



MINISTRY OF ROADS AND TRANSPORT

THE KENYA ROAD REGISTER (2024) REPORT

NOVEMBER 2024

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List of Abbreviations and acronyms

CS	Cabinet Secretary
DOT	South African Department of Transport
GDP	Gross Domestic Product
GIS	Geographic Information System
KeNHA	Kenya National Highways Authority
KeRRA	Kenya Rural Roads Authority
Km	Kilometers
KRB	Kenya Roads Board
KURA	Kenya Urban Roads Authority
NTR	National Trunk Roads
RA	Road Authority
RICS	Road Inventory and Condition Survey
RISFSA	Road Infrastructure Strategic Framework for South Africa
SDI	State Department of Infrastructure

EXECUTIVE SUMMARY

In 2016, following the promulgation of the 2010 Constitution, Kenya adopted a revised register of 161,451 kilometers of roads, delegating the management of these roads to both the National and County Governments. Since then, the Ministry of Roads and Transport has completed two cycles of Road Inventory and Condition Surveys (RICS), which mapped hitherto unmapped roads, expanding the country's road network to 239,122 kilometers.

Recognizing the essential role of an efficient road network in promoting social, economic, and political development, the Minister for Roads and Transport appointed a multidisciplinary inter-agency committee in July 2024, to finalize the road classification exercise initiated in 2017, and to develop a Road Classification Policy to guide future classifications.

The committee conducted a thorough analysis of Kenya's existing road classification system, which originated in the 1970s and underwent significant revisions in 2009 and 2016. The objectives were to ensure seamless connectivity for mobility and accessibility, enhance user safety, and align the classification system with international best practices. The methodology involved extensive stakeholder consultations and a review of over 4,000 classification requests.

This report presents the updated Road Register 2024, a product of the inter-agency committee on Policy on Classification and Review of Current Classification. The Register includes a countrywide network of 239,122 kilometers of roads, comprising 57,057 kilometers of National Trunk Roads and 182,064 kilometers of County Roads.

The committee recommends that the Cabinet Secretary responsible for Roads approves and publish the updated road register and establish a regular review process (every 5 years) to ensure accurate road classification and effective management in the future.

1. INTRODUCTION

Efficient road network is a key driver of social, economic and political development for every economy. Well-developed and maintained road networks stimulate and promote regional trade and enhance social relations.

A road classification system is a framework within which procedures and processes of defining the role of each element of a road network in serving travel priorities are defined. Through classification, roads are separated into groups that define their current or future function, consequently helping in organizing and managing transportation networks. It is a crucial tool for effective planning, maintenance, and development of road infrastructure especially in an environment of constrained budgets for effective road asset management.

Recognizing the importance of the process, the Cabinet Secretary in charge of roads, appointed an interagency and multi-disciplinary committee comprised of members of organizations within the road sector to finalize the register and develop a policy to guide future classifications in July 2024.

This report is the outcome of that committee's work, following an intensive five-day retreat. During this retreat, the committee engaged in a comprehensive review of the register, conducted joint consultations with road authorities, counties, and stakeholders, and addressed critical issues such as unmapped links, missing road numbers, and inaccuracies.

The findings and recommendations within this report represent a pivotal step towards finalizing the Kenya Road Register and setting a robust policy framework to guide future road classifications.

I. BACKGROUND

Kenya's first road classification system was developed in the 1970s. The system was static in nature, listing about 61,945 km of roads but did not include an urban roads' category. In 2009, another classification was undertaken after a Road Inventory and Condition Survey (RICS) which mapped an additional 98,941 km of new roads.

The study classified hitherto unclassified roads to bring the entire network to 160,886 km. This new classification was not adopted until January 2016, when it was

published as a road register in the Kenya Gazette Supplement No. 4 in a bid to fulfil constitutional requirement for shared management responsibility between National and County Governments. The register included proposed roads of about 565 km to bring the country's network to 161,451 km.

The new register prompted numerous requests for review from various stakeholders, leading the Cabinet Secretary (CS) in charge of Roads to task the Kenya Roads Board (KRB) with conducting a thorough review. This review was carried out through an extensive consultative process that included joint sessions with road authorities and county representatives. Over 3,500 requests were reviewed, with the results being validated in various stakeholder engagement forums held from 2018 onwards to raise awareness and gather feedback. The review successfully addressed a range of issues, such as unmapped links within the road network, missing road numbers, incorrect or missing road names, and discrepancies in road lengths.

In February 2024, following the completion of the road inventory and condition survey, the Kenya Roads Board (KRB) initiated the classification of all newly mapped roads, building upon the existing classification system. This process led to the development of a revised Kenya Roads Register, which was submitted to the Cabinet Secretary for review. In response, the Cabinet Secretary appointed an inter-agency committee to finalize the register and develop a comprehensive policy to guide future road classification efforts.

II. OBJECTIVES OF THE ASSIGNMENT

The objectives of the Road Register review were to:

1. Review the proposed Kenya Road Register 2024 and amend as necessary to ensure seamless connectivity and contiguous linkage for enhanced user comfort and safety
2. Prepare an updated countrywide road register (2024) of National Trunk Roads and County Roads.

III. SCOPE OF THE ASSIGNMENT

- i) Conduct a comprehensive review of the entire Kenya Road Register 2024 to ensure that all roads are rightly assigned to classes according to the classification criteria and that the alignment with class hierarchy requirements are adhered to.
- ii) Review connectivity within urban areas and ensure that the **key** urban roads in cities, county headquarters and municipalities are classified as urban trunk roads.
- iii) Ensure equitably distribution of Class C roads across all counties and sub-county headquarters.
- iv) Review road names where possible

2. METHODOLOGY

This chapter outlines the approach used to ensure that all roads were correctly classified for seamless connectivity that would support effective network management and enhance safety for all users. The classification exercise aimed to categorize roads based on their projected or current roles in the growing network

2.1 PRINCIPLES OF ROAD CLASSIFICATION

This set of criteria provided a framework for decision-making on how to categorize roads based on their intended functions, ensuring that the road infrastructure efficiently fulfills its designated tasks.

2.1.1 The Road Classification System (2009)

In 2009, the Ministry responsible for roads developed a comprehensive classification system, consisting of the Classification Guidelines and the Classification Manual. These documents provide detailed descriptions of road classes, along with the criteria and procedures for classifying the entire Kenyan road network, encompassing both urban and rural categories. The primary objective of the guidelines is to standardize the classification process, enhance clarity and ensure that a consistent method of categorization is applied across all roads in the country.

The classification system has eight class tiers for rural roads and seven tiers for urban roads. It is dynamic and sensitive to changes in the road network, notably in the type of road use, new links, urban development and changing administrative boundaries.

The functionality aspect of the network is inherent in the classification system as its application essentially rests on using a traffic trigger to flag when class changes are desirable. This happens when roads are upgraded or when new roads are built.

Thus, the system calls for revision of road classes when municipalities come into being, expand and as rural population centres grow.

The key principles of the System are:

1) Functionality

Roads are classified based on their role in facilitating traffic movement and providing access. Roads that primarily serve through-traffic are distinguished from those that provide access to properties or local areas.

2) **Traffic Volume**

Roads are categorized by the volume of traffic they are expected to carry, with major highways accommodating high-speed, long-distance travel, and local streets serving lower traffic volumes and shorter trips.

3) **Connectivity**

The extent to which roads connect different regions, cities, or neighbourhoods is an important factor in classification. Roads with higher connectivity serve as key links in the transportation network.

4) **Design Characteristics**

The system considers the physical design and capacity of roads, including number of lanes, carriageway width, size of reserve, speed limits and surface type. Road with multiple lanes, greater design standards, higher speeds and high traffic volumes are typically classified into higher tier classes.

5) **Land Use and Access**

Roads are also classified based on the surrounding land use and the type of access they provide, with some roads designed primarily for mobility (e.g. highways) and others for local access (e.g. residential streets). *Table 1* is the description of Kenya's functional road classification system.

Table 1: Kenya's Road Classification System

Functional Class	Rural	Urban
Arterial/ Trunk roads	<ul style="list-style-type: none"> For through traffic and long-distance movements between widely separated parts of the town or city. Include roads which are fully access controlled i.e. Superhighway, Motorways or toll roads. Class S, A & B 	Provides: <ul style="list-style-type: none"> Highest Level of Service (LOS) at the greatest speed for the longest uninterrupted distance within cities, urban areas and Municipalities With access control Classes Au and Bu
Collector roads	<ul style="list-style-type: none"> Link Arterials and Local roads, distributing traffic to residential and other defined zones. Included Primary intra-County roads (Class C) and Secondary intra-County (D) roads. 	Less developed LOS <ul style="list-style-type: none"> Lower speed than arterials for shorter distances. Collect traffic from local roads to arterials Class Cu and Du
Local roads	<ul style="list-style-type: none"> Direct access to individual or group of properties Classes E, F and G class roads 	<ul style="list-style-type: none"> All roads not defined as arterials or collectors. Access to residential commercial or industrial areas with little or no through movement. Classes Eu, Fu and Gu

Source: Road Classification Manual, 2009.

Minimum class requirements are established to: ensure consistency and fairness in eligibility assessment through a standardized approach, quality control, focus on resource allocation for efficiency and sustainability, compliance and accountability for those responsible for classification and alignment of the classification process with the country's transportation goals. *Table 2* and *Table 3* provide minimum class requirements (criteria) for classifying rural and urban roads respectively. Source: Road Classification Manual, 2009.

