

**TECHNICAL COMMITTEE TC2.2:
ROADS FOR EQUITY, ACCESSIBILITY, AND
MOBILITY IN RURAL AND INTERURBAN AREAS
2024–2027
TERMS OF REFERENCE**



Overview

Roads play a crucial role in promoting equity, accessibility in both rural and interurban areas. Within this context, there are two primary areas of emphasis: enhancing active modes of transportation and improving road safety for all users, as well as investigating technical solutions for both paved and unpaved roads.

The Technical Committee 2.2 Roads for equity and accessibility in rural and interurban areas is established to address the challenges associated with roads in rural and interurban areas. The committee aims to develop practical recommendations and initiatives that promote equitable access, sustainable mobility, and enhanced road safety.

TC2.2 will focus on three (03) key topics:

- **Topic 2.2.1: Enhancing and promoting Active Modes in rural and interurban areas:**

Active modes of transportation can be both enhanced and promoted, particularly in countries where they are underutilized or undervalued. This dual approach of enhancement and promotion ensures that these sustainable transportation options become more accessible, attractive, and widely adopted. With topic 2.2.1, the committee will outline initiatives that promote and enhance walking, cycling, and other non-motorized modes of mobility.

- **Topic 2.2.2: Improving Road Safety in rural and interurban areas for All Users:**

Topic 2.2.2 focuses on enhancing road safety for all users. The committee will analyse existing safety measures, identify areas for improvement, and targeted initiatives to ensure the safety of pedestrians, cyclists, and motorized users on rural and interurban roads.

TC2.2 aims to provide a valuable resource for implementing evidence-based interventions that enhance road safety for all users in diverse rural and interurban contexts.

- **Topic 2.2.3: Technical Solutions for Paved and Unpaved Roads:**

The working group will focus on collecting and assessing technical solutions for both paved and unpaved roads in rural and interurban areas. This includes exploring innovative road construction materials, pavement solutions, and maintenance techniques designed to enhance road conditions, reinforce climate resilience and ensure sustainable safe accessibility. The committee will prioritize cost-effective solutions that consider the specific requirements and resources available in each area.

The committee's work in these specific topics will foster the implementation of effective solutions by leveraging global best practices and experiences.

Recognizing the diverse contexts and challenges encountered by high-income countries (HIC) and low- and lower-middle income countries (LIMIC), the committee will take into account the distinct requirements of each group.

2.2.1 Enhancing and promoting active modes in rural and interurban areas

Purpose: The purpose of this topic is to address the challenges faced by rural and interurban areas in terms of accessibility and mobility, and to outline initiatives that promote and encourage active modes

This topic is devoted to HIC and LIMIC. We aim to ensure a diverse range of perspectives and expertise from both HICs and LIMICs, acknowledging the valuable contributions that experts from all backgrounds can bring to the table.

Preliminary research questions:

- What are the key challenges and barriers to accessibility and mobility in rural and interurban areas, particularly in low and lower-middle income countries?
- How do the existing transportation infrastructure and services in rural and interurban areas impact accessibility and mobility for different user groups: women, vulnerable roads users (VRUs), persons with disabilities?
- What are the best practices and successful interventions implemented in other regions or countries to enhance and promote accessibility and mobility via active modes in rural and interurban areas?
- We intend to attract experts from HICs who are knowledgeable in active modes and safety, while also ensuring that the needs and challenges of LIMICs are adequately addressed. We will look at the opportunity of having two subtopics one for HIC and another one for LIMIC. this is intended to facilitate focused discussions and actions tailored to the specific contexts and challenges faced by each group.

Importance to roads agencies: This work is important to road agencies/road industry because by improving accessibility and mobility, road agencies can enhance connectivity between rural and interurban areas and other urban centres. This connectivity is vital for social and economic development.

Road agencies are responsible for ensuring safe and efficient transportation and by addressing the specific challenges faced in rural and interurban areas, road agencies can contribute providing equal access to safe and sustainable transportation for all users.

Audience: The audience and users involved in the topic of accessibility and mobility in rural and interurban areas are diverse and include:

Road Agencies and Transportation Authorities, road engineers, community Organizations and Advocacy Groups (for road safety, walking, cycling, public transport,) , researchers and Academics, public transportation operators,

It is crucial to engage and involving these various stakeholders for effective decision-making, collaboration, and implementation of initiatives that address the challenges and enhance accessibility and mobility in rural and interurban areas.

