



## IMPLEMENTATION OF THE NATIONAL ROAD SAFETY ACTION PLAN (NRSAP) 2024-2028

Kenya's National Road Safety Action Plan (NRSAP) 2024-2028 is a comprehensive five-year strategy aimed at halving road fatalities and serious injuries by 2030. The Action Plan represents a proactive and multifaceted strategy to reduce road traffic crashes, its devastating impact and socio-economic burden estimated at Sh450 billion each year. Launched on April 17, 2024, the Plan builds on the Safe System approach—a globally recognized framework that views road safety as a shared responsibility across the entire system, including roads, vehicles, users, speeds, and post-crash response.

NRSAP is built on eight national priorities, emphasizing evidence-based interventions, strong leadership, multi-sectoral collaboration, and sustainable funding. The highlights of achievements realized under each national priority area since its launch is provided below;

### STATUS UPDATE ON THE IMPLEMENTATION OF NATIONAL PRIORITY AREAS

#### PRIORITY 1: COORDINATION OF DELIVERY PARTNERSHIPS

Under Priority 1, whose goal was to strengthen multi-agency governance, national coordination, and stakeholder collaboration for effective implementation of road safety initiatives, the following have been achieved:

- **Establishment of 47 County Transport and Safety Committees (CTSCs) for enhanced collaboration in road safety**

County Transport and Safety Committees (CTSCs) have been established through gazettlement for all the 47 Counties. Further, 81% of these counties have been inducted to prepare them for their road safety roles as envisaged in the NTSA Act of 2012. An important outcome out of these induction trainings is the development of County Specific Road Safety Action Plan that guides each county's road safety strategies.

- **Mainstreaming road safety into MDAs**

Mainstreaming of Road Safety in all Ministries, Departments and Agencies was completed in the financial year 2023/2024. Over 450 MDAs participated in this activity which was implemented as a Performance Target and besides enhancing road safety sensitizations. This initiative led to the establishment of road safety committees within each MDA and the development of internal Road Safety Policies.

- **Participation in international road safety activities**

Internationally, Kenya has continued to participate in Road Safety programmes and recently, it was elected the President of African Association of Road Safety Lead Agencies (AARSLA) in Lusaka, Zambia. Benin, Zambia, Cape Verde and Democratic Republic of Congo were elected Vice Presidents while Nigeria is the Association's Secretariat. This Association was established to create a common space for African Road Safety Lead Agencies to share experiences, learn from each other's journeys, and to stand together in facing the road safety challenges unique to our continent.

Additionally, the process of ratification of the African Road Safety Charter – a regional road safety strategy – is currently being spearheaded by the Ministry of Roads and Transport. This will promote international collaboration in road safety matters.

- This 2<sup>nd</sup> Road Safety Conference is part of the multi-agency collaboration required for the successful implementation of the Action Plan and the engagement will culminate in the establishment of the Multi-Agency Steering Committee (MASC) and the Multi-Sectoral Technical Working Group (MSTWG).

#### PRIORITY 2: FUNDING

The 2<sup>nd</sup> Priority of the National Road Safety Action Plan seeks to establish sustainable financing mechanisms and mobilize resources to support the implementation of road safety interventions at both national and county levels. Under this priority area, the following have been achieved:

- **Government of Kenya Funding of Road Safety Agencies**

The Government of Kenya has continued to fund Road Safety across the different agencies that play a role. This has been through exchequer as well as in projects such as World Bank and EU funded projects such as Horn of Africa Gateway Development Project (HoAGDP), Usalama Barabarani, among others.

- **Development of the Road Safety Investment Plan (2025)**

The National Road Safety Action Plan required that an investment plan detailing key areas for investment to realize significant reduction road traffic fatalities and injuries be identified. The Investment has been developed and among several interventions, it proposes investment in infrastructure treatments and enforcement as areas that would produce significant reductions in road traffic fatalities and injuries.

- **Framework for traffic fines and penalties to support road safety programmes**

The Government is also currently considering a framework for traffic fines and penalties that will not only automate traffic law enforcement but also generate revenue for implementation of the Action Plan.

#### PRIORITY 3: RISK TARGETING

Priority 3 of the National Road Safety Action Plan seeks to maximize the impact of safety investments by identifying and addressing high-risk areas, road user groups, and behaviours, thereby reducing fatalities and serious injuries. This has been an important activity that NTSA as well as the Road Agencies have been consistently undertaking over the last one year.

- **Risk Identification and Mapping**

Through Crash Data Mapping, NTSA has identified high-risk locations and road user categories across the country. It is now clear where hazardous road sections are, the road users most affected and most of the causes. KeRRA has also undertaken risk-targeting analysis of 32 priority roads in Kenya that led to establishment of high-risk corridors for targeted interventions.

