

REPUBLIC OF KENYA



COUNTY GOVERNMENT OF NYERI
DEPARTMENT OF TRANSPORT, PUBLIC WORKS,
INFRASTRUCTURE AND ENERGY

TRANSPORT MANAGEMENT POLICY, 2020

SEPTEMBER, 2020

Forward

Critically, transport plays an important role in the society. The efficient movement of people and goods is the foundation upon which a wealthy, healthy economy and high quality of life is built. Yet, entire transportation system and the role the County Government is playing in its maintenance, operations and development over time are not always understood by citizens.

Growing congestion on our roads and increasing need to perform rehabilitation and reconstruction work on our existing roads already carrying traffic, are some of the issues that have led to additional, more complex challenges to maintain work zone safety and mobility.

Nyeri County Transport Policy is an operation administrative document which aims at exposing and clarifying how transportation system is managed. The legal document also set forth a course of action for future decision-making.

The road map towards efficient cost effective transport system, steering growth and development, in this agricultural-rich and livestock keeping zone, will go a long way through candid financial support from government exchequer, donor grants, public-private partnership and other key players in this sector.

The actions to be taken has been spelt out in this policy which will address issues raised on the Integrated Strategic Urban Development Plan for Nyeri. The plan proposes the expansion of Nyeri town, with the modern roads network, including but not limited to the following; development of dual carriage, by pass, subways and various pedestrian walk ways to boost easier movement of people and goods. This comes against the background of a myriad urban challenges, including; traffic congestion, urban decay, unintegrated transport system, uncontrolled public vehicle use, lack of appropriate plan to guide urban growth among others.

Finally, the policy has set out the formation for self-assessment, in form of monitoring and evaluation. The gaps identified in this self-assessment will assist future review of this policy.

I look forward to working with all development stakeholders for the implementation of this policy. At the same time, I urge all particularly, the key players; technocrats, professional, government agencies and stakeholders, to embrace the document to reverse the current trend in realization of the set goals and strategies.

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Acronyms and Abbreviations

ADB	Africa Development Bank
CIDP	County Integrated Development Plan
CK 2010	Constitution of Kenya 2010
CPSB	County Public Service Board
Dept.	Department
EXCOM	County Executive Committee
GDP	Gross Domestic Product
ICT	Information Communication and Technology
KeNHA	Kenya National Highway Authority
KeRRA	Kenya Rural Roads Authority
KFS	Kenya Forest Service
KLRC	Kenya Law Reform Commission
KNTC	Kenya National Trading Corporation
KRB	Kenya Road Board
KSG	Kenya School of Government
KURA	Kenya Urban Road Authority
KWS	Kenya Wildlife Service
NTSA	National Transport and Safety Authority
TIMS	Transport Integrate Management System
TPWIE	Transport, Public Works, Infrastructure and Energy
UN	United Nation Organization

Executive Summary

Transport Infrastructure developments in Nyeri County are planned by various executing agencies and donors for decades. However, these projects coordinated centrally, hence leading to double funding. There is need for urgent policy formulation framework to address the situation.

This policy proposes standard comprehensive mobility management that will set for;

- i. Re-organization of matatu and other ordinary bus services,
- ii. Good motorized road network and pedestrian space and other non-motorized services improvement,
- iii. Application of new bus fleet standards,
- iv. Reinforcement of parking services,
- v. Set standards for entire transport management.

To ensure key government agencies in national and county level input are met, the policy proposes regular coordination and consultations by both levels of government. This legal document addresses the aforementioned issues in the following manner;

Chapter one gives summary of background to the policy, guiding principles, purpose and the scope of the policy, policy development process and its linkage with stakeholders.

Chapter two recognizes the existing challenges or gaps that warrant the formulation of this policy. Thus, the policy addresses them in the implementation matrix.

Chapter three is vested for goal planning with various objectives and strategies. These objectives include; preparation of enforceable legal framework, improving transport safety, increasing internal revenue collection, developing and promoting human resource capacities.

Chapter four identifies key provision of the existing laws in transport sector. Their relevance in the policy, builds a great power to this legal framework and its operation. The policy also upholds the key institutions that play various roles; planning, managing, enforcing as well as levying where applicable.

