
Emerging Issues in Road Safety in Kenya: Government Strategy to Enhance Traffic Safety

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Abstract

Studies have shown that road traffic accidents are common in emerging economies and low income countries which accounts for over 90 percent of the global road traffic fatalities. World Health Organization report (2016) places Africa as the worst performing continent with an average over 27 deaths per 100,000. The United Nations declaration that 2011 to 2020 as the decade for road safety. The United Nations projects road traffic fatalities to rise by 2020 up to 8.4 million; this is due to the current statistics that show that over seventeen percent globally. The transport sector in Kenya has grown immensely especially public transport in a short span of time. The data from NTSA as at July 2018 shows that 581 fatalities are pedestrians, 164 drivers, 463 are passengers, 27 bicycle and 286 are motorcycle related. Current spate of accidents in Kenyan roads calls for a diagnosis and management of the leading road traffic deaths and injuries that enables appropriate action and resource. The national government has adopted a five year action plan that has been developed. The Action Plan is limited to five years as progress and development in Kenya is moving rapidly. Key improvement points include that the NTSA actions should be taken to address the following key issues; Development of a national road traffic accidents database; the data base should be comprehensive and inclusive of medical cost, material and intervention cost and any other losses, injuries, deaths ; also safety performance indicators such as alcohol consumption levels, vehicle safety, management of trauma, speed limits, road infrastructure, helmets and implementation indicators that is programs, plans and policies.

Keywords: Road safety, Traffic Safety, Government strategy, Kenya, Road Traffic Accidents.

1. Introduction

The United Nations projects road traffic fatalities to rise by 2020 up to 8.4 million; this is due to the current statistics that show that over seventeen percent globally but there is a significant variation in different countries. The United Nations declaration that 2011 to 2020 as the decade for road safety action and their target was to reduce the trend by 2015. The objective of the declaration was to arrest the increasing levels of injuries and fatalities caused by road traffic accidents. Studies have shown that road traffic accidents are common in emerging economies and low income countries which accounts for over 90 percent of the global road traffic fatalities. World Health Organization report (2016) places Africa as the worst performing continent with an average over 27 deaths per 100,000 while in Kenya the it average 39.22 deaths per 100,000 and the worst is Zimbabwe at 75.02 deaths per 100,000. World health organization ranks accidents caused by traffic as the ninth cause of deaths worldwide, and by 2020 the projections ranks road traffic accidents will be ranked third

(Adeloye, Thompson, Akanbi, & Samuel, 2016). The data from NTSA as at July 2018 shows that 581 fatalities are pedestrians, 164 drivers, 463 are passengers, 27 bicycle and 286 are motorcycle caused. The transport sector in Kenya has witnessed a tremendously in the last decade that has witnessed in the rise number of registered motor cycles to over 134,500 with an average nine thousands being registered every month last year (www.ntsago.ke).

The transport sector in Kenya has grown immensely especially public transport in a short span of time. This has been witnessed in the rising of the number of registered motor cycles from a paltry 2,500 units to 134,500 units last year; having an average of 9,000 motorcycles registered every month. This represents 54 per cent of the total number of registrations, surpassing the registration of all other classes of vehicles combined. While the growth in motorbikes has improved ease of access in rural and urban areas and has been a source of income for the youths and on the negative side there is a significant increase in injury and deaths has been attributed to motorbikes. This is due to the fact that most of the motorbike are used as taxis by poorly trained riders, majority of whom are unlicensed and do not appreciate the importance of their safety and that of their passengers. In the course of last year, motorcycles contributed over twenty one percent of road traffic accidents. This increase in motorcycle fatalities is attributable to the fact that equated to the motor vehicle occupants, motorbikes riders and their passengers who are relatively vulnerable. Road accidents pose solemn adverse effects on the national economy as the carnage continues to take away the lives of the country's most productive segment of the population. Statistics indicate while efforts are in place to enhance road safety are yielding fruits with a decline in fatalities from 42 per cent in 2014 to 20 per cent last year, more efforts are still required to be done in order to save lives from careless driving.