Deliverables: Briefing note, Case studies, Seminar.

Background to TC's work on this topic: Nothing done in the previous cycle. We plan to collaborate with TC2.1 mobility in Urban areas, and with TC 3.1 on road safety.

Low and lower-middle income countries: LMICs countries face specific challenges related to transportation: higher rate of road, specific use of active modes (commercial, healthcare,), accidents, climate change impacts, disparities, limited resources...

Enhancing safe accessibility and mobility and promoting sustainable transportation mode such as walking, cycling and public transportation contribute to economic development and social inclusion of LMICs countries.

Gender inclusion & diversity: HIC and LMICs countries have significant rural populations that face barriers to access to essential services: education, healthcare, and employment opportunities.

Women and girls in rural areas may experience use limitations while using transportation system. In some countries, culturally, bicycle use is a prerogative of the male members of the family and in some cases, women riding bicycles are perceived to 'behave like men'.

Bicycle use by women and girls can ease their empowerment, helping them overcome their transport burden, especially for some activities like the long daily walk to bring home water, ... This tasks can also jeopardize girls' ability to make another long walk to school because they simply run out of daylight. The long walk to school also leaves girls vulnerable to harassment and assault, and can deepen their family's poverty as it may prevent the girls from helping in the family farm or business. Likewise, considering the easiest accessibility of men to transport makes a long walk to the nearest health clinic or hospital a difficulty that forces a majority of African women and girls to give up health assistance or even give birth without a skilled birth attendant by her side.

Access and use of active modes like bicycle within a safe designed infrastructure may have a substantial impact upon women's daily lives.

This why, by improving accessibility and mobility, these countries can promote social inclusion and ensure that rural communities have equitable access to services and opportunities.

Potential duration: 2024–2027.

2.2.2 Improving road safety in rural and interurban areas for All

Purpose: The purpose of this topic is to address the challenges faced by rural and interurban areas in terms of road safety of motorized and non-motorized users. The committee aims to outline initiatives and best practices that enhance road safety in rural and interurban areas.

This topic is devoted to HIC and LIMIC. We aim to ensure a diverse range of perspectives and expertise from both HICs and LIMICs, acknowledging the valuable contributions that experts from all backgrounds can bring to the table.

Preliminary research questions:

- What are the specific safety challenges faced in rural and interurban areas, and how can road safety measures be enhanced to reduce accidents, injuries, and fatalities?
- What are the best practices and successful interventions implemented in other regions or countries to enhance safe accessibility and mobility in rural and interurban areas?
- In what ways can technology and innovative solutions be leveraged to improve road safety for pedestrians, cyclists, and motorized users in rural and interurban settings?
- How have successful interventions globally prioritized the safety and mobility of vulnerable road users in rural and interurban contexts, and what lessons can be learned from these approaches?
- In what ways can inclusive infrastructure design contribute to the safety and accessibility of vulnerable road users in diverse rural and interurban areas?

Our goal is to engage experts from High-Income Countries (HICs) with expertise in road safety ensuring that the concerns and obstacles faced by Low- and Middle-Income Countries (LIMICs) are appropriately acknowledged. We are considering the possibility of having two distinct subtopics, one dedicated to HICs and the other to LIMICs. This approach is designed to streamline discussions and initiatives enhancing road safety in rural and interurban areas.

Importance to roads agencies: The relevance of Topic 2.2.2 to road agencies lies in its potential to significantly impact accessibility and mobility. Improvement in these areas can foster enhanced connectivity between rural, interurban areas, and urban centers, playing a pivotal role in social and economic development.

Road agencies, entrusted with the responsibility of ensuring safe and efficient transportation, can benefit from addressing the unique challenges in rural and interurban settings. By doing so, road agencies actively contribute to providing equitable access to safe and sustainable transportation for all users, aligning with their core mission of facilitating inclusive and efficient travel.

Audience: The audience and users involved in the topic of improving road safety in rural and interurban areas are diverse and include:

Road Agencies and Transportation Authorities, road safety engineers, community Organizations, road safety observatories and Advocacy Groups for road safety, researchers and Academics, public transportation operators, ...

It is crucial to engage and involving these various stakeholders for effective decision-making, collaboration, and implementation of initiatives that address the challenges of road safety in rural and interurban areas.

