

**REPORTS OF STAKEHOLDER ENGAGEMENT
ON THE REVISED ROAD REGISTER**

**THE SECOND STAKEHOLDER ENGAGEMENT
MEETING ON THE REVISED ROAD REGISTER**

KENYA ROADS BOARD



KENYA ROADS BOARD
3RD FLOOR, KENYA RE-TOWERS
OFF RAGATI ROAD, UPPER HILL
P O BOX 73718-00200
NAIROBI
Email: info@krb.go.ke
Website: www.krb.go.ke

NATIONAL STAKEHOLDER ENGAGEMENT ON REVISED ROADS REGISTER AT WESTON HOTEL, NAIROBI

MARCH 7, 2023

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1. INTRODUCTION

The Ministry responsible for roads commissioned a study in 2007 through Kenya Roads Board (KRB) to reclassify Kenya's road network. This was in response to the changing character of the road network, increased population, increased traffic levels, and changing administrative structures. Recommendation of the study were adopted in 2016 through gazettelement of a road register.

The gazetted road register had its fair share of challenges evidenced by the numerous requests for its review. Having received over three thousand requests from a myriad of stakeholders, the Cabinet Secretary (CS) in charge of roads charged KRB to review the requests and submit a report.

The review process included a series sensitization workshops, consultative meetings with road authorities and desktop literature reviews for benchmarking of best practices. In 2020, KRB submitted a report of findings and recommendations to the CS, who approved and communicated to the proposed classification changes to the road authorities in April 2020.

After high-level consultations on the process of gazetting the revised register and following recommendations of the Inter-governmental Relations Technical Committee (IGRTC), the Board presented the register in a stakeholders' workshop held in Nakuru in July 2022. The objective of the workshop was to sensitize and build consensus with Counties on their reclassified county roads. The meeting was attended by county government officials, Council of Governors (CoG) representative and road authority officials.

Resolutions of the workshop were that the stakeholders would be allowed 21-days review period during which they would submit further comments. The comments would be addressed by KRB after which a second stakeholders' validation workshop would be held. Having addressed all the comments, the Board organized the second stakeholders' workshop on March 7, 2023 at Weston Hotel, Nairobi

2. WORKSHOP PROCEEDINGS

2.1 ATTENDANCE

The half-day meeting was presided over by the Principal Secretary's representative and attended by over one hundred and seventy counties, road agencies, development partners, IGRTC and KRB representatives. In attendance, also, were Members of Parliament (MPs) for Igembe North, Tigania West and Kilgoris Constituencies. The meeting program and attendance list are in Appendices 1 & 2.

2.2 SPEECHES

2.2.1 Welcome Address by Director General, KRB

The Director General, KRB, Mr. R. Mohamed thanked all attendees and welcomed them to fully participate in the validation of the updated register. He stated that the process of updating the register had taken a very long time and thank the counties and road authorities for their partnership with KRB. He also acknowledged IGRTC's role in assisting the Ministry towards gazettment of the register.

Further, the DG informed the meeting that the Board had commenced the development of the next phase of Road Sector Investment Plan (RSIP) which would provide a structured 5-year programme for development, rehabilitation and maintenance. He noted that the new plan would be different from its predecessor as there will be one for the National Trunk Road Network and other 47 County-specific RSIPs.

He said that the Board had also finalized and disseminated the Cost Estimation Manual 2022 and that KRB was in the final stages of undertaking countrywide road inventory and condition survey.

The DG said that all the above undertakings were aimed at a holistic management of the road network and emphasized that beyond the subject updated road register, the Board in collaboration with all the key stakeholders looks to a more comprehensive review of the classification system to make it more robust.

He urged the meeting to consider the report fairly and so that the document could move to the next phase which is submission to the Inter-Governmental Relations Technical Committee for gazettment. Full speech is in Appendix 3

2.2.2 Remarks by IGRTC's Chairman

The IGRTC's Chairman was represented by Linet Mavu, a commissioner on the committee. Ms Mavu delivered a speech which mainly focused on IGRTC's mandate. She said that IGRTC's mandate was to foster and promote effective intergovernmental relations and collaboration and that the Committee had the responsibility of bringing clarity to the devolved functions by both levels of government.

She said that IGRTC was handling a very important national function of bundling and transfer of functions between the levels of government emanating from a presidential directive to transfer all functions to either level of government in 6 months. She said that preparation of schedules had begun and IGTRC would invite the sector in the next couple of weeks to agree on what network belongs to the counties and to the national government.

The commissioner said that the function of road management was devolved through the gazette notice 166 of August 2013, hence dividing the network into National Trunk roads and County Roads. Since then, progressive achievements had been made in the sector to ensure each level of government implemented their assigned function. She thanked KRB for bringing IGRTC on Board for the important exercise and said that the road register validation workshop was a culmination of numerous consultations the institution had had with the Board.

She said that IGTRC's understanding of matters roads has since increased especially after attending the July 2022 stakeholder engagement. She said that her institution was eager to witness the outcome of the reclassification and that it will be a big milestone for the country.

2.2.3 Workshop Opening Address by the Principal Secretary (PS), Roads

The PS's speech was read by Eng. Francis Gitau, the Infrastructure Secretary.

In his speech, the PS acknowledge the efforts of Kenya Roads Board in spearheading the review process on behalf of the Ministry. He also thanked all road agencies and county governments for their support to the process.

He underscored the need for a comprehensive road reclassification review including the review of classification manual stating that some of recommendations in the 2009 manual had been overtaken by time. The PS said that very critical questions relating to road classification i.e. number of road classes, classification criteria, numbering system and frequency of classification reviews needed to be addressed and hence the call for

comprehensive reclassification System review as opposed to the piece-meal review that had been carried out.

Further, the PS recognized IGTRC's crucial role in facilitating the gazettment of the updated road register and their efforts towards establishment of a Roads sector forum. He finally requested county governments to actively participate in the maintenance of their network databases by helping with proper naming of roads within their jurisdictions. PS's full speech in Appendix 4

2.2.3 Workshop Objectives

The Director Policy and Planning, KRB, Eng. Tom Omai outlined workshop objectives as follows:

- i. To present the updated road register for deliberation and approval
- ii. To receive feedback on the updated road register for its finalization before it is forwarded to IGRTC for gazettment

Detailed content of the workshop objectives is in Appendix 5

3. THE UPDATED ROAD REGISTER

A summary of the updated road register was presented by Eng. Victor Odula, Deputy Director Policy and Planning, KRB. The presentation highlighted among other details:

- i. Background of road classification in Kenya
- ii. Nexus of road classification and RAM
- iii. Criteria of road classification
- iv. Summary statistics of the road network per class in the updated register

The presentation attached as Appendix 6. The updated Register is in Appendix 8

4. ROAD SECTOR INVESTMENT PROGRAMME (RSIP) III PROJECT BRIEF

Managing Director ITEC Engineering Ltd, Eng. Tom Opiyo made a presentation on the progress and expected output of the ongoing Road Sector Investment Plan (RSIP) III 2023-2027 project.

Eng. Opiyo stated the objectives of the project as:

- i. To Collect and Collate Road Network Data necessary for the development of RSIP III
- ii. To improve the configuration and calibration parameters of Kenyan Workspace using the latest version of HDM-4
- iii. To develop a detailed short term (5-year) (2023-2027) and medium term (10-year) (2023-2032) RSIP for National Trunk Roads and County specific investment plans anchored on long term sector plans, county integrated development plans and national priorities
- iv. To establish the road asset value

The outputs of the assignment, he said include the Final RSIP III Report, Asset Valuation Report & HDM-4 Workspace. Eng. Opiyo's report is in Appendix 7.

5. PLENARY

5.1 DISCUSSION

The plenary session and discussion on the way forward was presided over by the Chief Engineer (Roads), Eng. James Kung'u. Eng. Tom Omai and Eng. Victor Odula both from Policy and Planning Directorate of KRB responded to plenary questions summarized in the table below.

Table 1: Questions that were answered in the plenary session

COMMENTS/ QUESTIONS	RESPONSE
Mark Ondito On road classification, roads that transcend through different counties, for example. D245 how are they classified if in one county works to on its section to paved standards while the other county does not	Eng. Tom Omai Upgrade of roads should not necessarily mean road reclassification. Improved mobility and access should be the goal. Counties are encouraged to share work plans to deal with neglect issues. Road classification does not consider county boundaries
In what ways will the consultant ensure that good and accurate traffic data is collected use in the RSIP III	Eng. Tom Opiyo The Consultant thoroughly scrutinizes data that is collected. Through experience, the consultant can identify incorrect data and remove it from the samples. There is also comparison with historical data and virtual weigh bridges data. The staff are also well trained
The presentation did not enumerate distribution of roads across classes for appreciation of their distribution countrywide	Eng. Odula The hard Copy versions that had been issued out were to help counties and Road authorities appreciate their new networks. Detailed register and full report could be accessed on the KRB website: https://krb.go.ke/downloads/ KRB Corporate Documents /KRB Road Registers
Is there a framework that counties can use as they continue to open roads to be sure that their roads meet requirements to be classified as roads.	Eng. Tom Omai There Every five years, new roads are inventoried and gazette. The over 35000km of new roads that were mapped in the 2018 RICS are earmarked for classification soon.
There is a disconnect between the National Government in charge of roads and the counties in charge of roads	The sector is at an advanced stage of constituting a road Sector Forum under the guidance of IGRTC. All issues between the National Government and the County government concerning roads will be handled discussed in this forum.
Request made in 2016 to reclassify these two roads; C69 to Class B and B20 to be	The stakeholder was advised to access and review the updated register for the latest information the roads in question.

COMMENTS/ QUESTIONS	RESPONSE
reclassified to a Class A road. What happened	<i>KRB GIS Team</i> <i>C69 was reclassified to B20</i>
What is the consultant's mandate on the reclassification of roads?	Reclassification review was a 100% inhouse and not undertaken by the RSIP Consultant. The purpose of the consultants' presentation was to sensitize the meeting on the progress of RSIP III, which is closely related to classification and road register.
In Kilgoris Constituency, roads classified are very few	
How can counties provide feedback on the road register?	Counties can provide feedback directly to KRB. The
In the road register, the county governments are requesting a list of roads under each Road Agency	The full information is accessible on the KRB website.
National masterplan for the road network to be done. In this masterplan, there should be guidelines that tell us how we are going to apportion a class to the visual	In agreement with the development of a masterplan
Classification of roads based on functions. We should focus on using whatever resources we have to set our roads in good condition despite the road class.	In agreement. The road classification manual will be reviewed so that the criterion of equity is included.
The response to the request to reclassify Isiolo - Ruiru - Kirindini- Miathene - Mikinduri Road was not satisfactory. KRB requested to reconsider	Eng. Tom Omai KRB to consult and Revert to the MP
KRB should revise road development standards to incorporate emerging trends. Counties should not be left to their own course.	All standards and policies are a mandate of the Ministry of Roads. The Ministry will guide on the way forward.
In the spirit of devolution, focus should not only be on urban but also on urban roads in rural areas roads because neglecting rural areas is a death snare for urban areas	KURA is already working in such areas. That is the reason why their network has been doubled in the updated register.
KRB to consider late requests since the counties were affected by the transition to the new government	Stakeholders have been allowed 7 days within which they should send their feedback to KRB
KRB to consider RMLF county government allocation enhancement from 15%	15% given by CRA while that for RA's is anchored in law. RSIP provides guidelines on allocation of shared resources. This will provide a scientific approach to the allocation and sharing of resources.
There is a discrepancy between the road length of road E4298 in the updated register	KRB GIS team to check and revert with explanation to the stakeholder

COMMENTS/ QUESTIONS	RESPONSE
and its real length on the ground. 27.41km vs 60km	<i>KRB GIS Team</i> <i>The road was partly reclassified to a class C</i>
The roads continue to have outdated signboards after reclassification of the network. Is there a budget to install new the signboards on the roads?	RAs to include it in their work plan since the signboard issue is not very expensive compared to the overall project budgets.
Roads, B21, B104, B106, B107. Have these roads been reclassified	KRB GIS team and KeNHA to work together and deal with the issue. <i>KRB GIS Team</i> <i>B104, B105 and B107 were combined to be part of A5</i>
Requesting that less than 9m roads be considered to classified under special circumstances like in the case of Elgeyo Marakwet where the terrain does not allow expansion of some roads to the required width.	A minimum of 9m is required for a road to be classified as a public road so as to allow space for other services other than the road pavement. i.e. The storm drain, the electricity supply system, water network, sewer system, fiber optic cabling, telephony services etc. It is also for safety of pedestrians and motorists
There are some road names that are misspelled	This is well noted. Stakeholders are requested to forward correct names to KRB to amend the register
Road E991 has been reclassified as a new road. What happened	KRB to check and revert
The Road Agencies whose network has reduced to consider increasing it	KRB can only work on requests made to them by the agencies. Therefore, the increase or decrease of a RAs network is dependent on them. However, the focus should not be RAs or a CGs network increasing or reducing but Increment of the entire road network in the country

5.3 WAY FORWARD

ACTION	BY WHO	TIMELINE
Stakeholders are to be given a 7-days review period from the day of the workshop to submit their feedback. KRB will review the comments, make any necessary changes before submitting the register to IGRTC for gazettelement	KRB All Counties All Road Authorities	March 16, 2023
The Ministry through the CER to guide on the policy documents that require revision for purposes of keeping them up to date. Road classification manual and other policies are to be updated	CER KRB	
Need to align the Roads Act with the constitution (2010).	Ministry of Roads and Transport	

The Ministry to continuously sensitize stakeholders on the updated road register	KRB	Continuous
Counties and Road Authorities were encouraged to share and collaborate on workplans and road development plans for seamless management of the road network	County Governments, RAs	Continuous

6. APPENDICES

6.1 APPENDIX 1: WORKSHOP PROGRAMME



VALIDATION WORKSHOP ON REVISED ROAD REGISTER

Weston Hotel, Nairobi | 7th March, 2023

WORKSHOP PROGRAMME



TIME	ACTIVITY	RESPONSIBILITY
8:00am – 8:30am	Arrival and Registration	KRB
8:30am – 9:00am	National and East African Anthems, Opening prayer and Introductions	KRB
9:00am – 9:15am	Welcoming Remarks by KRB	R. Mohamed Director General, KRB
9:15am – 9:30am	Official Opening of the Workshop	Eng. Francis Gitau Roads Secretary, State Department of Roads
9:30am – 9:50am	Remarks by Inter Governmental Relations Technical Committee	Victor Odanga Director, Transfer Functions (IGRTC)
9:50am – 10:00am	Workshop Objectives	Eng. Tom Omai Director, PP (KRB)
10:00am – 10:30am	Tea Break	All
10:30am – 11:30am	Presentation of Revised Road Register	Eng. Victor Odula Deputy Director (PP), KRB
11:30am – 12:45pm	Plenary Session	Eng. James Kungú Chief Engineer (Roads)
12:45pm – 1:00pm	Brief on RSIP (2023-2027) Development	Eng. Tom Opiyo Team Leader, ITEC/IMES Ltd
1:00pm – 1:15pm	Beyond the Workshop (Way forward)	Eng. James Kungú Chief Engineer (Roads)
1:15pm – 1:30pm	Closing Remarks	Ms. Phylis Wakiaga Chairperson, KRB
1:30pm	Lunch Break	All



6.2 APPENDIX 2: ATTENDANCE LIST



Activity: VALIDATION WORKSHOP ON ROAD REGISTER +254 (020) 4980000
 Venue: WESTON HOTEL 0722 203418, 0733 334422
 Date: 7/3/2023 info@krb.go.ke
 Time: 8:00am www.krb.go.ke

No	NAME	ORGANIZATION	EMAIL ADDRESS	TELEPHONE NO	SIGNATURE
1	NPSES CHEBO	Burubura County	Michael19@gmail.com	0723030365	
2	Hudson SIKUKU	Bungoma County		0723013461	Wk
3	ONAFECI IMACENT	KAKAMEGA COUNTY	onafeci@gmail.com	0721105825	Dada
4	FAMUY ROSCIE	ELGEYO-MARAKWET	ekosgeia@gmail.com	0725766036	Flaming
5	Valerie Kedogo	Vihiga County	kmndengani@gmail.com	0728060391	Kezako
6	KWAFI MARU	IGOT	lany-maru@gmail.com	0725372662	QDg
7	ELVIS JOSECK	S.C.I	Eio.Samuel28@gmail.com	07441819210	
8	Eng. Albert Samutin	KENITA	qseumbae.kwa.co.ke	0721689770	A
9	Anne Tugonin	C.G.N/County govt	anrenashipao@gmail.com	0725346877	
10	JOHN CHATUA	NAIROBI COUNTY	Solung Chatua@gmail.com	074505392	
11	Salmon Omba	KISUMU	salmonba@gmail.com	0722904229	
12	Michael Kamany	Nakuru	Karikama@gmail.com	0728335579	
13	Paul Odak	KURA	Paulak Kura.go.ke	0721270625	He
14	WAFULA M. KENNEDY	KENYA	K.wafula@kenya.go.ke	0728353005	
15	Samuel MUGI	NYANDURU	Samuelmug@gmail.com	0721438851	
16	Eng Dr. SION HAWORTH	NAIROBI COUNTY	dsionh@gmail.com	0724300424	SH
17	BRIAN MUKHAL	Bungoma County	brianmukhal@gmail.com	0710942009	3p
18	ELVIS DULU	Kilifi County	elvisdulu@gmail.com	0729422885	Toto
19	R.K. GICHTAN	Makindu County	rkngic@gmail.com	0716889708	

3rd Floor Kenya Re Towers, Off Ragati Road, Upper Hill, P.O Box 73718-00200, Nairobi, Kenya



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 Venue: WESTON HOTEL, NAIROBI
 Date: 7TH MARCH, 2023 Time: 08:00AM

+254 (020) 4980000
 0722 203418, 0733 334422
 info@kreb.go.ke
 www.kreb.go.ke

No	NAME	ORGANIZATION	EMAIL ADDRESS	TELEPHONE NO	SIGNATURE
1	Mesack Okela	ITEC ENG. LTD	mokebe@iteceng.com	077697974	He.
2	Julius Gitir Kijiro	Tharaka Nithi County	gitirjulius@gmail.com	0722785812	gny.
3	James Wanjohi	PISO	jimwajohi@gmail.com	0722585088	Wanjohi
4	LOISKE PATRICK OKAIMOT	TRAKANA COUNTY	loiskeokaimot@gmail.com	0706837923	Wanjohi
5	DEDAN KULUNDU	BUNGOMA COUNTY	dedan.kulundu@gmail.com	07081833288	Wanjohi
6	JOSEPH WASIKE	TRANS NZOIA	jonabibia@gmail.com	0716497075	Wanjohi
7	Michael Omalla	Homa Bay	jatandio@gmail.com	072292018	Wanjohi
8	Eliair Chebori	Elgeyo Market	tichensbi978@gmail.com	0720713282	Wanjohi
9	Kennedy Savari	KURA	bndoueky@gmail.com	0728882532	Wanjohi
10	Victor Omur	Homa Bay	visoiwa68@gmail.com	0712541258	Wanjohi
11	Weldon Kibet	NAROK COUNTY	rop-weldon@gmail.com	0717391719	Wanjohi
12	DR. CK KAIRA	ISIKIYU-NYU	ck@ntk.ac.ke	0743031061	Wanjohi
13	Kelvin Mutai	Nyanza County	kelvinmutai@gmail.com	0726136205	Wanjohi
14	Hon. Nathaniel Nganga	RUKS COUNTY	ngamathi@gmail.com	072790667	Wanjohi
15	Alvin Gacani	KENYA	agacani@kenya.co.ke	0721887791	Wanjohi
16	Cory Wanyang	PLATEAU	cory62@gmail.com	072244411	Wanjohi
17	Asrat K. Muthiri	MAFAR COUNTY	muthiricashat@gmail.com	0728122685	Wanjohi
18	FINIS SIMIRU	BUNGOMA COUNTY	dsimiri@gmail.com	0727369001	Wanjohi
19	Josplat Ngunwa	KERA	jusplat.nyagwa@kenya.co.ke	0722330211	Wanjohi

3rd Floor Kenya Re Towers, Off Ragati Road, Upper Hill, P.O Box 73718-00200, Nairobi, Kenya



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Venue: WESTON HOTEL
Date: 7/03/2023 Time: 8:00am



