

ANNUAL PUBLIC ROADS PROGRAMME FOR THE FINANCIAL YEAR 2022/2023

1 INTRODUCTION

Background

The Kenya Roads Board Act No. 7 of 1999 gives the Board an overall mandate to oversee the road network in Kenya and coordinate the maintenance, rehabilitation and development funded by RMLF and to advise the Minister on all matters related thereto.

Section 19 (4) of the KRB Act requires the Board to review individually the annual road programmes submitted by the road agencies and consolidate the Annual Roads Works Programmes (ARWPs) into Annual Public Roads Programme (APRP) which shall: -

- Specify the amount allocated for the maintenance, rehabilitation, and development of each class of roads.
- Match the cost of implementing the APRP with revenues collected or estimated to be collected by the Board and within the Fund; and
- Identify roads requiring maintenance, rehabilitation, or development in order of priority, considering social and economic requirements of the country or any part thereof in which roads are located.

Further, Section (5) of the Act requires the Board to submit the APRP to the Cabinet Secretaries for Roads and Finance for approval. The approved APRP shall form the basis for funds allocation and auditing of works by the Board and shall not be varied by the road agency without the prior written approval by the Board.

The APRP 2022/2023 sets out targets of the road maintenance programs funded by the Kenya Roads Board Fund which will be implemented by Road Agencies in FY 2022/2023.

Road Condition Mix

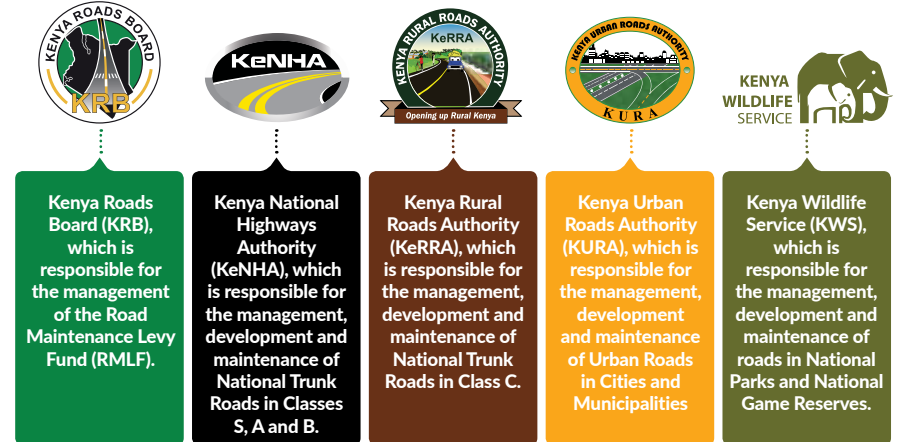
Over the last ten years, the Government has invested heavily in road development and maintenance. This has resulted in an overall improvement of the road conditions as shown in figure 1 which compares the road condition mix for 2009 and 2018.

While the poor road network has declined from 59% to 37%, the recorded figure is still significant and requires a big investment to bring that network to maintainable standards.

After every five (5) years, the Board normally undertakes a countrywide Road Inventory and Condition Survey (RICS) to update the information given above. The next RICS 2022 is underway, and it is expected that the road conditions have improved based on various maintenance interventions and upgrading works which have recently been carried out.

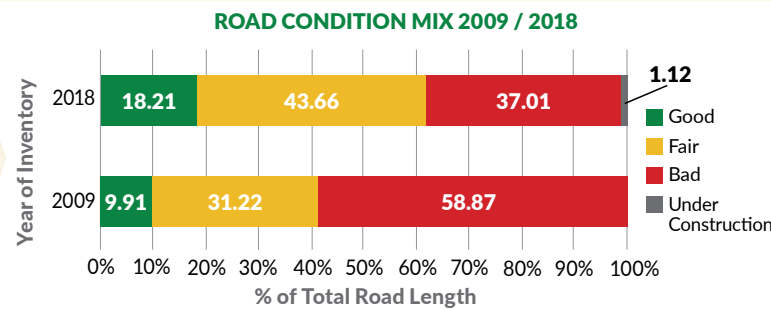
Roads Sector Institutional set up

The State Department of Infrastructure is responsible for development and maintenance of road infrastructure in the country. The Department delivers the Road maintenance function through the following agencies:



Additionally, the 47 County Governments are responsible for the management, development and maintenance of County Roads (Classes D and below). However it should be noted that the County Governments are expected to maintain their network using equitable share allocation.

