1. *Where does Kenya stand when it comes to local road standards vis a vis international standards?*

Kenyan road standards are prepared to international standards. Our Road Design Manuals were developed from international standards and customized to suit local conditions. Furthermore, in Kenya, standards make reference to international standards like Road Notes, TRRL, AASHTO, FIDIC among others.

1. *What are the “smart transport solutions” (ICTs integration) Kenya is considering to use in order to enhance road safety especially along the entire Thika road?*

We are considering installation of traffic lights, road signage and road marking to enhance road safety along the entire Thika road. Further, incorporation of ICT as part of PPP contract for maintenance of Nairobi-Thika Road is being considered.

1. *What does KeNHA have to say about the quality of work being done on the road between Rimpa and Magadi (so far upto Kiserian town)?*

KeNHA has put in place the right quality control measures to ensure that the works done meet the specifications. However, National Water Conservation and Pipeline Corporation are laying water pipes along the same road between Kiserian and Ongata Rongai. The material being excavated has been dumped on the side drains and road shoulders. This situation is temporary. Once backfilling is complete, drains will be cleaned and shoulders reinstated.

1. *How are roads categorized, in terms of those managed by the local authorities, central government and, if possible, those ones that are internationally managed?*

Roads are categorized into Class A, B, C, D, E, urban roads, park roads and unclassified roads. KeNHA manages Class A (International trunk roads), B (national trunk roads) and C. KeRRA manages Class D, E and rural unclassified roads while KURA manages urban roads. KWS manages park roads.

1. *Why does the government award contracts to companies that do not do their job professionally?*

Government contracts are awarded in accordance with the provisions of the Public Procurement and Disposal Act, 2005 and Regulations, 2006. This includes competitive bidding process through tendering and award to the lowest evaluated bid.

1. *There is a contractor who was awarded a contract to rehabilitate Nairobi-Naivasha Road (between the former Museum Hill roundabout and Rironi) and they’ve dug a whole stretch of the road, about a kilometre and a half. They dug up patches everywhere that drivers have to be extra cautious. Is there anything the Authority (assuming the said section is under Eng. Kidenda’s Authority) can do to make sure there are mechanisms in place for the Contractor to ensure he does not put the lives of road users at risk?*

The Contractor milled the road with an intention to immediately cover it with Asphalt Concrete (AC). However, the rains started and AC could not be laid under the wet weather conditions which lasted for two weeks resulting in further deterioration of the milled section.

Nevertheless, the section was covered with AC after the rains subsided. The Contractor is under instructions not to open up large sections of road and leave them exposed for longer periods.

1. *How ‘safe’ are our new roads? Would they pass muster if road safety audits were conducted?*

All new roads are designed and constructed to achieve the highest possible safety standards. Where the highest possible safety standard cannot be attained due to the nature of terrain, appropriate speed reduction measures are implemented. It is worth noting that safety on our roads is highly dependent on disciplined use of the roads by all the users i.e. motorists, cyclists, pedestrians, hand cart pullers, amongst others.

1. *There is a fundamental design flaw on our roads. Are concerned parties now ready to listen or are we going to export these problems to Langata Rd, Ngong Rd, New airport terminals, Lamu Port etc?*

We are not aware of any fundamental design flaw on our roads. We will appreciate if you can highlight those fundamental design flaws for our further necessary action.

1. *There is a role played by auditors at various stages. Do we have evidence that KeNHA engages these or in other words do we have people in Government/Private sector playing that role currently?*

KeNHA has an Internal Audit section which audits all the works and services undertaken by the organisation on a daily basis. In addition, KeNHA has a Quality Assurance department which is in charge of ensuring quality in all its endeavours. The Quality Assurance department usually engages the services of the Private sector to execute their function independently. Furthermore, Kenya Roads Board engages the Private sector to conduct audit checks on roads financed under Road Maintenance Levy Fund. Lastly, the Kenya National Audit Office conducts regular audits on all roads contracts countrywide.

1. *There is data collection and its role. But as we know data is useless unless turned to information. Does the relevant authority use this data?*

All required data is collected and utilised. These include data on traffic surveys, axle load surveys, materials investigations, environmental impact assessment, topographic survey, accidents, weather patterns, among other data are all utilized for design and eventually construct roads.

1. *There is the common user and there very annoying problems-turn-offs which are suddenly blocked with no notice, oncoming vehicle channelled to your lane, taking one hour to get to your gate while all the time you can see it a few metres from where you are stuck! Who is listening and helping?*

As explained earlier, road safety is a function of disciplined use by all the road users. Traffic rules are to be enforced by the Traffic Police. Our mandate does not include enforcement of traffic rules. There are traffic signs to notify deviations and speed limits to make motorists aware of the situations ahead. This calls for motorists to be vigilant and observant when driving.

1. *There is the role that ICT can play to enable smart infrastructure – my take is that unless we embed it in at step 1 (design) above, it will be most likely be cosmetic.*

Currently we have employed use of ICT in monitoring our weighbridges and have also installed automatic counters on our roads to count vehicular traffic plying the roads. However, due to constrained funding from the exchequer, and the need to increase connectivity countrywide through construction of all weather roads, the authority has prioritized building of more new roads and maintenance of existing ones. With the advent of PPP and having its legal framework in place, the use of ICT and its utilisation in Smart Highways will easily be accommodated.

1. *Are there any efforts to integrate intelligent transportation systems in these new super highways? (Making the infrastructure Smart) Should there be an accident on the one way lane (how do we alert speeding drivers coming from behind). Secondly is there a provision for transmitters that can allow smart driving and speed cameras?*

This question has been addressed above.

1. *What strategy does KeNHA have for creating ducts for fibre optic and power cables, are we likely to see the new roads being dug up?*

We incorporate ducts in our road projects for passing of services across the road. Where the ducts are not in place we only allow micro-tunnelling. Digging up of roads for purposes of utilities is no longer accepted.

1. *Are there frameworks for evaluating infrastructure alternatives and clear processes for evaluating infrastructure system designs?*

All these are taken care of at Feasibility, Preliminary and Detailed Engineering studies.