Chapter five proposes the policy action plan. This involves reorganization of administration structure and hiring of the officers to fill the gap. It lays provisions for managing the transport and its enforcement.

The policy recognizes that there can be future challenges. To address future emerging issues, the policy employs self-assessment mechanism in form of monitoring and evaluation that will lead to upcoming policy review.

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Definition of Terms

“Boda boda”; this is a bicycle or motor cycle taxi used for ferrying people or goods from one place to another.

“Matatu Industry”; refers to informal private-owned motor omnibus that provide service to millions of people in day to day life and are backbone of Kenya public road transport service.

“Policy”; means principle of action proposed by the Transport management policy

“Nyerians” means people of Nyeri

“Public participation”; having an open, accountable and structured process where citizen or people or segment of a community can interact, exchange views and influence decision making.

“Stakeholder”; means an individual, group or organization involved in or affected by the course of action in this policy.

“Transport”; refers to the movement of human, animals and goods from one location to another.

“Transport Infrastructure”; such framework that allow easier flow of traffic.

“Transport Management”; stand for comprehensive document that describe how an oversize county traffic movement will be undertaken in a safer and responsible manner

“Transport Service”; are those activities designed to assist a person to travel from one place to another to obtain service or carry out life’s activities.

CHAPTER ONE

1.1 Historical Background

Nyeri County was established under Kenya Constitution 2010, in Article 176 and article 6(1)/ Schedule one for its territorial zone. Schedule four, further explains functions vested to counties. The County covers approximately 3,337.2 km² and has a population of approximately 845,863 people.

Transport management is one of the functions that was devolved to counties.

Nyeri County has a classified road network covering approximately **3,500 km** of classified roads with 728 km of bitumen roads (157km under KeNHA, and the rest distributed among KURA, KeRRA and County Roads), 2,492 km of gravel roads and the rest are earth roads, majority of which, are not classified all connecting about 208 trading centres. The county has two airstrips at Nyaribo and Kamangura near Nanyuki. It is also covered by recent renovated Railway transport linking four sub counties namely; Kieni East, Nyeri Central, Mathira West and Mathira East.

There are numerous challenges in transportation sector. These include but not limited to the following; traffic congestion, encroachment on roads, enforcement issues, uncontrolled picking and dropping areas, presence of cartels and militia group making it hard to manage transport in the County.

This policy will seek to solve these issues and open up streams for internal revenue collection in the transport sector.

1.2 Guiding Principles

To ensure for safe, efficient, reliable and sustainable transport system in Nyeri County the following principles will be followed;

1. Using infrastructure to reduce poverty;
2. Consultation of stakeholders in decision making
3. Improve operational efficiency.
4. Reduce planning time
5. Acquisition and utilization of transport technology
6. Institutional principles, establish relationship with national government and other statutory bodies, both in public and private sector

1.3 Purpose and scope

This policy covers the use of transport within Nyeri County. The policy aims at creating awareness of the vehicle issues, role of the stakeholders on the use and management of vehicles in the County and legal guide in all matters pertaining to transport sector. This will be realized through; proper management of all vehicles, ensuring proper allocation and use of vehicle parking areas, provide for responsibility and accountability of the officers managing transport, management of the streets and parking, and fueling of public vehicles.

Nyeri County transport sector is experiencing issues emanating from unintegrated transport systems, poor quality of transport services, lack of urban and rural transport policy, inadequate human resource capacity, institutional deficiency, uncontrolled public vehicle use, long stay of public vehicles in garage among other problems. This policy seeks to regulate the efficient and co-effective management of transport resource at the disposal of the government. The policy will give guidelines on operations of the transport officers, cost of running vehicles, servicing and the maintenance of public vehicles, fuel management, drivers management, vehicles donated to private individuals and organization and facilitation of staff on duty when there are no vehicles. Similarly, the policy will address all issues mentioned there above for such vehicles used by individuals, private companies and other organizations and agencies within the county.

