

National Road Safety Policies and Plans of Action

The Kenyan Experience

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Presentation Outline

- Kenya's Road Safety Status
- A Selection of Key Policy Interventions
- Framework for Road Safety Intervention in Kenya
- Policy Interventions
- The Strategic Way Forward

Road Safety Status

Institutional Framework

INSTITUTION		FUNCTION																
		Policy Approval	Policy Formulation	Making Laws	Funding	Traffic Law Enforcement	Prosecution	Adjudication	Road Construction	Road Maintenance	Emergency Services	Public Education	Road Safety Training	Driver Training	Driver Licensing	Road Worthiness Inspection	National Crash data System	Road Safety Research
Office of the President	Kenya Police		●			●	●				●	●	●	●		●		
Ministry of Finance	Other Departments	●	●		●													
	KRA				●													
Attorney General			●			●												
Transport	Road Transport	●	●															
	National Road Safety Council (defunct)	●	●		●													
	Motor Vehicle Inspection Unit					●									●	●		
Roads and Public Works	Roads	●	●					●	●									
	Road Safety Unit	●	●													●	●	
	Kenya Roads Board	●	●		●					●								

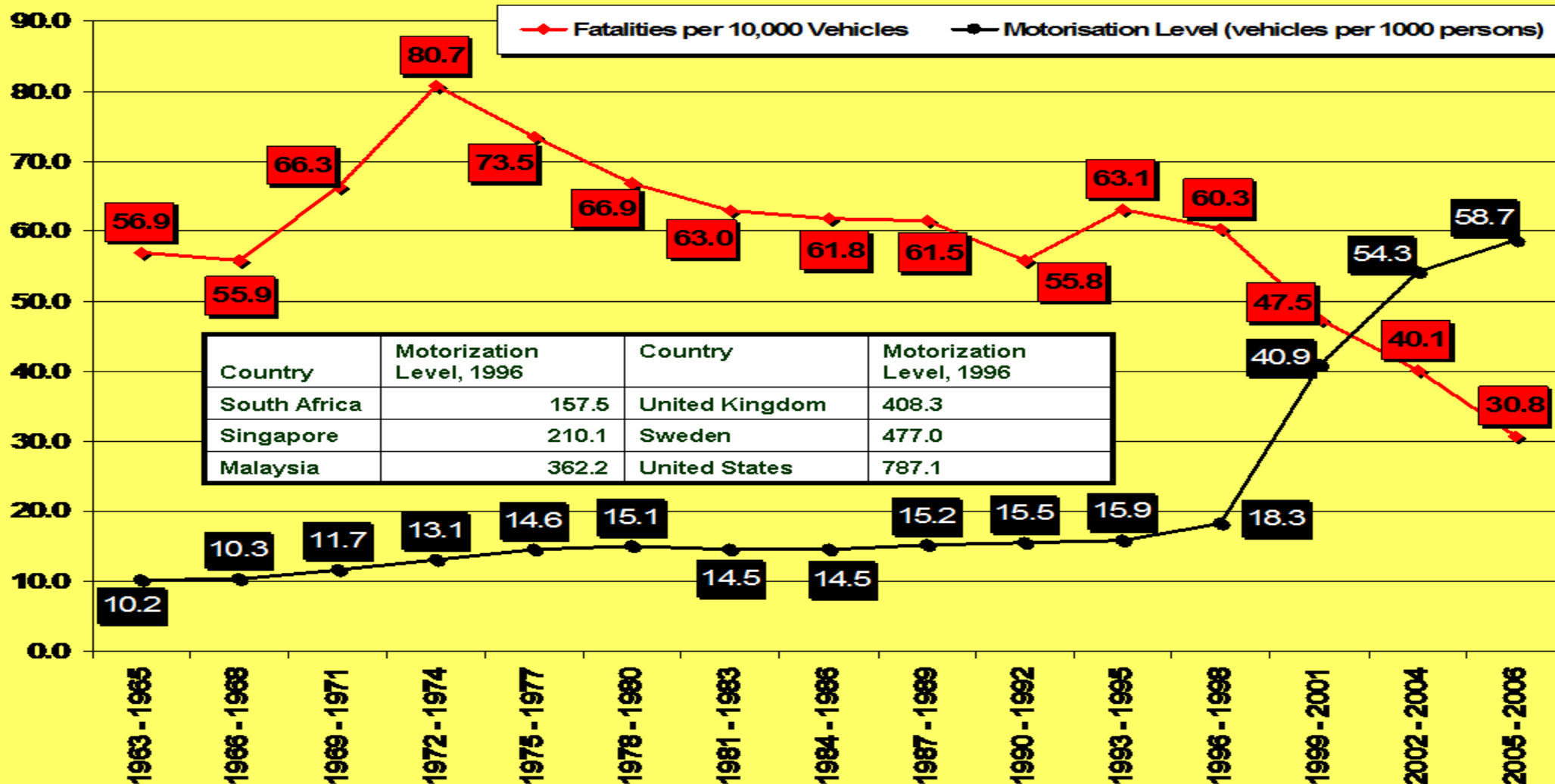
Road Safety Status

Institutional Framework

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Local Government		●	●																
Trade and Industry	Kenya Bureau of Standards															●			
Planning & National Development	Central Bureau of Statistics																●		
	KIPPRA																		●
Ministry of Education		●	●									●							●
Ministry of Health																		●	●
Local Authorities					●	●			●	●									
Parliament		●	●	●	●														
Local Authority Councils		●	●	●	●														
Judiciary								●											
Development Partners																			
Private Sector					●				●	●	●	●	●						●
Non-Governmental Organisations					●					●	●	●	●						●

