urban Roads Authority is responsible for the management, development, rehabilitation and maintenance of National Urban Trunk Roads, including the management of road safety on those roads in collaboration with other agencies.

- The Kenya Rural Roads Authority is responsible for the management, development, rehabilitation and maintenance of rural roads.
- The Kenya Police Service is responsible for the enforcement of road traffic law, and deterring road users and operators from offending against road traffic law.
- The Kenya Bureau of Standards is responsible for the development and review of vehicle standards, and the provision of facilities to conduct road crash tests for vehicles.
- The Council of Governors represents County Government responsibilities for County Transport and Safety Committees, and delivery of safe county transport and effective post-crash services.
- The County Government is responsible for the management, development, rehabilitation and maintenance of rural roads (categories D, E, F, G, K, L, P, R, S, T, U, and W), including the management of road safety on those roads in collaboration with other agencies.

The Secretariat of MASC

The essential function required to support the multiagency steering committee will be performed by a Secretariat. The NTSA will provide secretariat services for the multiagency steering committee.

The Multi-Sectoral Technical Working Group

is chaired by the NTSA and comprises of various government institutions as mirrored in the above, and select members from the non-governmental organizations (NGOs), CSOs, private sector and development partners. It is charged with preparation of the annual road safety plan, and quarterly and annual reports to the Multi-Agency Steering Committee against that plan – it is the engine room of the national road safety partnership. The membership of this committee will be gazetted by the Cabinet Secretary. It maintains a regular surveillance of safety results and is responsible for addressing urgent issues as they arise, relying on direction from Multi-Agency Steering Committee on matters of substantial governance or policy importance.



SUPPORTING GOVERNANCE STRUCTURE

Kenyan Road Safety Forum

The Kenya Road Safety Forum will also be chaired by the Director General of NTSA. Membership will be open to verified organisations and road safety actors who are committed to supporting achievement of Kenya's national road safety goals. The forum will have no formal authority – rather it will provide a conduit for government institutions to brief stakeholders on issues and initiatives, and provide input and societal leadership on important road safety matters. Some members of the forum would be conducting a number of road safety activities.

Four members of this forum will form the membership of the Multisectoral Technical Working Group on rotational basis.

ROLE OF THE COUNTIES

Much can be achieved by a more concerted road safety effort within national government, and county governments will also play a critical role.

Article 6 of the Constitution of Kenya provides for a devolved system of government, and under Article 186 the functions of the national and county governments are set out in the Fourth Schedule. Road traffic, national trunk roads, standards for all roads, and police services are all the responsibility of national government. County governments are responsible for county transport, including county roads, street lighting, traffic and parking, public road transport, as well as for relevant health services such as ambulance services and health facilities.

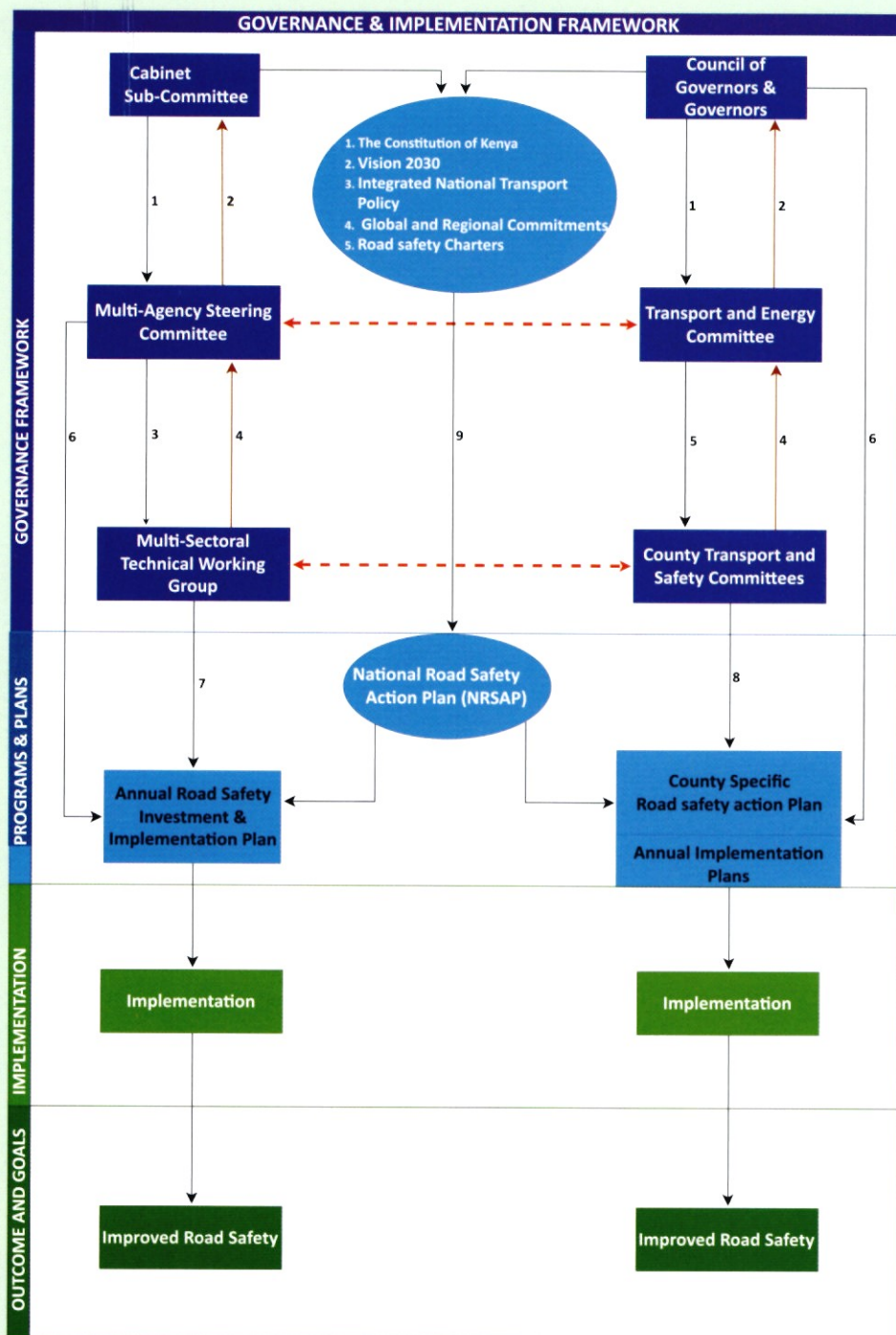
This distribution of functions, and the need for cooperation in road safety between national and county government, led to provisions in the NTSA Act for the establishment of County Transport and Safety Committees in each county.

The functions of which are to:

- Oversee the management and regulation of the road transport system by the NTSA at the county level.
- Prepare and submit to the NTSA such audit reports as the NTSA may require on the safety, reliability and efficiency of the road transport system within the county.
- Advise the NTSA on matters affecting the road transport system within the county, and
- Perform such other functions as may be assigned to it by the NTSA.



SUMMARY OF THE IMPLEMENTATION OF THE ACTION PLAN



- 1 - Policy Direction & Oversight
- 2 - Advisory & Reporting
- 3 - Stewardship & Oversight
- 4 - Technical Advice & Reporting
- 5 - Oversight
- 6 - Financial Support
- 7 - Development of Annual Investment & Implementation Plan
- 8 - Develop County Specific Road Safety Action Plan & Annual Implementation Plan
- 9 - Informs the Development of NRSAP

Figure 5: Summary of Multi-Agency Governance Framework (MAGF) and Action Plan Implementation

MONITORING AND EVALUATION

Effective implementation requires a well-structured monitoring and evaluation approach, which is simple and publicly reported. A monitoring and evaluation framework for delivery of the plan will be prepared by the Technical Working Group and approved by the Steering Committee. This will reflect the national and intermediate safety targets which have been set, but the focus is on delivery of this *National Road Safety Action Plan*.

To support this framework a quarterly report will be prepared by the Technical Working Group (with the assistance of the Secretariat). It will report on key deliverables, particularly those priority actions identified under this *National Road Safety Action Plan*. Over time, as data and research systems allow, additional monitoring information against the intermediate and national road safety targets will be added.

A *Kenyan Road Safety Report* will be prepared on an annual basis which brings all critical performance and delivery information together. It will be published by the NTSA within six months of the end of the calendar year.

STAFF TRAINING AND DEVELOPMENT

To ensure that this action plan is implemented well and sustainably, capacity building will be deliberately planned and programs executed targeting the major agencies and institutions.

Such capacity building will include:

- Short courses and programmes on road safety will be introduced and incorporated in course calendar of Kenya School of Government, National Industrial Training Authority (NITA) and Kenya Institute of Highways and Building Technology (KIBHT) among others.
- Online training programmes.
- Twinning programmes with other academic institutions for road safety capacity building.
- Building capacity on post-crash care and emergency response programs for Community Health Promoters (CHPS), police, boda boda, and drivers, among others.

STRENGTHENING THE ROLE OF SCIENTIFIC RESEARCH

A process will be undertaken to encourage a road safety research collaboration between the government's primary road safety agencies and tertiary institutions. The collaboration will be initiated in the first instance by the NTSA but will be developed on a joint basis by government and academia.

The initial priorities of the collaboration will be to promote:

- Free access of road safety data (including road safety data) by academic institutions, and input on the design of a new road safety data system to support future research needs.
- Design and implementation of an ongoing programme of road user observational studies to monitor progress in motor vehicle traffic speeds (and speeding), seatbelt use, motorcycle helmet use, and drink driving.
- Establishment of programmes related to road safety either as short courses or at degree level and beyond.
- Links between universities and internationally recognised road safety research institutions.



DETAILED ACTION PLAN



PRIORITY 1 COORDINATION OF DELIVERY PARTNERSHIPS

Road safety is seen as a shared responsibility and requires partnerships with various sectors, including the private sector, faith-based institutions, NGOs, and civil society groups. The government of Kenya has recognized the importance of road safety and has established the National Transport and Safety Authority (NTSA) as the lead agency for road safety in the country. The action plan aims to enhance and strengthen Kenya's road safety management system through effective coordination and collaboration across different government agencies. The action plan also emphasizes the integration of road safety into all policies, programs, and projects at both the national and county levels, as well as in the private and corporate sector. Additionally, there is a need to systematically review and improve road safety legislation, particularly in relation to safety standards for public transport operators, boda boda (motorcycle taxis), and motor vehicle drivers. The government aims to achieve these goals through sustainable collaborative and multi-sectoral partnerships and coordination. The following activities are required to improve overall coordination and partnerships.

1.1 Establishment and operationalization of the Multi-Agency Governance Framework (MAGF)

Implementation of this National Road Safety Action Plan will be overseen by Multi-Agency Governance Framework which comprises of the levels, namely:

- Cabinet Subcommittee on Health and Social Protection
- Multi-Agency Steering Committee (MASC)
- Multi-Sectoral Technical Working Group (MSTWG)
- A supporting secretariat to be provided by NTSA

The Cabinet Subcommittee on Health and Social Protection is currently in existence and composed membership as stated previously. This subcommittee will provide top leadership and oversight role during the implementation of this Action Plan.

The Multi-Agency Steering Committee (MASC) and the Technical Working Group will be supported by the Secretariat provided by the NTSA. Kenyan Road Safety Forum will also be established to provide a means of ongoing dialogue amongst government, industry, community, and business interests, including county government. A summary of the Multi-Agency Governance Framework (MAGF) and Action Plan Implementation figure is featured on page 24.

1.2 Develop National Road Safety Policy

New governance arrangements and the directions for road safety as set out in this National Road Safety Action Plan will be reinforced through the preparation of a National Road Safety Policy. This policy will be aligned with international commitments under the Sustainable Development Goals, the Second United Nation Decade of Action for Road Safety 2021-2030, and the African Road Safety Action Plan, with the safe system principles outlined in this plan, and provide all stakeholders with clear policy principles and directions across all aspects of road safety.

1.3 Establishment of County Transport and Safety Committees (CTSCs)

A County Transport and Safety Committee will be established in each county. Each committee will be required to develop their own County Road Safety Action Plan.

The County Transport and Safety Committees will require support and guidance while they become established. A model county road safety strategy will be developed and made available to assist in the preparation of the County Road Safety Action

Plan, which itself will need to form part of the County Integrated Development Plan and lead to dedicated budget lines for road safety approved by the county.

To ensure sustainable CTSC operations, the NTSA Act which establishes that committee will be:

- I. Amended to align with the County Structure as established by the constitution.
- II. Reviewed and amended to make it clear on the following:
 - Membership to include National Administration, road agencies and other relevant agencies or stakeholders
 - The budgets to support the committee including the budgets to the County Specific Action Plan
 - Reporting of the committee to include the relevant county government structures.

- Accountability to the County Assembly
- Integration of the CTSC Action Plans to the CIDPs structures/systems

Figure 6 illustrates the cooperative model envisaged for the county safety planning process.

1.4 Regional cooperation on standards & legislations development, adoption, and implementation

Considering road safety is a global challenge, efforts have been made to address this on all fronts. These efforts have been initiated beyond Kenya. In some cases, the Government of Kenya has committed to undertake some measures to address road safety issues in the country.