1.4 Policy Development Process.

This Policy is formulated in consultation with various players and stakeholders in and out of the County Government. These include but not limited to the following, County Government of Nyeri Professional Officers, Security Agencies, Municipal Board or Representatives, Local leaders and Kenya National Highways and Rural /Urban Roads Authorities. These institutions and other stakeholders through public participation have submitted their views in regard to the development of this policy. After formulation of the policy, County Executive Committee (EXCOM) of Nyeri will adopt it. It will further be subjected to County Assembly for approval before it is returned to the Governor for consent into law.

1.5 Linkage with Stakeholders

The County Government shall continue to play the leading role in formulating regulations or strategic plans to implement this policy, building partnerships among stakeholders and ensuring availability of resources. In addition, the County Government must play a key role in the participatory partnership with investors, development partners, international agencies and other bodies. The contribution of these Stakeholders has been invaluable and the County Government will continue to encourage these collaboration and partnerships for the purposes of realizing synergies, providing linkages, promoting trust, goodwill and ownership among all stakeholders.

Stakeholder participation shall be encouraged at all levels where road development, rehabilitation and maintenance is undertaken.

CHAPTER TWO

2.1 Situation Analysis

In 2010, Kenya enacted a new Constitution paving way for devolution and creation of forty-seven counties. Various functions were devolved to the counties. One of the function that was devolved to the county is local transport system. The analysis shows that the transport sector as currently organized is unable to address the investment, service quality, safety and security needs of the envisaged integrated transport system.

2.2 Challenges

The department of Transport, Public Works, Infrastructure and Energy lack such legal document to govern transportation sector. This has led to a weak monitoring for transport activities as well as poor development on transport infrastructure. The enforcement mechanism remains dismal, thus leading to inadequate local revenue collection stream.

The commensurate growth in urban transport infrastructure and service do not tally with the development of the same. At the same time, major towns such as; Nyeri, Karatina, Othaya, Chaka, Naromoru, Mukurweini, Kiawara among others are characterized by inadequate supply of public transport, heavy traffic congestion during peak hours, frantically and reckless drivers in matatu industry and stiff competition for limited road space among motorists, pedestrians and cyclists. These challenges have facilitated to high cost for both goods and passengers.

2.3 Address to challenges

However, transport system is a bottleneck to socio-economic development of Nyeri County. Its linkage with centres of production, markets and key economic sectors such as agriculture, horticulture, livestock, tourism and mining grounds will bring forth a robust growth and development.

The transport policy will tap the unexploited opportunities hidden within ‘nyerian’ industrious community, exploit under-utilized resources like Nyaribo airstrip and lunatic railway line (to which road network historically was developed as a subsidiary). The adoption of this legislative document will revive private-public partnership aimed at boosting the county economy.

This policy, thus aims at securing integrated transport infrastructure and service provision. The document will also lead to additional collection streams like towing services and expansion of parking space such as the current ongoing constructed bus park at Asian Quarters. It is expected that there will be maximum utilization of existing facilities, development of a facilitative legal, institutional and regulatory framework for the sector and efficiency in transport project investment.

It must be noted that good transport accessibility has positive effect on per capita (GDP) across the county investment. By improving and upgrading the rural roads, will lead to reduction to the commodities price as there is reduction of the time spent for transit. Decrease in travel time at the same time, will increase agricultural activities which is the backbone of the County economy.

The urban and major town proximity will also trigger agricultural specialization. This trend will boost County export and thus nurturing sustainable employment. Lastly, it must be noted that the policy will widely work closely with various institution that play various role in transport sector. This harmony will enable communication, trade and other forms of exchange between people that in turn establishes civilization.

It is worth noting that, road transport available mode in our county lack funds for development and maintenance. This policy proposes new sources of funding other than relying on direct funding from government exchequer. The department should embark on writing proposals to reach other organizations or external benefactors such as World Bank, Africa Development Bank among others. The private sector should also own development of transport in mobilization for resources, especially for transport infrastructure and operation.