+254 (020) 4980000
0722 203418, 0733 334422
info@krb.go.ke
www.krb.go.ke

No	NAME	ORGANIZATION	EMAIL ADDRESS	TELEPHONE NO	SIGNATURE
1	Kevin Kaman	KRB	KKaman@Krb.go.ke	0711530341	
2	Alwin Ochanda	KRB	aochanda@Krb.go.ke	0722354453	
3	Kiio Karipey	KRB	kkio@Krb.go.ke	0701458236	
4	Martin Mwendwa	KRB	mmwendwa@Krb.go.ke	0708202855	
5	Gift Mwaboro	KRB	GMwaboro@Krb.go.ke	0704053267	
6	Hannah Wanjau	KRB	hwanjau@Krb.go.ke	0729178071	
7	Calvin Keson	KRB	ckeson@Krb.go.ke	0728822505	
8	Lilian Khisa	KRB	LKhisa@Krb.go.ke	0728354158	
9	MaryAnne Kimthi	KRB	mmurungi@Krb.go.ke	0705125623	
10	Fridah Gacheri	KRB	fkithi@Krb.go.ke	0715251777	
11	Nicole Nantai	KRB	nyoraga@Krb.go.ke	0710505306	
12	Eunice Manabe	KRB	emanebe@Krb.go.ke	0731811696	
13	Susan Mwangi	KRB	smwangi@Krb.go.ke	0711354700	
14	Hellen Cherop	KRB	hcherop@Krb.go.ke		
15	Ellis Muchori	KRB			
16	Lucy Mwangi	KRB			
17	Tabitha Kanuki	KRB			
18	Diana Muta	KRB			

3rd Floor Kenya Re Towers, Off Ragati Road, Upper Hill, P.O Box 73718-00200, Nairobi, Kenya



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 Venue: WESTON HOTEL
 Date: 7TH MARCH 2023 Time: 8:00 AM

+254 (020) 4980000
 0722 203418, 0733 334422
 info@krb.go.ke
 www.krb.go.ke

No	NAME	ORGANIZATION	EMAIL ADDRESS	TELEPHONE NO	SIGNATURE
1	Sng. Andrew Meso	CEM-BUSIA	mesoandrew@gmail.co	0723932007	<i>[Signature]</i>
2	CPA Mohamed H. Hussein	CECM Wajir	Ceeroadsewajir-go-ke	0722783108	<i>[Signature]</i>
2	Klio Kennedy	KRB	K		
3	COLINS MUKOKO	MEDIA BUSIA	collinsmukoko@gmail.com	074155563	<i>[Signature]</i>
4	DOREEN CHUMO	UKSIN GISHU	Chumo22@gmail.com	071461880	<i>[Signature]</i>
5	Guyo GUACHA MOKU	CECM - MARSABIT	gunguachamok@gmail.com	0722627672	<i>[Signature]</i>
6	Haji S. M. MUKU	CECM - MARSABIT	haji.s.m.muku@gmail.com	0722779777	<i>[Signature]</i>
7	ABDULHAKIM B. SOMO	COUNCIL OF WARRIORS	abdulhakim@gmail.com	072744992	<i>[Signature]</i>
8	PATLIT CHATA	KILIFI COUNTY	patlit@gmail.com	0715294558	<i>[Signature]</i>
9	EUNICE - M. MBUGUA	KERRA	eunice.mbugua@gmail.com	0702502624	<i>[Signature]</i>
10	GITHINJI J. NJEGUA	COUNCIL GOVT OF LAMU	githinji.j.njeguajr@gmail.com	072226666	<i>[Signature]</i>
11	Sylvester N. Nguai	KURA	sylvester.nguai@gmail.com	0727552696	<i>[Signature]</i>
12	Peter Peter Mwangi	CGM	peter.mwangi@gmail.com	0724796704	<i>[Signature]</i>
13	ESTHER SIMON	CECM - MARSABIT	esther.simon@gmail.com	0703577270	<i>[Signature]</i>
14	BORU SANTI	CGM - MARSABIT	boru.santi@gmail.com	0703964416	<i>[Signature]</i>
15	Simon KALILI	Ag. Dir. Roads NATAL	simon.kalili@gmail.com	0724532529	<i>[Signature]</i>
16	ENG. SODOMAN NGATHIA	Ag Road Director - Nyeri	sodoman.ngathia@gmail.com	0720844868	<i>[Signature]</i>
18	Lilian Kinyua	COUNTRY GOVT OF KILIMBARI	liliankinyua@gmail.com	0717524276	<i>[Signature]</i>
19	Ngugi Kangu	Media	ngugi.kangu@gmail.com	0717748990	<i>[Signature]</i>

3rd Floor Kenya Re Towers, Off Ragati Road, Upper Hill, P.O Box 73718-00200, Nairobi, Kenya



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Date: 21st MARCH Time: 8-00AM



+254 (020) 4980000
0722 203418, 0733 334422
info@kreb.go.ke
www.kreb.go.ke

No	NAME	ORGANIZATION	EMAIL ADDRESS	TELEPHONE NO	SIGNATURE
1	MARK AMBUTU	THIRD DIME NSCO	markambuto@yahoo.co	072396020	[Signature]
2	FESTUS MEMBA	PUBLIC SERVICE	festusenglish77@gmail	0799458596	[Signature]
3	Philip J. Moringi	KEWEE COUNTY	pmoringi@gmail.com	0710850596	[Signature]
4	Adnan Noor Hussein	MANDERA COUNTY	hulbale2016@gmail.com	0716401798	[Signature]
5	LINUS XECU	Uasin GISHU COUNTY	yegolmus@gmail.com	0720972117	[Signature]
6	JACOB NGETICH	Uasin GISHU County	ngelickj@gmail.com	0724-380870	[Signature]
7	ALICE K. MAYAKA, CBS	IGRTC	mayaka.alice1@gmail.com	07222618	[Signature]
8	BILHA KIMONDO	IGRTC	bkimondoo@gmail.com	0729075961	[Signature]
9	OSUMBA MERTAKIS	MIGORI COUNTY	osumba56@gmail.com	0746699626	[Signature]
10	CYRIAN OLIKO	BUSIA COUNTY	cyprianoliko@yahoo.com	0722496908	[Signature]
11	DEANND ONDI	KISII COUNTY	deandondi@gmail	0722987170	[Signature]
12	Thwan Alabis	Kenya Kipia	e.cline@gmail.com	075523192	[Signature]
13	ELIJAH KAIRY	COUNTY (AKIPIA)	elijahkairi2016@gmail	0722889376	[Signature]
14	Bernard Mubwa	Public Service	Bbernardmubwa@gmail	074270116	[Signature]
15	Joshua Aden	Public Health	adensjoshua@gmail	0703624886	[Signature]
16	HARLEN K. NJIN	KE RRA	Wom-njin@gmail.com	0720217311	[Signature]
17	SAVESTER KIPNGETICH	LANDS HAVING P. planning	Kipngetchisavester@gmail	0708681257	[Signature]
18	VICTOR K. SIFU	KE RRA COUNTY	avictork@gmail.com	0710503487	[Signature]
19	Daniel Odingo	Uasin GISHU County	Odanielo1984@gmail	0115764246	[Signature]

3rd Floor Kenya Re Towers, Off Ragati Road, Upper Hill, P.O Box 73718-00200, Nairobi, Kenya



Activity: VALIDATION WORKSHOP ON ROAD REGISTER
 Venue: WESTON HOTEL
 Date: 7/03/2023 Time: 8:00am

+254 (020) 4980000
 0722 203418, 0733 334422
 info@krb.go.ke
 www.krb.go.ke

No	NAME	ORGANIZATION	EMAIL ADDRESS	TELEPHONE NO	SIGNATURE
1	MURRAY RUKUNGA	Kisumu County	emumunirukunga@gmail.com	0720082213	
2	NAASSIR MOHAMMED	Garissa County	naassir.mohammed33@gmail.com	0720703350	
3	PATRICK KUNDU	Kakamega	pkundu226@gmail.com	072512207	
4	DAMIAN MUTHEE	Bombura County	Magdaniro@yahoo.co.uk	0720465609	
5	OS-J-KARAKERA	NYERI COUNTY	ningimjulis261@gmail.com	074311113	
6	Tom Oding	IRECIMES	topingoditec-aug-011@gmail.com	0722517209	
7	Paul Kinzo	SDOT	kinzori14@gmail.com	0733256176	
8	Andrew Wambua	C.W.S	andrew.wambua@gmail.com	0715722600	
9	James Mutha	machakos	Kuljameson@gmail.com	0150228215	
10	James Nyongu	Makueni	nyongu29@gmail.com	0722323316	
11	Bursara Nshamwe	Civil Society	elbura@gmail.com	0728042298	
12	Churchill Oduo	Nitro Integrated	echkina196@gmail.com	0722979244	
13	Justus Ouyinkwa	KUPA	jonvin.kwa@kura.go.ke	0722864092	
14	Wycliffe Atipa	WAPAK COUNTY	wycliffeatipa@gmail.com	0722170984	
15	LUMAH JOSEPH	VITHA	cec.mtimpot@vitha.go.ke	072222483	
16	CHARITY DILI	Civil Society	charitydili7@gmail.com	0790049760	
17	JOSEPH K. LACUAT	UGA	josephlacuat2015@gmail.com	072237128	
18	Eng. D.S. CHIRIA	Kentia	dichirias@gmail.com	---	
19	Eng. Eric Orogole	Tana River County	ericorogole7@gmail.com	0723452007	

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Activity:

VALIDATION WORKSHOP ON ROAD REGISTER

Venue:

WESTON HOTEL

Date:

7/3/2023

Time:

8:00am



+254 (020) 4980000

0722 203418, 0733 334422

info@krb.go.ke

www.krb.go.ke

No	NAME	ORGANIZATION	EMAIL ADDRESS	TELEPHONE NO	SIGNATURE
1	Doreen Kanana	Mera County Govt	dkanana12@gmail.com	0710807241	
2	Lillian Makeng	Mera County Govt.	lillian12@gmail.com	0727733751	
3	Micah Anyabei	KWS	maiyabei@kws.go.ke	0715933247	
4	MURSTUS JANGI	Nairobi COUNTY GOVERNMENT OF	murustusang@gmail.com	0702722589	
5	SAMUEL KIENGA	COUNTY GOVT OF NAIROBI	kirsam@gmail.com	0723155220	
6	ALI M SALIM	KWALE COUNTY GOVT	alibot715@gmail.com	0729843587	
7	Vincent Mogaaka	Nairobi	mogakamuri@gmail.com	0714605603	
8	Georgina Mwangi	TRANS NZAU	georgina.mwangi@gmail.com	0727944659	
9	LUCY NJERI	Nairobi County	lucynjeri@gmail.com	0716295568	
10	P.TECHENI DACE RONDO	Nairobi County	chironex@gmail.com	0728880176	
11	Edward Mwangi	County of Bungoma	edwardm@gmail.com	072274423	
12	ENG. VIVIANE NYAMWASHO	KURA	vnyamwabo@kura.go.ke	0721416759	
13	Dr. Amboi F. Wanyungu	TRANS NZAU County	wanyunguf@gmail.com	0725987722	
14	Pranai Mutekani	KURA	brutekani@kura.go.ke	0723566563	
15	Eng. Samei Nuli	Nakuru County	jamesmukimuli88@gmail.com	0726996324	
16	Daniel Munka	Nakuru County	danmunka@gmail.com	0712560285	
17	Bubini Sebastian	Muranga County	bubini38@gmail.com	0712623476	
18	Brian Nwanini	Muranga County	njwabryar39@gmail.com	0720597820	
19	KALANIE SUSAN	MERU COUNTY	gitunasusan9@gmail.com	0725606883	

3rd Floor Kenya Re Towers, Off Ragati Road, Upper Hill, P.O Box 73718-00200, Nairobi, Kenya



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+254 (020) 49800000

0722 203418, 0733 334422





info@krb.go.ke

www.krb.go.ke

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 +254 (020) 4980000
 0722 203418, 0733 33
 info@krb.go.ke
 www.krb.go.ke

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+254 (020) 4980000
 0722 203418, 0733 334422
 info@krb.go.ke
 www.krb.go.ke

No	NAME	ORGANIZATION	EMAIL ADDRESS	TELEPHONE NO	SIGNATURE
1	Moses Odero	H/Bay County	Masod2002@yahoo	0720124298	theq
2	SIMON ASAVA	KENYA vas. res ASS	asavassj@yahoo	072242461	x-
3	Nancy Ndugu	Kenya MOJA	nasab43@gmail.com	070671498	H'
4	Joseph elege	Nakuru MLD TO	Joseph55@gmail.com	0720935492	deloreld
5	Fred Sampao	KARISSA	ezekielrampao@gmail.com	0726527695	F
6	Jeshun Ruto	WEST POKOT	joshua26@yahoo.com	070645757	theq
7	PHILIP M. OTENYO	COUNTY GOV OF KARISSA	phillipmoyo@gmail.com	072147691	theq
8	Jacobs Alcedora	Kajiado	jacobsalcedora@gmail.com	0722118851	theq
9	Peter Macharia	Kenya Consulting	peter.macharia@kenyaconsulting.co.ke	0721873285	theq
10	Peter Macharia	Muranga County	macharia.peter@gmail.com	0722873554	theq
11	Amos Rugut	U.G. County	amosrugut@gmail.com	0722795411	theq
12	Enoch bilal	U.G. County	enochbilal@gmail.com	0721998454	theq
13	Enoch bilal	Nairobi County	enochbilal@gmail.com	0722497856	theq
14	Joseph Kamau	Kiambu County	joseph2021kn@gmail.com	0722453306	theq
15	CAROL O-LOLA	KURA	carololola@gmail.com	0720863472	theq
16	HOWOURABLE KARISSA	M.P. KIAMBURU	kelidaniel2008@gmail.com	0710 849401	theq
17	SAUNDRA BANO	KIAMBURU COUNTY	sandra2018@gmail.com	0719165205	theq
18	Nathan Mwangi	KariSSA County	nathanmwangi72@gmail.com	0722-110672	theq
19	Moses Hwate	Samburu CG	hwate@gmail.com	0729924720	theq

3rd Floor Kenya Re Towers, Off Ragati Road, Upper Hill, P.O Box 73718-00200, Nairobi, Kenya



Date: 7/3/2023 **Time:** 8:00 AM

3rd Floor Kenya Re Towers, Off Ragati Road, Upper Hill, P.O Box 73718-00200, Nairobi, Kenya



Date: 7/3/2023 Time: 8:00 AM

10	10	Media
11	11	
12	12	

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6.3 APPENDIX 3: DIRECTOR GENERAL KRB'S WELCOME SPEECH

NATIONAL STAKEHOLDER ENGAGEMENT ON REVISED ROADS REGISTER AT WESTON HOTEL, NAIROBI

WELCOMING REMARKS BY THE DIRECTOR GENERAL, KENYA ROADS BOARD

THE CHIEF GUEST, REPRESENTING CS ROADS & TRANSPORT

THE CHAIR, INTER-GOVERNMENTAL RELATIONS TECHNICAL COMMITTEE,
REPRESENTATIVE OF THE COUNCIL OF GOVERNORS, ROAD AGENCIES AND
COUNTY GOVERNMENTS

DISTINGUISHED GUESTS,

LADIES AND GENTLEMEN.

May I welcome you all to this important stakeholder engagement forum on classification. I am happy to see representatives from the Road Agencies and the County Governments who the Board has worked with closely over the years not just through financing of their road programmes but also through knowledge sharing and capacity building initiatives. I want to also acknowledge the Inter-Governmental Relations Technical Committee (IGRTC) whose guidance has led to this stakeholder validation workshop and their willingness to support.

As you are aware, Kenya Roads Board is responsible for oversight and coordination of road maintenance, development and rehabilitation in Kenya and advising the Cabinet Secretary on all matters related thereto. Classification is a delegated function by the Cabinet Secretary to the Board on behalf of the Ministry. However, for the Board to perform its role effectively, stakeholder engagement is key.

Ladies and Gentlemen,

The review of the road register was necessitated by requests from stakeholders including county governments and road agencies and it has taken over 3 years to finish the process and come up with an updated road register ready for gazettelement. An initial stakeholder workshop was held in July 2022 where the stakeholders present were taken through the classification criteria and the updated register including how each agency and county government was affected. The workshop resolved to allow for a further 21 days after the workshop to receive any further comments and review the requests accordingly. Thereafter, it was agreed to hold a national stakeholders validation workshop to present the final register having addressed the comments received.

This workshop has therefore been convened to present to you a summary of the updated road register incorporating the stakeholders' additional comments for validation.

May I remind this workshop that road classification is informed by a number of parameters such as connecting centers, population and administrative status, traffic levels, public facilities among others. It is for this reason that some of the requests, having been subjected to the classification criteria as provided in the Classification Manual, could not be granted.

It is my hope that you will consider the report fairly and the next process shall involve submission to the Inter-Governmental Relations Technical Committee for gazettement. Beyond this review, the Board in collaboration with all the key stakeholders looks to a more comprehensive review of the classification system to make it more robust and dynamic and update the road classification manual accordingly.

Ladies and Gentlemen,

As part of the Board's coordination role, we have commenced the development of the next phase of Road Sector Investment Programme which seeks to provide a structured 5-year programme (2023-2027) for road development, rehabilitation and maintenance. It should be noted that this cycle will be different from the past RSIPs as there will be one for the National Trunk Road Network and 47 County RSIPs specific to each county based on their network and projected budgets.

The Board has also finalized and disseminated the Cost Estimation Manual 2022-2023 and this is accessible from our website. Further to this, we are in the final stages of undertaking countrywide road inventory and condition survey and all these major activities rely on your valuable input as the main users of these outputs.

Finally

The Board will continue to collaborate and engage with all of you in future activities that require your input. To the County Governments, the Board commits to continue offering technical support upon request by individual counties and we shall extend invitations to any relevant training and sensitization workshops organized by the Board.

With these remarks, I wish to invite the C.O.G representative and Chair, Inter-Governmental Relations Technical Committee, in that order, to make their remarks.

Thank You.

6.4 APPENDIX 4: WORKSHOP OPENING SPEECH BY THE PRINCIPAL SECRETARY (ROADS)

21ST FEBRUARY, 2023

NATIONAL VALIDATION WORKSHOP ON REVISED ROADS REGISTER AT WESTON HOTEL

OPENING SPEECH BY THE PS, STATE DEPARTMENT OF ROADS,
MINISTRY OF ROADS & TRANSPORT

THE CHAIR, INTER-GOVERNMENTAL RELATIONS TECHNICAL
COMMITTEE, DIRECTOR GENERAL, KENYA ROADS BOARD,
REPRESENTATIVE OF THE COUNCIL OF GOVERNORS, ROAD
AGENCIES AND COUNTY GOVERNMENTS

DISTINGUISHED GUESTS,

LADIES AND GENTLEMEN.

I am pleased to join you today at this stakeholder engagement meeting, a validation workshop on the Road Register review. It has been a long journey from the gazettement of the Road Register in 2016 to the review of subsequent requests and proposals that emerged thereafter.

I would like to acknowledge the efforts of Kenya Roads Board in spearheading the review process on behalf of the Ministry and with the support of all the agencies and county governments present here today.

Ladies and gentlemen,

Roads should be designed to cater for a defined function. This typically reflects the distance of travel, level of traffic flow and desired speed of travel. Road networks will therefore reflect the development of a hierarchy of roads, with superhighways at the highest level and local access roads at the lowest.

In practice, a basic hierarchy will occur naturally through the more heavily trafficked roads being engineered to higher standards. But it is important that the hierarchy is established to clear guidelines linking design to

function, throughout the network. This is particularly necessary where different road authorities and county governments, like in our case, manage different functional levels or different geographical areas.

Kenya adopted a new road classification system in 2016 because of two main reasons: one, the classification system in use at that time, which had been developed in the 1970s had become outdated and was not responsive to the changing character of the road network (new road development, increased population and traffic levels, changing administrative structures) and two, the Kenya Constitution (2010) defined two categorizes of roads; National Trunk Roads (NTR) and County Roads and further assigned their management to the National and County Governments respectively.

The gazetted Road Register of 2016 had its fair share of challenges evidenced by the numerous requests that the Ministry and Kenya Roads Board have received over the years for review and culminating in the reclassification report which was approved by the CS, MOTIHUD&PW and communicated to the Road Agencies in April, 2020.

I also note that in follow up consultative meeting in mid -2020, the agencies requested for further review of the reclassification report and consultation before gazettelement. The issue on whether the Minister had the authority to gazette changes to the classification touching on the County Roads Network was discussed at length by our legal teams before it was agreed to engage and consult the Inter-Governmental Relations Technical Committee on the best way forward. It is this consultation that has brought us to the stakeholder workshop held in July 2022 where participants were ably taken through the classification process, criteria, emerging issues and the draft report incorporating comments as at the time. I note that the July workshop recommended a validation workshop subsequent to the comments being addressed and that forms the agenda for the engagement of today.

Ladies and Gentlemen

I must admit that piecemeal reviews of the Road Register is not the best scenario and there is need for a comprehensive review of the Road

21ST FEBRUARY, 2023

Classification System including the Road Classification Manual that is currently in use. A number of questions we need to address in the review are the many road classes, the classification criteria, the road naming challenges, the numbering system and the frequency of classification.

The desired approach should be a network approach that promotes connectivity and contiguity of the road network and in the most functional way especially for the National Trunk Roads.