2. Causes of road traffic accidents in Kenya

World Health Organization report shows that approximately 1.24 million people each year lose life to accident in world roads while about twenty million to fifty million are left with fatal and non-fatal injuries due to road accidents and the report also indicate that by 2030 the current trends suggest that injuries caused by road traffic related injuries will be ranked as fifth leading cause of death (Azetsop, 2010). The road transport fatalities are estimated to cost emerging economies between one to two percent of the gross national product that is over 100 billion United State dollars in one year. The data from NTSA as at July 2018 shows that 581 fatalities are pedestrians, 164 drivers, 463 are passengers, 27 bicycle and 286 are motorcycle caused. The number of fatalities has remained fairly constant at about 3,000 annually, while persons sustaining serious injuries were on the increase from 2010, and have been on a decline since then. Further analysis of the data showed the annual number of accidents has been falling, mainly due to reduced number of slight accidents. This trend raises concerns about the accuracy and completeness of the crash data recorded by the Police. The main casualties are pedestrians (48.8% fatalities), passengers (25.4%), and motor cycle riders. Drivers and motor cycle riders are responsible for most accidents, followed by pedestrians, and pedal cyclists (www.ntsago.ke).

3. Statement of the problem

The latest statistics NTSA as at 3rd July 2018 shows that at total of 1,521 people have died from traffic road accidents in 2018; serious injuries are at 2,123; slightly injured are at 2,108. This is 218 more compared to the same time last year. Pedestrians remain the main casualty at 581. Official statistics state that there are approximately 3,000 fatalities per year due to road crashes in Kenya (www.ntsago.ke). The World Health Organization estimate this figure

could be as high as 13,000. Accurate and reliable information needed to raise awareness on magnitudes of road traffic injuries; priority areas; risk factors that is required for policy formation of strategy and implementation process that targets and monitor road safety is not properly documented (World Health Organization , 2014). Current spate of accidents in Kenyan roads calls for a diagnosis and management of the leading road traffic deaths and injuries that enables appropriate action and resource. Without proper allocations of resources there will be no significant sustainable reduction in the causes of road accidents. The available information is only provided by police data that is available through records available in form P41 (www.kroadsboard.go.ke).

Information provided in the P24 form in use currently by the police is quite inadequate and does not have the minimum data elements as recommended. As well, the data is not disaggregated accordingly. This data is sent then send to NTSA. Currently the data collected is for crashes where injuries & injuries and fatalities are recorded and not for vehicle damage/property destruction solitary on crashes which some of the minor are not reported to the police. The Police do not currently use a pro-forma to record crash information and daily records are based on telephone calls between stations. This approach automatically limits the amount and accuracy of information that can be recorded (www.ntsago.ke).

Importantly the current process does not include any method of updating the crash records. So fatalities tend to only record those people who died at the scene. The historic crash data is stored in an excel database at Traffic Police Headquarters and there is no formal basis of backing up the data in case of corruption of the database. The police lack the capacity to analyze data there for Police and NTSA should be capacitated to better carry out analysis, evaluation and monitoring on the road safety data (GoK, 2012). The analyzed data need to have a feedback mechanism to ensure that it informs policy, strategy and road safety interventions both at national level and county level. Studies on economic effects caused by road crashes are not adequately tackled despite its obvious high social and economic costs to the nation.

4. Priming Theory

Priming enables the audience to evaluate situations and to conclude how effective media have been influencing members of public in decision making by providing a frame of references. The concept of priming was introduced by Iyenger and Kinder in 1987 and it originates from cognitive psychology that means that a cognitive situation in which a prior stimulus modifications of the propriety and ease of recognition. Priming is often discussed in tandem with agenda setting theory. The reason being that both theories revolve around salient information recall, operating on the idea that people will use information when making decision that is readily available for them. Once the agenda setting theory has made an issue salient; priming is the process by which mass media shapes the considerations that people take into account when making judgements. Priming theory centers on the concept that planting an idea into people mind and letting the idea dominate within their minds. This is believed to work because members of public have limited knowledge about certain issues and they tend to focus selectively on portions of what they don't know. In spite road traffic accidents being a problem on Kenyans roads for quite some time; what have the media done to foreground the issue so that it can have an impact? On the opinion of Kenyans that forms a center of attention. The people that subscribe to priming theory believe that the media have the power of control on how audiences interpret new information (Scheufela& Tewksbury, 2007). If this be the case then, does it mean that the media in Kenya have not been foregrounding the issue of RTAs as required? Is this what is leading to more injuries and

deaths? Is it because the media do not prime the RTA issue well that the problem continues to grow?