CHAPTER THREE

3.0 POLICY OBJECTIVES AND STRATEGIES

3.0.1 Introduction

In the light of the challenging existing transport system in Nyeri County and the lack of legal document to address these barriers and issues arising out of the current transport system, this policy has its core mandate in addressing them in the following manner:

3.1 Objectives and strategies

3.1.1 Prepare an enforceable legal framework

Strategies

- i. Prepare legal framework
- ii. Ensure that the new provisions comply with sector laws and regulations

3.1.2 Improve safety and security, reliability and speed in transporting people and goods

Strategies

- i. Hire traffic marshals and traffic police where necessary
- ii. Start breakdown/towing services to clean up the roads
- iii. Introduce penalties for traffic rule defaulters
- iv. Increase enforcement in bus terminus and parking area to remove cartels and Militia groups

3.1.3 To Increase internal revenue collection

Strategies

- i. Increase parking spaces
- ii. Enforce the existing laws
- iii. Introduce penalties
- iv. Introduce revenue sources such as towing

3.1.4 Develop and promote appropriate human resource capacities in the sector

Strategies

- i. Increasing staff productivity by hiring new staff
- ii. Capacity build the existing staff and ensure there is harmony between the retiring and newly recruited staff for proper transition
- iii. Prepare and implement a succession plan to address the emerging issues
- iv. Provide office space, equipment, and other supportive infrastructure

3.1.5 Operate regularly with Institutional system for transport sector management

Strategies

- i. Incorporate environmental protection and resource conservation issues in transport infrastructure.
- ii. Apply ICT in transport planning, operations and management to enhance sector efficiency.
- iii. Develop County Transport Information Data Base for effective transport planning and management. Such data base should relate with the CIDP and fiscal Annual Development Plan.
- iv. Engaging department of physical planning to ensure proper use of land in transport planning and management.
- v. Engage the NTSA for their regulations and practices.
- vi. Engaging the national police for enhanced enforcement and prosecution of transport law offenders.
- vii. Incorporating various road authorities such as; KeNHA, KURA, KFS, KWS, KRB KeRRA and other development partners such as; World Bank, Africa Development Bank for upgrading and maintenance of transport infrastructure
- viii. Facilitate public private partnership
- ix. Regular public civic Education

3.1.6 Enhance stakeholder Engagements

Strategies

- i. Incorporate all stakeholder at all levels in decision making.
- ii. Work closely with Public Participation unit for stakeholder engagement.

- iii. Involve all relevant institution/commissions and authorities for integration of decision and implementation input.
- iv. Apply national values and principle (Article 10, and 232 CK. 2010) for involving the citizens and legal provisions for public participation
- v. Promote public awareness through the use of appropriate information to inculcate positive attitude change

3.1.7 Increase on Road safety measures

According to United Nation Statistics, three thousand people die daily globally as a result of road traffic crash. Most of these people are vulnerable road users such as pedestrians, cyclist, and motorcycles. To stabilize and embrace decent traffic culture, this policy encourages the following action to address the menace.

Strategies:

- i. Strengthen policy framework
- ii. Put up road safety signage
- iii. Embrace good office structures to manage the sector
- iv. Proper public and private driver's sensitization on road use
- v. Separate pedestrians/cyclist and motorcyclist transport
- vi. Promote safe operation, maintenance and improvement of the roads

3.1.8 Organize pick up and dropping zones.

Strategies

- i. Designate areas for picking and dropping points
- ii. Designate taxi operating bays
- iii. Designate areas for motorcycles

3.1.9 Strengthen Fleet Management

Strategies

- i. Ensure all vehicles and parts are serviceable and able to play the task intended
- ii. Regularly verify that all vehicles safety equipment is present in the vehicle
- iii. Monitor good working conditions of all vehicles
- iv. Enforce existing laws on public safety.

CHAPTER FOUR

4.0 Legal and Institutional Framework

Transport sector is governed by statutes affecting all sectors of the economy and sector-specific legislation. Several transport government authorities and corporation are operating under their specific statutes subject to State Corporation Act. They lack managerial autonomy thus affecting county bureaucracy.

However, with enactment of Kenya Roads Act 2007, gave birth to Kenya Road Board, Kenya National Highway Authority, Kenya Urban Road Authority and Kenya Rural Road Authority. These institutions can boost County Transport in case their provisions/statutes are reviewed to incorporate the new created devolved units.

