



GOVERNMENT OF MAKUENI COUNTY

TRANSPORT POLICY

2020

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FOREWORD

The advent of devolution founded on the Kenya constitution 2010 provides a huge opportunity for economic growth and development for Counties. Infrastructural development is a basic driver of development of all economies across the world. In Makueni County the department of Roads, Transport, Energy and Public Works is mandated to develop, upgrade and maintain key infrastructural projects aimed at enhancing mobility of goods and services to boost its economic activities in sectors like agriculture, trade and industry among others. Road transport is the major mode of transport within the county. It is complemented by rail transport to a lesser extent.

The strategic location of the County along major infrastructure corridors connecting the two major Kenya cities of Nairobi and Mombasa provides a huge potential in connecting it with the rest of the country. The Standard Gauge Rail (SGR), the Meter Gauge Rail (MGR), Mombasa – Nairobi highway and the pipeline form part of the transportation modes within the county which lay a foundation for expansion of the transport network within the County. There is also a greater potential for inter-county linkages by expanding the transport network to ease mobility thus increasing market base for the county products. Further, the county has potential of exploring air transport through development of airstrips at Makindu and Kilaguni, with the latter mainly serving tourists visiting Tsavo West National park.

This policy document is anchored on section 5 of Part 2 of the Fourth Schedule of the Constitution on the role of county governments in enhancing the transport infrastructure in their respective jurisdiction. It identifies key challenges facing the sector and spells out specific policy measures and interventions to address them. The policy presents measures that will strengthen our institutions, develop and enhance mechanisms for coordinated approach in developing the sector.

The policy was developed with close engagement and consultations with key sector stakeholders including National Government agencies, actors in the transport sector, County Government departments, development partners and policy experts. The consultative approach aimed at meeting the needs and expectations of the policy goal.

Going forward it is expected that all efforts in tackling transport related issues will be harmonised and focused to deliver more efficient and high impact results. The policy strategies are committed to position the County to a high growth trajectory and prosperity.

Lastly but not the least, I take this opportunity to congratulate all those who spend time in researching and putting this document together. It is now time to get to work and turn the policy pronouncements into solid actions that shall promote realization of the County social economic transformation agenda as spelt in Makueni County Vision 2025, Makueni CIDP 2018-2022 and at large the National Vision 2030 development blue print.

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PHILIP NDAMBUKI,
COUNTY EXECUTIVE MEMBER – ROADS, TRANSPORT, ENERGY AND PUBLIC WORKS.

ACKNOWLEDGEMENT

The Transport Policy was prepared under the leadership and support of the Governor of Makueni County H.E Prof. Kivutha Kibwana, H.E Adelina Mwau the Deputy Governor, and Mr. Benjamin Mutie, the County Secretary and Head of Public Service, Makueni County. We appreciate the guidance and inspiration accorded by the County leadership towards the development and realization of this document.

Special acknowledgement to the County Executive Committee Member (CECM) in charge of Roads, Transport, Energy and Public Works Mr. Philip Ndambuki for his commitment and guidance in the preparation of this policy. We recognize the technical advisory inputs from the Legal team under the leadership of Fridah Ng’alu, the Monitoring and Evaluation team led by Redempta Kavindu and the members of the Makueni Service Delivery Unit (M.S.D.U) led by the Chairperson Dr. Philip Musyoka.

I recognize Eng. Josphat Musyoki, Chief Officer Public Works and Energy for spearheading and diligently coordinating the entire process. Special thanks to Mary Mbenge the Chief Officer for Environment and Climate change for her professional linguistic editing and inputs. Further appreciation to the members of policy preparation taskforce who included; David Muruka (Eng.) Ag. Principal Roads Engineer and Oscar Muema (Eng.) Roads Inspector. We do appreciate the entire Government of Makueni County for the cooperation and support in enabling the process.

Finally, I express our gratitude for the valuable inputs from actors in different consultative forums convened during the process of drafting this policy document.

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ENG. MARTIN KITAVI,
CHIEF OFFICER – ROADS AND TRANSPORT.