Over the last ten years, the Government has invested heavily in road development and maintenance. This has resulted in an overall improvement of the road conditions as shown this figure which compares the road condition mix for 2009 and 2018



Poor road network has declined from

59%
to
37%



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2 APRP 2022/2023 OUTPUTS

Kenya has a total network estimated at 246,757 Km, of which 162,055 Km is classified network. According to the RICS data of 2018, about 100,000 Km of the network is maintainable. The National Trunk Road network currently stands at 44,021 Km and the rest are County roads.

In FY 2022/23, the road agencies have planned to maintain a total of 50,978 kms of road network through various intervention measure. There has been a 23% increase in planned Km since FY2020/21

Financial Year	Planned Km
2022/23	50,978
2021/22	48,418
2020/21	41,182

The net amount under APRP FY2022/2023 for roadworks maintenance costs amount to **KShs. 67,182,580,000**

Agency	Total (KShs)
KeNHA	27,690,961,224
KURA	10,141,455,909
KeRRA	21,634,348,980
KWS	638,302,898
CS/ Board Allocation	6,800,365,306
Sub-Total	66,905,434,317
KRB M&E Cost	277,145,683
Total	67,182,580,000

246,757 Km
is the estimated road
network in Kenya

KShs. 67,18B
The net amount under APRP
FY2022/2023 for roadworks
maintenance



3 APRP PREPARATION GUIDELINES AND PRIORITIES

The APRP 2022/2023 has taken into consideration priorities as set out in the Road Sector Investment Plan (2010 – 2024), KRB-F works planning guidelines and is aligned to the Government Medium Term Expenditure Framework.

The key considerations include: -

1 Road Asset Preservation

Performance Based Contracting (PBC) maintenance, routine maintenance and periodic maintenance interventions to be applied to the roads in good and fair condition as far as possible in order to preserve the existing road assets. The actual network in good and fair condition is established from the Annual Road Inventory and Condition Survey (ARICS).

2 Road Asset Restoration

Some critical roads in poor condition included in the programme to receive full scale or partial rehabilitation, reconstruction, spot improvement in order to keep them in a motorable condition until major interventions are undertaken.

3 Road Improvement and Development

To respond to traffic growth, the capacity of some roads will be improved through upgrading, widening, junction improvement and new construction. Other improvements include provision of non-motorized transport facilities such as cycle tracks, footpaths and construction of pedestrian crossings especially for urban roads. A maximum of 10% KRB-F will be applied for road improvement and development.

4 Multi-year road projects

Ongoing multi-year projects were included in the programme and adequately resourced before introducing new ones.

5 Supporting the Big 4 Agenda Initiatives

By prioritizing maintenance of major transport corridors, national trunk roads, collector and access roads in the road network. These will improve connectivity and access to agriculturally rich areas, local and international markets spurring growth of manufacturing sector. Improved road network will also increase accessibility to health facilities, schools, and residential areas.

6 Support Government Post Covid-19 Economic Recovery Strategy

The programme has included the roads which will be delivered using PBC maintenance which is labour intensive as well as local resource based approaches like R2000 strategy and Kazi Mtaani program.

7 Emergencies

Funds have been set aside for emergencies to ensure that the network is passable throughout the year.

8 CSR Activities

Allocation of funds for road safety and environmental preservation activities in the work plans.

9 Stakeholder Involvement

Stakeholder views, requests and complaints to the Board have been considered in the preparation of the work plans.

The ARWPs were further subjected to joint review with the road agencies. Internally, the work plans were reviewed to ensure that there was no duplication of road programs across the road agencies and the maintenance interventions are guided by road inventory and condition surveys undertaken by road agencies.