- **Road Safety Audits and Assessments**

NTSA, KeNHA, KeRRA, and KURA consistently conduct Road Safety Audits and assessments across urban and rural high-risk roads. These Audits are undertaken during various project lifecycle phases including design, construction, pre-opening, and post-construction. Valuable road safety information such as the causes of road traffic crashes have been obtained from these audits that have been used to not only identify road safety risks in the targeted areas but also informed intervention measures. Some of notable outcomes by KURA includes the Construction of 87 Km of Walkways across the Country, Design of 277 Km of urban roads, Construction of 17 bridges, Construction of 75km of new urban roads, Periodic maintenance of 184.7 km and Routine maintenance of 2,539.21 km.

- **Development and Adoption of Technical Tools**

To support building of safe infrastructure, Road Design Manuals have been updated to incorporate Non-Motorized Transport (NMT) and safety standards. KeNHA has developed and adopted Work Zone Safety/Traffic Management Plan (WZ-TMP) Guidelines. Further, Blackspot Management Guidelines to mainstream the process of identification, analysis and treatment of hazardous spots along Kenya's highways are currently under development and to be completed by the end of the year.

- **iRAP Star Rating and Corridor Safety Assessment**

iRAP Star Rating, a system that objectively measures the built-in safety of a road, with one star indicating high risk and five stars indicating low risk – has been completed for 506 km across major roads. Notably, KeNHA has integrated international best practices in objective safety assessment of road infrastructure with over 750Km of the Authority's network being star rated to date, under the iRAP methodology.

- **Blackspot Treatment and Hazard Mitigation**

The NRSAP 2024-2028 defines blackspots as specific road segments or interventions with a high frequency or severity of crashes, identified through data analysis and risk assessments. From the findings of road safety audits and inspections, high-risk sites have been prioritized for treatment.

Some of the completed sections include Kibarani/Makupa Causeway, widening and traffic separation along Salgaa – Sachangwan, gantry signs and enhanced non-standard signage at Kinungi – Ihindu – Karai section, construction of pedestrian bridges alongside Chimoio River Bridge on the Northern Corridor, non-motorized transport facilities at Sigalagala along Kisumu – Kakamega highway and installation of elaborate non-standard signs along the Subuiga descent.

Dualing of Ngata Bridge, a previously hazardous section marred by loss of control and run-off collisions especially by heavy goods vehicles, is nearly complete. Realignment of Bonje area, grade separation works at Gitaru – Rungiri and reconfiguration of Coptic Roundabout along Kisumu – Kakamega highway, are all ongoing.

To aid in addressing hazardous locations, KeNHA is currently developing Black Spot Management Guidelines anchored in the Safe System Approach. The Guidelines will harmonize the process of identification of black spots through robust crash data analysis and investigation, development of countermeasures through to implementation, and monitoring and evaluation to assess effectiveness of the interventions.

#### PRIORITY 4: ROAD INFRASTRUCTURE SAFETY

Priority 4 aims at ensuring safe road design and engineering to prevent crashes and reduce injury severity through upgraded infrastructure, regular audits, and capacity enhancement. This was planned to be realized through comprehensive interventions in high-risk corridors, Road Safety engineering capacity building, safe road design and management, road safety assessment and investment, road safety audits, development of urban street manuals and establishment of road safety stations. The following were achieved in the last one year:

- **Comprehensive interventions in high-risk corridors**

KeNHA, has instituted interventions to address high risk areas particularly those involving vulnerable road users. Along the Northern Corridor, the Greenpark Underpass at the intersection between Uhuru Highway and Haile Selassie Avenue, and pedestrian footbridges at Katani Road Junction, Syokimau Railway Station and Airtel, are all at advanced stages of completion.

KURA is also working on a long term solution to the modal conflicts along Outering Road is being implemented through construction of 13 footbridges with pedestrian fencing along the BRT corridor.

Additionally, the proposed dualing and capacity enhancement of Rironi – Nakuru – Mau Summit is expected to significantly address road safety hazards on one of Kenya's busiest highways. Other notable projects currently ongoing along high-risk corridors include dualing of Kwa Jomvu – Mariakani, capacity enhancement of Nyali – Mtwapa – Kilifi and upgrading of Kitale – Morpus along the Kenya – South Sudan Link Road.

Existing roads have been placed under Performance Based Contracting maintenance to attend to routine maintenance needs including road signage, high-visibility lane markings, safety fences, reflective elements for night-time visibility and speed management features such as rumble strips

- **Road Safety engineering capacity building**

To enhance road safety engineering capacity, Road Safety has been integrated into Annual Training Plans and contract requirements in Road Safety Agencies. Further, several staff in road agencies have been trained on Road Safety Auditing and iRAP Star Rating mainly supported under EU Usalama Barabarani Project. This will be further enhanced as the various agencies continue to implement the Action Plan.

- **Safe road design and management**

To improve on infrastructure safety, the Kenya Road Design Manuals, including Road Safety Audit Module have been updated. In addition, Blackspot Management Guidelines and Design Guidelines for NMT, Work Zone Safety Audits, and Accident are currently under development.

- **Road safety assessment and investment**

All new road designs now incorporate safety considerations including pedestrian walks, crossings and