Deliverables: Briefing note, Case studies, seminar.

Background to TC's work on this topic: Nothing done in the previous cycle. We plan to collaborate with TC 3.1 on road safety.

Low and lower-middle income countries: LMICs countries face specific challenges related to transportation: higher rate of road, accidents, climate change impacts, disparities, limited resources...

By prioritizing road safety, especially for vulnerable road users through sustainable modes like walking, cycling, and public transportation, LMICs contribute significantly to economic development and social inclusion. The improvement of transportation safety not only safeguards lives but also facilitates more equitable access to opportunities, promoting a resilient and thriving future for LMICs.

Gender inclusion & diversity: In both High-Income Countries (HICs) and Low- and Middle-Income Countries (LMICs), substantial rural populations encounter barriers accessing essential services such as education, healthcare, and employment opportunities. Women and girls, particularly in rural areas, confront distinctive safety concerns and risks within transportation infrastructures and systems.

Addressing these challenges and enhancing accessibility and mobility in rural regions can foster social inclusion. By ensuring equitable access to services and opportunities, improvements in transportation contribute to breaking down gender-related barriers, empowering women and girls, and promoting a more inclusive and diverse rural landscape in both HICs and LMICs.

Potential duration: 2024–2027.

2.2.3 Technical solutions for paved and unpaved roads

Purpose: The purpose of this topic is to explore technical solutions for both paved and unpaved roads which improve road conditions, reinforce climate resilience and ensure sustainable and safer transportation for local communities.

This topic is devoted to HIC and LMIC.

Rural areas in different countries face varying challenges and constraints. Collaborating between HICs and LMICs ensures that technical solutions take into account the specific needs and conditions of different regions.

Preliminary research questions:

- What are the existing challenges and issues associated with unpaved roads in rural areas?
- What technical solutions are currently available and proven effective for improving unpaved roads in similar rural contexts?
- What are the environmental considerations and potential impacts of implementing various technical solutions?
- Are there any innovative or context-specific technical solutions that can be explored to address the unique challenges of rural areas?

Importance to roads agencies: This work is important to road agencies/road industry because enhancing and maintaining road infrastructure is crucial for efficient transportation, economic development, and ensuring safe and accessible travel for vehicles and pedestrians.

Audience: The audience and users involved in this topic include:

Road Agencies and Transportation Authorities, road maintenance, civil engineers, researchers and academics, contractors and suppliers...

Deliverables: Case studies, conference.

Background to TC's work on this topic: During the past cycle, TC2.2 organised a joint seminar with TC4.3 "earthworks" and we plan to continue our collaboration during the new cycle.

Low and lower-middle income countries: LMICs countries face specific challenges in terms of infrastructure development, socio-economic conditions and resource limitations.

Focus will be on: low cost solutions, define suitable materials and techniques using locally available material, Community-Based Maintenance and identify good techniques for construction and maintenance

Gender inclusion & diversity: Many LMICs countries have significant rural populations that face barriers to access to essential services: education, healthcare, and employment opportunities.

Women and girls in rural areas may experience unique safety concerns and risks while using transportation system.

By improving accessibility and mobility, these countries can promote social inclusion and ensure that rural communities have equitable access to services and opportunities.

Potential duration: 2024–2027.

Planned Delivery of TC2. 2 – Roads for Equity, Accessibility and Mobility in Rural and Interurban Areas

Topic/activity	2024				2025				2026				2027			
	Jan–Mar	Apr–Jun	Jul–Sep	Oct–Dec	Jan–Mar	Apr–Jun	Jul–Sep	Oct–Dec	Jan–Mar	Apr–Jun	Jul–Sep	Oct–Dec	Jan–Mar	Apr–Jun	Jul–Sep	Oct–Dec
Technical Committee 2.2 Roads for Equity, Accessibility and Mobility in Rural and Interurban Areas																
2.2.1 Accessibility and mobility in rural and interurban areas: enhancing active modes and improving road safety for all users					LR								SM		CS	
2.2.2 Improving road safety in rural areas for All				BN		SM					CS					
2.2.3 Technical solutions for paved and unpaved roads				CS									BN			

Key: BN = Briefing Note, CS = Collection of case studies, LR = Literature review, SM = Seminar, SU = Survey, TR = Technical Report, MU = Manual Update