Finally

I urge all the Road Agencies and County Governments to assist in proper naming of their respective road network for ease of identification.

I would like to remind us that this exercise was not a full reclassification but review of numerous requests submitted to the Ministry and Kenya Roads Board. With the updated road inventory data from the ongoing countrywide surveys, the plan is for a comprehensive reclassification that would consider all the networks for suitability in their current classes or higher as per the expected new classification manual.

Based on the outcome of this meeting, the Ministry will work hand in hand with IGRTC to gazette the new Road Register within the shortest time. Your input today is invaluable.

With these remarks, I wish you fruitful deliberations and declare this workshop officially open.

Thank you.

6.5 APPENDIX 5: WORKSHOP OBJECTIVES

WORKSHOP OBJECTIVES BY THE DIRECTOR, POLICY & PLANNING DIRECTORATE, KENYA ROADS BOARD

DISTINGUISHED GUESTS,

LADIES AND GENTLEMEN.

I am pleased to welcome you to this workshop on validation of revised road register. My task is to highlight to you the objectives of the workshops..

The Constitution of Kenya (2010), in Article 6 (2) states that the governments at the national and county levels are distinct and inter-dependent and shall conduct their mutual relations based on consultation and cooperation.

Road network management is a shared responsibility of the national and county governments. The national government, through road authorities and Kenya Wildlife Service (KWS) oversees over 40,000km of Roads in classes S, A,B, C and all roads fronting parks and Reserves.

On the other hand, county governments are in charge of over 121,000km of roads in classes D – G. Hence, it is important that county governments and the national government come together to discuss matters of common interest on the roads.

Moreover, Article 35 (3) requires the state to publish and publicise any important information affecting the nation. By segregating the road network into functional classes, a country develops a framework that is a basis for determining: funding requirements for each road and the network as a whole, appropriate design standards for each road and allocation of management rights to road agencies.

The road register is the publishable document that follows road classification and in line with these legal and constitutional provisions KRB will continue to engage all relevant stakeholders and publicize any important information through such forums.

Ladies and Gentlemen

The objectives of this workshop, therefore, are:

- i. To present the updated road register for your deliberation and approval
- ii. To receive feedback on the updated road register for its finalization before it is forwarded to IGRTC for gazettelement

6.6 APPENDIX 6: PRESENTATION ON UPDATED ROAD REGISTER



STAKEHOLDER VALIDATION WORKSHOP FOR UPDATED ROAD REGISTER

PURPOSE, BACKGROUND, CRITERIA & RESULTS OF ROAD CLASSIFICATION

PRESENTED BY ENG. VICTOR ODULA,
DEPUTY DIRECTOR, POLICY & PLANNING

MARCH 7, 2023

1



OUTLINE OF PRESENTATION

1. INTRODUCTION
 - a. Nexus of road classification and RAM
2. ROAD CLASSIFICATION SYSTEM
 - a. The Classification Criteria
 - b. History of Classification
3. ROAD REGISTER



2



INTRODUCTION

- Road network is one of the largest community assets predominately government owned(OECD, 2001) all over the world
- Road are enablers of economic growth.
- Low income countries account for only 3% of global road networks: *a constraint for economic growth*
- Increased funding of road development and maintenance is the cure for isolation of sub-Saharan Africa caused by lack of good infrastructure.
- Until the above happens, achievement of vision 2030 Sustainable Development goals will remain a mirage for most African countries



3



INTRODUCTION

- Kenya's road network has undergone tremendous development in quality and quantity in last decade;
- RMLF fund maintains about 30% of the network.
- Planning of development and maintenance needs of the road network necessary.
- Planning MUST be based on factors that optimize the relationship between **socio economic needs, community priorities and political considerations.**
- To aid in planning, KRB undertakes the following



Road Inventory and
Condition Survey
(RICS)

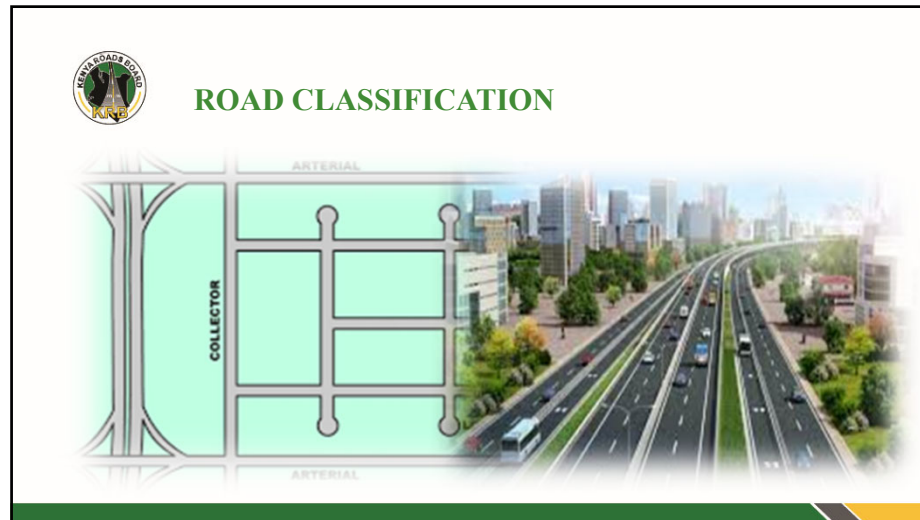


Road Classification

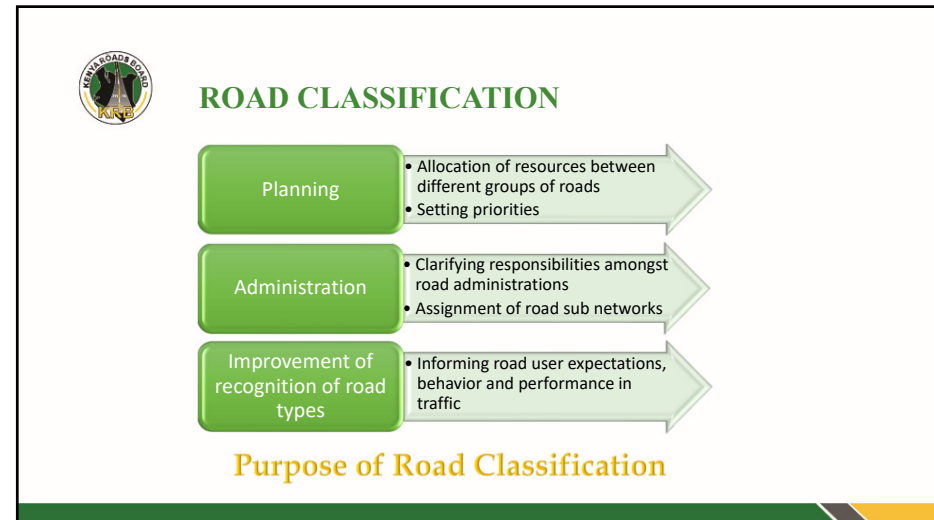


APRP Management

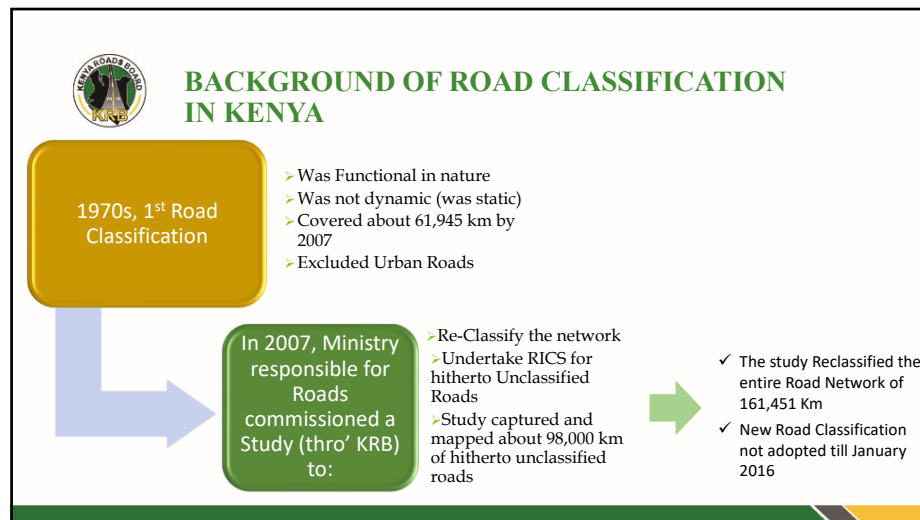
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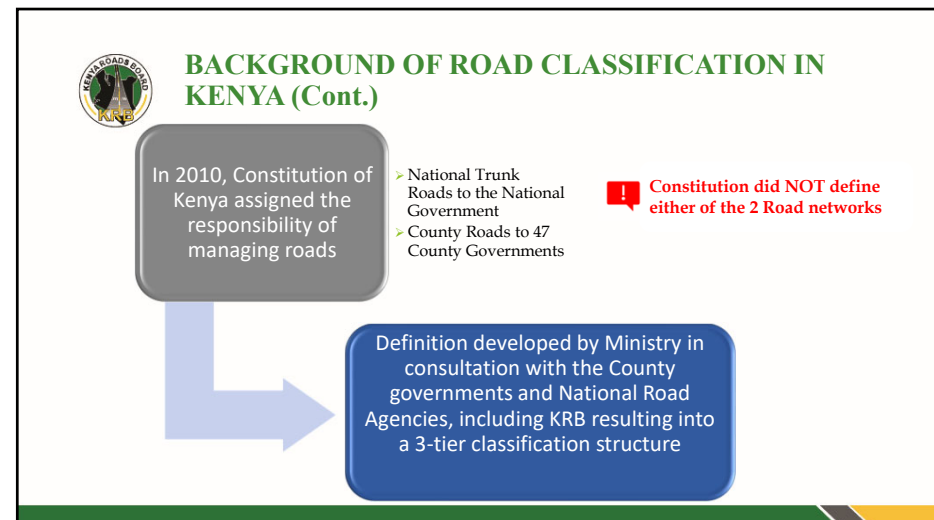
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CATEGORIES OF ROADS IN KENYA

FUNCTIONAL SYSTEM	LEVEL OF SERVICE PROVIDED	RURAL ROAD CLASS	URBAN ROAD CLASS
Arterial	Provides highest Level of Service at the greatest permissible speed for the longest uninterrupted distance, with total control of access	S A B	- H J
Collector	Provides lower Level of Service than arterial roads at lower permissible speeds over shorter distances, with limited access control. Meant to collect traffic from local roads and connect it with arterials	C D	K L
Local	Consists of all roads not defined as arterials or collectors; primarily provides access to residential, commercial, agricultural or industrial areas with little, or no, through movement	E F G	M N P

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ROAD CLASSIFICATION CRITERIA Minimum Class Requirements (Rural Roads)

Functional Class	Road Class	Administrative level Indicator	Present Descriptive Term	Functional Class	Alternative Descriptive Term	Level of Target Urban Linkage	Catchment Population Indicator	Town Size Linked**	Traffic Indicator ADT*	Target Surface Type	Indicative Design Standards		
											Width in metres, m		
											Carriage-way	Reserve	Design speed (kph)
ARTERIAL OR TRUNK	S	NA	NA	Super Highway	Auto route, Motorway, Expressway	Capital, Cities	NA	NA	> 3,000	Paved	Dual cwy of min 2 lanes	Min. 60	90 - 120*
	A	International	International	Major Arterial	Trunk Road	Capital, Cities, Provincial HQs	NA	NA	> 2,500	Paved	7 - 14	40 - 60	70 - 110
	B	Inter-Provincial	National	Minor Arterial	Trunk Road	Capital Provincial + District HQs	NA	> 25,000	> 1,500	Paved	7(14)	40 - 60	70 - 110
COLLECTOR	C	Inter-District	Primary	Major Collector	District	District towns, Other towns	> 10,000	> 500	> 500	Paved	6.5	40	60 - 110
	D	Inter- Divisional	Secondary	Minor Collector	Divisional	Division centres, Major Markets	> 13,500	2,000 to 10,000	> 150	Paved / Gravel	6	25	50 - 80
LOCAL	E	Inter-Location	Minor	Major Local	Major Feeder	Location centres, Markets	> 4,500		> 50	Gravel	5	9 - 20	50 - 80
	F	Inter-Sublocation	NA	Minor Local	Minor Feeder	Sub-location Centres / Markets	< 4,500		< 50	Improved Earth	4	9 - 10	40 - 50
	G	Intra-Sublocation	NA	Local Access	Farm to Market	NA	< 2,500		< 30	Improved Earth	4	9 - 10	40 - 50

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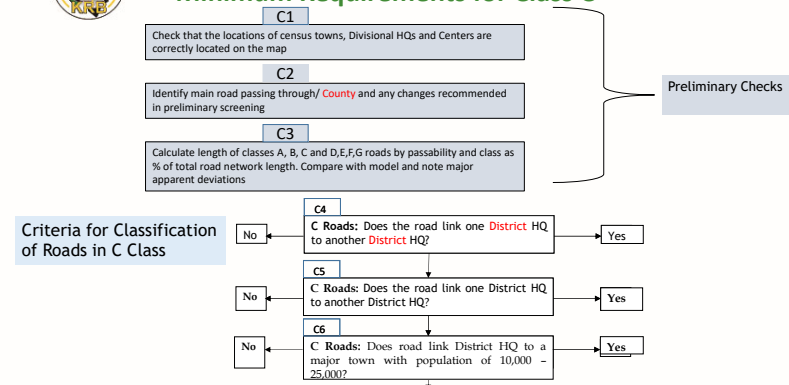
ROAD CLASSIFICATION CRITERIA Minimum Class Requirements (Urban Roads)

Functional Class	Road Class	Functional Class	Alternative Descriptive Term	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 in metres, m		Speed (kph)	
											Reserve	Carriage-way	Design	Target
ARTERIAL	H	Major Arterial	Highway	Express-way, Ring Road	High	High	Separate track	Separate track	17 - 18,000 per lane	60 - 80	3.5 m per lane 4-6 lanes	70 - 90	60	
	J	Minor Arterial	Principal Arterial	Principal Bus route	Moderate	Moderate	Separate track	Separate track	2,000 - 5,000	10 - 12,000 per lane	20 - 45	3.5 m 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 / 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 Access	Residential access		Low	None	None	Separate track	400 per 1,000 population.	9 - 12	3 - 5	30 - 50	20	

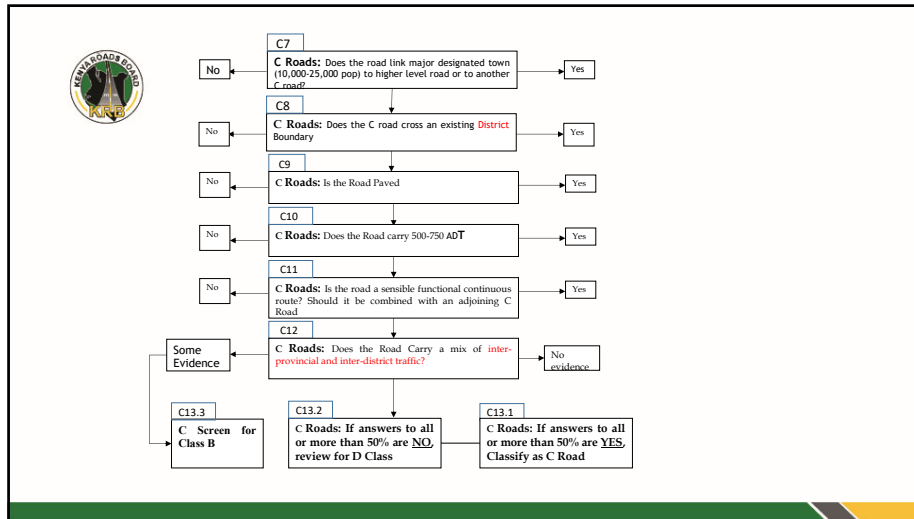
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ROAD CLASSIFICATION CRITERIA Minimum Requirements for Class C



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13



14

ROAD REGISTER (2016)

- In January 2016, new Road Register was gazetted; Gazettement in the new Road Classification System
- The Classification System retained the existing Classes A, B, C, D and E
- Extended the functional concepts to the hitherto unclassified Rural Roads (Class F to G) and unclassified Urban Roads (Class H to P).
- The register categorized roads as National Trunk Roads and County Roads as summarized below

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ROAD REGISTER(2016): Allocation of Network

ROAD AUTHORITY	ROAD CLASS	TOTAL LENGTH (Km) PER CLASS
NATIONAL ROADS		
KeNHA	A	7,566.00
	B	10,535.00
KURA	Au	140.00
KeRRA	Bu	2,229.00
	C	19,525.00
NTR: SUBTOTAL		39,995.00
COUNTY ROADS		
47 COUNTIES	D	11,123
	E	14,048
	F	9,626
	G	86,659
	COUNTY ROAD : SUBTOTAL	121,456
GRAND TOTAL		161,451.00

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REVIEW OF ROAD REGISTER (2016)



Following gazettelement of the road register in 2016, there were calls to the CS Roads to relook at the classification system.

- Over three thousand formal requests were received from stakeholders including RAs, Political Leaders
- KRB was mandated to review the requests and submit a report with recommendations for CS's consideration.
- The register categorized roads as National Trunk Roads and County Roads

17



SCOPE OF THE REVIEW

- Proposals received from road authorities, leaders in national and county governments and citizens' residential associations formed the scope of these review.
- Goal was to align the classification system to the country's needs for mobility, access and safety

NOTE

- ✓ 'Basic to the (re)classification process is the recognition that roads are interdependent in how they serve transportation needs of communities and neighborhoods.
- ✓ Balance between mobility (efficient travel along the roadway system) access (ease with which one connects to a particular development or parcel of land) seamlessly.
- ✓ (Re)classification of roads should be undertaken against broad picture of the entire network

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RECLASSIFICATION REVIEW PROCESS



19



RECLASSIFICATION REVIEW PROCESS

- KRB reviewed from 2017 to 2021: The Purpose of this review was to assess eligibility of each road / route / road link to fit in the proposed class
- The Classification was functional in nature; Modelling road design requirements, traffic capacity, future land use development into the network:
- It addressed seamless connectivity and contiguity within the network and involved reclassification of select classified roads and classification of some unclassified links:

20



RECLASSIFICATION REVIEW PROCESS

Major highlights of the exercise were:

- Identification and inclusion of missing links of national importance in the national trunk roads' network.
- Revision of road lengths to reflect database lengths
- Adoption of a uniform nomenclature for numbering all urban roads.
- Integration of Annuity roads that were gazetted in 2021 with the main road register
- Upgrading of some of LVSR to NTR

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RECLASSIFICATION REVIEW PROCESS

- Speed limits, population of origin-destination towns , Annual Average Daily Traffic (ADT) : Pointers to travel demand (*The parameters are part of the key factors outlined in the classification manual as classification criteria*)
- 60% of the reviewed roads' eligibility for reclassification was determined based on fulfilment minimum requirements of the criteria,
- Failure of a road to meet minimum requirements of the criteria did not automatically disqualify it.
- Further assessment was done using geospatial technologies and travel demand forecasting based on local knowledge.

Deliberate efforts were made in ensuring equitable distribution of Class C roads in constituencies during the re-classification review exercise.

