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Kenya National Highways Authority

Quality Highways, Better Connections

NEWS BULLETIN

Beyond the black top | June, 2026

Lake Victoria Ring Road Project:

A renewed push to transform Western Kenya



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BY SANDRA NDIWA

For more than a decade, the proposed Lake Victoria Ring Road has remained one of Kenya's most ambitious regional infrastructure projects. Conceived as a strategic transport network encircling the Lake Victoria basin, the project was intended to improve mobility, stimulate trade, and unlock economic opportunities in some of the country's most productive yet historically underserved counties.

The original concept envisioned a road network of approximately 500 kilometres connecting key towns and economic centres around Lake Victoria. Over time, however, the project has evolved into a much larger regional development initiative encompassing highways, feeder roads, spur roads, digital infrastructure, and cross-border trade corridors. Recently, the government expanded the flagship corridor to include the 112-kilometre Kisumu – Busia Highway, increasing the planned network to approximately 612 kilometres.

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EDITOR'S NOTE

- June milestones-

People-centred road infrastructure

Welcome to the June edition of the KeNHA News Bulletin. It is a pleasure to bring you stories that reflect the Authority's commitment to building a safe, sustainable, and people-centred road network.

June marks Men's Mental Health Awareness Month and Father's Day, making it a time to reflect on the importance of mental wellness. We feature stories that explore various aspects of men's mental health, beginning with a thoughtful message from our Director General, emphasizing that for the Authority to thrive, it depends on the mental well-being of the employees. He advocates creating environments where discussions about mental health are encouraged, stigma is replaced with empathy, and seeking help is seen as a strength. We also include engaging human-interest pieces, including a reflection on the silent struggles many men face and the need for vulnerable spaces. Complementing these stories is a timely Father's Day feature that examines the often-overlooked significance of the occasion, inviting readers to reflect on why fathers continue to receive far less recognition than in other parental celebration, despite their invaluable role in families and society.

Infrastructure development remains at the heart of this edition. We revisit the Lake Victoria Basin Development Project, one of Kenya's ambitious regional infrastructure initiatives, highlighting its transformative potential to improve connectivity, facilitate trade, and unlock economic opportunities across the Lake Victoria basin. We also feature the construction of Gender Violence Recovery Centres in Isiolo County under the Horn of Africa Gateway Development Project (HoAGDP), demonstrating how strategic infrastructure investments can extend beyond roads to strengthen essential social services and improve community well-being.

Looking ahead, we introduce the first instalment of an exciting feature series examining the future of Kenya's highways. The article explores how the Planning and Road Management Department, under the Planning, Research and Compliance Directorate, is quietly shaping the country's transport landscape over the next fifty years through strategic planning, evidence-based decision-making, research, and long-term vision: A reminder that tomorrow's highways are being designed today through deliberate, informed, and forward-thinking choices.

Environmental stewardship also takes centre stage as we showcase how the Western Region commemorated World Environment Day celebrations in Bungoma County. Equally important is our feature on occupational safety and health, which reinforces that protecting employees is a shared responsibility. The article highlights the role of the Directorate of Occupational Safety and Health Services (DOSHS) under the Occupational Safety and Health Act, 2007.

In our Swahili section, we feature an insightful article, "Madhara ya upakiaji kupita kiasi kwenye barabara," which examines the adverse effects of overloading on road infrastructure, road safety, and the economy, while reinforcing the importance of compliance with axle load regulations.

As we conclude this edition, I extend my appreciation to our contributors, photographers, and the Editorial Team, whose dedication continues to enrich this publication with informative and engaging content. We thank our readers for the support and continued engagement. Your readership and feedback remain invaluable in shaping future editions.

We hope you enjoy this edition. Happy reading!

Samwel Kumba, PRM



Strong minds build strong nations

At the Kenya National Highways Authority (KeNHA), we take pride in developing quality, safe, and resilient national trunk roads. Equally important, however, is our responsibility to build a resilient workforce. Every kilometre of highway we deliver reflects careful planning, technical excellence, collaboration, and unwavering dedication. Behind every successful project are employees whose expertise, resilience, and commitment make our mandate a reality.

As an Authority entrusted with developing and managing Kenya's national highways, we are held to high standards. We operate in an environment defined by ambitious project timelines, rigorous technical standards, public expectations, and the responsibility to deliver infrastructure that drives connectivity, national development, and regional integration. Every employee plays a vital role in keeping the wheels of the nation turning.

In the pursuit of excellence, it is easy to focus solely on performance indicators, project milestones, and operational targets. Yet sustainable and satisfactory performance can only be achieved when everyone feels supported, valued, and psychologically safe.

The true strength of the Authority is not only measured by the infrastructure we deliver, but also in how well the people entrusted with that mission are cared for.

Creating a workplace where everyone can thrive requires intentional effort. It means fostering a culture where respect, empathy, teamwork, and open communication are part of our daily interactions. It also means recognizing that mental well-being is an essential component of occupational health and organizational success. When employees feel psychologically safe, supported, and empowered to seek help without fear of judgement, they are better equipped to perform, collaborate, and innovate.

Mental well-being is not simply the absence of illness but the foundation upon which resilience, sound decision-making, creativity, and effective leadership are built. As leaders, supervisors, and colleagues, we all share a responsibility to cultivate an environment where conversations about mental health are met with understanding rather than stigma. A simple act of checking in on a colleague, listening without judgement, or encouraging someone to seek support can have a lasting impact.