Table 2: Minimum Class requirements for Rural Roads

Functional Class	Road Class	Admin. Level ^{1,2}	Functional Class Description	Target Urban Linkage	Catchment Population	Town Size Linked**	Traffic Indicator ADT*	Target surfaces Type	Indicative Design Standards		
									Width (m)		Design Speed (kph)
									Carriageway	Reserve Size	
Arterial / Trunk	S	N/A	Superhighway, Auto route, Motorway, Expressway	Capital, Cities	N/A	N/A	>3,000	Paved	Dual cwy of min. 2 lanes	Min 60	90 - 120 ³
	A	International	Major Arterial, International Trunk Road	Capital, Cities, Provincial HQs	N/A	N/A	>2,500	Paved	7 -14	40 -60	70 - 110
	B	Inter-provincial	Minor Arterial, National Trunk Road	Capital, Cities, Provincial HQs and District HQs	N/A	>25,000	>1,500	Paved	7 -14	40 -60	70 - 110
Collector	C	Inter-District	Major Collector, Primary Road	District Towns, Other Towns		>10,000	>500	Paved	6.5	40	60 - 110
	D	Inter-Divisional	Minor Collector, Secondary Road	Division centres, Major Markets	>13,500	2,000 to 10,000	>150	Paved / Gravel	6	25	50 - 80
Local	E	Inter-Location	Major Feeder, Major Feeder	Location Centres, Markets	>4,500		>50	Gravel	5	9 - 20	50 - 80
	F	Inter-Sublocation	Minor Local, Minor Feeder	Sub-location Centres / Markets	<4,500		<50	Improved Earth	4	9 - 10	40 - 50
	G	Intra-Sublocation	Local Access, Farm to Market	N/A	<2,500		<30	Improved Earth	4	9 - 10	40 - 50

¹ (Note from the Manual) The use of administrative boundary as a parameter for road class evaluation will be revised to take account of fluidity in administrative boundaries. Frequent changes in administrative boundaries would affect the validity of functional classification based on administrative centres. The current classification is based upon 71 districts in the country; this number has, since, tripled.

Table 3: Minimum class requirements for Urban Roads

Function al Class	Road Class	Functional Class Description	Other Typical Features	Target Mobility	Target Access Restriction	Target NMT Provision		Smaller Town ADT	Traffic Indicator ADT	Indicative Design Standards			
						Cyclist Track	Walking Track			Width (m)		Speed (kph)	
										Reserve	Carriagewa y	Design	Target
Arterial	H	Major Arterial, Highway	Express way, Ring Road	High	High	Separate Track	Separate Track		17 – 18,000 per lane	60-80	3.5m per lane, 4-6 lanes	70 - 90	60
	J	Minor Arterial, Principal Arterial	Principal Bus Route	Moderate	Moderate	Separate Track	Separate Track	2000 - 5000	10 – 12,000 per lane	20-45	3.5m per lane, 2-4 lanes	50 - 60	30 - 40
Collector	K	Major Collector, Primary distributor	Radial / Spine roads, Bus Routes	Moderate	Low	Separate Track	Separate Track		9,000 per 2 lanes	18-40	7	30 - 50	20
	L	Minor Collector, District distributor		Moderate	Low	Separate Track	Separate Track			15	7	30 - 50	20
Local	M	Major Local, Shopping or Local Street		Low	None	Lane Next to MT Lane	Separate Track			12-15	5 - 7	30 - 50	20
	N	Minor Local, Non-residential Access (Industrial / Government/ Commerce etc)		Low	None	None	Separate Track			9-12	5	30 - 50	20
	P	Local, Residential Access		Low	None	None	Separate Track		400 per 1,000 population	9-12	3 - 5	30 - 50	20

² There is an urgent need to revise the administrative boundaries to reflect the current administration dispensation.

³ (Note from the Manual) The upper design speed limit of 120 kph will require revision of the existing Traffic Act. The Act stipulates the speed limit on highways at 110 kph.

2.1.2 Prevailing socio-economic and geographic conditions

Road classification depends heavily on the balance between socio-economic demand (population, economy, resources) and geographic realities (terrain and accessibility). These two factors shape how roads are planned, built, and maintained to serve the community effectively.

Roads that are perceived as necessary for enhanced agricultural productivity, access to services like medical care, markets, schools or links to other transport modes were classified upwards to receive necessary treatment that will enable them to adequately serve their purpose. Some roads along international borders or areas with security issues were also strategically upgraded for security purposes.

2.1.3 Consultative & participatory approach

Road classification is a means to an end, not an end in itself. While technical and design considerations can adequately produce a road classification system, consultation and participation of stakeholders in the process is key for ownership. This approach fosters better infrastructure planning that is equitable, sustainable, and responsive to the needs of the entire country. It ensures that local knowledge is integrated into decision-making, increases public support, and results in a road network that serves both present and future generations.

KRB in consultation with the Roads Authorities (RA) and Counties reviewed over 3,500 requests, with the results being validated in various stakeholder engagement forums held from 2018 onwards. The most recent of these engagements took place in March 2023, during which the updated road register was presented, and feedback was received and integrated into a report. *Reports of Stakeholder engagement meetings are in Annex 1.*

2.1.4 Global best practices

Benchmarking is a valuable exercise that provides insights into how peer countries (comparable in performance) and leading countries (best-in-class) operate. This external perspective helps in formulating strategies for continuous improvement and innovation, with the aim of achieving higher standards.

Different countries and regions use varying nomenclature for road classification, typically based on thematic frameworks. Findings indicate that the network hierarchy in the selected countries is commonly structured around eight themes, which are

grouped into four categories: form, use, relation, and designation as detailed here below. The Summary is in *Table 4*

i) **Controlled-Access Highways (Freeways, Motorways, Expressways):** The roads are at the top of the hierarchy in terms of traffic flow and speed.

a) Key characteristics:

- **Controlled access:** Direct access from properties or other roads is restricted; entry is allowed only via specific connector roads.
- **High speed limits:** Multiple lanes and high-speed traffic flow.
- **Urban and rural areas:** Found in both settings.

b) Common names:

- **Freeways** (U.S., South Africa, parts of Australia)
- **Motorways** (U.K., New Zealand, parts of Australia)
- **Expressways** (various countries)

c) Features:

- No traffic signals or at-grade crossings (intersections).
- Flyovers (overpasses or underpasses) separate intersecting roads.
- Pedestrian footbridges and tunnels.
- Separated opposing directions of travel by a central reservation or median strip.
- Prohibit pedestrians and non-motorized vehicles (e.g., bicycles).
- Generally, no parking allowed.

ii) **Arterials:**

- a) Handle moderate to high traffic volumes.
- b) Often have signalized intersections.
- c) Serve as through routes within urban areas.
- d) Connect neighbourhoods, commercial centres and other major destinations.

iii) **Collectors:**

- a) Collect traffic from local roads and feed it into arterials.
- b) Serve as connectors within neighbourhoods.
- c) Handle moderate traffic volumes.
- d) May have fewer intersections than arterials.
- e) Examples: Residential streets, district roads.

iv) Local Roads:

- a) Primarily serve local traffic within neighbourhoods.
- b) Access to individual properties.
- c) Lower traffic volumes.
- d) Often narrower and slower.
- e) Examples: Residential streets, cul-de-sacs.

Table 4: Best Practices -Road Classification themes

	<i>Form</i>		<i>Use</i>	<i>Designation</i>				<i>Perfor- mance</i>	
<i>Country</i>	<i>Access control</i>	<i>Road Surface</i>	<i>Usage</i>	<i>Administration</i>	<i>Link role</i>	<i>Place status</i>	<i>Transport mode</i>	<i>Function</i>	<i>Total themes used</i>
Kenya	√			√	√	√		√	5
South Africa		√			√	√	√	√	5
Nigeria		√		√	√				3
Canada	√		√		√	√		√	5
Malaysia	√			√	√	√		√	5

IV. THE CLASSIFICATION PROCESS

The classification process described below applies to the classification of roads requested by stakeholders, as well as newly mapped roads identified during inventory and condition surveys. This approach is both transparent and systematic, incorporating stakeholder input and technical assessments to ensure a comprehensive road classification.

1. Proposal from Stakeholder / Mapped new Roads

The initial step in road classification involves a proposal from a stakeholder, such as community members, local leaders or RICS data. The proposal may suggest upgrading or downgrading a road's classification based on usage, connectivity needs, or socio-economic changes. The purpose is to involve those directly impacted by road usage or conditions.