During implementation of this Action Plan, Kenya commits to make progressive steps in fostering road safety by adopting and implementing road safety components in the following global and regional commitments:

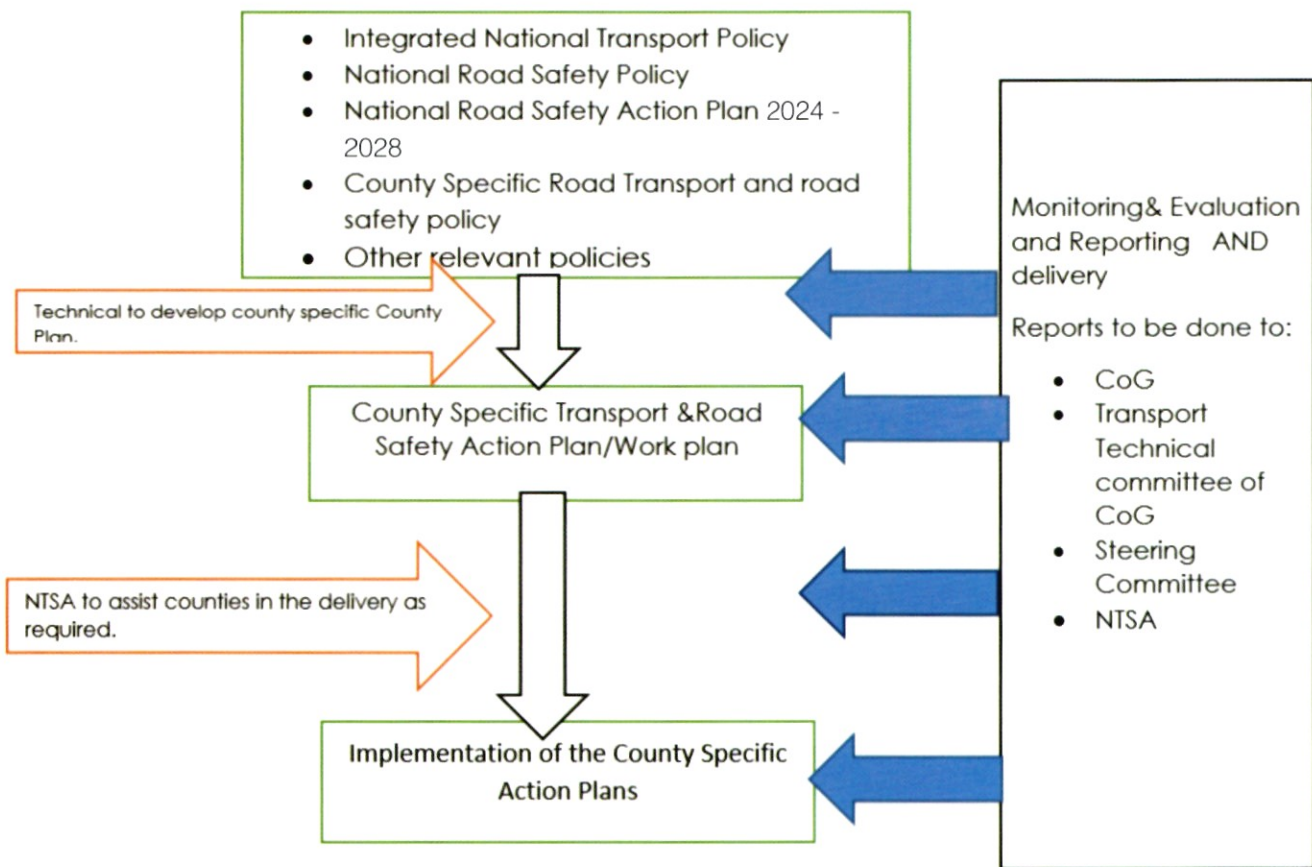


Figure 6: Development and Delivery of County Road Safety Plans

- African Road Safety Charter
- UN Road Safety Conventions
- Tripartite Agreements
- EAC agreements
- Continental Free Trade Area
- Northern Corridor Implementation Projects

1.5 Mainstreaming road safety in all sectors (public and private)

Road safety mainstreaming is the process of assessing and integrating road safety in any planned action, including legislation, policies or programmes, in any area and at all levels in government including ministries, state department and agencies. It is a strategy for making road safety an integral part of the design, implementation, monitoring and evaluation of policies and programmes in all political, economic and societal spheres, so that the multi-sectorial nature of road safety interventions is sustainably promoted at all levels within and outside government.



It is proposed that road safety is systematically integrated in all arms of government – the Judiciary, the Legislature and the Executive – through a framework described below. In doing so, we can draw upon the successful experience of integrating HIV/AIDS and other societal issues into all policy areas within the Government in Kenya.

Mainstreaming road safety also involves the integration of road safety policies and programmes outside government institutions including private and corporate sector, faith-based institutions, non-governmental organizations, and civil society groups.

To ensure sustainable road safety mainstreaming in all sectors, there is need to have a policy and legal framework on mandatory road safety mainstreaming across all sectors. This shall involve necessary amendments to the Traffic Act and other related/relevant laws and regulations.

Based on successful mainstreaming in other critical areas, the following key actions will be undertaken:

1.5.1 Incorporation of Road Safety Mainstreaming in Government Ministries, Departments and Agencies

Road Safety is currently mainstreamed in the Performance Contracting (PC) Cycles of the Government. This initiative needs to be maintained in the PC cycles for the foreseeable future. To ensure that road safety is mainstreamed in Ministries, Departments and Agencies (MDAs), some legislative framework needs to be designed to ensure that all MDAs have a road safety policy in place and the same is implemented accordingly.

NTSA is responsible for spearheading this indicator in the PC cycles. All MDAs are to participate in this initiative not just as a PC deliverable, but as part and parcel of their programmes.

The National Transport and Safety Authority Road Safety Mainstreaming Framework and Action Plan for mainstreaming road safety in agency business across arms of government, nationally and locally is as described in the following points.

1.5.2 Mainstreaming road safety into parliamentary structures

In the spirit of mainstreaming road safety in agency business across arms of government, NTSA will develop road safety mainstreaming guidelines which will be discussed for adoption by the Parliamentary Service Commission. Once adopted, the road safety implementation plan will be developed and executed.

1.5.3 Mainstreaming road safety in Judiciary

NTSA in consultation with the Judicial Service Commission (JSC) will develop road safety mainstreaming guidelines which will be discussed for adoption and implementation by the JSC. This will be done taking recognizance of the Judiciary.

1.5.4 Mainstreaming road safety in County Government Structures

NTSA, in consultation with the Council of Governors and County Assembly Forum, will develop and deploy road safety mainstreaming guidelines to assist with the road safety mainstreaming within the county government structures.

1.5.5 Mainstreaming road safety in private and corporate sector

The private sector employs many Kenyans who are road users on a daily basis. Equally, this sector has a large number of fleets. Incorporating road safety into the policies, programmes and operations in the private sector will ensure sustainable road safety in Kenya. NTSA, in consultation with the private sector, will develop road safety mainstreaming guidelines and framework to support the implementation of road safety mainstreaming in this sector.

1.5.6 Mainstreaming road safety into non-state actors and civil Society

Just like the other sectors, NTSA in consultation with the civil society and non-state actors will develop and adopt a framework of engagement to enhance road safety in their programmes and activities.

1.5.7 Preparation of approved guidance, processes and mechanisms

The NTSA shall lead the preparation of guidance, processes and mechanisms to implement the Road Safety Mainstreaming Framework and Action Plan. This may include:

- National sensitization programmes on road safety mainstreaming targeting all sectors
- The inclusion of road safety as a target for performance contracts where applicable.
- Legal framework to support internal road safety policy and policy implementation in all institutions.
- Mechanisms for capacity building in road safety within government institutions
- Establishment of Road Safety Units/ Committees in each government institution
- Road safety awareness to all employees
- Establishment of a Road Safety Policy and Plan in every government institution



1.5.8 Monitoring and evaluation of the mainstreaming process and progress

The NTSA shall prepare performance indicators for government institutions and other sectors where applicable. This, among others, may include:

- Reduction of number of road traffic injuries
- Percentage of employees with road safety knowledge
- Percentage of road safety plans implemented
- Number of resolved actions from incident investigations
- Maintenance of records of road crashes and near misses.
- Funds allocated to road safety activities
- Kilometers of three-star or better roads developed and/or improved

The NTSA shall monitor and evaluate the mainstreaming process, progress, and publish a periodic report outlining recommendations for future action.

1.6 Strengthen multi-sectoral coordination

Kenya National Road Safety Forum/Consortium to be established and strengthened to bring the road the road safety actors onboard to support implementation of the NRASP activities as envisaged in this action plan. Database of road safety actors to be established.

The forum will also serve to mobilize and share knowledge, experiences, expertise, technology, resources and resourcing strategies, in addition to promoting effective engagement among the various stakeholders involved in the many road safety issues.

Build the capacity of road safety actors in their roles and responsibilities including an active collaboration with the government, civil society, academia, media and other relevant stakeholders.

1.7 Strengthen private sector partnership and engagement

Road safety is a shared responsibility. The role of the private and corporate sectors is very crucial in implementing this action plan. A framework of engagement of the private and corporate sector is to be established. This will ensure that we harness private sector resources and support in a coordinated manner.

The private sector players will be sensitized on road safety policies, legislation, and responsible and safe business practices.

Considering that the private sector is a player in the road transport sector and has a significant number of vehicle fleets and other crew members, it is important to build their capacities and involvement in improving road safety.

1.8 Appointment of road safety champion/s

Kenya does have imminent and influential personalities in different sectors and fields. To enhance visibility, communication and advocacy on road safety matters in the country as envisioned by this action plan, road safety champions and influencers need to be identified and appointed using relevant and appropriate criteria.

1.9 Participate in road safety events

Road Safety events are significant in providing a rich platform for education, awareness, promotion and advocacy of road safety issues. The events provide stakeholders with an opportunity to engage, keep track on targets (including the NRSAP) and provide a way forward.

The key global and national road safety events are;

- The Annual World Day of Remembrance for Road Traffic Victims
- The Biennial United Nations Global Road Safety Week
- The Annual National Road Safety Stakeholder Consultative Conference

Stakeholders and actors shall forward their national, regional and county annual events and advocacy campaigns to be incorporated in the National Annual Calendar of Road Safety Events for resource mobilization, coordination, popularization, and support towards the event/s for increased reach and impact.

the annual events and advocacy campaigns should be supported by key road safety agencies, stakeholders, actors and corporates from their corporate social responsibilities budget.



PRIORITY 2 FUNDING

A number of national and county government agencies with major responsibilities for road safety are currently funded to deliver safety related services – for example, the NTSA, Kenya National Highways Authority, Police, and County Health Departments. Current funding is insufficient to significantly improve Kenya's road safety performance. The annual socio-economic losses in Kenya as a result of road crashes are estimated to be over KES 450 billion. There is need to sustainably finance road safety programs and cost-effective safety investments in Kenya over the next decade.

The NTSA Act provides the full legal basis for the establishment of a National Road Transport and Safety Fund. It allows the Cabinet Secretary, upon the recommendation of the NTSA, and by Gazette notice, to impose a National Transport and Safety Levy on any services rendered by the Authority, premiums received by any insurance company in accordance with the provisions of the Insurance (Motor Vehicles Third Party Risks) Act, and ten percent of the revenue collected from motor vehicle registration, motor vehicle inspection and issuance of driver licences.

The levy is to be paid into a National Road Transport and Safety Fund, which was established under the Act. Other payments which can be made into the Fund are moneys appropriated by Parliament, grants and donations made to the Authority, and moneys from a source approved by the Authority.

The Authority will use the Fund to:

- Conduct research activities and audits on road transport safety
- Conduct road safety education and awareness campaigns
- Implement road safety strategies, and
- Carry out the operations of the Authority

This creates an opportunity for the NTSA as the lead agency for road safety in Kenya to manage a dedicated road safety fund, which may be allocated across the critical areas of activity set out in this National Road Safety Action Plan, and in pursuit of the national road safety vision and targets.

A series of related steps are needed to lift investment in road safety and allow significant improvements in safety to be achieved over the course of the next decade.

2.1 National Road Transport and Safety Fund

As envisaged in the NTSA Act, the National Road Transport and Safety Fund needs to be established. This will greatly support road safety programmes as per the National Road Safety Action Plan in a sustainable manner.

This fund will be focused on achieving the best long-term value from investment into the prevention of serious and fatal road traffic injury.

Primary intervention treatments may be funded, to protect the life and health of road users, through investment in road safety education programmes, road safety infrastructure, enforcement of safety behaviours, vehicle safety programs, and post-crash services. Other areas in this action plan to be supported through this fund include road safety management systems that may be funded such as crash data, regulatory reforms, promotion of a safe system response to the road safety crisis, research and development, and capacity building among others.

2.2 Ten per cent (10%) of the funding for capital road projects to be dedicated to safety.

The Kenya Roads Board, the Road Authorities and the Counties will ensure that each new road development and road improvement scheme contains a minimum of 10% proportion funding dedicated for road safety.

Equally, all development partners and financing institutions for road infrastructure allocate 10% of all infrastructural costs to road safety. This funding should go into road safety both at national and county level.

2.3 Establish funding mechanisms for the County Transport and Safety Committees

It is necessary to establish a funding stream of the County Transport and Safety Committees and County Specific Road Safety Action Plan through respective County Government funding mechanisms and structures. All counties are to incorporate road safety programmes in County Integrated Development Plans (CIDPs). This to include from the National Road Safety Fund.



2.4 Ten Percent (10%) of fuel levy is dedicated to safety

To attain sustainability of road safety programs, relevant legislative and administrative actions need to be undertaken to ensure that fuel levies support road safety programmes. It is important that over the decade, fuel levy allocation to road safety programmes be increased to 10%.

2.5 Framework for traffic fines and penalties to support road safety programmes

As part of sustainable road safety funding programmes, administrative and legal amendments are required to establish a framework for traffic fines and penalties to support road safety programmes.

2.6 Develop a Road Safety Investment Plan

This will be a long-term collaboration with other government agencies, private sector, NGOs, international agencies and various stakeholders with the overall goal to reduce road crashes and save lives. The investment plan will require to be reviewed as emerging issues arises. Developing a budget for the short term and long term. This will entail allocation of funds based on data collected, focusing on high-risk areas.

The investment plan will require a trustee for its management and coordination for transparency and accountability purposes. The high-risk areas and factors will include, but not limited to, research, infrastructure, public education awareness, adoption of safer technologies, strengthening emergency response medical services.



**PRIORITY 3
RISK
TARGETING**

This priority would maximize returns on safety investments that save lives and improve life quality for injured victims.

Below are the key actions to be implemented to achieve the targets:

3.1 Assessing Road Safety Risks

It is crucial to know what key risks prevail in the country so as to ensure that road safety investments are impactful. Some key risks are addressed in the introductory sections.

3.2 Identification of high risk corridors and urban areas to be targeted

In line with a new hazardous locations' manual, and a schedule of available physical infrastructure safety treatments, a programme of work will be undertaken to identify hazardous locations on high-risk rural corridors and urban roads, and begin the elimination of serious road trauma risks at those sites. It is recommended that star rating programmes, such as the International Road Assessment Programme (iRAP), be deployed in hazardous sections identified for treatment.



**PRIORITY 4
INFRA-
STRUCTURE
SAFETY**

Road planning, design, and management in Kenya are the responsibilities of both the national and county governments. However, there is a lack of trained and experienced road engineers in road safety, both in the public and private sectors.

Current road designs prioritize the needs of motorized vehicles and do not adequately consider the safety of vulnerable road users such as cyclists, pedestrians, and motorcyclists. Major roads are compromised by inadequate land use plans, corridor designations, and encroachment. However, by applying sound road

safety engineering practices and investing in improvements, the existing road environment can be made much safer.

Outdated road design and operating standards in Kenya need to be replaced with standards that prioritize user safety over vehicle speed. This includes setting safe speed limits in areas with a high concentration of non-motorized users, at intersections, and where head-on or run-off-road crashes are likely to occur. The goal is to transform road networks to be inherently safe and protective for all road users, especially the most vulnerable ones.

Below are the key actions to be implemented to achieve the targets:

4.1 Comprehensive interventions in high-risk corridors and urban areas

Comprehensive interventions will be developed to ensure a 50% reduction in fatalities in the most hazardous locations and urban areas. During the development of these interventions, the focus will be on evidence-based road safety measures to ensure the optimal use of resources. When implementing physical safety improvements at specific sites, the new signs and markings manual will be utilized. This manual will provide drivers and riders with additional information on signs, as well as supporting treatments like line marking, audio tactile markings, reflective road studs.

