

Eastern Province Municipality Secures Road Safety Certification: A Saudi First with iRAP Urban Assessment

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In a landmark development for road safety in the Kingdom of Saudi Arabia, the Eastern Province Municipality has achieved the nation's first urban **iRAP Star Rating Certification**, marking a regional milestone in the application of international road safety standards.

Conducted as part of the **Kingdom of Saudi Arabia Road Assessment Programme (KSARAP)**—a strategic national initiative under Vision 2030—the project utilized the International Road Assessment Programme (iRAP) methodology to assess approximately 700 kilometres of high-speed urban roadways within the Dammam Metropolitan Area.

Executed by **Euro Group for Engineering Consultancy** and overseen by the Eastern Province Municipality, the project resulted in 85% of the assessed network achieving a 3-Star or better rating for vehicle occupants. This outcome represents a significant benchmark in urban road safety, not only within Saudi Arabia but across the Gulf region.

<https://irap.org/2025/06/eastern-province-municipality-secures-road-safety-certification/>

What Happened:

Eastern Province Municipality (Dammam/Khobar/Dhahran) earned Saudi Arabia's first urban iRAP Star Rating Certification, after assessing ~700 km of high-speed urban roads in the Dammam metro area. 85% of the assessed network achieved 3-Star or better for vehicle occupants; the work sits under KSARAP and aligns with Vision 2030.

Why it matters locally:

This certification shows Eastern Province's urban roads were checked against a global safety standard. The value now is in acting fast: fix the highest-risk junctions and links first, and bake safety into every new project at the design stage using SR4D. That's exactly what iRAP guidance urges—use data (including AI tools) to identify risk, and check safety early in design so improvements stick.

Solutioners POV

- **Prioritise what saves lives fastest:** use the Star Rating outputs to target the top corridors/junctions with the highest life-saving return (safer crossings, medians, speed management) before larger rebuilds.
- **Set clear design targets:** require upcoming designs to meet minimum Star targets by user (≥ 4 -Star for pedestrians at stations/schools; ≥ 3 -Star for vehicles), using SR4D in approvals.
- **Publish and iterate:** a simple public dashboard (monthly) showing treated sites, before/after star movement, and near-miss trends to keep momentum and trust.

90 Day Plan:

Weeks 0–2 — Baseline

- Extract iRAP results into a map of top 10 sites (highest FSI risk / best cost–benefit).
- Quick field checks (video counts, near-miss observations) to validate priorities.

Weeks 2–6 — Quick-build countermeasures

- Deploy tactical fixes: raised/marked crossings, refuge medians, lane narrowing/marking refresh, speed cushions where appropriate, signal timing tweaks, and visibility clearing.
- Issue temporary curb rules (no-stop at pinch points; short-stay bays near key frontages).

Weeks 6–12 — Lock-in & design pipeline

- Convert best performers to semi-permanent; add lighting/signage packages.
- Require SR4D checks on all new corridor designs and intersection

upgrades; capture learnings into a standard detail library.

KPI

- Share of treated sites reaching ≥ 4 -Star for pedestrians (target: +10–15 pp within pilot).
- Before/after FSI risk estimate (from iRAP tools) at each site.
- Vehicle operating speeds at peaks (85th percentile ↓).
- Conflicts/near-misses at treated crossings (observed ↓).
- Public reporting cadence (monthly dashboard published on time).

CTA

Have a similar challenge? Contact us and we'll deliver a tailored, KPI-driven 90-day solution for your site.