

Road Safety Audits

THE OVERSEAS EXPERIENCE

Sri Lanka and Suriname

SoRSA Conference - 15th June 2010

The Developing World:



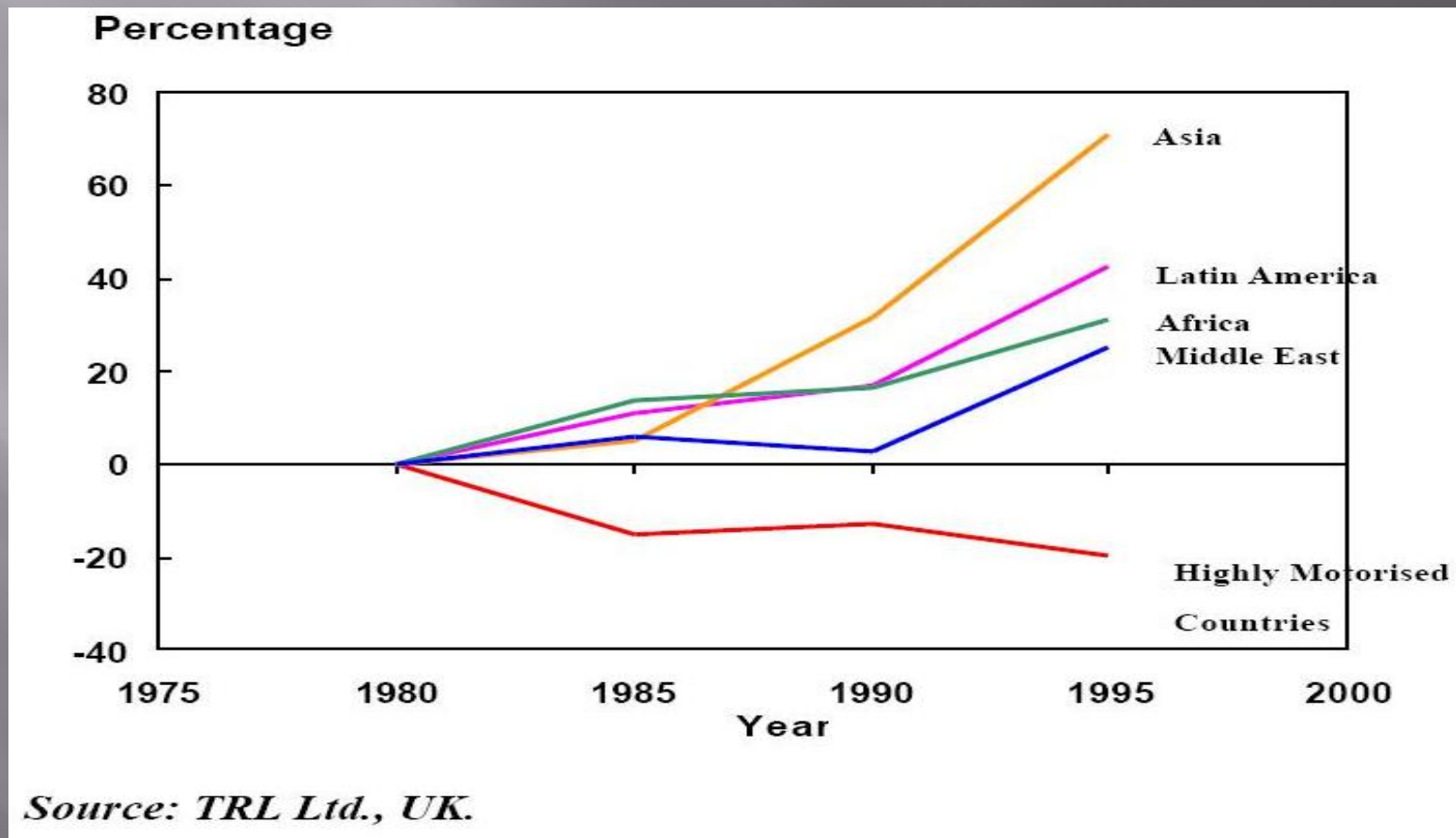
The Developing World:

- Globally, a person is killed in a road crash every 30 seconds ($>3000/\text{day} = 1.2 \text{ million}/\text{year}$)
- 50 million are injured every year
- 85% of global road traffic deaths and injuries occur in low- and middle-income countries, i.e. those in developing world
- These countries have only 40% of global traffic
- Vulnerable road users make up the majority – in some countries, pedestrians account for 50% of deaths and casualties

