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**MULTIPLE STREAMS FRAMEWORK AND ITS EFFECTS ON
IMPLEMENTATION OF ROAD SAFETY POLICY MEASURES IN KISII
AND KISUMU COUNTIES, KENYA**

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C82/CTY/28082/2018**

**A THESIS SUBMITTED TO THE SCHOOL OF LAW, ARTS AND SOCIAL
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UNIVERSITY**

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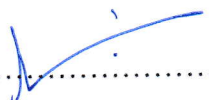


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DECLARATION AND RECOMMENDATION

Declaration by the Student

This thesis is my original work and has not been presented for a degree in any other university

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Declaration by the Supervisors

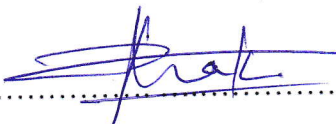
This thesis has been submitted for review with our approval as University Supervisors.

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ABSTRACT

Although a large number of road safety policies has been formulated and adopted in Kenya with the objective of minimizing road fatality and injury, the number and rate of traffic deaths and morbidities appear to be rising in Kisii and Kisumu counties. Conspicuously, the study on implementation gap of road safety policy initiatives has received noticeably less attention. This research sought to assess implementation gaps existing in the enactment of road safety policy measures in Kisii and Kisumu counties using multiple streams framework. This study was conducted to evaluate the level to which the problem stream affected the implementation of road safety policy measures; establish the extent to which policy stream affected the enactment of road safety policy measures; establish the extent to which politics stream affected the employment of road safety policies; and determine moderating effects of policy networks in the relationship between Multiple Streams Framework and the implementation of road safety policy measures in Kisii and Kisumu counties in Kenya. The study was backed with Multiple Streams Framework and Punctuated Equilibrium Model. The research used a descriptive survey and explanatory design while embracing mixed research approaches. It was also guided by pragmatism and phenomenology research philosophies. The study utilized census, simple random sampling, and systematic random sampling techniques in drawing a representative sample. The sample size of the study was 347 of target population. The study interviewed 6 traffic base commanders, 2 county Matatu Owners' Association and 2 NTSA county directors. The study also employed both participatory and non-participatory observation to collect supplementary data. The reliability of the study instrument was assessed using Cronbach's Alpha, while the validity was assessed using expert opinion. With regard to ethics, Kenyatta University gave its initial clearance. The NACOST was contacted regarding a research authorization. Additionally, the respondents received assurances that the information they provided would be kept completely confidential and used only for study. Data was analysed using descriptive and inferential statistical methods. Quantitative data was examined by means of multi-linear regression approaches and Pearson correlation analysis. Stepwise regression was used to analyze the moderating variable. Based on the derivatives from the objectives, theme analysis was used to assess qualitative data. The study then presented quantitative data using tables and figures, while qualitative data was reported in continuous prose. The study showed that there was a statistically significant relationship between the multiple streams framework and implementation of road safety policies and multiple streams framework accounted for 11.7% on the implementation of road safety policy measures among matatu operators. Besides, problem stream when computed alongside policy and politics streams study showed ($\beta = -0.021$, $p=0.639>0.05$), a negative and insignificant link between problem stream and implementation of road safety policy measures; while policy stream results ($\beta = 0.079$, $p=0.020<0.05$) and politics stream results ($\beta = 0.165$ $p=0.000<0.05$), both showed a positive and significant association between implementation of road safety policy measures. This study concluded that multiple streams framework played critical role on the implementation of road safety policy measures. This study recommended that Saccos, NPS, and NTSA should have credible, accurate, and up-to-date and well tabulated statistics on road accidents. Coordination should be established between policy networks and NTSA, NPS, and other pertinent organizations in charge of putting policy into action. The study suggested a comparative research of the study constructs, with the inclusion of policy window and policy entrepreneurs among road safety policy measure implementers.