KENYA

Population (2008): 38 765 000
Income group: Low
Gross national income per capita (2008): $783
Road traffic death rate (estimate): 34.4/100 000 population
Number of registered vehicles (2007): 1 004 243

According to the Kenya Traffic Police Department there were 2893 road traffic deaths in 2007, although alternative sources have estimated that this number could be as high as 12 918. Irrespective of the actual number of deaths, trend data show a steady increase over the last forty years now beginning to plateau.

Half of the over 1 million registered vehicles in Kenya are motorcars with minibuses (usually used as public services vehicles and called “Matatus”) accounting for 11% of the vehicle fleet. There are more than 180 000 motorcycles in Kenya and this number is rising rapidly. Many of these motorcycles are used as taxi’s referred to locally as “borda-bordas”.

More than three-quarters of those killed on the roads in Kenya are males. About half are children or young adults. Fifty-seven percent are vulnerable road users – pedestrians, cyclists and motorcyclists. Speed has been identified as a major killer on Kenyan roads as has the lack of use of safety equipment such as helmets, seat-belts and child restraints.

Kenya is one of ten countries included in the Road safety in 10 countries (RS10) project funded through a grant from the Bloomberg Philanthropies. It is implemented by national partners with technical support provided by a consortium of road safety partners. The partners in Kenya are WHO (in the lead), the Global Road Safety Partnership (GRSP), the International Injury Research Center from Johns Hopkins University (JHU) and the Association for Safe International Road Travel (ASIRT).

The highway passing through the Thika district and the Northern Corridor (which passes through Naivasha) have been identified as high impact roads in the country, where 80% of victims presenting to the respective district hospitals sustain their injuries.
The overall goal of RS10 Kenya is to support the Kenyan Government to implement good practices in road safety in line with the national road safety strategy. The focus of the project will be helmet wearing among “borda-borda” riders as well as speeding on the main highways which pass through the two implementation sites. In addition, the project will assist with the development of a national road safety data system and provide support to improve trauma care for victims of road traffic crashes.

Activities to be implemented during the first phase (2010–2011) of the project include:

- Develop a national social marketing campaign focused on the two risk factors to sensitize the general public;
- Assess the current road safety legislation and propose appropriate helmet standards and sanctions for speeding infringements;
- Train police in enhanced enforcement practices and support the implementation of speed control in random locations throughout the intervention districts;
- Assess the road safety data information needs (health and police) and pilot a fatal injury information system in mortuaries and a non-fatal system in hospitals in the two districts; and
- Procure one ambulance for each district hospital and train staff in trauma care and first responders in pre-hospital care.

**Motorcycle helmet law**

- Applies to all riders: Yes
- Helmet standards mandated: No
- Wearing rate: Not evaluated

**Speeding laws**

- Set nationally: Yes
  - Maximum limit (urban roads): 60km/h
  - Maximum limit (rural roads): 80km/h

**Project implementation sites:**

- Thika – Central Province
  - Population (2009): 560 253
- Naivasha – Rift Valley Province
  - Population (2009): 189 106

**National partners:**

- Ministry of Public Health: Chair of committee
- Ministry of Medical Services
- Ministry of Transport
- Traffic Police
- Ministry of Education
- Kenyan Red Cross
- Maseno University

**International Consortium partners:**

- WHO: Responsible for overall coordination of the consortium partners, providing financial and technical support to elements relating to social marketing, enforcement operations, legislative review and revision and the procurement of enforcement equipment; data system development and trauma care.
- GRSP: Responsible for capacity development.
- JHU: Responsible for ongoing monitoring and impact/outcome evaluation of the programme.
- ASIRT: Responsible for engaging the nongovernmental organizations in Kenya and working with the media to promote road safety.

All consortium partners will provide technical support to the Government of Kenya throughout the implementation of the programme.

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**Contacts:**

- WHO country office: Joyce Nato
  Email: natoj@ke.afro.who.int
- WHO regional office: Martin Ekeke Monono
  Email: ekekem@afro.who.int
- WHO headquarters: Kidist Bartolomeos
  Email: bartolomeosk@who.int

**Source:**


Kenya Traffic Police Department
Global status report on road safety, WHO, 2009

http://www.who.int/violence_injury_prevention/road_traffic/country-work/kenya/index.html

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