5. Discussion and Findings on Government Strategy to Enhance Traffic Safety

Historically Kenya has suffered from a lack of coordination and management of road safety issues. Several different Government agencies had responsibility for various aspects of road safety. As a result there was often duplication of effort and significant areas were not addressed at all. In the absence of formal organisation several agencies, both Government and non-government undertook steps to improve road safety. In order to address this situation the National Transport Safety Authority (NTSA) was established.

The lead agency in road safety in Kenya NTSA was formed as a result of parliamentary Act that allowed its establishment in 2012. Its main objective is to synchronise the operations of key transport departments and assist in effectively manage road transport sector and minimize injuries and loss of lives through road traffic accidents and the core duties include provision of professional advice on matters relating to transport and safety; implementation of policies related to road safety; to manage, plan and regulate the transport sector in accordance to the law and to ensure the provision of safe reliable and efficient road transport service. Therefore NTSA, through the directorate of road safety is tasked to regulate and coordinate all actors concerned with road safety in the republic of Kenya. NTSA is responsible for mapping and registering all the actors (State Actors, NGOs, CSOs, Private Companies engaged in Road Safety activities in Kenya (Mogambi & Nyakeri, 2015)

6. The national government develop and adopted a Road Safety Strategic Plan

The national government has adopted a five year action plan that has been developed. The Action Plan is limited to five years as progress and development in Kenya is moving rapidly. An Action Plan with a longer time frame may not still be relevant in its later years. A five year period will also coincide with the conclusion of the Decade of Action for Road Safety in 2020. The Action Plan includes a timetable for implementation, identification of budgets and identification of organisations responsible for implementation. In support of the Road Safety Strategy a Priority Action Plan has also been produced. The Priority Action Plan provides details of the actions required over the next 2 year period and will secure funding for the development of road safety in Kenya whilst the Road Safety Strategy and Action Plan are finalised and implementation begins (Manyara, 2013).

The target for the Road Safety Action Plan will be to achieve a 50% reduction in fatalities by 2020 in line with the target agreed through the Decade of Action. It must be recognised that there is a significant level of underreporting of road fatalities and traffic crashes in general. Therefore as reporting procedures improve the number of fatalities recorded will rise. The Constitution of Kenya provides for devolved system of government. Article 6 of the Constitution provides for devolution and access of services. According to Article 186 (1) the functions of the national and county governments are set out in the Fourth Schedule. Transport is one of the devolved functions as defined in Fourth Schedule and potentially has a bearing on road safety in respective counties. The National Transport Safety Authority Act gives provision for the establishment of county transport and safety authority whose functions include overseeing the management and regulation of road transport system, produce Audit reports on safety, reliability and efficiency of the road transport system, advices on matters affecting road transport system within the county (GoK, 2012).

The Counties government are mandated to develop and deliver road safety in their counties that is unique to meet their internal requirements that mirrors the action plans of the national government. The County Road Safety Strategies should follow the national strategy and the Action plans will detail how the Strategies will be implemented on a local level. In order to assist the Counties in this task a model County Road Safety Strategy will be developed. The establishment of these committees is to finalise the Road safety action plan. It will also be the responsibility of this committee to monitor the implementation of the Action Plan and ensure it is delivered to schedule. If any element of the Action Plan cannot be delivered to schedule the Committee will hold the responsible organisation accountable and request appropriate remedial action (www.kenyanlaw.org).

7. Road Safety Mainstreaming

The main objective of road safety mainstreaming is to ensure that all programs, policies, projects integrated in ministries, departments and agencies of government at National and County levels. The current situation is that road safety is a shared responsibility and requires a well-orchestrated and sustained contribution from many sectors. The development and implementation of the road safety mainstreaming framework is subject to approval of the subject matter the by the cabinet. A cabinet Memorandum is to appraise the Cabinet to justify and propose mechanism for mainstreaming of road safety in Ministries, State Departments and Agencies has been drafted by NTSA and shared with the MoTI (www.ntsago.ke).

