



International Road Federation
Fédération Routière Internationale
Federación Internacional de Carreteras



2022 SARF • IRF • PIARC

**7TH REGIONAL CONFERENCE FOR AFRICA
& PIARC INTERNATIONAL SEMINAR ON RURAL ROADS AND ROAD SAFETY**

CONNECTING AFRICA THROUGH SMART, SAFE AND RESILIENT ROADS

18 - 20 OCTOBER 2022 | Cape Town International Convention Centre

IMPROVING LOW-VOLUME ROAD INVESTMENT BY UNDERSTANDING RURAL TRANSPORT SERVICES

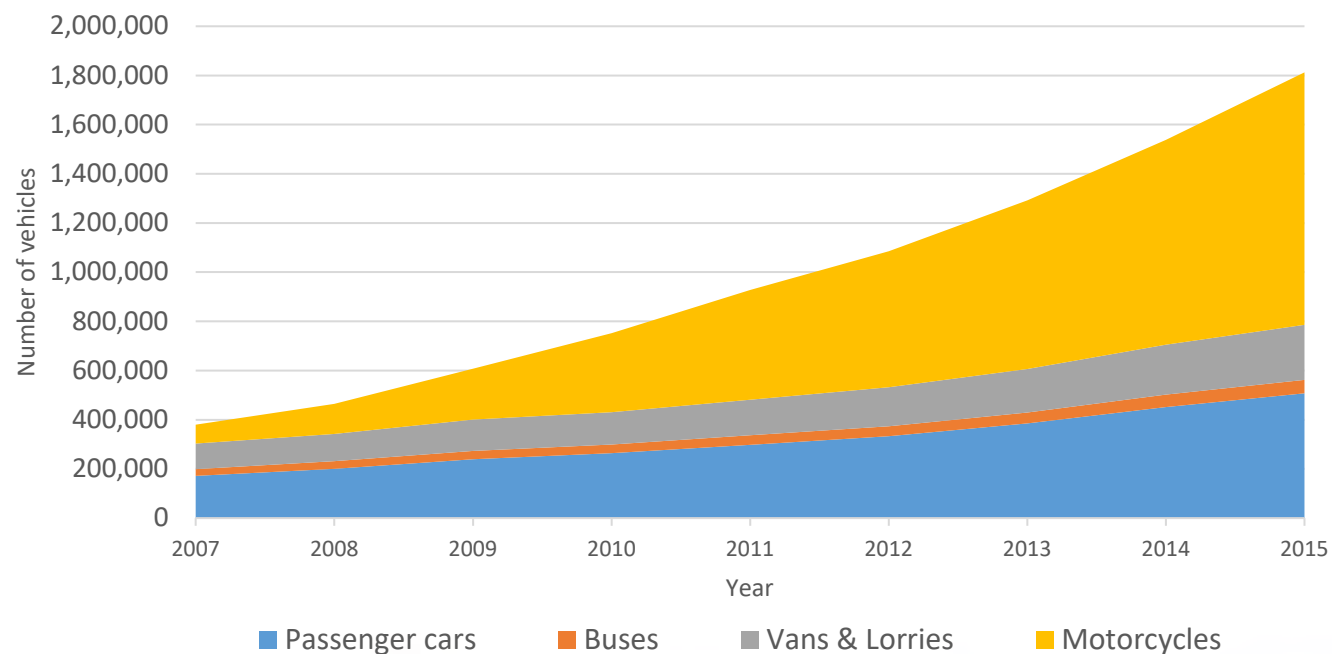
Robin Workman
(with Paul Starkey, John Hine)

TRL
Principal International Consultant

19th October 2022

Introduction

- Rural access (ReCAP / UKaid)
- Impact on communities
- Characteristics of Rural Transport Services
- Connection
- Motorcycles



Approach

- Explored 17 countries in Asia and Africa to find transport services data related to construction/rehabilitation
- Nepal (2 roads) and Tanzania (6 roads)
- Data collected included:
 - 12 hour gender disaggregated traffic counts
 - User surveys for travel patterns, tariffs, opinions on the services
 - Operator interviews, for VoCs, changes and constraints to transport services
 - Interviews with road agency staff, local professionals, etc.
 - Focus group discussions
 - Engineering assessments of each road
 - Data on long-distance bus fares (for RTP)

Results

Nepal

- Highly participatory
- Cartels stifle competition
- Resilient labour-based roads
- Local growth and diversification



Results

Tanzania

- Roads background
- Importance of motorcycles
- All-season connectivity
- Market driven transport services



Approach

Nepal (2 roads) and Tanzania (6 roads)



Approach

Nepal (2 roads) and Tanzania (6 roads)