EXECUTIVE SUMMARY

The Makueni County Transport policy framework will provide the necessary legal instrument and mechanism for coordination and development of our local transport and infrastructure investment. The policy will address issues of road safety, road reserve encroachment, public transport, urban environment pollution, vehicular overloading, road classification, poor integration of various transport modes among others to enhance mobility of goods and services.

The policy is informed by the principles of the Constitution of Kenya, County Government Act, 2012; Roads Act 2007, Road Board Fund Act 1999, Road Maintenance Levy Fund Act No. 9 of 1993, Public Roads and Roads of Access Act, Cap 399, Public Road Toll Act Cap 406 and Traffic Act Cap 403 among others. It domesticates the spirit and aspirations of the Makueni County Integrated Development Plan (CIDP), Vision 2025 and at large the Kenya Vision 2030.

The policy has four chapters. Chapter One has the background information which provides the rationale of the policy, guiding principles and scope of the policy. Chapter Two deals with situational analysis, which highlights the legal and institutional framework and challenges. Chapter Three deals with on the policy objectives and strategies for tackling the challenges identified herein. Chapter Four is on the policy implementation framework.

This Policy recognizes the existing gaps in the County transport sector and seeks to address issues affecting the sector's development. The Policy appreciates the central role of transport as a key enabler in socio – economic growth and sustainable development.

ABBREVIATIONS AND ACRONYMS

GMC- Government of Makueni County

KRB – Kenya Roads Board

SGR – Standard Gauge Rail

MGR- Meter Gauge Rail

CECM – County Executive Committee Member

CIDP – County Integrated Development Plan

ICT - Information and Communication Technology

MSDU – Makueni Service Delivery Unit

SM – Square Meter

KeNHA- Kenya National Highways Authority

KURA – Kenya Urban Roads Authority

KeRRA - Kenya Rural Roads Authority

HR – Human Resource

NTSA – National Transport & Safety Authority

NCTC – National Counter Terrorism Centre

CHAPTER 1: BACKGROUND

1.1 Introduction

The County of Makueni is one of the 47 counties in Kenya formed after the promulgation of the of the Kenya Constitution in 2010. It is geographically located in South East of Nairobi, the Capital city of Kenya. The County capital and largest urban center is Wote town. The county lies between Latitude 1° 35' and 32 00' South and Longitude 37°10' and 38° 30' East. It borders Taita Taveta County to the South, Machakos County to the North, Kajiado County to the West and Kitui County to the East.

Makueni County covers approximately 8,034.7 km², most of which is arid and semi-arid. It is characterized by a low-lying terrain except for the hilly areas such as Kilungu Hills, Mbooni Hills and Chyulu Hills. The natural resources in the County include forests, mainly found in the hilly regions, the Chyulu National Park, and perennial rivers such as Athi, Thwake, Kikuu, Muooni, Kaiti, Kiboko, and Kambu.

The population of Makueni was estimated at 987,653, with nearly equal numbers of male and female populations according to the 2019 National Census and an estimated 244, 669 households. A fair amount of the SGR and great Nairobi-Mombasa Highway runs across Makueni County. The urban population is anticipated to increase rapidly owing to devolution, growth of markets along the busy Nairobi –Mombasa highway, construction of the Standard Gauge Railway passing through the South Western frontier of the County and youth migration to urban centres in search of employment.

The principal role of transport is to provide access between spatially separated locations for the business and household sectors, for both commodity (freight) and person movements. For the business sector, this involves connections between businesses and their input sources, between businesses and other businesses, and between businesses and their markets. For the household sector, it provides people with access to workplaces and education facilities, shops, and social, recreational, community and medical facilities. Thus, transport is a key enabler for economic,

social, and political development owing to the facilitative role it plays in terms of enabling the mobility of goods, services and people within an economy.

In Kenya, an efficient transport system is an important prerequisite for facilitating local, national and regional integration, promoting trade, economic development, contributing to poverty reduction and wealth creation. In Makueni County, transport plays a critical role in achieving sustainable agricultural development, trade and industry, health amongst other sectors with road transport being the most common mode of transport accounting for nearly 98% of the network.