Over 3,500 requests for classification were received and reviewed. Additionally, 77,320km of new roads mapped during the RICS 2023 were classified. *A list of stakeholder requests is provided in Appendix 1.*

2. Eligibility Assessment of the Proposed Road to Proposed Class

Eligibility assessment is the rating of the road's characteristics against classification criteria of 2009, consulting regional engineers, considering global best practices, and sometimes, site visits. The purpose is to ensure that whatever decision is taken aligns with established criteria and is justified based on technical and practical considerations. An example of criteria for assessing eligibility into a rural class C and Urban Class Au are shown here below in *Figure 1* and *Figure 2*

C1

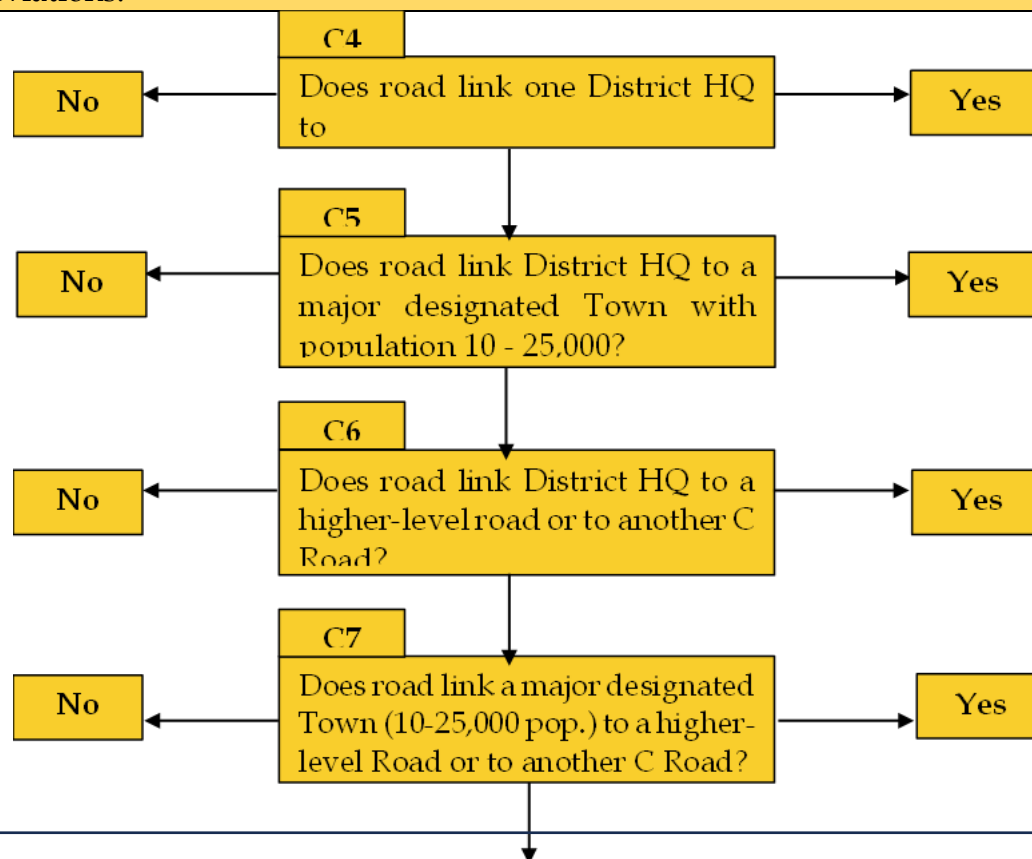
Check that locations of census towns District and Divisional HQs markets and centers are correctly located on map.

C2

Identify existing main road passing through/ within District and any changes recommended in preliminary Screening.

C3

Calculate length of classes A, B, C and D, E, F, G roads by passability and class as % total road network length. Compare with model and note major apparent deviations.



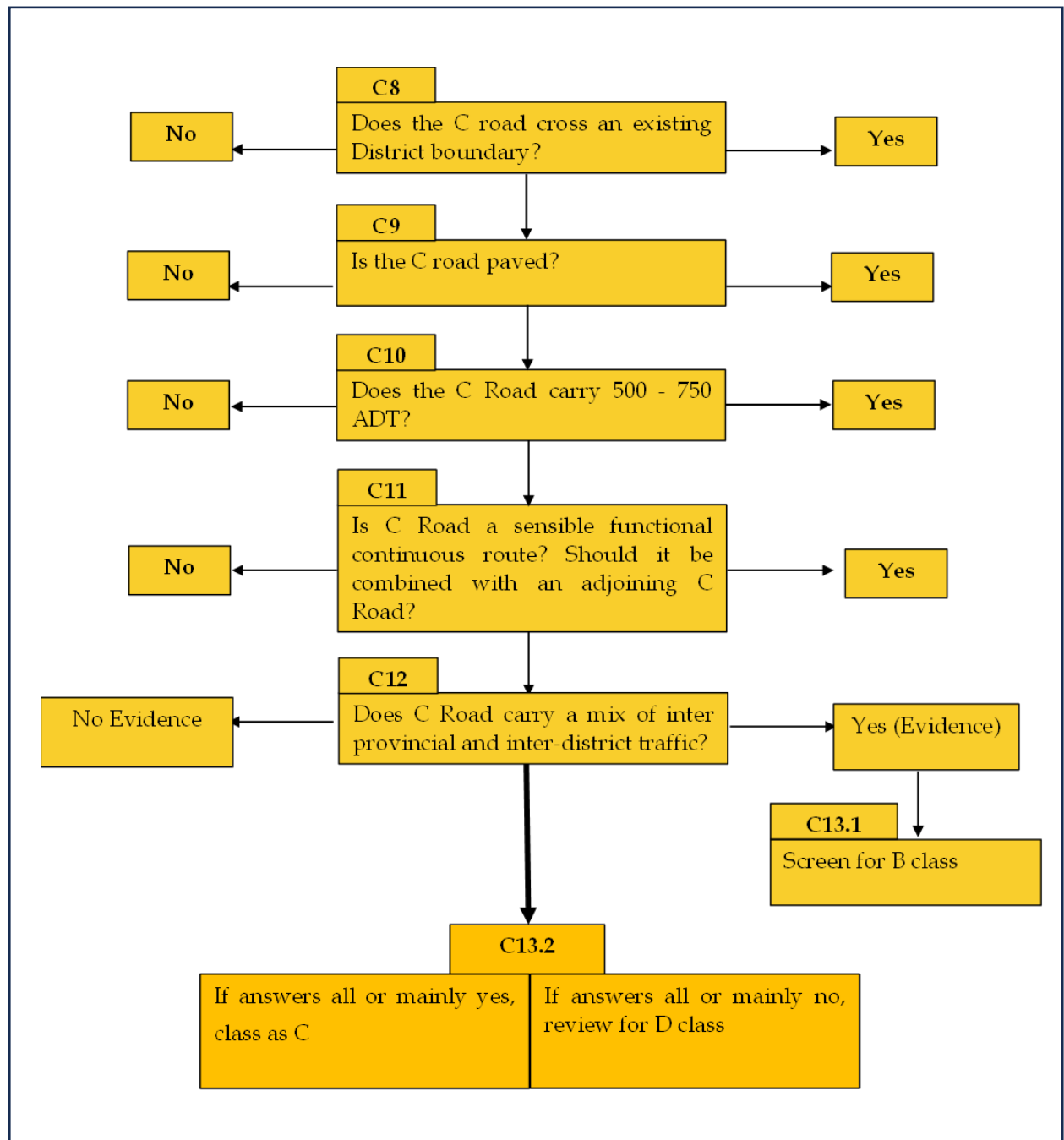
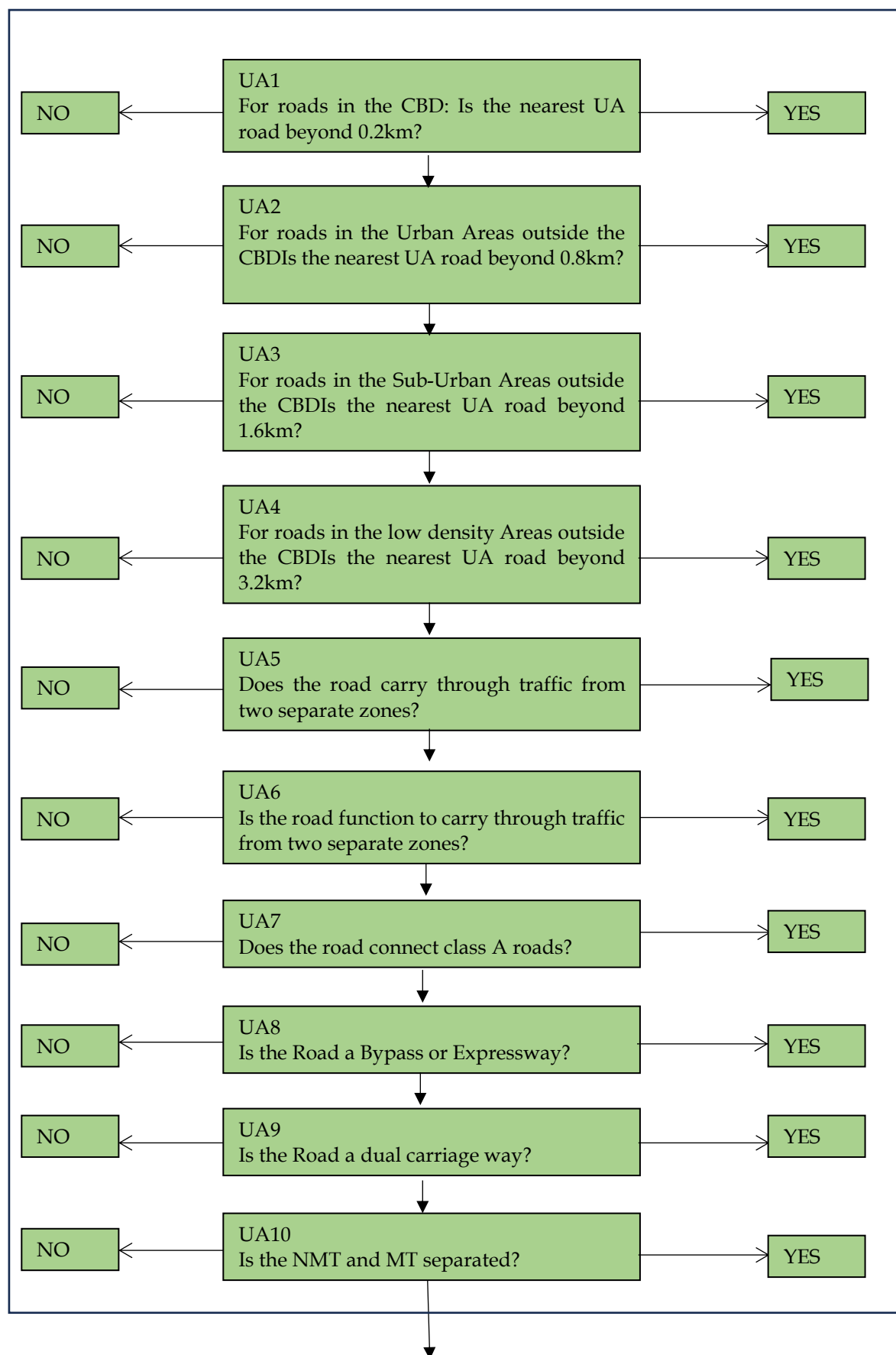


