

# ROADS for PROSPERITY and INCLUSION



## Weaving an elaborate network of roads: CS says the government is heading past target

When the three national road agencies complete ongoing projects, the country will have added 17,000km of roads to the national stock

BY EVANS ONGWAE

Expanding, maintaining and preserving the country's road network is critical in the drive for sustainable development. Well-developed, adequately maintained roads contribute to economic development and growth.

During a recent inspection of road projects, Transport Cabinet Secretary (CS) James Macharia said the current government had tarmacked more than 10,500km of roads since 2013, surpassing the pledge it had made when assuming power.

The CS added that many other roads across the country were under construction. The Jubilee administration, he pointed out, aims to have tarmacked more than 11,000km of roads by the end of its term in August this year.

"The current administration is keen to ensure there is an elaborate and upgraded road network in the country, as the infrastructure will boost economic activities," said the CS.

When the three national road agencies complete ongoing projects, the country will have added 17,000km of roads to the national stock. KeNHA is working on 1,501.2km; KeRRA on 4,605.4km and; KURA on 582.2km.

More roads, comprising 6,395.32km are planned.



Transport CS James Macharia (foreground) and PS Paul Maringa on a recent field trip to monitor progress of the Mwache-Tsunza-Mteza project in the coast region. WACHIRA MWANGI | NATION

Roads open up more areas to investment and stimulate economic and social development. Many areas with modern road networks have seen the value of land increase manifold in recent years. Some plots that people bought for Ksh50,000 less than two decades ago have appreciated in value to more than Ksh5 million today.

Roads link farmers to markets, workers to jobs, students to school, and patients to hospitals. Simply, roads are vital to the country's development agenda. For instance, roads have been identified as enablers of the Big-4 Agenda,

which entail boosting manufacturing, improving food security and nutrition, increasing affordable housing and attaining universal health coverage.

Undoubtedly, the economy needs adequate, efficient infrastructure that reliably connects supply chains and efficiently moves goods and services within the country and across borders.

A good road network, for example, enables a student who lives in Joska (in Machakos County) to commute daily to a university located on the Thika

Superhighway. If that student studies at the Jomo Kenyatta University of Agriculture and Technology (JKUAT), he or she will have crossed Nairobi County and Kiambu County, thus travelling through three counties. Even if that student goes only as far as Kenyatta University, he or she will have seamlessly traversed through two counties and arrived at the border of a third.

This kind of road network enables a Nyandarua farmer to transport cabbages and potatoes through Nakuru and Kiambu counties, all the way to

Nairobi County.

Roads are a route to prosperity for all people. They must be maintained to continue offering the same service in the future. Keeping roads in good shape also contributes to reducing the number of accidents that kill and maim thousands. Roads should be maintained well throughout, and new ones built to open up more parts of the country in support of the national development agenda

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A section of the elevated Nairobi Expressway, which is under construction. It is anticipated that the road will significantly contribute to easing of traffic in the capital city. FRANCIS NDERITU | NATION

## Climate-smart, inclusive roads, are now the focus

BY EVANS ONGWAE

The country's road network has grown massively over the last two decades and is playing a key role in accelerating national development.

The State Department for Infrastructure Principal Secretary (PS), Prof Arch Paul Maringa, says the country's road infrastructure has greatly contributed to the pursuit of the Government's Big-4 Agenda, Vision 2030 and Sustainable Development Goals.

The PS adds that road infrastructure aids in increasing connectivity to attract more investments. Modern roads serve as a motivating factor for investors to move into a given region, thus paving the way for the creation of jobs and other opportunities. Furthermore, improved road networks aid in releasing the potential of the private sector, thus translating to the desired goals of the national Big-4 Agenda.

According to the times

Over the last 10 years, the government has accelerated the construction of new roads and the maintenance of existing ones across the country.

However, as the PS points out, the major infrastructural project that President Uhuru will be remembered for is the Nairobi Expressway. This, Prof Arch Maringa points out, will be a major game-changer in the capital city, particularly in easing traffic jams.

The PS notes that the country is building roads according to the times. In view of climate change, roads are now being built to withstand increasingly harsh weather, including heavy rains and extreme hot temperatures.

Climate resilient road networks, says the PS, ensure that the key corridors will be available to the user in all weather conditions. Kenya has accordingly invested in the development of such roads, including

the construction of several bypasses and feeder roads, and the expansion of the existing urban roads, to cater for the needs of a growing population.

The roads have enhanced resilience to the stressors of temperature, flooding and precipitation.