The Developing World:

- Globally some 500 children die each day
- In Africa, more children die from road crashes than HIV/Aids
- In developing world road crash victims account for 30-85% of hospital major trauma admissions
- Annual global cost estimated between \$64.5 and \$100 billion
- In 15 years time, estimated deaths will rise to 2.4 million, mostly in developing and transitional countries

The Developing World: Regional Trends in Road Fatalities



Implications of new highway infrastructure in developing countries –

- Road investment will increase exposure to the risk of road traffic deaths and injuries.
- The technical capacity of developing countries to develop and implement effective road safety strategies and programmes is weak.
- Road Safety Auditing new schemes will help to reduce this increased risk
- Incumbent on funding organisations to include safety audit as a prerequisite to new schemes

In addition.....

- **The effect of urbanisation – by 2015 half the world's population will be urban**
- **Most of this increase will be in developing countries**
- **Challenges governments to provide services, infrastructure and social support to create a liveable AND SAFE environment**

SoRSA Conference 2010 – Safety Audits: The Overseas Experience



Developing World Infrastructure Funding Organisations

- **World Bank**
 - Asian Development Bank
 - Inter-American Bank
- **Private banks with Export Credit Agencies**
- **National Development Agencies**

Sri Lanka

Asian Development Bank

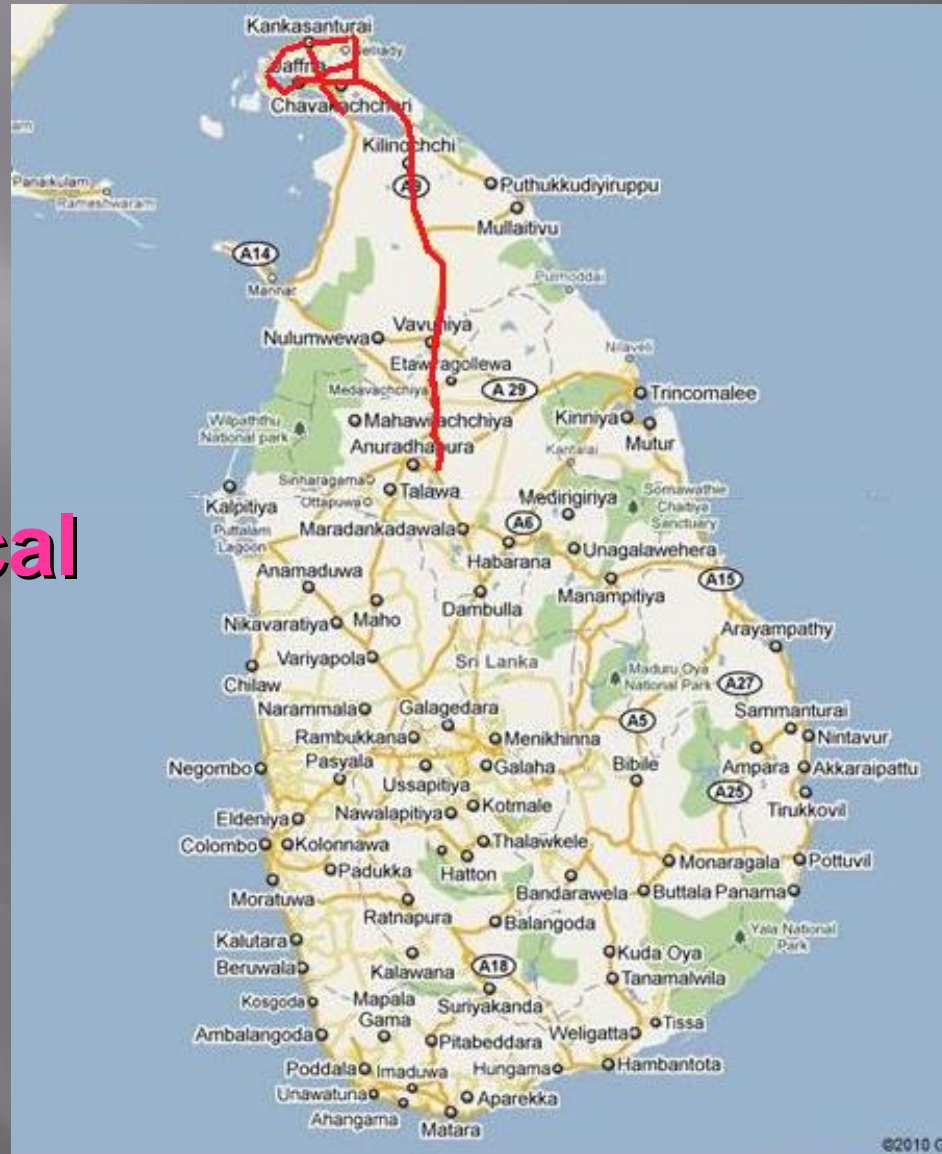
- Guidelines for procurement highway projects includes
 - Road Safety Audit – an operational toolkit
 - Environmental Assessment
 - Air Quality
 - Institutional Strengthening
 - Road Safety Guidelines
 - Economic Analysis