This message carries particular significance as we mark Men's Mental Health Awareness Month. Across society and careers, many men shoulder significant personal, professional, and financial responsibilities. Yet expectations of strength, stoicism, and self-reliance often discourage them from speaking openly about the challenges they face or seeking support when they need it most.

True strength, however, is not found in enduring every challenge alone. It is found in having the courage to ask for help, to speak honestly when circumstances become overwhelming, and to extend compassion to colleagues who may be facing their own struggles. Supporting men's mental well-being is not about singling out one group. Support is acknowledging the realities many men experience while reinforcing that every member of the KeNHA family deserves care, understanding, and support.

At KeNHA, we understand the realities of working in a demanding environment characterised by complex assignments, extended travel, tight deadlines, and prolonged periods away from family. Coupled with rising living costs and broader economic pressures, these demands can affect employees' overall well-being. This underscores the importance of integrating self-care into our professional lives by prioritising adequate rest, healthy routines, work-life balance, and timely access to support. Recognising personal limits and seeking assistance when needed is a sign of wisdom, professionalism, and strength.

The Authority is committed to fostering a workplace where employee well-being is valued alongside productivity, creating a culture built on trust, dignity, and mutual care. Effective leadership involves establishing a supportive environment for all. By prioritizing the well-being of the teams, the Authority strengthens not only her workforce but also the overall mission.

Strong minds build strong teams. Strong teams build resilient infrastructure. Together, we build a stronger nation.

Eng. Luka Kimeli



Director General, Eng. Luka Kimeli interacts with staff during the 2026 Nakuru National Show

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Treasury Cabinet Secretary John Mbadi announced the inclusion of the Kisumu – Busia section, a critical component of the Northern Corridor that links the Port of Mombasa to Uganda, Rwanda, South Sudan, and eastern Democratic Republic of Congo. The addition significantly elevates the strategic importance of the project, positioning it as a major transport and trade artery for East Africa.

Today, the Lake Victoria Ring Road has become part of the broader Lake Victoria Basin Development Project (LVBDP), a World Bank-funded initiative designed to address infrastructure deficits and accelerate socio-economic transformation across Western Kenya.

Government begins design phase

The Kenya National Highways Authority (KeNHA) has now initiated the design and planning phase for more than 815 kilometres of roads across the Lake Victoria basin. The program covers multiple corridors spanning several counties and represents one of the largest planned road investments in Western Kenya.

The current phase focuses on feasibility studies, environmental, and social impact assessments, preliminary engineering designs, and the integration of fibre optic infrastructure along the proposed routes. Consultancy assignments are expected to run between six and eight months before procurement and construction activities begin.

The project extends across seven counties—Busia, Siaya, Kisumu, Homa Bay, Migori, Vihiga, and Nandi—while also incorporating parts of Uasin Gishu County.

Addressing historical infrastructure gaps

For decades, inadequate road infrastructure has constrained economic growth around Lake Victoria. Poor roads have increased transport costs, limited



A section of Lake Victoria Ring Road Alignment near Sindo

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market access, restricted tourism potential, and hindered access to fishing beaches and agricultural production zones.

Communities along the lakeshore have long depended on seasonal roads that become impassable during rainy periods, affecting trade and service delivery. The government views improved connectivity as essential to reducing regional inequalities and supporting devolved county economies.

Key road corridors

Some of the proposed projects include:

Nyagwethe – Sori – Muhuru Bay Corridor

This involves the 176-kilometre Nyagwethe – Sori – Muhuru Bay Road and its associated spur roads in Homa Bay County. The corridor serves fishing beaches, lakeside markets, and tourism destinations along the southern shores of Lake Victoria. Improved connectivity is expected to strengthen the blue economy by facilitating the movement of fish products, increasing tourism activity, and improving access to social services.

Homa Bay – Mbita – Nyagwethe Corridor

The 174-kilometre Homa Bay – Mbita – Nyagwethe Corridor runs along the Lake Victoria shoreline and is considered essential for fisheries, tourism, and local commerce. Improved road conditions would support access to beaches, tourism sites, fish landing areas, and transport facilities serving island communities and lakeside settlements.

Asembo Bay – Otonglo – Awasi – Katito Corridor

The 188-kilometre Asembo Bay – Otonglo – Awasi – Katito Road traverses parts of Siaya and Kisumu Counties, two important agricultural regions. The route links farming communities with major transport corridors, enabling faster movement of agricultural produce to urban markets. The improved road is also expected to reduce transport costs and encourage investment in agro-processing activities.

Port Victoria – Nyamonye – Asembo Bay Corridor

KeNHA is also undertaking preliminary designs for the 177-kilometre Port Victoria – Nyamonye – Asembo Bay Corridor. The road serves parts of Busia County and is strategically positioned near Kenya's border with Uganda. Once upgraded, the corridor is expected to facilitate cross-border trade and improve access to regional markets within the East African Community.

Chavakali – Kapsabet – Eldoret Road

Beyond the immediate lakeside region, the government plans similar design works for the 100-kilometre Chavakali – Kapsabet – Eldoret Road linking Nandi and Uasin Gishu Counties. The corridor serves major agricultural areas and connects producers to Eldoret, one of Kenya's most important logistics and commercial centres.

Expansion of the Kisumu – Busia Highway

The inclusion of the Kisumu – Busia Highway represents one of the most significant recent developments in the project. The highway forms part of the Northern Corridor, East Africa's principal transport route connecting the Port of Mombasa with several landlocked countries. Thousands of trucks, traders, and passengers use the route daily.