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ROAD AGENCIES WORK PLANS

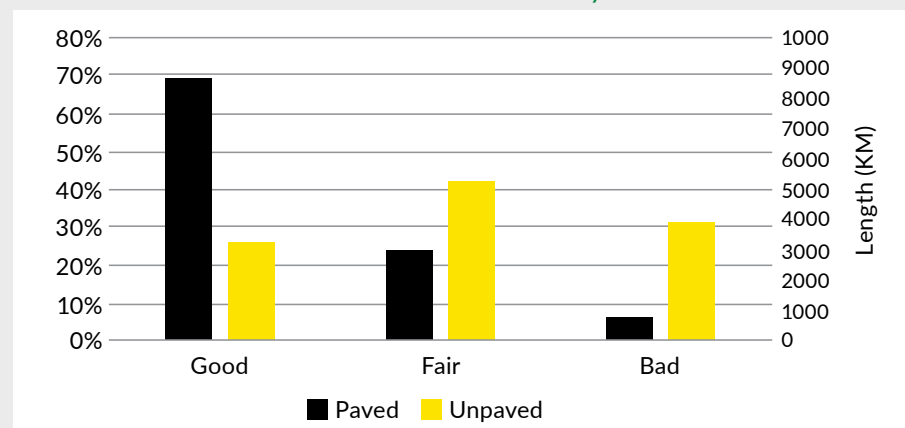
KENYA NATIONAL HIGHWAYS AUTHORITY

The table below shows detailed breakdown of KeNHA road works:

Corridors & Regions Roadworks	Total KM	Planned KM	Amount (Ksh)
Corridor A	863	715	1,777,500,000
Corridor B	1,062	994	1,801,162,706
Corridor C	968	1,027	1,771,000,000
Nairobi	881	515	1,250,348,045
Central	1,133	967	1,511,657,419
Coast	1,931	1,163	1,346,057,997
Upper Eastern	2,635	2,365	1,547,716,331
Lower Eastern	1,529	1,435	1,543,004,258
North Eastern	3,443	2,628	1,453,880,584
Nyanza	1,528	1,215	1,740,130,412
South Rift	1,516	956	1,639,108,435
North Rift	3,059	2,610	1,705,379,337
Western	1,326	884	1,085,500,000
Total	21,874	17,474	24,422,793,569

KeNHA undertook ARICS in the year 2021 on 17,797Km of the network planned for maintenance (81% of the entire network of 21,874Km) as expected prior to ARWP preparation. Analysis of the submitted ARICS information indicated that a total of 14,522Km (82%) of roads planned were in good and fair condition, which is the threshold of maintainable network. The remaining 3,275Km (18%) was in poor condition out of which the largest component of 2,707Km is unpaved. The summary is given in the figure below.

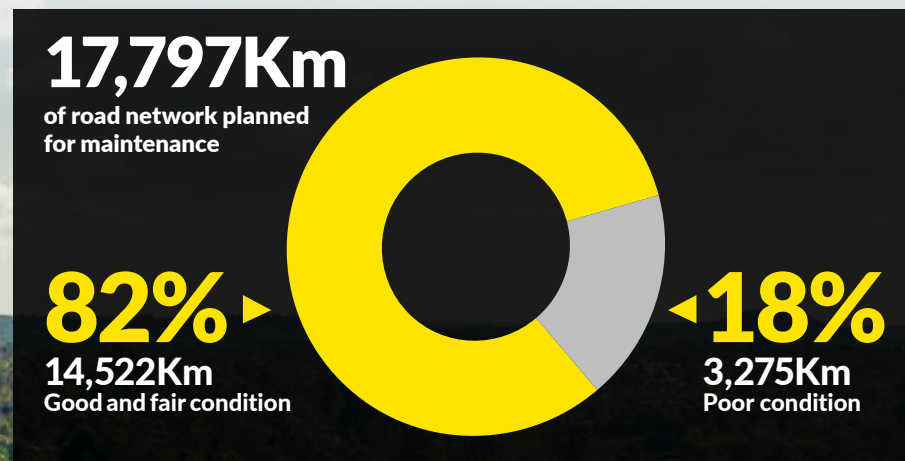
KeNHA ARICS 2021 Summary



The FY2022/2023 Work Plan will cover a total of 17,474Km against a network of 21,874km, representing 80% KeNHA network coverage. There is a slight increase of 251Km from the length planned during the last financial year.



