



Low Volume Rural Roads

Some Key Issues

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DFID Community Access Programmes

ReCAP:2014 - 2020

Research For Community Access Partnership

ASCAP: Asian Community Access Partnership

AFCAP:African Community Access Partnership

ASCAP Key Targets

Increased all-season low volume rural road access in Asia improving the livelihoods of vulnerable rural groups.

Strengthening the evidence base on Low Volume Rural Roads (LVRRs) and the transport services that use them to influence policy in Asia.

The Challenge

Ensuring that rural roads are made more resilient to climatic threats and impacts

The challenge is made more difficult by impacts of increasingly severe weather events as a consequence of climate change

Low Volume Rural Roads

Limit 150-250

Motorised

Vehicles/day; most
much lower



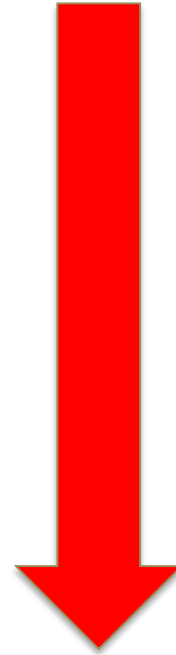
Key Principle

Low volume rural roads are not
“small big roads”

The approach to their selection,
design and construction is
different.

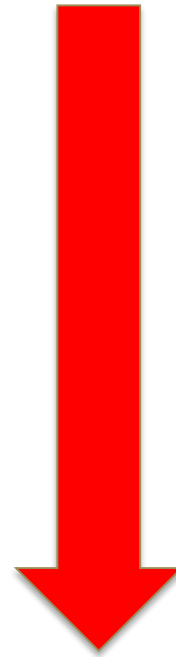
Whole Life Management Funds

- Motorways/Highways
- National roads
- Provincial roads
- District roads
- Community roads



Agricultural Transport

- Community roads
- District roads
- Provincial roads
- National roads
- Motorways/Highways





Inappropriate
Unsustainable
Options





Appropriate Affordable Sustainable Options

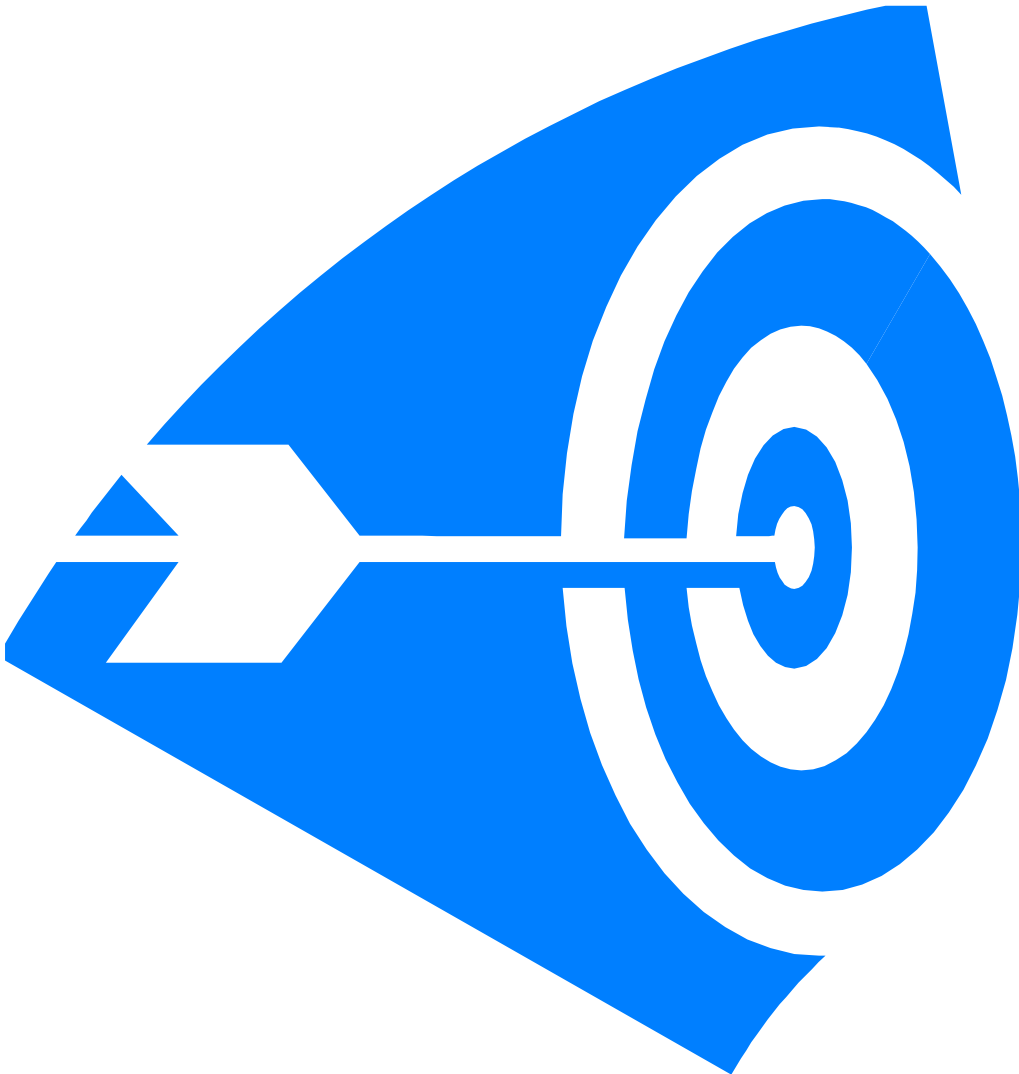






US\$ 250,000 + /km

Targeted Interventions



**Spot
Strengthening
Priority Road
Sections and
Structures**

Key Principle

Adapt on a phased basis: Seek to implement adaptation on a phased basis so that lessons can be learned, adjustments made and so that one adaptation step prepares the ground for the next if required.





ReCAP Joint Steering Committee, 12 November 2015, London



**Smarter engineering is
required**



**BUILD BACK BETTER
BUILD BACK SMARTER**



Maintenance Absolutely Key to Climate Resilience

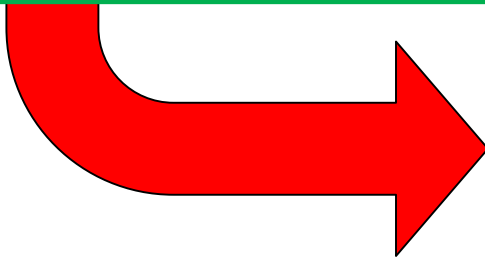


Climate Strengthening

A logical sequence of procedures
within the overall project cycle



Applied Good Practice



Key Principles

Addressing current climate challenges can enhance resilience to future climate change.

Key Principles

Targeted Application of the best practice solutions must be appropriate to the identified hazards.

“Best practice” must be all-embracing, involving design, construction, and maintenance within road alignment corridors and not just focused on the carriageway

Key Principles

Project specific climate impact options are best considered at the planning or concept stages.

As an infrastructure project progresses round the project cycle the ability to consider climate threats and impacts, in a flexible and creative way is reduced.