4.1 Legal Framework

There are numerous direct or indirect legal framework governing transport sector. The policy will apply them in the following manner;

1. Kenya Constitution 2010, especially the fourth schedule on the distribution of functions between the National and the county governments.
2. County Government Act 2012, part viii for citizen participation and part xi for County Planning
3. Kenya Road Act 2007 for harmonization with key transport infrastructure players.
4. Traffic Act 2012 for application and enforcement of traffic provisions.
5. Transport Licensing Act 2012 for purpose of co-ordination and control of mean of and facilities of transport
6. The National Transport and Safety Authority Act 2012 for control and enforcement.
7. The National Transport and Safety Authority (Operation of Commercial Vehicles) Regulations 2018 for purpose of making regulations for commercial vehicles as per section 54 of the National Transport and Safety Act 2012.
8. National Environment Management Authority 1999, for environmental assessment report on transport infrastructure.

9. National Police Service Act 2012, particularly section 41 on County Policing Authority for enhanced enforcement.
10. County Planning (Roads, Pavements and Parking Bays) Bill, 2018 for planning and maintenance of County Roads, streets, lanes, Alleys, parking bays, drainage systems and pavement, functions that are good for transport sector.
11. Urban Areas and Cities Act, for upgrading and development of urban areas
12. Nyeri County Revenue and Administrative Act 2014 for levying and enforcement.

4.2 Institution Framework

1. National Transport Safety Authority (NTSA); for registering and licensing vehicles as well as other roles laid down by Transport Licensing Act, 2012. NTSA has recently migrated all of its services to the Transport Integrated Management System (TIMS)- a portal where every Kenyan can be able to access any service offered by NTSA anywhere as long as there is internet connection.
2. Kenya Police Service; for police engagement in transport sector for purpose of free flow of traffic, prevention of road accidents, safety sensitization to the members of public, and enforcement of all laws.
3. Kenya National Highway Authority; for authority to road networking touching their jurisdiction. KeNHA manages, develops, rehabilitates and maintains national and international roads, that link other classified roads.
4. Kenya Rural Road Authority; this remain an integral authority for upgrading rural roads to improve rural livelihood that boost the urban life through food supply.
5. Kenya Urban Road Authority; for urban and major towns transport infrastructure and maintenance.
6. Kenya transport Association; for purpose of addressing business constraints during stakeholders meeting

CHAPTER FIVE

5.0 POLICY IMPLEMENTATION, MONITORING AND EVALUATION, ACCOUNTABILITY AND REVIEW

5.1 The implementation of the policy

5.1.1 Introduction

The implementation of this policy requires cooperation with other existing government agencies and corporations to fully meet its goal. Their role will however take into consideration the principles of this policy. An effective legal framework shall be developed for effective implementation of this policy.

This chapter addresses the administration structure, various set rules to manage the transport sectors, traffic/fleet management, enforcement on transport defaulters of the policy.

5.1.2 Administration Structure

To ensure for increased responsibilities and greater managerial competence in transport sector, County Public Service Board, requires overhaul address to human resource challenges in this field. Such personnel should embrace collaboration with relevant government agencies and stakeholders to develop and manage transport infrastructure service accordingly. This will lead to development of county reviewed development plans, integrating overall urban / rural land use planning, environmental management, enforcement and local traffic management.

The policy encourages the establishment as (Annexure Two) and filling of the following offices to address the gap highlighted earlier in chapter three and four in this document;

1. Traffic Marshall/engineer; this policy recognize establishment of traffic Inspectorate directorate headed by a traffic Marshall/engineer. Such officer appointed by County Public Service Board on request of County Executive Member in charge of the department, shall perform the following powers and duties;
 - i. To exercise all powers and duties relating to traffic regulations and control set in this policy.

