



RURAL ACCESS

TARGET:

Secure universal access by sustainable transport for rural populations by 2030.



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Why is Rural Access important?

3.3 billion people live in rural areas. Long distances, few roads and insufficient appropriate transport services may restrict access to medical facilities, education, employment and markets. Poverty caused by rural isolation must end. All rural communities should be linked to markets and services by appropriate infrastructure (rural roads, trails, bridges) and adequate transport services.

Process Indicators (2030 compared to 2010 baseline):

- Proportion of the rural population living within two kilometers of a road, motorable trail or other appropriate infrastructure providing all-year access (desired achievement:100% achievement of local access targets, monitoring the poorest and remotest quintiles).
- Proportion of rural population living within 30 minutes' walk of appropriate transport services (desired achievement:100% achievement of local access targets, monitoring remotest quintile).
- Travel time, including walking, from villages to local towns with markets and medical facilities for the poorest rural income quintile (desired achievement:100% achievement of local travel-time targets).

Implementation and Enabling Measures:

Rural access can be improved by maintaining existing roads to climate-resilient, all-season standards and upgrading or constructing rural roads, trails and bridges to reach isolated communities. Affordable, accessible, effective and appropriate public transport systems (for passengers and small freight) should be planned, promoted and regulated. Pro-poor rural development plans should integrate transport with improved services, agriculture and livelihood opportunities. This will require effective rural access planning, with funded programmes for rural road maintenance and the construction of small-scale, resilient infrastructure. Transparent, participatory planning should ensure appropriate, safe, sustainable and well-regulated transport services. Institutional strengthening and capacity building relating to rural access may be required. Rural access 'champion' organisations will be identified at national and international levels to ensure rural access data are collected to facilitate planning and monitoring of progress.

Through the Results Framework on Sustainable Transport the SLoCaT Partnership, with its 90 members, promotes the integration of sustainable transport in the post-2015 agenda for sustainable development. The development of the SLoCaT Results Framework on Sustainable Transport is supported by GIZ and UN-Habitat (with funding provided by DFID-UK). For more information on the SLoCaT Results Framework please contact cornie.huizenga@slocatpartnership.org.