

NATIONAL TRANSPORT & SAFETY AUTHORITY

ROAD SAFETY STATUS REPORT 2015

14TH JANUARY, 2016

VISION & MISSION



Vision

Sustainable and Safe
Road Transport System with
Zero Crashes

Mission

To facilitate the provision
of safe, reliable, efficient
and accessible road
transport services



Keep our roads safe

OUR MANDATE



To advise and make recommendations on matters relating to road transport and safety

To Implement policies relating to road transport and safety



To plan, manage and regulate the road transport sector in accordance with the provisions of the NTSA Act no.33, 2012

To ensure the provision of safe, reliable and efficient road transport service

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INTRODUCTION



- More than 1.24 million people currently die on the world's roads each year.
- The death toll is highest in developing countries despite low motorization where more than 90% of fatalities occur.
- Globally, it is the leading cause of death for people aged 15–29 years.
- An estimated 3,000 deaths from road crashes occur annually in Kenya and about 40 % are pedestrians
- In Kenya, the economic cost of road crashes is 5.6% of the GDP~300 billion Kenya shillings annually.

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INTRODUCTION....



- Road traffic crashes have enormous consequences to the Kenyan Society: eg
 - The health burden: Road crashes are sudden and violent often leading to disabilities and long term psychological effects. It strains both the government and the victim family in terms of provision of healthcare.
 - It disorients the family structure by robbing away their dependants
 - It affects the most productive members of the society

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EXPOSURE RISK TO CRASHES(POPEN)



- The overall population of a particular setting determines the exposure risk to road traffic crash and its attendant consequences of injuries and deaths.
- All factors held constant, the higher the population, the higher the risk of crash, injury or fatality
- Population is one exposure factor to road crashes
- With the increase in population, it is expected that crashes would increase.

EXPOSURE RISK TO CRASHES (MOTORIZATION)



- Motorisation levels in a particular area determines the risk of road traffic crashes, injuries and fatalities.
- All factors held constant, the higher the level of motorization, the higher the road crashes, fatalities and injuries
- Comparison of crashes, injuries and fatalities to the level of motorization in a particular area is an accepted international road safety outcome rate as a performance measurement of road safety.
- There has been a general increase in the number of vehicles in Kenya over the years

EXPOSURE RISK TO CRASHES(ROAD NETWORK)



- The extent of the road network determines the exposure to road crashes.
- The number of crashes, injuries and fatalities is higher with an extensive network.
- This is particular for paved roads which has a higher risk factor than unpaved road as far as road safety causation is concerned
- It is our considered proposal in future reports to take into account the extent of the road network in Safety Performance Indicators(SPIs)
- Kenya has witnessed an increased network of paved road due to the infrastructural programmes initiated and implemented by the government.

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- International best practice in road safety performance measurement demands exposure factors taken into consideration eg motorization levels, population and length of paved roads.
- For the first time, NTSA has made a deliberate effort to measure road safety performance in line with international best practice.
- This involves the utilization of indicators which take exposure factors into consideration rather than the traditional use of absolute figures to measure fatalities

DISTRIBUTION OF ROAD FATALITIES BY POPULATION



Year	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Population(Millions) ^a	35.1	36.1	37.2	38.3	39.3	40.3*	41.4*	42.5*	43.7*	44.9*	47.8*
Road Fatalities ^b											
	2,533	2,715	2,921	3,149	4,032	3,045	3,302	3,141	3,218	2,907	3,057
Fatalities per 100,000 popn	7.42	8.21	7.93	8.31	9.54	8.25	7.97	6.82	7.22	6.34	6.4

Source:

•* a Kenya National Bureau of Statistics Projections/World Bank Report

^bNTSA/Kenya Police

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Distribution of Road Fatalities by Motorization level



Year	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Cumulative Number of Vehicles ^a	749,680	819,443	896,573	1,009,438	1,165,395	1,417,539	1,616,745	1,789,789	2,011,972	2,210,907	2,458,731
Fatalities^b	2,533	2,715	2,921	3,149	4,032	3,045	3,302	3,141	3,218	2,907	3,057
Fatalities per 10,000 vehicles	33.79	32.92	33.2	30.85	35.21	21.32	19.65	18.42	16.42	13.15	12.43

^a Source: Kenya Revenue Authority (KRA)/National Transport and Safety Authority (NTSA)

^bNTSA/Kenya Police

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COMPARISON OF FATALITIES BASED ON ABSOLUTE FIGURES -2015/2014



VICTIM TYPE	2015	2014	% VAR
PEDESTRIANS	1344	1340	0.299
DRIVERS	339	268	26.49
PASSENGERS	668	642	4.05
M/CYCLE FATALITIES	637	553	15.19
PEDAL CYCLISTS	69	104	-33.7
TOTAL	3057	2907	5.2