21,874Km
of road network are
managed under KeNHA



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ROAD AGENCIES WORK PLANS

KENYA URBAN ROADS AUTHORITY

The funds available to KURA amount to KShs. 10,200,547,959 and will be applied as shown in table below.

Summary of outputs for KURA FY 2022/23

Region	Planned Kms FY 2021/2022	Planned Kms FY 2022/2023	BUDGET FY 2021-2022	BUDGET FY 2022-2023
HQs Works Support			200,000,000	200,021,378
Central	119	238	269,999,997	612,915,939
Coast	364	408	635,375,886	1,102,389,751
Lower Eastern	169	264	337,795,432	611,269,788
Nairobi	535	718	1,430,266,212	2,445,337,356
North Eastern	17	24	112,764,306	257,403,284
North Rift	344	336	376,388,701	605,566,171
Nyanza	360	328	470,453,596	837,826,990
South Rift	179	187	387,988,986	678,347,614
Upper Eastern	114	114	215,542,460	408,212,550
Western Region	131	144	273,394,897	490,165,088
Total	2,332	2,760	4,509,970,473	8,249,455,908

18%

increase in planned Road network from previous financial year to Current financial year.

2,702Kms

of roads to be routinely maintained to preserve them in good and fair condition

58Kms

of unpaved roads to be upgraded to bitumen standards

KENYA RURAL ROADS AUTHORITY

The funds available to KeRRA for amount to KShs. 21,761,168,980/- and will be applied as shown in table below:

KeRRA ARWP FY 2022/2023 Grand Summary

Income/Ceilings	Total Budget KShs	Admin. Exp KShs	Road Works KShs	Allocation per Constituency KShs
22% RMLF	14,873,614,924	2,519,960,369	12,353,654,555	42,598,809
10% RMLF	6,760,734,056	1,145,436,531	5,615,297,525	19,363,095
Sub-total	21,634,348,980	3,665,396,900	17,968,952,080	61,961,904
Add KRB M&E Costs	126,820,000		126,820,000	
Total	21,761,168,980	3,665,396,900	18,095,772,080	
Previous FY 2021-22	14,590,870,343	3,510,716,000	11,080,154,343	36,828,118

During FY 2022/23, KeRRA will allocate KShs 61,961,904/- per Constituency which comprises of KShs 42,598,809/- under 22% Allocation and Kshs. 19,363,095/- under 10% Allocation. KeRRA has submitted workplans for both the 22% RMLF and the 10% RMLF allocations based on the ceiling amounts given in the table above.

KShs 61,961,904/-

per constituency will be allocated by KeRRA for FY 2022/23

KShs 42,598,809/-

under 22% Allocation

Kshs. 19,363,095/-

under 10% Allocation

KENYA WILDLIFE SERVICE

The funds available to KWS amount to KShs. 680,036,531 and will be applied as shown in table below:

Kws Detailed Work Plan Financial Year 2011-2023

REGION/PARK	KMs	AMOUNT	REGION/PARK	KMs	AMOUNT
Aberdare National Park	164	74,776,094	Shimba Hills National Park	41	25,801,613
Amboseli National Park	217	51,810,588	Tsavo East National Park	946	132,297,269
Kora National Park	204	30,981,582	Tsavo West National Park	386	66,362,373
Marsabit National Park	35	17,047,126	HQ	-	27,078,132
Meru National Park	152	27,982,605	Lake Nakuru National Park	57	19,316,320
Mt.Kenya National Park	69	24,894,876	Mt. Elgon National Park	57	39,418,656
Nairobi National Park	70	26,747,557	Ruma National Park	89	47,92-L375
Ol-Donyo Sabuk National Park	11	10,614,812	Saiwa National Park	6	11,891,380
Chyulu National Park	65	13,360,540	GRAND TOTAL	2,569	638,302,898

48Kms

of unpaved roads to be upgraded to bitumen standards

2,522Kms

of roads to be routinely maintained to preserve them in good and fair condition