Its incorporation into the Lake Victoria Ring Road project follows growing concerns about the deteriorating condition of the highway, which has been associated with congestion, potholes, and increased road accidents. Upgrading the route is expected to strengthen regional trade while improving safety and transport efficiency.

Community participation and stakeholder engagement

KeNHA has undertaken extensive stakeholder engagement meetings involving county commissioners, National Government Administration Officers, county officials, and community representatives from affected counties. These consultations seek to identify local priorities, determine the location of additional spur roads, and ensure that infrastructure investments respond to community needs.

County governments and local leaders have been actively involved in consolidating feedback to guide project planning. Continuous engagement forums are being conducted throughout the Lake Victoria basin to promote inclusivity and ensure that communities benefit directly from the investments. The emphasis on public participation reflects a broader shift toward infrastructure planning that incorporates local priorities rather than relying solely on central government decisions.

Digital connectivity through fibre infrastructure

An important feature of the project is the installation of fibre optic infrastructure alongside the road corridors. The integration of digital infrastructure aligns with the government's digital transformation agenda and has the potential to expand internet access in underserved communities. Improved connectivity could support e-commerce, digital financial services, online education, telemedicine, and more efficient public service delivery across the region.

Looking ahead

Although construction timelines will depend on the completion of engineering designs, environmental approvals, and financing arrangements, the launch of the design phase represents the strongest progress the Lake Victoria Ring Road initiative has made in years.

For western Kenya, the project signals renewed government attention to infrastructure development and regional integration. If successfully delivered, the expanded network could transform mobility, strengthen trade corridors, and unlock the economic potential of the Lake Victoria basin for decades to come.



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KeNHA breaks ground for gender violence recovery centres in Isiolo




BY TANYA OWIDI & TIARA GICHANA



A group photo of the KeNHA staff, World Bank Team, Project Team and the Community during the groundbreaking ceremony in Isiolo

The Kenya National Highways Authority (KeNHA), through the Horn of Africa Gateway Development Project (HoAGDP), continues to demonstrate that infrastructure development extends beyond roads by investing in initiatives that improve the well-being of communities. In a significant milestone, the Authority recently broke ground for the construction of Gender Violence Recovery Centres (GVRCs) in Isiolo County, reaffirming her commitment to integrating social safeguards into major infrastructure projects.

The recovery centres, will be established at Isiolo County Teaching and Referral Hospital and Garbatulla Sub-County Hospital under the Kulamawe – Modogashe section of the HoAGDP, are designed to provide comprehensive medical, psychosocial, and counselling services for survivors of gender-based violence (GBV). The initiative responds to the growing need for specialised GBV support services while strengthening access to quality healthcare for communities along the project corridor.

The groundbreaking ceremony was presided over by the Isiolo County Chief Officer for Health, Dr. Mohamud Abdikadir, who was the chief guest, together with KeNHA's Principal Sociologist, Ms. Lucy Wainaina, alongside the Resident Engineer for the Kulamawe–Modogashe section, Eng. Justus Otwani. It also brought together officials from healthcare professionals, development partners, community representatives, and project stakeholders, highlighting the importance of collaboration in addressing gender-based violence and promoting community welfare.

Dr. Abdikadir commended KeNHA for integrating strategic transport infrastructure with social investment, demonstrating that sustainable development is achieved not only by improving mobility but also by enhancing the health, safety, and resilience of the communities that its projects serve.

Speaking during the ceremony, Ms. Wainaina underscored the Authority's broader commitment to improving community welfare. She noted further that, besides addressing gender-based violence, the GVRC project is responding to other pressing social concerns, including drug and substance abuse, HIV/AIDS awareness, and improved access to healthcare services. Adding that enhanced road connectivity would contribute to better livelihoods while making essential health services more accessible to residents.

According to Mr. Ronald Ratemo, Team Leader of the Catholic Diocese of Isiolo, gender-based violence emerged as one of the most pressing social challenges identified during the mapping exercise. He noted that benchmarking visits to facilities such as Nairobi Women's Hospital and hospitals in Naivasha guided the design of the centres. This approach ensures they effectively meet the needs of survivors while helping to break the silence surrounding GBV in affected communities.

Medical Superintendent of Isiolo County Teaching and Referral Hospital, Mr. Hussein Abdi, welcomed the initiative, noting that the hospital, established in 1989, serves more than 300,000 outpatients and has a bed capacity of 250. He said that the hospital has long required a dedicated Gender Violence Recovery Centre, adding that the new facility would significantly strengthen the hospital's ability to provide professional, confidential, and dignified care to survivors.

The need for the facilities emerged from extensive stakeholder consultations and social assessments conducted along the project corridor.

Project engineers also emphasised that the road project has been implemented using a holistic approach that integrates engineering excellence with social and environmental considerations. Eng. Otwani noted that stakeholders from various sectors were actively involved during project planning to ensure that community needs were addressed alongside climate resilience and sustainable infrastructure development.

Designed to provide holistic care, the modern facilities will include consultation and counselling rooms, group therapy spaces, reception areas, laboratories, safe spaces for survivors, and other essential support amenities. In addition to the physical infrastructure, the project will strengthen the capacity of healthcare personnel through specialised training to enhance the delivery of medical, psychological, and social support services. Upon completion, the facilities will be handed over to the County Government of Isiolo for management and operation.

The centres are expected to be completed within six months and will significantly strengthen Isiolo County's healthcare and psychosocial support systems. Garbatulla Sub-County alone serves approximately 20 health facilities, making the new recovery centre an important addition to the county's response to gender-based violence.