- ii. To coordinate and undertake planning of transport in the County Government of Nyeri.
 - iii. To co-operate with other Counties or National government agencies in the formulation and execution of transport plan, for rapid safe and movement of people and goods. These agencies include but not limited to the following; state department with duties and responsibilities concerning transport, officials representing public corporations as defined in the law providing for government entities having duties and responsibilities in this sector, official representatives of neighboring counties and inter counties agencies on matter affecting transport in the counties.
2. Other staffs. CPSB shall appoint staff and fill gap of the following fields;
- i. Planning of traffic flow.
 - ii. Traffic inspectorate officers
 - iii. Licensing of motor vehicle in the county.
 - iv. Provision and management of bus terminus within the municipality, and other major towns.
3. Such inspectorate shall, with the relevant government agencies;
- i. Address the transportation of hazardous materials,
 - ii. Monitor operating licenses, levying them therein,
 - iii. Control engagement of the public transport conveying offensive or dangerous activities,
 - iv. Display fares,
 - v. Manage and control actions prohibited in public vehicles as laid in Cap 403, Part iv in Traffic Act,
 - vi. Enforcing the rights and duties of passengers when the vehicle become defective,
 - vii. Custody to items left in public transport vehicle.

5.1.3 **Set Rules for the management of Transport Sector.**

These rules are set for;

1. To ensure that all vehicles are kept in good roadworthy conditions and that are serviced on regular basis.
2. Set duties for officers designated to assist in transport function.
3. Co-ordinate motor transport and ensure optimal utilization of vehicle at all time.
4. Ensure proper completion and regular scrutiny of all records and returns concerning transport, such as Government Vehicle Asset register.
5. Exercise control over maintenance and expenditure involved in transport sector.
6. Ensure that all instructions relevant to the use, operation and maintenance of vehicles are complied with.

5.1.4 **Traffic/ Fleet Management**

Fleet management is crucial in transport sector. A competitively sourced officer should be engaged with the following duties;

1. Plan, organize and manage the work of subordinate staff to ensure that the work is accomplished in the manner consistent with the organization requirements.
2. Compile monthly fuel report and co-ordinate county transport.
3. Ensure vehicles have requisite documents for operation
4. Ensure efficient use and accurate accounting of all county vehicles.
5. Prepare regular and comprehensive report for the section.
6. Supervise staff in transport section, arrange and ensure training and recertification of drivers
7. Registration of county vehicles and equipments.
8. Assist in monthly work ticket analysis.
9. Collaborate with other managers and staff members in order to formulate policies, procedures, goals, and objectives.

10. Promote safe work activities by conducting safety audits, attending organization safety meetings, and meeting with individual staff members.
11. Working closely with revenue directorate for harmonization and review of such procedures laid down in Nyeri County Revenue and Administration Act, 2014, with new upgraded transport infrastructure.

5.1.5 Enforcement on Transport Defaulters

Such minor or major offences or criminal activities and violation of this policy will be arrested, enforced and criminalized or acted upon in accordance with existing law such as penal code (cap. 63) on police service, criminal procedure code (cap. 75)

5.2 Monitoring and Evaluation Accountability and Learning

The Monitoring, Evaluation, Accountability and Learning (MEAL) system adopted for this policy will be designed to provide feedback to stakeholders to ensure accountability, transparency, facilitate appropriate decisions on future implementation and review of the policy to ensure that the input delivery, work schedules and target outputs are progressing according to the plan.

The County Government shall periodically carry out MEAL activities at the various phases.

This policy makes provisions for establishment of effective monitoring, evaluation, research, learning and application to all programmes. This policy stresses effective MEAL to ensure sustainable, transparency, accountability and professionalism at all levels. The MEAL will also include:

- a) Regular review and assessment of the goals and strategic interventions
- b) Such M and E shall; ensure effective implementation, find out ‘what work’ and where, maintain the momentum in the spirit of devolution, support future bids and provide accountability and transparency
- c) The department shall prepare an evaluation committee which will address the following; issues addressed and the context in which it is taking place, input (what is invest for example money, skills, people, activities), output (what has been produced), outcomes (short and medium term results), and impacts (long-term outcomes).

5.3 Policy Review

This policy shall be reviewed every five (5) years or as need arises and its implementation monitored systematically due to the dynamism. The review will also meet the standard of other law.

