Status Review of RAI

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Background

- Original RAI developed in 2006 (Roberts et al)
  - The %age of people who have access to an all weather road within 2 km walking distance

- Widely adopted as a global indicator for rural access
  - RAI embedded in SDG monitoring framework as indicator 9.1.1

- Subject to criticism due to weak operational relevance, client ownership and high update costs
2015-16 - World Bank in partnership with RECAP, undertook a review of the RAI and proposed a new way of tracking it
- Share of the population who live within 2 kilometres of the nearest road in ‘good condition’ in rural areas
- Used new spatial data methods and techniques

SRAI Phase 1 identified 4 key weaknesses to the original RAI:
- Inconsistency across countries
- Lack of sustainability in terms of regular update
- Weak operational relevance
- Weak client ownership

SRAI was therefore developed with the aim of establishing a sustainable, consistent and operationally relevant method to measure rural access, using newly available data and spatial data collecting technologies.

Work piloted in Ethiopia, Kenya, Uganda, Tanzania, Mozambique, Zambia, Nepal and Bangladesh.

The final report was issued in May 2016
SRAI compared with original RAI

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New ReCAP Project

- Overall project aim is to move the SRAI forward from a modified solid base using recently identified cost-effective high-tech tools and working within a sustainability framework

- 3 Task Groups:
  - Task Group 1 (TG1): A status review and way forward recommendation
  - Task Group 2 (TG2): Consolidation and Revision
  - Task Group 3 (TG3): Application in Pilot Countries

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Will involve:

– An independent review

– ReCAP partners and other relevant countries as well as taking note of progress made by World Bank since May 2016

– Considerable cross-sectorial consultation with participating countries, World Bank, ADB, AfDB, GIZ and other relevant International Financial and Academic Institutions
Tasks for TG1

1. The importance of the SRAI as an improvement on the original RAI.
2. Lessons to be taken on board from comments on the May 2016 document.
3. Reasons for the variation between RAI and SRAI in Phase 1.
4. “Road condition” is a difficult index to use in an international context where different countries (and even different regions within countries) have differing concepts of “condition”. It’s suitability as an index will need to be assessed.
5. The development of a broader concept of roads being “Fit-for-Purpose”.
6. The application and uptake of the SRAI.
7. Standardisation of data collection and storage with other initiatives.
8. Definitions of access and their compatibility with other relevant programmes.
9. Links with the ReCAP High-Tech Solution project and related initiatives.
10. Cooperation links with other relevant initiatives such as SuM4All6 and a revised HDM4.
12. Recommendations on core activities for TG3.
Current Status

- Project awarded to Civil Design Solutions
- Principal Investigator – Stephen Vincent
- Start date 12 December 2017
Thank you for your attention

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