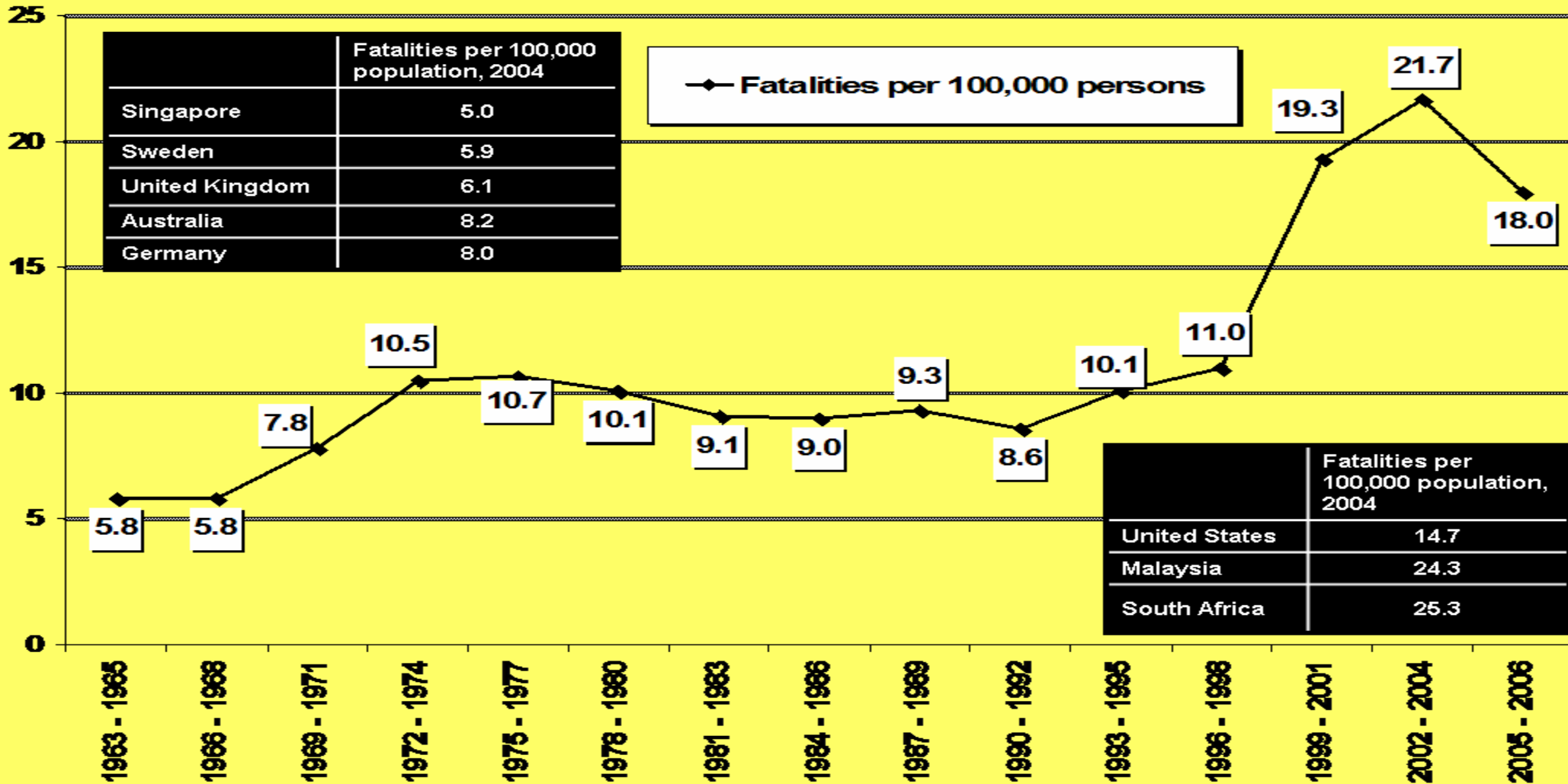
Kenya's Road Safety Status

Motorisation and Fatality Trends



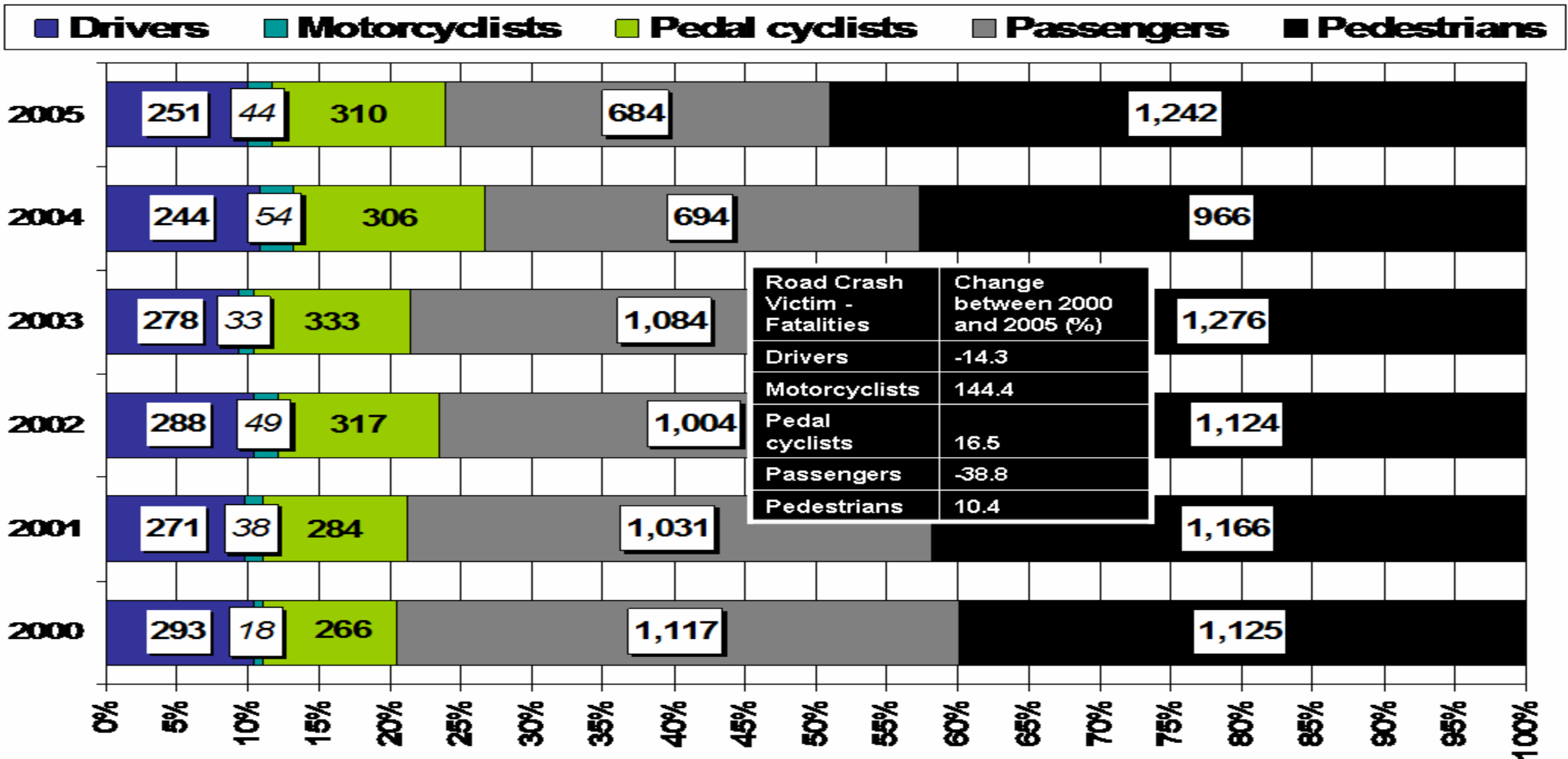
Kenya's Road Safety Status

Fatalities per 100,000 persons



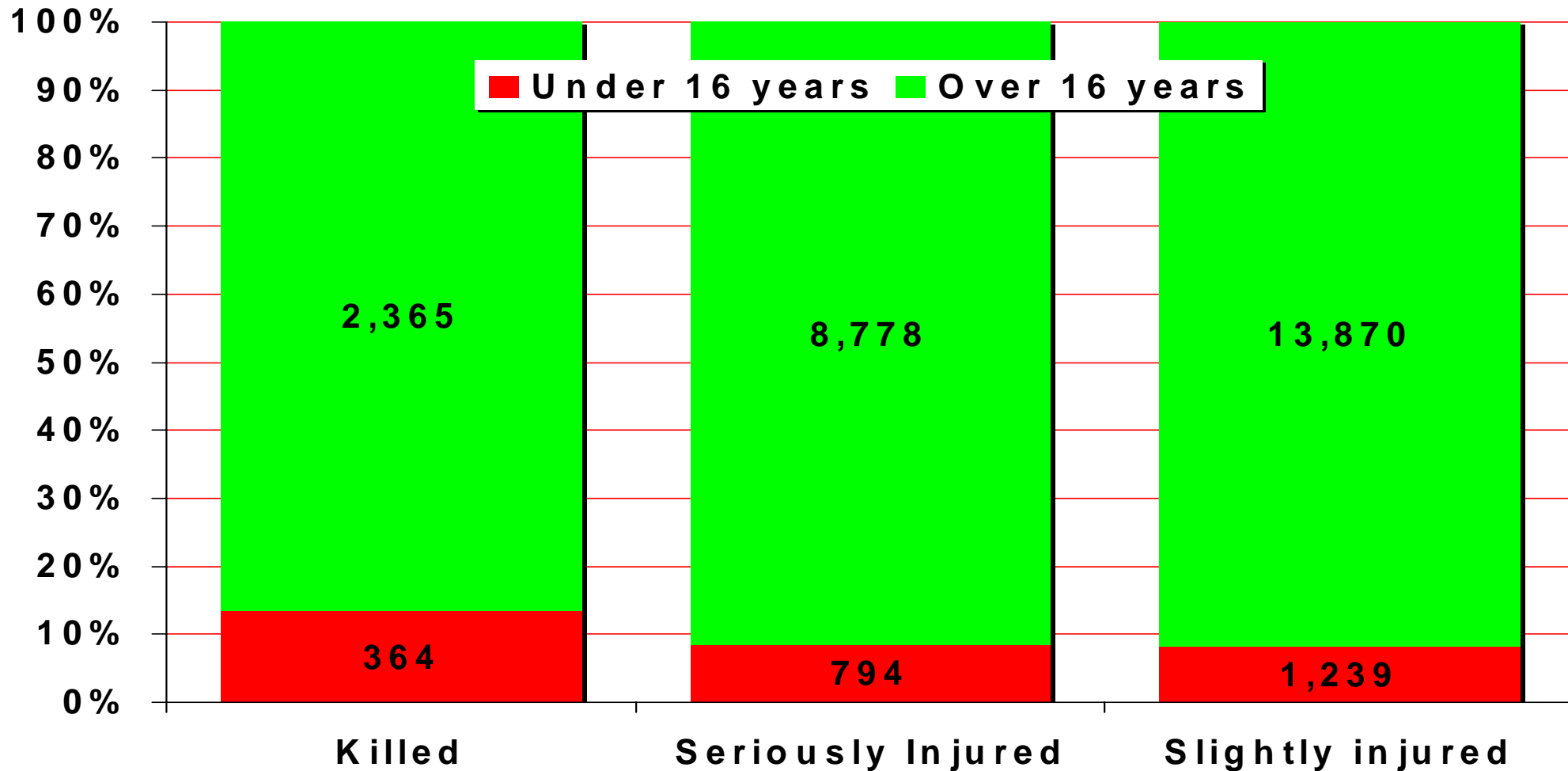