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RECLASSIFICATION REVIEW PROCESS

- The board submitted a report with recommendations to PS, Infrastructure in early 2019
- Further review by a joint Road Agency team was recommended by PS to address seamless connectivity and contiguity within the NTR Category of roads
- Report from the joint RA review team was compiled and submitted to CS in early 2020. CS communicated the reclassification changes to the Road Agencies in May, 2020.
- Other consultative meetings were convened after that communication to look into issues that may have been overlooked or simply arose out of stakeholder interaction with the revised register
- The review exercise was finalised in 2021. **The 2020 classification is currently maintained as a separate file (not integrated with the 2016 classification) awaiting gazettment**

23

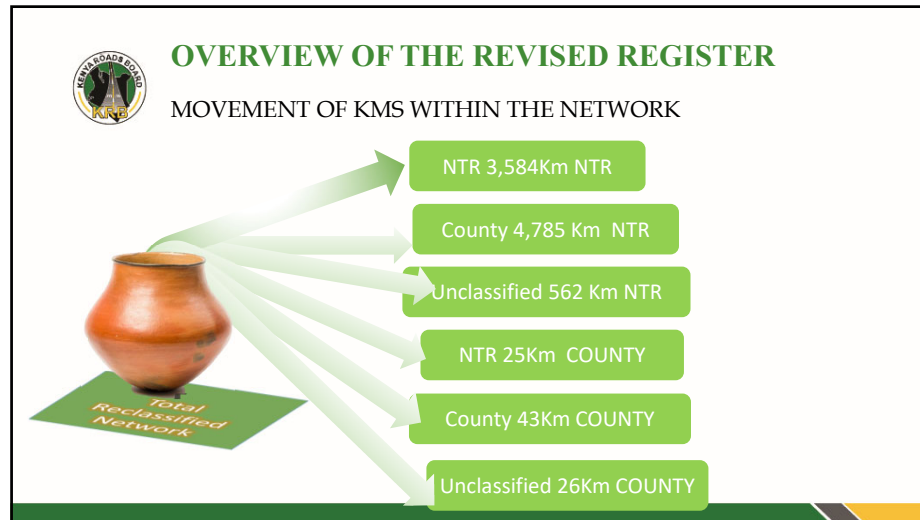


OVERVIEW OF THE UPDATED REGISTER

Changes in Road Length Per Class

Category	Road Agency	Rd Class	Length Km (2016)	length km (2023)
NTR	KeNHA	A	7,751	8,107.94
		B	10,802	13,782.87
		S	81	356.97
	KeNHA Total		18,634	22,247.78
	KeRRA	C	21,585	18,710.53
	KeRRA Total		21,585	18,710.53
	KURA	Au	130	120.37
		Bu	315	2,066.97
		Cu	1,945	2,386.42
	KURA Total		2,391	4,573.76
NTR Total			40,220	45,532.07
County	County	D	11,162	10,702.24
		E	13,858	11,483.40
		F	9,611	9,027.26
		G	86,601	85,855.07
	County Total		121,232	117,067.97
GRAND TOTAL			161,451	162,600.04

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OVERVIEW OF THE REVISED REGISTER

MOVEMENT OF KMS WITHIN THE NETWORK

AGENCY	RECEIVING CLASS	RECLASSIFIED FROM (CLASS, KM)										Unclassified	Increase per Class
		B	C	Au*	Bu*	Cu*	D	E	F	G			
KeNHA	A	14.69	1.01	63.02	6.03	-	51.91	-	0.01		0.04	136.70	
	B		3,249.57	0	46.69	8.79	21.63	69.84	22.28	54.39	6.98	3,480.18	
KeRRA	C	43.53		0	0	7.41	966.63	500.12	313.93	466.61	28.01	2,326.24	
KURA	Bu	0	1.02	0		0	11.33	16.03	1.94	10.59	6.32	47.23	
	Cu	0	71.00	0	11.85		698.58	153.10	73.55	399.60	162.67	1,570.35	
County	D	0	9.75	0	0	0		17.71	0	0	0	27.47	
	E	0	9.30	0	0	0	0		0	7.74	204.02	17.04	
	F	0		0	0	0	9.16	0		0.18	0	9.35	
	G	0	1.90	0	0	0	0	5.19	0		0	7.09	
Total Decrease per Class		58.22	3,343.56	63.02	64.57	16.20	1,759.24	761.99	411.72	939.12	204.02	7,621.64	

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Challenges

- Low awareness levels of the respective networks and classification criteria especially among the County Governments. Efforts have been made to sensitize and disseminate the information over the years to all County Governments
- Delay in alignment of the roads sub-sector to the new constitution affecting timely gazettment where both National Trunk Roads and County Roads are affected.
- Naming challenges for short town roads. The ongoing Countrywide RICS trying to sort out the issue with your assistance

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Looking ahead

- Gazettment of Road Register, 2021
- Update of the Classification Manual
- Comprehensive Review of the Classification System
- Periodic review of Road Register, at least @ 5 years

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THANK YOU

6.7 APPENDIX 7: ROAD SESCTOR INVESTMENT PLAN III PROJECT BRIEF

**PROVISION OF CONSULTANCY SERVICES FOR THE
DEVELOPMENT OF THE ROAD SECTOR INVESTMENT
PROGRAMMES (RSIP) III 2023-2027
(KRB/528/2022-2023)**

1	Contract Title and Number	Consultancy Services for the Development of the RSIP III (2023 – 2027)
2	Client	Kenya Roads Board (KRB)
3	Consultancy	ITEC Engineering Ltd / IMEs (UK) Ltd JV
4	Notification of Award	23 rd December 2022
5	Acceptance of Award	05 th January 2023
6	Date of Signing of Contract	17 th January 2023
7	Date of Commencement	24 th January 2023
8	Time for Completion	18 months
9	Date of Completion	24 th July 2024

SCOPE OF SERVICES AND DELIVERABLES

PROJECT OBJECTIVES:

1. To Collect and Collate Road Network Data necessary for the development of RSIP III
2. To improve the configuration and calibration parameters of Kenyan Workspace using the latest version of HDM-4
3. To develop a detailed short term (5-year) (2023-2027) and medium term (10-year) (2023-2032) RSIP for National Trunk Roads and County specific investment plans anchored on long term sector plans, county integrated development plans and national priorities
4. To establish the road asset value

SCOPE OF SERVICES:

1. Review of data and data management regime;
2. Collection and collation of traffic data;
3. Review of Equivalent Standard Axle Load Factors (ESALF);
4. Definition of accident classes and accident rates;
5. Determination of speed reduction factors;
6. Review of HDM-4 Configuration;
7. Calibration of HDM-4 Road Deterioration Models;
8. Calibration of HDM-4 Road Works Effects Models;
9. Produce an RSIP III data collation report;
10. Produce an Updated Customized HDM-4 Workspace for Kenya;
11. Development of Reporting Templates for Programme and Network Level Analysis; and,
12. Preparation of the 5-year and 10-year RSIP (2023 – 2027, 20223-2032) for the National Trunk Roads and 47 No. RSIP for the 47 County Governments.

DATA REQUIREMENT & DELIVERABLES

HDM-4 INPUT DATA

1. Transport sector, road sub-sector and county transport policies, plans and studies;
2. Road network data by road sections and classes including:
 - Road section lengths, AADTs, axle weights, surface type and condition, pavement type and thicknesses, road construction year, traffic volumes, axle load, road crashes
 - Road structures – function, condition, number and type of structures, construction year
3. Budgets levels (previous 5-years and 5-years projections)
4. Financing sources - GoK Exchequer (Development Fund), RMLF, Development partners, Bonds & Stock, PPPs/Private Equities,
5. Road works programme (including ongoing, committed and planned projects).
6. Other input data – climate, vehicle resource consumption

DELIVERABLES:

1. Inception Report (1 month)
2. Traffic Report (6 months)
3. Interim and Data Collation Report (7 months)
4. Draft RSIP Report (11 months)
5. Draft Final RSIP III Report (15 months)
6. Stakeholder Validation Report (16 months)
7. 3 No. Workshop Reports (Inception Report, Interim Report, Draft RSIP Report)
8. Final RSIP III Report, Asset Valuation Report & HDM-4 Workspace (18 months)



KENYA ROADS BOARD

3rd Floor, Kenya Re Towers, off Ragati Road, Upper Hill

P.O. Box 73718 - 00200, Nairobi, Kenya

ISDN Tel: +254 20 498 0000, 020 272 3185, 020 272 2865

Cell: +254 722 203 418, 0733 334 422

Email: info@krb.go.ke | Website: www.krb.go.ke

KRB/DPP/5/A/Vol.11(128)

13th February 2023

Ms. Mary Mwiti
Chief Executive Officer
Council of Governors
Westlands Delta House 2nd Floor, Waiyaki Way
P.O. Box 40401 - 00100
NAIROBI.

Dear **CEO,**

**RE: REVIEW OF RECLASSIFICATION REQUESTS AND UPDATE OF THE
ROAD REGISTER**

Re-scheduling of the stakeholders' validation workshop on Revised Road Register

Reference is made to letter Ref. No. COG/6/41/Vol.5TY(78) dated 7th February, 2023 on the above.

The Board has rescheduled the workshop to **7th March 2023 at Weston Hotel, Nairobi starting at 8.30am.** The Board note that the participation of the County Executive Committee Members (Roads) is key for effective validation of the report.

An invitation letter notifying the new dates is attached for onward transmission to the County Executive Committee Members (Roads).

Yours *sincerely,*

**R. Mohamed, MBS
DIRECTOR GENERAL**

Encl.



KENYA ROADS BOARD

3rd Floor, Kenya Re Towers, off Ragati Road, Upper Hill

P.O. Box 73718 - 00200, Nairobi, Kenya

ISDN Tel: +254 20 498 0000, 020 272 3185, 020 272 2865

Cell: +254 722 203 418, 0733 334 422

Email: info@krb.go.ke | Website: www.krb.go.ke

KRB/DPP/5/A/VOL.11(126)

13th February 2023

Eng. James Kung'u
Chief Engineer, Roads Division
State Department of Roads
P.O. Box 30602-00100
NAIROBI

Eng. Philemon K. Kandie, MBS
Director General,
Kenya Rural Roads Authority
P.O. Box 48151-00100
NAIROBI

Eng. Kung'u Ndung'u
Director General,
Kenya National Highway Authority
P.O. Box 49712-00100
NAIROBI

Dr. Erustus Kanga, HSC
Ag. Director General,
Kenya Wildlife Service
P.O. Box 40241 -00100
NAIROBI

Eng. Silas M. Kinoti, MBS
Director General,
Kenya Urban Roads Authority
P.O. Box 41727-00100
NAIROBI

The Chairman
Infrastructure and Energy Committee
The Council of Governors
P.O. Box 40401 - 00100
NAIROBI

Mr. Kithinji Kiragu, MBS
Chairman
The Intergovernmental Relations
Technical Committee (IGRTC)
P.O. Box 44880 - 00100,
NAIROBI

County Executive Committee Members
(Roads)
All County Governments

Dear Sir/Madam

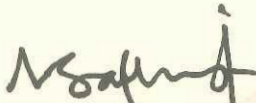
**RE: STAKEHOLDER ENGAGEMENT ON GAZETTEMET OF UPDATED
ROAD REGISTER**

Re-scheduling of the stakeholders' validation workshop on revised Road Register

Reference is made to letter Ref. No. KRB/DPP/5/A/VOL.11(121) dated 3rd February, 2023 on the above.

The Board has rescheduled the workshop to **7th March 2023 at Weston Hotel, Nairobi starting at 8.30am** following a request by the Council of Governors, whose input are key for effective validation of the report.

Yours faithfully,



R. Mohamed, MBS
DIRECTOR GENERAL

Copy to:

Eng. Joseph Mbugua
Principal Secretary
State Department of Roads
Ministry of Roads & Transport
P.O. Box 30602-00100
NAIROBI

Ms. Mary Mwiti
Council of Governors
Delta Corner, Nairobi
P.O. Box 40401-00100
NAIROBI

**THE FIRST STAKEHOLDER ENGAGEMENT
MEETING ON THE REVISED ROAD
REGISTER**



Kenya Roads Board
3rd Floor Kenya Re Towers
Off Ragati Road
P O BOX 73718-00200
NAIROBI

Telephone: +254 (020) 2722865/6/8, 27223166/76/81/85

Fax: +254 (020) 2723161

Email: info@krb.go.ke

**STAKEHOLDER ENGAGEMENT ON GAZETTEMENT OF
REVISED ROAD REGISTER
WORKSHOP REPORT**

7TH - 8TH JULY 2022

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1 INTRODUCTION

Functional classification of roads is the process by which streets and highways are grouped into classes, or systems, according to the nature of service they are intended to provide. The nature of service can be accessibility or mobility or a mix of both. There are three main functional road classes: arterial, collector, and local roads.

Kenya's first road classification was carried out in the 1970s. In 2007, the ministry responsible for roads commissioned a study through Kenya Roads Board (KRB) to reclassify the road network to respond to the changing character of the road network (new road development, increased population, increased traffic levels, and changing administrative structures). The new road classification was adopted and gazetted in January 2016.

The gazetted Road Register of 2016 had its fair share of challenges evidenced by the numerous requests for its review to the Cabinet Secretary (CS) in charge of roads. KRB reviewed the requests and submitted a report with findings and recommendations to the (CS). The report was approved and communicated to the Road Agencies in April 2020.

After high-level consultations on the process of gazetting the revised register, the Board presented the register in a stakeholders' workshop held in Nakuru on 7th – 8th July 2022. The main objective of the workshop was to bring together representatives from Counties whose network had been affected, Council of Governors (CoG) and the beneficiary Road Agencies to discuss and endorse the proposals.

Letters of invitation were sent to all the forty-seven counties and other stakeholders listed above. KRB and Intergovernmental Relations Technical Committee (IGRTC) facilitated the workshop which had an attendance of about 52 participants. *Workshop program and attendance register are attached as Annexes 1 and 2 respectively.*

1.1 Specific Objectives of the Workshop

- i. To familiarize with the Road Classification criteria and the road register review process.
- ii. To present the revised road register to stakeholders.
- iii. To understand the affected network for each agency/ county and deliberate on the way forward for the gazettelement of the road register.

1.2 Highlights of the Workshop Proceedings

The main agenda items were

1. Remarks by Director General (DG), KRB
2. Remarks by IGRTC
3. Official Opening of the Workshop by the Principle Secretary, State Department of Infrastructure (SDI)

4. Background, Objective and Criteria of Road Classification by KRB
5. Presentation of Revised Road Register by KRB
6. Guidelines on way forward to gazettelement by IGRTC

2 OPENING REMARKS

2.1 Director General, Kenya Roads Board (KRB)

The DG's speech was read by Eng. Tom Omai (Director, Policy, Research and Road Asset Management System, KRB).

The DG underscored the fact that revision of the register was necessitated by requests from stakeholders including county governments and road agencies and, therefore, both county and national trunk roads had been affected. He said that the workshop was necessary for the stakeholders to familiarize themselves with the road classification and review process so as to appreciate the outcome (revised register) even as they deliberated on the way forward.

The Director beseeched the stakeholders to consider the report fairly and stated that any recommendations arising out of the workshop would inform the next process of gazettment. He reiterated the Board's readiness to continue collaborating and engaging all the stakeholders in the road sector's future activities including undertaking of comprehensive review of the classification system to make it more robust and dynamic

The DG's complete speech is attached as Annex 3A.

2.2 Chairman Intergovernmental Relations Technical Committee (IGRTC)

The Chairman IGRTC was represented by Ms. Linet Mavu, a member of the Committee.

The Chairman enumerated the mandate and responsibilities of the Committee including: day-to-day functioning of the National and County Government, facilitation of activities of the Summit and CoG, as well as implementing the decisions of the two bodies.

He said that the Committee took over residual functions of the Transition Authority (TA) whose term expired in 2015. "IGRTC and its Secretariat" He said, "were in effect, not only the technical secretariat of the Summit but also the intermediary between both levels of government to facilitate effective and harmonious devolved governance through the promotion of consultation and cooperation".

The Chairman further detailed some issues such as the importance of collaboration between the two levels of government (county and national government), the need to establish a sector forum for transport to bring the two levels of government together, the need for further unbundling of the road function and streamlined management of the road sector, the importance of legislation and amendment of legislation not aligned to the constitution of Kenya of 2010 and need for the National Government to build capacity of County Governments in technical areas.

He concluded by noting that IGRTC would offer its support in the gazettment of the road register.

2.3 Opening Remarks by Principle Secretary(PS), SDI

The PS's speech was read by his representative, Chief Engineer (Roads), Eng. James Kung'u. He expressed his gratitude to KRB for spearheading the review process on behalf of the Ministry.

The PS stated that a lot of consultation had gone into the revision of the register and emphasized that all that was for purposes of providing better services to Kenyans who are users of the roads.

He admitted that piecemeal reviews of the Road Register was not the best scenario and that there was need for a comprehensive review of the Road Classification System and Classification Manual. The PS further urged all RAs and County Governments to assist in proper naming of the roads so that the road database is updated accordingly.

Finally, he assured the participants that the ministry would support the outcomes of the workshop and work hand-in-hand with IGRTC to gazette the new Road Register within the shortest time

The complete speech is attached as Annex 3B.

3 PRESENTATIONS

3.1 Presentation 1: Background, Objectives and Criteria of Road Classification

Eng. Victor Odula (Deputy Director, Policy, Research and Road Asset Management System, KRB) presented on the Background, Objectives and Criteria of Road Classification. The presentation detailed the purpose of Road Classification, background of Road Classification in Kenya, Road Classification Criteria, Road Register 2016 and Road Naming.

The presentation is attached as Annex 4A.

3.2 Presentation 2: Presentation of Revised Road Register

Ir. Salome Wabuye (Deputy Manager (GIS), Policy, Research and Road Asset Management System, KRB) presented on the Overview of the Revised Road Register. The presentation detailed the scope of the review which was informed by proposals received from road authorities, leaders in national and county governments and citizens' residential associations. In addition, the presentation provided the reclassification review process and an overview of the revised register.

The presentation is attached as Annex 4B.

3.3 Presentation 3: Requirements for Gazettement of Road Register

Ms. Bilha Kimondo of IGRTC presented on the Gazettement of the Road Register. She highlighted the need to have a sector forum in the transportation sector which will provide a platform for the county and national government to meet and discuss pertinent issues affecting the sector. The presentation detailed the objectives of delineation of

functions, gazettelement requirements and the way forward on the gazettelement of the register as below.

Objectives of delineation of functions

- i. Provide clarity in the functions of both national and county governments.
- ii. Provide for determination of legal gaps in the respect of each competency.
- iii. Allocation of funds to levels of government according to service delivery mandate.
- iv. Identification of capacity and capacity constraints.
- v. Development of short medium to long term capacity building programs.
- vi. Review of organization of national government to deflect the assignment of function under constitution of Kenya.

Requirements

- i. Need for public participation and need for the register to be owned by all road agencies. Engagement with all stakeholders is needed to ensure implementation of the register.
- ii. Assignment of roads to each level of government.
- iii. Estimation of likelihood of cost implication of reclassification of roads.
- iv. Identification of institutional arrangement for inter-governmental management for purposes of coordinating and delivery of functions.

Way forward on the gazettelement of the register

- i. The road register should be circulated to all county governments for review and feedback. A period of 21 days is provided for the feedback. Lack of feedback from any specific county implies that the county is content with the road register.
- ii. Before the register is forwarded to the Attorney General (AG) there is need to hold another validation workshop with all stakeholders and they can forward any concerns or recommendations in writing.
- iii. After all stakeholders agree, the road register is forwarded to the AG for approval and further forwarded to Kenya Gazettelement notice for Gazettelement.

4 PLENARY

During the plenary session, the following were discussed:

Comments	Responses
<ul style="list-style-type: none">• Need for comprehensive reclassification of roads to avoid duplication of works by road agencies. The reclassification should consider network connectivity i.e. arterials, collectors and local roads.	<ul style="list-style-type: none">• Reclassification of the roads has moved some roads from the counties to the road agencies and vice versa.• There are consultations on the timeline for periodic review of the Road Register. The comment to

Comments	Responses
<ul style="list-style-type: none"> • Consider increasing the proposed time for periodic review of the Road Register from five (5) years due to cost implications and time required for the reclassification and gazettment process. • KeNHA requested data on the revised KeNHA network. • The network under the county governments has increased, hence the need for more funding to improve and maintain the roads. • Counties have good working relationships with the road agencies. • Need for forums at county level to discuss road issues including the possibility of KeRRA maintaining county roads prioritized by CEC. • Some road segments in Mombasa County have the same start point and end point names e.g. Mombasa – Mombasa. • Before devolution, KeRRA maintained the network currently devolved to County governments. After devolution, some constituencies do not have national trunk roads. Hence, the entire road network in the constituency is under the county government. • Mombasa County does not have KeRRA roads. Nevertheless, the county collaborates with other road agencies to ensure all roads in the county are maintained. • Removal of the conditional grants has really affected road maintenance in the counties. A proposal that conditional grants to counties should be reinstated. 	<p>increase the time from five (5) years will be considered.</p> <ul style="list-style-type: none"> • Shapefiles for the reviewed network under KeNHA will be shared by the KRB GIS team. • Counties will be engaged in all road classification activities alongside all other stakeholders. • Road Maintenance Levy Fund (RMLF) allocation is stipulated in the Roads Act. Therefore, KRB cannot alter the proportions allocated to each Road Agency. • RMLF conditional grants was stopped. However, the Board is undertaking a countrywide Road Inventory and Condition Survey (RICS) to establish the road conditions which will provide a basis for future decisions. Reinstatement of conditional grants to county governments must go through parliament. • Comprehensive reclassification will ensure orphaned roads are included in the maintenance programs. • Road naming will be carried out after completion of the ongoing RICS 2022. County governments and local communities will be engaged to obtain the local road names. • County governments should ensure the road reserve is adequate while planning or approving development plans. • IGRTC will organize a sector forum for transport to deliberate on road matters and enhance collaboration between the ministry, all the road

Comments	Responses
<ul style="list-style-type: none"> • When a road is reclassified, the road reserve requirements for the new class must be met. In some instances, land acquisition is necessary which is quite challenging. • Communication to the county governments should be done through the COGs for effective communication. • Need to reclassify roads along the lake in the Lake Nakuru national park. • KURA requested county governments to send data in shapefile formats for easy identification of the roads. • Some names on the revised register were noted to be inaccurate. 	<p>agencies and the county governments.</p> <ul style="list-style-type: none"> • KRB and RA's will work together to ensure timely data update. • Some of the counties noted not to have the capacity to send data in shape files are requested by KURA • Article 62 of the Constitution on road reserve states that the road reserve is public land. It is as set by registration, planning process or surrender (voluntarily for purposes of access to particular facility). Therefore, even when a road is reclassified downwards, the road reserve remains as is unless right processes are followed. • The Road Bill 2015 & 2017 failed in Parliament. Consequently, there is need to look at how allocated resources could be optimized.