Bio-engineering measures

Engineering and structural measures that entail paving of roads with durable materials, building of slope stabilisation structures and improved drainage systems, have been adopted. Notably, says the PS, Kenya has adopted bio-engineering measures through grass and tree planting, the goal being to achieve slope stabilisation through armouring and reinforcement.

The PS says Kenyan roads are, to an extent, inclusive, in order to cater for the wellbeing of the most vulnerable individuals and facilitate their mobility.

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September 16, 2021: A man takes a vantage view from a footbridge in Lodwar town, over the reconstructed Lodwar-Kakuma-Lokichogio-Nadapal road. The road had previously been in a bad state. Following the refurbishment, more trading centres are expected to come up along the route, triggering commerce and creating jobs. JARED NYATAYA | NATION



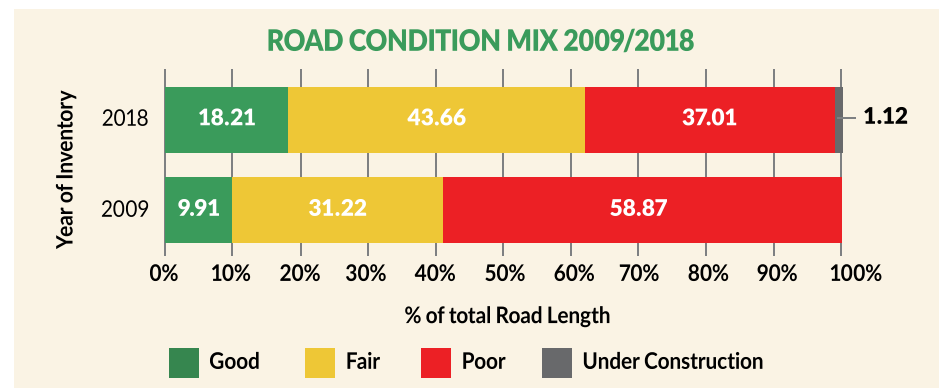


## KENYA ROADS BOARD FUND HALF YEAR PERFORMANCE FY 2021/2022

The Kenya Roads Board (KRB) is a statutory body established by the Kenya Roads Board Act No. 7 of 1999 to oversee the road network in Kenya and coordinate the maintenance, rehabilitation and development funded by the fund and to advise the Cabinet Secretary on Transport & Infrastructure on all matters related thereto.

Over the last 10 years, the Government has invested heavily in road maintenance and development resulting in an overall improvement of road conditions.

*The overall road condition mix over the last 10 years*



**48,418 Kms** of national trunk roads is to be maintained in FY2021-2022

In financial year 2021/2022, a total of 48,418Km of national trunk roads will be maintained at a cost of Ksh. 55 billion. This represents 99% of the classified national trunk road network and 30% of the entire network of 161,451Kms

Annual Road Work Planning is anchored on the Road Sector Investment Plan (2010-2024) and aligned to the Government Medium Term Expenditure Framework. It takes into consideration the following guidelines:

- i) Road asset preservation
- ii) Road asset restoration
- iii) Road improvement and development
- iv) Resourcing of multi year road projects
- v) Big 4 Agenda initiatives
- vi) Support to the Government Post Covid Recovery Strategy
- vii) Funding Emergencies

The cost of maintaining approximately 50,000Km of National Trunk Roads in FY 2021/22

**Kshs. 55 billion**



**Kshs. 41.1B** was collected by KRB at a fuel levy rate of **Kshs. 18 per litre**

As of 31<sup>st</sup> December, 2021, Kenya Roads Board had collected Kshs. 41.1 Billion from fuel levy and transit tolls. Out of fuel levy rate of Kshs. 18 per litre Kshs. 3 per litre is applied towards the Road Annuity Fund for the implementation of Roads 10,000 Programme.

In the first 6 months of the financial year 2021/2022 (July to December, 2021) the Board disbursed funds to Road Agencies as follows:

Road Authority/Agency	Road Class	Amount
Kenya National Highways Authority	S, A, B (Major Trunk Roads)	14,542,000,881
Kenya Rural Roads Authority	National rural roads (Class C)	9,536,525,253
Kenya Urban Roads Authority	National Urban Trunk Roads	3,325,985,237
Kenya Wildlife Service	National Park Roads	325,669,388
Ministry of Transport, Infrastructure, Housing, Urban Development & Public Works	Emergencies & Roads under Road Sector Investment Programme	6,513,387,755
<b>TOTAL</b>		<b>34,243,568,514</b>



Intensifying road maintenance activities such as grading, gravelling, pot-hole patching, surface dressing, asphalt overlay, drain cleaning and spot improvements to ensure safe riding. In this financial year a total of 48,418Kms of roads are being maintained throughout the country.