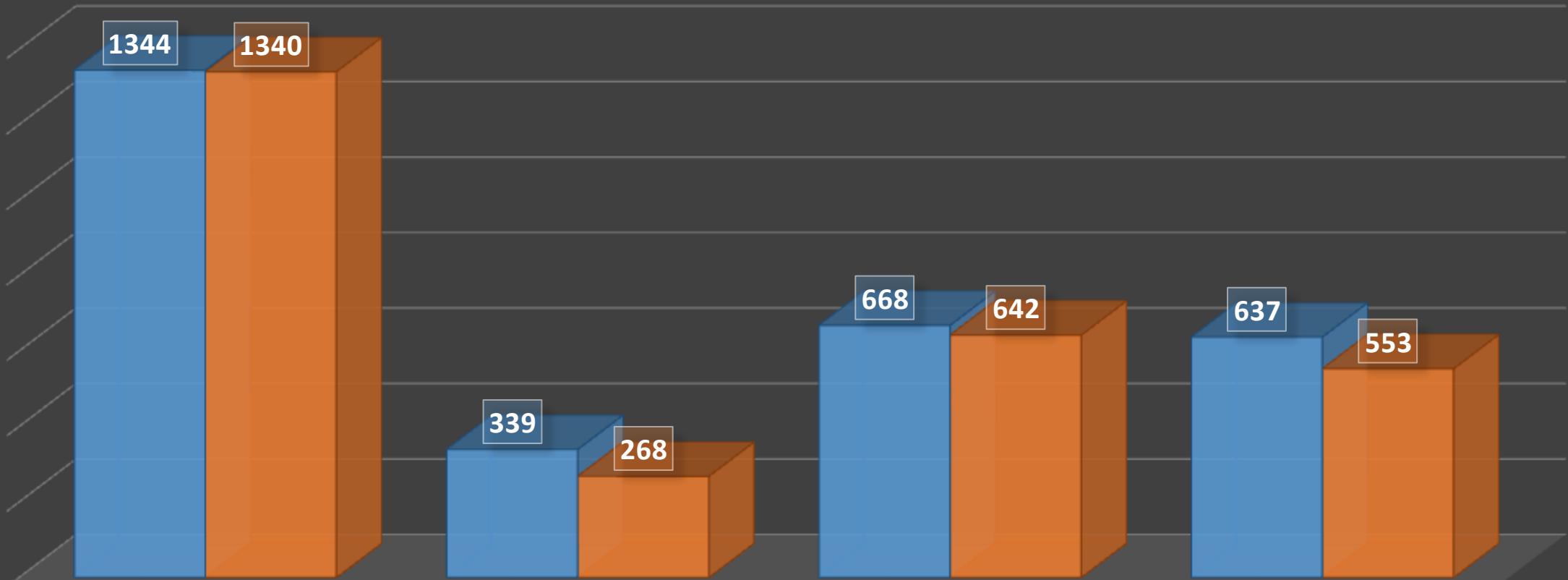
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COMPARISON OF FATALITIES -2015/2014



■ 2015 ■ 2014

FTALITIES



	PEDESTRIANS	DRIVERS	PASSENGERS	M/CYCLE FATALITIES
■ 2015	1344	339	668	637
■ 2014	1340	268	642	553

Axis Title

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The distribution of Fatalities across the Day...



- Most of fatal road traffic Crashes occur at between 1700 hours to 2200 hours. The peak being 2000 Hours
- Reasons:
 - High speed traffic
 - Motorcycles operate in the midst of darkness with no right gear –reflective jackets hence not seen by fast flowing traffic
 - Pedestrians cross at the non designated areas and easily get knocked by speeding vehicles
 - Drunken Driving, Drunken Riding and Drunken Walking
 - Poor driving/riding habits & skills at night
 - Reduced visibility

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Distribution of Fatalities based on Days of the week



DAYS	2015-FATALITIES	%	2014-FATALITIES	%
Monday	349	11.4%	342	11.7%
Tuesday	349	11.4%	320	11.0%
Wednesday	361	11.8%	334	11.5%
Thursday	363	11.9%	372	12.8%
Friday	465	15.2%	423	14.6%
Saturday	603	19.7%	584	20.1%
Sunday	567	18.5%	532	18.3%
TOTAL	3,057	100%	2,907	100%

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Distribution of Fatalities based on Days of the week...