5 CONCLUSION AND WAY FORWARD

5.1 Conclusion

The objectives of the workshop were met with the participants familiarizing with the Road Classification criteria and the road register review process. The revised road register was presented to stakeholders who had the opportunity to understand their affected network. The participants deliberated on the way forward for the gazettelement of the road register with guidance by IGRTC.

5.2 Way forward

	Task	Actor	Timeline
1.	Circulate the revised road register to all county governments for review and feedback <i>(A period of 21 days will be provided for the feedback)</i>	KRB	22/07/2022
2.	Organize a validation workshop with all stakeholder's dependent on feedback received	KRB	TBD
3.	Submit the revised road register to the IGRTC for gazettelement process with all supporting documents	KRB	TBD -
4.	Organize a sector forum for transport bringing together both levels of Government	IGRTC/ MOTIHUD& PW	TBD


6 ANNEXES

6.1 ANNEX 1: WORKSHOP PROGRAM

Time	Activity	Responsibility	Duration
DAY 1			
8:00 am-9am	Arrival and Registration		
9:00am-9:15am	Preliminaries	All	15 min
9:15am- 9:30am	Welcoming Remarks by KRB	DG KRB	15 min
9: 30am – 9:40am	Remarks by C.OG	Representative, C.O.G	10 min
9: 40am – 10:00am	Remarks by IGRTC	Chairman, IGRTC	20min
10:00am-10:15am	Official Opening of the Workshop	Representative of the CS, MOTIHUD	15 min
10:30am - 11:00am	Tea Break	All	30 min
11:00am-12:30 pm	Background, Objective and Criteria of Road Classification	KRB	90 min
12:30pm-1pm	Discussion	All	30mins
1:00am - 2:00pm	Lunch Break	All	60 min
2:00pm-3:30pm	Presentation of Revised Road Register	KRB	90 min
3:30pm-4:30pm	Plenary Session	KRB/ All	60 min
4:30pm	Closure & Refreshment	Moderator/ All	
DAY 2			
8:30am-9:00am	Registration	All	30 min
9:00 – 9:30am	Overview of the KRB Act	KRB	30 min
9:30-10:30am	Gazettement of road Register: <ul style="list-style-type: none"> Requirements Way forward on the Gazettement of the Register 	IGRTC	60 min
10:30-11:00am	Tea Break	All	30min
11:00am-1:00pm	Plenary	All /KRB	90 min
1:00pm-	Closing Remarks	CER	
1:00am - 2:00pm	Lunch Break	All	
END			

6.2 ANNEX 2: ATTENDANCE REGISTER

7TH JULY 2022



STAKEHOLDERS ENGAGEMENT OF GOVERNMENT

Activity: OF REVISED ROAD REGISTER

Venue: SAROVA WOODLANDS NAKURU

Date: 7TH JULY 2022 Time:

+254 (020) 4980000

0722 203418, 0733 334422


info@kreb.go.ke

www.kreb.go.ke

No	NAME	ORGANIZATION	EMAIL ADDRESS	TELEPHONE NO	SIGNATURE
1	ENG. TOM OMAI	K.R.B	tomai@kreb.go.ke	072725756	
2	Tabitha Karuki	KRB	tkaruki@kreb.go.ke	0717676798	
3	Veneria Manki	KRB	vman@kreb.go.ke	0705710210	
4	Eng. Isaac M. Maina	KRB	imaina@kreb.go.ke	0702688440	
5	ENG. PATRICK MUTUA	KRB	pmutua@kreb.go.ke	0721404880	
6	MESI JUMANING	KRB	jumaning@kreb.go.ke	0746396721	
7	DAVID CHIDZAO	KRB	dchidzao@kreb.go.ke	072966452	
8	Kevini Kamau	KRB	kkamau@kreb.go.ke	0711530741	
9	Kili Kennedy	KRB	kkennedy@kreb.go.ke	0701458226	
10	Martin Mwanjale	KRB	mmwanjale@kreb.go.ke	0705202880	
11	Caleb Mutua	KRB	cmutua@kreb.go.ke	0712376153	
12	Eng. Victor Odula	KRB	vodula@kreb.go.ke	0724452454	
13	Kylie Ogada Atieno	KRB	kogada@kreb.go.ke	0792000806	
14	Salome Wanjale	KRB	swanjale@kreb.go.ke	0720846560	
15	Ambrose Juma	KRB	ambrosejuma@gmail.com	0720618851	
16	Michael Ayiech	KRB	maayiech@gmail.com	071929663	
17	William Biwet	KRB		0722308084	
18	DAVID CHIDZAO	KRB	dchidzao@kreb.go.ke	072966452	

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STAKEHOLDERS ENGAGEMENT OF GOVERNMENT

Activity: OF REVISED ROAD REGISTER

Venue: SAROVA WOODLANDS NAKURU

Date: 7TH JULY 2022 Time:

+254 (020) 4980000

0722 203418, 0733 334422

info@kreb.go.ke

www.kreb.go.ke

No	NAME	ORGANIZATION	EMAIL ADDRESS	TELEPHONE NO	SIGNATURE
1	HENRIK MURABOZI	KWALE GOVT	hmburao20@yahoo.com	072984200	
2	Philip P. Mwarango	KWALE COUNTY GOVT	pmwarango@gmail.com	0710858596	
3	RICHARDS O. OBUDO	HOMABAY COUNTY	richardobudo@yahoo.com	0713413731	
4	MUKENI BRIAN	BUNGOMA COUNTY	brianmukeni@gmail.com	0710542009	
5	Melissa Sikulu	Bungoma		072003461	
6	DEBAN KULUNDU	BUNGOMA COUNTY	dedanbulundu@gmail.com	0708183398	
7	KALINE SUSAN	MERU COUNTY	gitusuraw9@gmail.com	072606883	
8	Simon MUTUA	MERU COUNTY	simonmutua@gmail.com	0722930874	
9	Sylvester N. Ngugi	KURA	sngugi@kura.go.ke	0722368266	
10	Eng. Sorpete K. Muiini	Nyeri County	ksorpete@nyeri.go.ke	0722110618	
11	Julia Kimondo	KART	juliamkimondo@gmail.com	0729015961	
12	Eng. John Omba	KURA	johnomb@gmail.com	0722228693	
13	Eng. PETER MUGOSI	C.G. MOMBASA	pmugosi@cgmba.go.ke	070799704	
14	KITAN MARTIN	C.G.M. MAKUENI	kitanmartin@yahoo.com	0723169071	
15	David MURUKU	C.G.M. MAKUENI	damuruku@gmail.com	071260389	
16	Eng. Kenneth Njiru	C.G. HOMABAY	kenvictor100@gmail.com	0722211490	
17	Solomon MWENGA	KENHA	smwenda@kenha.co.ke	0721569969	
18	SAMUEL KIMANI	KIAMBU County	Mugosamkimani@gmail.com	0722635549	
19	MUKWA KENNEDY	KENHA	k.wafula@kenha.co.ke	0722353005	

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 Venue: SAROVA WOODLANDS NAKURU
 Date: 7th JULY 2022 Time:

+254 (020) 4980000
 0722 203418, 0733 334422
 info@kreb.go.ke
 www.kreb.go.ke

No	NAME	ORGANIZATION	EMAIL ADDRESS	TELEPHONE NO	SIGNATURE
20	Noses CHEN	County BOM	nchabwa@gmail.com	0703030265	
21	Thabitha Kariuki				
22	KATHURU K. NDIW	KERRA	kathuru.k@kerr.go.ke	0720712311	
23	h. Nandalo Odhiambo	KERRA	kennathu.odhiambo@kerr.go.ke	0722930110	
24	Eng James Kungu	SDOT	jmkungu@gmail.com	0722857423	
25	Vernie Kozzo	AMH VUZA	vmakozzo@gmail.com	0755026026	
26	Eng. A. Mutua	KENHA	a.mutua@kenha.co.ke		
27	Linet Mawu	ICRTS	linet.mawu@gmail.com	0721322662	
28	MILNARD AKUMU	KENHA	m.akumu@kenha.co.ke	0722621479	
29	Eng. Herman Otieno	MYMURA COUNTY	hermanotieno2005@gmail.com	0724678156	
30	John a K cheruigot	NAROK	john.kipicor@gmail.com	0729538978	
31	Geoffrey K. Yegon	NAROK	geoffreyson20@gmail.com	0711400879	
32	Philip Mason	KERICHO	philipmason58@gmail.com	0720830780	
33	NEBOOT OMIDO	VITHGA COUNTY GOVT	neboot.omido@vithga.gov.ke	0729044836	
34	Eng. J. KUNGU	KERRA - NAKURU	engjungkungu@gmail.com	0722267993	
35	Eng. Maritima R.K.	CCEN, Nakuru County	maritimar2004@gmail.com	0722457911	
36					
37					

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8TH JULY 2022



Activity: STAKEHOLDERS ENGAGEMENT ON AGREEMENT OF REVISED ROAD REGISTRATION
 Venue: SAROVA WOODLANDS NAKURU
 Date: 8/7/2022 Time: 9AM

+254 (020) 4980000
 0722 203418, 0733 334422
 info@kreb.go.ke
 www.kreb.go.ke

No	NAME	ORGANIZATION	EMAIL ADDRESS	TELEPHONE NO	SIGNATURE
1	Eng PATRICK MUTUA	KRB	pmutua@kreb.go.ke	072447082	
2	Eng ISAAC M. MATHIA	KRB	mathia@kreb.go.ke	0722658442	
3	Eng Vior Odulo	KRB	viordulo@kreb.go.ke	0724455245	
4	Eng. Tom Omon	K.R.B	tomomon@kreb.go.ke	0725716736	
5	TABITHA KARIUKI	KRB	thabitha@kreb.go.ke	0717676998	
6	Vernie Mawu	KRB	vjuma@kreb.go.ke	0789710910	
7	Caleb Muthua	KRB	cmuthua@kreb.go.ke	07123376153	
8	Kiro Kennedy	KRB	kkira@kreb.go.ke	070148836	
9	MESI TUBAKA	KRB	mesitubaka@kreb.go.ke	0746394747	
10	SHANE NARUTEE	KRB	shane@kreb.go.ke	0720946220	
11	Martin Mwanika	KRB	mmwanika@kreb.go.ke	0722282255	
12	Kari Kamanu	KRB	kamanu@kreb.go.ke	0711530741	
13	Amos Juma	KRB		N/A	
14	William Juma	KRB		N/A	
15	Michael Ayets	KRB		N/A	

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STATEMENTS SUBMISSION ON AGREEMENT
Activity: OF REVISED ROAD REGISTER
Venue: SAROVA HOSPITALITY NAIROBI
Date: 05-07-2022 Time: 9 AM

+254 (020) 4980000
0722 203418, 0733 334422
info@krb.go.ke
www.krb.go.ke

No	NAME	ORGANIZATION	EMAIL ADDRESS	TELEPHONE NO	SIGNATURE
1	Billie Remondo	IGRT	billieremondo@gmail.com	0789 015961	[Signature]
2	NEBERT OMBO	VIHIGA COUNTY	nebert.ombo@vihiga.go.ke	0729844826	[Signature]
3	Eng. Kenneth Ombani	Hemba Bay County	kenoombani@gmail.com	0723211494	[Signature]
4	K. Wanda Othman	KE RPA	kenneth.wanda@kenya.go.ke	072930158	[Signature]
5	Eng. SOSPETER K. MUIRURI	Nyeri County	sospetermuiruri@gmail.com	0722115673	[Signature]
6	Eng. Herman Othman	Mombasa County	hermanothman@gmail.com	0724678956	[Signature]
7	Eng. Peter Mugo	Mombasa County	petermugo@gmail.com	0721777774	[Signature]
8	HESTER MUGANYI	Wajir County	hstermugany@gmail.com	0729800000	[Signature]
9	KIMANI MATHIAS	MAKUENI COUNTY	kimani07@yahoo.com	0723114971	[Signature]
10	VALERIE KESHO	Wajir County	valeriekesho@gmail.com	0728860221	[Signature]
11	Geoffrey Yegon	Narok County	geoffreyyegon@gmail.com	0724005729	[Signature]
12	Johana K. Cheruigot	Narok County	johana.kcheruigot@gmail.com	0721538978	[Signature]
13	ENG. J. K. KUNYU	KE RPA - NAKURU	eng.j.k.kuny@gmail.com	0722320791	[Signature]
14	Eng. R.C. Maitini	Nakuru County	maitinirc2009@gmail.com	0722457111	[Signature]
15	N. M. M. K. K. K.	Bungoma County	nchaboo19@gmail.com	0723030865	[Signature]
16	DELAN KUMUNDU	Bungoma	delankumundu@gmail.com	0709155553	[Signature]
17	BRIGGS MUKOSI	Bungoma	briggsmukosi@gmail.com	0710942009	[Signature]
18	HELEN SIKUKU	Bungoma	helen.sikuku@gmail.com	0726013461	[Signature]
19	Philip S. Njoroge	Wajir County	philipnjoroge@gmail.com	0710850596	[Signature]

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Date: 05-07-2022 Time: 9 AM

+254 (020) 4980000
0722 203418, 0733 334422
info@krb.go.ke
www.krb.go.ke

No	NAME	ORGANIZATION	EMAIL ADDRESS	TELEPHONE NO	SIGNATURE
1	KARUNA K. NJAU	KURA	karuna.knjau@gmail.com	0720323711	[Signature]
2	SOSPETER N. MUGANYI	KURA	sospetermugany@gmail.com	0727652696	[Signature]
3	Eng. Othman Ombani	KURA	othmanombani@gmail.com	0722286613	[Signature]
4	PAUL ODAM	KURA	p.odam@kura.go.ke	0721270621	[Signature]
5	Kenneth Wanda Othman	KE RPA	kenneth.wanda@kenya.go.ke	072930158	[Signature]
6	MILDRED AKUMU	KENHA	m-akumu@kenha.co.ke	0722621479	[Signature]
7	SALIMAN MWENDA	KENHA	s.mwenda@kenha.co.ke	0721569769	[Signature]
8	HA. SOSPETER K. MUIRURI	Nyeri County	sospetermuiruri@gmail.com	0722115673	[Signature]
9	Eng. Herman Othman	Mombasa County	hermanothman@gmail.com	0724678956	[Signature]
10	Eng. Peter Mugo	CG MOMBASA	petermugo@gmail.com	0721777774	[Signature]
11	KALAMIE SUSTAN	CG MERU	gturamasustan@gmail.com	0725666883	[Signature]
12	Eng. A. Muthia	KENHA	a.muthia@kenha.co.ke		[Signature]
13	MUKOTA KENNY	KENHA	k.mukota@kenha.co.ke	0728353005	[Signature]
14	LINET MATHIAS	IGRT	linetmathias@gmail.com	0721772262	[Signature]
15	Eng. James Kibaga	KE RPA	jameskibaga@gmail.com	0722857423	[Signature]
16	MUGO KIMANI	KE RPA	mugokimani@gmail.com	0722679746	[Signature]

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6.3 ANNEX 3: OPENING REMARKS BY DIRECTOR GENERAL KRB

THE CHIEF GUEST, REPRESENTING PS MOTIHU&PW

THE CHAIR, INTER-GOVERNMENTAL RELATIONS TECHNICAL COMMITTEE,
REPRESENTATIVE OF THE COUNCIL OF GOVERNORS, REPRESENTATIVES OF
DGs OF ROAD AUTHORITIES

DISTINGUISHED GUESTS,

LADIES AND GENTLEMEN.

May I welcome you all to this important stakeholder engagement forum on Road Classification. I am happy to see representatives from the Road Agencies and the County Governments who the Board have worked with closely over the years, not just through financing of their road programmes but through knowledge sharing and capacity building initiatives. I want to also acknowledge the Inter-Governmental Relations Technical Committee whose guidance has led to this engagement meeting and their willingness to support.

As you are aware, Kenya Roads is responsible for oversight and coordination of road maintenance, development and rehabilitation in Kenya and advising the Cabinet Secretary on all matters related thereto. Road Classification is a delegated function by the Cabinet Secretary to the Board on behalf of the Ministry. However, for the Board to perform its role effectively, stakeholder engagement is key and a constitutional requirement.

For the financial year that ended on 30th June 2022, the Board disbursed Kshs. 64 Billion towards maintenance, development, and rehabilitation of about 50,000kms of the road network. Currently, the Board is undertaking a countrywide road inventory and condition survey, update of the Cost Estimation Manual of 2019, classification review, all of which rely on your valuable input as the main users of these outputs.

Ladies and Gentlemen,

The review of the road register was necessitated by requests from stakeholders including county governments and road agencies and the process has taken over 3 years to come up with an updated road register ready for gazettelement. For the Road Agencies and County Governments present here, it means your network was affected in one way or another.

This workshop has therefore been convened to familiarize ourselves with the Road Classification criteria, the road register review process, and to understand each agency/ county's affected network and the outcome of the review while deliberating on the way forward.

It is my hope that you will consider the report fairly and any recommendations arising out of this workshop shall inform the next process of gazettelement and look to the comprehensive review of the classification system to make it more robust and dynamic.

Finally

The Board will continue to collaborate and engage with all of you in future activities that require your input. To the County Governments, the Board commits to continue offering technical support upon requests by individual counties and we shall extend invitations to any relevant training and sensitization workshops organized by the Board.

With these few remarks, I wish to invite the Chair, Inter-Governmental Relations Technical Committee to make his opening remarks too before our guest officially opens this workshop.

Thank You.

6.4 ANNEX 3B: OPENING REMARKS BY CHIEF ENGINEER (ROADS)

OPENING SPEECH BY THE CHIEF ENGINEER (ROADS), STATE DEPARTMENT OF INFRASTRUCTURE, MINISTRY OF TRANSPORT, INFRASTRUCTURE, HOUSING, URBAN DEVELOPMENT & PUBLIC WORKS

THE CHAIR, INTER-GOVERNMENTAL RELATIONS TECHNICAL COMMITTEE, DIRECTOR GENERAL, KENYA ROADS BOARD, REPRESENTATIVE OF THE COUNCIL OF GOVERNORS,

DISTINGUISHED GUESTS,

LADIES AND GENTLEMEN.

I am pleased to join you today at this stakeholder engagement meeting on the Road Register review. It has been a long journey from the gazettelement of the Road Register in 2016 to the review of subsequent requests and proposals that emerged thereafter.

I would like to acknowledge the efforts of Kenya Roads Board in spearheading the review process on behalf of the Ministry and with the support of all the agencies present here today.

Ladies and gentlemen,

Roads should be designed to cater for a defined function. This typically reflects the distance of travel, level of traffic flow and desired speed of travel. Road networks will therefore reflect the development of a hierarchy of roads, with superhighways at the highest level and local access roads at the lowest.

In practice, a basic hierarchy will occur naturally through the more heavily trafficked roads being engineered to higher standards. But it is important that the hierarchy is established to clear guidelines linking design to function, throughout the network. This is particularly necessary where different road authorities and county governments, like in our case, manage different functional levels or different geographical areas.

Kenya adopted a new road classification system in 2016 because of two main reasons: one, the classification system in use at that time, which had been developed in the 1970s had become outdated and was not responsive to the changing character of the road network (new road development, increased population and traffic levels, changing administrative structures) and two, the Kenya Constitution (2010) defined two categories of roads; National Trunk Roads (NTR) and County Roads and further assigned their management to the National and County Governments respectively.

The gazetted Road Register of 2016 had its fair share of challenges evidenced by the numerous requests that the Ministry and Kenya Roads Board has received over the years for review and culminating in the reclassification report, which was approved by the CS, MOTIHUD&PW and communicated to the Road Agencies in April, 2020.

I also note that in follow up consultative meeting in mid-2020, the agencies requested for further review of the reclassification report and consultation before gazettment. The issue on whether the Minister had the authority to gazette changes to the classification touching on the County Roads Network was discussed at length by our legal teams before it was agreed to engage and consult the Inter-Governmental Relations Technical Committee on the best way forward. It is this consultation that has brought us here together to engage fruitfully.

Ladies and Gentlemen

I must admit that piecemeal reviews of the Road Register is not the best scenario and there is need for a comprehensive review of the Road Classification System including the Road Classification Manual that is currently in use. A number of questions we need to address in the review are the many road classes, the classification criteria, the road naming challenges, the numbering system and the frequency of classification.

