

# **National Road Safety Action Plan**

**2005-2010**

**Revised  
Draft**

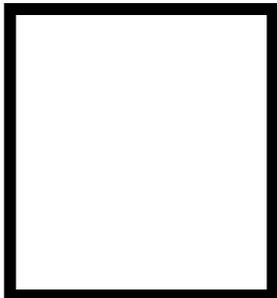
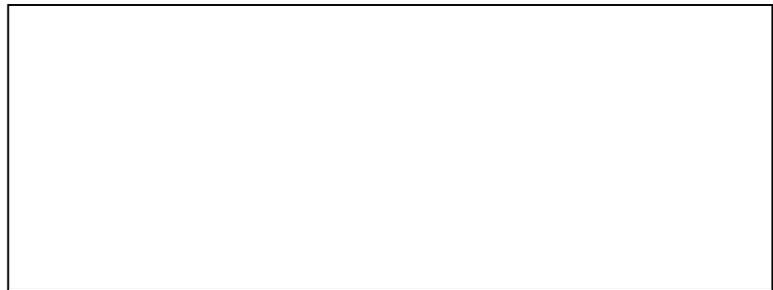
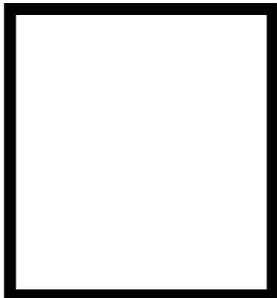
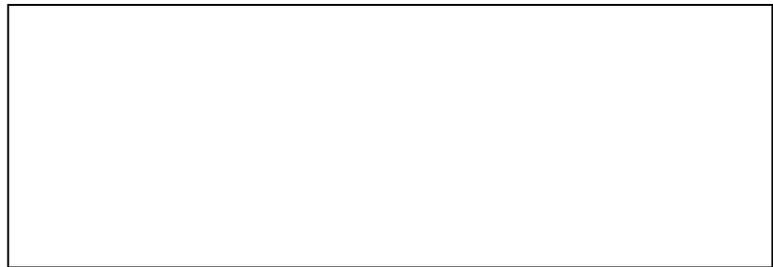
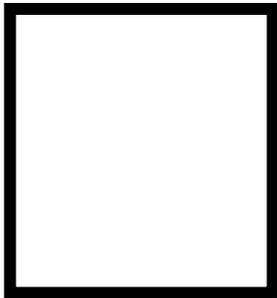
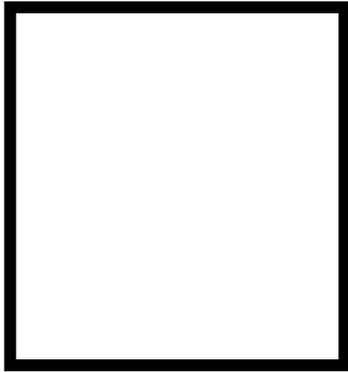
**Incorporating Comments from  
Stakeholder Workshop 28<sup>th</sup> July 2005**

**by**

**The Ministry of Transport  
and**

**Supported by the GoK/Sida Roads 2000 Project**

## FOREWORD BY VIPS



**This Draft Road Safety Action Plan was co-ordinated by the Ministry of Transport & drafted by the following members of an Action Plan Steering Group with help from Sector Sub-Groups**

<b>Name</b>	<b>Organisation</b>	<b>Designation</b>
<b>Phillip Langat</b>	<b>MoT</b>	<b>Deputy Secretary</b>
<b>Joseph Manyala</b>	<b>MoT</b>	<b>Chief PRO</b>
<b>H Ole Kamwaro Cosmas Ngeso</b>	<b>TLB</b>	<b>Chairman Executive Officer</b>
<b>Daudi Kyalo</b>	<b>Police</b>	<b>Traffic Commandant</b>
<b>Simon Kimutai John Kibui</b>	<b>Matatu Owners Association</b>	<b>National Chairman Executive Officer</b>
<b>Mary Wahome</b>	<b>AKI</b>	<b>Manager</b>
<b>Margaret Ogai</b>	<b>KRB</b>	<b>Engineer Contracts</b>
<b>Maurice Chore</b>	<b>MoRPW</b>	<b>Head Road Safety Unit</b>
<b>Dr A E O Ogwel</b>	<b>MoH</b>	<b>Head Dept Non-Communicable Diseases</b>
<b>Alfayo Otuke</b>	<b>National Road Safety Agency (NGO)</b>	<b>National Co-ordinator</b>
<b>A Kidanu</b>	<b>Sida</b>	<b>Programme Advisor</b>
<b>Mike Goodge</b>	<b>Road Safety Int'l</b>	<b>Senior Consultant to Sida</b>
<b>Jo Leyland</b>		<b>Consultant to Sida</b>
<b>Prof Odero</b>	<b>Moi University</b>	
<b>Engr J Theuri</b>	<b>MoLG</b>	<b>Superintending Engr</b>
<b>Dr Eric Aligula</b>	<b>KIPPRA</b>	<b>Analyst</b>
<b>Dr Winnie Mitullah</b>	<b>IDS</b>	<b>Senior Research Fellow</b>
<b>Mr Kirgotty</b>	<b>Registrar of Motor Vehicles</b>	<b>Registrar</b>
<b>Gavin Bennett</b>	<b>Media &amp; AA Autonews</b>	<b>Editor &amp; Journalist</b>
<b>Mr Mutwana</b>	<b>MVIU</b>	<b>Director</b>
<b>Abdi Mohamed</b>	<b>MVIU</b>	<b>Deputy Director</b>
<b>Prof Chitere</b>	<b>IPAR</b>	

**And with the support of the following Ministries:**

**Ministry of Roads & Public Transport  
Ministry of Health  
Ministry of Education  
Ministry of Local Government &  
The Police Department**

**It was subsequently updated to incorporate comments made by the stakeholders' working groups at the Workshop on July 28<sup>th</sup> 2005**

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### **3. ROAD SAFETY ACTION PLAN SECTORS**

**Sector 1 Road Safety Co-ordination & Management**

**Sector 2 Road Safety Funding**

**Sector 3 Road Crash Data System**

**Sector 4 Road Safety Research**

**Sector 5 Planning, Designing and Making Safe Roads**

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## SECTOR 1: ROAD SAFETY CO-ORDINATION AND MANAGEMENT

**Objective: To enhance road safety co-ordination and management to reduce death, suffering and economic losses due to road crashes through effective involvement of public, private and civil society organizations.**

### Background:

Following the collapse of the National Road Safety Council in the mid eighties, there has been very little formal co-ordination between various ministries, agencies and the private sector involved in road safety.

There is no dedicated source of road safety funding and the exchequer funds voted to various government departments involved in road safety are inadequate. Also there has been little development partner support in road safety since the late eighties.

The participation of private sector and civil society organizations has been limited as there lacks a legal framework for their effective involvement and partnership with the government.

There is need to urgently re-establish the National Road Safety Council (NRSC) with a full time secretariat to be the lead agency to co-ordinate and implement the National Road Safety Action Plan. However the NRSC is an advisory body and not a 'body corporate' and is therefore an interim measure.

There is need to pursue the effort to establish a Road Safety Board as a corporate body within the next two to three years for the long term overall coordination & management of road safety with secured sources of GoK and partnership funding.