- Saturday has the highest fatalities followed by Sunday for the last 2 years (2014 & 2015)
- Weekend contributes the highest number of fatalities with a combined figure at average 38% in both 2014 and 2015.
- Possible Reasons:
 - High Travel numbers during this time hence increased exposure
 - High Speed travel especially on the highways
 - Drink Driving, Drink Walking, Drink Riding..
 - Motorists using unfamiliar roads during weekends

(Calls for increased vigilance during high risk days of the week)

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Distribution of fatalities by Age Group



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Distribution of fatalities by Age Group



- The most affected age groups in terms of fatalities was between 20-44 years with the peak age being 30-34 .
- This age bracket is the most productive members of the society
- They are high risk group as relates to road safety risk factors-speed, drink driving, more travel etc

DISTRIBUTION OF ABSOLUTE NO. OF FATALITIES AS PER COUNTIES 2015

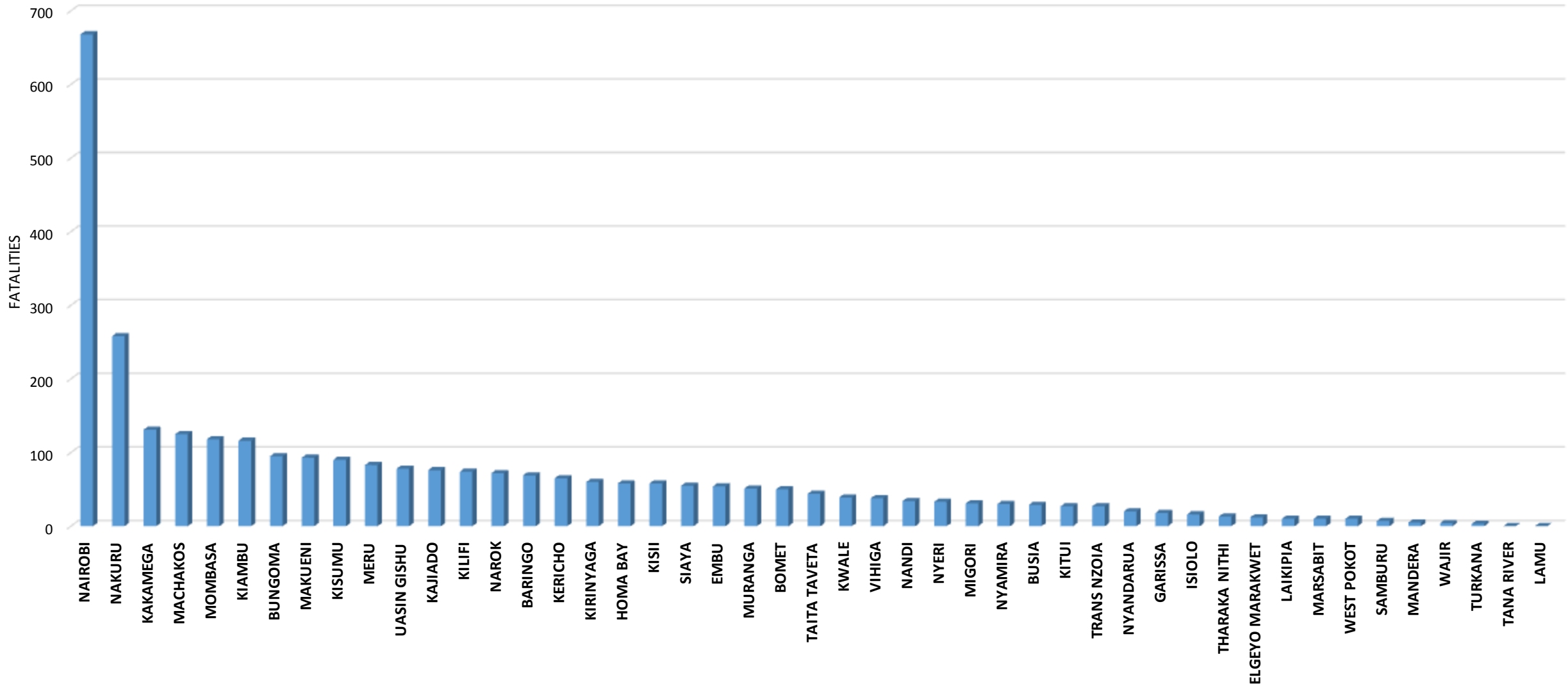


- Nairobi County remained the county with most fatal crashes in 2015 recording a total of **668** deaths, majority being pedestrians at **497** deaths.
- Nairobi County contributed **22%** of all the national fatalities in the year 2015
- It should also be noted that Nairobi County contributed the highest number of fatalities in the previous year 2014 at **561** deaths a pattern that has now been replicated in the year 2015.

