

COUNTY GOVERNMENT OF VIHIGA

ROADS POLICY

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LIST OF ACRONYMS AND ABBREVIATIONS

CIDP	County Integrated Development Plan
CSOs	Civil Society Organizations
ICT	Information, Communication and Technology
MTP	Medium Term Plan II (2013-2018)
NGOs	Non-Governmental Organizations
PWDs	Persons with Disabilities
KTDA	Kenya Tea Development Agency

ANNEX 1: GLOSSARY OF TERMINOLOGIES

Public Road - A public road means a highway, lane, footway, alley or passage or any land reserved, used or intended to be used as a means of access to two or more premises.

National Trunk Roads

National Trunk Roads are the main roads linking Kenya to her neighbours, connecting various County headquarters and interconnecting the entire Country in an equitable and well distributed manner. These shall be gazetted by the Cabinet Secretary with approval by Parliament.

County Roads

County Roads are all other roads within County boundaries that have not been defined as National Trunk Roads.

Primary Roads

Link provincially important centers to each other or to higher class roads (e.g. District headquarters).

Secondary Roads

Link locally important centers to each other, or to more important centres or to a higher class road (e.g. divisional headquarters).

Minor Road

Any link to a minor centre

Special Purpose Road (SPR)

These include Government Roads (G), Settlement Roads (L), Rural Access Roads (R), Sugar Roads (S), Tea Roads (T) and Wheat Roads (W)

Unclassified Road

All other public roads and streets

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EXECUTIVE SUMMARY

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CHAPTER ONE: BACKGROUND INFORMATION

1.0 Introduction

1. The construction and maintenance of a road network is a prerequisite to economic growth and poverty reduction, as it influences production costs, wealth and employment creation, access to markets and investment. It is also a key factor in the mobility of people and other road users to reach their various destinations. As a component of the physical infrastructure, the roads sub-sector is an enabler for the realization of Vision 2030. This policy provides a historical background to roads infrastructure in Kenya, trends in policy formulation, status of roads infrastructure and maintenance in Vihiga county and strategies to ensure the road network effectively serves the citizenry and those passing through it to other destinations.

1.2 Objectives of the Roads Policy

5. The specific objectives of this policy include:

- a) To align the legal and institutional framework governing the roads sub-sector to the provisions of the Constitution;
- b) To set out criteria for road classification consistent with the mandates of the two levels of government as stipulated in the Fourth Schedule of the constitution;
- c) To reduce transport costs and travel time by improving the condition of county roads;
- d) To optimize use of available resources by the County government in the development, rehabilitation and maintenance of roads;
- e) To keep road maintenance and rehabilitation where feasible as one of the basic services.

- f) To ensure that the maintenance program for one ward is not so extensive that it is unfair to other wards.
- g) To ensure that the monies allocated for maintaining surfaced roads is committed in a fair equitable and cost effective manner for both units.
- h) To strengthen the technical capacity for local contractors in the county;**
- i) To enhance road connectivity throughout the county consistent with the County Integrated Development Plan and the Kenya Vision 2030;
- j) To promote role clarity and accountability for all actors in the road sector.
- k) To create a conducive environment for increased public-private partnerships and intergovernmental relations;
- l) To enhance road safety and cater for the needs of non-motorized traffic.
- m) To mobilise resources and allocate them for repairs and maintenance of roads.

1.3 Guiding Principles

6. The Roads policy will be guided by the following principles, that,

- i. The principles of community participation is central to the successful implementation of the roads policy ie provision of land, usage and maintenance especially with regard to dumping solid waste.
- ii. Roads survey is an integral part and first step in enlisting ownership by community and the design of roads programmes.
- iii. Roadspolicy is a link to other social policies (trade, health, tourism, water and education).
- iv. Construction of any public roads in the County will take into account disability, the elderly, school children and women in business.
- v. **Unsurfaced Road Construction**
All unsurfaced roads should be constructed to a standard which will allow the maintenance equipment to operate efficiently and effectively. It is the responsibility of the engineering services director to ensure that unsurfaced roads are designed and constructed in the manner prescribed in this policy. In line of provisions of basic access , unsurfaced roads for capital projects may not exceed 10km for the access roads.
- vi. **Rural Roads Standards for maintenance**
For any type of road maintenance to commence, basic standards to allow for maintenance equipment to operate and for the road to be used safely. Further, the road must be available for use to the public, be within a surveyed right of way.

vii. Surfaced Roads

Maintenance of surfaced road will be carried out in terms of maintenance plan as developed by the directorate. Sufficient allocation for repair and maintenance of surfaced roads that fall within the county responsibility. The county shall take all necessary steps to ensure sufficient communication with the Ministry of transport, infrastructure, housing and urban development to ensure proper maintenance is carried out on surfaced roads within their jurisdiction.