### Key Implementation Points:

- Political support needed;
- Launch the national Road Safety Action Plan;
- Set up National Road Safety Council as interim measure and equip secretariat to co-ordinate implementation of Road Safety Action Plan;
- Establish Road Safety Board in medium term in line with ongoing transport policy initiatives;
- Identify sources of funding and establish a dedicated road safety fund;
- Enhance communications between road safety regulatory and enforcement bodies to create an efficient transport management system and improve transport compliance;
- Improve road safety data collection, analysis and utilization of such information to enhance overall implementation of the Road Safety Action Plan and the monitoring & evaluation of the same;
- **Promote self regulation within the sector;**
- Harmonize **national** road safety measures in Eastern Africa region **and other relevant trading blocks** in the longer term

## SECTOR 1: ROAD SAFETY CO-ORDINATION AND MANAGEMENT

<b>Actions</b>	<b>Completed by</b>	<b>Lead Organisation</b>	<b>Collaborating Organisations</b>
<b>Short Term (within 12 months)</b>			
Gazette membership of the National Road Safety Council (NRSC)	Sept '05	MoT	
Follow up and lobby for Road Safety Board establishment	From Sept '05	MoT	NRSC members
Incorporate Road Safety Board in Draft Integrated Transport Policy Recommendations	Sept '05	MoT	
Launch national Road Safety Action Plan	Oct '05	MoT	
Establish & equip secretariat for NRSC taking into account the Road Safety Unit	Oct '05	MoT	MoRPW, donors
Identify sources of <b>funds from donors</b> , NGOs, Private Sector (chiefly for 2005/2006 financial year)	Nov '05	MoT	<b>Donors</b>
Prepare programme of activities based on Road Safety Action Plan (RSAP) and funds availability	Nov '05	NRSC Secretariat	NRSC members, donors
Open a special account/posting for road safety funds	Dec '05	MoT/MoRPW	
Prepare a brief on proposed establishment of Road Safety Board	Jan '06	MoT	
Conduct ongoing programme of consultative fora for partners	From Jan 06	NRSC	
Integrate the operations of the Road Transport Sector through ICT	Sept '06	MoT	TLB, MVIU, Police, etc
<b>Medium Term (2-3 years)</b>			
Establishment of Road Safety Board	End 2007	MoT	
Monitoring & evaluation of implementation of road safety programmes and overall co-ordination	ongoing	MoT/NRSC	
Undertake Mid-term evaluation of RSAP	mid 2008	MoT	
<b>Long Term (4-5 years)</b>			
Harmonise road safety measures in Eastern Africa & <b>other relevant trading blocks</b>	End 2010	GoK	

## Sector 2: ROAD SAFETY FUNDING

**Objective: To establish and sustain adequate resources for road safety in order to implement effective programmes within the road safety action plan.**

### Background

There is no dedicated source of road safety funding and the exchequer funds voted to various government departments involved in road safety are inadequate.

Also there has been little development partner support in road safety since the late eighties. Although, various ongoing development support programmes have significant road safety components, there is very little co-ordination of these activities with MoT.

The participation of private sector and civil society organizations has been limited as there lacks a legal framework for their effective involvement and partnership with the government.

There is need to urgently identify sources of GoK funding and establish a dedicated road safety fund by enacting appropriate legislation. To attract funding from the private sector and civil society, adequate structures of accountability and transparency for the funds will also need to be established.

### Key Implementation Points

- Identify dedicated sources of GoK funds from all potential sources of road safety related fees, licenses, tolls, fines and consumables such as fuel, tyres.
- Pursue enactment of legislation for establishment of a dedicated road safety fund;
- Approach development partners and private sector to support components of the National Road Safety Action Plan.
- Open separate dedicated road safety account
- **Ensure all road projects, including development partner funded projects, include a component of Road Safety, (Road Safety Audit, awareness campaigns and road furniture)**
- Raise public awareness that expenditure on road safety is an investment not a cost

**SECTOR 2: ROAD SAFETY FUNDING**

<b>Actions</b>	<b>Completed by</b>	<b>Lead Organisation</b>	<b>Collaborating Organisations</b>
<b>Short Term (within 12 months)</b>			
Launch Road Safety Action Plan and lobby donors for support	Oct-05	MoT	
Identify sources of funds (GoK, Development partners, NGOs, Private Sector (chiefly for 2005/2006 financial year)	Oct-05	MoT	
Review and identify existing sources of GoK funds which may be earmarked for road safety such as licences, fees, fines etc.	Oct -05	NRSC	
Draft cabinet memo for enactment of legislation on dedicated road safety funds.	Oct-05	MoT	
Lobby for gazettment and enact legislation for establishment of road safety fund.	Nov-05	MoT	
Open special account for Road Safety Funds.	Dec-05	MoT	
Establish guidelines for management and utilization of road safety funds for accountability and transparency.	Dec-05	NRSC	
Prepare programme of activities based on Road Safety Action Plan (RSAP) and funds availability	Nov-05	NRSC	
<b>Medium Term (2-3 years)</b>			
Draw up annual road safety implementation plans	June each year	NRSC	
Lobby for private sector development partner support for components of the Road safety action plan.	continuous	NRSC	
Conduct audits annually	July each year	NRSC	
<b>Long Term (4-5 years)</b>			
Decentralise aspects of road safety funding		MoT	

## SECTOR 3: ROAD CRASH DATA SYSTEM

**Objective: To develop and implement a road crash data system that supports policy formulation and implementation in support of reducing road crash fatalities by 50% in five years time**

### Background:

The current national crash data system is largely based on the data provided by the Police through the P41 form. The data is sent MoT and to the Road Safety Unit (RSU) of MoRPW who record the data for crashes involving fatalities & injuries, not damage only crashes. Some minor crashes are not reported to the Police. The RSU has to also go to the stations to get the data from the ‘accident registers’.

There is a lack of capacity to analyse the data by the Police and the RSU and it is not readily available to other users able to currently better carry out **analysis, research or monitoring & evaluation**. Analysed data does not go back to the Provinces/Districts to help the Police/MoRPW better identify road safety interventions or to the Local Authorities.

Data analysis on the economic effects of road crashes is not efficiently done despite its obvious **high social and economic costs to the country**. The MoRPW has carried out a road inventory using GIS so a road safety system could identify crash sites & road safety interventions easily using a GIS system.

Co-ordination and a centralized source of road safety statistics is lacking. Other data such as from MVIU, **the Judiciary**, health institutions, insurance, transport fleet operators, researchers etc is not centralized and readily available for guiding intervention efforts. Linkage is also required with the Central Bureau of Statistics.

### Key Implementation Points:

- There is need to improve the functioning of the existing road crash data system in the immediate future that is based on the P41 accident form through support to the Police & Road Safety Unit & to better capture all crash statistics reported to the Police to gain a more accurate picture of the road safety situation.
- There is need to analyse the data and to ensure that it is both fed back to those collecting it and responsible for improving road safety and hazardous locations as well as be made more widely available.
- Installing an efficient ICT system for road crash data requires effective capacity building with personnel training and adequate equipment.
- The insurance industry, **Ministry of Health & the Judiciary** should play a key role in providing data on the economic costs of road crashes, disaggregating it so as to inform intervention strategies.
- In the medium/longer term, **a more sophisticated** road crash data system should be introduced so as to assist MoRPW & LAs to accurately identify & remedy hazardous locations.
- The overall management & coordination of the road crash data system including the effective dissemination and utilization of the data needs substantial enhancing and might be done in the longer term by an agency such as the Highway Authority currently being set up.