Figure 1: Decision Tree for Eligibility Assessment of Roads into Class C



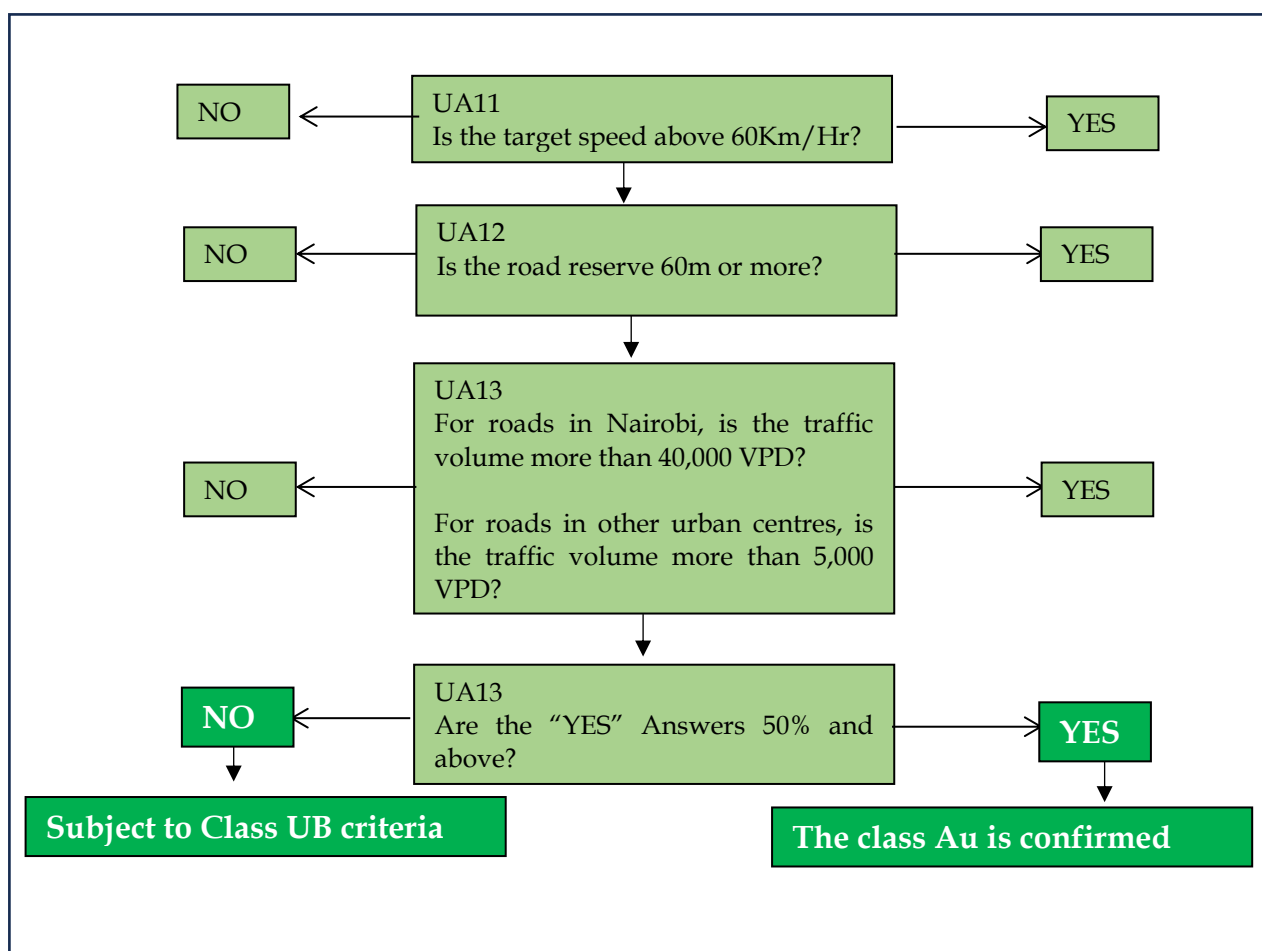


Figure 2: Decision Tree for Eligibility Assessment of Roads into Urban Class A

3. Report on Eligibility Assessment

A detailed report indicating eligibility of all assessed roads, the rationale for reclassification (or maintaining the current classification) and recommendations based on the assessment are prepared and submitted to relevant authority for review and approval (CS in charge of roads). The report serves as an official record of the analysis and reasoning behind the proposed classification change.

4. Update Database and Register

Upon approval, the updated classification is incorporated into the road network database and formally recorded in the register. This process ensures the legal recognition and documentation of the new classification for future reference. If the classification is not approved, the road retains its current designation, and no further changes are made. Additionally, newly classified or reclassified roads are assigned a unique road number (Road ID) to distinguish them from others. For rural roads, the

classification system uses a combination of letters from A to G (representing the class) and a non-zero integer to form the Road ID. For urban roads, the letters H to P are assigned. When a new road is integrated with an already classified road to create a longer, more logical route, the new road automatically adopts the road ID of the existing classified road.

5. Communication to Stakeholder on Request

The final decision is communicated to the stakeholder who submitted the proposal. Regardless of whether the classification is approved or rejected, the stakeholder is informed of the outcome, with explanations provided as needed. This communication may also include guidance on the next steps or suggested alternatives. The goal is to promote transparency and keep stakeholders informed about the status of their request, fostering trust and accountability in the decision-making process.

6. Stakeholder Engagement Forums

Once the classification decision is finalized, stakeholder engagement forums may be convened to review the register, gather feedback, and address any concerns raised during the process. These forums bring together key stakeholders from various sectors within national and county governments. Their primary aim is to foster open dialogue, ensuring continued stakeholder involvement and inclusivity. Additionally, the forums serve as a platform to refine future proposals and resolve ongoing issues related to the road network.

7. Submission to the Cabinet Secretary in charge of Roads for gazettment

After all feedback has been addressed and a consensus has been reached among stakeholders, the final step is to submit the updated register to the Cabinet Secretary for gazettment. This step legally formalizes the road's new classification, making it binding and publicly recognized.

V. A SPECIAL NOTE ON THE NEW REGISTER

1. Numbering of Rural Roads

The Road Classification Manual (2009), Section 4.1 prescribes a nationwide, sequential road numbering system for road classes A and B which is to be extended to the class S, starting from numeral 1 to the highest number for that class.

For example, A2, A5, B8, B10. New entrants into the classes are assigned next numbers in sequence after the highest road number in their class. This numbering was adopted for Class A and B in 2016 and is being implemented as-is in the new Register. Along the same vein, the Thika superhighway was classified as Class S with the Thika Superhighway classified in Class S and assigned Road Id S1, a change from A2S. Other roads classified in class S, based on description of the class in Section 2.1 of the Road Classification Manual (2009) are listed in *Table 5*.

For Classes C, D, E, F and G roads, the prescribed numbering is a province-based numbering with the first digit representing the province and the remaining two digits (ranging from 01 to 99) representing the road number. This system could not be adopted since the provincial administrative system is now defunct. Relevant changes will be made once the manual is reviewed.

Table 5: Numbering of Class S Roads

Road Name	Road ID (2016)	Road ID (2023)
Thika Superhighway	A2_S	S1
Nairobi Southern By-pass	N/a	S2
Nairobi Expressway	N/a	S3
Miritini-Mwache-Kipevu Link roads	N/a	S4_A
Dongo-Kundu By-pass	N/a	S4_B

2. Numbering of Urban Trunk Roads (Class Au, Bu and Cu)

The Road Register (2016) categorized urban roads using two different numbering systems: Urban Class UCA and UCB, as well as Class Au and Bu. To ensure uniformity across the country, all urban roads were assigned new numbers in the Road Register (2024), harmonizing the classification nationwide. The

nomenclature for urban roads now follows the Au to Gu system, where road IDs for Class Au to Gu roads are prefixed with letters H to P, excluding I and O.

Additionally, as in the 2016 register, each road ID is suffixed with the name of the urban area in which the road is located. For example, "K24_Nairobi" refers to a road in Nairobi, designated under Class C, performing urban road functions.