PROVISION FOR UNSURFACED RURAL ROAD MAINTENANCE

A. Application

At least 10 roads should undergo maintenance every financial year.

The roads for maintenance should meet the following requirements

- Should be an access road under the County Government jurisdiction
- The length of the roads to be maintained should not exceed 10km
- The roads should be evenly spread across each ward
- Availability of resources for effective maintenance
- Once the road have been assessed they will be clustered and follow the tendering process for cost effectiveness

B. MAINTENANCE LEVELS

The level of maintenance of un-surfaced road will normally range from one light blading in every two to three years period. A Possibility of Heavy blading will be investigated after five years of the road's existence. On badly damaged roads ré-gravelling and patch gravelling will be considered as determined from the assessment done by the Technical Team. This level

will vary upon a number of factors including user density, public service requirements (i.e. ambulances etc). The Criterion for maintenance will be as detailed in section A above.

PLANT UTILIZATION

A. OBJECTIVES

The Policy is intended to cover the construction and maintenance of plant and machinery owned by the municipality in the following areas:

- Availability and utilization of plant and machinery
- Control of usage to ultimately optimize the use of plant
- Maintenance of plant
- Hiring of plant
- Handling of plant by operators(operational control)
- To successfully construct and maintain roads as per the County approved plans.
- Accommodation of plant while working on capital projects

B. ACCOUNTABILITY FOR THE PLANT

The plant unit is designated within the Transport Infrastructure department, the same department will be accountable for the plant.

Accountability includes the overall management of the plant which includes but not limited to

- proper operation of plant related systems (fleet administration systems)
- Managing availability and utilization of plant
- related costs for running and maintaining plant and machinery

- implementation of proper plant operating procedures
- Ensuring that roads capital and maintenance plans are implemented as the plans
- The Chief Officer responsible for transport and Infrastructure, Chief Mechanical Engineer and the fleet manager shall be responsible for the maintenance of plant and machinery.
- Disciplinary related matters will be reported to the Chief Mechanical engineer for action regarding the plant operators.

C. OPERATIONAL CONTROL

1. The day to day usage of plant allocated to Transport and infrastructure department is to be controlled by the user through the plant unit senior foreman.
2. Authority to operate plant will be designated by the plan unit senior foreman.
3. The use of machinery by unauthorized personnel is strictly prohibited and may disciplinary action.
4. The team of construction and maintenance plant and machinery should operate as a unit as per is practicable and should not be split up or used for functions other than for what they have procured, unless in exceptional circumstances (e.g. state of emergency and then only under the explicit instruction in writing of the Chief Officer.
5. The County plant and machinery shall work in accordance with the County three year capital implementation plan (in order of priority) as reviewed annually. No operator shall undertake work in his personal capacity , such behavior will be considered dismissible in nature.
6. The maintenance plant shall work according to the County's Maintenance plan which is reviewed annually.

7. Every employee entrusted with operating or controlling County owned plant shall ensure that such plant is not misused in private capacity or for the benefit of the operator in a personal capacity . Such behavior will necessitate disciplinary action.
8. Passengers will not be allowed under any circumstance unless a dedicated passenger seat is provided. All persons whose conveyance in County – owned plant is not necessary for the execution of official duties , as well officers or employees of the County, who are off duty, may not be conveyed in/on such plant. Contravention of the above is a dismissable offence.
9. Conveyance of luggage: Official drivers may not convey in Council – owned plant any luggage or materials that may impede the drivers ability to operate the plant nor may the driver transport any personal materials for his/her private use. This is to be communicated to personal as it will necessitate disciplinary action.
10. The Usage of plant will be Predetermined by the County Approved Plans which will be managed by the plant unit senior foreman. Only emergency situations which present a crisis to the community will receive priority to the maintenance programme , example, TLB required a burst water pipe. Such emergency action cannot be carried out without due instruction from the Director.

D. LOGBOOKS, KEYS AND EQUIPMENT

1. The operator takes full responsibility for the logbook, keys and any equipment (triangle tools etc) Entries must be recorded in the logbook for each trip undertaken.
2. All keys should be kept in a locked container in the site office where applicable.
3. It is the responsibility of the operator to fill in the logbook legibly and accurately
4. Safe keeping and record keeping of plant.