Sri Lanka

- A09 and Roads in Jaffna Peninsula
- End of war with LTTE
- “Uthuru Wasanthaya” – “Northern Spring”
- Rehabilitation and regeneration
- Restoring power and telecommunications
- Rebuilding roads and railways
- Restoring confidence and participation
- Rebuilding a nation

Sri Lanka

A9 and
Jaffna local
roads



Sri Lanka



North

South



Sri Lanka

A quick trip up the A9: Start near Galkulama



Sri Lanka

Central Mihintale



Sri Lanka

Central Vavuniya – the last outpost!!



Sri Lanka

Through the ex-war zone



Sri Lanka

A typical temporary bridge



Sri Lanka

Through deserted towns.....



Sri Lanka

....and army checkpoints



Sri Lanka

Alongside the railway...or what's left of it!!



Sri Lanka

Then, quite suddenly into Jaffna.



Sri Lanka

Local roads were not without problems...



Sri Lanka

...but also included some local interest.



Sri Lanka

But everywhere reminders of the past conflict

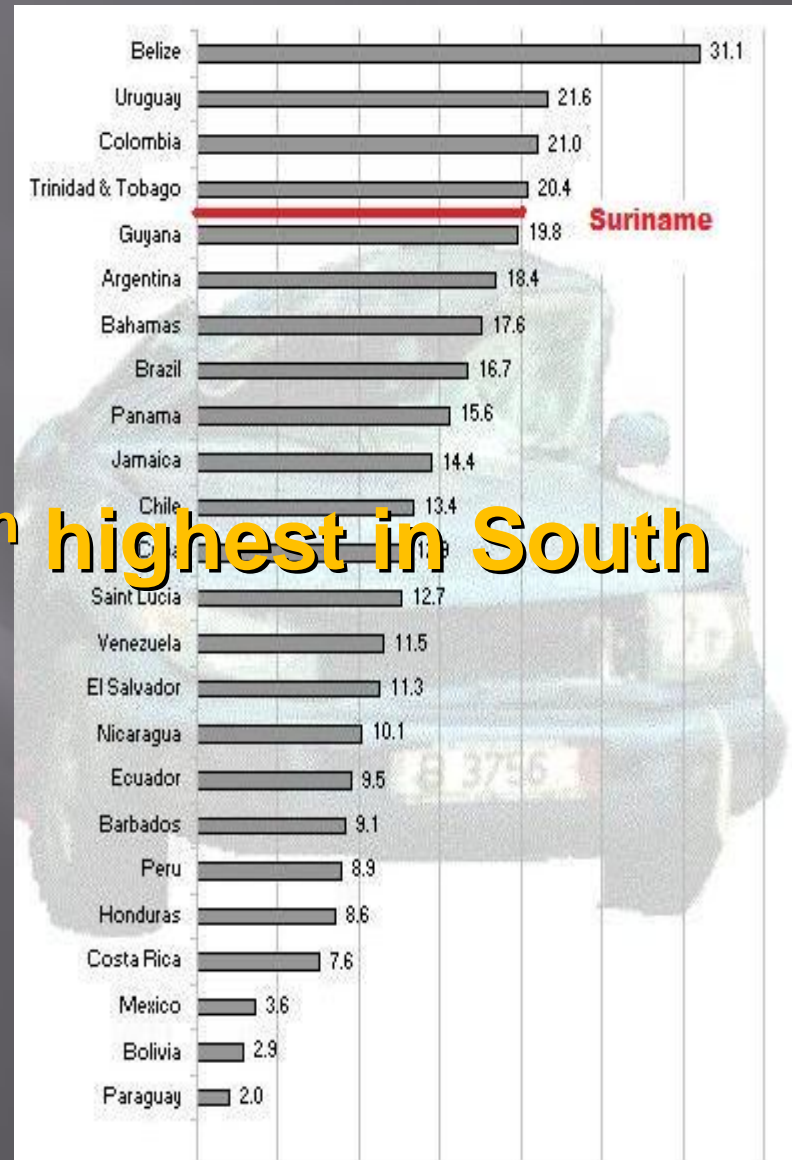


Suriname

Similar:

- Tropical
- Mixed ethnicity
- High road crash rate – 5th highest in South America

- Poor infrastructure
- Lack of maintenance
- Road Safety?



Suriname