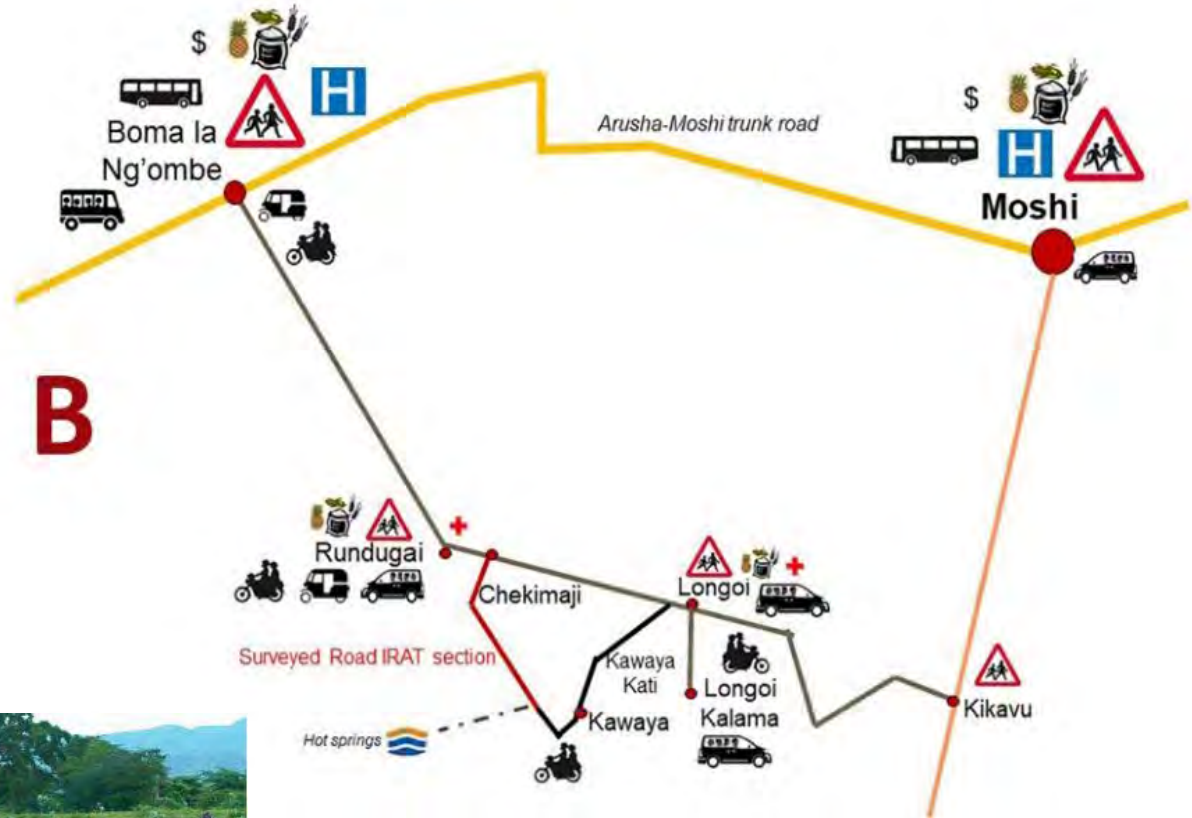
Maps

-  Large bus
-  Midi-bus
-  Minibus, minivan
-  Three-wheeler
-  Motorcycle taxi
-  Main road
-  Regional road
-  Surveyed road
-  Infrastructure investments
-  Other road
-  Feeder road / Motorcycle trail
-  Hospital
-  Clinic
-  School
-  Town hub
-  Village hub
-  Market
-  Bank
-  Control barrier
-  Railway line



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Rural Transport Premium

Outcome indicators and Rural Transport Premium (RTP)

- RTP = Ratio of:

$$\frac{\text{fare per passenger km public transport on rural roads}}{\text{fare per passenger km standard long-distance bus services}}$$

Road	Section	Motorcycle taxi	3-wheeler	Utility	Minibus	Bus/Midibus
Kavre	Remote	-	-	2.1	-	3.2
Kavre	Busy	-	6.4	-	4.2	3.2
Sindhuli	Remote	-	22.2	4.8	-	2.9
Bagamoyo	Remote	6.6	-	-	-	-
Hai	Remote	11.1	-	-	-	-
Babati	Remote	6.9	-	-	2.8	-
Bahi-Chipanga	Remote	6.5	-	-	-	-
Bahi-Chipanga	Busy	6.5	-	-	2.9	-
Bahi-Mpunguzi	Remote	-	-	-	-	1.6
Bahi-Mpunguzi	Busy	6.8	-	-	-	1.3
Morogoro	Remote	9.7	-	-	-	-

Conclusions

- Importance of transport market demand
- Infrastructure fit for purpose
- Participative processes
- Integrated approaches
- Outcome indicators in local planning

Guidelines

- Planning rural infrastructure suitable for rural transport services
- Design Options for Ensuring Rural Roads are Suitable for Transport Services
- LVRR Maintenance Options that are Suitable for Transport Services
- Options for Improving Rural Transport Services
- Way Forward and Available Resources



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THANK YOU

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rworkman@trl.co.uk