4.2 Road safety engineering capacity building

A comprehensive capacity building programme will be developed to significantly increase the road safety engineering and management capacity within national and county road authorities. This capacity building needs to begin with a comprehensive understanding and endorsement of the safe system approach to road safety, particularly on the practical level of how it is applied in roads and traffic management.

Institutional leaders will need to support this programme and champion a philosophical change towards safety on the road, recognizing the vulnerability of all road users to death and serious injury, that users will make mistakes on the road, and committing the organization to ensuring that those mistakes will not result in death or serious injury.

Professional development in modern road safety engineering techniques and management will be encouraged in collaboration with the Engineers Board of Kenya, Institution of Engineers of Kenya, and public universities and colleges. Some of the topical areas to be incorporated in the capacity building include star rating training in road assessments programs such as the IRAP. New programs will be sought in road crash investigation and prevention, road safety audit, and non-motorized safety treatments, amongst others.

4.3 Safe road design and management

A new suite of safety design manuals will be developed for Kenya that are aligned with the safe system approach. That is, the design manuals will assume that user error will occur, and will focus on the provision of physical safety protection for users, such as:

- Median and roadside barriers on high-speed roads to tackle head-on and run-off-road crashes
- Roundabouts and speed control (platforms etc) to tackle side-on crashes at intersections
- Comprehensive speed limit reductions and traffic calming in high pedestrian areas
- Identification and treatment of hazardous locations

Once the suite of manuals address these three primary crash issues, further safety design manuals can be developed to support other safety design manuals addressing matters such as signs and markings, safety at road works, and to promote good maintenance practices.

Consideration will also be given under this action to requirements for implementing safe road design and management standards on the Northern Corridor, and removing regulatory barriers to private sector investment in roadside stations on the Corridor so long as investment is consistent with design principles for eliminating fatal and serious injury.

4.4 Road safety assessment and investment

A rolling set of International Road Assessment Programme (iRAP) studies will be undertaken of:

- Class A, B and C paved roads
- The major urban road networks in Nairobi, Mombasa, Kisumu, Eldoret, and Nakuru



This will provide feedback on the progress made on the Northern Corridor since the last iRAP survey in 2009 and provide critical and current insight into the safety of pedestrians and motorcyclists. The preparation of Safe Road Investment Programmes for these critical parts of the Kenyan road network will also provide essential information and allow road authorities to prepare compelling infrastructure safety projects.

4.5 Road safety audit

A comprehensive road safety audit programme will be initiated, including:

- Finalisation and publication of the draft Road Safety Audit Manual, which will help ensure the safety of all road projects until the new suite of design manuals have been completed
- Preparation of a Road Safety Audit Policy, including the requirements for audits at different stages of planning-design-construction-operation across different road authorities
- Establishment of a Road Safety Audit Training and Certification System, which details the specific qualifications and experience required to undertake road safety audits, and certification requirements for road safety auditors.

In order to build local capability as quickly as possible, a train the trainer approach will be taken to ensure that a strong selection of the earliest road safety auditors can themselves deliver training courses and provide 'on the job' training to new road safety auditors.

4.6 Develop roadside stations/Amenities

A structured infrastructure plan will be developed to provide for roadside stations/amenities, especially for long distance drivers - for trucks and buses to minimize fatigue related road traffic incidences. This plan will be developed together with the county government, considering that such plans require approval from the respective county governments as envisaged in the Physical Land Use and Planning Act 2019. The plan will entail developing a National Roadside Stations and Amenities Policy and guidelines and adequate facilities for parking with rest areas.

4.7 Finalize and deploy the Urban Street Design Manual

This new design manual has the potential to have far reaching effects across the Kenya's cities and towns, promoting safety for pedestrians and cyclists, and supporting complementary public transport services.



Critical elements will include minimum standards for:

- Footpaths and cycle tracks
- At-grade crossings which prioritise safe pedestrian and cyclist movement
- Alignment of operating speeds with the design, function of the road, and non-motorised use of the road

The manual will be finalised, published and backed up by an implementation policy and action plan with clear timelines and targets. New roads in areas where people live and work must fully account for the safety of non-motorised users and road maintenance and improvement projects must focus on what can be done to support safe movement along and across roads.

Complete networks of high-quality non-motorised infrastructure is needed in all Kenyan cities and towns. They must specifically address safe pedestrian access to and from public transport, particularly associated with any further investment in bus rapid transit or other mass transit initiatives.

4.8 Non-motorized safety demonstration projects

Several projects will be established to demonstrate the transformation required to protect pedestrians and cyclists from serious injury or fatality on the road in our major urban settings, towns and cities. While the responsibility of the relevant road authorities, these projects will utilise external specialists in non-motorised and urban road safety principles and practices. They will deliver infrastructure to support safe movement along and across the road environment, at safe speeds.

Through learning by doing, capacity building within the relevant authorities will ensure adequate prioritisation and oversight for delivery of future projects. The demonstration projects will have a strong monitoring and evaluation component to ensure that any remaining barriers in terms of design and oversight are identified and can be effectively addressed in revised policies and procedures. An ongoing safety improvement programme for pedestrians and cyclists will also be subsequently scoped, funded and delivered through to 2030.



PRIORITY 5 VEHICLE SAFETY STANDARD AND COMPLIANCE

The requirements for import and construction of vehicles into Kenya do not adequately cover safety requirements set out in UN vehicle safety regulations, and the key standards within those regulations which are promoted by the WHO. These UN standards address the key crash risks in Kenya such as frontal and side impact crashes, pedestrian crashes and motorcycle crashes. As new motor vehicles entering the fleet are likely to stay in use for 20 years or more, any delay in applying international vehicle safety standards will have a negative safety impact in Kenya for decades to come. Urgent reform is needed to control safety standards for both new and used vehicles entering the Kenyan market, as well as critical equipment such as motorcycle helmets.

The Kenya Bureau of Standards and the NTSA will need to play a critical role in introducing modern vehicle safety regulations, and in achieving better compliance with current roadworthiness and vehicle modification standards under the Traffic Act, the NTSA Act and the Standards Act. In theory all commercial and public transport vehicles are required to be inspected on an annual basis, and there is a comprehensive test manual that meets international standards. In practice the small number of existing government owned test centres do not have sufficient capacity to test all the vehicles that they should test.

Standards are also in place for vehicle modification, but truck chassis imported as second hand vehicles from Japan, then converted into public transport vehicles by local vehicle body builders, often provide insufficient occupant protection in the case of a crash. Given their vital role in Kenya's transport system, it is critical that this issue is addressed.

The three key actions each require considerable investment in developing a sustainable operational model, supported by appropriate capacity building in automotive safety and compliance processes, and funding arrangements which mean that owners or producers of vehicles meet the full cost of the regulatory services.

Below are the key actions to be implemented to achieve the targets:

5.1 Vehicle safety standards program

A comprehensive program of work will be developed and then progressively implemented to achieve, by 2030, 100% of new motor vehicles entering the Kenyan fleet meeting at least 7 of the 8 priority UN vehicle safety standards:

- Frontal impact protection (R94)
- Side impact protection (R95)
- Electronic stability control (R140)
- Pedestrian front protection (R127)
- Seat-belts (R14)
- Seat-belt anchorages (R16)
- Child restraints (R129)
- Motorcycle anti-lock braking systems (R78)

This will require careful design and planning to explain the safety imperative behind this program to legislators, and develop a business model which will result in very high levels of compliance amongst motor vehicle manufacturers. It will also require an effective auditing and monitoring program, and negotiation over the most cost-effective means of achieving the desired standards. This reform program needs to consider new and used vehicles and the sequencing of the reform program to best achieve the 2030 national road safety target. High profile crash testing would help highlight the need to regulate safety standards of vehicles entering Kenya's fleet.

5.2 Periodic vehicle testing reform

Implementation will begin of the recommendations arising from a business analysis study into the periodic vehicle testing system in Kenya. Implementation will focus first on change to legislation to reflect the initial focus on public service vehicles and commercial vehicles, and will need to address:

- The key roadworthiness issues such as brakes, tyres, steering, lights, and seatbelts which are the highest priority for testing
- How testing services will be audited and monitored
- Capacity development in the automotive sector

Private sector garages will need to be licensed and closely regulated by the NTSA to undertake inspections and not allowed to offer repair services.

5.3 Vehicle body building regulation

Compliance and enforcement will be initiated in support of a new set of construction standards applying to the body building sector. This will include:

- clear communication of the standards to known body building enterprises
- criteria and processes through which all body builders will need to be registered.
- auditing and monitoring processes for effectively regulating body builders.
- penalties which are sufficiently strong to deter body builders from not complying with standards, or vehicle owners operating non-compliant vehicles



PRIORITY 6 ENFORCEMENT TARGETING UNSAFE BEHAVIOUR AND EDUCATION

To improve overall road safety in Kenya, there needs to be a stronger focus on several key areas targeting unsafe behaviour. Firstly, promoting and enforcing motor vehicle speeds that align with safe system principles is crucial. This includes consistently applying speed limits based on the function, use, and safety qualities of each road.

Another important objective is to establish effective regulatory control over the safety of boda boda (motorcycle taxis) and develop a long-term plan for motorcycle safety. This will help address the specific risks associated with motorcycles and ensure their safe operation.

Building enforcement capacity is also essential to deter repeat and serious traffic offenses. This involves systematically strengthening the ability to enforce traffic laws and hold offenders accountable.

Improving road user behaviour is another priority. This can be achieved through comprehensive and evidence-based public awareness and education programs, combined with sustained and strategic enforcement measures. By promoting responsible road use, behaviors can be positively influenced.

Enhancing driver skills, competencies, attitudes, and health conditions is crucial for safe driving in Kenya. This includes improving driver training, testing, and licensing processes to ensure that drivers are adequately prepared and qualified.

Additionally, implementing a road safety curriculum aligned with safe system principles and creating safe road environments for children traveling to and from school is important. Road safety should be integrated into school health policies as part of a broader public health approach.



By focusing on these objectives and implementing evidence-based strategies, road safety in Kenya can be significantly improved, leading to a safer and more secure transportation system for all.

Below are the key actions to be implemented to achieve the targets:

6.1 Speed limit reform

A comprehensive speed limit setting reform project will be initiated, including:

- I. A scientific, safe systems focused, assessment of speed limit setting rules and practices as they currently apply in Kenya, across all national and county roads.
- II. A gap analysis between these speed limit management practices and safe system principles which lead to consideration of the following speed limits:

- 30 km/h where there is potential for collisions with pedestrians and cyclists, such as villages, school zones or commercial areas.
- 30 km/h where children mix with traffic.
- 50 km/h where there is potential for side impact collisions, such as intersections.
- 70 km/h where there is potential for head on collisions, such as undivided rural highways.

III. An action plan for safer speed limits in Kenya over a 5-year period, including detailed changes required to legal requirements and processes in support of implementing lower speed limits, and establishing safer default rural and urban speed limits.

6.2 Speed management demonstration projects

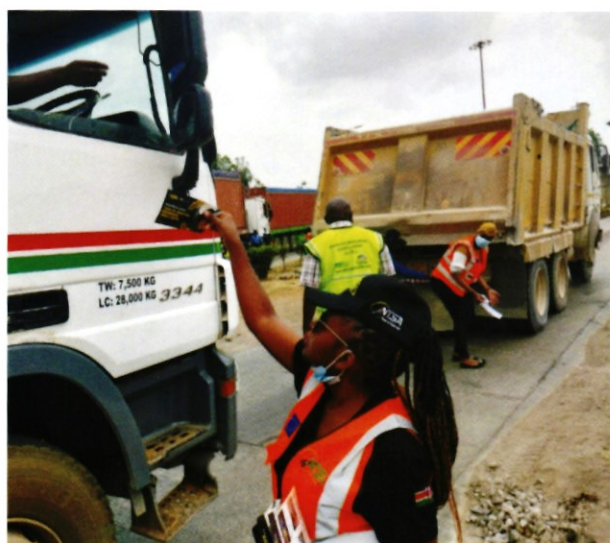
Two demonstration projects (one on a rural network and one on an urban network), will be

developed and implemented. These projects will combine lower speed limits, reinforcing infrastructure improvements, information and enforcement operations. The goal is to demonstrate the benefits of applying safe system principles to speed management in Kenya in a manner which can be implemented throughout the country.

6.3 Automatic speed enforcement demonstration project

Excess motor vehicle speed is a major problem around the world, and Kenya is no exception. Police cannot be everywhere and need to be able to use automated enforcement systems to control this critical safety issue. A demonstration project will be scoped and delivered which applies proven safety technology in Kenya. This will involve four key aspects:

- Analysis of legislative and operational change required to support automatic speed enforcement, including the establishment of owner responsibility for camera detected speeding offences committed with a vehicle, the technology links between roadside cameras, vehicle/driver databases, and the issue of infringement notices.
- Scoping the extent of the demonstration project and the types of detection systems which will be deployed, such as fixed cameras (very effective at specific high-risk sites), mobile cameras (very effective at network wide general deterrence), and average speed cameras (very effective at achieving compliance on long lengths of highway).



- High quality project management disciplines to manage technology procurement, integration with regulatory systems, public communications to build support for the project and how it will work.
- A monitoring and evaluation component to ensure that lessons are learned, and a more comprehensive rollout of technology can be subsequently scoped and promoted.

6.4 Motorcycle safety plan

A comprehensive motorcycle safety plan will be prepared in a collaborative manner to address the core safety issues. A greater understanding of the sector and the necessary safety changes is needed. All issues will be addressed, such as how to:

- Introduce a graduated licensing system for motorcycles which will reduce exposure to risk and set a higher safety standard for gaining a licence.
- Setting UN vehicle safety regulations to introduce anti-lock braking systems, and acceptable safety standards for helmets and hazard warning signs
- Establish and operationalize motorcycle helmet laboratory testing to ensure quality safe standards as per the KEBS Standard.
- Improve road infrastructure to ensure motorcycle safety.
- Much tougher enforcement of motorcycle offending, along with tougher consequences, to turn around the gross non-compliance which is killing and maiming so many Kenyans.

6.5 Boda boda safety reform

All boda boda will be required to join a boda boda SACCO, comprising a minimum of 100 members. All registered SACCOs will be required to deposit their registration details with NTSA and the county government.

NTSA will work with police and county governments to effectively operationalise 2015 regulations on motorcycle transport. Existing rules will be strictly overseen by NTSA. Non-complying SACCOs will be identified and targeted. If non-compliance persists, the NTSA will ensure

their authority to operate is removed. The regulations will also be reviewed, and the training-testing-licensing requirements further strengthened.

As long as it enhances and does not detract from, or delay, addressing the critical safety issues, this action may need to be considered as part of a wider set of regulatory reforms such as improved metering of boda boda for consumers.