Kenya's Road Safety Status

Road Crash Victim Profiles - Fatalities



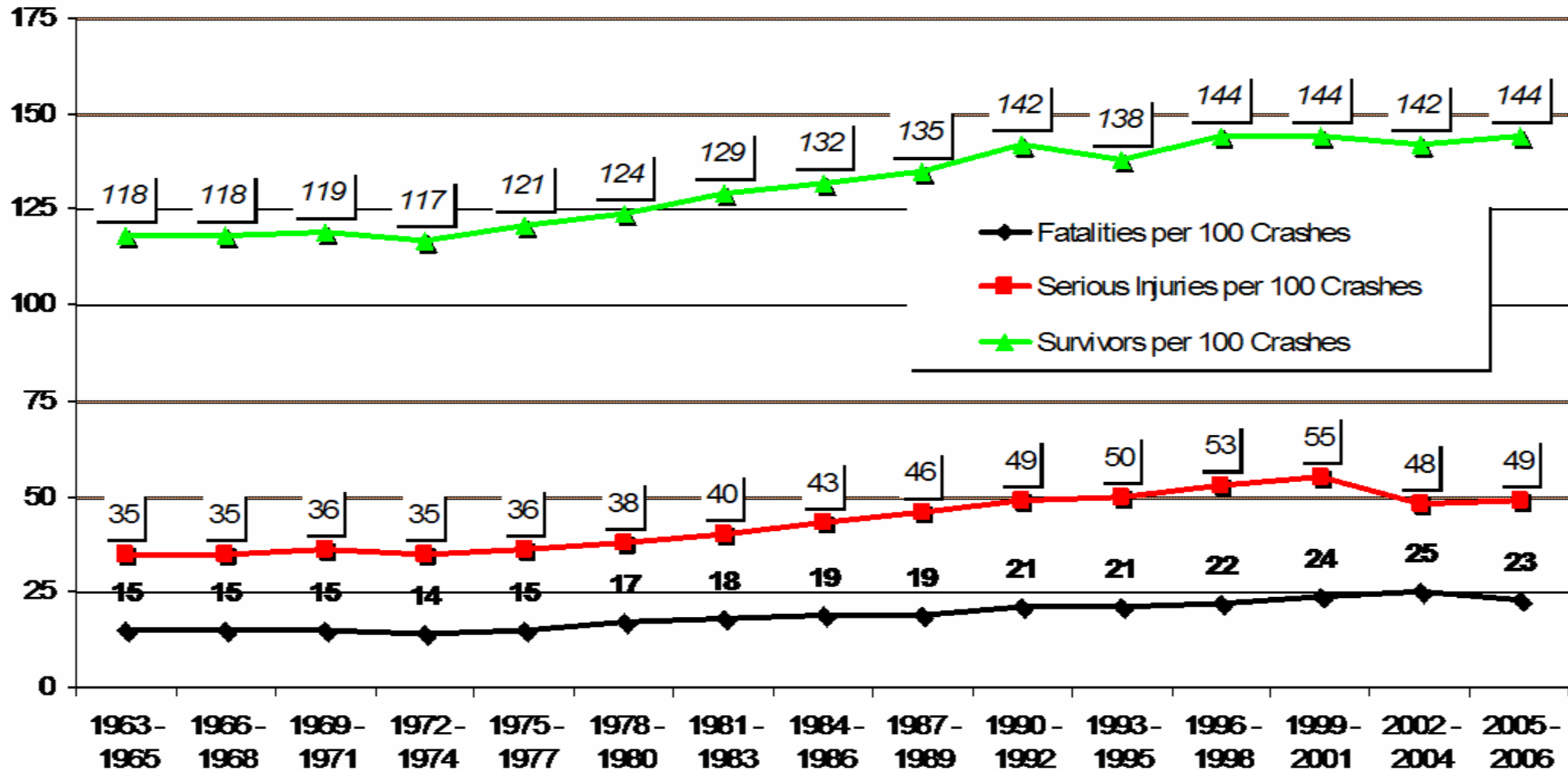
Kenya's Road Safety Status

Road Crash Victim Age Profiles



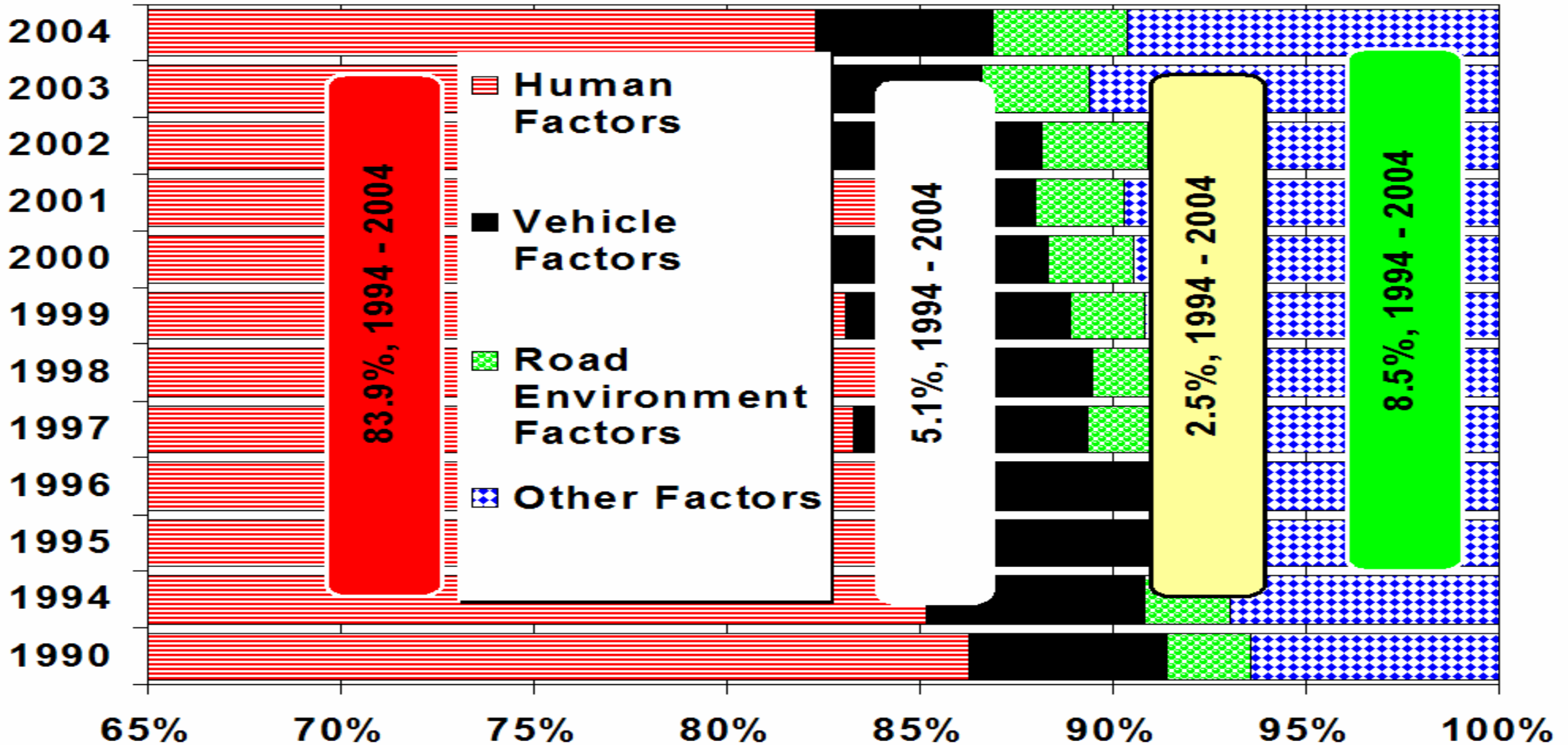
Kenya's Road Safety Status

Crash Severity Rates



Kenya's Road Safety Status

Proximate Causes of Road Crashes



Kenya's Road Safety Status

A Selection of Key Policy Interventions

PERIOD	ROAD SAFETY INTERVENTIONS
1963 - 1965	<ul style="list-style-type: none">• Colonial road safety institutions absorbed into the independence administration
1969 - 1971	<ul style="list-style-type: none">• Legislation to control driving schools and driving instructors
1972 - 1974	<ul style="list-style-type: none">• Kenya Police establish a Highway Patrol System• Kenya Police take over administration of the Driving Test Unit
1978 - 1980	<ul style="list-style-type: none">• Kenya-Finland Cooperation on Road Safety Commenced in 1979