However, the sector is riddled with various challenges. The need to foster appropriate and sustainable transport solutions and address issues of accessibility and mobility to reach this goal, is frequently overlooked. Inadequate physical access to markets, agricultural inputs and affordable modes of transport can dramatically inhibit the agricultural productivity of small scale and isolated large scale farmers. This leads to poverty, insecure livelihoods and limitations to the cumulative effects of socio-economic development and economic growth, through sub-regional, regional, national and international trade.

The aim of this policy is the attainment of an efficient and reliable transport sector that supports and promotes economic growth through the cost-effective provision and maintenance of county transport infrastructure, while aligning the management of the sector with the Constitution, Vision 2030, Makueni County Vision 2025 and Makueni CIDP 2018-2022. The policy covers key challenges related to county transport infrastructure planning, development and management, legal, institutional and regulatory framework for the sector, safety and security, funding, gender mainstreaming and youth, utilization of Information and Communication Technology (ICT), and environmental considerations, among others.

1.2 Rationale for the Policy

Efficient transport network is central in facilitating the mobility of goods, services and people with the overall benefit of fostering the social economic development of Makueni County and enabling poverty reduction. Hence, this policy provides a framework for conducive stimulation of rapid development and efficient management of a safe, cost effective, widely accessible and sustainable transport system that responds to modern technological advancement in a rapidly

changing and globalized environment. It outlines effective guidelines for efficient management of various modes of transport in the county and provides inter-linkages between the County Government and other key players in the sector.

In this regard, the County Government is cognisant of its responsibility to construct, develop and maintain county road network and as such allocates funds for the purposes of developing and maintaining roads under its control. Thus, the County Government is committed to delivering sustainable road systems that provide appropriate and equitable access to all levels of service for the betterment of Makueni Citizenry and the Country at large.

In the context of this policy framework, the following are the priority areas: road safety, developing and maintaining the infrastructure, reducing congestion especially in the urban areas of the County, improving efficiency and reliability within the sector, and creating environmental sustainability among other key issues in the transport sector that require urgent attention. Accordingly, the Makueni County Transport policy aims to translate the broad social and economic development by addressing the identified challenges through appropriate and sustainable solutions.

1.3 Guiding Principles

The following principles will underpin this policy:

- a. **Efficiency** – Optimized service delivery
- b. **Safety** – Improve safety and security, reliability and speed in transporting people and goods.
- c. **Sustainability** - Promote innovative and sound transport infrastructure for socio - economic growth.
- d. **Community Participation** – Promote public awareness through appropriate information to inculcate positive attitude change.
- e. **Inclusivity** – Embrace the engagement of sector stakeholders in the development and implementation of transport infrastructure and systems.
- f. **Environmental Conservation** – Incorporate environmental protection and resource conservation issues in the transport sector activities.

- g. **Innovation** - Incorporate technological advances, which promote and enhance the role of transport in the economy and in development.

1.4 Policy Statement

This policy provides a framework for mainstreaming the transport sector in Makueni County. It will improve efficiency and reliability while promoting investment and enhancing quality service, safety and security. It speaks to the broad relationships between transport interventions, funding, wellbeing and economic development. It adopts a comprehensive sector-wide approach as a way of addressing challenges identified herein. It is envisioned that the outcome of this policy implementation with respect to the transport sector in the County shall culminate into an operating context; in which roads development, rehabilitation and maintenance takes place within a suitably supportive legal and institutional framework. If it is appropriately funded, it is thus optimized to support economic growth within Makueni County.

1.5 Scope of the Policy

This Policy will guide the transport sector in Makueni County to achieve its objectives as envisaged in the Constitution, Vision 2030, Makueni County Vision 2025 and Makueni CIDP 2018-2022. The policy is anchored on section 5 of Part 2 of the Fourth Schedule of the Constitution on the role of county governments in enhancing the transport infrastructure in their respective jurisdiction.