6.6 Enforcement capacity building

The National Police Service has a critical role to play in meeting Kenya’s road safety goals, in many different and complex ways. Simultaneously, it needs to:

- redouble its efforts in tackling major safety compliance issues in speeding, drink driving, seatbelt use, child restraints and helmet use (the four behaviours targeted under this plan)
- considerably strengthen its capacity to attend serious road crashes, undertake appropriate crash investigation and close the data gap in unreported serious road trauma.
- act as a leader in the community to tackle Kenya’s road safety crisis and demonstrate a commitment to enforcing key road safety law anywhere, at any time, on anyone.

A systematic road safety capacity strengthening program will be undertaken to ensure that these activities are seen and felt across the community. Led by the most senior commanders, this needs to include:

- mandating a comprehensive and ongoing road safety training and development program
- developing a road traffic policing strategy which provides commanders with intelligence and management tools to direct county and local deployment to achieve the best safety results.
- a significant new investment in road traffic policing, so that dedicated traffic police are supported and equipped to deliver high quality safety focused services.

Particular attention will be given to developing and implementing a comprehensive anti-corruption program within NPS traffic operations. This will promote a specific set of ethical standards for

traffic policing, establish processes for addressing corrupt or unethical behaviour within traffic policing, and support use of traffic policing technology such as electronic ticketing that can eliminate corruption. All technology improvements for road safety compliance within the Ministry of Interior (such as those applying to driver licensing, vehicle registration, or new technologies such as automatic speed enforcement) will be assessed for their capacity to eliminate, or at least identify, corrupt behaviour.

6.7 Enforcement programs and targeted campaigns

Enforcement of key traffic law, particularly targeting speeding drivers, is the fastest way of achieving reductions in road trauma. Major changes in driver behaviour and safety are possible and can be enhanced by promotional activity from well-orchestrated enforcement campaigns which increase drivers’ perceived risk of being detected. This is the way in which we are seeking to achieve key intermediate safety outcome targets to 2030.

Programs targeting seatbelt wearing (in public transport or private vehicles) and motorcycle helmet wearing as well as child restraints which do not require additional detection equipment, will be initiated nationwide. County traffic commanders will be provided with program deployment and management tools to help ensure that offenders are effectively detected and prosecuted. Increased ticketing will be a primary indicator of success, given the high levels of non-compliance.

Programs targeting speeding and drink driving are dependent upon high levels of well-maintained equipment which are supported in law as evidential devices. Major new enforcement programs in these areas will be initiated as demonstration projects in one or two counties each, then evaluated and improved ahead of rollout across Kenya.

Each of these four enforcement programs will be supported by a high-profile awareness campaign, using a scientific approach to developing messages which inform the public of the enforcement campaign, identify the consequences of non-compliance, and increase the perceived risk of detection within the target audience. Delivery of these campaigns will be coordinated closely with actual enforcement operations, and their effectiveness in communicating and

enhancing enforcement operations will be monitored and evaluated to improve future performance.

6.8 Automated enforcement & compliance

Leverage on technology to enhance enforcement and compliance levels. Telematics technology can play a crucial role in systematically building enforcement capacity and deterring repeat and serious traffic offending in Kenya. Telematics combines telecommunications and informatics to provide real-time data on vehicle movements and driver behaviour. Here's how Telematics can be utilized to enhance compliance and enforcement for road safety:

- **Data Collection and Analysis:** Telematics can collect real-time data on various aspects of vehicle operations, such as speed, braking, acceleration, and adherence to traffic rules. This data can be analysed to identify repeat and serious traffic offenders.
- **Identifying High-Risk Drivers:** Telematics can flag drivers who consistently engage in dangerous driving behaviours, helping law enforcement focus their efforts on high-risk individuals.
- **Evidence for Prosecution:** The data provided by Telematics serves as valuable evidence in prosecuting traffic offenders. This objective data can strengthen legal cases against repeat offenders and improve the chances of successful prosecution.
- **Automated Alerts and Notifications:** Telematics can send automated alerts and notifications to law enforcement agencies when a vehicle is involved in a serious traffic violation, enabling quicker response times and proactive enforcement.
- **Driver Feedback and Training:** Telematics can also be used as a tool for driver feedback and training. It can provide drivers with real-time feedback on their driving behavior, helping them become more aware of their actions and encouraging safer driving practices.
- **Usage-Based Insurance and Incentives:** Telematics data can be used by insurance companies to offer usage-based insurance plans, encouraging safer driving habits.

Similarly, governments can implement incentive programs based on safe driving behavior to promote compliance.

- **Telematics can monitor vehicle condition and maintenance,** ensuring that vehicles on the road are safe to operate, which contributes to overall road safety.
- **Traffic Management and Planning:** The data collected by Telematics can be used to identify traffic congestion points, crash-prone areas, and other road safety hazards. This information can be used for better traffic management and infrastructure planning.
- **Public Awareness Campaigns:** Telematics data can be anonymized and aggregated to provide insights into broader traffic patterns and trends. This data can support evidence-based decision-making and form the basis for targeted public awareness campaigns.

By leveraging Telematics technology, enforcement capacity is enhanced to deter repeat and serious traffic offending. The ability to collect, analyze, and act on real-time data empowers law enforcement to be more effective in promoting road safety, reducing crashes, and ultimately creating safer roads for all users.

6.9 Develop and implement safe system promotion plan

The publication of this National Road Safety Action Plan provides an opportunity to promote road safety as a developmental and public health issue requiring new levels of public policy commitment, and the allocation of substantial resources. A safe system promotion plan will be prepared which focuses on providing easily accessible information in support of the road safety vision, targets, high priority projects and the safe system principles set out in this action plan. The plan will provide appropriate information to elected representatives at all levels of government, all public institutions with responsibility for road safety and their staff. Business, religious, and community influencers and institutions will also be invited to support a renewed effort in road safety. The overall goal is to build community support and demand for road safety.

6.10 Develop road safety campaigns based on known road safety issues

A series of road safety campaigns should be developed and delivered. In the absence of detailed crash data with which to identify target groups and themes, the campaigns will be targeted towards the main road safety issues:

- Pedestrian safety
- Motorcycle (boda boda) safety
- Driver related safety issues: speeding, fatigue driving, distracted driving, lane indiscipline, and drink driving, among others
- Passenger safety (PSV matatu, PSV taxi, private vehicles, HCV)

Significant efforts have been placed on public education and awareness raising about AIDS and HIV. These efforts have had great effect. The methods and approaches taken should be studied and applied to road safety issues.

6.11 Target messaging for high-risk road user

To ensure quick and sustainable road safety messaging on behavioural change, the choice of the target audience should be evidence-based and data driven. Currently boda boda riders (and passengers) and pedestrians contribute to over 65% of all the fatalities. Efforts should be geared primarily towards this sector.

6.12 Develop a road safety campaign calendar (to be interfaced with enforcement)

In order to maximize efforts a road safety calendar should be produced. The calendar will identify key themes at specific times of the year and will enable stakeholders to coordinate efforts and maximize the impact of their efforts. Some of campaigns will be linked to major road safety events including the World Day of Remembrance, Africa Road Safety Week, and UN Road Safety Week, among others

6.13 Develop and publish the Highway Code

A Highway Code is a very important document to provide all road users with advice and guidance on how to use the road network. The existing document needs to be revised to be in keeping with international best practice and with the UN Road Safety Conventions.

It should then be published and made easily available to the general public. An advertising campaign should also be undertaken to publicise the existence of the new document. The Highway Code needs to be automated.

6.14 Enforcement of driver licensing standards

Having established all legal requirements for regulating driving schools and instructors, a much stronger compliance program will now be initiated for driver training and testing. This will include establishing a three-year time period within which all drivers will need to have converted to the new driver licence, and all old licences are legally void. This is critical to the integrity of road safety in the future, and will be accompanied by identity checks to eliminate identity fraud through the licensing system.

With every Kenyan driver smart driver license, it will be possible to administer and implement an instant fine regime and a demerit point system.

In relation to driving schools and instructors, processes will be established to identify poor performers, provide them with opportunity to improve, and remove persistent non-compliance. Standards will also be enforced by strengthening the online processes administered by NTSA to run the necessary theory tests.

6.15 Medical assessment of drivers and instructors on fitness to drive

Driving a motor vehicle is a complex task involving perception, appropriate judgement, adequate response time and appropriate physical capability. A range of medical conditions, disabilities and



treatments may influence these driving prerequisites. Such impairment may adversely affect driving ability, possibly resulting in a crash causing death or injury.

While many factors contribute to safety on the road, driver health, and fitness to drive is an important consideration.

Assessing and monitoring of drivers' fitness to drive is targeted at controlling the human component of the road safety system. Fitness to drive involves medical and non-medical evaluations of an individual's functions to ensure that they can drive safely.

The Traffic Act Cap 403 and the Traffic (Driving Schools, Driving Instructors and Driving Licences) Rules, 2020 provides the legal framework for initial and periodic assessment of driver's fitness to drive. This needs to be implemented in this action period.

6.16 Periodic training, testing, and licensing of drivers in Kenya

The Traffic Act and the related legislations and rules stipulates that drivers in Kenya need to be subjected to periodic driver training/refresher training, testing and subsequent renewal of licensing. The rationale behind this initiative is to ensure that drivers always current technology and current road use in view of changing road designs, and road development. In the implementation period of this action plan, this key action area will be progressively, beginning with the PSVs and commercial vehicles.

6.17 Develop and implement automated theory and practical testing of drivers

The role of technology in road safety has been established on many occasions and circumstances. The testing of drivers before licensing is very important to ensure that qualified drivers to the market. Use of technology by automating driver testing will ensure standardized delivery of test and reduces/eliminates the human component on the part of the examiner. Automation of driver testing will be undertaken progressively starting with theory testing followed by practical testing.

6.18 Safe system curriculum in schools

Children are the next generation of road users, and it is intended to develop greater awareness of and commitment to road safety over time by introducing road safety at an early age through the

school curriculum. We cannot expect that children will learn to be perfect human beings – we know that they will be fallible, and will make mistakes as they become adults, and as they use the road. We can however expect that they can learn about the devastating impact of road trauma on Kenyan society, that all injuries are preventable, that there are very effective safety initiatives that will protect their family and friends, what they can do to be a safety advocate, and how they can model safety on Kenya's roads through their own actions.

A project will be initiated to integrate road safety into the school curriculum, starting at primary school. This project will:

- Review the existing primary school curriculum and develop proposals for incorporating road safety into it.
- Review school transport policy
- Develop teaching materials, and in-service training for teachers.

The project will consider all aspects of the curriculum from a safe systems perspective. It is envisaged that the curriculum will accept the limitations of human behaviour in road traffic and provide an early understanding of what constitutes a safe road traffic environment, and what they can do to promote safety through their own use of the road and their advocacy of safety within their family and community. It is intended that the safe system philosophy will be taken on over time by older siblings, parents, and teachers alike.

Once this primary curriculum is established, and has been evaluated, consideration can be given to an appropriate curriculum for older children, while taking care to ensure that they are not in any way encouraged into early motor vehicle licensing before the legal age limit of 18 years.

6.19 Safe environment around schools

Many road injuries and fatalities involving children occur around schools. National policy on school safety around schools should be developed and implemented. This includes a minimum set of standards on the roads and environments in and around schools.

6.20 Safe school trips

In concert with the preparation of an urban street design manual, a series of demonstration projects in rural and urban environments will be initiated to focus on the safety of children's journey to and

from school. The main focus will be on the safety of pedestrian movements along and across roads in the major routes to and from school. This will include lower speed zones and improved safety of infrastructure designed in accordance with tested methodologies. Formal school transport operations will also be reviewed ahead of a strengthening of guidelines and standards.



PRIORITY 7 POST-CRASH SERVICES

There is an extensive network of health facilities throughout Kenya, but they are coming under increasing pressure from road crash victims. Some hospitals now have a ward dedicated to victims of motorbike crashes and 80% of the patients in the Spinal Injury Hospital are victims of traffic crashes.

Emergency services are not well developed, and crash victims are often transported to hospital by members of the public, rather than trained paramedics and medical professionals. There is also a limited knowledge of first aid amongst the general public who are often the first responders in case of a crash. The injury severity and mortality rates are increased by poor treatment at the scene of the crash and as victims are transported from a crash scene to hospital.

Health services and emergency medical services are devolved functions as per the Fourth Schedule of the constitution and there is need to involve counties in this action area. Health facilities and emergency service providers require better equipment and training to effectively deal with road crash victims especially at known hazardous locations.

Below are the key actions to be implemented to achieve the targets:

7.1 Establish a national emergency response system

There exists a national toll-free phone number to alert emergency services of a road crash, however, the system which backs it up needs considerable strengthening. A study will be undertaken to assess each aspect of the emergency response system, from receipt of a call through to alerting ambulance services, transport to appropriate medical facilities, treatment, post-hospital care and rehabilitation.

This study will be undertaken with the coordination of a team drawn from the Ministry of Health, Council of Governors, NTSA and other relevant agencies.

Given that the responsibility for health services lies with county government, this study will have a specific focus on ensuring that an alert to a national service connects quickly and effectively to the services which are available in all counties. Recommendations will be sought on the response





system as a whole, and on the first most useful reforms that are required to support road traffic crash victims.

7.2 Post-crash investment on the high risk corridors and areas

Good quality emergency health services – emergency alert, first aid, victim transport, trauma management and treatment, and rehabilitation – are important for Kenya’s health sector generally. However, the sheer volume of road traffic injury places an enormous load on the health sector, and improvements in emergency response can have a significant impact on the final severity of the injury suffered in a crash.

A multi-year post-crash investment programme will be prepared which responds to the study, and begins rollout of first responder training, improved pre-hospital medical services and health facilities. The investment programme will address all aspects of the emergency response chain and will give priority to reducing the time between crashes

on major roads and highways and emergency medical treatment, to building the professional capacity within the health sector to deliver high quality post-crash services, and to delivering better transport and medical treatment services.

In preparation this investment plan, the county government, through respective County Health Management Team (CHMT) and other relevant stakeholders, will be involved.



PRIORITY 8 ROAD SAFETY DATABASE, MONITORING AND EVALUATION SYSTEMS

The current crash data collection processes in Kenya are limited and suffer from significant underreporting. Reliable and accurate data are crucial for raising awareness about road traffic injuries, identifying risk factors, developing policies and strategies, and monitoring progress.

There are several problems with the existing data collection system. Firstly, there is no standardized traffic crash report form that includes all the necessary data elements for every crash. This leads to inconsistencies and incomplete information. Additionally, the reliance on telephone calls between stations for daily records hampers the quantity and quality of information available.

Furthermore, crash records are not regularly updated, resulting in a fatality record that only reflects those who died at the scene. There is also a lack of Geographic Information System (GIS) location records for crashes and inadequate linkages to other data sources such as road authorities, the health sector, or the National Bureau of Statistics.