Kenya's Road Safety Status

A Selection of Key Policy Interventions

PERIOD	ROAD SAFETY INTERVENTIONS
1981 - 1983	<ul style="list-style-type: none">● Formation of National Road Safety Council (NRSC)● Formation of Road Safety Unit as Secretariat to the National Road Safety Council (NRSC)● Accident Investigation Board initiated by NRSC● Basic Road Safety Education in Finland for Curriculum Developers & Education Officers● A Study Undertaken for Improving Dangerous Road Locations on Main Rural Roads
1984 - 1986	<ul style="list-style-type: none">● Development of a Long Term Road Safety Programme by NRSC covering 1984 - 1993 - Targeted 30% reduction in road crash fatalities● Traffic Enforcement Scheme Training Courses for the Kenya Police Department● Legal Notice No. 44 of 27th March on Axle Load Regulation Penalties

Kenya's Road Safety Status

A Selection of Key Policy Interventions

PERIOD	ROAD SAFETY INTERVENTIONS
1987 - 1989	<ul style="list-style-type: none">• National Road Safety Council is in limbo• Amendments to Traffic Act, Cap 403 introducing Safety belt Regulations and Blood Alcohol Level Laws
1999 - 2001	<ul style="list-style-type: none">• KS 1515:2000 - Code of Practice for Inspection of Road Vehicles
2002 - 2004	<ul style="list-style-type: none">• The Traffic (Amendment) Bill, 2002 published seeking amendments to the Traffic Act, Cap. 403• INTEGRATED NATIONAL TRANSPORT POLICY FORMULATED• Public Service Safety Regulations Gazette• NATIONAL ROAD SAFETY ACTION PLAN FORMULATED
2005 - 2006	<ul style="list-style-type: none">• ALCOBLOW Regulations Introduced, Enforced and Withdrawn• Intermittent Crackdowns on Public Service Vehicles

Framework for Road Safety Intervention in Kenya

Integrated National Transport Policy and National Road Safety Action Plan

ADAPTATION OF HADDON'S MATRIX

ROAD CRASH SEQUENCE	CAUSAL AND CONTRIBUTORY FACTORS / ENVIRONMENT			
	<i>Human</i>	<i>Vehicle</i>	<i>Road</i>	<i>Socio-cultural</i>
PRE-CRASH	<p>Will a crash with the potential to cause fatality or injury occur?</p> <ul style="list-style-type: none"> ● Interventions designed <i>to reduce the number of events</i> with the potential to cause a fatality or injury 			
CRASH	<p>Will a fatality or injury occur?</p> <ul style="list-style-type: none"> ● Interventions in the crash phase don't stop the event, but <i>to reduce the number of fatalities or injuries</i> that occur as a result of the crash. 			
POST CRASH	<p>What will road crash outcome be (e.g. how severe will it be)?</p> <ul style="list-style-type: none"> ● Interventions in the post-crash phase don't stop the crash or injury from occurring, but <i>reduce the severity of injury</i> and <i>optimize the outcome</i> for the injured party. ● Interventions affecting the post-crash phase would mostly <i>need to be accomplished prior to a road crash or injury event</i> occurring. 			

Adapted from http://www.eldersafety.org/models_for_success/comprehensive_injury_prevention_approach.html

Conclusions

- Inconsistency of road safety interventions;
- Multiplicity of uncoordinated institutions;
- Regulatory framework is weak and inconsistent
- Absence of targets to focus road safety interventions
- Inadequate data for performance tracking and accountability;
- Very little evidence of successful implementation

The Strategic Way Forward

- **Harmonization and Implementation of Integrated National Transport Policy and National Road Safety Action Plan**
- **Institutionalization instead of Personalizing Road Safety Leadership and Interventions**
- **Existing Road Safety Funding to Leverage Funding from the Private Sector and Development Partners**
- **Clear and specific Road Safety Targets**
- **Implement an Integrated Spatial Road Crash Database System**
- **Research to support Evidence Based Policy Formulation & Implementation**