**ANNEXTURE ONE:
IMPLEMENTATION MATRIX**

Policy Objective	Policy Strategy		Activities	Actors	Time line	Budget	Status
Increase enforcement	-Hire traffic marshall		Recruit traffic marshalls	CPSB	2 months		
	Remove cartels and Militia groups		Work with police Work with Saccos	Dept stakeholders	6 months		
	Introduce penalties		Prepare legislation	Dept Legal officers KLRC Sector committees	6 months		
	Start breakdown/towing services		Hire breakdowns services	Dept Finance Legal	3 months		
Prepare an enforceable legal framework	Prepare legal framework		Impact assessment	Legal dept KLRC	3 months		
To Increase internal revenue	-Increase parking spaces		Identify areas Designate areas	Dept of lands finance	3 months		

collection							
Increase staff productivity	Hiring new staff		Advertise jobs Recruit	CPSB	3 months		
	Train existing staff		Conduct seminars/trainings	KSG,	immediate		

Policy Objective	Policy Strategy		Activities	Actors	Time line	Budget	Status
Increase staff productivity	Provide office space, equipment, and other supportive infrastructure		Identify office space	Dept	Immediate		
Enhance stakeholder engagement	Improve lobbying to stakeholder at all levels		-Actively pursue collaboration with KeNHA, KURA, KERRA, KFS, KWS, KNTC. Discussions with their local agents of ADB, World Bank	Dept Stakeholders	immediate		
Increase on road safety measures	Put up road safety signages		Erect road signage	Dept of lands Staff in transport			

	Doing campaigns on road safety		-Meetings Road shows	Dept			
	Separate motorable and non motorable transport		Construct additional paths for non-motorable transport	Department stakeholders	2 years		
Organize pick up and dropping zones.	Designate areas for picking and dropping points		Identify picking and dropping areas	Planning dept. Finance transport	immediate		
	Designate taxi operating bays		Identify taxi bays	Planning dept. sanitation Finance transport	immediate		
	Designate areas for motorcycles		Identify boda boda bays	Planning dept. Finance Transport	immediate		

ANNEXTURE TWO: STAFF ESTABLISHMENT

ROADS AND TRANSPORT						
Roads	Director Roads and Transport	R	0	1	1	This is the chief technical advisor of the directorate
	Principal Superintending Roads Engineer	Q	0	1	1	To be the County Roads Engineer
	Chief Superintending Roads Engineer	P	0	1	1	To be in charge of roads design and documentation
	Senior Superintending Engineer Roads	N	0	2	2	To be preparing roads designs and documentation
	Superintending Engineer Roads	M	0	1	1	
	Engineer I Roads	L	0	2	2	
	Engineer II Roads	K	0	2	2	
	Chief Superintendent Roads	M	0	4	4	
	Senior Superintendent Roads	L	0	4	4	
	Superintendent (Roads)	K	0	4	4	To be in charge of Roads up grading and maintenance with county equipment.

	Senior Inspector (Roads)	J	0	4	4	To be involved in supervision of roads construction and maintenance
	Inspector (Roads)	H	5	5	0	
	Foreman Roads	F	3	4	1	
	Road Overseer	G	0	4	4	To be clerk of works
	Principal Plant Operator	J	0	1	1	Supervision of Plant operators/ Inspection of Plant and Equipments
	Chief Plant Operator	H	0	5	5	Supervision of Plant operators
	Senior Plant Operator	G	0	5	5	Road Maintenance
	Plant Operator I	F	0	15	15	Road Maintenance
	Plant Operator II	E	0	15	15	Road Maintenance
	Plant Operator III	D	11	15	4	Road Maintenance
Mechanical	Principal Mechanical Engineer	Q	0	1	1	To be the County Mechanical & Transport Engineer in charge procurement, operation and management of county vehicles, plants and equipment.
	Senior Principal Superintendent (Mechanical)	P	0	1	1	

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	Principal Superintendent (Mechanical)	N	0	1	1	
	Chief Superintendent (Mechanical)	M	0	1	1	
	Mechanical Engineers		0	1	1	
	Senior Superintendent (Mechanical)	L	0	1	1	
	Superintendent (Mechanical)	K	0	1	1	
	Senior Inspector Mechanical	J	1	1	0	
	Inspector (Mechanical)	O	1	1	0	
	Artisan II (Mechanic)	E	3	3	0	
	Artisan (Mechanic)	F	1	1	0	
	Traffic Marshals	F	0	25	25	Control of traffic in big towns
	Traffic Marshal inspectors/ Supervisors	J	0	2	2	Supervision of Traffic Marshals