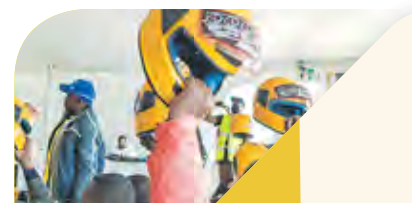
Job creation for youth and women through implementation of Roads2000 labour based strategy for road construction. A total of 23,874 jobs (25% women) created during FY 2020/21 with wages paid amounting to Kshs. 6.14 billion under the programme.



Conducting a countrywide Road Inventory and Condition Survey from January 2022 for data-based decision making in road development and maintenance priorities towards a sustainable road network in Kenya.



Opening up rural areas to support the achievement of Big Four Agenda on food security. KRB funds maintenance of over 18,000Kms of rural roads.



Supporting road safety initiatives by training and providing rider safety gear to over 5,000 boda boda operators.



Funding Maintenance of over 4,000Kms of park roads under the Kenya Wildlife Service thereby increasing tourism numbers and enhancing conservation efforts.



The Government, through KRB is currently undertaking a nationwide Road Inventory & Conditions Survey that will see the condition of over 161,450Kms of road network and structures updated. It is estimated that 34,000Kms of new roads will also be mapped.



Funding the Installation of 23No. Virtual weighbridges along National Trunk Roads to increase efficiency in monitoring overloading thereby reducing road maintenance costs. Increased compliance levels to over 90% along the manned networks.



## ROADS FOR PROSPERITY

Roads play an integral part as a key enabler to the Big 4 agenda and the Vision 2030 growth objective. KeNHA is responsible for the development, rehabilitation, management and maintenance of a road network totaling 21,583 Km. Out of this, about 12,217 Km of road has been paved. The breakdown is as follows:

CLASS	PAVED (Km)	UNPAVED (Km)	TOTAL (Km)
A	4,975	1,855	6,830
B	7,202	7,511	14,713
S	40	0	40

- To date, the Authority has constructed 655.2 lane kilometres of roads under the regional integration and trade facilitation strategy
- 113.7 lane kilometres have been constructed under the national integration and accountability strategy.
- This has been achieved out of a total target of 2,282km of roads that were under construction during the year.
- KeNHA has made huge advancement in the implementation of the Performance Based Contracting (PBC) roads maintenance model and Corridor Management of the Road Network which has ensured timely maintenance interventions guaranteeing high service levels.

**655.2**

Lane kilometres of roads constructed under the regional integration and trade facilitation strategy

- Over the year, the Authority has managed to:
  - Maintain 15,676 lane kilometre under PBC
  - Conduct routine maintenance of 11,905 lane kilometre of road

**Upper Eastern: Merille – Marsabit (A2) Road**

**North Eastern: Nuno – Modogashe (A10/A13) Road**

**Central: Sagana – Marua Highway Improvement Project**

**Nairobi: Nairobi Expressway Road Project**

**Lower Eastern: Kibwezi – Kitui – Migwani (A9/B64) Road**

**Coast Region: MPARD Package 1 - Dongo Kundu (Miritini – Mwache – Kipevu Link)**

**South Rift: Eldoret Town Bypass**

**Nyanza: - Isebania - Kisii - Ahero**

**Western: Kisumu – Kakamega (A1) Road**

**1**

**Project Name:** South Sudan Link Road  
**Lot 4:** Lokichar – Loichangamatak 40 Km  
**Lot 0:** Loichang'amatak – Lodwar 50 Km  
**Lot 1:** Lodwar – Lokitaung' Junction 80Km  
**Lot 2:** Lokitaung Junction – Kalobeiyei River 80 Km  
**Lot 3:** Kalobeiyei River – 88KmNadapal  
**Benefits**  
 • Facilitation of trade between Kenya and South Sudan  
 • Provide linkages for socio-economic activities and to town centers in the North-Western regions of Kenya such as Kapenguria, Marich Pass, Kainuk, Lokichar, Lodwar, Kakuma, Lokichogio and Nadapal.