In addition to the data collection challenges, there is a lack of capacity in wider road safety research, including funding, coordination, and direction on key research questions. While government agencies can collect and utilize data, it is crucial to subject road safety data and performance to rigorous and independent academic analysis. Fostering a road safety research community is essential to supporting the country's road safety goals.

The immediate priorities include conducting and reporting on observational surveys of key road safety activities, which can serve as a foundation for future research inquiries. By addressing these data collection and research challenges, Kenya

can improve its understanding of road safety issues and make informed decisions to enhance road safety measures.

A robust monitoring and evaluation framework will ensure effective implementation of the road safety action plan and identify corrective measures that can be instituted accordingly and as necessary.

It is envisaged that the multi-agency governance team will oversee the National Road Safety Action Plan, considering the multiagency and multi-sectoral nature of its implementation. Therefore, appropriate M&E reports will be availed to them for appropriate corrective actions.

Below are the key actions to be implemented to achieve the targets:

8.1 Development of a national road safety database

A robust and accurate road safety database will be developed to enable the identification and monitoring of locations and road user groups that are at risk. A project has been initiated to establish a new crash data system and pilot its implementation. The specific objectives of the project are:

- A GIS-enabled, web-based system for road crash data capture, storage, analysis and dissemination.
- Improved software and procedures for capturing crash data including near misses.



- Capacity building and training amongst Police, the NTSA and other stakeholder users on the use of the road crash data system.
- Ensuring buy-in from all the key stakeholders by adopting a consultative approach during the design stage to cater to all crash data needs.
- Piloting the crash data system to test and improve the quality of the crash data collected through the system.
- Road crashes, injuries and deaths, analysed by county, age, gender, human population, vehicle population, and estimated socio-economic cost
- Safety performance indicators relating to speed, alcohol, restraints, helmets, road infrastructure, vehicle safety, and trauma management
- Process and implementation indicators reporting on significant road safety policies, plans, and programmes which have been developed, and delivery of critical safety services by police, roads and licensing authorities.

Delivery of this project over the course of this action plan is of paramount importance. Full implementation of the new road crash data system, based on the pilot, will also be fully scoped and integrated into future business planning. An investment plan will be developed to secure resources to support the full implementation of the crash data system for sustainability.

8.2 Road safety performance indicators

To assess the level of performance of road safety, it is recommended that Road Safety Performance Indicators are measured. This is a departure from the general tendency to measure road safety performance based on absolute number of casualties and/or crashes, since simply counting crashes or injuries is often an imperfect indicator of the level of road safety. Safety Performance Indicators (SPIs) can give a more complete picture of the level of road safety and can point to the emergence of developing problems at an early stage, before these problems crashes.

There has never been a comprehensive study to establish and document the levels of road safety in Kenya through Safety Performance Indicators (SPIs) and road user knowledge, attitudes and practices. Such a study would ensure that subsequent road safety programmes, projects, and plans are measurable in terms of safety performance.

This is done on a periodic basis to establish the level of road safety performance.

8.3 Road safety monitoring and reporting

A new formal road safety monitoring and reporting process will be put in place, which will be further developed and enhanced as the benefits of the new data system are realised. The NTSA Director General will be responsible for publishing an Annual Road Safety Report. This will be a comprehensive account of:

The format and extent of the report will be improved as new data sources become available. In recognition of the underreporting issue, the Director General's report shall use any government or reputable national or international source of information relating to the number of fatalities and injuries on the road, such as the Department of Civil Registration, and the World Health Organization.

A quarterly road safety report will also be published to provide an update on key road crash, safety performance, and implementation indicators.

8.4 Regional Observatories (ARSO)

Kenya is part of a community of nations with similar road safety challenges. Under the auspices of the African Union, and in accordance with the Africa Road Safety Charter, the African Road Safety Observatory (ARSO) initiative was launched in 2018. With the ultimate goal of building a robust body of data that can be used to monitor Africa's road safety performance and improve decision making, ARSO is working to harmonize road safety indicators across all countries in Africa. By uniting their activities to systematically collect, analyse, and share reliable road crash data, ARSO bolsters the efforts of African countries to reduce fatalities on the road.

Kenya through, NTSA is one of the founding members of the African Road Safety Observatory (ARSO) since its inception in 2018.

Kenya and ARSO will continue to partner and leverage on their strengths to improve road safety data in Kenya and Africa.



8.5 Establishment of a Multi-sectoral Technical Working Group

A multi-agency and multisectoral committee is to be established as envisaged in the leadership action area in this action plan. This committee will be charged with developing the multiagency annual plans and the M&E framework.

8.6 M&E framework

The Technical Working Group will be charged with development of the M&E framework of this action plan and the annual workplans.

8.7 Periodic Performance reports

Some of the reports to be developed and disseminated on periodic basis include:

- Six (6) monthly reports to the Multiagency Steering Committee, the Cabinet Secretaries and Cabinet Sub-committee
- Annual Road Safety Reports



ANNEX 1 DESIGNATED HIGH-RISK ROADS

ROAD TRAFFIC CRASHES: RISK MAPS

Achieving high returns on investments to lower road traffic crashes and fatalities requires targeting locations with the highest concentrations of crashes and fatalities across Kenya's road network as well as identifying particular characteristics of crashes (road users, timing and behavior) that can inform the design of policies. This analysis leverages national crash fatality data from the National Police Service. It focuses on

eight out of 47 counties with some of the highest number of road fatalities (Nairobi, Kiambu, Nakuru, Machakos, Kakamega, Kisumu, Makueni and Kiambu), which make up 36% of all fatalities. The focus is on Jan 2021 – June 2023.

The police data were manually geolocated, which allows for the identification of high-risk road corridors that can be targeted in order to achieve significant reductions in fatalities. Below are maps of the risk corridors in each county, and summary statistics, including a list of the highest risk areas within each county. These can help guide where to target the actions laid out in this plan.

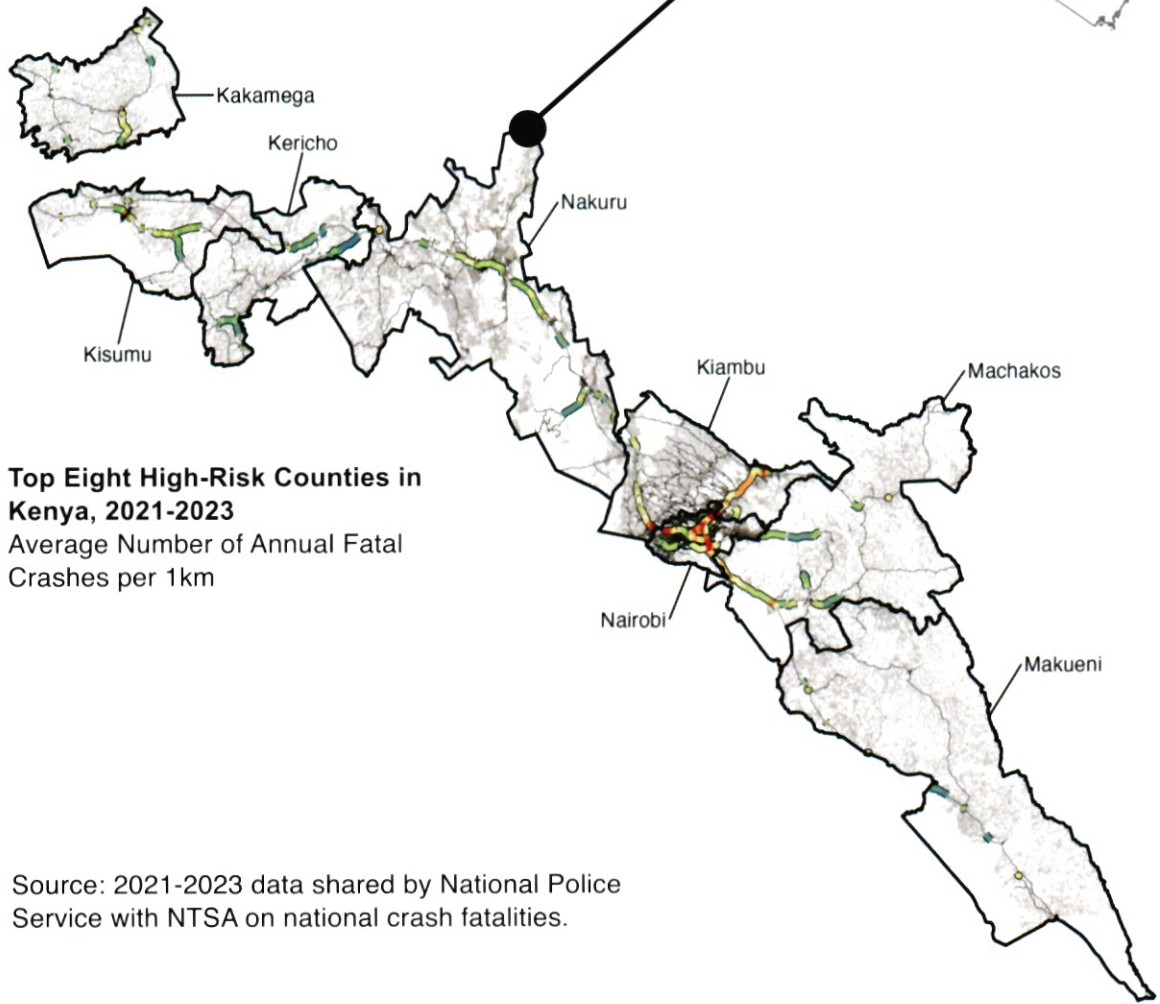
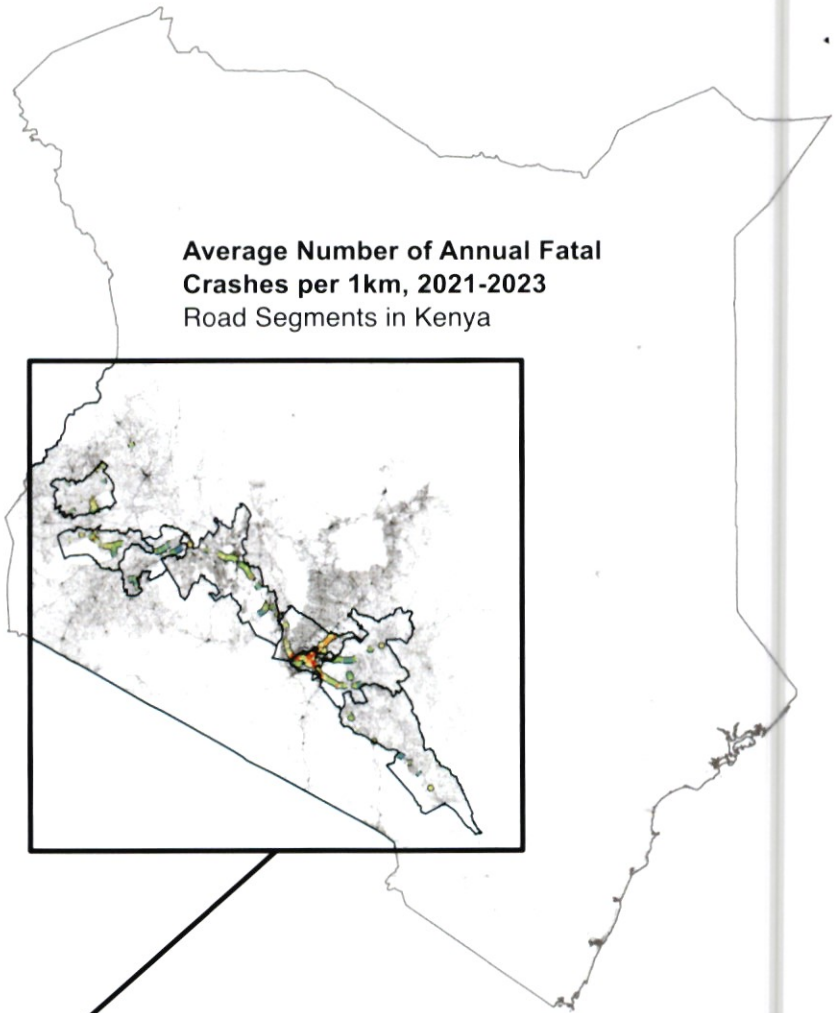
FATAL CRASH SUMMARY: BY COUNTY

County	Population (2019)	Fatal Crashes (2021-2023)	Annual Average Fatal Crashes per 100,000	Percent of All Fatal Crashes In Kenya
Nairobi	4,397,073	1,173	10.67	11.81%
Kiambu	2,417,735	1,053	17.42	10.60%
Nakuru	2,162,202	776	14.35	7.81%
Machakos	1,421,932	519	14.59	5.22%
Kakamega	1,867,579	301	6.44	3.03%
Kisumu	1,155,574	301	10.41	3.03%
Makueni	987,653	245	9.92	2.46%
Kericho	901,777	171	7.58	1.72%

Fatal crash data is from January 2021 through June 2023

MAP OF HIGH RISK COUNTIES

Nairobi
 Kiambu
 Nakuru
 Machakos
 Kakamega
 Kisumu
 Makeni
 Kericho



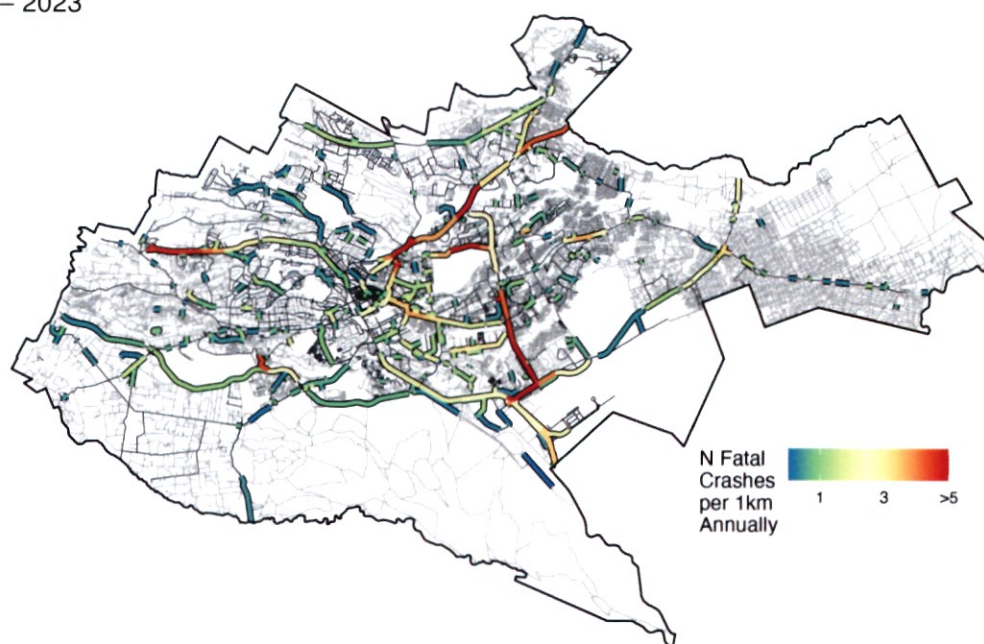
Source: 2021-2023 data shared by National Police Service with NTSA on national crash fatalities.