Meerzorg-Albina Corridor Rehabilitation



Suriname

Existing situation:

- East-West corridor and connection with French Guinea requires upgrading
- Travel time – 4 hours for 140km
- No traffic engineering – Drempeles!!
- Banditry occurs on eastern part
- Reconstruction about to commence – 4 sections each with different contractor

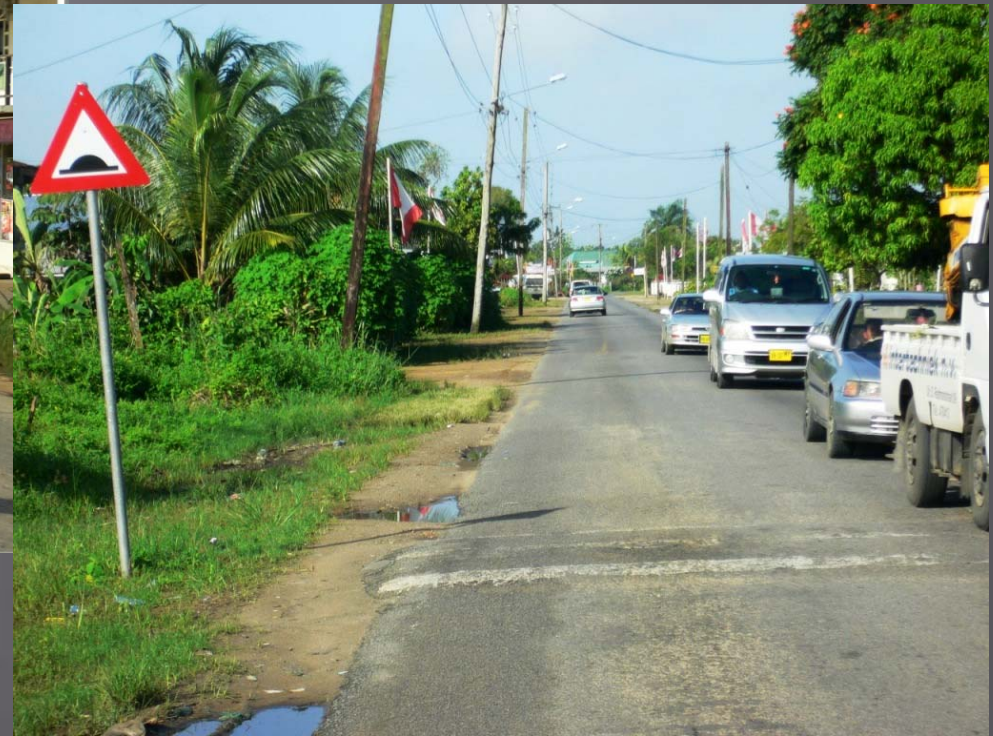
Suriname

A quick trip along the route: starting over the bridge at Paramaribo -



Suriname

Through Meerzorg and Tamanredjo.....



Suriname

Through the latest tropical storm and the roadworks.....



Suriname

Along the straights and round the bends.....



Suriname

Over rivers and past rest areas.....



Suriname

Past Moengo to Albina.



Quick summary -

- Developing world in dire need of road safety activity – auditing is one small item
- The biggest problems are cultural differences, lack of institutional capability and political will
- Road Safety Auditing is very basic – fundamental safety engineering
- Two thirds of the world is in desperate need of our experience

Thank you for listening

ANY QUESTIONS?

Lance Fogg

lance@arena-associates.co.uk