The desired approach should be network approach that promotes connectivity and contiguity of the road network and in the most functional way especially for the National Trunk Roads.

Finally

I urge all the Road Agencies and County Governments to assist in proper naming of their respective road network for ease of identification.

I would like to remind us that this exercise was not a full reclassification but review of numerous requests submitted to the Ministry and Kenya Roads Board. With the updated road inventory data from the ongoing countrywide surveys, the plan is for a comprehensive reclassification that would consider all the networks for suitability in their current classes or higher as per the expected new classification manual.

Based on the outcome of this meeting, the Ministry will work hand in hand with IGRTC to gazette the new Road Register within the shortest time. Your input today is invaluable.

With these remarks, I wish you fruitful deliberations and declare this workshop officially open.

Thank you.

6.5 ANNEX 4A: PRESENTATIONS: BACKGROUND, OBJECTIVES AND CRITERIA OF ROAD CLASSIFICATION



ROAD REGISTER REVIEW CONSULTATIVE WORKSHOP AT SAROVA WOODLANDS, NAKURU

PURPOSE, BACKGROUND AND CRITERIA OF ROAD CLASSIFICATION

PRESENTED BY ENG. VICTOR ODULA,
DEPUTY DIRECTOR, POLICY, RESEARCH AND STRATEGY

7TH JULY, 2022



Outline

- Introduction
- Background
- Current Road Classification





Purpose of Road Classification

INTRODUCTION

Planning

- Allocation of resources between different groups of roads
- Setting priorities

Administration

- Clarifying responsibilities amongst road administrations
- Assignment of road sub networks

Improvement of recognition of road types

- Informing road user expectations, behavior and performance in traffic



BACKGROUND OF ROAD CLASSIFICATION IN KENYA

1970s, 1st Road Classification

- Was Functional in nature
- Was not dynamic (was static)
- Covered about 61,945 km by 2007
- Excluded Urban Roads

In 2007, Ministry responsible for Roads commissioned a Study (thro' KRB) to:

- Re-Classify the network
- Undertake RICS for hitherto Unclassified Roads
- Study captured and mapped about 98,000 km of hitherto unclassified roads

- ✓ The study Reclassified the entire Road Network of 161,451 Km
- ✓ New Road Classification not adopted till January 2016



BACKGROUND OF ROAD CLASSIFICATION IN KENYA (Cont.)

In 2010, Constitution of Kenya assigned the responsibility of managing roads

- National Trunk Roads to the National Government
- County Roads to 47 County Governments



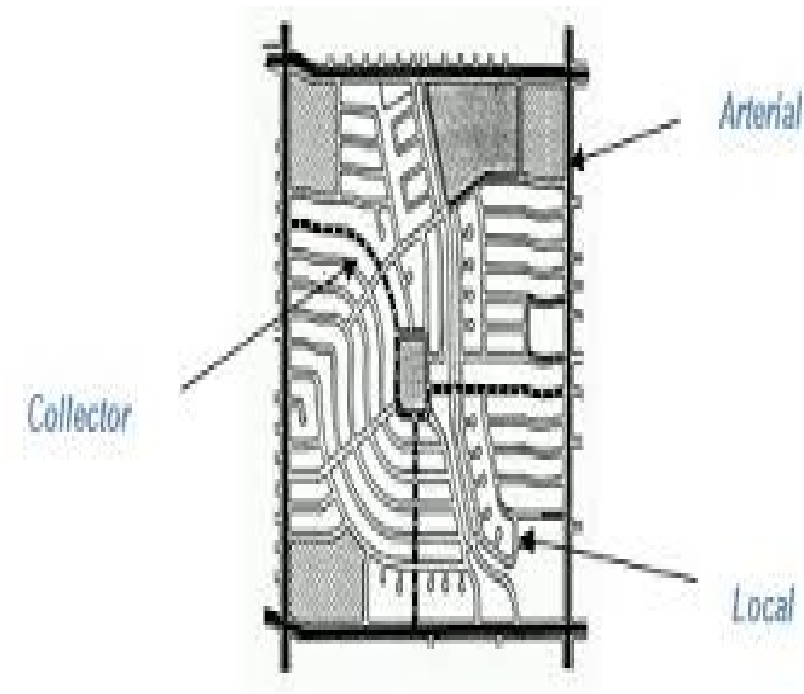
Constitution did NOT define either of the 2 Road networks

Definition developed by Ministry in consultation with the County governments and National Road Agencies, including KRB resulting into a 3-tier classification structure



BACKGROUND OF ROAD CLASSIFICATION IN KENYA (Cont.)

FUNCTIONAL SYSTEM	LEVEL OF SERVICE PROVIDED	RURAL ROAD CLASS	URBAN ROAD CLASS
Arterial	Provides highest Level of Service at the greatest permissible speed for the longest uninterrupted distance, with total control of access	S	-
		A	H
		B	J
Collector	Provides lower Level of Service than arterial roads at lower permissible speeds over shorter distances, with limited access control. Meant to collect traffic from local roads and connect it with arterials	C	K
		D	L
Local	Consists of all roads not defined as arterials or collectors; primarily provides access to residential, commercial, agricultural or industrial areas with little, or no, through movement	E	M
		F	N
		G	P





ROAD CLASSIFICATION CRITERIA: Minimum Class Requirements (Rural Roads)

Functional Class	Road Class	Administrative level Indicator	Present Descriptive Term	Functional Class	Alternative Descriptive Term	Level of Target Urban Linkage	Catchment Population Indicator	Town Size Linked**	Traffic Indicator ADT*	Target Surface Type	Indicative Design Standards		
											Width in metres, m		Design speed (kph)
											Carriage-way	Reserve	
ARTERIAL OR TRUNK	S	NA	NA	Super Highway	Auto route, Motorway, Expressway	Capital, Cities	NA	NA	> 3,000	Paved	Dual cwy of min 2 lanes	Min. 60	90 – 120 ²
	A	International	International	Major Arterial	Trunk Road	Capital, Cities, Provincial HQs	NA	NA	> 2,500	Paved	7 - 14	40 - 60	70 - 110
	B	Inter-Provincial	National	Minor Arterial	Trunk Road	Capital Provincial + District HQs	NA	> 25,000	> 1,500	Paved	7(-14)	40 - 60	70 - 110
COLLECTOR	C	Inter-District	Primary	Major Collector	District	District towns, Other towns		> 10,000	> 500	Paved	6.5	40	60 - 110
	D	Inter- Divisional	Secondary	Minor Collector	Divisional	Division centres, Major Markets	> 13,500	2,000 to 10,000	> 150	Paved / Gravel	6	25	50 - 80
LOCAL	E	Inter-Location	Minor	Major Local	Major Feeder	Location centres, Markets	> 4,500		> 50	Gravel	5	9 - 20	50 - 80
	F	Inter-Sublocation	NA	Minor Local	Minor Feeder	Sub-location Centres / Markets	< 4,500		< 50	Improved Earth	4	9 - 10	40 - 50
	G	Intra-Sublocation	NA	Local Access	Farm to Market	NA	< 2,500		< 30	Improved Earth	4	9 - 10	40 - 50



ROAD CLASSIFICATION CRITERIA: Minimum Class Requirements (Urban Roads)

Functional Class	Road Class	Functional Class	Alternative Descriptive Term	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 in metres, m		Speed (kph)	
											Reserve	Carriage-way	Design	Target
ARTERIAL	H	Major Arterial	Highway	Express-way, Ring Road	High	High	Separate track	Separate track		17 - 18,000 per lane	60 - 80	3.5 m per lane 4-6 lanes	70 - 90	60
	J	Minor Arterial	Principal Arterial	Principal Bus route	Moderate	Moderate	Separate track	Separate track	2,000 - 5,000	10 -12,000 per lane	20 – 45	3.5 m 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 / 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 Access	Residential access		Low	None	None	Separate track		400 per 1,000 population.	9 – 12	3 - 5	30 - 50	20



ROAD CLASSIFICATION CRITERIA :

Minimum Requirements for Class C

C1

Check that the locations of census towns, Divisional HQs and Centers are correctly located on the map

C2

Identify main road passing through/ **County** 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 % of total road network length. Compare with model and note major apparent deviations

Preliminary Checks

Criteria for Classification of Roads in C Class

C4

C Roads: Does the road link one **District** HQ to another **District** HQ?

No

Yes

C5

C Roads: Does the road link one District HQ to another District HQ?

No

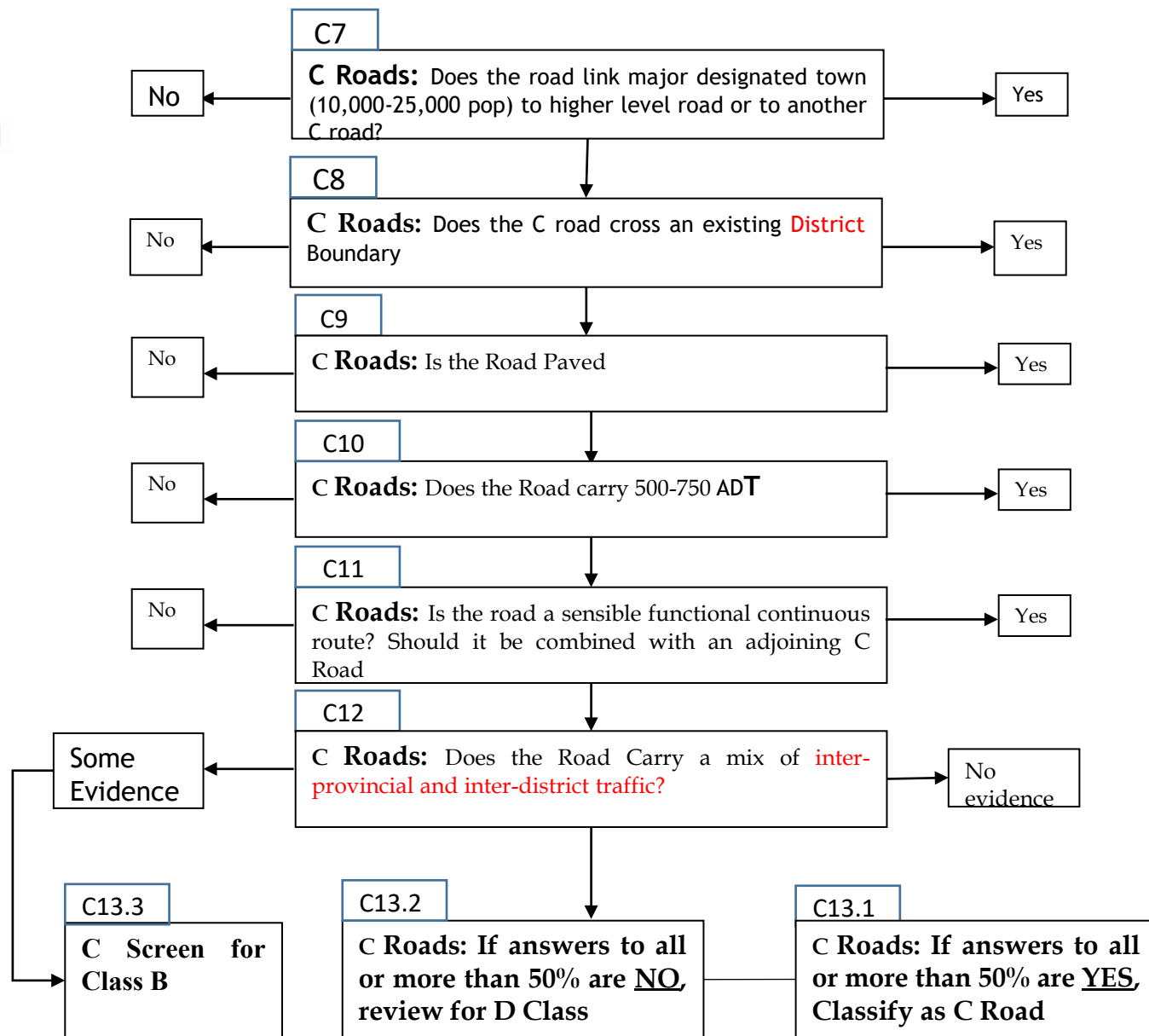
Yes

C6

C Roads: Does road link District HQ to a major town with population of 10,000 - 25,000?

No

Yes





BACKGROUND OF ROAD CLASSIFICATION IN KENYA (Cont.)

Road Register

- In January 2016, new Road Register was gazetted; Gazettement in the new Road Classification System
- The Classification System retained the existing Classes A, B, C, D and E
- Extended the functional concepts to the hitherto unclassified Rural Roads (Class F to G) and unclassified Urban Roads (Class H to P).
- The register categorized roads as National Trunk Roads and County Roads as summarized below





Road Register, 2016

ROAD AUTHORITY	ROAD CLASS	TOTAL LENGTH (Km) PER CLASS
	NATIONAL ROADS	
KeNHA	A	7,566.00
	B	10,535.00
KURA	Au	140.00
	Bu	2,229.00
KeRRA	C	19,525.00
	NTR: SUBTOTAL	39,995.00
	COUNTY ROADS	
47 COUNTIES	D	11,123
	E	14,048
	F	9,626
	G	86,659
	COUNTY ROAD : SUBTOTAL	121,456
	GRAND TOTAL	161,451.00



Road Naming

- Very critical component of a database as it helps the road users to identify and orient themselves
- KRB adopts universally accepted names and streets e.g. Kenyatta Avenue,
- During the last RICS study, most of the local roads were not properly named in spite of validation by the regional road agencies and county governments
- Requesting the Road Agencies to assist in providing proper names of the roads so that the database is updated with correct road naming.





Challenges



Low awareness levels of the respective networks and classification criteria especially among the County Governments. Efforts have been made to sensitize and disseminate the information over the years to all County Governments



Delay in alignment of the roads sub-sector to the new constitution affecting timely gazettelement where both National Trunk Roads and County Roads are affected.



Naming challenges for short town roads. The ongoing Countrywide RICS trying to sort out the issue with your assistance



Looking ahead



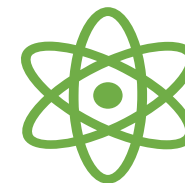
Gazettement
of Road
Register, 2021



Update of the
Classification
Manual



Comprehensive
Review of the
Classification
System



Periodic review of
Road Register, at least
@ 5 years



THANK YOU



6.6 ANNEX 4B: PRESENTATION OF REVISED ROAD REGISTER



ROAD REGISTER REVIEW CONSULTATIVE WORKSHOP AT SAROVA WOODLANDS, NAKURU

OVERVIEW OF REVISED ROAD REGISTER

PRESENTED BY Ir. SALOME WABUYELE,
DEPUTY MANAGER (GIS), POLICY, RESEARCH AND
STRATEGY

7TH JULY, 2022



INTRODUCTION

- ❑ Following gazettelement of the road register in 2016, there were calls to the CS Roads to relook at the classification system.
- ❑ Over three thousand formal requests were received from stakeholders including RAs, Political Leaders
- ❑ KRB was mandated to review the requests and submit a report with recommendations for CS's consideration.



K e N H A

SNIPPET OF REQUESTS FROM AGENCIES: KeNHA

County	Constituency	Current Road Class	Length (Km)	Request	Road Link Name	KeNHA's Justification
Nyeri	Mukurweini	C504	9.5	Upgrade to Class B	King'ong'o-Kiganjo	Links important centres and connects Roads B21 & A2, long traffic movement from Nyahururu through King'ong'o to Kiganjo. Connects Nyeri town to Chaka- an upcoming suburb in Nyeri County
Murang'a	Kiharu	C544	24	Upgrade to Class B	Kangema-Murang'a	Links important centres and connects Roads B23 & B25, long traffic movement from Nyeri through Kangema to Murang'a.
Busia/Siaya/Vihiga	Budalangi, Alego Gem, Usonga, Emuhaya	C672	94	Upgrade to Class B	Mabinju Beach-siaya-A12 Luanda-Vihiga-A1Majengo	It's the only main road to Siaya County headquarters. Links A12 to A1 and crosses five constituencies
Kisumu/Kericho	Kisumu West, Kisumu East, Muhoroni, Kipkelion West, Kipkelion East	C674/C 749	121.2	Upgrade to Class B	A12 Otonglo-Mamboleo-Miwani-Chemelil-Muhoroni-Fortenan-A12Londiani	Starts at Otonglo A12 (part of Southern By-pass) to Mamboleo A1, through to C34 linking it to A12 at Londiani. Serves as alternative route to A123 and also a security Road (at the boundary of Rift Valley and Nyanza). Cargo trucks to Busia for export to the Rift Valley use this route.



SNIPPET OF REQUESTS FROM AGENCIES: KURA

K U R A

KURA Region	County	Municipality	Name of the requested road for gazettment	Qualified Road Class	Proposed road ID
Meru	Meru	MERU BYPASS	UCB4-Meru	MERU BYPASS	22
Meru	Meru	JunctionA9(3Steers)- JunctionA9(Kenya Re)	UCB5-Meru	JunctionA9(3Steers)- JunctionA9(Kenya Re)	4
Meru	Maua	Athiru Gaiti-Maua Town	UCB4-Meru	Athiru Gaiti-Maua Town	4.5
Embu	Embu	KPLC-MARKET LOOP	UCB11-Embu	KPLC-MARKET LOOP	4
Embu		Embu Town Roads	UCB12-Embu	Embu Town Roads	
Tharaka	Chuka	Chuka Town Roads	UCB5-Chuka	Chuka Town Roads	6.8
Tharaka	Chuka	Chuka Town Roads	UCB6-Chuka	Chuka Town Roads	
Isiolo	Isiolo	A2-KITHE-AIRPORT-LMD	UCB13-Isiolo	A2-KITHE-AIRPORT-LMD	7.2
Isiolo	Isiolo	A2-Mater Hospital-catholic loop	UCB14-Isiolo	A2-Mater Hospital-catholic loop	4.9
Marsabit	Marsabit	A2-Kiwanja Ndege Roads	UCB6-Marsabit	A2-Kiwanja Ndege Roads	6.8
Marsabit	Marsabit	A2-Hospital-AP-A2	UCB7-Marsabit	A2-Hospital-AP-A2	5
Meru	Meru	Kithaku Road	UCB1-Meru	Kithaku-Junction A9(Tuskys)	9.2
Meru	Meru	Nyayo Tea Zone	UCB2-Meru	Kithaku-JunctionA9(Kenya Re)	7.7
Meru	Meru	Forest Edge-KEMU	UCB3-Meru	Junction A9(Kenya Re)- Junction B66(KEMU)	4.1
Meru	Maua	Kiiji-Athiru Gaiti	UCB2-Maua	Junction B360(Kiiji)-Athiru	3.4
		Kilaon Kiengo			



SNIPPET OF REQUESTS FROM AGENCIES: KeRRA

KeRRA

KeRRA Region	Constituency	Current Road Class	Road Length in Km	Road Link Name
Meru	South Imenti	E867	5.4	Jct.B6 (Keria)- Kiangua Jct.C362
	South Imenti	E779	11.6	Nkubu-Mikubaine-Kionyo
	South Imenti	D476	11.6	Jct. C362 - Nkubu - (Jct. B6) - Marimba
	South Imenti	E771/R6	27.8	Jct. E779 (Kiamutuja) - Gumpira - Kinoro
	South Imenti	U_G49698	4	Nkubu - Mujwa
	South Imenti	E769	8.2	Jnct B6(Mathiamene-Kinoro Jnct) (C362)
	South Imenti	R21/R22	15	Jnct Mikumbune-Jnct C359 (Mitunguu)
	South Imenti	R29	11.5	jnc B6 (Igoji)-Jnct C383A-Mworoga
	South Imenti	R13	8	Jnct B6(Mwichuine)- Jnct C365 Ngongo- Jnct C359 Kamachege
	Central Imenti	E784	14.6	Gitune-Karindine-Mitunguu
	Central Imenti	E785	25	Gitune-Kaongo-Mate
	Central Imenti	E781	18.6	Kithirune-Kariene-Kaguma-Kathwene
	Central Imenti	U F4167	11.3	Mariara River-Kiamuri
	Central Imenti	E783	6.7	Mutego-Nkuene-Kaguma
	Igembe North	UG 410723	20	DB Isiolo-Ndumuru-Jnct B66(Mwerongundu)
	Igembe North	UG410726	21	Jnct A10-Kileera-linjoka-Jnct B66 (Mwerongundu)
	Igembe North	UG 410741	15	Laare-Kirindara-Athiru-Mujine-Kanuni
	Igembe North	UG410703		Mutuati-Murungu-Kinoro-Kina
		U_G410699		Mutuati-Murungu-Kinoro-Kina
		U_G410699		Mutuati-Murungu-Kinoro-Kina



CONTINUED

SNIPPET OF REQUESTS FROM AGENCIES: Counties

	COUNTY	REQUESTED BY	WHEN
1	Kiambu	Paul Koinange, MP, Kiambaa	2016
2	Kirinyaga	Kariuki GK, MP, Ndia	2019
3	Tharaka-Nithi	Muthoni Njuki, MP Igambang'ombe	2017
4	Migori	Marwa K. Maisori, MP, Kuria East	2020
5	Meru	H.E. Kiraitu Murungi	2021
6	Busia	Ekirapa G. Okwara, CECM	2018
7	Nyamira	John Moenga Omanwa, CEC Transport, Roads &PW	
8	Uasin-Gishu	Office of the Governor	2018
9	Kajiado County	Office of the Governor	To be confirmed
10	Marsabit	H.E. Mohamud Mohammed Ali	2021
11	Wajir	Adan Keynan, MP, Eldas	2020
12	Kilifi	Owen Yaa Baya, MP, Kilifi North	2020
13	Meru	Kariuki Murungi, MP, South Imenti	

SCOPE OF THE REVIEW



- ❑ Proposals received from road authorities, leaders in national and county governments and citizens' residential associations formed the scope of these review.