MAPS OF INDIVIDUAL COUNTIES

Nairobi

Panel A. Average Number of Annual Fatal Crashes per 1km
Nairobi County, 2021 – 2023



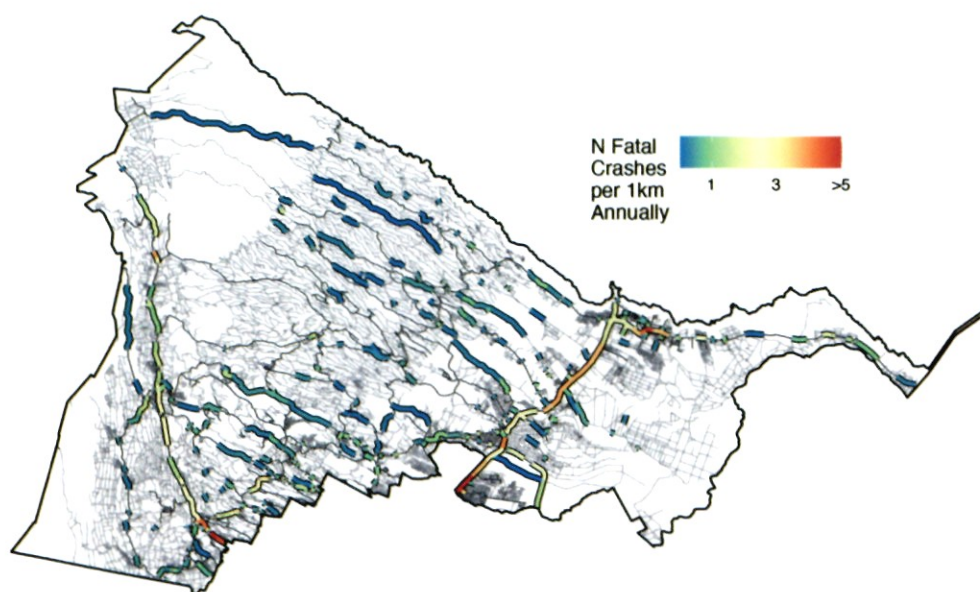
Panel B. Road Segments with Most Fatal Crashes

Road	Road Class	N Fatal Crashes Annually	Distance (Km)	N Fatal Crashes Annually per Km	Start Coordinate	End Coordinate
A2S	Int'l Trunk Road	32.8	8.85	3.71	(-1.22, 36.82)	(-1.27, 36.82)
UCA3-Nairobi	Int'l Trunk Road	26.8	5.07	5.29	(-1.28, 36.9)	(-1.32, 36.9)
A8	Int'l Trunk Road	23.2	10.17	2.28	(-1.28, 36.73)	(-1.26, 36.73)
A8	Int'l Trunk Road	22.4	15.14	1.48	(-1.31, 36.94)	(-1.39, 36.94)
UCA1-Nairobi	Int'l Trunk Road	13.2	4.7	2.81	(-1.31, 36.89)	(-1.33, 36.89)
UCB3-Nairobi	Nat'l Trunk Road	10.8	3.25	3.32	(-1.27, 36.82)	(-1.29, 36.82)
UCA3-Nairobi	Int'l Trunk Road	10	3.32	3.01	(-1.27, 36.87)	(-1.25, 36.87)
UCB20-Nairobi	Nat'l Trunk Road	9.6	4.74	2.03	(-1.3, 36.84)	(-1.29, 36.84)
UCB19-Nairobi	Nat'l Trunk Road	9.6	3.52	2.73	(-1.26, 36.85)	(-1.27, 36.85)
A2S	Int'l Trunk Road	9.6	6.4	1.5	(-1.19, 36.89)	(-1.22, 36.89)
UCA2-Nairobi	Int'l Trunk Road	7.2	2.05	3.51	(-1.31, 36.7)	(-1.3, 36.7)
UCA2-Nairobi	Int'l Trunk Road	6.8	6.06	1.12	(-1.32, 36.72)	(-1.31, 36.72)

Kiambu

Panel A. Average Number of Annual Fatal Crashes per 1km

Kiambu County, 2021 – 2023

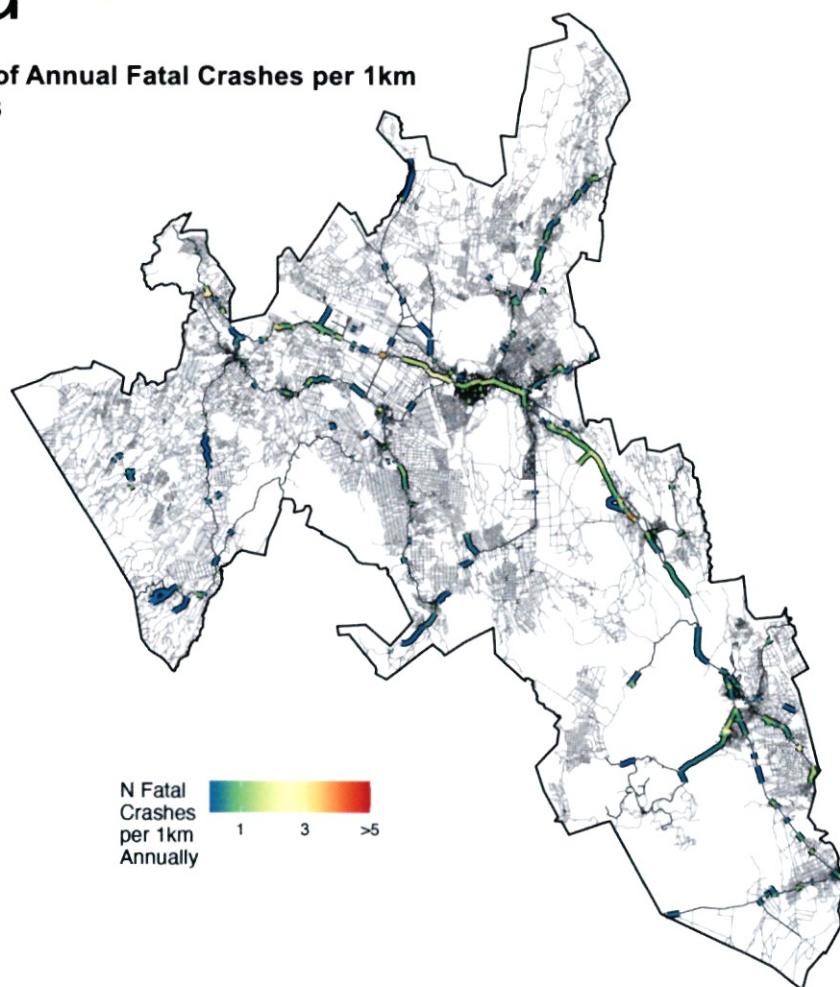


Panel B. Road Segments with Most Fatal Crashes

Road	Road Class	N Fatal Crashes Annually	Distance (Km)	N Fatal Crashes Annually per Km	Start Coordinate	End Coordinate
A2S	Int'l Trunk Road	47.6	12.22	3.9	(-1.21, 36.99)	(-1.13, 36.99)
A2S	Int'l Trunk Road	42	12.62	3.33	(-1.04, 37)	(-1.13, 37)
A8	Int'l Trunk Road	15.6	8.79	1.77	(-1.17, 36.68)	(-1.24, 36.68)
A3	Int'l Trunk Road	13.6	5.93	2.29	(-1.04, 37.12)	(-1.06, 37.12)
A8	Int'l Trunk Road	11.6	2.7	4.3	(-1.25, 36.7)	(-1.26, 36.7)
D	Unclassified (NEW)	8.8	2.07	4.25	(-1.26, 36.68)	(-1.25, 36.68)
A8	Int'l Trunk Road	7.6	4.47	1.7	(-1.09, 36.63)	(-1.13, 36.63)
A8	Int'l Trunk Road	7.2	3.02	2.38	(-1.16, 36.64)	(-1.14, 36.64)
A8	Int'l Trunk Road	6.8	4.73	1.44	(-0.92, 36.63)	(-0.96, 36.63)
UCA1-Nairobi	Int'l Trunk Road	6.8	5.01	1.36	(-1.18, 36.99)	(-1.22, 36.99)

Nakuru

Panel A. Average Number of Annual Fatal Crashes per 1km
Nakuru County, 2021 – 2023

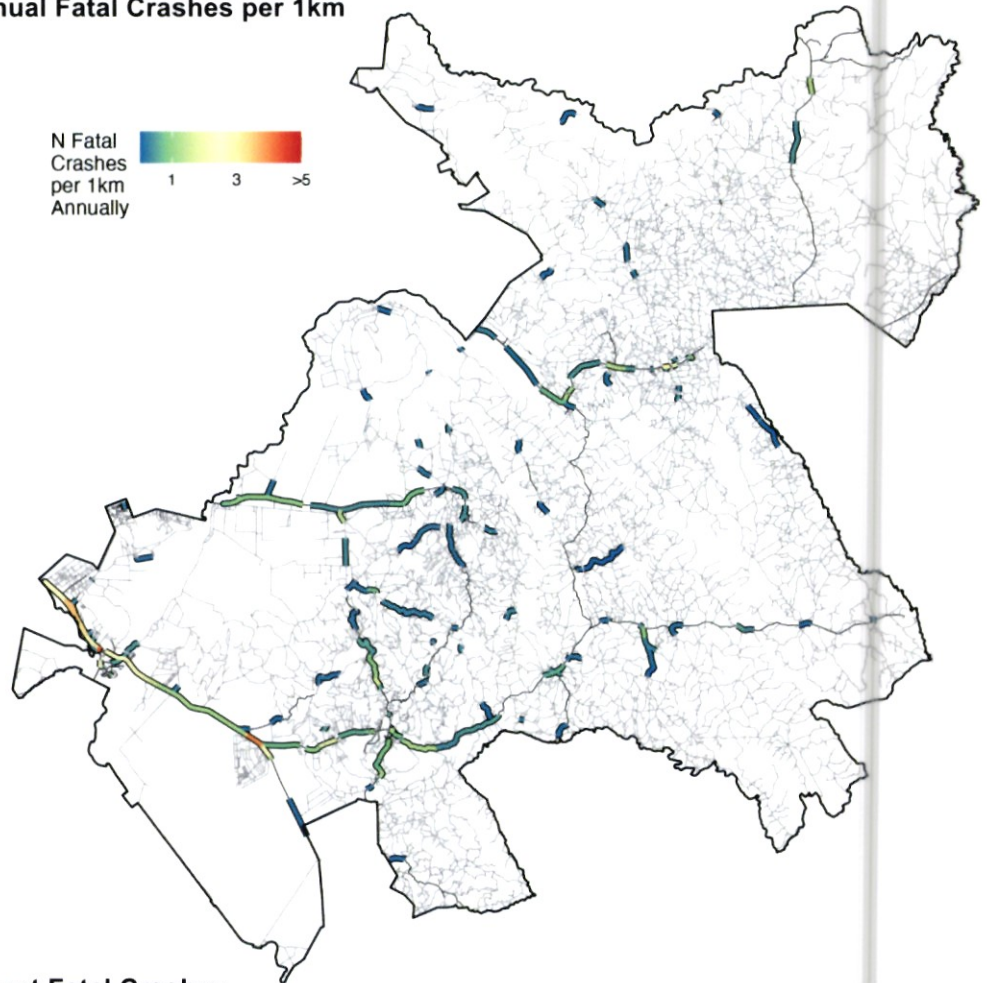


Panel B. Road Segments with Most Fatal Crashes

Road	Road Class	N Fatal Crashes Annually	Distance (Km)	N Fatal Crashes Annually per Km	Start Coordinate	End Coordinate
A8	Int'l Trunk Road	15.2	19.96	0.76	(-0.35, 36.3)	(-0.48, 36.3)
A8	Int'l Trunk Road	11.6	11.59	1	(-0.32, 36.04)	(-0.29, 36.04)
A8	Int'l Trunk Road	10.4	8.57	1.21	(-0.25, 36.04)	(-0.28, 36.04)
C707	Primary Road	5.2	13.32	0.39	(-0.84, 36.44)	(-0.75, 36.44)
E	Unclassified (NEW)	4	1	4	(-0.25, 35.94)	(-0.24, 35.94)
A8	Int'l Trunk Road	3.6	6.41	0.56	(-0.59, 36.34)	(-0.54, 36.34)
A8	Int'l Trunk Road	3.2	5.4	0.59	(-0.76, 36.52)	(-0.79, 36.52)
A8	Int'l Trunk Road	3.2	3.47	0.92	(-0.22, 35.84)	(-0.2, 35.84)
A8	Int'l Trunk Road	2.8	2.55	1.1	(-0.85, 36.55)	(-0.83, 36.55)
A8	Int'l Trunk Road	2.8	1.51	1.85	(-0.16, 35.69)	(-0.15, 35.69)

Machakos

Panel A. Average Number of Annual Fatal Crashes per 1km
Machakos County, 2021 – 2023