1.6 Policy Development Process

This policy was developed through a consultative process has been initiated through exhaustive public participation, involving all departments of Makueni County Government, relevant stakeholders, private sector as well as the public sector as envisaged by the Constitution of Kenya 2020. In essence, information received through public participation informed most of the objectives of the document. The Policy was further subjected to extensive stakeholder consultation and confirmed to reflect the stakeholders' views at a validation meeting held on 14th September 2020 at ACK Salama, Kilome sub-county in Makueni.

CHAPTER 2: SITUATIONAL ANALYSIS

2.1 Introduction

Makueni County covers an area of 8008.7 km² and has a public road network of 14,240.1 km of which 7,876.1 km is currently classified while 6,364 km is unclassified. The Current Road Classification System, which was developed in the 1970s, has six road classes i.e. Classes A to E and a Special Purpose Road class. Each class is defined by the functional criteria related to administrative level of centers the roads connect.

Other modes of transport in the county include, rail transport which comprises of 177Kms of SGR with three terminal points at Emali, Kibwezi and Mtito Andei and the Meter Gauge rail stations at Mtito Andei, Kibwezi, Makindu, Emali, Sultan Hamud and Ulu. The county also has approximately 250Km of pipeline for petroleum product transmission from Mombasa to Nairobi with only one dispatch stations along the line near Malili, Kilome Sub County. In terms of air transport, the County has two airstrips; one at Makindu and the other at Kilaguni , with the latter majorly used by tourists visiting Tsavo West National park.

The road network in Makueni County as per Kenya Roads Board classification 2016 is as follows;

S/NO	ROAD CLASS	PAVED	GRAVEL	EARTH	TOTAL
1	National highways: (Class A&B)	334.5	42.7		377.4
2	Urban roads	5	2	2	9
3	Rural roads (Class C)	114.3	278.6	156.6	549.5
4	County roads (class D, E, G,)		1170	5770.2	6940.2
TOTAL		453.8	1493.3	5928.8	7876.1

The continuous opening of new roads has greatly increased the road network, which is approximated to be over 14,000kms. Over 85% of the county roads are in earth state hence making them not all weather.

Although the bigger percentage of the roads within the county are devolved, the current budgetary allocation from the Kenya Roads Board (KRB) is approximately Kshs.200M, which is

not commensurate with the kilometers of roads to be maintained. The upgrading and maintenance of these roads has to be done after every rain season to reinstate them to motorable state. Major rivers crossing along these roads have drift structures that are also rendered impassable during heavy rains when rivers get flooded.

The construction of the Standard Gauge Railway (SGR) interfered with the drainage in the low lying areas along Mombasa road like Sultan Hamud, Emali, Kibwezi and Mtito Andei, hampering vehicle movement in some sections of the Nairobi – Mombasa Highway during heavy rains. It has also interfered with several wildlife migration corridors.

The upper Makueni is characterized by hilly and rolling terrain with clay and black cotton soils, which are susceptible to landslides and erosion. This leads to development of deep gullies, which pose danger on roads infrastructure and connectivity. Public transport in these areas is usually a challenge since there are no operational public transport vehicles and mostly rely on boda boda. Lower Makueni is relatively flat with parts of Kibwezi East and Kibwezi West sub-counties being covered with volcanic rock which pose great challenge on development of transport infrastructure.

The County Government has made the following achievements in the transport sector since 2013:

1. Road grading works (11,250Kms)
2. Road gravelling (1170Kms)
3. Construction of drifts along major river crossings (111No.)
4. Installation of culverts and gabions on critical sections along the roads.
5. Construction of 110m long Thwake River Bridge connecting Makueni, Kitui and Machakos counties.
6. Phased paving of Wote town roads- construction of over 20,000 SM of roads and parking space.
7. Acquisition of ten motor graders, eight tipper lorries, two smooth drum rollers, five backhoe loaders, one low bed loader and one crawler dozer.
8. Establishment of a central mechanical workshop at Kwa Kathoka for maintenance of county government fleet.
9. Establishment of a County Fleet Management System.

10. In collaboration with the road agencies (KeNHA, KURA and KeRRA) the paved road networks has significantly increased over the last three years.