### SECTOR 3: ROAD CRASH DATA SYSTEM

<b>Actions</b>	<b>Completed by</b>	<b>Lead Organisation</b>	<b>Collaborating Organisations</b>
<b>Short Term (within 12 months)</b>			
Ensure all Police stations provided with P41 forms (as the basis of the current crash data system)	Oct '05	Police	
Improve transmission of information from police stations using PMS (personal message switching) communications system	Oct '05	Police	
Carry out training courses for traffic Police in data collection & analysis requirements of the crash data system and computerization	Feb '06	Police	
Review existing road crash data system comprising Traffic Police road crash data system, MoH information system and Insurance information system including review of P41, P69 & other data sheets	Mar '6	Police/ MoRPW	MoH, MoT, AKI, Judiciary, Research institutes,
Review legal institutions & regulatory framework on road crash data system and make recommendations (e.g. on mandatory reporting of RTI (road traffic injuries) by health facilities)	Mar '6	Police/ MoRPW	MoH, AKI, Judiciary, Research institutes,
Enhance current road crash data collection & analysis capacity of Ministry of Health	June '06	MoH	Research Institutes
Enhance current road crash data collection & analysis capacity of Insurance Industry	June '06	AKI	Research Institutes
Enhance current road crash data collection & analysis of Judiciary	June '06	MoT/Judiciary	Research Institutes
Procure <b>system software</b> , computers and equipment for improving current road crash data system (Traffic Police & MoRPW Road Safety Unit)	<b>July '06</b>		
Design a new GIS-based integrated road crash data system for Kenya	Sep '06	Police/MoRPW	MoT, MoH, AKI, Judiciary
<b>Medium Term (2-3 years)</b>			
Introduce a <b>more sophisticated</b> road crash data system for Kenya and procure equipment and carry out required training	Sep '07	MoRPW/Police	
Maintain and review the road crash data system to ensure sustainability	Dec '08	MoRPW/Police	
Identify and secure sustainable sources of funding for operation of road crash data system	Dec '08	Road Safety Board	
<b>Long Term (4-5 years)</b>			
Maintain and review the road crash data system	ongoing	MoRPW/Police	

## SECTOR 4: ROAD SAFETY RESEARCH

**Objective: To regularly undertake research on road safety issues, analyse data and input into decision making processes relating to make road safety interventions effective**

### Background:

Road safety research and related output is important for making informed decisions and taking action on road safety issues. Various arms of Government (Police, Ministries of Transport, Roads & Public Works, Health & Judiciary) and the transport sector (e.g. Insurance industry) collect data on road safety but currently lack capacity to analyse it. Research institutes that can analyse the data have limited access to it so overall there is limited utilization of the data collected.

The various institutions carrying out road safety research are not coordinated and there is no framework for identifying road safety research needs, undertaking research, synthesis and dissemination. This has resulted in commissioned research by the central government or local authorities having prominence as opposed to non-commissioned research which remain in libraries of various institutions. Some topics have been covered whilst other important ones have not.

A number of key areas relating to road safety research remain untouched and there is need for research to be more comprehensive e.g. pollution from motor vehicles remains a major threat to health but hardly any research has focused on this area. Likewise, with the need to change peoples attitudes and behaviour on the road there is very little research on what messages and mechanisms will most effectively change attitudes to road safety and encourage safe practices.

KIPPRA, IDS & IPAR research institutes all have ongoing programmes of research in transport, with a focus on public transport.

There is a growing body of international research and support on road safety and examples of best practice that needs to be better utilized.

### Key Implementation Points:

- **Improve the linkages** between the institutions collecting data on road safety and those able to analyse and feed back the results to strengthen road safety interventions.
- **Make information** on road safety statistics & research more readily available to policy makers and road safety **stakeholders** to inform road safety and related programmes;
- **Identify** what has been done on road safety research in Kenya and what Institutions are undertaking research.
- **Identify road safety research** priorities and needs as well as research capacity;
- **Establish a coordinating body** with the responsibility of identifying and co-ordinating road safety research as well as its dissemination and storage.
- **Improve linkages** to international organizations providing and sharing research on road safety
- **Enhance the capacity** of Kenyan researchers and institutes to carry out high quality road safety research to contribute to the regional and international body of road safety research and better inform road safety policy and strategies.
- **IDS is in the process of applying for funding to establish a regional Centre of Excellence for research on sustainable transport including road safety.**
- **Strengthen research to support public education programmes**

**SECTOR 4: ROAD SAFETY RESEARCH**

<b>Actions</b>	<b>Completed by</b>	<b>Lead Organisation</b>	<b>Collaborating Organisations</b>
<b>Short Term (within 12 months)</b>			
Improve linkages between organizations charged with collecting road safety data and those with current capacity to analyse and feed back results through improving road crash data system	Ongoing	Police/MoRPW	Research institutes
Produce a report on Institutions undertaking research on road safety and their dissemination channels and link to policy makers	Feb '06	<b>KIPPRA/IDS</b>	Research institutes
Produce an annotated bibliography of all road safety research done in Kenya	Apr '06	<b>KIPPRA/IDS</b>	Research institutes
<b>Carry out research to support effective road safety interventions</b>			
Identify road safety research needs and existing research capacity	Apr '06	NRSC	Research Institutes
Commission priority road safety research to inform and support the Road Safety Action Plan	May '06	NRSC	
Develop a proposal on road safety research needs and resource requirements	May '06	Research institutes/ NRSC	
<b>Medium Term (2-3 years)</b>			
Carry out research to determine the socio-economic cost of road crashes in Kenya and to monitor and inform road safety implementation strategies and interventions	ongoing	KIPPRA/IDS/IPAR & research institutes	
Establish a coordinating body/institution for road safety research <b>and a bi-annual Conference on Road Safety</b>	Dec '06	NRSC/ Research Institutes	
<b>Long Term (4-5 years)</b>			
Carry out research to determine the socio-economic cost of road crashes in Kenya and to monitor and inform road safety implementation strategies and interventions	ongoing	KIPPRA/IDS/IPAR /Road Safety Board	

## Sector 5: Planning, Designing & Making Safe Roads

**Objective: More safety conscious planning and design of future roads to reduce the number and severity of road crashes and improvement of hazardous locations on existing roads through analysis of crash data**

### Background:

Road design is the responsibility of MoRPW, MOLG, Nairobi City Council and other local authorities

The Rural Road design Manual is several decades old.

The Urban Road Design Manual is in Draft form only. **In addition there are:?????**

- No safety audit policies or guidelines
- Poor development & access control on **both rural & urban roads**
- Poor facilities for **non-motorised & intermediate means of transport**
- Many crashes occur on high speed rehabilitated roads but no traffic calming guidelines
- **Need for more truck and public service vehicle termini**

Some black spots have been designated and some improvements made but Road Safety Engineering expertise lacking

Crash data system needs improving for effective black spot work

### Key Implementation Points:

- World Bank Project will include safety audits, remedial work at hazardous locations, institutional strengthening of MoRPW RS Unit and training
- Review, update & approve geometric design manuals for urban and rural roads taking particular account of incorporating NMT needs;
- The **Nairobi City Master Plan Implementation** includes many facilities for pedestrians and vulnerable road users, identification of black spots **& other improvements**
- Road Agency staff need to be more aware of addressing road safety measures in their annual plans submitted to Kenya Roads Board;
- Better signs, markings, pedestrian facilities and maintenance needed.
- Better safety at construction zones needed
- Regional harmonisation should be long term goal

## Sector 5: Planning, Designing & Making Safe Roads

<b>Actions</b>	<b>Completed By</b>	<b>Lead Organisation</b>	<b>Collaborating Organisations</b>
<b>Short Term (within 12 months)</b>			
<b>1. Plan Road safety Audit &amp; Black spot analysis on Northern Corridor &amp; appropriate Training</b>	Dec 05	MoRPW	World Bank Consultants
2. Approve and publish Urban Road Design Manual	<b>June '06</b>	MoLG	MoRPW
3. Redraft Rural Road Design Manual & to publish Guidelines on Safety at Construction Zones and Traffic Calming Guidelines	June 06	MoRPW	
4. Initial Road Safety Audits & Black spot work carried out on <b>major roads</b>	June 06	MoRPW	
5. Initial RS Engineering Training for GoK other local engineers & consultants	June 06	MoRPW	
<b>Medium Term (2-3 years)</b>			
1. Establish road safety engineering team to audit road design and construction in MoRPW & carry out programme of black spot work	Dec 06	MoRPW	
<b>2. Programme of Road Safety Audits &amp; Road Safety Reviews of proposed &amp; existing roads</b>	<b>Dec '06</b>	<b>MoRPW</b>	
<b>3. Establish criteria for provision of facilities for slow moving vehicles, traffic calming and vulnerable road users</b>	<b>Dec 06</b>	<b>MoRPW</b>	<b>MoLG</b>
4. Complete road safety audits and priority black spot programme in Nairobi	June 07	MoLG/CCN	<b>MoLG</b>
5. Road safety audit policy and guidelines published & RSA carried out on all high priority roads	Dec 07	MoRPW	
6. Publish updated Rural Roads Design Manual and establish criteria for development control, access and parking control	Feb 08	MoRPW	
7. Ongoing road safety engineering courses	Ongoing	KRB/ MoRPW/	<b>MoLG Univs/ Insts</b>
<b>Long Term (4-5 years)</b>			
1. Begin to implement new slow moving vehicle criteria	June 09	MoRPW	
2. Road safety audits carried out on all road projects (including maintenance)	June 09	MoRPW	<b>MoLG</b>
3. Expanding black spot programme covering whole country	June 09	MoRPW	
4. Expanding Training Programme for Road Safety Engineers	Ongoing	MoRPW	<b>MoLG</b>
5. Implement criteria for development control, access and parking control	June 10	MoRPW	<b>Dept of Physical Planning</b>