The proposed framework or structure is that all Road safety is systematically integrated in all government arms-The Judiciary, The Legislature and Executive through a frame work. The Key Improvement Points: Cabinet Approval for the establishment and implementation of the road safety mainstreaming framework; Mainstreaming Guidelines and Work Plans upon Cabinet approval of the Cabinet Memo recommendations; National sensitization programmes on road safety mainstreaming targeted on Ministries, Departments and Agencies ; Engage Performance Contracting Division to include Road Safety as a target for all Ministries, Departments and Agencies; Establishment of the appropriate and recommended committees (as per the above structure) to oversee and implement the work plan on the mainstreaming of road safety and NTSA to establish the mechanism for Capacity building in Road Safety within government MDAs; Creation of Road Safety awareness to all employees in every government ministry, agency or department; Establishment of road Safety Policy and Plan (similar to the HIV Prevention plan, alcohol and drug abuse control and prevention plans) in every government ministry, agency or department.

This policy is preferably signed by the person with the highest authority within the entity and Establishment of annual key performance indicators government ministries, agencies or departments including; a. Reduction of number of road traffic casualties and serious injury crashes; b. Reduction of number of road traffic crashes; c. Percentage of employees who are Road Safety Aware (RSA); d. Number of employees who are Road Safety Knowledgeable (RSK); e. Percentage of road safety plan implemented; f. Number of resolved actions from Root cause analysis (RCA) reports from incident investigations. g. Maintenance of records of road crashes and near misses.

8. Establishment of a data system on road crash

Road crash data collection processes currently used in Kenya are very limited and lack data that is necessary for meaningful analysis. There is also an issue of likely underreporting. Official statistics state that there are approximately 3,000 fatalities per year due to road crashes in Kenya. The WHO estimate this figure could be as high as 13,000. Accurate and

reliable information is needed to raise awareness on the magnitude of accidents caused by road traffic; this data is also needed to identify problems, priority areas, risk factors that can be used for strategy formulation that is set to measure performance. The national data system is largely based on police report that is available in form P4. The WHO recently undertook a small scale trial of a new crash data recording system based on smart phone technology. The trial did indicate that such an approach would be practical in Kenya. This trial was undertaken in Thika as a pilot test for the Bloomberg philanthropies road safety 10 initiatives (www.nts.go.ke).

9. Development and Maintenance of Safer Roads

Road Transport is one the functions which has both national and county government involvement as per Forth Schedule of the Constitution of Kenya. Therefore Road design and planning, construction and maintenance are the responsibility of both governments. The government agencies involved in design, planning, construction and maintenance of roads in Kenya are KeNHA, KURA and KIERRA. Put the Road network in KM and class currently managed by National Government while the County government. The current road design manuals in Kenya are outdated. In the absence of manuals to modern standards, schemes funded by International Agencies tend to use a variety of international design standards. As a consequence there is a lack of consistency across the road network. Current road designs do not pay sufficient attention to road safety or the needs of vulnerable road users. As a consequence roads can be designed with inherent safety problems. Road designs are also dominated by the needs of motorised vehicles and very little if any consideration is given to the needs of vulnerable road users including; motorcyclists, cyclists, pedestrians and other non-motorised road users (www.kroadsboard.go.ke).

Independent road safety audit of road development and maintenance projects is still not a requirement in Kenya, while it has been shown that such audits can substantially eliminate latent road safety problems. There is lack of road engineers trained and experienced in road safety, both in the public and private sectors. There is need to build capacity of engineers in road safety practices. A draft Road Safety Audit Manual was prepared in 2009, but it has never been formally adopted. The Manual was recently reviewed and revised by the ICBTRS project in consultation with the Road Authorities. The Manual is now in the process of being formally adopted by the Ministry of Transport and Infrastructure. Similarly there are a number of other design manuals that are in draft status and need to be reviewed, finalised and adopted for use.

One of the underlying themes of the Decade of Action is the safe system approach to road design. This approach starts from the premise that humans are vulnerable and will make mistakes. As a consequence, crashes will occur. It is the responsibility of road designers to ensure that roads are designed to accommodate human errors and that when a crash does occur it will not result in a fatality. The draft manuals should be reviewed to ensure this approach is being followed.

10. Address the needs of vulnerable road users

Analysis of the fatalities figures between 2008 and 2012 indicate that there are significant problems associated with vulnerable road users in Kenya. Vulnerable road users are those groups that are at higher risk of suffering from high severity of injury should a crash occur. They include pedestrians, cyclists and motorcyclists. The 2008 – 2012 figures indicate that 48.8% of fatalities were pedestrians, 8% were motorcyclists and 7.6% were cyclists. So in total over 64% of fatalities were vulnerable road users. There are a number of factors

contributing to this percentage of fatalities. A significant factor is the current design process in place in Kenya and the relative importance given to motorised transport and vulnerable road users in road designs. Several initiatives have been undertaken in Kenya in recent years to attempt to address the needs of vulnerable road users in road designs. The pedestrian and cycle facilities on UN Avenue are one such example (www.kroadsboard.go.ke).