5. Managers will ensure that all regulations regarding the use of County vehicles are brought to the notice of all officials concerned and that they are strictly adhered to.
6. Site camp designated per project and a site camp must be fenced and a gate for security reasons, if plant parked anywhere but the camp it will amount to disciplinary action.
7. Plant may not be used for any private purpose – dismissable offence.
8. Each item of plant shall be provided with a log book in which daily hours and distances shall be recorded on a daily basis for utilization on site. Any other travelling other than the site where the plant is allocated to work shall be recorded separately in hours and distance travelled.
9. All County plant log books shall be subject to audit inspection by the current County internal auditors or any other party identified by the County or the Fleet Control Officer.

E. SCHEDULE OF RESPONSIBILITIES OF ALL EMPLOYEES OPERATING PLANT

1. GENERAL

1. It is the responsibility of all drivers to familiarize themselves with the policies regarding the use of County plant and to observe these at all times, A signed declaration Stating that the driver is conversant with these instructions must be retained by the Fleet Control Officer or by the designated responsible person of user departments.
2. Plant must be returned to the designated responsible person for safe keeping of the vehicles and keys.
3. Drivers must ensure that locks, where Supplied, are Secured and that immobilizer where fitted are activated when parking plant.
4. Operators Must notify the Supervisor should they consider their plant to be defective/ UN-roadworthy and in turn the Supervisor must report the defect to the Manager in charge.
5. Operator must be fully conversant with the plant which he Operates,

6. In the Case of an accident, a Road Traffic Incident Report must be completed duly signed by the Department Head and reported to S.A. Police and Fleet Control Officer 24 hours.
7. All Provisions as Contained in the Road Traffic Act shall be complied with.
8. Courtesy towards and Safety of all road users is of Prime importance.
9. Driving licenses must be carried out at all times whilst driving a County plant and must be Produced when requested by any Police or Traffic Officer or Fleet Control Officer.
10. Details of driving Licence Must be recorded and kept Up to date by the Fleet control officer with the assistance of the designated responsible person of each user department. These records must be kept current and open to inspection at any time. Operators of the construction and maintenance plant and Machinery will be Persons with a Code 10 Licence and the Necessary skills for the item of plant they are Operating.

F. CONDUCT

1. Breathalizing of operators will be conducted on adhoc and prior notification by traffic Officials.
2. Under no circumstances may an operator Use any plant after Consuming intoxicating liquor or drugs having a Narcotic effect. This includes lunch break OF any period before coming on duty.
3. Plant may not be used for any purpose other than official council business.
4. No plant may be left unattended unless properly locked and secured.
5. Safe custody: Garaging and parking Precautions : Officers in charge of County – owned plant shall ensure that such reasonable steps as necessary are taken to safe guard plant, including accessories and tools , against theft, irregular use , damage and fire. Responsible officers or

employees will be held liable for any loss to Council caused through non observance of this subparagraph.

6. Plant checks : Before using any plant, operators must satisfy themselves that the following items are in order but not limited to : Fuel, Oil, Hydraulic Fluid , Water (in radiator) Battery(water and Condition) tyres(cuts, pressure, treads) lights(stop, tail and indicators) Brakes (hand and foot) oil and fuel leaks, windscreen wipers, hooter, general condition, valid road licences, emergency warning signs where applicable and seat belts.
7. All defects must be reported to the relevant supervisor for correction action before operating any plant. All loads (including ladders, poles etc) carried on vehicles must be properly and safely secured according to applicable traffic regulations

G. IDENTIFICATION OF PLANT

1. Machinery should be identified by county decals. A decal should be fixed to the cab doors or a viable panel on the left and right side of the machine.
2. A county numbering systems must be developed for the plant items.
3. All plant and machinery must have a number to report abusive driving.
4. all plant and machinery will be hired from a private owner as supplementary machinery to the county plant if deemed necessary. such machinery will be hired on annual contracts known as term-tender and be called as and when they will be used. This type of contract will be entered into after consultation with Supply Chain Management Unit.

H. MANAGEMENT SYSTEMS .

1. A Fleet Administration System (FAS) will monitor the following for

each item of plant:

- Total costs, Running costs, Utilisation, Mechanical availability, Standing time, Hire charges and revenue, Fuel and oil consumption, Repair history, Servicing, Warranties, Licensing, Accident management, Traffic fines.
2. The Fleet Administration system will also manage fuel browsers and oil Stores, drivers licenses, project costs and revenue
 3. The Roads plant unit senior foreman must ensure that all the required data is being captured in the Fleet Administration system
 - 3.1. Oil Samples must be taken from all the components of each Plant item when Services are carried out, or whenever Samples are required from a Particular component for feedback to the laboratory
 - 3.2 The county chief Mechanical Engineer must submit the following monthly reports to the Chief Officer Transport and Infrastructure.
 - fuel and oil consumption reports for the previous 3 months for all items of plant that have excessive consumption for further investigation.
 - bowser ledger reports (fuel purchases ,issues and dips) for the previous 3 months ,highlighting any shortage or excess.
 - oil store ledger reports (oil purchases,issues and stock takes) for the previous 3 months highlighting any shortage or excess a list of missing daily logs for the month.
 - plant charges for the month i.e the hours/kilometres worked multiplied by the hire rate
 - repair and maintenance records with costs fro each plant item for the month .
 - cost of fuel purchased for the bowser

- cost of oils purchased for the oil store.
- A construction fleet Fund report for the current financial year listing income and expenditure per month indicating surplus /loss per month and the cumulative surplus/loss for the financial year.
- A cost centre report for current projects indicating the budgeted amount, project costs (plant charges, external purchases ,labour and materials),the budget balance and cost per kilometer.
- A fuel consumption calculation will be made each month and matched to the existing standards as per manufacturer. Where an excess is apparent , the manager concerned will be informed with the advice from Senior Roads Foreman as to what is likely to correct the problem,

PLANT MAINTENANCE

1. Servicing and Maintenance

- i. Maintenance of the item of plants takes priority over operational use and will not be delayed because of the job requirements.
- ii. plant will be serviced according to the manufacturer's specifications. Plant shall be maintained in accordance with their service manuals and conditions as determined by the manufacturer.
- iii. While items are under warranty they will be serviced and repaired by agents only. Officers and employees operating Council -owned plant are responsible for ensuring that the vehicle entrusted to them are serviced at the frequency as determined by the manufacturer whilst under warranty . While under warranty ,all service related maintenance of plant must be performed by the manufacturers agent /representatives.
- iv. once warranties expire ,repairs and maintenance can be carried out by other suppliers if they have the required expertise.

- v. once warranties expire, repairs and maintenance can be carried out by other suppliers if they have the required expertise.
- vi. All faults must be reported to the Plant Unit senior foreman who will make arrangements for repairs to be carried out.
- vii. The plant unit senior foreman who will make arrangements for repairs to be carried out.
- viii. Damage , losses, theft deficiencies and repairs (other than those arising from accidents) checking ,when an officer or employee takes possession of a council-owned plant, he/she shall ensure that any damage or defect is brought to the attention of the designated responsible person of the user department, in the event of a designated vehicle , immediately should the officer or employee fail to comply with the above, it will be deemed that the plant was received in good condition and free of defects.
- ix. Special equipment requiring specific expertise is to be repaired by a relevant specialist.

BREAKDOWNS

- The plant unit senior foreman shall be contacted as soon as possible and be informed of such breakdown.
- the driver of the vehicle shall not leave the vehicle unattended. if the breakdown plant causes an obstruction to other traffic all reasonable steps shall be taken in order to remove the plant of safety.
- if the broken down plant cannot be moved to a suitable location,the plant unit senior foreman will make arrangements for the plant to be moved on a low bed to a suitable location obtained prior authorization for such emergency removals to ensure compliance with procurement regulations.
- in the event of plant being stationary on a public road, emergency warning signs shall be displayed in accordance with the provisions of the Road Traffic Act.

GENERAL RULES

- i. Engine of stationery and unattended plant shall not be left running unless designed to do so e.g generator.
- ii. do not reverse unless view is unobstructed and it is safe to do so.
- iii. Do not cause unnecessary obstruction to other road users.
- iv. No authorized person may operate council plant.
- v. All distances and hour -meter readings must be recorded correctly on daily time shift/log books. Any malfunction on these devices must be reported immediately and recorded in the weekly plant report.
- vi. Reckless driving ,negligent driving and any abusive driving will be subject to disciplinary actions in terms of the county disciplinary procedures as adopted by the county.
- vii. Lubrication and maintenance must be carried out daily on plant where applicable.
- viii. All Council plant log book shall be subjected to audit inspection by the current Council auditors or any other party identified by the Council or the Fleet Control Officer.

ACCIDENT/ INCIDENT REPORTING

- i. All accidents cases must be reported to plant unit senior foreman and the police within 24 hours. The two reports shall be submitted to the Fleet control officer.
- ii. All incidents resulting in damage to plant must be reported to the plant unit senior foreman.
- iii. Operators are not to admit liability when involved in an accident whether they are at fault or not.
- iv. An accident/incident report must be completed by the operator and submitted

- x. If the broken down plant causes an obstruction to other traffic all reasonable steps shall be taken in order to remove the plant to a place of safe

foreman will make arrangements for the plant to be moved on a low bed to a Suitable location obtaining prior authorization for such emergency removals to ensure compliance

with Procurement Regulations.