## SECTOR 6: NON-MOTORISED AND INTERMEDIATE MEANS OF TRANSPORT

**Objective: Improve road safety of users of non-motorised and intermediate means of transport through infrastructure provision, appropriate legislation & enforcement, road safety education and integrating them equitably within the transport system.**

### Background:

A high proportion of Kenya's road users walk or use non-motorised means especially bicycles, handcarts and animal carts. Non-motorised transport users have not been adequately recognized by planners and nor have their needs been catered for. They are among the poorer sections of society. Pedestrians account for about 40% of road crash fatalities and cyclists 10%. NMT users are not recognized as having the same rights as other road users by **planners , engineers & motorised vehicle drivers**

### Security at night is an important safety issue.

There are two categories within the non-motorised (NMT) & intermediate means of transport (IMT) sector, namely commercial and private and both require different regulations. Legislation covering public transport operations of NMT/IMT is lacking.

With the increasing regulation and costs of motorized transport, there has been a recent upsurge in towns etc of motorcycle, tuk tuk and bicycle public transport which is under-regulated and poses a safety threat for the public as passengers and for other road users. There are also environmental hazards associated with IMTs.

Infrastructure for non-motorised transport users is lacking and if provided is often blocked e.g. by traders & parked vehicles. Local authorities responsible for providing services/facilities and regulating NMT/IMT services have limited capacity and resources and may not view it as a priority. There is also little provision of NMT infrastructure separate to roads.

Many NMT/IMT operators lack knowledge of the highway code and there is a lack of training & testing for them. The sector provides employment for many youth and there is a fast turnover.

### Key Implementation Points:

- Recognize and address the rights and needs of non-motorised transport users and integrate their requirements within transport planning and provision of infrastructure;
- Put in place legislation, infrastructure and management & enforcement systems to regulate public transport provided by NMT & IMT modes of transport to protect and insure the public but not overly constrain the sector;
- Make NMT & IMT operators more aware of the highway code and competent in their use of the road and safe carriage of passengers and goods;
- Strengthen capacity of local authorities to provide appropriate infrastructure and regulatory control of NMT & IMT through training, guidance on best practices; demonstration of viable options and resourcing infrastructure improvements;
- Strengthen self-regulation of the NMT/IMT public transport sector through encouraging the formation and strengthening of registered NMT/IMT transport associations to enforce safety standards on members and liaise with the relevant authorities;
- Ensure bicycle & IMT standards of NMT/IMT are adequate and enforced especially if providing public transport services;
- In allocating designated areas of operation for IMT, take account of environmental pollution factors and safety of integrating different modes of transport;
- Provide appropriate NMT infrastructure; routes and parking **(even where there are no roads)** and ensure it remains accessible for use by NMT;

## SECTOR 6: NON-MOTORISED AND INTERMEDIATE MEANS OF TRANSPORT

<b>Actions</b>	<b>Completed by</b>	<b>Lead Organisation</b>	<b>Collaborating Organisations</b>
<b>Short Term (within 12 months)</b>			
Introduce new legislation regarding the public transport operations of NMT/IMT	Oct '05	MoT	MoLG, AKI, Police, AG
Carry out training of local authorities and enforcement officers on the new NMT/IMT regulations and requirements	Apr '06	MoT / <b>MoLG</b>	Police,
Review standards of NMT & IMT and mechanisms for enforcement of vehicle standards	Feb '06	MVIU	
Develop a road safety programme of public awareness for NMT users, potentially using the MoRPW traffic parks	Jan '06	NRSC/ MoRPW	Police
Develop a programme for capacity building of NMT/IMT associations to support self-regulation in the sector	Feb '06	NRSC?	NGOs, local authorities, NMT/IMT associations
Encourage establishment of local and national registered associations for IMT e.g. tuk tuk operators	<b>Feb '06</b>	MoT	
Ensure NMT infrastructure to be adequately provided for in any new road improvement projects	Sept '06	MoRPW/ MoLG	<b>Design consultants</b>
<b>Medium Term (2-3 years)</b>			
Pilot initiatives to address NMT infrastructural and organizational needs and share lessons	<b>Dec 07</b>	<b>MoLG/Local authorities</b>	Practical Action, NGOs, Police, MoRPW
Develop and implement initiatives to address NMT infrastructural and organizational needs	Ongoing	NRSC/LAs	NGOs, NMT/IMT stakeholders, MORPW
Undertake a road safety programme of public awareness for NMT users, potentially using the MoRPW traffic parks	ongoing	NRSC	MoRPW, Police, NGOs, NMT/IMT stakeholders
Implement a programme for capacity building of NMT/IMT associations to support self-regulation in the sector	Dec '08	<b>MoT</b>	<b>Practical Action</b>
Implement NMT/IMT legislation regarding designating areas of operation once facilities/infrastructure in place	<b>June 08</b>	MoT/ MoLG	<b>Police</b>
<b>Long Term (4-5 years)</b>			
Review efforts to address NMT/IMT users' needs & impact on road safety & livelihoods	Dec '09	RSB	<b>MoT/MOLG</b>
Expand programme to address NMT infrastructural and organizational needs nationally & <b>establish performance indicators</b>	ongoing	RSB/ LAs	

## SECTOR 7: VEHICLE SAFETY STANDARDS & COMPLIANCE

**Objective: To ensure that the number of crashes caused by vehicle defects in as far as body construction and allied is minimized**

### Background:

The key organizations in this sector are the Motor Vehicle Inspection Unit and the Kenya Bureau of Standards (KEBS) and standards are covered in both the Traffic Act and the Standard Act. There is a lack of coordination in the development of vehicle standards, vehicle body building and the supervision and enforcement of standards.

Safety standards of vehicles vary tremendously. There is little regulation and supervision of the body building industry and standards are easily compromised in order to please customers. Some standards are missing especially for NMT and some inspection methods are outdated vis a vis assessing standards.

The level of awareness of standards is limited amongst vehicle operators and even law enforcers. In addition, corruption across the board has had a negative impact on standards, compliance and enforcement.

The capacity for comprehensive inspection and enforcement are also wanting and need strengthening.