The needs of vulnerable road users need to be built into the design process and the review of the design standards noted above should ensure that this is the case. The United Nations have developed guidelines that include local examples of schemes that have been introduced in Kenya. These guidelines will provide a good reference material for the review of the design manuals. In addition to ensuring the needs of vulnerable road users are taken into account in new schemes it is also necessary to review the situation on the existing road network and address locations where pedestrian and cyclist needs are not addressed. In many locations footways are poorly maintained or are not continuous, often requiring pedestrians to walk in the road placing them at risk (Manyara, 2013).

A national programme for provision and maintenance of separate/appropriate infrastructure for pedestrians, cyclists, and other Non-Motorised Transport (NMT) users should be developed. These will include speed calming measures, improvement of road intersections and crossings, and protection measures (Transport Planning and Traffic Safety, 2016). The Nairobi Metropolitan Services Improvement Project (NaMSIP) is currently procuring consultancy services for undertaking studies for NMT facilities in several towns with financing from the World Bank. A second demonstration project is proposed to develop a scheme for walking and cycling corridors in Nairobi to improve the connectivity of facilities. In order to help build local capacity and understanding of the design issues involved local engineers from the Road Authorities will be attached to the consultants delivering the demonstration projects (Mogambi & Nyakeri, 2015).

11. Support the development of a Bus Rapid Transit Network in Nairobi

A number of core BRT corridors are planned with initial north-south and east-west routes. These will form the basis for a wider network of services, co-ordinated with re-orientated buses and Matatu services. The BRT concept is of high quality, high frequency services using designated lanes to provide reliable and efficient connections across the city. The new network, alongside other improvements for rail users and non-motorized transport, will improve mobility, enabling people to access work and other facilities. Preparatory work is underway for the initial phases including engineering design and service specifications. In parallel, a new city-wide transport authority is to be set up to oversee public transport and the process of change from the current arrangements to the improved network. Considerable work is needed before construction can begin but it is hoped to have Nairobi's BRT services operating in the next few years (Mogambi & Nyakeri, 2015).

The development of BRT will need significant road safety input and support to ensure it is developed and implemented as safely as possible. The introduction of BRT will have a significant impact on the quality of delivery of public transport in Nairobi and will also have a significant impact on road safety. Support the development of a Nairobi Metropolitan Transport Authority The need to oversee the development and improvement of public transport services in Nairobi has been recognised and work is currently underway to establish a Nairobi Metropolitan Transport Authority. The Authority will have a key role in driving forward the safety of public transport and should be assisted and supported by the Road Safety Action Plan (www.kroadsboard.go.ke).

12. Traffic Law Enforcement

Traffic law enforcement is one of the time tested strategies to change behaviour in the roads. Behaviour change will even be enhanced more if enforcement is coupled with public education/behaviour change communication/social marketing campaigns. Traffic Police have been the main actors in enforcing traffic law. However, they face challenges including resources and capacity to effectively enforce traffic regulations. However, with the establishment of NTSA and availability of the necessary equipment to enforce traffic laws, there has been steady increase in the levels of enforcement. Some of the visible enforcement activities include DD law enforcement, speed law enforcement among others. There is need to enhance these enforcement efforts wider with increased intensity and visibility in a sustainable way combined with public education activities (GoK, 2012).

13. Road Safety Awareness and Public Education

In recent years there have been a number of different agencies involved in undertaking road safety awareness campaigns, including both Government and non-government organisations. There has been a lack of coordination between these various agencies and as a result the impact of the road safety campaigns have been limited. The establishment of the NTSA has created a central organisation that should take responsibility for undertaking road safety campaigns and coordinating the efforts of other agencies. The current level of detail recorded in crash records does not allow detailed analysis to identify key road safety problems or user groups. As a consequence current road safety campaigns are targeted at general themes rather than specific issues. For those campaigns that are undertaken little monitoring is undertaken to establish their effectiveness. Significant efforts have been placed on public education and awareness rising about AIDS and HIV. These efforts have had great effect. The methods and approaches taken should be studied and applied to road safety issues (Muguku, Ouma, & Yitambe, 2013).

