



iRAP e-newsletter, Edition 5, July/August 2009

## Welcome to WrapUp, the iRAP newsletter

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WrapUp keeps you up to date with our global road safety programme. We welcome your feedback and ideas for the newsletter, and please feel free to forward it to anyone who might be interested in iRAP.

Previous editions of WrapUp are available in English and Spanish in the [iRAP website library](#).

John Dawson  
Chairman  
International Road Assessment Programme (iRAP)

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## In This Edition

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### [Preventing 100,000 Deaths and Serious Injuries in Kenya](#)

A \$US100 million plan that could cut road crash deaths and serious injuries by 25% has been prepared by iRAP Kenya.

### [Half of Britain's Road Deaths Occur on Just 10% of Roads](#)

An assessment of 45,000km of roads across Britain has found that busy A roads – which take volumes of traffic at all hours between towns and villages – represent the highest risk.

### [Targeting High-risk Roads in Uganda](#)

In a country where 15 pedestrians and 20 car occupants are killed or seriously injured each day, improving the safety of Uganda's roads is an imperative.

### [New CEO in Latin America and the Caribbean](#)

iRAP has appointed Julio Urzúa to the newly created position of CEO iRAP, Latin America and the Caribbean.

### [How We Rate Roads For Safety](#)

Star Rating Roads For Safety explains the concepts, process and science of assessing infrastructure for the risk of death and serious injury.

## Preventing 100,000 Deaths and Serious Injuries in Kenya

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**A \$US100 million plan that could cut road crash deaths and serious injuries by 25% has been prepared by iRAP Kenya.**

The plan shows that by constructing 1,500km of [sealed shoulders](#) on inter-urban roads, 26,000 deaths and serious injuries could be prevented over 20 years. The plan also recommends the installation of some 130 [pedestrian crossings](#) in Nairobi, which could prevent more than 10,000 deaths and serious injuries over the same period.



Overall, for each \$1 invested in the plan there would be a saving of \$24 in terms of crash costs avoided.

The [Kenya Roads Board](#) will champion implementation of the plan and is in discussions with the World Bank about investment options. iRAP will support the implementation process with ongoing workshops and advice, including through the online [Road Safety Toolkit](#).

iRAP Kenya is part of the Government's renewed efforts to make roads safe, particularly for pedestrians who currently account for some 40% of road deaths. The project was supported by the [World Bank Global Road Safety Facility](#).

## Half of Britain's Road Deaths Occur on Just 10% of Roads

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**An assessment of 45,000km of roads across Britain has found that busy A roads – which take volumes of traffic at all hours between towns and villages – represent the highest risk.**

The assessment was undertaken by the [Road Safety Foundation](#) using [EuroRAP](#) Risk Mapping and Performance Tracking processes. The assessment also found that overwhelmingly, the UK's highest-risk roads are single-carriageways, where lanes of opposing traffic are separated by nothing more than a splash of paint.



As well as highlighting high-risk roads, the assessment also found that on Britain's 10 most improved roads, the number of fatal and serious crashes halved in the last 3 years from 600 to under 300.

The A40 between Carmarthen and Llandovery claimed the honour of most improved road after the number of deaths and injuries was cut by 80%. The improvement was attributed to measures such as [road surface upgrades](#), [intersection design](#) and [traffic calming](#).

The report is available for download at [www.eurorap.org](http://www.eurorap.org).

## Targeting High-risk Roads in Uganda

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**In a country where 15 pedestrians and 20 car occupants are killed or seriously injured each day, improving the safety of Uganda's roads is an imperative.**

The iRAP team has begun a safety survey of 2440km of roads that provide vital economic and trade links with Kenya, Rwanda, the Democratic Republic of Congo and major oil developments. The roads being assessed account for 15% of the nation's paved road network.



iRAP Uganda is a collaboration with the [Ministry of Works and Transport](#), the [Uganda National Roads Authority \(UNRA\)](#) and [Automobile Association of Uganda \(AA\)](#). Training for the iRAP the survey team, which includes four UNRA engineers and a senior manager, was completed in July.

The [World Health Organisation \(WHO\) recently reported](#) that 47% of people killed in road crashes in Uganda are car occupants; 35% are pedestrians; 10% are cyclists and 7% are motorcyclists.

## New CEO in Latin America and the Caribbean

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**iRAP has appointed Julio Urzúa to the newly created position of CEO iRAP, Latin America and the Caribbean.**

Julio will be responsible for the rapidly growing road assessment programme in the region, where more than 10,000km of roads have already been surveyed. Julio will work closely with government and non-government organisations to promote road safety investment, training, research, communications and evaluation. Julio is currently working closely with the [Inter-American Development Bank](#) on the creation of an iRAP project in Paraguay.



Prior to joining iRAP, Julio held senior positions with the [Latin American and Caribbean Transitional Committee for Road Safety](#) which coordinates and strengthens road safety activity, and the [Chilean National Commission for Road Safety \(CONASET\)](#) which is responsible for inter-ministerial coordination and development of road safety policy.

During Julio's tenure at CONASET, compulsory seat belt and helmet laws were passed, use of hand-held mobile phones while driving was banned and increased penalties for drink driving were introduced. Between 2004 and 2006 road crash deaths declined in Chile by 7%, representing a saving of 120 lives.

Julio can be contacted at [julio.urzua@irap.net](mailto:julio.urzua@irap.net).

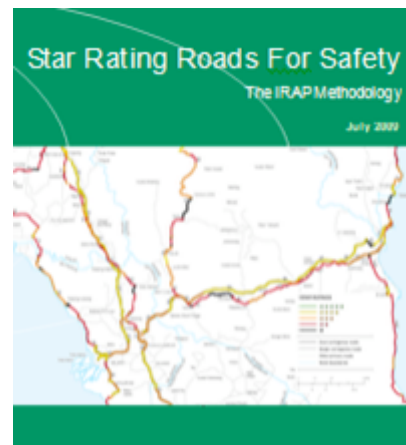
## How We Rate Roads For Safety

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[Star Rating Roads For Safety](#) explains the concepts, process, and science of assessing infrastructure for the risk of death and serious injury.

The report:

- describes how road inspections are undertaken
- explains how Road Protection Scores (RPS) are calculated using risk factors that show, for example, risk on roads with poor line marking can be up to 20% higher than if there is good line marking
- provides an overview of how RPS are used to develop Star Ratings for pedestrians, bicyclists, motorcyclists and car occupants.



[Star Rating Roads For Safety](#) will be complemented by *Safer Roads Investment Plans*, which will describe the methodology iRAP uses to developed plans to cost-effectively improve roads.

The new report is available for download from [www.irap.org](http://www.irap.org).

## About iRAP

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The International Road Assessment Programme (iRAP) is a not-for-profit organisation dedicated to saving lives in low and middle income countries by promoting safer roads. The programme is also the umbrella organisation for [EuroRAP](#), [AusRAP](#), [usRAP](#) and [KiwiRAP](#).



iRAP is supported by:



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For more information, visit [www.irap.org](http://www.irap.org) or email [greg.smith@irap.net](mailto:greg.smith@irap.net)

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