### Key Implementation Points:

- Review the Traffic Act and improve legislation covering vehicle standards, harmonizing with the Standard Act;
- Regulate the vehicle body building sector;
- Increase the capacity of MVIU & KEBS to monitor and enforce vehicle standards;
- Improve awareness of standards and requirements amongst transport operators and law enforcers;
- Introduce urgent legislation such as standards for public transport IMT & NMT vehicles;
- **Inspect all vehicles, including components; being brought into country;**
- **Commercial PSV that are 10 years and above to be subjected to inspection by MVIU after 6 months;**
- **Private vehicles aged 8 years and above to be inspected annually;**
- **Local body builders should be certified.**

## SECTOR 7: VEHICLE SAFETY STANDARDS & COMPLIANCE

<b>Actions</b>	<b>Completed by</b>	<b>Lead Organisation</b>	<b>Collaborating Organisations</b>
<b>Short Term (within 12 months)</b>			
Inventorise all body builders, encourage and facilitate the formation of a vehicle body builders' association	Nov '05	MoT	
Link vehicle inspection centers to other enforcement agencies through MoT ICT project	Dec '05	MoT	
Collect information and undertake a study tour to <b>South Africa</b> & other countries in the region to learn best practices in vehicle standardization	Jan '06	MoT	MVIU/KEBS/MOAK/ Transport investors
Review the Traffic Act and enact priority legislation such as standards for emergency doors & their position in buses,	Feb '06	MoT	
Liaise with the transport based operators and build their capacities to self-regulate on vehicle standards and compliance	ongoing	MoT	Transport investors
Develop and gazette new priority standards e.g. for three wheelers & other NMT now used as PSV	Apr '06	MoT/KEBS	TLB
Develop and implement improved mechanisms for monitoring and enforcement of vehicle standards including training and increasing the number of vehicle inspectors	June '06	MoT/Police	KEBS
Harmonise standards for vehicles reviewing the Standard Act and Traffic Act	June '06	MoT/KEBS	
<b>Medium Term (2-3 years)</b>			
Develop an industry based code of ethics and accreditation mechanism	Dec '06	Transport investors	
Draw mechanism to inspect and monitor the work of accredited body builders	June '07	KEBS	
Accrediting of body builders by KEBS	June '07	KEBS	
Upgrade vehicle inspection centre equipment	June '07	MoT/Police	
Build KEBS capacity to inspect vehicle components and spare parts	June '07	KEBS	
<b>Long Term (4-5 years)</b>			
<b>Improve and expand</b> motor vehicle inspection capacity and move towards privatizing vehicle inspection	Dec '09	MoT/Police	
Harmonise standards with those in the East African region	Dec 2010	MoT	

## SECTOR 8: PUBLIC TRANSPORT REGULATIONS & COMPLIANCE

**Objective: Improved Public Transport operations and safety standards as a result of better legislation, self-regulation in the industry, Government & industry partnership, improved awareness of compliance requirements and corrective enforcement**

### Background:

The regulatory framework is composed of many actors resulting in a lack of co-ordination and clear public transport policy, coupled with outdated legislation. Easy access to clear information for potential investors is poor.

The Public Transport system especially in Nairobi is dominated by small Nissan minibus matatus owned by many independent small-scale operators. There is a lack of self-regulation in the sector and many transport associations are relatively weak. There is no single organization representing the industry. The last few years have seen the emergence of a number of bigger investors operating higher capacity buses.

Driving and safety standards are poor and commuters backed the Government's draconian efforts to reign in the excesses of the matatu sector in early 2004 with the introduction of Cap 161 in 2004 with measures on PSV passenger loading, application of speed governors & seat belts etc.

There is a problem of corruption in enforcement of traffic rules and poor relations between the Police and transport operators and passenger empowerment is lacking.

Congestion in Nairobi is a serious problem and there is a shift towards bigger buses operating routes but not support for smaller investors to upgrade to larger capacity vehicles. Infrastructure provision is poor especially for bus termini & laybys as well as problems in termini management, compounding the issues of congestion and insecurity.

### Key Implementation Points:

- Review the law and introduce new legislation, ensuring harmonization with national policy & the institutional set-up
- Transport associations and investors need to be partners in the Government's interventions in providing safe public transport and should be involved in policy development.
- Transport operators should be encouraged to emphasise self-regulation **within the existing laws** by strengthening the capacity of transport associations and their membership to regulate their own business and follow the law.
- There is a need to upgrade the requirements, skills and competence of PSV drivers and improve passenger safety.
- There should be **financial & other incentives** for smaller operators to invest in bigger capacity vehicles to ease congestion and improve management in the sector.
- There is need to provide easy access to clear information for potential investors in the sector.
- Commuters should be educated and empowered to bring improvements to public transport operations.
- Strengthen law enforcement officers' knowledge & skills in dealing with public transport operators to achieve traffic regulation compliance by corrective rather than punitive measures.
- Reorganise and improve the management of bus termini to be safe, efficient transit points for commuters.
- Improve the provision of infrastructure especially adequate laybys/stages and termini.
- Establish a clear public transport policy and emphasis on prioritising mass public transport compared to private car users.

## SECTOR 8: PUBLIC TRANSPORT REGULATIONS & COMPLIANCE

<b>Actions</b>	<b>Completed by</b>	<b>Lead Organisation</b>	<b>Collaborating Organisations</b>
<b>Short Term (within 12 months)</b>			
Establish working group led by TLB with transport associations to work out mechanisms and draw up proposals for supporting self-regulation in the public transport sector	Oct '05	TLB	
Draw up a programme of public awareness campaigns for PSV operators and members of the public	Oct '05	<b>Stakeholders /MoT</b>	
Commence implementation of mechanisms to support self-regulation	Jan '06	TLB	
Undertake a comparative study to see best practices for public transport operations e.g. in South Africa & Uganda) and produce a report on recommended practices to adopt in Kenya including potential institutional changes	Feb '06	MoT/ key Transpt industry players	
Implement a programme of public awareness campaigns for PSV operators and members of the public	Ongoing fm Mar '06	MOA	Private sector sponsors inc AKI
<b>Review the Traffic Act &amp; all relevant laws</b> and draw up a public transport industry-based code of conduct	May '06	key Transpt industry players	
Establish a 'one-stop shop' for industry related information <b>and licensing</b> (for investors and operators)	June '06	<b>MoT + Stakeholders</b>	
Set up a facility and process to enable smaller investors upgrade to higher capacity vehicles	June '06	Financier	
Design and pilot a <b>seminar</b> training for law enforcers to <b>interact</b> with public transport operators in achieving compliance of transport regulations	July '06	<b>MoT</b>	PSV Owners + Police
Review critical sections of the law & gazette new legislation e.g. on PSV drivers	Oct '06	MoT/AG	
Consider concessioning of routes and carry out a pilot programme to demonstrate effective management of selected routes	Nov '06	TLB/LAs	
<b>Medium Term (2-3 years)</b>			
Improve infrastructure of bus termini & stages	ongoing	MoLG/ MoRPW	
Review Traffic Act & Transport Licencing Act and related institutions	Dec '07	MoT	
Implement national programme to extend <b>concessioning</b> of management of routes	Dec '08	MoT/LAs	
Carry out national training programme for police law enforcers on working with public transport operators in achieving compliance of transport regulations	Dec '08	Police	
<b>Long Term (4-5 years)</b>			
Improve infrastructure with a bias towards prioritizing public transport		MoLG/ MoRPW	

## SECTOR 9: DRIVER TRAINING, TESTING & LICENCING

**Objective: Improved driving skills and behaviour through substantive strengthening of the driver training, testing and licencing system and enhancing existing drivers' awareness and attitude towards safe driving practices.**

### **Background:**

The level of road discipline is poor and the quality of drivers and their attitude and behaviour plays a big factor in contributing to Kenya's poor road safety record.

There is no national syllabus that driving schools have to follow and the calibre of instructors and quality of instruction is generally poor. Schools in heavily congested urban areas entail students spending a lot of time in slow-moving traffic and get less distance practice.

PSV drivers require little more than holding a standard licence for 4 years before being eligible to drive the public. Currently they do not require additional training or standards of competency. Many of them come from socially disadvantaged backgrounds.

The Police test the students and also have the role of inspecting the schools and testing the instructors. This combination of roles potentially creates conflicts of interest.

Driver fitness including eyesight and diabetes is not adequately catered for in the driver testing process.

The current driver licence is manual, can be tampered with and doesn't have provision for entering endorsements & tracking drivers.