3. Notable Changes in the Classification

- i. New major roads classified in Class S in accordance with Section 2.1 of Road Classification Manual: Nairobi Expressway, Nairobi Southern bypass, Eldoret Southern bypass and Dongo Kundu bypass and Miritini-Mwache-Kipevu Link road.
- ii. Major changes to the NTR network :
 - a. Road A5, which originally terminated at A8 in Emali, has been extended to Kithimani. The new full alignment of Road A5 now runs from Emali through Ukia, Itangine, Wamunyu, Makutano, and ends at Kithimani.
 - b. Road A3, which previously commenced at Thika and ended at Liboi, has been revised to start at Flyover, passing through Magumu, Thika, Garissa and continuing to Liboi.
 - a. Old alignments maintained in the NTR network and listed in the Road Register
- iii. Annuity Roads that were gazetted in 2021 updated in the new road register.

4. The structure of the Road Register has been significantly enhanced in several ways:

- a) **Road Length:** To ensure and maintain the accuracy of road lengths, the register is now a direct replica of the network geodatabase. This eliminates any discrepancies between the lengths recorded in the database and those listed in the register. Additionally, the length of each dual carriageway is a composite measurement, incorporating all relevant features such as primary lanes for through traffic, service lanes, and other associated elements.
- b) **Route Description column:** The column has been introduced to provide detailed information on the origin and destination of each route, including intermediate towns and localities. This enhancement is intended to improve users' ability to identify roads, particularly in cases where the

road name is unavailable. Additionally, for routes formed by combining multiple well-known roads, the individual road names are listed to facilitate easier identification.

3. RESULTS: OVERVIEW OF THE KENYA ROAD REGISTER, 2024

This chapter outlines the key results of classifications and reclassification made to the countrywide road network. All roads in the KRB geodatabase were classified.

i. Adjustment of Class Composition

The road network class composition was adjusted to reflect a hierarchy of road types based on their function, capacity, and significance in the transportation system. This approach ensures that the higher classes, while fewer in number, comprise the most critical roads with the highest importance for connectivity and mobility. Conversely, lower classes encompass a larger proportion of the network, catering to local and community needs as shown in .

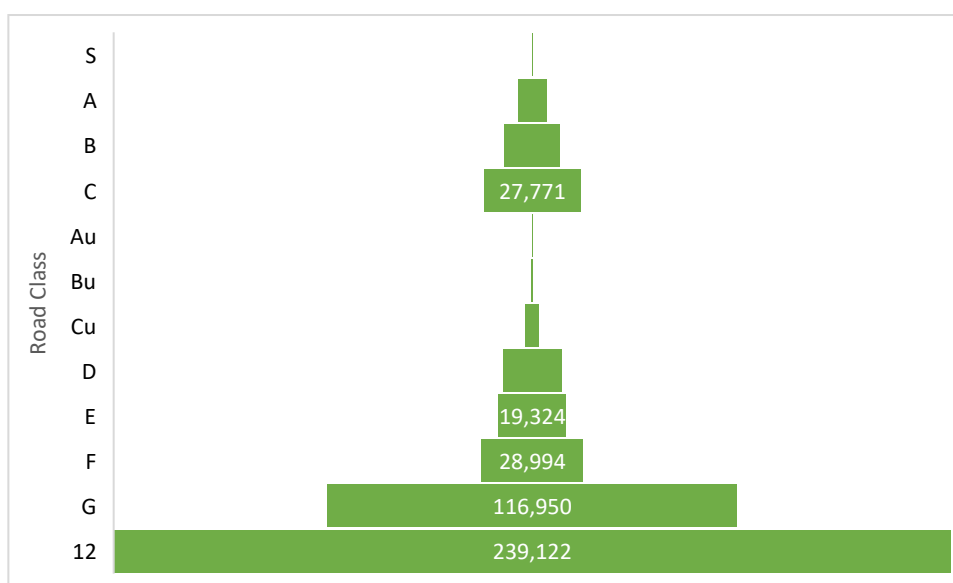


Figure 3: Class Composition of Road Register 2024

ii. National Trunk Roads Vs County Roads

Table 6 provides a summary of the updated Road Register, categorized into two primary groups: National Trunk Roads (NTR) and County Roads. The National Government has jurisdiction over 57,057 kilometers, while the County Governments are responsible for 182,064 kilometers. The new register is provided as Annex 2.

Table 6: The Road Register 2024- Length per Class

Road Category	Road Agency	Road Class	Road Length
NTR	KeNHA	S	365.44
		A	8,298.53
		B	15,814.33
	KeNHA Total		24,478.31
	KeRRA	C	27,771.47
	KeRRA Total		27,771.47
	KURA	Au	147.86
		Bu	631.22
		Cu	4,028.64
	KURA Total		4,807.71
NTR Total			57,057.49
County	County	D	15,807.79
		Du	987.47
		E	19,162.43
		Eu	162.06
		F	28,541.78
		Fu	452.65
		G	110,485.32
		Gu	6,464.73
	County Total		182,064.24
County Total			182,064.24
Grand Total			239,121.73

iii. Changes in the classification (2016 -2023)

Comparative analysis of Kenya's road network classification of 2016 and 2024 is provided by the tables and figures below.

a) Changes to Network at management Level

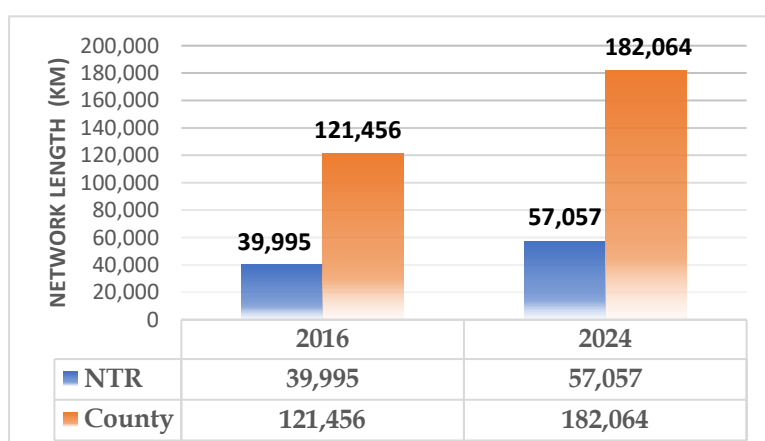


Figure 4: Road Network Managed by National and County Governments

Figure 4 is a summary of the new Road Register divided into two main categories: National Trunk Roads (NTR) and County Roads, each managed by designated road agencies.

The National Government will be responsible for 57,057 kilometers and the County Governments take up 182,064 kilometres

b) Change in road length by Class

Error! Reference source not found. illustrates the classification and length (in kilometers) of roads, comparing the 2016 gazetted lengths to the 2024 updated lengths. It also includes the change in length for each road class over this period.

Table 7: Changes in Length per Class (2024 -2026)

Road Class	Year of Classification / Length (km)		Change (km)
	2016 (Gazetted)	2024 (Updated)	
S	0	365	365
A	7,572	8,299	727
B	10,542	15,814	5,272
C	19,512	27,771	8,259
Au	140	148	8
Bu	2,229	631	-1,598
Cu	0	4,029	4,029
D	11,123	16,795	5,672
E	14,048	19,324	5,276
F	9,626	28,994	19,368
G	86,659	116,950	30,291
Total	161,451	239,122	77,670

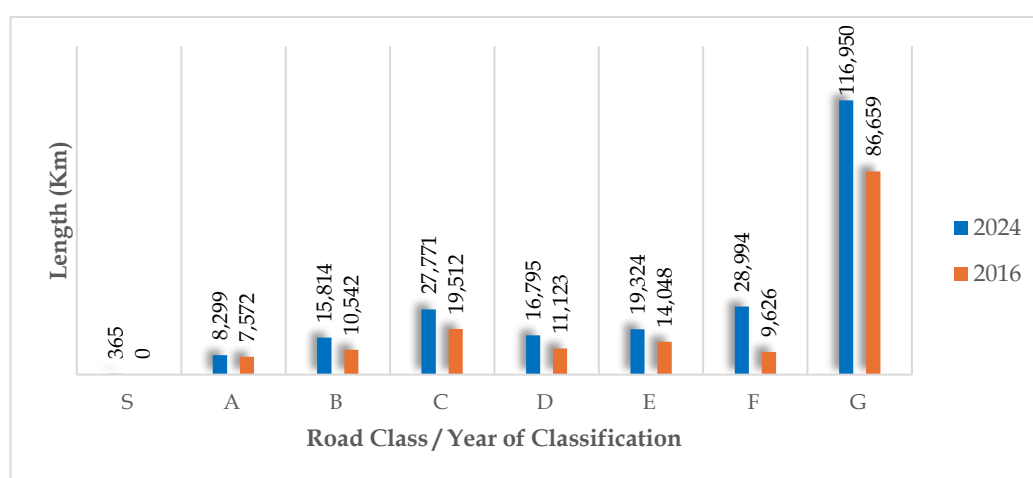


Figure 5: Changes in Length per Class (2024 -2026)

c) Changes in Road Length per Road Agency

The table below provides a detailed comparison of Kenya's road network by road agency and class between 2016 and 2024, illustrating the changes in road length for each class and the total expansion under each agency's management.