The Gender Violence Recovery Centres form part of the package of community-focused interventions being implemented under the Kulamawe–Modogashe section of the Horn of Africa Gateway Development Project. Other initiatives include the construction and equipping of a maternity wing at Garbatulla Sub-County Hospital, as well as the implementation of water projects aimed at improving access to clean and reliable water for local communities.

This initiative stands as a testament to the Authority's commitment to ensuring that road development delivers lasting social impact alongside economic growth.



Groundbreaking ceremony for the construction of Gender-based Violence Recovery Centre in Isiolo

NAKURU ASK SHOW - SOUTH RIFT REGION





KeNHA Director General and Staff during the 2026 Nakuru National Show

JAMII IMARA PROGRAM - LOWER EASTERN REGION







KeNHA Board Chairman, Winfrida Ngumi, Board Director Julius Mwatu, and the Lower Eastern Regional Director, Eng. Wilfred Langat, joined residents of Mwingi West during the Jamii Imara Mashinani Program at Nthokoa Primary School in Kitui County. The event was also graced by the Principal Secretary for Livestock Development, Jonathan Mueke, government agencies, and development partners. In addition to project updates, residents benefited from services offered by NACADA and the Social Health Authority (SHA).

KAPTAGAT INTEGRATED CONSERVATION PROGRAM - ELGEYO MARAKWET COUNTY

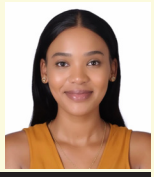






The Principal Secretary to the National Treasury, Dr. Chris Kiptoo, Wisley Rotich, Governor of Elgeyo Marakwet County, Joseph Makilap, Member of Parliament for Baringo North Constituency, together with KeNHA Director General Eng. Luka Kimeli, North Rift Regional Director, Eng. Philemon Kipkoech, Tree Ambassador Hillary Kibiwott, and other national and county government stakeholders, participated in the Kaptagat Integrated Conservation Program held at the Catholic Diocese of Eldoret in Elgeyo Marakwet County.

The road ahead: A story of Kenya's future highways



BY IRVY PATRICK



A section of Nairobi - Nakuru (A8) Highway

While traveling along any of Kenya's highways, such as the Nairobi–Mombasa Road or the Nairobi-Nakuru Road, one aspect stands out clearly. Roads under the Mandate of Kenya National Highways (KeNHA) are not just ribbons of tarmac: they stand as witnesses. They have watched our cities swell, our businesses grow, our people move, dream, migrate, return, and rebuild. And now, for the first time in decades, those same roads are beginning to hint at a new story of a future forming beneath our decisions today.

This feature marks the beginning of a series of how the Planning and Road Management Department (P&RM) under the Planning, Research, and Compliance Directorate (PRC) is quietly shaping what Kenya's highways will look like in the next 50 years, not through grand announcements, but through persistent planning, data, science, and a vision both futuristic and deeply human.

Planning beyond the present

Long before a road is constructed, expanded, or rehabilitated, it begins as a vision backed by research, technical expertise, and careful planning.

At the centre of this vision is the ***50-Year National Trunk Roads Development Plan,*** a long-term blueprint that seeks to guide the development of Kenya's national highway network well into the future. More than a planning document, it provides a strategic framework for anticipating future population growth, economic expansion, urbanisation, and emerging transport technologies.

The plan considers not only today's transport demands but also the needs of future generations. It anticipates the cities of 2075. It envisions corridors that support new economic hubs, integrate with modern transport systems, accommodate emerging vehicle technologies, and are designed with climate-resilient intelligence.

The Department is finalizing this master plan, a compass for half a century, so that our children will one day live in a country where movement is not a struggle but a right, a convenience, a joy.

The cities we have not built yet

As Kenya's urban centres continue to grow, transportation planning must also evolve.

One of the concepts gaining prominence within the Planning and Road Management Department is ***Transit-Oriented Development (TOD),*** an approach that integrates transport infrastructure with urban development to create more connected, efficient, and liveable communities.

Rather than designing cities around vehicles, TOD places people at the centre of planning. Residential areas, commercial developments, public spaces, and transport facilities are strategically integrated to encourage walking, cycling, and the use of public transport.

Today, it begins as pilots integrated into our design projects. Tomorrow it will reshape our urban life: shorter commutes, cleaner air, thriving local economies, fewer accidents, and cities that actually feel like home.

Using data to make better decisions

Behind every successful road project lies reliable information. Each year, the P&RM Department undertakes Annual Road Inventory and Condition Surveys (ARICS) to assess the state of the national highway network. These comprehensive surveys evaluate pavement conditions, drainage systems, bridges, road furniture, signage, and other critical infrastructure components.

The Department also conducts bridge inspections, traffic counts, corridor studies, and transport system analyses to better understand how the road network is performing and where future investments will have the greatest impact. These assessments provide an objective picture of the network's condition, enabling the Authority to prioritise maintenance, rehabilitation, and expansion based on evidence rather than assumption.

Data-driven planning also strengthens transparency and accountability by ensuring that investment decisions are guided by measurable needs, delivering greater value for public resources while enhancing public confidence in infrastructure development.

Towards smarter highways

Technology is increasingly becoming an essential part of modern road management.

Through the gradual implementation of Intelligent Transport Systems (ITS), Kenya's highways are transforming into smart transport corridors. These advancements can provide real-time information and enhance operational efficiency. Technologies like CCTV surveillance, speed detection systems, variable message signs, and real-time traffic monitoring are improving traffic management while also bolstering road safety and incident response.