The public transport regulation within the county has remained a big challenge due to institutional framework gaps. There is limited control of the existing transport SACCOs, parking areas in major towns are under-developed and the same applies to lorry parks, bus parks/terminus along the Nairobi – Mombasa highway.

The various modes of transport within the county are not integrated. For instance, the SGR stations are located off - road without structured and organized access to the nearest road network. On the other hand, there is only one fuel depot point (near Malili) along the 250km stretch of the Mombasa to Nairobi pipeline within Makueni.

Other factors that affect the transport sector include;

- (i) Human wildlife conflict along Tsavo National Park, which interferes with transportation, services along the Mombasa – Nairobi highway.
- (ii) Lack of motor vehicle inspection centers within the county to enforce road worthiness.
- (iii) Encroachment of road reserves leading to narrow and unsafe roads.

2.2 Legal and Institutional Framework

This policy is based on the provisions of the Constitution of Kenya, 2010, the national legislations related to transport such as:

- (i) Roads Act, 2007 : *Meant to legalize Formation/establishment of authorities/agencies*
- (ii) Roads Board Fund Act, 1999- *Meant to legalize Establishment of Kenya Roads Board*
- (iii) Roads Maintenance Levy Fund Act, No. 9 of 1993- *Meant to legalize Imposition of road maintenance levy fund on petroleum fuels*
- (iv) Public Roads & Roads of Access Act, Cap. 399-*An Act of Parliament aimed at provision roads of public travel and access to public*
- (v) Public Roads Toll Act Cap. 406.- *An act meant to formalize collection of tolls on public roads*
- (vi) Traffic Act, Cap. 403.- *an act meant to consolidate law related to traffic on the roads*

The policy also derives its mandate from Vision 2030 and the international laws to which Kenya is a signatory. The Makueni County Vision 2025 and Makueni CIDP 2018-2022 equally lays

emphasis on the importance of transport as a tool for promoting social economic development and ensuring inclusive growth of the County.

As regards the institutional arrangements, the transport sector in Makueni is coordinated by the County Department of Roads, Transport, Energy and Public Works. The department is organized in four directorates; namely, Roads, Transport, Energy and Public Works, with all of them represented at the sub-county level. The sector is wide with many players, both within the public and private sector.

2.3 Challenges

The transport sector in Makueni County is faced with several challenges, which include:

- 1) Inadequate policy, legal, regulatory and institutional framework.
- 2) Incomplete roll out of the county spatial plan.
- 3) Inadequate resources (funding, human resource and equipment).
- 4) Poor integration of different modes of transport.
- 5) Limited traffic segregation (pedestrian walkways, cycle ways).
- 6) Poor coordination of actors in road safety management.
- 7) Ineffective road classification system.
- 8) Weak mechanism for axle load control.
- 9) Encroachment on road reserves.
- 10) Inadequate land for road expansion.
- 11) Inadequate leverage on technology.
- 12) Weak disaster preparedness and management.
- 13) Urban environmental pollution.
- 14) Inadequate designated parking areas (bus/lorry, car parks).
- 15) Poor traffic management system.
- 16) Inadequate road protection/maintenance and improvement.

CHAPTER 3: POLICY OBJECTIVES AND STRATEGIES

3.1 Introduction

This chapter sets out the policy objectives, directions and strategies for tackling the challenges identified in the situational analysis section as relates to the goal of fostering efficient transport network in Makueni County.

3.2 Policy Objectives and Strategies

This policy framework addresses challenges such as inadequate policy, legal, regulatory and institutional framework, inadequate resources (funding, human resource and equipment), poor traffic management system, inadequate leverage on technology, inadequate disaster preparedness and management, urban environmental pollution and other related challenges. The framework will also establish proper governance to ensure sound management of the transport sector in the County and improve its social economic potential.

3.2.1 Policy Objective 1: To strengthen the legal and regulatory framework on Transport.

This policy recognises that the establishment of a sound legal and regulatory framework as a guide to the transport sector in its foundation on enhancing sustainable development.