2.4. In the event of plant being Stationary on a public road, emergency warning signs shall be displayed.

K. ACCIDENT/ INCIDENT REPORTING

1. All accident cases must be reported to Plant unit senior foreman and the police within 24 hours. The two reports shall be submitted to the Fleet Control officer.
2. All incidents resulting in damage to plant must be reported to the plant unit senior foreman.
3. Operators are not to admit liability when involved in an accident whether they are at fault or not.
4. An accident / incident report must be completed by the operator and submitted to the plant unit senior foreman
5. The Plant unit senior foreman must submit the accident / incident report with a recommendation regarding the liability of the Operator to the Infrastructure and engineering services Director.
6. The Plant unit senior foreman may recommend the temporary suspension of an operator from driving until further notice, or recommend that the operator's skills be re-assessed.
7. This should be read in Conjunction with the Fleet management policy

All traffic fines must be reported to the plant unit senior foreman

. If the operator is liable the Plant unit senior foreman must inform the traffic authorities who will then re-direct the fine to the operator

If the operator is not liable, the Plant unit senior foreman must submit the

fine to the municipality for payment

Traffic offences can be Classified into two categories:

4.1 . Driver Faults, for example: Speeding, Parking, Dangerous or negligent driving, failing to abide by a road a sign, etc.

In cases of this nature, the operator will be held responsible for any fines and sentences served. It must be stressed that Council vehicles are not automatically exempt from parking regulations (except for officials rendering essential services). A fine is payable by means of deduction from an employee's salary over a period not exceeding six months. The municipal employee — shall sign an acknowledgement of debt in which the time frame for payment of the fine shall also be captured.

4.2. Vehicle faults, for example: Faulty lights, Faulty brakes, Faulty tyres, Oil leaks, incorrect speedometer, etc.

In these cases, the driver may or may not be liable for any fine or other sentences but may be subject to disciplinary action, in terms of Municipal Disciplinary Procedures for failing to carry out the checks mentioned above.

M. PLANT REPLACEMENT

1. Unless the Fleet Administration System indicates otherwise, the following plant replacement guidelines will be applicable:

The Plant Unit Administrator will manage the maintenance of the plant fleet and will be required to:

- a) record repair history detail for each vehicle to assist in validating work requests and to 'Identify excess variances against established standards;
- b) record the detail of fuel usage for each vehicle and identity excess variance against established standards;
- C) record monthly odometer readings for each vehicle and identify vehicles that are overdue for Service, registration and replacement;
- d) record the detail of days that a vehicle is not available for usage;
- e) produce budgets for Capital expenditure and operating costs;

- f) provide reports to managers on variances with advice as to what is expected to address the issue, where ever possible;
- 9) set targets for the disposal of retiring vehicles and identify those units that, through lack of care or Preparation, have fallen short of the retained value expectation.

The Plant Administrator and Senior Roads Foreman will produce separate reports for the use of Directorate Management, which reports are to include the following:-

- a) Monthly Plant Unit Report Providing full detail of the cost of running the Department's fleet
- b) Section Exception Report indicating the action to be taken on variances identified
- C) Vehicles overdue for Service or re-registration renewal
- d) Replacement Report

1.3 Governance Structure of the Roads Policy

7. The following structure describes the lines of communication, authority and responsibility within the Roads sector in relation to roads services delivery.

CHAPTER TWO: STATUS OF ROADS CONSTRUCTION IN VIHIGA COUNTY

2 Status of Roads in Vihiga County

12. The county's total road network is 1,058.2 Km long. The paved roads make up 16.6 per cent of the total road network. Bitumen surface covers 201.5 Km of the total road length, gravel surface 373.7 Km and earth surface 483 Km. The County has a rail length of 20 Km, with one railway station at Luanda but with no rail services for several years now. The county has no airstrip and relies on the neighbouring counties for flight services. Below is an example of one of the best roads in the county, though very short.



Shamakhokho – Serem Road

In general, the County has a poor state of roads and other forms of communication infrastructure. Although most of the roads are all weather, the heavy rainfalls received in the county destroy the roads and leading to high maintenance costs. The poor state of roads hampers the movement of farm produce to the market. Similarly, business people are unable to transport their commodities to interior parts of the county making accessibility to some products almost impossible. The poor road network has also contributed to insecurity as security personnel have been unable to respond in time in case

of emergency. It is expected that devolved funds will give priority to infrastructure in the county. The mobile network coverage to some areas especially within the valleys is lacking due to the land terrain.