As these systems continue to expand, they will enable faster detection of traffic incidents, improve emergency response times, provide motorists with timely travel information, and support more efficient management of increasingly busy highway networks. Smart transport infrastructure is no longer a vision for the distant future but is gradually becoming part of Kenya's present.

Keeping people at the centre

Despite advances in technology and engineering, the ultimate purpose of every road remains unchanged: to improve people's lives. This understanding guides the work of the P&RM Department. Through stakeholder engagement, public participation, technical collaborations, and continuous professional development, the Department ensures that infrastructure planning reflects the needs and aspirations of the people KeNHA serves.

Equally important is the continuous investment in institutional capacity and technical expertise. By strengthening professional competence and embracing innovation, the Department is building not only better roads but also greater public trust in the planning and delivery of national infrastructure.

Looking ahead

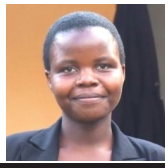
Kenya is entering a new era of infrastructure development, one defined by long-term planning, data-driven decision-making, digital innovation, and sustainable mobility.

The Planning and Road Management Department is playing a pivotal role in this transformation by ensuring that today's decisions anticipate tomorrow's challenges. Every survey conducted, every corridor analysed, every development plan prepared, and every technological advancement adopted contributes to a road network that is safer, smarter, more resilient, and better connected.

This feature marks the beginning of a series exploring the Department's work and its contribution to shaping Kenya's transport future.

In the next edition, we will examine how smart cities and emerging digital technologies are redefining mobility and what these innovations mean for the future of Kenya's national highway network.

Western Region marks the World Environment Day



BY SUZY SIMIYU

Environmental sustainability remains a key pillar in the development and maintenance of safe, resilient, and sustainable road infrastructure. Each year, on June 5, the world marks World Environment Day, the United Nations' flagship initiative for promoting global environmental awareness and action. The day provides an opportunity for nations, institutions, communities, and individuals to champion sustainable practices and address pressing environmental challenges, including pollution, climate change, and biodiversity loss.

In celebration of this year's World Environment Day, the Kenya National Highways Authority (KeNHA) Western Region spearheaded a series of environmental conservation activities in Bungoma County under the theme, ***"Promoting responsible waste management along our roads."*** The initiative brought together government agencies, educational institutions, community organisations, local leaders, and residents in a shared commitment to creating cleaner, greener, and more sustainable communities.

The two-day exercise was flagged off by the Regional Director, Eng. Annette Ingaiza, who donated 1,000 tree seedlings to Ingoverse Tech Hub, a technology company based in Kakamega. This marked the start of a strategic partnership to advance tree planting, climate action, and environmental conservation through community-led initiatives.

Speaking during the event, Eng. Ingaiza emphasised that environmental conservation is a shared responsibility requiring the collective efforts of all stakeholders. She called upon residents to protect road reserves from illegal dumping, encroachment, and other activities that degrade the environment and compromise the integrity of road infrastructure.

The team also conducted a large-scale clean-up exercise across Bungoma Town, together with Bungoma Municipality officials, local leaders, residents, and students from St. Mary's Boys High School. The exercise, which covered the stretch from Kanduyi to Mayanja Market, focused on collecting litter, clearing waste along road reserves, and raising public awareness on the importance of maintaining clean and healthy environments.

Beyond improving the appearance of public spaces, the exercise underscored the critical role of proper waste management in protecting road infrastructure, safeguarding drainage systems, and enhancing the safety and well-being of road users and surrounding communities.

To support sustainable waste management efforts, KeNHA Regional Office gave waste bins to Kibabii and Mayanja markets, to promote proper waste disposal among traders and residents, reduce littering, and contribute to cleaner, healthier market environments.

The event also featured public sensitisation sessions on responsible waste management, environmental protection, and the importance of preserving road reserves. Residents were encouraged to adopt environmentally responsible practices, including tree planting, proper waste disposal, and keeping drainage channels free from waste to help prevent flooding and environmental degradation.

The commemorations underscored the importance of collaboration between the Authority and her stakeholders in advancing environmental sustainability and fostering national cohesion. They also reaffirmed that protecting the environment is a shared responsibility that demands sustained commitment, collective action, and active public participation.

Through initiatives such as tree planting, community clean-up campaigns, public sensitisation, and support for improved waste management, the Authority continues to integrate environmental stewardship into her operations while strengthening partnerships that contribute to cleaner, safer, and more sustainable road corridors for present and future generations.



KeNHA Western Regional staff cleaning up litter on the road reserve

Workplace safety is a non-negotiable priority



BY GLORY MUTHOMI

On any given day, the mind of a site agent is pulled in a hundred different directions: capital allocation, material quality and quantities, workforce numbers, timelines, contractor performance, equipment efficiency, compliance documentation, and reporting. All these elements matter. They determine whether a project is profitable, durable, and delivered on time. But health and safety stand above all. It is non-negotiable.

In Kenya, the mandate to safeguard workers falls under the Directorate of Occupational Safety and Health Services (DOSHS), established under the Occupational Safety and Health Act (OSHA) 2007. The role of this body is to ensure the welfare, health, and safety of workers in all workplaces. However, regulations alone cannot prevent accidents. Safety ultimately depends on daily choices.

Workers often view safety procedures as heavy, inconvenient, or time-consuming. Helmets feel uncomfortable. Gloves reduce grip. Lock-out procedures delay work. Reporting medical conditions feels personal. But safety rules are not obstacles to productivity but shields against tragedy.