**2**

**Project Name:** Merille – Marsabit (A2) Road  
**Year of Construction:** 2013  
**Year of Completion:** 2016  
**Length (Km):** 121

**3**

**Project Name:** Nuno – Modogashe (A10/A13) Road  
**Year of Construction:** 2015  
**Year of Completion:** 2020  
**Length (Km):** 135  
**Benefits**  
 • Support the development of Kenya's North Eastern province in achieving its full economic potential  
 • Improve the socio-economic welfare of its 1.4 million population

**4**

**Project Name:** Kenol – Sagana – Marua Highway Improvement Project  
**Year of Construction:** 2020  
**Year of Completion:** 2020  
**Length (Km):** 84  
**Benefits**  
 • Reduced travel time  
 • Reduction of accidents along the road

**5**

**Project Name:** Nairobi Expressway Road Project  
**Year of Lunch:** April, 2020  
**Year of Completion:** April, 2022  
**Length (Km):** 27  
**Benefits**  
 • Reduced travel time through Nairobi CBD  
 • Reduced traffic congestion along the A8  
 • 500 jobs created during operation and monitoring phase  
 • Enhance the economic vitality of Nairobi and consolidate Kenya's leading position as an investment destination in East Africa.

**6**

**Project Name:** Kibwezi – Kitui – Migwani (A9/B64) Road  
**Year of Construction:** August, 2017  
**Year of Completion:** March, 2021  
**Length (Km):** 192  
**Benefits**  
 • This road offers an alternative route from the Port of Mombasa to the Lower and Upper Eastern regions, as well as Ethiopia hence decongesting the Nairobi – Mombasa highway  
 • Increasing the economic competitiveness of the lower eastern regions  
 • The road has reduced the travel time between Kibwezi and Kitui, as well enhancing interconnectivity between the various towns it traverses through.

**7**

**Project Name:** Construction of Mombasa Southern Bypass  
**MPARD Package 1 - Dongo Kundu (Miritini – Mwache – Kipevu Link) Road**  
**Length (Km):** 10.1Km  
**Benefits**  
 • Reduced Travel time between Mombasa and Kwale County  
 • Reduced traffic congestion through Mombasa

**8**

**Project Name:** Eldoret Town Bypass  
**Year of Construction:** August, 2017  
**Year of Completion:** February, 2022  
**Length (Km):** 25.3

**9**

**Project Name:** Lot 1: Isebania – Kisii (A1) Road  
**Year of Construction:** May, 2017  
**Year of Completion:** June, 2021  
**Length (Km):** 163.5

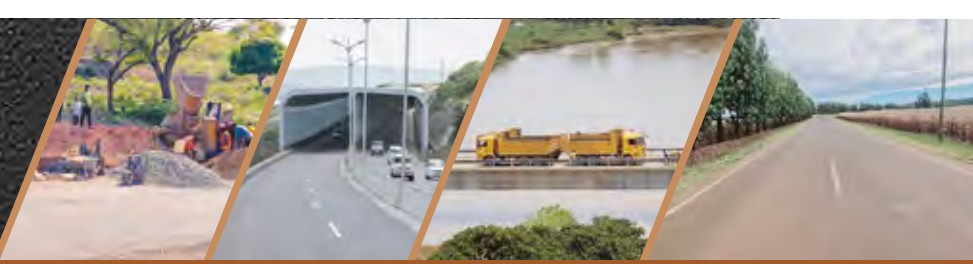
**10**

**Project Name:** Kisumu – Kakamega (A1) Road  
**Year of Construction:** 2013  
**Year of Completion:** 2020  
**Length (Km):** 46.5





# ROADS for PROSPERITY and INCLUSION



# How KeRRA is delivering progress to rural Kenya



Inspection of LVSR projects by the Board.



Launch of Naibor - Ilpolei Road in Laikipia County.



A completed section of Eldoret - Kiplombe - Soy road in Uasin Gishu County.

Roads are the primary mode of transport for freight and passenger movement. They provide the backbone for all other economic and social sectors, and therefore they are a foundation for economic transformation.

Kenya's Vision 2030 aspires for a country firmly interconnected through a network of roads, railways, ports, airports, water, sanitation facilities, power and telecommunications. The Vision espouses that by the year 2030, it will become impossible to refer to any region of our country as "remote".

Lack of adequate accessibility and mobility to basic services and markets is recognised to be a major constraint to development and an important contributor to poverty. The 'last mile connectivity' provides immense economic stimulus through road investment, among other infrastructural facilities.

Our transport system had been held back by an aging road network. Too many parts of the country remained difficult to reach, inconveniencing individuals and businesses transporting freights across the country, and increasing accidents and vehicle operating costs.