- KeNHA's** road length increased from 18,114 km in 2016 to 24,478 km in 2024, representing a growth of 35.13%.
- KeRRA's** road length grew from 19,512 km in 2016 to 27,771 km in 2024, showing a 42.33% increase.
- KURA's** network rose sharply from 2,369 km in 2016 to 4,808 km in 2024, a significant increase of 102.94%.
- Counties' network** expanded from 121,456 km in 2016 to 182,064 km in 2024, reflecting a 49.90% growth.

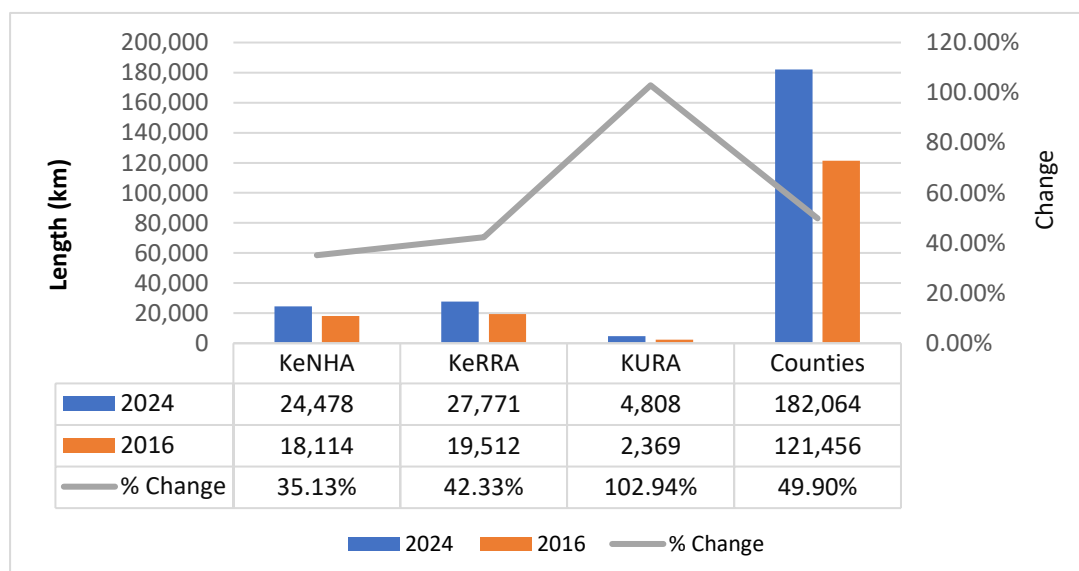


Figure 6: Change in Road Network under Road Agencies

d) Road Length Per County

The following table presents a detailed breakdown of road networks for all counties in Kenya, categorized into National Trunk Roads (NTR) and County Roads, alongside the total road length for each county. This data offers insight into the road infrastructure distribution between national and county-managed roads.

Table 8: Total Road Network Per County (2024)

	County	Road Category		
		NTR	County	Total Length (km)
1	Baringo	1,507	3,700	5,208
2	Bomet	710	3,027	3,736
3	Bungoma	1,053	3,837	4,890
4	Busia	698	2,548	3,246
5	Elgeyo Marakwet	884	1,429	2,313
6	Embu	676	3,493	4,169
7	Garissa	2,401	3,271	5,672
8	Homa Bay	988	2,974	3,962
9	Isiolo	1,650	1,895	3,545
10	Kajiado	2,102	7,200	9,303
11	Kakamega	1,008	4,471	5,480
12	Kericho	715	3,413	4,128
13	Kiambu	1,809	5,377	7,186
14	Kilifi	1,475	4,979	6,454
15	Kirinyaga	517	2,295	2,812
16	Kisii	827	2,520	3,347
17	Kisumu	803	3,429	4,232
18	Kitui	2,157	9,800	11,957
19	Kwale	1,411	3,387	4,798
20	Laikipia	928	2,764	3,692
21	Lamu	590	908	1,498
22	Machakos	1,549	5,811	7,361
23	Makueni	1,304	10,812	12,116
24	Mandera	1,696	2,170	3,866
25	Marsabit	2,674	3,289	5,963
26	Meru	1,404	4,675	6,080

	County	Road Category		
		NTR	County	Total Length (km)
27	Migori	896	3,187	4,083
28	Mombasa	399	700	1,099
29	Murang'a	1,060	3,990	5,051
30	Nairobi	1,418	3,077	4,495
31	Nakuru	1,659	12,846	14,505
32	Nandi	687	3,032	3,719
33	Narok	1,809	8,075	9,884
34	Nyamira	408	1,394	1,802
35	Nyandarua	624	4,797	5,421
36	Nyeri	959	3,738	4,697
37	Samburu	1,296	2,187	3,483
38	Siaya	807	3,617	4,424
39	Taita Taveta	1,310	4,840	6,150
40	Tana River	1,454	3,887	5,341
41	Tharaka Nithi	471	1,615	2,086
42	Trans Nzoia	610	2,214	2,824
43	Turkana	2,410	3,603	6,013
44	Uasin Gishu	1,108	4,157	5,265
45	Vihiga	341	941	1,281
46	Wajir	2,821	4,756	7,577
47	West Pokot	975	1,935	2,911
	Grand Total	57,057	182,064	239,122

4. RECOMMENDATIONS

The report is hereby submitted to the Cabinet Secretary responsible for Roads for their review and consideration of the following matters:

1. Approval of the updated countrywide road register of 239,122km comprising of:
 - i. 57,057 km of National Trunk Roads (NTR)
 - ii. 182,064 km of County roads.
2. Publish The Road Register (2024) in the Kenya gazette.
3. Amend the Roads Act to designate the classification of National Trunk Roads and County Roads as a responsibility of the Cabinet Secretary (CS) for Roads. The classification should be based on a nationwide Road Inventory and Condition Survey (RICS) and review of requests from various stakeholders, in alignment with the Road Classification Policy.

5. APPENDIX

APPENDIX 1: MATRIX OF STAKEHOLDERS' REQUESTS THAT WERE REVIEWED

No.	Requested By	Admin. Area	Current RID	Road Name	Length (km)	Request	KRB's Action / Result
1.	Hon. Capt. Ruweida Mohamed Obo, MP	Lamu East Constituency		Mtangawanda-Kizingitini Road		Reclassify to Class C	<i>Request granted for security reasons.</i>
2.	Hon. Aramat Lemanken, MP	Narok East Constituency	E7054	Suswa-Inkorienito-N/Enkare-Naivasha		Reclassify to Class B	<i>Does not meet road. Only within Narok East. To maintain the class.</i>
		Narok East Constituency	C705	Eor Ekule-Enaibor Ajik jik-Moi ndabi Road		Reclassify to Class B	<i>An existing B road already provides the linkage. Only minor centers linked. The road remains Class C.</i>
		Narok East Constituency	U-G71693	Suswa-Oloshaki-Ilkiragarian Road		Reclassify to Class B	<i>Does not meet criteria for an NTR as it only exists within a constituency. Remains a County Road.</i>
		Narok East Constituency	U-G71661	N/Enkare-Sintakara-Nembao Road		Reclassify to Class C	<i>Remains a County Road.</i>
		Narok East Constituency	U-G71690	Duka moja-Olpaip-Oloiruwa Road		Reclassify to Class C	<i>Remains a County Road.</i>
		Narok East Constituency	U-G71693	Duka moja-Erusiai-N/Enkare Road		Reclassify to Class C	<i>Wrong ID given.</i>

							<i>No road identified linking the centers.</i>
		Narok East Constituency	E7059	Cereal-Enaramatishoriki Road		Reclassify to Class C	<i>Granted. Combined with D1690 to make a C road. Connects Narok East and Narok South constituencies.</i>
		Narok East Constituency	U-G71766	Wafoo-Siyiapei Road		Reclassify to Class C	<i>Does not meet criteria for NTR with Narok East. Remains a County Road.</i>
3.	Chairperson Emanyatta Community Organization Body	Kajiado North Sub-county	E1499A	Ngong Satellite Road		Classify to KURA Road	<i>Classified to C Road</i>
4.	Hon. Ibrahim Abdi Saney, MP	Wajir North Constituency	NR-10-281, ZNZ-5838, ZN2-5839	Sire-Nyata-Kabole-Milsadet-Tuluroba	93.0	Reclassify to Class B	<i>The road to be upgraded to Class C on the basis of providing linkage to the neighboring Moyale constituency in Marsabit County.</i>
		Wajir North Constituency	G5378	Buna-Ingirir-Elboruido	45.0	Reclassify to Class C	<i>The road is not eligible for upgrading to Class C.</i>
		Wajir North Constituency	G5380, F-8N-296, NR-10-281	Milsadet-Lensayu-Buna	45.0	Reclassify to Class B	<i>The road may be considered for upgrade to Class C if joined to the Darawet-Bolowle-Ajawa-Buna Road that is already a Class C. Thus, the road should be realigned to eliminate the</i>