Strategies

To implement this policy, the County Government of Makueni shall:

- (i) Adopt and operationalize the policy;
- (ii) Enact appropriate laws and regulations; and
- (iii) Establish institutions and governance structures.
- (iv) Collaboration with sector regulatory agencies and relevant stakeholders in the policy implementation e.g. NTSA, the traffic police, Public transport SACCOS, NCTC, Auto & Plant manufacturers

Policy Direction

The County Government of Makueni shall establish a robust policy, legal and regulatory framework to fast track the development of the Makueni County transport sector.

3.2.2 Policy Objective 2: To foster collaboration and strategic partnerships

Policy Direction

The County Government of Makueni shall promote collaboration and partnerships in order to foster comprehensive multi-sectorial approach to realising this objective and address crosscutting issues.

Strategies

- (i) Stakeholder analysis to map and engage the public
- (ii) Effective communication channels to all stakeholders to increase their participation
- (iii) Awareness and sensitization to educate the public on Transport policy purpose and its implications with adequate budgetary allocation for the programmes
- (iv) Partnerships creation for sustainable collaboration with transport sector stakeholders i.e. NTSA, the traffic police, Public transport SACCOS, NCTC etc

3.2.3 Policy Objective 3: To enhance resources capacitation

Policy Direction

The County Government of Makueni shall establish adequate measures to ensure adequate resource capitation of the transport sector.

Strategies

- (i) Lobby for adequate funding;
- (ii) Recruitment of staff – both technical and subordinate
- (iii) Adequate budgetary allocation for human resource development and capacitation
- (iv) Adequate budgetary allocation for purchase and maintenance of public works/roads equipment.

3.2.4 Policy Objective 4: To enhance road protection, maintenance and improvement

Policy Direction

The County Government of Makueni shall enhance road protection, maintenance and improvement.

Strategies

- (i) To establish and enforce Axle Load Control guidelines;
- (ii) Develop guidelines on road protection and maintenance;
- (iii) Allocate adequate budget for road protection, maintenance and improvement
- (iv) Prioritise installation of road drainage structures;
- (v) Adopt and implement manual road maintenance programme e.g. roads for water, spot improvement, gabion installations, construction of culverts
- (vi) Adopt new cost effective technologies.

3.2.5 Policy Objective 5: To enhance traffic management

Policy Direction

The County Government shall enhance traffic management in urban areas.

Strategies

- (i) Enhance traffic segregation through establishment of Non-Motorised Pathways
- (ii) Designate parking areas; and
- (iii) Automate traffic flow in urban centres and highways
- (iv) Collaboration with sector regulatory agencies and relevant stakeholders in the policy implementation e.g. NTSA, the traffic police, Public transport SACCOS, NCTC

CHAPTER FOUR: IMPLEMENTATION FRAMEWORK

This chapter lays out the roadmap for realising the policy objectives and strategies identified herein.

Institution Arrangements

The implementation of this policy will be coordinated by the Department of Roads, Transport, Energy and Public Works. The department will ensure collaboration with relevant national government and county government agencies and private sector players. The issues that require legislation will be legislated by the County Assembly.

Monitoring and Evaluation

Monitoring is used to assess the performance of projects and programmes in an institution against the set objectives. The importance of monitoring is to check progress to match outputs and ensure impact according to the said outcomes.

Evaluation is an occasional exercise that is used to measure impact from implementation of the planned activities over a specified period of time. It can be done mid-term or at the end of the project.

The monitoring and evaluation framework is intended to measure the progress in the implementation of this Policy. The framework reflects the Policy's overarching objectives as well as objectively verifiable indicators, actors and timelines within which each strategy is to be achieved. This will be done in conformity with the Makueni County Government Monitoring and Evaluation framework.

Progress Reports

The Department of Roads, Transport, Energy and Public Works shall prepare quarterly and annual M&E reports on implementation of the Policy. The Department shall also commission a mid-term evaluation, to be conducted by an independent agency to measure outcomes and impacts of the Policy and inform its review. M&E studies are to be undertaken jointly with relevant stakeholders. This will assist to ensure planned activities are on track and aligned to the set objectives.

