

TECHNICAL COMMITTEE 2.2 – ACCESSIBILITY AND MOBILITY IN RURAL AREAS

2.2.1. Accessibility and mobility in rural areas

Strategies / Objectives

- Analysis of importance of roads for accessibility and adequate level of mobility in rural environment (job access, goods access, hospital, school access...).
- Pay attention to vulnerable users.
- Involvement of local communities in planning, construction and maintenance of rural road networks, particularly in LMIC.
- Identify strategies and measures for enhancing public transport.
- Encourage coordination with other TCs and TFs, such as *T.C. 1.1 – Performance of Transport Administration*, *T.C. 1.2. – Planning Road Infrastructure and Transport to Economic and Social Development*, *T.C. 2.4 – Road Network Operation/ITS*, *T.C. 3.1 – Road Safety*, *T.F.3.1 – Road Infrastructure and Transport Security*, and *T.F.4.1 – Road Design Standards*.

A very large part of the world's population lives in rural areas. This includes both low- and middle-income countries where their level of development means that a large part of the population is rural, as well as high-income countries where there are rural mountain areas with difficult access, or small towns that have suffered depopulation due to the exodus to large cities.

The road networks must guarantee accessibility and mobility in all these areas, but they face various problems, such as: the existence of geometrically tight routes; the circulation of different types of vehicles (cars but also agricultural or heavy mining vehicles that circulate at very low speeds,...); and the use of these roads by different types of users (cars, bicycles, pedestrians,...). But without a doubt, the greatest challenge they face is the lack of economic resources for construction and maintenance of these rural roads, that sometimes not allowing an adequate and safe traffic, especially in adverse weather conditions, given that many of these road networks are the responsibility of local communities.

This Technical Committee will focus on inhabitant’s rural needs including the trips in relation with urban areas (access to jobs, education, health services,...) and how road networks could solve those.

*T.C. 2.2.* should take into account the work done by the *T.C. 2.5* (cycle 2012-2015) “Rural road systems and accessibility to rural areas”.

*T.C.2.2* should be asked about taking into account the accessibility to services located in cities (education, care, jobs, ...) as well as good practices concerning transport services. It is a question of social inclusion.

In this Cycle, a briefing note based on the collection of case studies is expected to be completed.

Outputs	Expected Deadlines
<ul style="list-style-type: none"> <li>• Collection of case studies</li> </ul>	<ul style="list-style-type: none"> <li>• June 2021</li> </ul>
<ul style="list-style-type: none"> <li>• Briefing note</li> </ul>	<ul style="list-style-type: none"> <li>• September 2021</li> </ul>

## 2.2.2. Improving road safety in rural areas

### Strategies / Objectives

- Provide findings and recommendations regarding strategies and measures for improving rural road safety.
- Pay special attention to vulnerable users.
- Analyze ITS contribution to rural road safety.
- Encourage coordination with other TCs and TFs, such as *T.C. 3.1 – Road Safety*, *T.F.3.1 – Road Infrastructure and Transport Security*, and *T.F.4.1 – Road Design Standards*.

Rural roads tend to have strict geometric characteristics, many of them are not paved and are therefore more vulnerable to the actions of atmospheric agents. Furthermore, the Road Administrations or Local Communities do not have many resources to keep them in good condition.

In addition, as these rural roads are the only via of access, on them coexist very diverse vehicles (goods, agricultural, automobiles, cyclists, ...) and even pedestrians. An additional characteristic in many regions is the ageing of the rural population.

All this leads to the need to study measures to improve road safety on rural roads, paying particular attention to vulnerable users, which can develop with reduced budgets.

In this Cycle, a full report based on the collection of case studies is expected to be completed.

Outputs	Expected Deadlines
<ul style="list-style-type: none"><li>• Collection of case studies</li></ul>	<ul style="list-style-type: none"><li>• December 2021</li></ul>
<ul style="list-style-type: none"><li>• Full report</li></ul>	<ul style="list-style-type: none"><li>• June 2022</li></ul>

## 2.2.3. Technical solutions for paved and unpaved roads

### Strategies / Objectives

- Define suitable materials and identify good techniques for construction and maintenance.
- Encourage coordination with other TCs and TFs, such as *T.C. 4.3 – Earthworks*, *T.F. 4.1 – Road Design Standards* and *T.F.3.1 – Road Infrastructure and Transport Security*.

The materials and techniques used to build unpaved roads are key to keeping them in good condition and minimizing maintenance costs. This is greatly influenced by the surface treatments that protect the material that makes up the road from atmospheric agents and the transit of vehicles, often overweight.

There is a long tradition and experience in some Latin American and African countries in the use of local materials, although additional challenges have arisen such as the scarcity of these or the restriction of use for environmental reasons, but also opportunities motivated by technical advances.

Another very important issue to keep in mind in order to maintain rural roads in good condition is to adequately resolve drainage.

Finally, the approach must consider the complete life cycle of the infrastructure, and therefore, consider the materials and construction techniques needed to ensure greater durability, as well as the maintenance techniques to be used and the best time to carry them out.

In this Cycle, a full report based on the collection of case studies is expected to be completed.

Outputs	Expected Deadlines
<ul style="list-style-type: none"><li>• Collection of case studies</li></ul>	<ul style="list-style-type: none"><li>• June 2022</li></ul>
<ul style="list-style-type: none"><li>• Full report</li></ul>	<ul style="list-style-type: none"><li>• December 2022</li></ul>