14. Conclusions, Implications and Recommendations

The Information provided in the P24 form in use currently by the police is quite inadequate and does not have the minimum data elements as recommended. As well, the data is not disaggregated accordingly. This data is sent then send to NTSA. Currently the data collected is for crashes where injuries and fatalities are recorded and not for vehicle damage or property damage only crashes. And it's worth noting that not all crashes are reported to the police. The Police do not currently use a pro-forma to record crash information and daily records are based on telephone calls between stations. This approach automatically limits the amount and accuracy of information that can be recorded. Importantly the current process does not include any method of updating the crash records. So fatalities tend to only record those people who died at the scene. The historic crash data is stored in an excel database at Traffic Police Headquarters and there is no formal basis of backing up the data in case of corruption of the database.

It's clear that there is lack of capacity for analysing data that is provided by the police. Police and NTSA should be capacitated to carry better analysis, monitoring and evaluation of data provided for road safety. The analysed data need to have a feedback mechanism to ensure that it informs policy, strategy and road safety interventions both at national level and county level Data analysis on the economic effects of road crashes is not efficiently done despite its obvious high social and economic costs to the country. Key improvement points include that the NTSA actions should be taken to address the following key issues; Development of a national road traffic accidents database; the data base should be comprehensive and inclusive

of medical cost, material and intervention cost and any other losses, injuries, deaths ; also safety performance indicators such as alcohol consumption levels, vehicle safety, management of trauma, speed limits, road infrastructure, helmets and implementation indicators that is programs, plans and policies.

There improvement and strengthening includes: Identification of all the sources of road crash data; Develop a framework of how the data sources are network; Revision of P41 accident form to include minimum data elements and disaggregated accordingly; Improvement of collecting tools for the various data sources to be relevant and detailed to improve road crash data systems ; Develop a clear mechanism of data collection, verification/validation, transfer, storage, analysis, Dissemination and reporting including feed backing to the various users; Build capacity of data handling centers including NTSA, police, Health Insurance. The capacity is both on knowledge, Human capital and equipment; Consideration of ICT Solutions to improve data. This includes linking with the TIMS project; Administrative and legal amendments/improvements to enhance road crash data improvement and strengthening within various government departments both national and county levels & other data sources. This includes, data sharing, data ownership security, dissemination etc.

15. Recommendations

The development of a robust and accurate crash database is vital to enable the identification and monitoring of locations and road user groups that are at risk. As previously noted the WHO recently undertook a trial data collection project in Thika. It is proposed that a crash database system based on smart phone technology should be developed. The development of the database should take into account the findings of the WHO project. The crash database will initially be introduced as a pilot project over a limited area and then as experience and further funding allows expanded to a national basis. The current data collection processes used by the Police are very limited and are based on voice telephone communications. There is very limited data collection and no accurate locational data collected at all. The WHO project looked to address these issues by providing the Police with smartphones that automatically collected the GPS location data and contained a data collection form to ensure the Police recorded all of the relevant details. The PAP includes a request for funding for the crash database over a limited area. Further funding would be required through this Strategy to roll out the database to a national level.

Universities in Kenya should be able to provide courses related to road safety either as short courses or at degree level and beyond. This should be done in collaboration with NTSA. Traffic signs and road marking can prove to be a very valuable road safety tool when use effectively and correctly. Traffic signs can provide directional and distance information to motorists and can also be used to warn motorists of a hazard they are approaching. Road markings can provide delimitation and road alignment information to drivers. The use of tactile road markings can also provide information to drivers if the driver is starting to drift out of their traffic lane. The use of reflective road studs can also provide directional information to drivers at night. The theft of traffic signs for use as scrap metal or as building materials is a recognised problem. A leading international traffic signs manufacturer should be approached to help develop traffic sign systems that would not be attractive to use for alternative purposes. A programme should be established to review and improve the road markings and traffic signs on major inter-urban corridors.

A Highway Code is a very important document to provide all road users with advice and guidance on how to use the road network. The existing document is outdated and has not been in print for a significant number of years. A new Highway Code should be developed. It

should then be published and made easily available to the general public. An advertising campaign should also be undertaken to publicise the existence of the new document.

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