Feedback Mechanisms and Stakeholder Consultation

The Department of Roads, Transport, Energy and Public Works shall hold a County Transport Conference annually in order to monitor progress in implementation of the Policy and receive feedback from the sector stakeholders. This will enable the department appreciate the projects effectiveness and identify any gaps which need corrective interventions.

Policy Funding Mechanism

The County Government will prioritize and set aside a specific annual budgetary allocation for policy implementation. Collaboration with stakeholders and development partners will also be sought to fund and help in the implementation and strengthening capacity.

Policy Review

This being the first policy for the Government it is prudent to review the policy for its legal mandate vis a vis departmental goals. This policy shall be reviewed after three years or as need may arise.

The Policy review will help identify any gaps experienced in the process of policy implementation. The department will consider engaging a consultant to lead the review process if found prudent.

Implementation Matrix

Table 1: Policy Implementation Framework

Objectives	Strategies	Indicators	Actors	Timelines
Objective 1: To strengthen the policy, legal and regulatory framework on Transport.	<ul style="list-style-type: none"> - Adopt the policy - Enact appropriate laws and regulations; and - Establish institutions and structures. 	<ul style="list-style-type: none"> • Policy adopted. • Makueni County Transport Act • Sector specific laws, regulations and guidelines 	<ul style="list-style-type: none"> • CECM; County Department of Roads and transport • Director; Legal services • County Assembly • County Secretary 	To be developed within 1 year of the adoption of the policy.
Objective 2: To foster collaboration and strategic partnerships.	<ul style="list-style-type: none"> - Stakeholder mapping and engagement. - Effective communication. - Awareness and sensitization. - Partnership creation. 	<ul style="list-style-type: none"> • List of strategic partners • Minutes/reports/action plans of meetings with stakeholders and resolutions • Public participation reports 	<ul style="list-style-type: none"> • CECM; County Department of Roads &Transport • Director, Donor Liaison • Director; communication 	Appropriate measures to be instituted within 1 year of the adoption of the policy.
Objective 3: To enhance Resources capacitation.	<ul style="list-style-type: none"> - Lobby for adequate funding; - Recruitment of staff; 	<ul style="list-style-type: none"> • Budget increment • Proposals to other partners 	<ul style="list-style-type: none"> • CECM; County Department of Roads and Transport 	Appropriate measures to be instituted within 2 year of the adoption of the policy.

	<p>and</p> <ul style="list-style-type: none"> - Purchase and maintenance of public works equipment. 	<ul style="list-style-type: none"> • Staff compliment increased (Job Advertisements, Contract notes etc) • Purchase orders, delivery notes • Machine uptime 	<ul style="list-style-type: none"> • Director, Donor Liaison • Director; HR • CECM; County Department of Finance 	
<p>Objective 4: To enhance road protection, maintenance and improvement.</p>	<ul style="list-style-type: none"> - To establish Axle Load Control Mechanisms; - Sensitize the population on road improvement; - Guidelines on road protection and maintenance; - Installation of adequate road drainage structures; - Adoption of new construction 	<ul style="list-style-type: none"> • Weigh Bridge • Evidence of Public meetings; attendance lists, resolutions, minutes, reports • Road protection and maintenance guide • Number of drainage structures in place eg box culverts etc • Total number and length of Mitre Drains established • New technologies 	<ul style="list-style-type: none"> • CECM; County Department of Roads and Transport • Director; public participation and civic education 	<p>Appropriate measures to be instituted within 1 year of the adoption of the policy.</p>

	<p>technology; and</p> <ul style="list-style-type: none"> - Create awareness on agriculture sector in Makueni County. 	<ul style="list-style-type: none"> • adopted 		
<p>Objective 5: To enhance traffic management.</p>	<ul style="list-style-type: none"> - Traffic segregation; - Designate parking areas; and - Automation of traffic flow. 	<ul style="list-style-type: none"> • Traffic Segregation guide/guidelines • Map/signage showing parking areas • Traffic automation installations eg Traffic lights, cameras etc 	<p>CECM; County department of Roads and Transport</p> <p>CECM; County Department of Finance</p>	<p>Appropriate measures to be instituted within 2 year of the adoption of the policy.</p>