To enhance growth of primary sectors of the economy, the Government adopted a programme of R10,000 Low Volume Seal Roads (LVSR) as an enabler of the Big-4 Agenda and Sustainable Development Goals. The programme was geared to achieve a quantum leap in opening up devolved rural Kenya through road development. Initially, the Authority used to construct 250Km annually. The paradigm shift targeted 2,000Km annually.

Since independence, Kenya had expanded the paved road network from 2000Km to approximately 14,000Km at the advent of the R10,000 LVSR programme. The growth of the network was not meeting the increased demand for transport, hence the concept of low volume sealed roads.

The programme was also planned to address an encompassing challenge of depletion of natural sources of gravel by sealing gravel surfaced roads and extending their maintenance cycles, thereby minimising environmental impacts by reducing

- instances of opening new gravel sites.
- The programme was rolled out in 2016, and to date, the Government has procured 8,553Km of roads, out of which 4,527Km are completed, excluding those constructed under conventional design approach. Some of the positive impacts arising from the road investments include:
- i) Enhanced quality of life by providing people with accessibility to basic services (healthcare, education, markets, etc), and improved mobility for all;
  - ii) Preservation of the road asset and enhancement of its value;
  - iii) Boosting and maximising returns from tourism, wholesale and retail trade, manufacturing, business process outsourcing and financial services;
  - iv) Improved efficiency, connectivity and convenience;
  - v) Exogenous benefit; for example, enhancing property value, spurring development, and opening up of markets and production centres;
  - vi) Enhanced social integration;
  - vii) Increased income of locals through job creation and business opportunities;
  - viii) Poverty reduction;
  - ix) Increased employment, especially to people living and working in slums and informal settlements, through the "Kazi Mtaani" platform and through Roads2000 Labour Based Initiative;
  - x) Increased agricultural outputs, sales and improved farm gate prices;
  - xi) Increased traffic volume;
  - xii) Improved road safety and enhanced security; and
  - xiii) Reduced transport cost, improving Kenya's competitive position.

The Road10,000 LVSR programme is a key foundation to sustain Kenya as a middle-income country and a stable economy. It further supports manufacturing, sparking an era of industrial revolution, hence creating a strong manufacturing base in the country towards becoming Africa's industrial hub. This has a multiplier effect to increases in our export/import ratio, thereby increasing investments and creating jobs.

The programme has contributed to the development of special industrial parks and economic clusters that target young people and women who start businesses. In addition, the programme is contributing greatly to providing access to healthcare facilities, thus supporting the Government's agenda on Universal Health Coverage (UHC). Further, immense contribution can be felt through the provision of access roads to farm-land and neighbourhoods, boosting rural agricultural productivity, hence promoting food security.

Increases in market access have led to growth in local Gross Domestic Product (GDP) that goes beyond the effect of cropland expansion. Recent studies in the Road Sector Investment Programme (RSIP 2010 - 2024) depict a return on investments of Ksh2.6 for every shilling spent on road construction.

The Authority is constructing climate-proofed rural roads in selected ASAL regions to increase communities' resilience to drought and other effects of climate change. The climate-proofed rural roads are in ecologically sensitive areas, encompassing interventions like tree-planting along the road corridor, improved land drainage, rehabilitation of borrow pits to act as water pans, and improvement of the roads to all-weather.

The R10,000 programme has to date resulted in improved socio-economic welfare for citizens in 45 counties, postulating a shared prosperity and inclusivity for sustainable development. It is a widespread programme with two components: Two to three years' construction phase and three years of Performance Based Routine Maintenance (PBRM) after a one-year End of Defect Liability Period. The PBRM safeguards the road investment to 15 years' project design life cycle.

The massive programme has catalyzed the establishment of Asphalt Concrete (AC) plants, crushers and other construction material processors, which have contributed greatly to cost efficiency in road construction. With the construction phase and the subsequent performance based routine maintenance period, the programme is offering job opportunities to a great number of the unemployed.



Baricho Bridge.



Malindi-Salagate Road in Kilifi County.



Sigiri Bridge in Busia County.

The programme, including other road maintenance works, have greatly improved domestic and regional integration between and among counties, promoting domestic and regional trade. More so, the Low Volume Seal Roads are connecting settlement areas with residential houses and commercial centres, thus supporting the Government's agenda on affordable housing.

The Authority plans to increase the paved road network using modern development arrangements such as the Public Private Partnership (Contractor Facilitated Road Development Mechanism - PPP Annuity), Design-Build and Performance Based Contracts. In addition, the Authority continues to rehabilitate existing roads to reinstate their service levels, coupled with installation of road furniture to ensure safety.