18. Some of the roads in the County are as narrow as 3 metres and with poor road connectivity. This encourages encroachment on road reserves, both in the urban and rural areas. This policy encourages the upgrading of major access roads to all weather roads, while ensuring they are a minimum of nine (9) metres in the urban and peri-urban areas.

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CHAPTER THREE: THE LEGAL AND POLICY CONTEXT OF ROADS IN KENYA

3.1 Legal framework on Roads

19. The Kenya Roads Act, 2007 and the Sessional Paper No. 5 of 2006 on the Development and Management of the Road Sub-Sector for Sustainable Economic Growth provided the legal and institutional framework for the management of roads. The Sessional Paper which was approved by Parliament on 19th October 2006 also spelled out policies to be pursued by the Government in the medium term for sustained growth. In 2007, the Government of Kenya developed the Kenya Vision 2030, to transform Kenya into a globally competitive and prosperous middle income economy with a high quality of life by 2030. It is built on three pillars, namely, the economic pillar, the social pillar and the political pillar. The three pillars are anchored on six foundations: infrastructure; science, technology and innovation; land reform; human resources development; security; and public service reform. It seeks to ensure Kenya achieves and sustains an average economic growth of over 10% by 2030.

The fourth schedule of the constitution of Kenya 2010, Article 185, 2, 186 1 and 187 ,2 provides that the county public works and services as devolved functions of the county government.

3.2 Rationale for the Development of the County Roads Policy

Alignment with the Constitution of Kenya 2010

26. Following the promulgation of the Constitution of Kenya, it is necessary to review both the legal and the institutional arrangements for management of the roads sub-sector. Under the Constitution, functions, powers and

resources are shared between the National and County Governments. The Constitution recognizes two categories of roads: national trunk roads and county roads- and attendant functions of each spelt out in the Fourth Schedule of the Constitution. Specifically, the County governments are responsible for county transport including county roads, street lighting, traffic and parking, public road transport and ferries and harbours. The County Governments Act, 2012 is intended to give effect to Chapter Eleven (11) of the Constitution on Devolved Governments.

Accessibility to Economic and Social Rights

27. Chapter Four of the Constitution has recognized and provided for the Bill of Rights of the people of Kenya as an integral part of Kenya's democratic state and is the framework for social, economic and cultural policies. Under the Bill of Rights, the roads sub-sector plays a major role in the realization of the basic human rights guaranteed under the Constitution through enhancement of accessibility to economic and social rights which include access to education, healthcare services, housing, water, social security and to a clean and healthy environment as well as freedom of movement.

An Integrated Road Transport Policy

28. Road transport infrastructure represents a significant portion of the county government's total financial investment in fixed assets. This scope of road infrastructure comprises the entire road network and includes all road facilities upon which road transport operates. Some of the challenges encountered by the transport sector include lack of fully integrated transport system, lack of a transport policy, institutional deficiencies, inadequate human

resource capacity and low capacity of local contractors. This Policy therefore seeks to consolidate road transport related mandates and functions under the County Department responsible for roads. Some of the functions that need to be consolidated include county road safety, transport licensing, registration and insurance of motor vehicles and motor vehicle inspection.

29. The County Integrated Development Plan (2018/22) identifies Vihiga as a County that has inadequate and poor roads infrastructure to facilitate the requisite access to markets, economic growth, wealth and employment creation and investment. . This policy will pursue roads infrastructure programmes that are commensurate with needs of the County and availability of resources.

3.3 Current Policy Challenges

30. Funding: The funds currently available for development and maintenance of roads are inadequate, therefore a substantial part of the road network is not sufficiently attended to, resulting into a huge maintenance backlog.

Road Safety: Road safety management is fragmented across various institutions, therefore resulting in poor coordination which leads to high numbers of road accidents.

Road Classification: There is no proper roads classification in the county. There is therefore the need to develop a proper roads inventory and classification in line with the provisions of the construction. Road classification has an important bearing on management on roads.

Capacity Challenges: Currently, there are capacity challenges relating to institutions, technical capacity within the sub-sector and contractors.

Axle Load Control: The mechanism for controlling axle load is weak, leading to damage to the roads.

Road Reserves: Encroachment on road reserves and drainage way leaves interferes with the development and maintenance of roads.

Land acquisition for road construction: The cost of land is too high in comparison with the cost of the road construction.