- ❑ Goal was to align the classification system to the country's needs for mobility, access and safety

- ❑ Basic to the (re)classification process is the recognition that roads are interdependent in how they serve transportation needs of communities and neighborhoods.

- ❑ Balance between mobility (efficient travel along the roadway system) access (ease with which one connects to a particular development or parcel of land) seamlessly.

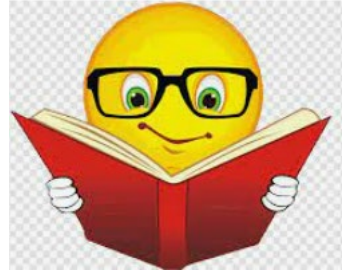
- ❑ (Re)classification of roads should be undertaken against broad picture of the entire network



RECLASSIFICATION REVIEW PROCESS



Consultative



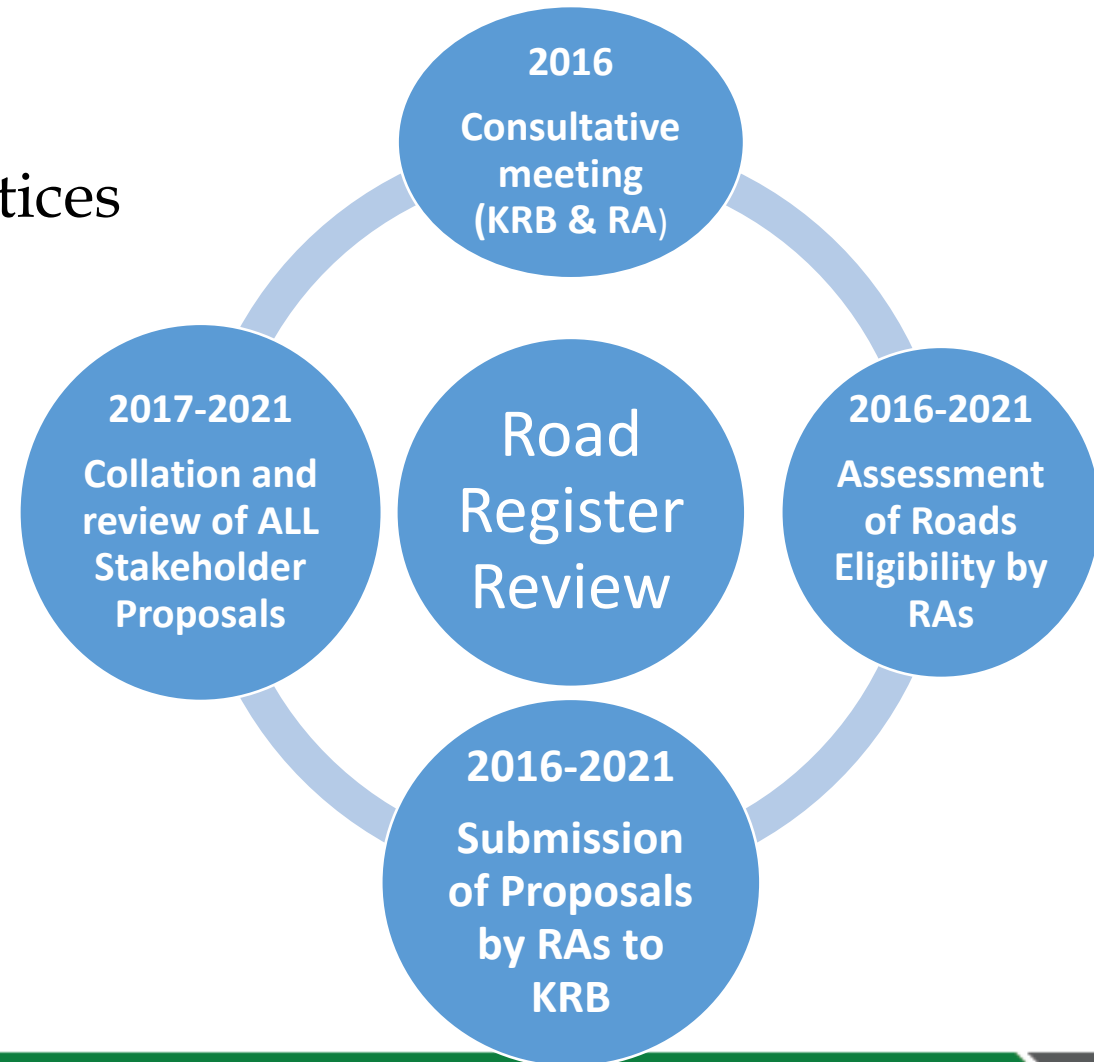
Best Practices



Participatory



Continuous
sensitization &
reporting





RECLASSIFICATION REVIEW PROCESS

Collation and review Proposals / Requests

- ☐ KRB reviewed from 2017 to 2021: The Purpose of this review was to assess eligibility of each road / route / road link to fit in the proposed class
- ☐ The Classification was functional in nature; Modelling road design requirements, traffic capacity, future land use development into the network:
- ☐ It addressed seamless connectivity and contiguity within the network and involved reclassification of select classified roads and classification of some unclassified links:



RECLASSIFICATION REVIEW PROCESS

Collation and review Proposals / Requests

❑ Major highlights of the exercise were:

- Identification and inclusion of missing links of national importance in the national trunk roads' network.
- Revision of road lengths to reflect database lengths
- Adoption of a uniform nomenclature for numbering all urban roads.
- Integration of Annuity roads that were gazetted in 2021 with the main road register
- Upgrading of some of LVSR to NTR



RECLASSIFICATION REVIEW PROCESS

Collation and review Proposals / Requests

- ☐ Speed limits, population of origin-destination towns , Annual Average Daily Traffic (ADT) : Pointers to travel demand (*The parameters are part of the key factors outlined in the classification manual as classification criteria*)
- ☐ 60% of the reviewed roads' eligibility for reclassification was determined based on fulfilment minimum requirements of the criteria,
- ☐ Failure of a road to meet minimum requirements of the criteria did not automatically disqualify it.
- ☐ Further assessment was done using geospatial technologies and travel demand forecasting based on local knowledge.



RECLASSIFICATION REVIEW PROCESS

Collation and review Proposals / Requests

Deliberate efforts were made in ensuring equitable distribution of Class C roads in constituencies during the re-classification review exercise.



RECLASSIFICATION REVIEW PROCESS

Collation and review Proposals / Requests

- ☐ The board submitted a report with recommendations to PS, Infrastructure in early 2019
- ☐ Further review by a joint Road Agency team was recommended by PS to address seamless connectivity and contiguity within the NTR Category of roads
- ☐ Report from the joint RA review team was compiled and submitted to CS in early 2020. CS communicated the reclassification changes to the Road Agencies in May, 2020.
- ☐ Other consultative meetings were convened after that communication to look into issues that may have been overlooked or simply arose out of stakeholder interaction with the revised register
- ☐ The review exercise was finalised in 2021. **The 2020 classification is currently maintained as a separate file (not integrated with the 2016 classification) awaiting gazettelement**



OVERVIEW OF THE REVISED REGISTER

CHANGES IN ROAD LENGTH PER CLASS

Category	Road Agency	Rd Class	Length Km (2016)	length km (2021)
NTR	KeNHA	A	7,751	7,794
		B	10,802	13,923
		S	81	157
	KeNHA Total		18,634	21,874
	KeRRA	C	21,585	18,322
		KeRRA Total		21,585
	KURA	Au	130	119
		Bu	315	1,993
		Cu	1,945	1,714
	KURA Total		2,391	3,826
NTR Total			40,220	44,021
County	County	D	11,162	11,179
		E	13,858	11,524
		F	9,611	9,156
		G	86,601	86,175
	County Total		121,232	118,034
GRAND TOTAL			161,451	162,055



OVERVIEW OF THE REVISED REGISTER

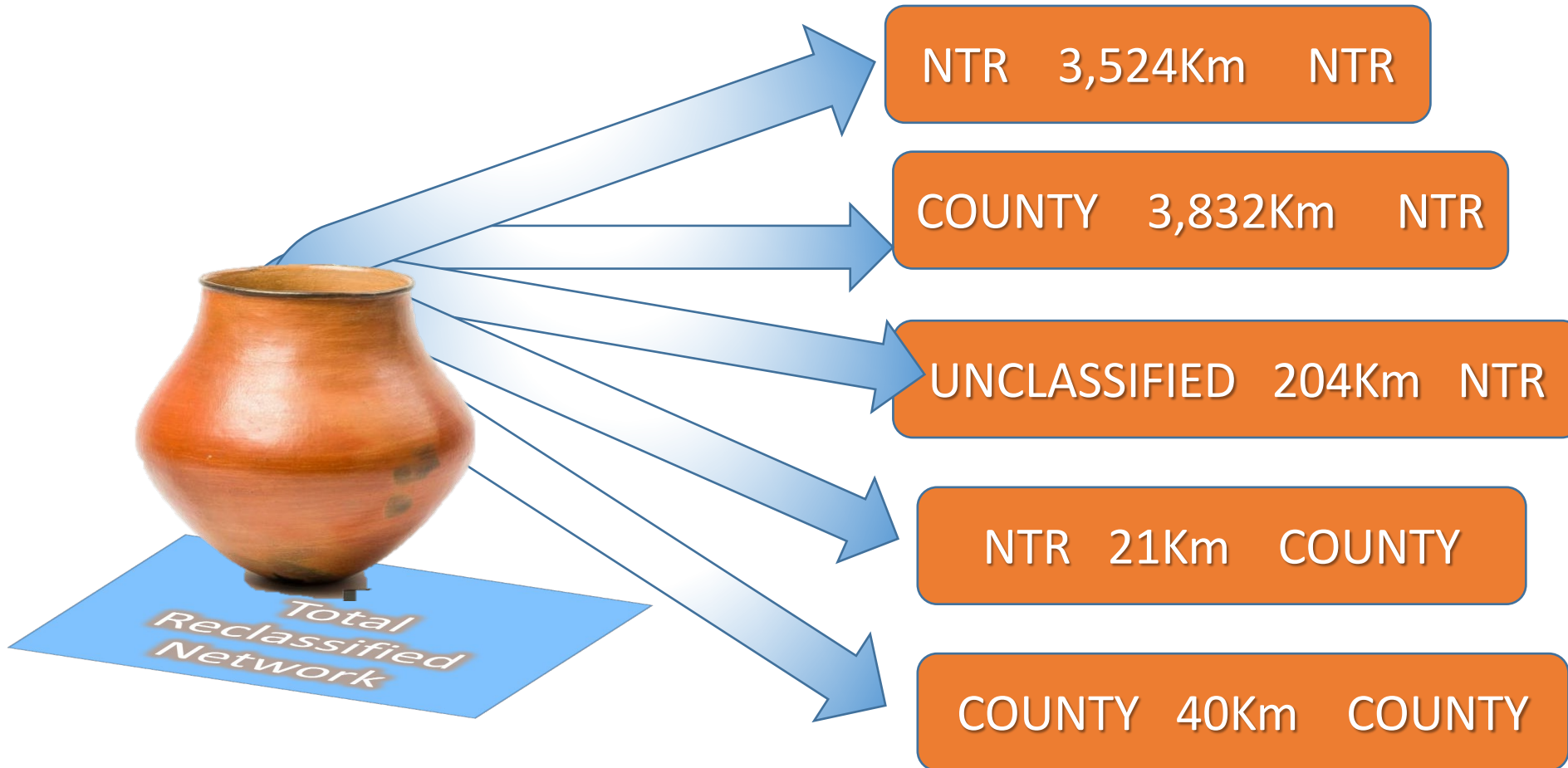
MOVEMENT OF KMS WITHIN THE NETWORK

AGENCY	RECEIVING CLASS	RECLASSIFIED FROM (CLASS, KM)										
		B	C	Au*	Bu*	Cu*	D	E	F	G	Unclassified	Increase per Class
KeNHA	A	14.69	1.01	63.02	6.03	-	51.91	-	0.01		0.04	136.70
	B		3,249.57	0	46.69	8.79	21.63	69.84	22.28	54.39	6.98	3,480.18
KeRRA	C	43.53		0	0	7.41	966.63	500.12	313.93	466.61	28.01	2,326.24
KURA	Bu	0	1.02	0		0	11.33	16.03	1.94	10.59	6.32	47.23
	Cu	0	71.00	0	11.85		698.58	153.10	73.55	399.60	162.67	1,570.35
County	D	0	9.75	0	0	0		17.71	0	0	0	27.47
	E	0	9.30	0	0	0	0		0	7.74	204.02	17.04
	F	0		0	0	0	9.16	0		0.18	0	9.35
	G	0	1.90	0	0	0	0	5.19	0		0	7.09
Total Decrease per Class		58.22	3,343.56	63.02	64.57	16.20	1,759.24	761.99	411.72	939.12	204.02	7,621.64



OVERVIEW OF THE REVISED REGISTER

MOVEMENT OF KMS WITHIN THE NETWORK





Financing Road Maintenance

KENYA ROADS BOARD

3rd Floor, Kenya Re Towers, Off Ragati Road, Upper Hill

P.O. Box 73718 - 00200, Nairobi, Kenya.

Tel: +254 (020) 2722865/6/8, Fax: +254 (020) 2723161

ISDN: +254 (020) 4980000, Cell: 0722 203418, 0733 334422

Email: info@krb.go.ke Website: www.krb.go.ke

KRB/DPRR/5/A VOL. XI(95)

18th July, 2022

Eng. Kung'u Ndung'u, MBS
Director General,
Kenya National Highway Authority
P.O. Box 49712-00100
NAIROBI

Eng. Philemon K. Kandie
Director General,
Kenya Rural Roads Authority
P.O. Box 48151-00100
NAIROBI

Eng. Silas M. Kinoti, MBS
Director General,
Kenya Urban Roads Authority
P.O. Box 41727-00100
NAIROBI

**County Executive Committee Members
(Roads)**
All Counties

Dear

RE: STAKEHOLDER ENGAGEMENT ON GAZETTEMET OF REVISED ROAD REGISTER

STAKEHOLDER ENGAGEMENT MEETING WORKSHOP REPORT

The new road classification was adopted and the register gazetted in January 2016. The register had some challenges evidenced by the numerous requests that the Ministry and Kenya Roads Board received over the years for review and culminating in the reclassification report, which was approved by the CS, MOTIHUD&PW and communicated to the Road Agencies in April 2020 but is yet to be gazetted.

Following consultative meetings with the Inter-Governmental Relations Technical Committee, a stakeholders' workshop to present the revised road register was held in Nakuru on 7th – 8th July 2022. The workshop was organized by Kenya Roads Board (KRB) and attended by representatives from various agencies that included State Department of Infrastructure, KRB, KeNHA, KeRRA, KURA, IGRTC and 15No. County Governments.

The objectives of the workshop were:

1. To familiarize with the Road Classification criteria and the road register review process.

2. To present the revised road register to stakeholders.
3. To understand the affected network for each agency/ county and deliberate on the way forward for the gazettement of the road register.

The following were key resolutions of the workshop:

1. Circulate the reclassified network to respective Road Agencies and County Governments for review and comments, and submit feedback within 21 days.
2. Organize a validation workshop with all stakeholder's dependent on feedback received.
3. Submit the revised road register with supporting documents to Inter-Governmental Relations Technical Committee for commencement of gazettement process.

The purpose of this letter therefore is to share each agency's reclassified network for review and comments to the undersigned within 21 days. For any further clarification kindly contact the Board's GIS Administrator, **Ir. Salome Wabuye** on **swabuye@krb.go.ke**.

Yours


R. Mohamed MBS
DIRECTOR GENERAL

Copy to **Prof. Arch. Paul Maringa, (PhD), CBS, FAAK, MKIP**
Principal Secretary,
State Department of Infrastructure,
Ministry of Transport, Infrastructure, Housing, Urban Development
& Public Works,
P. O. BOX 30260-00100,
NAIROBI

John Burugu
Ag. Chairman
The Inter-Governmental Relations Technical Committee
P. O. BOX 44880-00100,

FEEDBACK ON UPDATED REGISTER



Kenya National Highways Authority

Quality Highways, Better Connections

Barabara Plaza, Block A & C, Jomo Kenyatta International Airport (JKIA), Off Airport South Road, along Mazao Road,
P.O Box 49712 - 00100 Nairobi, Tel 020 - 4954000 / 0700 423 606 Email dg@kenha.co.ke / Website www.kenha.co.ke

OFFICE OF THE DIRECTOR GENERAL

Ref. No.: KeNHA/04.C/RD-CLF/Vol. 2 (1)

Date: 17th August, 2022

CPA Rashid Mohamed, MBS

Director General

Kenya Roads Board

P.O Box 73718 - 00200

NAIROBI.

Dear

DG,



RE: COMMENTS ON REVISED ROAD REGISTER

Reference is made to the letter KRB/DPRR/5/A VOL.XI (95) dated 18th July, 2022 forwarding the reclassified road network.

We have reviewed and our comments are attached overleaf for your consideration.

Yours

Sincerely,

Eng. Kungu Ndungu

Eng. Kungu Ndungu
DIRECTOR GENERAL

Encl.

