



## Handout 32

# Concepts and Definitions

Terms	Definitions, Concepts and related information
RTI	<ul style="list-style-type: none"><li>▪ Rural Transport Infrastructure</li></ul>
RTI Network	<ul style="list-style-type: none"><li>▪ Lowest level of physical transport chain that connect rural population to farms, local markets, services like schools &amp; health centres</li><li>▪ Potentially increases income and improves quality of life</li></ul>
Basic Access	<ul style="list-style-type: none"><li>▪ Minimum level of service of the RTI network</li><li>▪ Necessary building block for poverty reduction</li><li>▪ Provision of basic services should be considered a basic human right, like health and basic education</li></ul>
Basic Access Infrastructure	<ul style="list-style-type: none"><li>▪ This is needed to ensure that the prevailing type of rural transport vehicles (motorized and non-motorized) have reliable access.</li><li>▪ Reasonable delays at river crossings or temporary road closures during the rainy season must be tolerated. This reduces investment costs considerably.</li><li>▪ The maximum time allowed for temporary closures is a political decision and an affordability issue.</li></ul>



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Basic Access Intervention	<ul style="list-style-type: none"> <li>▪ This refers to the <i>least-cost</i> intervention (in terms of total life-cycle cost) for providing reliable, all-season passability by the prevailing means of transport.</li> <li>▪ It requires all season passability for a pick-up truck, a small bus, or a truck, even if these are a small fraction of total traffic.</li> <li>▪ It needs appropriate RTI for the efficient and economical use of non-motorized (or intermediate) transport.</li> <li>▪ An example is found in Bangladesh, where non-motorised rickshaw-vans (for goods) and passenger rickshaws dominate traffic.</li> </ul>
Features of RTI: <i>Physical</i>	<ul style="list-style-type: none"> <li>▪ These are the community RTI and consist of tracks, paths and footbridges, and sometimes (partly) engineered roads.</li> <li>▪ They should not exceed five kilometres in length.</li> </ul>
Features of RTI: <i>Traffic characteristics</i>	<ul style="list-style-type: none"> <li>▪ Most “traffic” is people travelling on foot.</li> <li>▪ Sometimes includes intermediate means of transport (IMT) - bicycles and animal drawn carts.</li> <li>▪ Sometimes includes motorized transport.</li> <li>▪ Average daily motorized four-wheeled traffic on the majority of the RTI network is below 50 vehicles per day (VPD). Non-motorized traffic (NMT) can be a multiple of this number.</li> </ul>
Features of RTI: <i>Ownership</i>	<ul style="list-style-type: none"> <li>▪ Normally owned by local governments and communities.</li> <li>▪ Community RTI is usually undesignated - not formally recognized transport network</li> <li>▪ If no legal framework exists then the community RTI is said to belong to the community.</li> <li>▪ The capacity of communities to own and take care of RTI is limited usually to the intra- and near-village network and to short links to the main road network.</li> </ul>



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Features of RTI: <i>Managing and financing</i>	<ul style="list-style-type: none"><li>▪ Transfers of funds are usually from central government (from the Treasury, dedicated road funds, donor financing)</li><li>▪ Funds should be leveraged to generate local resources in cash or in kind.</li><li>▪ Financial resources are usually extremely scarce, particularly for the maintenance of roads.</li></ul>
The (trouble) Spot Improvement approach	<ul style="list-style-type: none"><li>▪ This approach focuses on interventions only on the most difficult sections of roads.</li><li>▪ It is an appropriate method to improve access at low cost.</li><li>▪ This approach is most often used where there are limited resources to maintain access for a deteriorating road network.</li></ul>