On a typical Friday afternoon, Mr. Okare (name changed for privacy), an experienced foreman, was overseeing his team as they worked to meet a looming casting deadline. The concrete mixer hummed loudly in the background as workers coordinated deliveries and finishing touches. Suddenly, the site's lights flickered and went out.

In the confusion, the mixer stalled. Without following lock-out procedures or confirming a complete shutdown, one of Okare's casual employees assumed the machine had fully stopped. Acting on instinct and pressure to save time, he believed the rotation had ended, emptied the batch, and began loading new aggregates into the mixer.

As he was feeding in the aggregates, power suddenly surged back, the mixer jerked into motion, and his hand was caught in the rotating drum. In seconds, what had been a routine day turned into panic. Screams. Emergency stop buttons. Blood. Work halted. An ambulance was called to rush the worker to the hospital.

In another instance on a different site, a worker operating a boom lift while mounting overhead signs suffered an epileptic seizure. He had not disclosed his medical condition during employment screening, and his colleagues were unaware of the warning signs. He collapsed unexpectedly while working at height with tools.

Fortunately, quick action from coworkers prevented a fatal fall. But it was a close call, one that could have resulted in multiple injuries.

These scenarios highlight a critical lesson that health and safety are as important as mechanical safety. Employers must encourage open medical disclosure without stigma, and employees must understand that hiding conditions can endanger not only themselves but everyone around them.

From these incidents, several key lessons emerge:

1. Every rule exists based on a previous case scenario.
2. A delayed project is manageable. A life-altering injury is not.
3. Workplace health assessments are not intended to discriminate; rather, they are meant to ensure protection.

Building a strong safety culture requires more than written policies. It demands consistent action and shared responsibility. The greatest responsibility remains ensuring that every worker returns home safely at the end of the day. Productivity can be recovered, money can be reallocated, and timelines can be extended, but a life cannot be replaced.

Safety is not a department, a checklist, or a delay; it is the quiet force that validates the mandate of every organisation.

KeNHA Western Region Champions Mental Wellness in the Workplace



BY ALBERT SANG

In recognition of Men's Mental Health Awareness Month and this year's theme, ***"Partners in Care,"*** the Kenya National Highways Authority (KeNHA) Western Region reaffirmed its commitment to employee well-being by hosting a comprehensive mental health awareness session. Led by the Regional Director, Eng. Annette Ingaiza the initiative highlighted the Authority's dedication to nurturing a supportive, healthy, and productive workplace where every employee feels valued, respected, and empowered.

The interactive session was facilitated by Dr. Annette Okero, resident doctor and manager at Avenue Healthcare's Kakamega branch, who guided participants through key aspects of mental health. The session aimed to enhance awareness, encourage early intervention, and foster positive mental well-being among staff.

Participants received comprehensive training on common mental health conditions, including alcohol and substance use disorders. The session addressed common myths and misconceptions surrounding mental health, identified risk factors, warning signs, and symptoms, and outlined available treatment options. Additionally, they examined the effects of psychoactive substances on individuals, families, and workplaces. Valuable insights regarding the various types of alcoholism, stages of alcohol dependence, and criteria employed by healthcare professionals to diagnose alcohol use disorders were also addressed.

A key focus of the engagement was recognising the early signs of mental health challenges and fostering a workplace culture where employees feel safe to seek help without fear of stigma or discrimination. Employees were encouraged to support one another, practise empathy, adopt healthy lifestyles, and seek professional assistance whenever they or someone they know experiences mental health difficulties.

In line with the theme ***"Partners in Care,"*** the engagement reinforced the message that mental wellness is a collective responsibility. Meaningful discussions highlighted the vital role of employees, management, healthcare providers, and institutions in working together to create a resilient, supportive, and psychologically safe work environment.

During an engaging question-and-answer forum, participants sought clarification on various mental health issues and shared perspectives on promoting emotional well-being in both the workplace and at home. The open dialogue helped dispel common misconceptions, strengthened awareness, and underscored the importance of timely access to professional mental health support.

KeNHA remains committed to safeguarding the health and well-being of her workforce through continuous awareness programmes, employee support initiatives, and workplace wellness interventions. By giving mental health the same priority as physical health, the Authority continues to cultivate a workplace founded on compassion, inclusivity, resilience, and mutual support, enabling every member of staff to thrive both professionally and personally.

Happy Father's Day



BY IMMACULATE AKINYI

Every 3rd Sunday in the month of June, the world commemorates Father's Day, but the real question is whether it is really celebrated. The previous month, we had Mother's Day, which, even without researching, is shoved in our faces from the beginning of May with billboard advertisements and offers on television and social media. On the other hand, for Father's Day, all we hear is cricket sounds, and the question on my mind is, do Fathers not deserve a little love and celebration too?

According to an Australian author, Anne Geddes, ***"Any man can be a father, but it takes someone special to be a dad."*** This means that becoming a father is only biological, but a dad is someone who actively loves, cares, supports, teaches, and is present in a child's life. No matter their (child's) age.

This day, I give my dad flowers to honour him for showing me what true fatherhood is. I reminisce about my childhood, patiently waiting for my father to come home from work so I could run into his arms. He could hold me up by the head, and my mother would complain that he was going to disarticulate my head. Little did she know I was in my happy and safe place and did not need rescue. It is said that fathers are their daughters' best friends, and as much as I tried to fight it, I came to terms with it as I got older. Whenever I have exciting news or need help or advice, he is the first person I run to or call because I know my father will always have a solution for me. Every year, even though underhyped, I strive to celebrate my dad on Father's Day. Even in the simplest ways. It is not about how we celebrate, but the love that makes it special. This year we had a little father-and-daughter lunch date, which holds a deep sentimental value for both of us.