DG	<i>17/8/22</i>
DFS	
DLCA	
DPRR	TD
DH	TV
ORCR	
DUPR	
REG	

Vision: The leading Authority in the provision of National Trunk Roads

Mission: To develop and manage Quality and Adequate National Trunk Roads through Innovation and Optimal utilization of resources for Sustainable Development

ISO 9001 : 2015 Certified

KRB/DPRR/5

KeNHA COMMENTS ON REVISED ROAD REGISTER- KRB 2021		
NO.	REGION/CORRIDOR	REMARKS/QUERIES
1	CORRIDOR A	Well captured
2	CORRIDOR B	Well captured
3	CORRIDOR C	Well captured
4	NAIROBI	<p>1. The road link captured as Ewaso Ngiro-Entasekera-Oloibortoto-Magadi-B50 Kiserian-Langata (257.575703332km), be reviewed to Ewaso Ngiro-Entasekera-Oloibortoto-Magadi- Ol Tepesi- B50 Kiserian-Bomas (Approx. 223.4km). This is owing to the fact that the current KeNHA network terminates at Bomas and the rest of Langata road is under KURA's purview.</p> <p>2. The B19 Kamukuru_Elangata Wuas_A2 Olkilorit (76.90757835km) as captured in the 2021 draft naming has often been referenced as B19 Kamukuru_Elangata Wuas_A2 Kajiado with an approximate length of 79.2km. We propose adoption of the latter.</p>
5	NYANZA	Well captured
6	SOUTH RIFT	The link along B19 road between Oloibortoto and Magadi passes through an ungazetted forest (Loita Forest) which is not accessible and the local community resisted an attempt to open up the link between the year 2000 and 2001. The length of the forest section has not been measured or the features along the road corridor identified.
7	NORTH RIFT	<p>1. B16 is wrongly named. Should read "Eldoret-Iten-Kabarnet-Marigat" for the section in North Rift.</p> <p>2. B119 (Lowerengak-Todonyang) loops back to B71 as per the kmz files (map) while the Register only captures it as B119 (Lowerengak-Todonyang - 64.44km as known by KeNHA. Kindly correct the anomaly and revise the name to Lowarengak and not Lowerengak.</p> <p>3. A1 Lokichokio - Lokitaung - Kibish, the name is Lokichogio and not Lokichokio.</p> <p>4. A1 Lodwar - Kalokol - Lokitaung - B71 Kachoda should be renamed to A1 Lodwar-Kalokol- B71 Lokitaung(Kachoda)</p> <p>5. A1 Kitale-Kachibora-Kapcherop-Kapyego-Chesoi-Chesongosh-B17 Tot the name is Chesongoch and not Chesongosh</p> <p>6. IBD Suam-Endebes-Kitale-Matunda-A8 Soy, The section terminates at A8 Leseru and not Soy</p> <p>7. Lomut - Amaler - Lokwamothing, the name is Lokwamosing and not Lokwamothing</p>
8	WESTERN	<p>The variance noted are;</p> <p>1. B13 - A12 Busia-Malaba-Sirisia-Kapsakwony-A1 Kitale states 138.5Km instead of 146.1 Km</p> <p>2. B123 - Endebes-Sikhendu-Turbo-Kaiboi- Cheptiret states 123.2Km instead of 129 Km</p> <p>3. B141 - Mungatsi-Lwakhakha stating 41Km instead of 43Km</p>
9	COAST	<p>1. Miritini - Mwache (MPARD Package 2 and 3) have not been included as part of the KeNHA network in the Register</p> <p>2. The sections of road within the seaport and airport should not be part of KeNHA network because maintenance activities within those facilities will be a challenge owing to the security measures. We propose these to be under the purview of Kenya Ports Authority and Kenya Airports Authority.</p> <p>3. The road length for Taveta - Voi according to our records is approximately 124km and not 113.5km.</p> <p>4. The old Mazeras - Kinango (B97) road should be realigned and/or reclassified to take the route proposed by the ministry of Water, Sanitation, and Irrigation - Mwache dam project under the Coastal Region Water Security and Climate Resilience Project. Relevant documents are attached for reference. The orange, green and blue lines in the attached map indicate the proposed alignment for consideration in the reclassification.</p> <p>5. Malindi - Salagate - kone kalite (B83) is missing in the Register. The section between Salagate and Kona Kalite bordering Galana Kulalu Irrigation scheme (ADC - Agricultural Development Authority) and Tsavo East (135km) has no defined right of way and KRB needs to intervene to avert the resistance from both stake holders.</p> <p>6. B56 Wundanyi-Mwatate - Rukanga - Guranze - A7 Lungalunga Road passes through private conservancies and has no clear right of way to enable KeNHA secure the Corridor.</p>
10	CENTRAL	<p>1. B111 captured is captured as Nyeri-Kiganjo instead of correct road name as Aberdare Forest Gate-Njoguini-King'ong'o-Kiganjo with a length of 25.5km instead of the captured 9.28kms.</p> <p>2. B109 Kabati-Gathambi road section forms part of Naivasha-Njambini road.</p>
12	LOWER EASTERN	We propose that B107 Road is renamed Emali - Ukia and not Emali - Okia as captured.
13	NORTH EASTERN	We propose the naming of B89 which has been captured as "Garissa - Bura - Hola - Garsen" to be renamed "Junction A3 Madogo - Bura - Hola - Garsen"



Enabling Urban Mobility

DG	AY
	03/08/22
DFS	
DLCA	
DPRR	T2
DR	
DRCR	
DUPR	
REG	

Kenya Urban Roads Authority

Barabara Plaza Mazao Road, Off Airport South Road

P.O BOX 41727-00100 Nairobi, Kenya

0717 105 233 / 020 801 3844/ 020 272 2222

info@kura.go.ke www.kura.go.ke

Ref. No.: KURA/PROJ/93/VOL. 5 (80)

Date: 2nd August, 2022

Mr. R. Mohamed, MBS
Director General,
Kenya Roads Board
3rd Floor Kenya Re Towers,
Off Ragati Rd, Upper Hill
Reinsurance Plaza, 6,
NAIROBI

Dear Sir,

RE: STAKEHOLDER ENGAGEMENT ON GAZETTEMET OF REVISED ROAD REGISTER

We refer to your letter Ref: KRB/DPRR/5/A VOL. XI (95) dated 18th July, 2022 on the above subject.

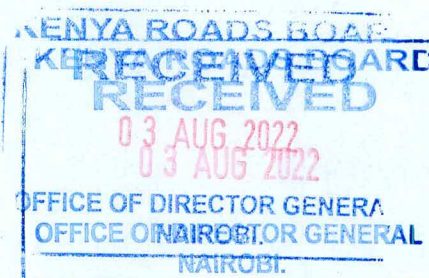
We have perused through the approved list and found that the following roads requested for gazettement in line with the project Agreements for Lot 15 and Lot 18 of the Road Annuity Programme are missing:

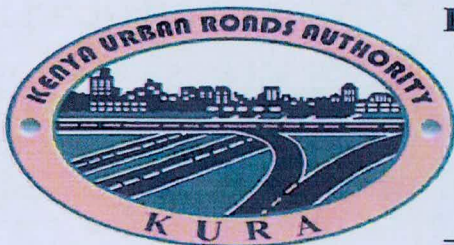
S/No.	County	Road Class	Road Name	Length (Km)	Proposed by
1	Nyeri		Riamukurwe – Gatitu Road	3.7	
2	Murang'a		Ndikwe – Kiria road (off Murang'a – Mugoiri road) L2	3.9	KURA
3	Laikipia		Industrial Area Road	1.0	KURA
4	Laikipia		Upper Muthaiga Road	2.2	KURA
5	Kakamega		Kakamega – Ilesi – Rosterman – Emaondo	9.4	KURA

The purpose of this therefore is to confirm that we have no objection to the roads listed under KURA in the approved list and further request that the missing roads as detailed above be included in the re-classification and gazettement to facilitate the implementation of Lot 15 and Lot 18 projects under the Road Annuity Programme.

Yours faithfully,

Eng. S. M. Kinoti, MBS
DIRECTOR GENERAL





KENYA URBAN ROADS AUTHORITY

Efficient and safe urban roads

Barabara Plaza, Mazao Road - Off South Airport Road, JKIA

Tel: 254-020-8013844 / 254-717-105233

Email: info@kura.go.ke Web: www.kura.go.ke

P.O. Box 41727-00100, GPO, NAIROBI

THE DEVELOPMENT OF 2000KMS OF ROADS SUPPORTING PRIMARY GROWTH SECTORS THROUGH CONTRACTOR FACILITATED ANNUITY FINANCING MECHANISM

1. ROADS REQUESTED FOR GAZZETMENT IN JULY 2021

Road ID	Name of Road	Kms
	LOT 15	
	Murang'a County	
	Ndikwe – Kiria road (off Murang'a – Mugoiri road) L2	3.9
	Laikipia County	
	Industrial Area Road	1.0
	Upper Muthaiga Road	2.2
	Kakamega County – LOT 18	
	Kakamega – Ilesi – Rosterman – Emaondo	9.4

2. ROADS CONTAINED IN THE LIST OF GAZZETTED ROADS PUBLISHED BY THE KENYA ROADS BOARD (KRB) IN JULY 2022

County	Road Number 2021	Road Number 2016	Road Class 2021	Road Name 2021	Road Length (Km)	Length (Km) Propose under the Annuity Programme
	Lot 15					
Murang'a	K1-Murang'a	G27371, P61-Murang'a	Cu	Kiangage - Muchungachu	1.18	5.1
	Lot 18					
Kakamega	K2-Kakamega	P1-Kakamega	Cu	Lutonyi - Kakamega	0.84	3.0Km

REVISED ROAD REGISTER FROM KENYA ROADS BOARD

From the schedule provided on the Annuity Programme for lots 15&18, the following has been established;

LOT 15

County	Road number 2021	Road number 2016	Road class 2021	Road name 2021	Proposed by	Length	Length proposed in road 10,000 Programme
Murang'a	K1_Muranga	G27371, P61_Muranga	Cu	Kiangage-Muchungachu	KURA	1.18 Km	5.1 Km

LOT 18

County	Road number 2021	Road number 2016	Road class 2021	Road name 2021	Proposed by	Length	Length proposed in road 10,000 Programme
Kakamega	K2_Kakamega	P1_Kakamega	Cu	Lutonyi-Kakamega	KURA	0.84 Km	3.0 Km

I recommend that there be a follow up with KRB to find out whether the other roads were allocated different names since their names were not on the road register.

COUNTY GOVERNMENT OF KITUI

P. O. Box 33-90200, Kitui
Kenya



Email: info@kitui.go.ke
Website: www.kitui.go.ke

MINISTRY OF INFRASTRUCTURE, TRANSPORT, HOUSING & URBAN DEVELOPMENT

Ref: CGoKTI/ITHUD-CEC/VOL 1(21)
Your Ref: KRB/DPRR/5/A Vol. XI(95)

Date: 28th July, 2022

Director General,
Kenya Roads Board (KRB)

Dear Rashid Mohamed, MBS,

RE: RECLASSIFIED ROAD NETWORK FOR GAZETTEMET

Reference is made to your letter dated 18th July, 2022 giving a report on the outcomes of the stakeholder engagement meeting in Nakuru.

We are in receipt of the reclassified road network and have identified three (3) roads in Kitui County which have been proposed and will be affected in terms of road agencies responsible as given: -

S/No.	Road Class (new)	Road Name	Proposed by:
1	B61	B60 Wote – Katangi – Mutembuku – Kiusyani-A9 Kitui	KeNHA
2	K2-Kitui	Tiva-Kwa Mumu - Kapati	KURA
3	K4-Kitui	Kwa Chenza - Kithumula	KURA
4	K1-Kitui	Kwa Muli –Ngiluni - Kisasi	KURA
5	K3-Kitui	Kwa Kunuvwa Nursery School - Kalindilo	KURA

This is to notify you that we have reviewed the list and we have no objections to the reclassification.

Sincerely,

Hon. S. Kyalo Maithya
County Executive Committee Member
MINISTRY OF INFRASTRUCTURE, TRANSPORT,
HOUSING & URBAN DEVELOPMENT



COUNTY GOVERNMENT OF MERU



DEPARTMENT OF ROADS, TRANSPORT & ENERGY

Email: merucounty@meru.go.ke
When replying please quote
CGM/ECMP/VOL1/45/229

County Government of Meru
P.O. Box 120-60200
MERU

3rd August 2022

Eng. Kung'u Ndung'u, MBS
Director General,
Kenya National Highway Authority
P O Box 49712-00100
NAIROBI

RE: GAZETTEMENT OF REVISED ROAD REGISTER

We acknowledge the proposed revision of the roads register for Meru and thank the Board for the consideration. The County Government of Meru wishes to notify of the following observations while seeking your advice,

- (i) The Isiolo-Muriri Road is a strategic road that has since attracted heavy vehicular loads. This is expected to raise further when the Isiolo-Modogashe road is built. We therefore, request for an upgrade to class 'B, to be able to sustain the current and the expected load.
- (ii) The Governor of Meru, H.E. Kiraitu Murungi upgraded and granted municipal charter to Maua and Timau towns to be new municipalities. These would require more roads developed by KURRA and adjoins by KeRRA. Kindly also consider these new municipalities in the proposed review of the register.

Thank you.

Attached are gazette notices for the upgrade.

J. Lenya

CECM – Roads, Transport and Energy

CC:

H. E. The Governor
Meru County

H. E, Deputy Governor
MERU COUNTY



COUNTY GOVERNMENT OF ELGEYO MARAKWET
OFFICE OF THE GOVERNOR

Sardep Building
Iten/Marakwet Road,
www.elgeyomarakwet.go.ke

P.O Box 220 – 30700 ITEN
TEL: 0704220220
Email: info@elgeyomarakwet.go.ke
5th August, 2022

Our Ref: KRB/01/VOL2/2022

The Executive Director
Kenya Roads Board,
3rd Floor, Kenya Re Towers, off Ragati Road, upper Hill
P.O. Box 73718-00200 Nairobi
Nairobi, Kenya

Dear Sir,

RE: GAZETTMENT OF REVISED REGISTER.

The above subject matter refers.

Elgeyo Marakwet County appreciates the cordial partnership it has with Kenya Roads Board.

We are requesting that the following roads be included in the revised register and upgraded to the National grid.

1. Chebororwa-Kondabilet-Mindililwo-Nerkwo-Katee-Matira-Teren-Kinyach
2. D329 Jnc Msekekwa-Salaba-Kabulwo-Cheptarit-Chepkundul-Turbei-Ossen

We look forward to your support in upgrading the said roads from County National grid.

Yours Sincerely,

OFFICE OF THE GOVERNOR
ELGEYO MARAKWET COUNTY
P. O. Box 220 - 30700
ITEN

**H.E ALEX TOLGOS EGH
GOVERNOR**

DG	Ms. J. J. J. J.
	19/08/22
DFS	
DLCA	
DPRR	TD
DH	
DRCR	
DUPR	
REG	

OTHER DOCUMENTS AND CORRESPONDENCE



Inter Office Memo

To: Director General

From: Director, Policy, Research & RAMS

Ref: KRB/DPRR/5/C (88)

Date: 31st March, 2022

RE: BRIEF ON CONSULTATIVE COMMITTEE MEETING BETWEEN KRB AND INTERGOVERNMENTAL RELATIONS TECHNICAL COMMITTEE (IGRTC)

The Board having finalized review of the Road Register last year, recently requested a meeting with IGRT seeking guidance on the correct process for reclassification and gazettement of roads where the County Roads are affected. The meeting, convened at IGRTC offices on 29th March, 2022 was chaired by the Ag. Chair and attended by the Ag. CEO, Committee Members and Ag. Director Legal Services. The Board was represented by Eng. Victor Odula, Ms. Catherine Kassim and Ms. Salome Wabuyeale

Salient issues arising from the discussions were as follows:

- i. The process of reclassification needed to be as consultative as possible and the affected County Governments and the Council of Governors should have been fully involved for ownership.
- ii. The Board to organize a retreat attended by representatives from the affected County Governments, Council of Governors, IGRTC and the beneficiary Road Agencies to discuss and endorse the proposals touching on counties.
- iii. The Board to sensitize on the Classification Manual during the retreat and to consider a review of the same in line with the recent developments in the next financial year.

A brief on the key discussion points and way forward have been attached for information and approval.

Regards,


Eng. Tom Omai

Director, Policy, Research & RAMS

// attachment:

*ppr
Proceed as recommended.
Notified 25/4/22*

BRIEF ON CONSULTATIVE MEETING ON ROADS RECLASSIFICATION AND GAZZETEMENT BETWEEN KRB AND INTERGOVERNMENTAL RELATIONS TECHNICAL COMMITTEE (IGRTC) HELD ON 29TH MARCH, 2022

Time: 11.10am- 1.15pm

Venue: IGRTC Offices, Parklands Plaza Westlands

1.0 INTRODUCTION

Following the finalization of the revised road register after a two year review period that included a number of consultative for a with the Road Agencies and the State Department of Infrastructure, there was need to be clear on the gazettement process and whether the CS responsible for roads had powers to reclassify County Roads under the constitution to avoid litigations upon gazettement.

The purpose of the meeting was to seek guidance from the IGRTC on the correct process to follow in reclassification and gazettement of the roads where County Roads are affected.

1.1 Attendance

The meeting was chaired by the Ag. Chairman Mr. John Murugu and attended by the Ag. CEO, two members of the Technical Committee, Ag. Director Legal Services while KRB was represented by Eng. Victor Odula, Ms. Catherine Kassim and Ms. Salome Wabuye

1.2 Meeting Agenda:

1. Introductions
2. Welcome Remarks by Ag. Chairman
3. Remarks by Kenya Roads Board
4. Discussions on proposals made for the gazettement of the revised register
5. Way Forward

2.0 Key Discussion Points

2.1 Remarks by the Ag. Chairman, IGRTC

- IGRTC is the state agency responsible for the day to day functioning of the National and County Government Coordinating Summit (the Summit) and the Council of County Governors (CoG). By law, it is charged with the responsibility of facilitating the activities of the Summit and CoG, as well as implementing the decisions of the two bodies. With the expiry of the term of the Transition Authority (TA) on March 4, 2015, IGRTC took over the residual functions of the TA.

- The IGRTC and its Secretariat are, in effect, not only the technical secretariat of the Summit but also the intermediary between both levels of government to facilitate effective and harmonious devolved governance through the promotion of consultation and cooperation.
- The two levels of government are required by article 6(2) of the Constitution to conduct their mutual relations on the basis of consultation and cooperation. This is the constitutional foundation for harmonious IGR, which the IGRTC is established to promote and facilitate. In this respect, the Intergovernmental Relations Act of 2012 created a tripartite structure comprising the Summit, COG and IGRTC
- The Ag. Chair expressed the committee's commitment to enhancing cooperation between the two levels of government for effective governance and assured the KRB team of support.

2.2 Presentation by KRB

- The presentation to the Technical Committee covered the following areas:
 - a. Introduction to the Board (mandate, functions, vision and mission)
 - b. Background of Road Classification
 - c. Road Register Review
 - d. Recommendations
- The team was informed that the whole process of reclassification had taken two years with several consultative meetings held, culminating in a revised road register. However, the revision involved upgrading the classes of some county roads to National Trunk Roads and there was no clarity on the right process to follow towards gazettment and whether or not the Cabinet Secretary responsible for Road had the powers to issue the legal notice in this case.
- The IGRTC team appreciated the background information on Kenya Roads Board and its interaction with the County Governments over the last 5 years through the conditional grant to the County Governments which created a good working relationship.

2.3 Discussion

- In any activity that involves both levels of government, evidence of public participation is very crucial and in this case, it needs to be seen that the affected County Governments and the Council of Governors were involved in a consultative process throughout
- Reclassification within the National Trunk Roads and for the County Roads requested by Counties had no issue and there needs to be a clear schedule showing

out of the reclassified county roads, the number requested by counties and those that were not requested.

- There needs to be a sector forum for infrastructure so that it would provide a forum for discussion of such emerging issues in future.
- It was noted that due to collapse of the Roads Bill in the past, the road sub-sector is currently guided by a non-compliant legal framework and policy which have not been aligned to the constitution.
- While the board indicated that the criteria for classification has been disseminated in the past to the County Governments, there is need to ensure that it is clear, up to date and accepted by all.
- There is need for guidelines/ direction on how future reclassification downgrading roads to county roads or upgrading from county roads to national trunk roads can be done in a structured manner that is above reproach.
- The Ag. Chair noted that the IGRTC have the powers to issue the gazette notice in this case provided there is evidence that the process was inclusive and consultative.
- It was confirmed that the affected County Governments had not been effectively involved and this needed to be done before gazettement to ensure full ownership of the outcome.

2.5 Way Forward

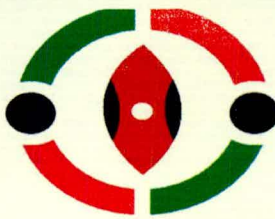
	Item	Timelines
1.	Develop a clear schedule showing Counties affected by reclassification and whether they requested or not.	8 th April, 2022
2.	3- day retreat to be attended by all affected Counties and the beneficiary agencies and IGRTC and C.O.G representatives	30 th April, 2022
3.	Sensitization on the Classification Manual during the retreat	30 th April, 2022
4.	Workshop Report and where possible each county representatives signing against their affected network	30 th April, 2022
5.	Brief to the CS responsible for Roads	13 th May, 2022
6.	Submission of the Revised Road Register to Ag. Chair, IGRTC for gazettement, with all supporting documents	31 st May, 2022
7.	Gazettement of the Revised Road Register by IGRTC	30 th June, 2022
8.	Review of the Classification Manual	31 st Dec, 2022

NAIROBI.

Eng. James Kung'u
Chief Engineer, Roads Division
State Department of Infrastructure
P.O. Box 30602-00100
NAIROBI

The Chief Executive Officer
Council of Governors
P.O. Box 40401-00100
NAIROBI

Encl:



IGRTC
INTERGOVERNMENTAL
RELATIONS TECHNICAL
COMMITTEE

Consultation, Cooperation & Coordination in Devolution

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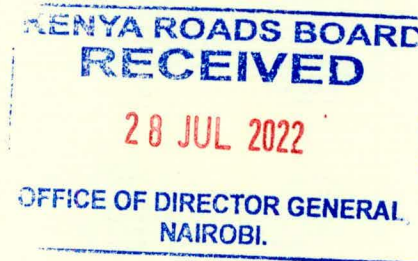
*6/22/000005/1A
Vol II*
Email: info@igrtc.go.ke,
Website: www.igrtc.go.ke
When replying please quote:

Parklands Plaza
P.O. Box 44880-00100
NAIROBI
Telephone: 020 2101489

Ref: IGR/ADM/1/58/Vol.I (27)

6th April, 2022

Mr. R. Mohammed, MBS
Director General
Kenya Roads Board
P O Box 73718-00200
NAIROBI



Dear Sir,

**RE: STAKEHOLDER ENGAGEMENT ON GAZETTEMMENT OF
REVISED ROAD REGISTER - STAKEHOLDER
ENGAGEMENT MEETING WORKSHOP REPORT**

We acknowledge with thanks receipt of your letter Ref. No. KRB/DPRR/5/A Vol.XI (95) dated 22nd July, 2022.

The contents of your letter have been duly noted and look forward to receiving final document once you have received comments from the counties.

Thank for your continued cooperation.

Yours

faithfully

Agnes M. Ndwiga
Ag. CHIEF EXECUTIVE OFFICER

DG	Asahid
	28/7/22
DFS	
DLCA	TD
DPRR	TD
DH	
DRCR	
DUPR	
REG	

lets conclude.