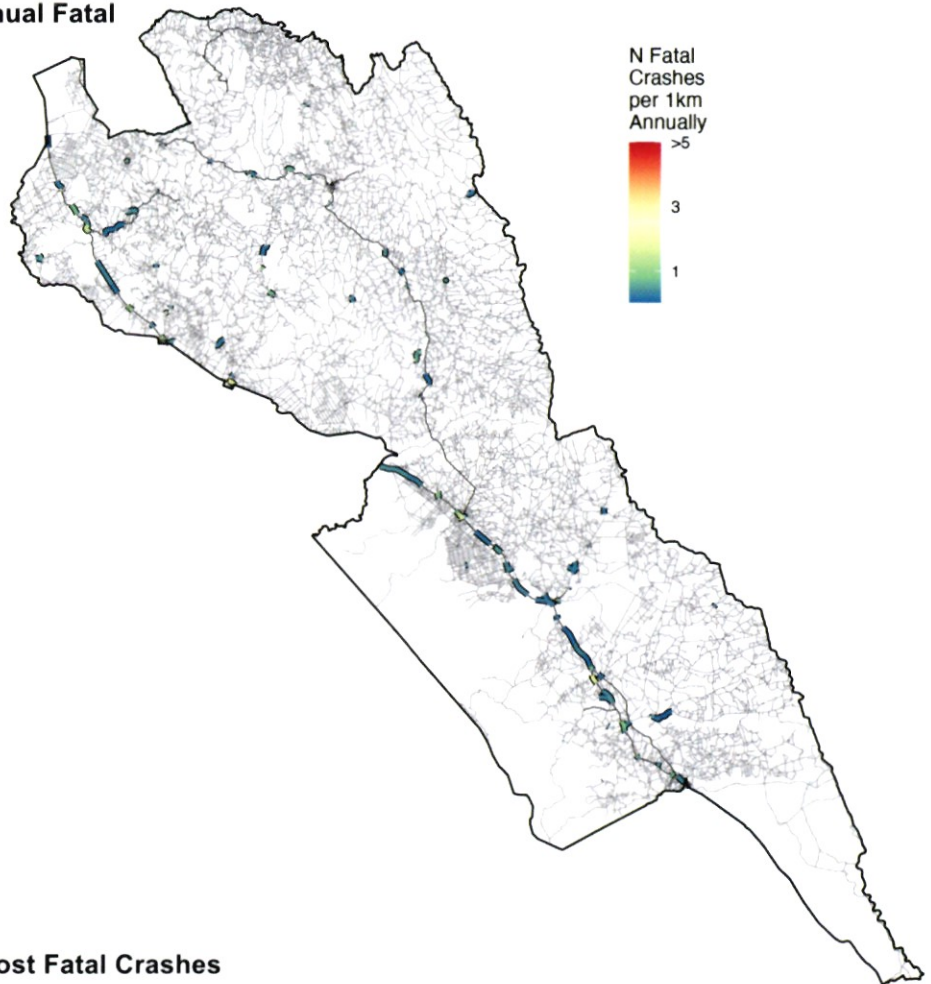


Panel B. Road Segments with Most Fatal Crashes

Road	Road Class	N Fatal Crashes Annually	Distance (Km)	N Fatal Crashes Annually per Km	Start Coordinate	End Coordinate
A8	Int'l Trunk Road	27.6	22.57	1.22	(-1.55, 36.97)	(-1.44, 36.97)
A8	Int'l Trunk Road	25.2	10.46	2.41	(-1.36, 36.97)	(-1.44, 36.97)
B63	Nat'l Trunk Road	8.8	10.15	0.87	(-1.28, 37.18)	(-1.29, 37.18)
B62	Nat'l Trunk Road	6.8	11.34	0.6	(-1.5, 37.28)	(-1.53, 37.28)
B63	Nat'l Trunk Road	6	13.07	0.46	(-1.27, 37.18)	(-1.29, 37.18)
B62	Nat'l Trunk Road	4.4	3.64	1.21	(-1.54, 37.21)	(-1.53, 37.21)
C443	Primary Road	3.6	6.28	0.57	(-1.48, 37.23)	(-1.42, 37.23)
A3	Int'l Trunk Road	3.6	1.66	2.17	(-1.14, 37.54)	(-1.14, 37.54)
B62	Nat'l Trunk Road	3.6	4.42	0.81	(-1.53, 37.13)	(-1.53, 37.13)
A3	Int'l Trunk Road	3.2	3.62	0.88	(-1.17, 37.42)	(-1.17, 37.42)

Makueni

Panel A. Average Number of Annual Fatal Crashes per 1km
Makueni County, 2021 – 2023

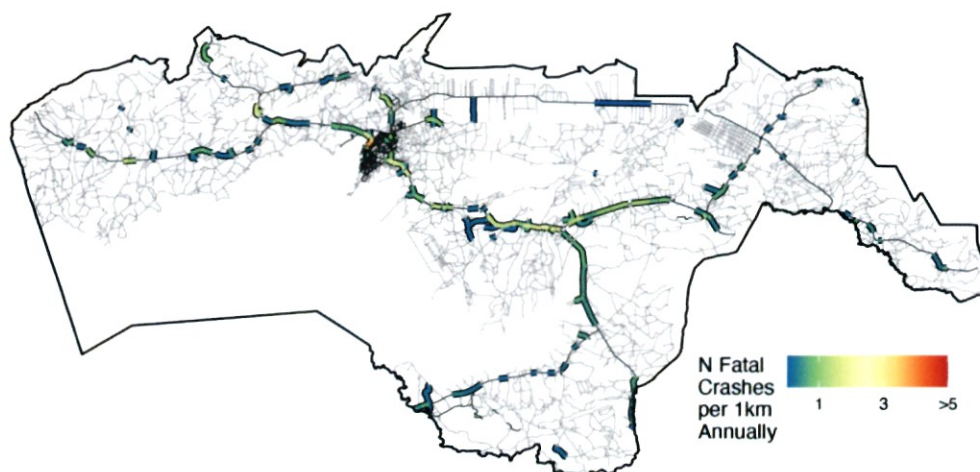


Panel B. Road Segments with Most Fatal Crashes

Road	Road Class	N Fatal Crashes Annually	Distance (Km)	N Fatal Crashes Annually per Km	Start Coordinate	End Coordinate
A8	Int'l Trunk Road	2.4	1.83	1.31	(-2.09, 37.47)	(-2.08, 37.47)
A8	Int'l Trunk Road	2.4	1	2.4	(-1.79, 37.22)	(-1.79, 37.22)
A8	Int'l Trunk Road	2	1.55	1.29	(-1.83, 37.23)	(-1.81, 37.23)
A8	Int'l Trunk Road	2	1.49	1.34	(-2.54, 38.02)	(-2.52, 38.02)
A8	Int'l Trunk Road	2	7.69	0.26	(-2.24, 37.7)	(-2.21, 37.7)
F	Unclassified (NEW)	2	1.95	1.03	(-2.29, 37.81)	(-2.27, 37.81)
A8	Int'l Trunk Road	2	1.05	1.9	(-1.85, 37.26)	(-1.84, 37.26)
A8	Int'l Trunk Road	1.6	1.14	1.4	(-1.97, 37.32)	(-1.96, 37.32)
C467	Primary Road	1.6	1	1.6	(-2.08, 37.47)	(-2.08, 37.47)
A8	Int'l Trunk Road	1.6	3.35	0.48	(-2.4, 37.9)	(-2.38, 37.9)

Kisumu

Panel A. Average Number of Annual Fatal Crashes per 1km
Kisumu County, 2021 – 2023



Panel B. Road Segments with Most Fatal Crashes

Road	Road Class	N Fatal Crashes Annually	Distance (Km)	N Fatal Crashes Annually per Km	Start Coordinate	End Coordinate
A1	Int'l Trunk Road	8.4	7.82	1.07	(-0.16, 34.94)	(-0.17, 34.94)
A1	Int'l Trunk Road	5.2	2.99	1.74	(-0.12, 34.77)	(-0.11, 34.77)
A1	Int'l Trunk Road	4.4	10.41	0.42	(-0.27, 34.94)	(-0.18, 34.94)
A12	Int'l Trunk Road	4.4	6.74	0.65	(-0.17, 35)	(-0.15, 35)
A12	Int'l Trunk Road	3.6	4.57	0.79	(-0.08, 34.75)	(-0.1, 34.75)
A12	Int'l Trunk Road	3.2	4.09	0.78	(-0.15, 35)	(-0.15, 35)
A1	Int'l Trunk Road	2.8	2.12	1.32	(-0.15, 34.82)	(-0.15, 34.82)
A12	Int'l Trunk Road	2.4	1.23	1.95	(-0.06, 34.65)	(-0.07, 34.65)
B10	Nat'l Trunk Road	2.4	1.33	1.8	(-0.11, 34.52)	(-0.11, 34.52)
A1	Int'l Trunk Road	2.4	1.59	1.51	(-0.06, 34.77)	(-0.05, 34.77)



RISK MAPS: TECHNICAL NOTE

The high-risk location mapping was conducted using data from the National Police Service (NPS) shared with NTSA on fatal crashes from January 1, 2021- June 30, 2023. This would exclude any fatal crashes that were not reported to NPS as well as severe crashes with no fatality.

Fatal crash records from the NPS include a description of the location where the crash occurred (e.g., Near Eastleigh First Avenue junction) but do not record coordinates that allow for exact mapping or visualization of crash locations. A team of four coders geolocated the crashes in the eight highest-risk counties in Kenya based on the descriptive information of the location provided for each fatality record. Of the crash fatality records from 2021 to June 2023 for the eight counties considered, 73% of the police records were geolocated. The remaining reports (27%) lacked enough information to locate the crash.³ Given that almost one third of the fatal crashes could not be geolocated (in addition to any fatal crashes that were not reported), the average fatal crashes per kilometer estimated in the maps is a lower bound. Investment in obtaining exact GPS coordinates for each crash will allow for more accurate geolocation of crashes and identification of high-risk areas in the future.

Based on the geocoded crashes, a risk mapping analysis was conducted to determine high-risk fatal crash locations. Some important considerations in the steps of the process are as follows:

- **Determining crash locations (geocoding) based on police records:** Given that GPS coordinates are not currently available in crash records, there is a level of uncertainty about where crashes occurred. In identifying crash locations on a map, therefore, the geocoding process allows for a degree of uncertainty. For instance, of those crashes with enough information to determine a crash location, 78% were recorded as points (a specific location) and 22% were recorded as areas (a larger location when a specific point cannot be determined from the information available).

- **Risk mapping analysis for targeting high-risk locations:**

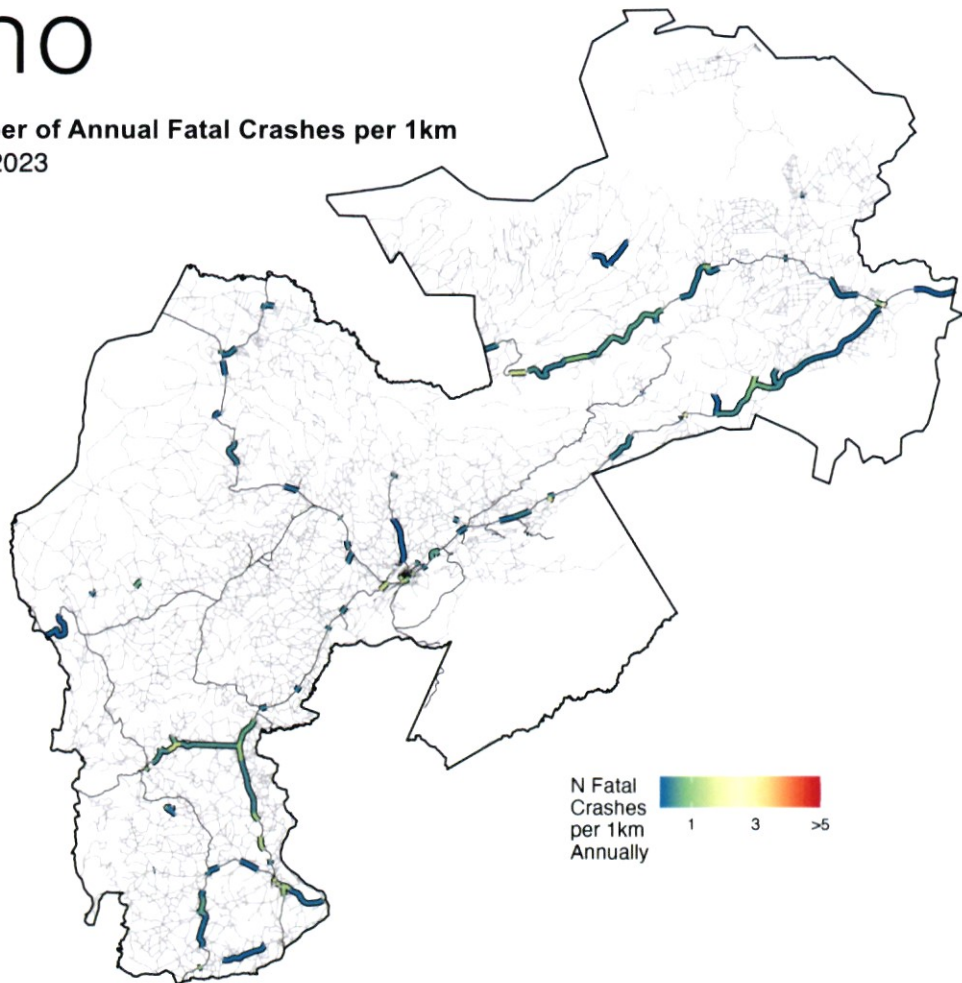
Based on the uncertainty in the geolocation of individual crashes, the aggregation and identification of high-risk locations also includes a level of uncertainty. Therefore, the risk mapping analysis groups crash locations into larger road segments. Crashes are linked to individual road segments, and road segments within 250 meters of each other are joined together into larger segments. The segments with the highest number of fatal crashes and the highest number of fatal crashes per kilometer are identified as high-risk locations.

It is important to note that the high-risk areas identified have a level of uncertainty both due to the uncertainty associated with geolocating of crashes as well as due to the complexity of the road network, whereby multiple roads may be implicated in a single crash. By focusing on larger risk areas, this helps to highlight the main areas that should be studied further for targeting with road safety interventions. Additional analysis focused on these areas can help to provide important insights on the particular aspects of these areas that are especially problematic and the likely causes for the high level of risk, i.e., risk factors, which can then be used for developing more targeted and effective interventions depending on those risk factors.

³ For instance, the crash description, "Petrol station on Thika Road," has multiple locations that meet this criteria covering more than 10km distance of the road network and, therefore, is coded as insufficient information to identify the crash location.