It is undeniable that we live in a broken world, which means we also have broken families. For some, this day serves as a reminder of their loss, particularly for those who have lost their fathers. Today, we celebrate them as well. I have interacted with individuals who have experienced this heartache, and, time and again, I realize how much I take for granted my own blessings. Their stories ground me and make me a more grateful and empathetic person. As Thomas Fuller, an English historian, said, **"We never know the worth of water till the well is dry."**

Fathers deserve more appreciation than they often receive; in most scenarios, they are their children's heroes, always coming to the rescue when needed. Fathers attend school meetings, address their children's physical needs, and support their emotional well-being.

This Father's Day 2026, I want to celebrate all the fathers within the Authority and acknowledge the immense sacrifices they make to ensure a brighter future for their children. Sometimes, work responsibilities may require you to spend days away from your children and loved ones. Such sacrifices are never easy. I commend your dedication, resilience, and unwavering commitment. I assure you that your children see the countless efforts, sacrifices, and long hours you invest in providing them with opportunities and a better quality of life. They notice each little thing.

It is okay not to be okay

A conversation on Men's Mental Health



BY DANIEL KIGEN

A friend recently shared something with me that has really stuck in my mind: "Men do not talk; they get quieter." At first, I laughed at it, thinking it was just one of those statements people throw around on social media. However, the more I pondered about it, the more resonant it became. It felt increasingly true. Perhaps this is why discussions on men's mental health can no longer be overlooked.

In a recent episode of 'The Diary of a CEO', a famous South African writer and producer, Trevor Noah, discussed his experiences with mental health, Attention-Deficit/Hyperactivity Disorder (ADHD), and the lasting impact of his childhood. What stood out was not a dramatic confession or a shocking revelation. It was something much simpler.

He spoke about growing up as a boy in apartheid South Africa, raised in a world that often tried to erase him, learning from an early age how to adapt, perform, and survive. Years later, that same boy -now one of the world's most recognisable comedians- sat quietly and admitted something that did not fit the stage lights or the applause.

Here was one of the most successful entertainers in the world acknowledging that success does not automatically bring peace of mind. An uncomfortable truth that many men are beginning to confront.

For years, society sold a simple formula: work hard, get a good job, make money, provide for your family, and happiness will eventually follow. Yet many men have done exactly that and still find themselves exhausted, anxious, and emotionally disconnected.

You see it all around you. That friend who suddenly stops showing up. The colleague who is always busy but never quite seems okay. The father who carries everyone else's burdens while ignoring his own. The man who jokes about everything because talking about what is really wrong feels far more difficult.

Mental health challenges rarely arrive with loud warning signs. More often, they disguise themselves as stress, constant fatigue, irritability, or a growing desire to withdraw from others.

The modern world has not made things easier. Between economic pressures, family responsibilities, and the constant comparisons fuelled by social media, many young men feel trapped in a race they never consciously signed up for. There is pressure to earn more, achieve more, build more, and become more, often without pausing to ask whether the pursuit itself is costing them their well-being.

Over the past decade, conversations among young professionals have increasingly centred on burnout, emotional exhaustion, and the struggle to maintain balance. This shift matters; not because men are becoming weaker, as some critics suggest, but because they are becoming more honest.

As I watched episode after episode of The Diary of a CEO, one recurring message stood out. Healing often begins with awareness. Before recovery comes honesty. You cannot address what you refuse to acknowledge.

Madhara ya upakiaji kupita kiasi kwenye barabara



NA ODHIAMBO LINAH

Je, wajua kuwa maisha ya watu wengi huwa hatarini pindi barabara zinapoharibika? Barabara hujengwa ili kudumu kwa kipindi maalumu kulingana na usanifu wake, lakini muda huo hupungua pale malori yanapobeba mizigo inayozidi kiwango kilichoruhusiwa. Hata ongezeko dogo la uzito linaweza kuharakisha uchakavu wa barabara na kuongeza gharama za matengenezo.

Barabara hujengwa kwa kutumia lami nyumbufu (flexible pavement) au lami imara (rigid pavement), ambapo kila aina hubuniwa kustahimili kiwango maalumu cha mizigo. Hata hivyo, uharibifu wa barabara hausababishwi na tukio moja la kuzidisha mzigo, bali na athari zinazojikusanya kwa muda. Dereva mmoja anaposema, "Ni safari hii moja tu," matokeo ya tabia hiyo yanapojumlishwa husababisha uharibifu wa mapema wa barabara na kuhatarisha usalama wa watumiaji wake.



Kituo cha upimaji wa uzito wa Magari - Mlolongo

"Mojawapo ya changamoto kubwa katika uhandisi wa kisasa wa barabara ni uharibifu wa lami unaosababishwa na malori yaliyobeba mizigo kupita kiasi," alisema Naibu Mkurugenzi wa Idara ya Udhibiti wa Mizigo kwenye Ekseli, KeNHA, Mhandisi Peter Maruti, wakati wa warsha ya uhamasishaji kuhusu Sheria ya Jumuiya ya Afrika Mashariki ya Udhibiti wa Mizigo ya Magari ya mwaka 2016. Alieleza kuwa barabara kuu ni msingi wa maendeleo ya uchumi kwa kuwa hupunguza muda wa safari, gharama za usafirishaji na kuwezesha biashara.