DISTRIBUTION OF ABSOLUTE NO. OF FATALITIES AS PER COUNTIES 2015



2015 Distribution of absolute fatalities as per counties



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County Governments and Road Safety



- The role of County Governments in Road Safety is paramount
- Areas where County Government can contribute to Road Safety:
 - Funding for road safety programmes and interventions
 - County Transport and Safety Committees
 - County specific Road Safety intervention programmes

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THE NORTHERN CORRIDOR



- The Northern Corridor traverses across 11 counties
- An important transport corridor for Kenya, East Africa and beyond.
- It is however, a significant contributor to road crashes and injuries in Kenya.
- Has a number of hazardous spots and sections
- The Northern corridor contributed **18%** of the National fatalities at **541** deaths in 2015.

THE NORTHERN CORRIDOR FACTOR



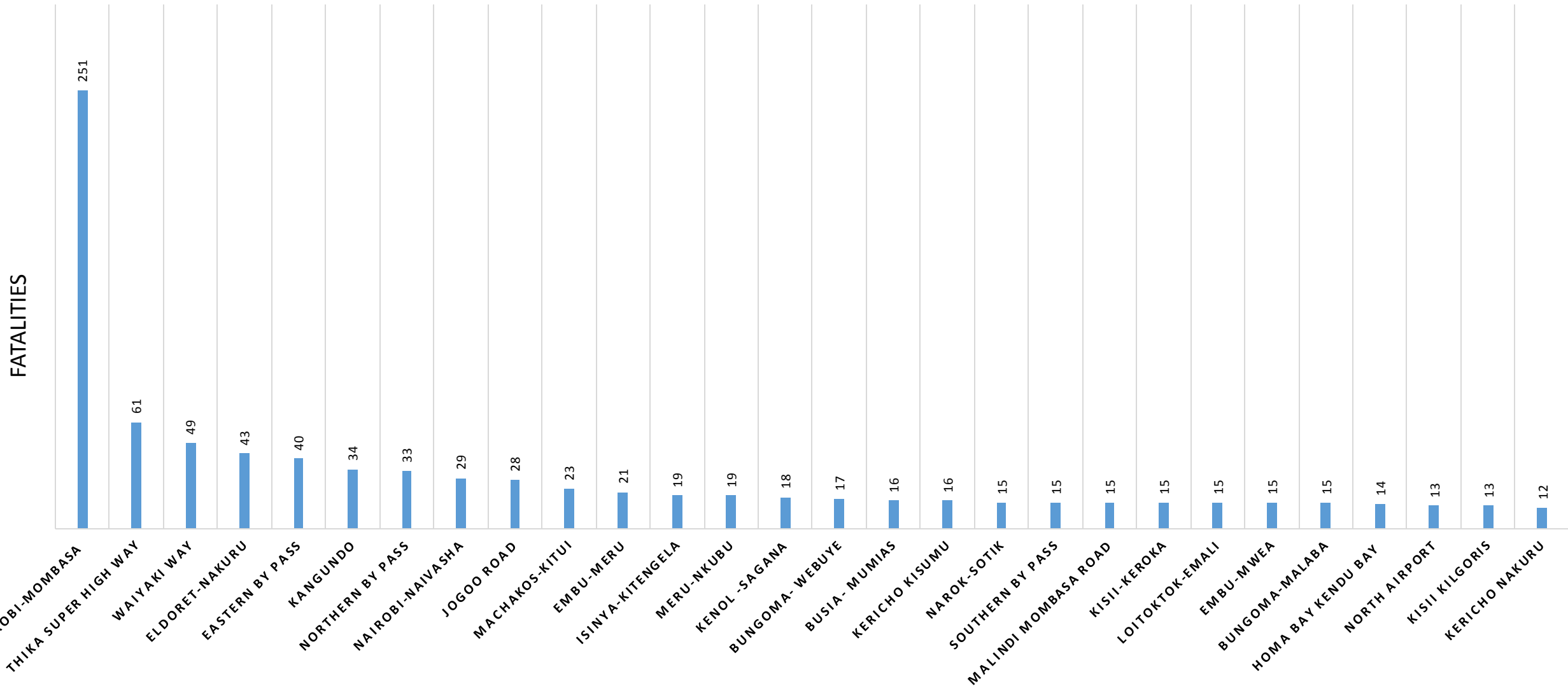
COUNTIES	TOTAL FATALITIES	FATALITIES ALONG THE NORTHERN CORRIDOR	% FATALITY ON NORTHERN CORRIDOR
NAIROBI	668	123	18.41
NAKURU	258	151	58.53
MOMBASA	118	40	33.90
MACHAKOS	125	44	35.20
KIAMBU	116	29	25.00
BUNGOMA	95	25	26.32
MAKUENI	93	35	37.63
KILIFI	74	33	44.59
UASIN GISHU	78	23	29.49
TAITA TAVETA	44	29	65.91
BUSIA	29	9	31.03
TOTAL	1698	541	