Legal Framework for Private Sector Participation: The legal framework for private sector participation in the roads sub sector is not clear or inadequate. The provisions in the Kenya Roads Act, 2007 and the Public-Private Partnerships Regulations, 2009 are inadequate.

CHAPTER FOUR: PROGRAMMES OF THE COUNTY POLICY ON ROADS

33. Policies on roads infrastructure are anchored on government programs, private sector industry and sometimes, financial institutions. This policy will be organized according to needs based programs or services such as accessing agribusiness entrepreneurs to markets, children to schools or community to hospitals of hospitality facilities among others. Construction and Maintenance of public Roads, Community access roads to Services are shared below:

4.1: The Regulatory Environment

34. The policy will be implemented alongside other policies such as land, trade, water, health and sanitation, investment, education, employment, transport, urban planning and social protection. Roads, whether public, private must ultimately realize a key role – that of accessibility.

35. This policy will be implemented against the checks and balances to ensure safety and maintenance of the roads as well as their usage by motorized and non-motorized road users in Vihiga County. The following aspects of roads safety usage and maintenance will be observed: land encroachment or acquisition, roads maintenance, street lighting, safety and fire protection. Others include—water, sewerage lines.

36. In order to promote road safety and reduce accidents on the roads in Vihiga County, it is important to regulate construction of roads by qualified and trusted experts. The County Government of Vihiga shall enact legislations to enforce the road construction codes and permits.

Objective 1: To create a system that regulates construction of safe, sturdy and long-lasting roads.

Strategies

- (i) Undertake a Roads survey to identify needs and priorities so as inform design and construction of public and access roads in Vihiga County.
- (ii) Provide sensitization on road safety to community at Ward level.
- (iii) Make available roads construction codes and standards that guarantee compliance in roads safety.
- (iv) Vet and classify contractors applying to undertake roads construction in the County
- (v) Undertake a regular review of legislation, policies and practices to remove administrative barriers that result in direct or indirect exclusion of vulnerable groups from safe use of the roads.

4.2 Construction of Public and Community Access Roads

37. This section provides information on the construction of public roads and community access roads—along the main highways; to schools, health facilities, water sources and neighborhoods. Access roads in the neighborhood or for public use have become a very emotive issue in Vihiga County because of the limited land. This policy will ensure controls in expertise, coordination; codes compliance and enforcement before and during the road construction process; and ensuring the involvement of relevant stakeholders such as Roads Manager and staff, lands department, public works, civil engineers, health representative (septic), based on type of Roads project.

Objective 1: To establish an affordable Roads scheme that ensures access to all Roads utilities.

Strategies

- (i) Consult with communities on re-location to pave way for road construction
- (ii) Negotiate with communities on compensation for their pieces of land
- (iii) Lead the construction of roads in various sub-counties of Vihiga county

4.3 Maintenance of Public Roads

38. The County government, through the County Roads Committee will be responsible for the maintenance of the roads; This policy provides guidelines on the roles of each of these stakeholders - the Dos and DONTs and the standards to be met and the process to be followed.

Objective 1: To establish a County Roads Committee that will oversee construction and management of public and rural access roads.

Strategies

- (i) Vet the plans for Road Construction in the county;
- (ii) Ensure construction of high quality roads for Vihiga County.
- (iii) Ensure involvement of other relevant experts

4.4 Public Roads and Non-Motorized Users

39. The County Roads Committee and road users have a relationship to guard. This is forward looking as it clearly states the roles and responsibilities of the road user and the office in charge of maintenance of the facility.

Objective 1: To foster a positive relationship between non-motorized road users and non motorised road users.

Strategies:

- (i) Ensure clarity of roles, responsibilities and expectations of non-motorized road users and the non motorised road users.
- (ii) Lead the implementation of the Roads policy

4.5 Roads and Community services

40. This policy identifies the following services which the County government, through the Roads Committee and the Roads department, shall give to the non-motorized road users and the community in general: zebra crossings; and attendant services appropriate sewerage system; waste/ garbage collection and disposal; street lights, traffic lights; garbage bins among other facilities.

Objective 1: To provide safe and well-lit roads in Vihiga County.

Strategies

- (i) Involve community in the implementation of the Roads policy, especially maintenance of the cleanliness and to avoid vandalism of the street lights;
- (ii) Link the Roads policy to other relevant policies for enhanced impact;

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CHAPTER FIVE: IMPLEMENTATION MATRIX FOR THE COUNTY POLICY ON ROADS

5.1 Introduction

41. The implementation of this Policy will be a collaborative effort to be spearheaded by the County Executive Committee member in charge of the department of Transport and Infrastructure, the County Assembly, all County departments, non –state actors, private sector and the general community as illustrated in the table below.