							<i>approximately 3km stagger at Buna to make it part of existing Class C road.</i>
5.	Hon. David Kiplagat, MP	Soy Constituency		Junction Chepkoilel Ziwa-Kachibora Kitale Road		Reclassify to Class B. Transfer to KENHA network.	
6.	Hon. Adan Haji Yussuf, MP	Mandera West Constituency		Kofole-Dandu-Eresteno	80.0	Reclassify to A or B.	<i>Reclassified to Class C as Dandu-Takaba-Shindir Fatuma- El Wak.</i>
		Mandera West Constituency		Dandu-Takaba-Wargadud	100.0	Reclassify to A or B	
		Mandera West Constituency		Takaba-Burmayo	35.0	Reclassify to B or C	<i>Already a Class B Road.</i>
		Mandera West Constituency		Takaba-Banissa	80.0	Reclassify to B or C	<i>Already a Class B Road.</i>
7.	Hon. Abdi Ali Abdi, MP	Ijara Constituency	C-256	Junct B89-Masalani-Dubadubeisa-Junct A10 (Ruqa) Road	58.1	Proposed KeNHA Road	<i>Part of it is combined with G5074 to form Class B road.</i>
		Ijara Constituency	C255/G-1066	Junct A7 (Gamba)-Masalani-Bura Road	149.5	Proposed KENHA Road	<i>C255 remains as Class B road.</i>
		Ijara Constituency		Hulugho-Garabey-Sinai (Boarder Kenya Somalia) Road	18.0	Proposed KENHA Road	<i>Not existing in KRB database.</i>
		Ijara Constituency		Hulugho-Guded-Darusalam (Border	80.5	Proposed KENHA Road	<i>Not existing in KRB database.</i>

				Kenya Somalia) Road			
	Ijara Constituency			Junct (Garabey)- Hadi Road	18.5	Proposed KeRRA Road	<i>Roads not mapped due to insecurity therefore not in KRB database.</i>
	Ijara Constituency			Junct B93 (Hulugho)-Sarirah Road	15.6	Proposed KeRRA Road	<i>Roads not mapped due to insecurity therefore not in KRB database.</i>
	Ijara Constituency			Junct Guded-Raqey Road	30.3	Proposed KeRRA Road	<i>Roads not mapped due to insecurity therefore not in KRB database.</i>
	Ijara Constituency			Junct B93 (Hulugho)-Bulla Rik-Gesireb Road	19.5	Proposed KeRRA Road	<i>Roads not mapped due to insecurity therefore not in KRB database.</i>
	Ijara Constituency			Junct B93 (Elkambere)- Kurde-Lugenna- Kolsha Road	57.1	Proposed KeRRA Road	<i>Roads not mapped due to insecurity therefore not in KRB database.</i>
	Ijara Constituency			Junct B93 (Gesireb)- Konohames- qotqot-Argeta- Dusuqley-Faya Road	67.5	Proposed KeRRA Road	<i>Roads not mapped due to insecurity therefore not in KRB database.</i>
	Ijara Constituency			Junct B93-Kabasalo Road	15.1	Proposed KeRRA Road	<i>Roads not mapped due to insecurity therefore not in KRB database.</i>
	Ijara Constituency			Kabasalo-Dayday Road	62.5	Proposed KeRRA Road	<i>Roads not mapped due to insecurity therefore not in KRB database.</i>

		Ijara Constituency		Junct B93 (Koran Hindi)-Junct C252 (Galmagala) Road	15.0	Proposed KeRRA Road	<i>Roads not mapped due to insecurity therefore not in KRB database.</i>
		Ijara Constituency		Junct B93 (Koran Hindi)-Darim Road	70.0	Proposed KeRRA Road	<i>Roads not mapped due to insecurity therefore not in KRB database.</i>
		Ijara Constituency		Junct B93 (Sangailu)-Junct (Ege)-Junct B93 (Handaro) Road	21.0	Proposed KeRRA Road	<i>Roads not mapped due to insecurity therefore not in KRB database.</i>
		Ijara Constituency		Junct (Ege)-Ruqa Road	53.1	Proposed KeRRA Road	<i>Roads not mapped due to insecurity therefore not in KRB database.</i>
		Ijara Constituency		Junct B93 (Sangailu)-Wakabharey 1-Marre Road	19.4	Proposed KeRRA Road	<i>Roads not mapped due to insecurity therefore not in KRB database.</i>
		Ijara Constituency		Junct B93 (Sangailu)-Wakabharey 2-Kurde galqash-Junct C252 (Degega) road	60.0	Proposed KeRRA Road	<i>Roads not mapped due to insecurity therefore not in KRB database.</i>
		Ijara Constituency		Junct B93 (Sangailu)-Wakabharey 3-Kamabado Road	29.5	Proposed KeRRA Road	<i>Roads not mapped due to insecurity therefore not in KRB database.</i>
		Ijara Constituency		Junct B93 (Sangailu)-Qardob-Hareri rako Road	39.3	Proposed KeRRA Road	<i>Roads not mapped due to insecurity therefore not in KRB database.</i>

		Ijara Constituency		Junct B93 (Sangailu)-Junct C252 (Galmagala) Road	13.3	Proposed KeRRA Road	<i>Roads not mapped due to insecurity therefore not in KRB database.</i>
		Ijara Constituency		Wakabharey-Qandala-Semo Road	69.0	Proposed KeRRA Road	<i>Roads not mapped due to insecurity therefore not in KRB database.</i>
		Ijara Constituency		Junct (Daaro)-Ubo-Junct C252 (Dagega) Road	48.5	Proposed KeRRA Road	<i>Roads not mapped due to insecurity therefore not in KRB database.</i>
		Ijara Constituency		Junct B93 (Sangailu)-Mataarba-Darim Road	66.5	Proposed KeRRA Road	<i>Roads not mapped due to insecurity therefore not in KRB database.</i>
		Ijara Constituency		Junct (Mataarba)-Badamadow farms Road	20.0	Proposed KeRRA Road	<i>Roads not mapped due to insecurity therefore not in KRB database.</i>
		Ijara Constituency		Junct B93 (Handaro)-Furar-Milimano Road	71.0	Proposed KeRRA Road	<i>Roads not mapped due to insecurity therefore not in KRB database.</i>
		Ijara Constituency		Junct B93 (Gedilun)-Junct (Furar) Road	19.5	Proposed KeRRA Road	<i>Roads not mapped due to insecurity therefore not in KRB database.</i>
		Ijara Constituency		Junct B93 (Ijara)-Damaa Road	15.0	Proposed KeRRA Road	<i>Roads not mapped due to insecurity therefore not in KRB database.</i>
		Ijara Constituency		Junct B93(Ijara)-Moit Road	15.0	Proposed KeRRA Road	<i>Roads not mapped due to insecurity therefore not in KRB database.</i>

		Ijara Constituency		Junct D1066 (Gababa)-Sagaar-Junct A10 (Warsame) Road	22.7	Proposed KeRRA Road	<i>Roads not mapped due to insecurity therefore not in KRB database.</i>
		Ijara Constituency		Sagaar-Golgol dere-Loo Maaye Road	40.8	Proposed KeRRA Road	<i>Roads not mapped due to insecurity therefore not in KRB database.</i>
		Ijara Constituency		Junct A10(Ruqa)-Shebo Road	15.3	Proposed KeRRA Road	<i>Roads not mapped due to insecurity therefore not in KRB database.</i>
		Ijara Constituency		Junct A10(Ijara)-Hashuri-Hadamajari-Junct C256 (Dubadubeisa) Road	37.1	Proposed KeRRA Road	<i>Roads not mapped due to insecurity therefore not in KRB database.</i>
		Ijara Constituency		Junct C255 (Kotile)-Abalatiro-Dasheeg Road	17.4	Proposed KeRRA Road	<i>Roads not mapped due to insecurity therefore not in KRB database.</i>
		Ijara Constituency		Junct (Abalatiro)-Roba Road	20.0	Proposed KeRRA Road	<i>Roads not mapped due to insecurity therefore not in KRB database.</i>
		Ijara Constituency		Junct C255 (Hara)-Qundi Road	13.0	Proposed KeRRA Road	<i>Roads not mapped due to insecurity therefore not in KRB database.</i>
		Ijara Constituency		Junct C255 (Hara)-Alimatan Road	15.1	Proposed KeRRA Road	<i>Roads not mapped due to insecurity therefore not in KRB database.</i>
		Ijara Constituency		Junct C255 (Kotile)-Taqisley Road	46.0	Proposed KeRRA Road	<i>Roads not mapped due to insecurity therefore not in KRB database.</i>

		Ijara Constituency		Masalani-Shabeley-Raha-Junct C255 (Hara) Road	26.3	Proposed KeRRA Road	<i>Roads not mapped due to insecurity therefore not in KRB database.</i>
		Ijara Constituency		Junct D1066 (Danay)-Gababa Road	16.2	Proposed KeRRA Road	<i>Roads not mapped due to insecurity therefore not in KRB database.</i>
		Ijara Constituency		Junct C255 (Masalani)-Kilindini Road	17.0	Proposed KeRRA Road	<i>Roads not mapped due to insecurity therefore not in KRB database.</i>
		Ijara Constituency		Junct C255 (Masalani)-Haji Girls Sec-Masalani Ndogo Road	14.8	Proposed KeRRA Road	<i>Roads not mapped due to insecurity therefore not in KRB database.</i>
		Ijara Constituency		Junct B93 (Ijara)-Dawel Weyne-Dalolo-Junct A10 Road	33.3	Proposed KeRRA Road	<i>Roads not mapped due to insecurity therefore not in KRB database.</i>
		Ijara Constituency		Junct (Dalolo)-Milimano Road	53.0	Proposed KeRRA Road	<i>Roads not mapped due to insecurity therefore not in KRB database.</i>
		Ijara Constituency		Junct B93 (Ijara)-Bulla Golol-Junct A10 (Bodhai) Road	18.8	Proposed KeRRA Road	<i>Part of A10.</i>
8.	Ms. Yuka Iwamura, Project Manager Community Road	Meru		JSDF-Improved accessibility for underserved urban communities	26.0	Reclassification to KURA and County Roads	<i>A total of 26km of roads as shared have been classified either as KURA, County or part of KENHA links.</i>