Many drivers have acquired their licences without having the necessary skills and knowledge to use the road safely and properly especially PSV & commercial drivers. **Corruption is a serious problem . contributing to the low level of standards.**

### **Key Implementation Points:**

- Need to review the operations of driving schools and their licencing
- Develop and introduce new national driving school syllabus (including first aid & fire drill training)
- Need to upgrade the quality of instructors through their requirements (form 4 education min.); their training including teaching skills; and a comprehensive test
- Review the institutional framework for supervision of driver training and testing and the driving schools.
- Improve the calibre of PSV drivers through training and testing
- Support the establishment of advanced driver training facilities including for instructors, PSV drivers and professional drivers
- Review the driver test and ensure that driver fitness and the driver's competence is properly assessed
- Enhance the skills of existing drivers on the road who were never properly trained in the first place;
- Review and introduce new legislation to make the acquisition of PSV/commercial licences dependent on adequate driving experience & **medical fitness** and drivers being licenced for appropriate categories;
- Review and introduce new **computerised** driving licencing system
- **Encourage self regulation of Driving Institutes;**
- In the long term move towards privatization of some of the driver testing and system supervisory elements

## SECTOR 9: DRIVER TRAINING, TESTING & LICENCING

<b>Actions</b>	<b>Completed by</b>	<b>Lead Org.</b>	<b>Collaborating Organisations</b>
<b>Short Term (within 12 months)</b>			
Agree requirements for PSV driver training & retesting as interim measure before more permanent requirements established	Sep '05	MoT	<b>Stakeholders &amp; Transport providers</b>
Implement an agreed short-term programme of training & re-testing of PSV drivers	Up until Feb '07	MoT	MOA, Transport providers, Police
Carry out programme of public awareness raising for existing drivers	From Jan '06	MoT	All stakeholders
Review existing studies and identify additional research related to training and improving drivers	Feb '06	MoT	IPAR, IDS, KIPPRA
Review driving schools curricula and best practices/models elsewhere to develop new national driving schools' curriculum	Feb '06	MoT	MoE (KIE), Police, KIAD, + <b>Driving Schools</b>
Review instructor requirements, training and testing and best practices elsewhere to develop curriculum for driving instructors	Feb '06	MoT	MoE (KIE), Police, KIAD, + <b>Driving Schools</b>
Review existing legislation & institutional framework for driver requirements, training testing and licencing to improve the existing system	Feb '06	MoT	All stakeholders as above
Review training, examination and appointment of driving examiners and driving school inspectors	Feb '06	MoT	Police
Review existing legislation & institutional framework for driving school requirements, licencing for accreditation & their supervision	Feb '06	MoT	
Review PSV driver requirements, training & testing and best practices elsewhere to develop training curriculum & testing process	Apr '06	MoT	Driving schools ,KIAD <b>Stakeholders &amp; Public transport providers</b>
Review existing facilities & identify facilities for training instructors	Apr '06	MoT	KIE, Police, Research Institutes, driving schools, transport providers
Review existing 'Highway Code' and produce nationally recognized revised version	Aug '06	MoT	Research institutes, Police, driving schools
Develop and introduce driving instructor curriculum and testing process	Sep '06	MoT	MoE (KIE), Police, KIAD, Rocky & others
Introduce new legislation to support recommendations on driver training,	Nov '06	MoT	AG

<b>Actions</b>	<b>Completed by</b>	<b>Lead Org.</b>	<b>Collaborating Organisations</b>
testing & licencing			
Introduce new driving licence system	Dec '06	MoT/KRA	
<b>Medium Term (2-3 years)</b>			
Upgrade facilities selected for instructor training and testing	Nov '06	<b>MoT Nominated facilities</b>	<b>Directorate of Industrial Training</b>
Develop & introduce PSV & <b>professional</b> driver curriculum & testing process	Apr '07	<b>NRSC/MoT</b>	Driving schools, PSV organizations & Police
Develop new national driving schools' curriculum and its quality control	June '07	MoT	Research institutes, driving schools, KIE
Introduce new legislation & revised institutional framework for driving schools	Sept '07	MoT	<b>AG</b>
Undertake training programme for introducing new curricula and legislation	Dec '07	MoT	Police, driving schools
<b>Long Term (4-5 years)</b>			
Develop and implement programme for privatizing appropriate elements of the driver system and promoting self-regulation in the sub-sector	Dec '10	MoT	<b>NRSC</b>



## SECTOR 10: TRAFFIC LEGISLATION

**Objective: Update and enact traffic legislation to improve road safety standards and to support effective enforcement and penalisation of traffic law offenders to bring compliance in the road sector**

### **Background:**

The Traffic Act of 1954 and the Transport Licencing Act were last revised in 1993 and constitute the primary legislation governing road safety.

In the last 15 years Kenya has seen a significant increase in vehicle numbers, in population growth and urban development as well as a substantial increase in public transport operations both motorised and non-motorised.

Legislation regarding blood-alcohol levels for drunk drivers and for speed guns does not yet exist.

Legislation governing the standards of drivers & driving schools and the operations of non-motorised public transport is weak or lacking and contributes to poor road safety. The Government is in the process of introducing legislation for non-motorised and intermediate means of public transport as a matter of urgency.

The Government introduced legislation in 2004, Cap 161 to regulate the public transport sector including rules governing vehicle passenger seating capacity, seat belts, the use of speed governors, certification of drivers and conductors. This had a significant impact in bringing discipline to the sector.

### **Key Implementation Points:**

- Enact urgent legislation such as blood-alcohol levels and use of speed guns to enable effective enforcement of drunk driving and speeding offences;
- Introduce new legislation for non-motorised and intermediate means of public transport to regulate the fast growing sector and protect the safety of the traveling public;
- Review critical sections of traffic law with relevant stakeholders and develop and introduce new legislation e.g. for driver training, testing & licencing, **public transport safety, child transport**;
- Re-gazette the National Road Safety Council and support legislative efforts to introduce the Road Safety Board as the long term national body responsible for road safety coordination and management;
- Monitor the level of occurrence of traffic offences and penalties and review the effectiveness of the law in deterring unsafe, illegal traffic practices;
- Review the Traffic Act and Transport Licencing Act and update to be effective in ensuring good road safety standards;
- Ensure road users are aware of the traffic law through public awareness campaigns and availability of information on regulations.
- **Support effective penalisation of offenders through improving judiciary process e.g. possible establishment of traffic courts and instant fines.**

**SECTOR 10: TRAFFIC LEGISLATION**

<b>Actions</b>	<b>Completed by</b>	<b>Lead Organisation</b>	<b>Collaborating Organisations</b>
<b>Short Term (within 12 months)</b>			
Re-gazette the National Road Safety Council	Sep '05	MoT	
Gazette new legislation on blood-alcohol levels & use of breathalysers and use of speed guns taking into account recommended levels/practices elsewhere	Sep '05		
Gazette new legislation on non-motorised and intermediate means of transport particularly pertaining to public transport services	Sep '05	<b>MoLG</b>	
Review traffic legislation governing driver training, testing and licencing	Feb '06	MoT	
Review critical sections of the traffic law and gazette new legislation <b>taking account of differing circumstances in rural areas, effective enforcement &amp; penalties and ensuring safety of road users</b>	Oct '06	<b>MoT</b>	
Launch ongoing awareness campaign on (new) traffic laws for road users	Nov '06	<b>NRSC/MoT</b>	
<b>Medium Term (2-3 years)</b>			
Monitor the level of occurrence of traffic offences and penalties and review the effectiveness of the law in deterring unsafe, illegal traffic practices	June '07	MoT	
Enact legislation to set up Road Safety Board	Dec '07	MoT	
Review Traffic Act and Transport Licencing Act and update legislation	Dec '08	MoT/RSB	
<b>Long Term (4-5 years)</b>			
Carry out ongoing public awareness campaigns on traffic laws for road users	Ongoing	RSB/MoT	
Monitor effectiveness of revised traffic laws and occurrence of offences	ongoing	RSB	Judiciary

## SECTOR 11: TRAFFIC LAW ENFORCEMENT

**Objective: Improved road safety behaviour and compliance through more effective traffic police enforcement of traffic regulations coupled with public education and by improving vehicle roadworthiness**

### **Background:**

Road discipline and compliance with traffic laws by Kenyan drivers, passengers, cyclists and pedestrians is poor leading to serious traffic congestion and a high rate of crashes, fatalities and injuries.

