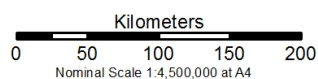


2.3 Kenya Road Network

- [Distance Matrix](#)
- [Travel Time Matrix](#)
- [Road Security](#)
- [Weighbridges and Axle Load Limits](#)
- [Road Class and Surface Conditions](#)



KENYA Road Network



- National Capital
- Major Town
- Intermediate Town
- Small Town

- International boundary
- - - Undetermined boundary

- Primary road
- Secondary road
- Tertiary road
- Track/Trail
- River
- Surface Waterbody

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Map Num: KEN_LCA_RoadNetwork_A4P
Coord System/Datum: Geographic/WGS84

Data Sources: WFP, UNGI/WG, GAUL, GLCSC, ESRI, GeoNames

The boundaries and names and the designations used on this map do not imply official endorsement or acceptance by the United Nations.

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Road transport is the predominant mode of transport and carries about 93% of all cargo and passenger traffic in the country. Kenya's road network has been established to be 160,886 km long. About 61,936 km of these roads are classified while the remaining 98,950 km are not classified.

Responsibility for the management of the road network falls under the Ministry of Roads and is implemented through the Kenya National Highways Authority (KeNHA), Kenya Rural Roads Authority (KeERRA), Kenya Urban Roads Authority (KURA) and Kenya Wildlife Service (KWS).

For contact details, please see the following link: [4.1 Kenya Government Contact List](#)

For more information on Kenya's Road Network, please see the following attachment: [Additional Kenya Road Network Information](#)

Distance Matrix

Distances from Nairobi to Major Towns (km)								
	Nairobi	Mombasa	Kisumu	Eldoret	Dadaab	Lokichoggio	Moyale	Mandera
Nairobi		487	345	330	530	923	827	1,039
Mombasa	487		832	798	606	1,410	1,242	1,190
Kisumu	345	832		160	875	896	951	1,179
Eldoret	330	798	160		840	612	1,102	1,145
Dadaab	530	606	875	840		1,373	862	694
Lokichoggio	923	1,410	896	612	1,373		1,507	1,757
Moyale	827	1,242	951	1,102	862	1,507		606
Mandera	1,039	1,190	1,179	1,145	694	1,757	606	
Please note: Distances are calculated by using major routes and may not necessarily be the most direct route								

Travel Time Matrix

Travel time from Nairobi to Major Towns (days)								
	Nairobi	Mombasa	Kisumu	Eldoret	Dadaab	Lokichoggio	Moyale	Mandera
Nairobi		1	1	2	3	5	3	3
Mombasa	1		3	3	3	7	3	3
Kisumu	1	3		1	5	4	4	6
Eldoret	2	3	1		5	3	4	5
Dadaab	3	3	5	5		8	3	3
Lokichoggio	5	7	4	3	8		8	9
Moyale	3	3	4	4	3	8		3
Mandera	3	3	6	5	3	9	3	

Road Security

- Security due to armed banditry is a concern in Kenya, particularly along the trade, humanitarian, and tourist routes, (i.e. Kapenguria - Kakuma - Lokichoggio, Garissa - Dadaab - Liboi, Garissa - Wajir - Mandera, and Isiolo - Marsabit sections). Currently, the sections between Kapenguria - Lokichoggio and Isiolo - Marsabit are particularly bad.
- Truck drivers prefer moving through these sections at night, since identifying cargo trucks for ambush is not that easy in the dark.
- While private operators may move unescorted within the UN Phase 3 security areas, the UN vehicles are required to hire escort services from the Kenyan Administration Police, referred to as 'Askaris'.
- Always check with the competent security office last updates on affected areas.

Weighbridges and Axle Load Limits

Axle load limits	
Truck with 2 axles	18,000
Truck with 3 axles	24,000
Truck with 4 axles	28,000
Semi-trailer with 3 axles	28,000
Semi-trailer with 4 axles	34,000
Semi-trailer with 5 axles	42,000
Semi-trailer with 6 axles	48,000
Truck & drawbar trailer with 4 axles	36,000
Truck & drawbar trailer with 5 axles	42,000
Truck & drawbar trailer with 6 axles	48,000

For additional information on weighbridges and axle load limits, please see the following attachment: [Additional Kenya Road Network Information](#)

Road Class and Surface Conditions

The Current Road Classification System was developed over 30 years ago and has six road classes named from A to E and a Special Purpose Road class. Each class is defined by the functional criteria related to administrative level of centres the roads connect.

CLASS	DESCRIPTION	FUNCTION
A	International Trunk Roads	Link centres of international importance and cross international boundaries or terminate at international ports or airports (e.g. Mombasa)
B	National Trunk Roads	Link nationally important centres (e.g. Provincial headquarters)
C	Primary Roads	Link provincially important centres to each other or to higher class roads (e.g. District headquarters)
D	Secondary Roads	Link locally important centres to each other, or to more important centres or to a higher class road (e.g. divisional headquarters)
E	Minor Roads	Any link to a minor centre
SPR	G L R S T W	Government Roads Settlement Roads Rural Access Roads Sugar Roads Tea Roads Wheat Roads
U	Unclassified	All other public roads and streets

ROAD CLASS	PAVED	UNPAVED	TOTAL
A	2,772	816	3,588
B	1,489	1,156	2,645
C	2,693	5,164	7,857

D	1,238	9,483	10,721
E	577	26,071	26,649
SPR	100	10,376	10,476
U	2,318	96,623	98,941
TOTAL	11,189	149,689	160,886

This system is supposed to be updated in the coming years.

The Kenya road network does not have many large bridges and generally they are not a major issue of concern. However, there are several bridges along key corridors that have caused problems; the most significant is the Ortum Bridge crossing the Ortum River in the District of West Pokot. During periods of heavy rain this bridge has been washed away before. The bridge is located about 150 km north of Eldoret on the route to Lokichoggio which is the main logistics hub for the humanitarian relief operation for South Sudan and the Kakuma Refugee Camp.

This transport corridor is also used to supply aviation fuel to Lokichoggio so when the bridge becomes impassable, supplies need to be airlifted from Eldoret Airport. This bridge often fails during periods of heavy rain and the Kenyan Government, in conjunction with WFP, erect a bailey bridge to alleviate the problem. This has a weight restriction of 10 mt.

The foundations of the Bura Bridge crossing the Tana River on the Malindi - Hola - Garissa route are severely eroded. Trucks use a diversion, though it is still possible, with some risk, to cross over with a 4WD vehicle.

Another principal bridge is the Garissa Bridge crossing the Tana River. On a number of previous occasions it was damaged from flooding but the current bridge has been built to withstand damage and issues are no longer reported anymore.