	Empowerment (CORE)						
9.	PS, Ministry of Roads and Transport (SDoR)	Konoin Constituency		Mogogosiek Town	3.0	Reclassification	<i>Does not meet criteria for KURA of either County, HQs or municipality</i>
10.	H.E. Gov. Mohamud Mohamed Ali, Governor	Marsabit County_ Saku Sub-County		A2-Manyatta Jillo-Rukesa-Malka Dimtu-Boru Haro-Shauri Yako	29.0	Transfer from County Road network to KENHA network	
		Marsabit County_ Saku Sub-County		A2-Gar Qarsa-Dibayu-Gabra Scheme-Badasa-Songa-Kituruni-Karare	45.0	Transfer from County Road network to KENHA network	
		Marsabit County_ Saku Sub-County		Goro Rukesa-Kubi Qalo-Demo	130.0	Transfer from County Road network to KENHA network	
		Marsabit County_ Saku Sub-County		Dokatu-Badanrero	160.0	Transfer from County Road network to KENHA network	
		Marsabit County_ Saku Sub-County		Bank Quarters-Dirib-Jaldesa-Shur-Awaye-Merti	100.0	Transfer from County Road network to KENHA network	
		Marsabit County_ Saku Sub-County		Kubi Qalo-Dokatu-Jaldesa-Kob adi-Badasa	48.0	Transfer from County Road network to KENHA network	

		Marsabit County_ Saku Sub-County		Boru Haro-Qachacha-Dirib-Balozi-Badasa	20.0	Transfer from County Road network to KENHA network	
		Marsabit County_Moyale Sub-County		Somare-Teso-Manyatta-Ambalo-Demo	82.0	Transfer from County Road network to KENHA network	
		Marsabit County_Moyale Sub-County		Sesi-Somare	10.0	Transfer from County Road network to KENHA network	
		Marsabit County_Moyale Sub-County		Butiye-Teso	15.0	Transfer from County Road network to KENHA network	
		Marsabit County_Moyale Sub-County		A2-Elraya	10.0	Transfer from County Road network to KENHA network	
		Marsabit County_Moyale Sub-County		A2-Hantut-Badanrero-Basir	80.0	Transfer from County Road network to KENHA network	
		Marsabit County_Moyale Sub-County		Sololo-Mado Adi-Woyegoda	20.0	Transfer from County Road network to KENHA network	
		Marsabit County_Moyale Sub-County		Makutano-Lafen-Itir	50.0	Transfer from County Road	

						network to KENHA network	
		Marsabit County_Moyale Sub- County		Sololo-Golole- Uran-Elle Dimtu- Elle Bor	75.0	Transfer from County Road network to KENHA network	
		Marsabit County_Moyale Sub- County		Walda-Banale-Elle Dimtu	38.0	Transfer from County Road network to KENHA network	
		Marsabit County_Moyale Sub- County		Rawana-Itir	42.0	Transfer from County Road network to KENHA network	
		Marsabit County_Moyale Sub- County		Laqi-Darade-Dabel	30.0	Transfer from County Road network to KENHA network	
		Marsabit County_Moyale Sub- County		Rawana- Funanqumbi-Elle Dimtu-Elle Bor	40.0	Transfer from County Road network to KENHA network	
		Marsabit County_Laisamis Sub- County		Loglogo-Korr	65.0	Transfer from County Road network to KENHA network	
		Marsabit County_Laisamis Sub- County		Marsabit-Kargi	74.0	Transfer from County Road network to KENHA network	

		Marsabit County_Laisamis Sub-County		Civicon-Mount Kulal	34.0	Transfer from County Road network to KENHA network	
		Marsabit County_Laisamis Sub-County		Kargi-Korr	50.0	Transfer from County Road network to KENHA network	
		Marsabit County_North Horr Sub-County		Sarima-Loiyangalani-Moite-Sibiloi	350.0	Transfer from County Road network to KENHA network	
		Marsabit County_North Horr Sub-County		Tigo-Burgabo-Hurri Hills	74.0	Transfer from County Road network to KENHA network	
		Marsabit County_North Horr Sub-County		Gas-Eltokich-Moite	85.0	Transfer from County Road network to KENHA network	
11.	Hon. Yakub Farah, MP	Fafi Constituency	E-5004	Hagadera-Alijugur	33.7	Classify to Class C	<i>Identified as Road E5004 (Dadaab – Hagadera – Alijugur – Welmarer – Amuma) 112 Kms. Connects roads A3 and C291. To be classified as C.</i>
		Fafi Constituency	E-5004	Alijugur-Welmarer	32.1	Classify to Class C	<i>Identified as Road E5004 (Dadaab – Hagadera – Alijugur – Welmarer – Amuma) 112 Kms.</i>

							Connects roads A3 and C291. To be classified as C.
		Fafi Constituency	E-5004	Welmarer-Amuma	52.2	Classify to Class C	Identified as Road E5004 (Dadaab – Hagadera – Alijugur – Welmarer – Amuma) 112 Kms. Connects roads A3 and C291. To be classified as C.
		Fafi Constituency	G-5042	Fafi Yumbis	25.6	Classify to Class C	Identified as Road G5042 (Fafi – Yumbis – Welmarer) 112 Kms. Connects roads A3 and C291 and E5004 To maintain Class G.
		Fafi Constituency	G-5042	Yumbis-Welmarer	29.4	Classify to Class C	Identified as Road G5042 (Fafi – Yumbis – Welmarer) 112 Kms. Connects roads A3 and C291 and E5004. To maintain Class G
		Fafi Constituency	UCL-17	Harbol-Dagega	26.0	Classify to Class C	Not mapped due to insecurity
		Fafi Constituency	-	Galmagala-Dekaharia	22.1	Classify to Class C	Not mapped due to insecurity
		Fafi Constituency	-	Dekaharia-Bulagolol	23.1	Classify to Class C	Not mapped due to insecurity
		Fafi Constituency	U-CL15	Diiso-Hagarbol	27.1	Classify to Class C	Not mapped due to insecurity

		Fafi Constituency	U-CL15	Diiso-Biyamadow	38.0	Classify to Class C	<i>Not mapped due to insecurity</i>
		Fafi Constituency	C-251	Warable-Bura	51.5	Classify to Class B	<i>Granted to start from A10 through Bura East Garissa Town and Balambala before terminating at Jnct A10 near Ohiya. Recommended for Class B.</i>
12.	Matindiri-Nairobi Welfare Group	Oljoro-Orok Constituency	F2107	Mirangi-ini to Tumaini	9.8	Classify to Class B.	<i>Extended to Ngano, Bahati and terminating at A4 Recommended for Class C</i>
		Oljoro-Orok Constituency	F2108	Muitha Joy ECD to Charagita	4.7	Classify to Class C	<i>The road starts from F2107 and terminates at B108. The road's purpose is for access to properties. Maintain as a class F</i>
		Oljoro-Orok Constituency	G23012, G23014	Wanjura-Orthodox	5.9	Classify to Class C	<i>These are two roads part of G23014 and the full length of G23012. The road's purpose is for access to properties. Maintain Class G</i>
13.	Hon. (Dr.) Adan Keynan, MP	Eldas Constituency	C1012/F5011/E5019 (Eldas – War Adey - Dunto – Gunana - Danaba)	Danaba-Gunana-Qaranri-Waradey-Jukala-Masalale Road		Classify to Class B.	<i>Upgrade to class B Creates effective connectivity with the A14 and B30. The upgrade will necessitate inclusion of a section of C303 to make</i>

							<i>the new class B road continuous</i>
		Eldas Constituency	C1012 (Basir – Eldas) E5008/G5365/G5371a (Eldas – Tarbaj)	Tarbaj-Haragal- Anole-Eldas-Basir Road		Classify to Class B.	Upgrade to class B <i>Creates effective connectivity with the A13 and A14</i>
		Eldas Constituency	G5371/G5363/ G5362 (Eldas - Griftu)	Griftu-Madho- Abdiwako- Kilkiley-Eldas Road		Classify to Class B.	Upgrade Class D <i>Within the constituencies, connects to Eldas</i>
14.	Hon. Hussein Abdi Harre, MP	Tarbaj Constituency		Tarbaj Jnc A23- Burmaya-Takaba- Jnc 880		Classify to Class B.	
15.	Hon. Adan Maalim Abdullahi	Mandera County	C322	Connecting from A13 Road in Mandera town to A13 Road in Sala town		Classify to KENHA road	<i>The road does not qualify to be a KENHA road as it runs parallel to an existing Class A road</i>
		Mandera County	D1137	Connecting from B80 road at Dandu to A13 road in Elwak		Classify to KENHA road	Upgrade to Class B <i>The road runs to Wajir North and extends from Dandu to Eretero and ends at Gurar</i>
		Mandera County	E5022	Connecting to A13 road from Takaba town		Classify to KENHA road	Upgrade to Class C