The Traffic Police are the key actors in enforcing traffic law. They are over-stretched and under-resourced and need to strengthen their capacity if they are to be effective in enforcing traffic regulations. There is a current Government Police Reform programme that will assist in strengthening the Police but specific support is required for supporting traffic enforcement capacity.

Enforcement efforts have not been effectively combined with extensive road safety public education programmes to result in adequate compliance of traffic regulations.

Nairobi Province records the highest number of crashes and has the greatest concentration of vehicles, pedestrians and crime problems.

Car-jackings, muggings, rape and crime are a significant problem for the traveling public both on public transport and in private vehicles including at bus termini. Measures and equipment are needed to control such crime and provide security.

Vehicle standards and roadworthiness are poor and the capacity of the Motor Vehicle Inspection Units needs substantial enhancement to support enforcement of vehicle standards and roadworthiness.

### **Key Implementation Points:**

- Tackle major compliance issues such as speeding and drunk driving
- Strengthen Police capacity to enforce traffic regulations
- Change driving attitudes & behaviour through enforcement and public education
- Focus on Nairobi as a key area of concentration of enforcement effort
- Improve the traveling public's security
- Ensure MVIU has national capacity to enforce vehicle standards and roadworthiness

## SECTOR 11: TRAFFIC LAW ENFORCEMENT

<b>Actions</b>	<b>Completed by</b>	<b>Lead Organisation</b>	<b>Collaborating Organisations</b>
<b>Short Term (within 12 months)</b>			
Raise public awareness in process of implementing enforcement operations	Ongoing	TLB/Police/ MVIU	
Review MVIU requirements for training personnel and improving vehicle inspection	Oct '05	MVIU	
Review critical sections of the Transport Licencing Act and introduce new legislation (e.g. on licence expiry dates)	Dec '05	MoT/AG	
Review role of TLB in enforcement of traffic law	Dec '05	MoT	
Define and implement enforcement strategy to support improvements in public transport system in Nairobi	Ongoing	MoT/MoLG/ Police	
Improve TLB data system through equipment procurement (e.g computers & vehicles) and human resource development	Dec '05	MoT	
Recruitment, training & deployment of 50 transport inspectors	Dec '05	MoT/TLB	
Integrate operations of the Road Transport Sector through MoT ICT programme	Jan '06	MoT	Police, MVIU, TLB others
Increase TLB personnel capacity	June '06	MoT	
Procure vehicle inspection equipment & improve infrastructure	Oct '06	MVIU	
Train & recruit new vehicle inspection personnel	Oct '06	MVIU	
Review training curriculum and undertake training programme for traffic officers	Oct '06	Police	
Increase traffic officer personnel by 500	Dec '06	Police	
Procure police equipment e.g. speedguns, breathalysers, computers, communication equipment, speed & surveillance cameras	Dec '06	Police	
<b>Medium Term (2-3 years)</b>			
Procurement of equipment in line with implementation strategy requirements/ upgrading schedule	Dec '08	Police	
Certify approved garages	Dec '07	MVIU	
Decentralise TLB operations	Dec '08	MoT	
<b>Long Term (4-5 years)</b>			
Privatise vehicle inspection system	Dec '09	MoT	

## **SECTOR 12: ROAD SAFETY AWARENESS**

**Objective: Reduce the number of road traffic crashes and deaths by at least 5% compared to the previous year**

### **Background:**

There is poor road discipline and compliance of traffic rules on the part of drivers, cyclists, pedestrians in Kenya partly due to lack of knowledge but also due to poor attitude and behaviour.

The official Highway Code is outdated and has been out of print for many years. Access to information on the traffic law is not easy for the traveling public or even public transport operators. Standards to obtain driving licences etc are low so knowledge & competence of road users is poor.

The Government, media, private sector and the public are aware of the need for improving road safety through education and campaigns especially to change driving behaviour. The Government has instituted its 'Komesha' campaign and the Private Sector has supported various billboard, radio & TV road safety awareness efforts. However, the campaigns have had limited impact. Either the campaign designs are not effective enough or there was lack of concerted effort with more stakeholders and not enough linkage to enforcement efforts.

There has been a lack of co-ordination by the Government in the road safety sector, with the National Road Safety Council having been moribund since the late '80s.

### **Key Implementation Points:**

- Change people's attitudes and behaviour on road safety;
- Make people more aware of the law and use of the roads
- Involve children in road safety awareness (as the next generation & as agents of change)
- Need for co-ordinated approach to ensure compliance
- Target high risk road users
- Ongoing monitoring & evaluation to ensure efficacy of road safety awareness interventions

## SECTOR 12: ROAD SAFETY AWARENESS

<b>Actions</b>	<b>Completed by</b>	<b>Lead Organisation</b>	<b>Collaborating Organisations</b>
<b>Short Term (within 12 months)</b>			
Establish centralized co-ordination unit	Sept '05	MoT	Police, Sida & many other stakeholders
Develop plan for drinking & driving compliance	Sept '05	MoT/Police	MOA, Media, MoH etc
Carry out <b>at least</b> two effective road safety campaigns per year, December – Drinking & driving & Easter – Seat belts and utilize other opportunities for raising awareness on road safety	<b>Oct-Jan '06</b> <b>Mar-Apr '06</b>	Police	MoT, Media, Transport operators, Private sector
<b>Publish launch of RSA Plan using existing media</b>	Sept '05	MoT	Media
Develop Road Safety Awareness Plan	Oct '05	Co-ordination unit	
Set up Kenya Road Safety website to provide info on statistics, regulations & initiatives etc	Mar '06	Co-ordination unit	
Obtain Media regular support on road safety coverage	Ongoing	Co-ordination unit	
Implement road safety awareness plan	From Nov '05		
Review impact and effectiveness of drink/driving and seat belts campaign and make recommendations for undertaking future national road safety campaigns	Oct '06	MoT	Research institutes
Review achievement of road safety awareness & road safety interventions against objective of reducing crashes, fatalities & injuries by 5% per annum	Dec '05	MoT/ Co-ordination unit	Police, MoH, Research institutes
<b>Medium Term (2-3 years)</b>			
Implement road safety awareness plan	Ongoing	MoT/ Co-ordination unit	Stakeholders
<b>Carry out two effective road safety campaigns per year continuously</b>	<b>Christmas &amp; Easter</b>	Co-ordination unit/ Police	
Review impact of Road Safety Awareness plan	Nov '08	MoT	
Update Road Safety Awareness plan incorporating recommendations from mid-term review	Nov '08	MoT	
<b>Long Term (4-5 years)</b>			
Implement road safety awareness plan	Dec '10	MoT/ Co-ordination unit	Stakeholders

## SECTOR 13: ROAD SAFETY EDUCATION FOR CHILDREN

**Objective: To ensure that children move safely on the roads and become safe road users and drivers of tomorrow**

### Background:

With higher volumes of traffic, little respect for pedestrians by drivers and poor provision of pedestrian infrastructure e.g. sidewalks and zebra crossings, it has become a more dangerous environment for children moving to school, many of whom walk.

There is a good 'Teachers guide for primary schools' developed in 1985 by the Ministry of Education, MoT & sponsored by the then National Road Safety Council. The road safety topics are taught as part of Science and other activities and are examinable within those subjects. However, few schools have the guides and in practice there is little training on road safety.