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Fatalities on other Key Roads



2015 FATALITIES



CHALLENGES



1. BEHAVIOURAL ASPECTS

- The bad road behavior and attitude of the Kenyan road eg drunk driving, speeding, jay walking, disregard of the laws, impunity/careless and dangerous driving etc.
- Fairly Low levels of Road Safety Awareness amongst road users in Kenya.

CHALLENGES



2. Insufficient funding for Road Safety-

- With the increased lengths of the paved roads coupled with the increasing population and motorization, the exposure to crashes will increase as well.
- The need to have commensurate increase in the levels of funding for sustainable road safety programmes
- Road safety is an expensive venture which requires sufficient funding to undertake road safety programmes

CHALLENGES



3. Road engineering challenges-

- Inadequate facilities for pedestrians, non-motorized & intermediate means of transport.
- Inadequate treatment of black spots

4. Inadequate enforcement power-

- To support and complement education and engineering measures.
- NTSA currently relies on other agencies to support its enforcement operations.

(Greater collaboration and cooperation with the appropriate government agencies as a way forward)

CHALLENGES



5. Corruption related challenges
6. Court outcomes on traffic offences that does not serve to deter traffic offenders.
7. Emerging and Increasing Boda Boda related challenges.
8. Challenges in the county governments in supporting transport and safety eg:
 - Urban planning and land use
 - Allocation of bus stages and parking lots,
 - Boda boda enforcement,
 - Encroachment of small scale traders along the highways, hawkers thereby increasing the human-vehicular conflict;
 - Vandalism of road signs .

WAY FORWARD



1. Funding of Road Safety Programmes

- Encouraging on-going efforts to lobby for more funding from the exchequer
- Enhanced capacity for enforcement through increased number of vehicles through the Government Leasing Programme-(*shortly to be launched*)
- Conclusion of positive engagements with key Development Partners such as EU, WB, AfDB to support key roads safety programmes.

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WAY FORWARD...



2. Engagement and Collaboration

- Road Agencies to be engaged in better planning, design, construction and maintenance of roads through improved design standards, road safety assessments, road safety audits and blackspots treatment programmes,
- Engagement with The National Police Service to enhance traffic law enforcement

WAY FORWARD...



Engagement and Collaboration ...

- Engagement of the County Governments through the County Transport and Safety Committee platforms
- Collaboration with relevant authorities i.e EACC to address integrity related challenges.
- Private sector participation in road safety-through installation of pedestrian fences in 5 high risk roads in Nairobi at advanced stage

3. Behavioural Aspect

- Increased and sustained public Education and Awareness
- Targeted road safety campaigns to the vulnerable road users
- Elevated levels of enforcements
- Mainstreaming road safety in all sectors

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WAY FORWARD....



4. Leveraging on ICT

NTSA is at an advanced stage in rolling Transport Integrated Managements Systems (TIMS) project to enhance efficiency and increased reliability of data.

NTSA ICT innovations to improve Road Safety through:

- Universal Policing Unit (UPU),
- Mobile policing Gadget
- instant fine systems
- Smart Driver License
- New generation Number plates

5. Driving School Curriculum

- Roll out of the new driving and testing curriculum to Improve driving skills, attitudes, driver training, testing and licensing system.
- *To be implemented by 31st March 2016*

6. Legal Aspects

- Implementation of the Instant Fine framework

CONCLUSIONS



- The **2015 road fatalities per 100,000 population** stood at **6.4 deaths** compared to **6.34 deaths per 100,000 population in 2014**.
- The **road fatalities per 10,000 vehicles** has been on decline for the last 5 years and stood at all time low of **12.34 deaths per 10,000 vehicles in 2015**.
- Despite the fact that the absolute road fatalities in 2015 show a rise as compared to 2014, the fatality rates compensating for rising population, motorization and paved roads reveal a decrease in road fatalities.
- However these declining fatality rates as demonstrated above are unacceptably high and can be reduced further with appropriate interventions.

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CONCLUSIONS...



- The vulnerable road users remain the most affected
- Going forward, NTSA will incorporate best practice in measurement of road safety performance
- NTSA together with partners and stakeholders will continually spearhead evidence based road safety interventions
- Appeal to ALL Citizenry to take an active role and interest in Road Safety

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Thank you