Kericho

Panel A. Average Number of Annual Fatal Crashes per 1km
Kericho County, 2021 – 2023

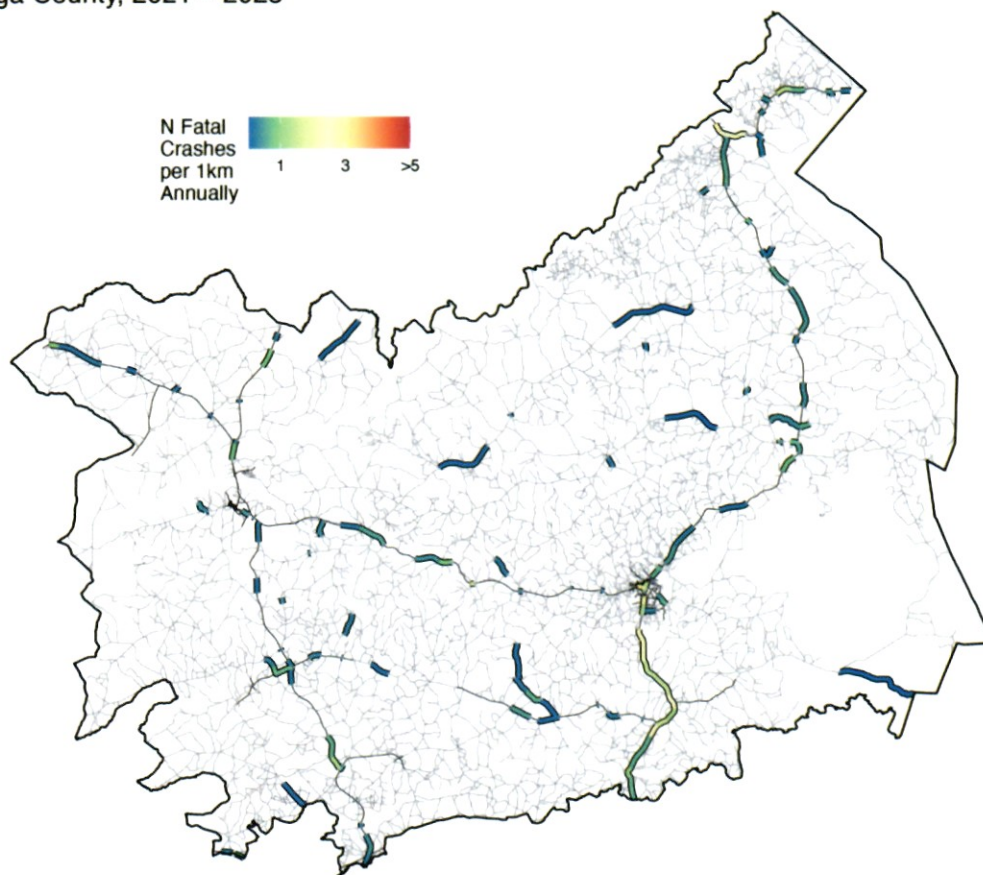


Panel B. Road Segments with Most Fatal Crashes

Road	Road Class	N Fatal Crashes Annually	Distance (Km)	N Fatal Crashes Annually per Km	Start Coordinate	End Coordinate
C749	Primary Road	7.2	12.95	0.56	(-0.18, 35.36)	(-0.23, 35.36)
A12	Int'l Trunk Road	4	15.27	0.26	(-0.18, 35.5)	(-0.25, 35.5)
B6	Nat'l Trunk Road	2.8	7.96	0.35	(-0.47, 35.18)	(-0.54, 35.18)
B4	Nat'l Trunk Road	2.4	6.95	0.35	(-0.5, 35.17)	(-0.49, 35.17)
A12	Int'l Trunk Road	1.6	2.45	0.65	(-0.27, 35.43)	(-0.29, 35.43)
B6	Nat'l Trunk Road	1.6	1.53	1.05	(-0.58, 35.2)	(-0.6, 35.2)
A12	Int'l Trunk Road	1.6	1	1.6	(-0.25, 35.48)	(-0.26, 35.48)
D1667	Secondary Road	1.6	1	1.6	(-0.26, 35.48)	(-0.26, 35.48)
C749	Primary Road	1.6	3.38	0.47	(-0.15, 35.48)	(-0.17, 35.48)
A12	Int'l Trunk Road	1.2	1	1.2	(-0.37, 35.29)	(-0.37, 35.29)

Kakamega

Panel A. Average Number of Annual Fatal Crashes per 1km
Kakamega County, 2021 – 2023



Panel B. Road Segments with Most Fatal Crashes

Road	Road Class	N Fatal Crashes Annually	Distance (Km)	N Fatal Crashes Annually per Km	Start Coordinate	End Coordinate
A1	Int'l Trunk Road	11.6	12.44	0.93	(0.14, 34.75)	(0.26, 34.75)
A8	Int'l Trunk Road	5.2	2.35	2.21	(0.58, 34.8)	(0.58, 34.8)
B14	Nat'l Trunk Road	3.6	3.9	0.92	(0.83, 35.14)	(0.8, 35.14)
B12	Nat'l Trunk Road	2.4	1	2.4	(0.28, 34.64)	(0.28, 34.64)
A1	Int'l Trunk Road	2.4	1.32	1.82	(0.28, 34.75)	(0.26, 34.75)
C781	Primary Road	2	2.56	0.78	(0.16, 34.55)	(0.19, 34.55)
B12	Nat'l Trunk Road	1.6	1	1.6	(0.28, 34.75)	(0.28, 34.75)
A1	Int'l Trunk Road	1.6	3.26	0.49	(0.45, 34.85)	(0.48, 34.85)
A8	Int'l Trunk Road	1.6	2.01	0.8	(0.61, 34.84)	(0.6, 34.84)
C779	Primary Road	1.6	1.36	1.18	(0.44, 34.51)	(0.43, 34.51)

ANNEX 2 PERFORMANCE MEASURE OF NATIONAL PRIORITIES

ACTION PLAN 2024-2028

NATIONAL PRIORITIES	OBJECTIVE(S)
1.0 Coordination of delivery partnerships	1.1 Strengthen leadership and Lead Agency Coordination functions
	1.2 Establish a National Road Safety Policy
	1.3 Strengthen road safety legislations and partnerships
2.0 Funding	2.1 Establish and maintain a sustainable a safety funding and allocation system to achieve Kenya's road safety goals
3.0 Risk targeting	3.1 Maximize returns on safety investments that save lives and improve life quality for injured victims

ANNEX 2- PERFORMANCE MEASURE OF NATIONAL PRIORITIES

PERFORMANCE MEASURES			
	OUTPUTS	INTERMEDIATE OUTCOMES	FINAL OUTCOMES
	1.1.1 MAGF Established and gazetted 1.1.2 47 CTSC established and gazetted 1.1.3 County Specific Action plans developed and adopted	<ul style="list-style-type: none"> Periodic formal meetings held Performance assessed and Strategic direction provided 	<ul style="list-style-type: none"> Improved road safety management and coordination in the country supported fully by strong partnerships, policy and legislations 50% fatality and injury reductions
	1.2.1. National Road safety Policy developed and adopted for implementation	<ul style="list-style-type: none"> Performance assessments of policy Reviews proposed 	
	1.3.1 Traffic Act Reviewed and amendments adopted 1.3.2 Regional legislations and standards adopted 1.3.3 Policy on road safety mainstreaming developed and implemented	<ul style="list-style-type: none"> Penalties better aligned with road safety risks Streamlined legislative processes implemented Capacity of public and private institutions build 	
	2.1.1 National sustainable funding mechanisms established 2.1.2 Road safety programmes incorporated in County Integrated Development Plans (CIDPs) 2.2.3 Road safety investment plan developed	<ul style="list-style-type: none"> Funded Policy with multi-sectoral (including private) participation Funding arrangement confirmed for future Action plan of 2028-2030 Performance monitoring and evaluation 	
	3.1.1 Established Kilometers of designated high-risk demonstration corridors and urban areas 3.1.2 Functional disaggregated data on Traffic volumes and risks hitherto on high-risk demonstration corridors and urban areas	<ul style="list-style-type: none"> Road user and community awareness of designated high-risk demonstration corridors and urban areas Performance monitoring and evaluation 	<ul style="list-style-type: none"> 50% fatality and injury reductions of vulnerable road users Enhanced safety of vulnerable road users

<p>4.0 Infrastructure safety</p>	<p>4.1 Improve the protective qualities of road infrastructure for all users</p>
<p>5.0 Vehicle Safety Standards and Compliance</p>	<p>5.1 Improve vehicle safety and compliance with roadworthiness and modification standards for vehicles entering the Kenya fleet</p>
<p>6.0 Enforcement targeting unsafe behavior and Education</p>	<p>6.1 Reduce road user unsafe behaviour and increasing the likelihood of their being detected and enforced</p>
<p>7.0 Post-crash services</p>	<p>7.1 Enhance survivability and quality of life for crash victims</p>
<p>8.0 Road safety database, monitoring and evaluation systems</p>	<p>8.1 Enhance Research, data quality and Diagnostics for effective monitoring and evaluating road safety performance in designated high-risk demonstration corridors and urban areas</p>



ANNEX 2- PERFORMANCE MEASURE OF NATIONAL PRIORITIES

<p>4.1.1 Number of safety engineering treatments, by treatment type</p> <p>4.1.2 Road safety contractor guidelines developed</p> <p>4.1.3 Traffic management system developed</p> <p>4.1.4 Reforms in non-motorized transport adopted</p>	<ul style="list-style-type: none"> • Infrastructure performance assessments, audits, inspections • Treatments of hazards 	<ul style="list-style-type: none"> • 50% reduction in infrastructure related fatality and injury • Enhanced safety of all vulnerable road users
<p>5.1.1 Regional vehicle safety standards established and adopted</p> <p>5.1.2 National Vehicle testing reforms adopted</p> <p>5.1.3 Vehicle Body Building Regulation adopted</p>	<ul style="list-style-type: none"> • Performance assessment of standards • Compliance enforcement of regulations 	<ul style="list-style-type: none"> • 50% fatality and injury reductions happened due to poor vehicles
<p>6.1.1 Speed limit reforms and policy adopted</p> <p>6.1.2 Driver training, testing and licenses issued periodically</p> <p>6.1.3 Enforcement operations undertaken targeting risky behaviour- speed, drink driving etc</p> <p>6.1.4 Targeted safety awareness campaigns implemented</p> <p>6.1.5 Helmet testing laboratory established and operationalized</p> <p>6.1.6 Implemented School children Road safety curriculum activities integrated in the CBC</p> <p>6.1.7 School safety transport regulations adopted</p>	<ul style="list-style-type: none"> • Performance assessed of targets implemented and improvements made 	<ul style="list-style-type: none"> • 50% Reduction in traffic injuries and fatalities owed to unsafe road user behaviour • Improved safe road use -safe driving and riding, helmet use, safe children in and out of school
<p>7.1.1 Established Nationwide emergency response system</p> <p>7.1.2 Established rehabilitation services in designated high-risk demonstration corridors and urban areas</p>	<ul style="list-style-type: none"> • Established M & E Framework ensuring Performance improvement of emergency response • Performance assessments of rehabilitation services 	<ul style="list-style-type: none"> • Halve (50%) the number of injuries and fatalities related to post-crash services in designated high-risk demonstration corridors and urban areas
<p>8.1.1 Developed National road safety database</p> <p>8.1.2 Research on known road safety subjects</p> <p>8.1.3 Regional Observatories data sharing programmes</p>	<ul style="list-style-type: none"> • Performance assessments of target • Research conducted 	<ul style="list-style-type: none"> • Reduction of traffic injuries and fatalities effected by evidence based and targeted road safety interventions

ACKNOWLEDGEMENTS

The successful development of the National Road Safety Action Plan (2024-2028) would not have been possible without the incredible efforts of a multi-sectoral team of stakeholders. The Government of Kenya expresses its sincere appreciation for the valuable contributions, hard work, and dedication of all individuals and organisations involved in the development of this plan. We acknowledge the work of the different stakeholders in validation of this action plan including the Action Plan's public participation and validation workshops. We recognise the significant contributions of other government agencies including the Ministry of Roads and Transport, Kenya Roads Board (KRB), Kenya National Highways Authority (KeNHA), Kenya Urban Roads Authority (KURA), Kenya Rural Roads Authority (KeRRA), Kenya Vision 2030 Delivery Secretariat and the County Governments, National Police Service (NPS), Council of Governors (CoG), and CoG secretariat who have contributed to the development of this document.

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The private sector played a significant role in the development of this action plan which has enriched the document.

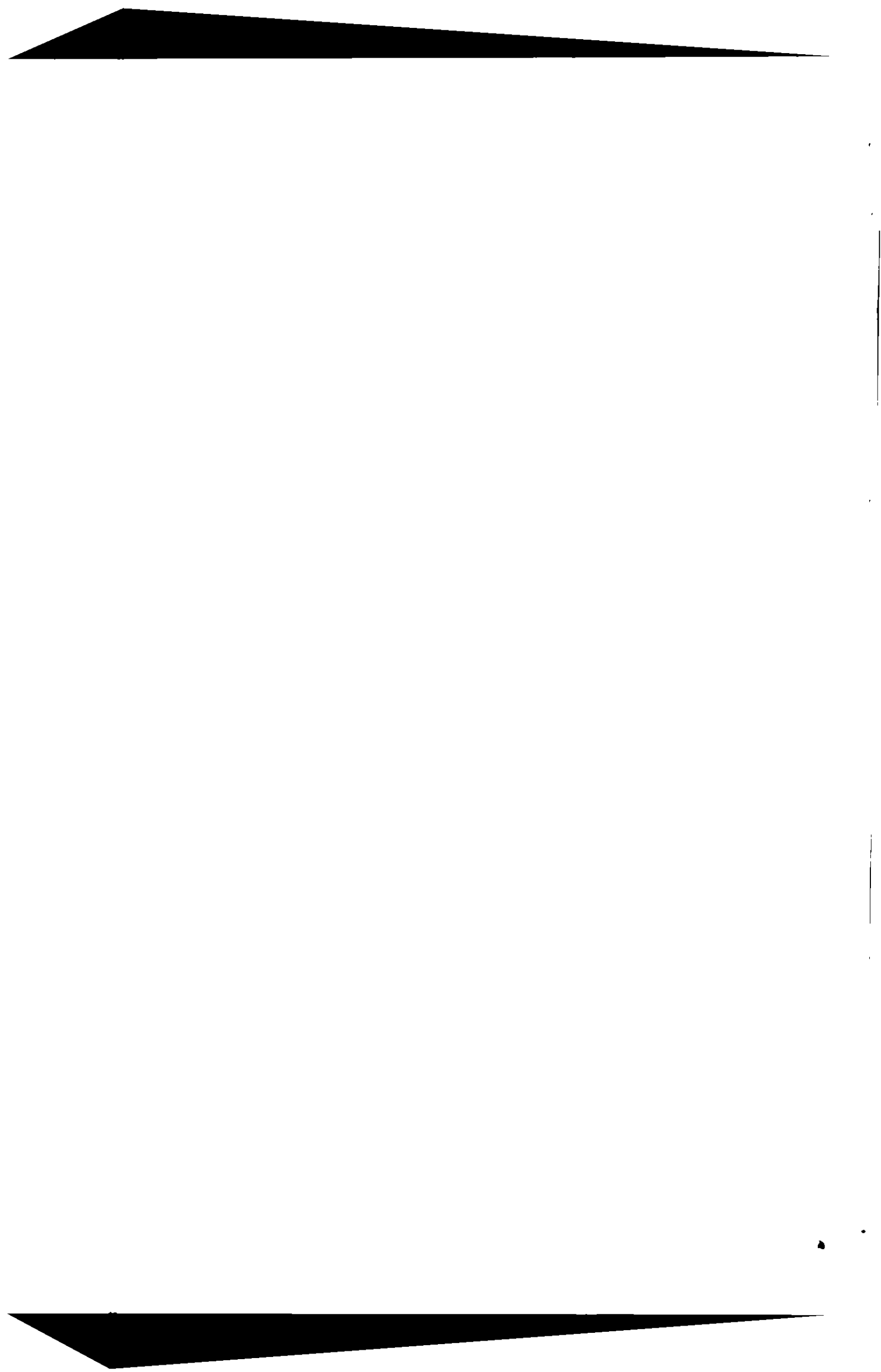
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It is through the collective efforts of all stakeholders involved that the goals of this action plan can be achieved, making a significant impact in promoting road safety.

Developed by the Government of Kenya via multi-sectoral collaborations and partnerships with stewardship & leadership of the Ministry of Roads and Transport through the National Transport and Safety Authority (NTSA) with the Directorate of Road Safety being the lead.

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