Ili kupunguza uharibifu wa barabara, watengenezaji wa malori na mamlaka za barabara husisitiza usambazaji sahihi wa uzito kwenye ekseli zote. Usambazaji usio sawa wa mizigo huongeza shinikizo kwenye lami hata kama uzito wa jumla uko ndani ya kiwango kinachoruhusiwa, na hivyo kuharakisha uchakavu wa barabara.

Malori yanayobeba mizigo kupita kiasi husababisha nyufa, mashimo na uharibifu wa tabaka la juu la lami. Pia hupunguza uthabiti wa gari, huathiri breki na mfumo wa uelekezaji, na kuongeza hatari ya ajali. Kwa mujibu wa Mhandisi Maruti, ongezeko la asilimia tano tu ya uzito linaweza kuongeza uharibifu wa barabara kwa asilimia 22, huku ongezeko la asilimia 20 likisababisha zaidi ya asilimia 100 ya uharibifu, hali inayoongeza kwa kiasi kikubwa gharama za matengenezo.

Ili kukabiliana na changamoto hiyo, Sheria ya Jumuiya ya Afrika Mashariki ya mwaka 2016 iliwekwa kuoanisha viwango vya uzito wa ekseli na kuimarisha utekelezaji wa sheria katika nchi wanachama. Nchini Kenya, KeNHA ndiyo taasisi inayosimamia utekelezaji wa sheria hiyo pamoja na kuhakikisha uzito wa mizigo unazingatia viwango vilivyowekwa.

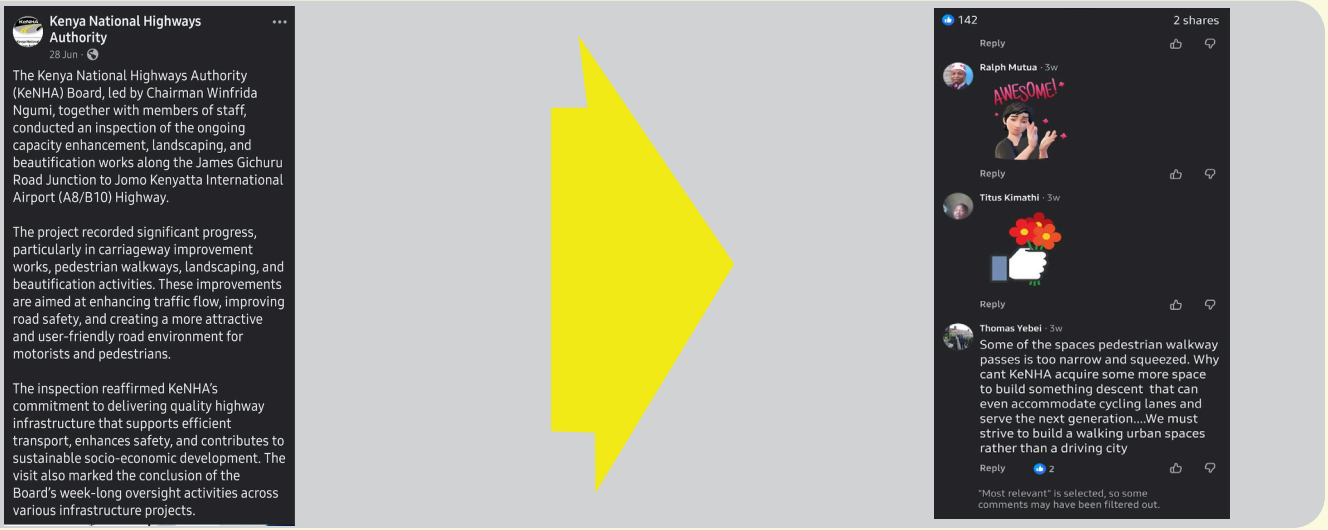
Mbali na kuharibu miundombinu, malori yaliyobeba mizigo kupita kiasi yanaathiri uchumi, mazingira na usalama wa umma. Serikali hulazimika kutumia fedha nyingi kukarabati barabara na madaraja yaliyoharibiwa, huku muda wa safari na gharama za usafirishaji zikiongezeka. Aidha, magari hayo hutumia mafuta mengi zaidi na kutoa hewa ukaa kwa kiwango kikubwa, hali inayochangia uchafuzi wa mazingira na mabadiliko ya tabianchi.

Hatari huongezeka zaidi pale magari hayo yanapoendeshwa kwa kasi. Mchanganyiko wa uzito wa ziada na mwendo kasi huongeza nguvu inayofika kwenye uso wa barabara na kuharakisha uharibifu wake. Pia huongeza uwezekano wa kufeli kwa breki, kupasuka kwa matairi na ajali mbaya. Barabara ya Mai Mahiu ni mojawapo ya maeneo ambayo changamoto hii imejitokeza mara kwa mara, hasa pale madereva wanaposhuka mteremko kwa kasi bila kutumia gia za chini.

"Kuzidisha mizigo kunaweza kuonekana kama njia ya kuongeza faida kwa haraka, lakini gharama zake ni kubwa. Kunaharibu miundombinu, kunatumia vibaya rasilimali za umma, kunachafua mazingira na kuhatarisha maisha ya watu," alisisitiza Mhandisi Maruti.

Kudhibiti uzito wa mizigo na kuzingatia viwango vya kasi si suala la kutii sheria pekee, bali ni njia ya kulinda maisha ya watu na kuhifadhi uwekezaji wa taifa katika miundombinu ya barabara. Barabara salama huanza na matumizi salama. Kila mzigo unaozidi kiwango una gharama yake, na mara nyingi gharama hiyo ni maisha ya binadamu.

Opinion / Feedback



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