**The Ministry now gives a lot of emphasis to raising awareness on AIDS and gender within its in-service training and 'life skills' programme but road safety has not been regarded as a life skill.**

Older children (chiefly boys), especially in the rural areas, use bicycles to reach school but there is no training for children (or adults) in cycling proficiency. Few cycle in Nairobi because of the dangers of traffic. More children would cycle if it were safe to do so.

The MoRPW has a number of traffic parks in towns that schools bring students to, to learn about road safety & the highway code. However, most schools can't afford to transport the students there and they are little used. There are a number of projects supported by Oil companies etc trying to support road safety for children but not coordinated.

The safety of formal School transport – lorries & buses, is a matter for concern and many students especially in Nairobi come to school in sub-standard, packed minibuses & vans organized by parents.

### Key Implementation Points:

- With children as the next generation of drivers and road users, it is important that they acquire the right knowledge and attitudes to use the roads safely and respect other road users and the law;
- There is need to **emphasise the importance of**, and re-inforce the teaching of road safety in primary schools through training of teachers **(in-service and orientation) and to include road safety as an important life skills topic;**
- A broader, more co-ordinated and effective approach is required to teach children how to use the roads safely, utilizing facilities like the traffic parks, resource people such as the Traffic Police, and private sector support;
- A programme of training children in cycling proficiency nationwide is required including encouraging girls to cycle;
- Road infrastructure for pedestrians and cyclists needs to be provided and maintained, including providing safe routes to schools and safe crossings outside the schools where required;
- The operations of school transport need to be reviewed and guidelines and standards improved and enforced as well as encourage parents to use safe transport for their children to reach school;
- Children can be very effective at changing the attitudes and behaviour of their parents and should be included as a target group in road safety awareness programmes not only to change their own behaviour but also to affect their seniors';
- Children should be encouraged to ride in the rear of cars and always to use seat belts. The promotion and eventual enforcement of the use of baby and child car seats should be instigated.

## SECTOR 13: ROAD SAFETY EDUCATION FOR CHILDREN

<b>Actions</b>	<b>Completed by</b>	<b>Lead Organisation</b>	<b>Collaborating Organisations</b>
<b>Short Term (within 12 months)</b>			
Utilise existing training materials effectively and encourage schools to use traffic parks and road safety trainers	From Oct '05	MoE	MoRPW, LAs, CCN
Review utilization of children's traffic parks and recommend effective use of the facilities in training of children <b>including carrying out school-based training</b>	Apr '06	MoRPW	MoE, Police, World Bank
Review schools' road safety education including private sector/NGO supported programmes and lessons learned	May '06	MoE	World Bank, road safety education stakeholders
Prepare comprehensive strategy as basis for primary and secondary school level road safety education, linking with other ongoing road safety education initiatives	June '06	MoE	NRSC, World Bank, RS education stakeholders
Review school transport regulations and practices	July '06	MoE	MVIU, TLB
Raise awareness amongst parents about safe transport for children including the use of approved child car seats e.g. through media, posters & guidance for PTAs	<b>ongoing</b>	MoE	NRSC, Media, Child Safety Kenya
Implement programme to effectively utilize traffic parks and to encourage safe cycling <b>in both rural &amp; urban areas</b>	From Aug '06	MoRPW	MoE, Police, LAs, World Bank
Design school curricula and teaching materials, <b>including awareness materials</b>	<b>Dec '06</b>	KIE	MoE, World Bank
<b>Medium Term (2-3 years)</b>			
<b>Within the review of the 'Life Skills' programme, propose the inclusion of road safety</b>	<b>Ongoing</b>	<b>MoE/KIE</b>	
Update guidelines and standards for school transport and sensitise schools on their importance and the requirements	Mar '07	MoE	MVIU, TLB
Pilot training <b>programme for teachers in the use of the new curricula &amp; orientate teachers on the materials</b>	Apr '07	MoE/KIE	World Bank
Introduce new school road safety curricula and teaching materials	July '07	MoE/KIE	World Bank
Carry out training programme for teachers in the Provinces & Nairobi to adopt new curricula and materials	Dec '07	MoE	World Bank
Implement private sector supported programmes for school & child road safety	Ongoing	NRSC	road safety education stakeholders
<b>Long Term (4-5 years)</b>			
Review implementation of school & child road safety strategy and impact on children's safety & behaviour on the roads	<b>ongoing</b>	NRSC/MoE	World Bank
Promote the practice of, and introduce legislation to make babies/children sit in the rear of cars and use approved child car seats	2010	MoT	Media, KEBS

## SECTOR 14: EMERGENCY SERVICES & REHABILITATION

**Objective: Reduce post-crash morbidity and mortality on Kenyan roads????**

### Background:

**There is an extensive network of health facilities in Kenya but some are not able to economically access the system.**

There is a poor communication system for providing assistance to road crash victims. **A National Emergency Response Service is needed with appropriate funds and other resources.**

Many casualties are transported to health facilities by the Public and not professional emergency service providers.

There is limited knowledge of first aid and proper evacuation of casualties by the Public and local officials.

The injury severity and mortality rates are increased by poor treatment at the scene of the crash and in evacuation of casualties.

Health facilities and emergency service providers require better equipment and training to effectively deal with road crash victims especially at black spot locations.

### Key Implementation Points:

- **Establish a nationwide emergency response system.**
- **Improve** co-ordination at all levels
- **Train road users**, communities & Police in First Aid and proper evacuation of casualties
- Establish central **information** & control unit for co-ordinating emergency response
- Equip emergency providers with adequate means for safe evacuation of casualties
- Improve health facilities' capacity to respond to casualties of road traffic crashes
- Enhance data management on road traffic injuries

## SECTOR 14: EMERGENCY SERVICES & REHABILITATION

<b>Actions</b>	<b>Completed by</b>	<b>Lead Organisation</b>	<b>Collaborating Organisations</b>
<b>Short Term (within 12 months)</b>			
1. Establishment of national co-ordinating unit for responding to road traffic crashes (with 24 hour call lines)	End 2005	MoH	Police, StJohn & others, Health facilities, Phone providers
2. Baseline survey on morbidity, <b>mortality post-crash &amp; state of first aid training</b>	End 2005	MoH	Police, StJohn, Health facilities, KIPPRA, Univs etc
3. Provide the public with information on how to access emergency services and tips at the scene of a crash	Mar '06	MoH	StJohns, Police, AKI, Media, Private Sector
4. Identify training needs of different target groups	June '06	MoH	All stakeholders
<b>5. Review &amp; update legislation supporting emergency response services</b>	<b>July '06</b>	<b>MoH</b>	
<b>6. Establish national regulatory mechanism for emergency response services</b>	<b>July '06</b>	<b>MoH</b>	
<b>Medium Term (2-3 years)</b>			
1. All health facilities along the major highways to have trauma units	2007	MoH	Private Providers, Regulation Boards, development partners
2. Training of TOTs in injury emergency response	Dec '07	MoH	St John, Red Cross, Health facilities, schools, Police
<b>3. Training of target groups &amp; communities along black-spots on emergency response</b>	Ongoing	MoH	Health facilities, Police, Schools, Red Cross, St John, communities
4. Increase the number of rescue centres and strengthen existing ones	Ongoing	MoH	St John, Red Cross, Private sector
5. Equip the rescue centers with communication systems <b>&amp; mobilise all necessary resources</b>	2008	MoH	Phone providers, private sector, NGOs
<b>Long Term (4-5 years)</b>			
1. Procure emergency fully equipped ambulances for emergencies for all health facilities along the major highways	2008	MoH	Private sector, dev. partners
2. Procure ambulances for all rescue centres	2009	MoH	Private sector, dev. partners
2. Improve and equip health facilities along the highways	2009	MoH	Private Providers, Regulation Boards, development partners
<b>3. Establish Monitoring &amp; Evaluation Framework</b>	<b>2009</b>	<b>MoH</b>	<b>Research Institutes</b>
4. Initiate training in Emergency Medicine at degree level	2009	MoH	Universities, MoEST