Key players	Role / Key institutional processes
Office the Governor – CECM for Transport and Infrastructure	<ul style="list-style-type: none"> • Advice the Governor on roads infrastructure needs and priorities • Brief the Governor on status of roads infrastructure in the county, both in the urban and rural areas; • Mobilize resources for roads programmes in the county and sub-counties; • Represent the Governor in Roads infrastructure forums.
County Assembly	<ul style="list-style-type: none"> • Pass the Roads infrastructure policy for commissioning; • Support the implementation of the approved Roads policy. • Provide financial resources for implementation of the policy;

	<ul style="list-style-type: none"> • Report on status of Roads with regard to use by women, persons with disability, children and the elderly; and cyclists
County Executive Committee	<ul style="list-style-type: none"> • Consider road safety issues in all processes, decisions, actions pertaining to roads usage and maintenance; • Support implementation of the Roads policy
Department of Roads	<ul style="list-style-type: none"> • Develop County Roads Action Plans; • Develop a Roads Strategic Plan to operationalize implementation of this policy • Provide overall leadership, monitoring and reporting on the Roads policy; • Mobilize resources /funds for implementation of the roads policy ; • Establish a County Coordination Committee for Policy implementation; • Establish a Monitoring and Evaluation Unit for policy implementation.
Focal Persons on Roads infrastructure	<ul style="list-style-type: none"> • Lead in establishment of linkages between the county government departments, private sector and communities with regard to road usage and maintenance • Creation of awareness to schools and communities on road usage and maintenance

Department responsible for safety and health	<ul style="list-style-type: none"> • Responsible for the health and safety dimension of roads in the county; • Compilation of data on safety and accidents on the roads
Private sector	<ul style="list-style-type: none"> • Financing roads safety programmes;
Civil Society Organizations	<ul style="list-style-type: none"> • Participation and provision of services e.g. civic education on roads safety to schools, communities • Mobilization of resources for implementation of programmes on road safety; • Create awareness on the road policy at community level;
Faith Based Organizations	<ul style="list-style-type: none"> • Creation of awareness on roads usage and maintenance • Dissemination of the Roads policy in relevant forums
International Organizations	<ul style="list-style-type: none"> • Lead advocacy on construction of adequate and descent roads in Vihiga county. • Mainstream roads infrastructure issues in all development projects of the county, especially as the roads affect access to markets, schools etc.
Development partners	<ul style="list-style-type: none"> • Financing of roads policy implementation; • Providing technical support to key state and non- state actors for the dissemination and implementation of the roads policy

Individuals and communities	<ul style="list-style-type: none"> • Participation in awareness creation and sensitization on public Road and utilities usage and maintenance
Media	<ul style="list-style-type: none"> • Awareness creation on appropriate use of the roads • Roads policy dissemination.
Education institutions (e.g. Technical & Vocational Colleges)	<ul style="list-style-type: none"> • Participation in creation of awareness on road safety; • Policy dissemination

5.1.2 Framework for Coordination of Implementation of the Roads Policy

42. This will be the responsibility of the County Chief Officer in charge of Roads Infrastructure. The Chief Officer will do it on behalf of the County government of Vihiga.

Working closely with other key stakeholders, the officer shall:

- (i) Mobilize resources and finances for implementation of this policy;
- (ii) Utilize public resources on strengthening of infrastructure for identified roads needs and priorities;
- (iii) Collect and collate information on roads concerns and issues in the county.

5.1.3 The County Roads Coordination Secretariat

43. The Secretariat shall be the link between the County government, all other sectors in the county and the community, with regard to roads concerns and issues.

5.1.4 Community Roads Committee

44. This will be a participatory initiative where the County Executive Committee Member of Roads shall facilitate the establishment of the Committee that will serve as the watchdog of the county in their respective communities/Wards. The Committee shall monitor and provide reports on status of roads within the community, disseminate the policy and be responsible for the identification of Champions for road safety.

6.2 Review and Evaluation of the Roads Policy

47. This policy is for posterity and will be intensively reviewed one year after adoption to determine if it is effectively meeting the community's objectives. Subsequent reviews will be done every 2 years.

ANNEX 2: REFERENCES

1. The Constitution of Kenya 2010;
2. Kenya's Vision 2030 Medium Term Plan 2013-2018
3. County Integrated Development Plan (CIDP, 2013 -2017) for Vihiga County
4. Integrated Strategic Regional Development Plan for Vihiga County (2012-2030)
5. Sessional Paper No5. Of 2006 on Roads Infrastructure