

**International Forum for Rural Transport and Development
(IFRTD)**

**INTEGRATED RURAL ACCESSIBILITY
PLANNING (IRAP)**



A Bibliographic Overview

FOREWORD

This document provides a bibliographic overview of the Integrated Rural Accessibility Planning (IRAP) tool, which was developed by the International Labour Organisation (ILO) and has been applied in over fifteen countries around the world. For this purpose a brief [Introduction to IRAP](#) is first given, explaining the main characteristics of the tool, its history and the different forms in which it is applied. Subsequently, summaries of key documents are provided, where the documents have been divided in four main groups:

- [Rural access and IRAP](#): the development of the rural access approach and the evolution of the IRAP tool.
- [IRAP guidelines](#): the different steps and elements of the IRAP tool.
- [Case studies](#): the application of the IRAP tool in different countries.
- [Training workshops](#): IRAP training courses and material for their execution.

As IRAP was developed by the ILO, most documents reviewed in this CD-Rom are published by the ILO in cooperation with local and national governments and partner organisations. However, an attempt has been made to also include documents published by other organisations. Each summary is provided with a link to an internet page where a PDF version of the document can be downloaded. The exact Internet addresses can be found as [Endnotes](#) at the end of this document.

This document was developed by the International Forum for Rural Transport and Development (IFRTD), a global network of individuals and organisations working together towards improved access, mobility and economic opportunity for poor communities in developing countries, which as such has been involved in both the development and the promotion of the IRAP tool in different countries. It forms part of a CD-Rom which includes PDF versions of all the documents reviewed.

INTRODUCTION TO IRAP

It has long been acknowledged that rural transport has an important impact on development opportunities for the rural poor. Several studies on rural travel and transport carried out in the 80's and 90's, showed the importance of travel and transport for rural households, both in terms of time spent, as well as in total loads transported and distances covered. These studies came to the conclusion, however, that most travel and transport activities are confined to the immediate vicinity of the village, are mainly aimed at fulfilling subsistence needs (firewood, water, education, health, agriculture), are generally carried out on foot or using non-motorised means of transport, and that most of the responsibility falls on women and children. A second important conclusion of the different studies, is that transport in itself did not form a goal for rural people, but rather a means to an end, where the end was to obtain access to certain basic services and facilities. It was the lack of adequate access to these services and facilities, that constrained the development and the opportunities for the rural poor to improve their situation and their livelihoods. A broader approach was therefore required, based on rural accessibility, where both transport and non-transport interventions could result in improved accessibility and thus in improved development opportunities.

Rural accessibility and its translation into a planning process has its origins in the work of the International Labour Organisation (ILO) in several African and Asian countries during the 1980's. The major work on accessibility planning took place in the Philippines during 1990-95, where an Integrated Rural Accessibility Planning (IRAP) procedure was developed as a planning tool for use by local level planners to make the most appropriate investments with the limited funds available to them.

The IRAP methodology defines the access needs of rural households in relation to the basic, social and economic services that a household requires (water, fuelwood, health, education, markets, employment, agricultural fields, etc.). It is a simple-to-use participatory and integrated planning methodology that has been successfully applied in over 15 countries, in certain cases leading to its nationwide incorporation into local level planning systems. The IRAP methodology leads to the development of comprehensive information on the location, condition and use of rural infrastructure and services, identifies appropriate access interventions and prioritises investments.

Although the IRAP process varies slightly by country, it generally consists of the following three stages:

1. Data collection - In the data collection stage, the aim is to collect the information required for determining the existing access situation. This data is collected as much as possible from existing secondary information obtained from local authorities and other sources. However, very important in this stage is the collection of primary data through questionnaires, which are generally carried out at village level and are sometimes complemented by a limited number of household interviews. In some experiences the questionnaires are carried out at a higher level (e.g. village development committee, municipality, district). Data collection is key to a proper analysis of the access situation, and as such a balance needs to be sought between the cost of the data collection and the quality and detail of the data collected. The data collected relates to travel and transport patterns of the households with regards to different services and facilities, as well as to the characteristics of the existing infrastructure and services. The use of mapping tools is an important feature of this stage, generally facilitating the collection of data regarding the location of different services and infrastructure. Ensuring the participation of representatives of the different communities is crucial in obtaining appropriate data, required for the further IRAP process. This stage also includes the processing of the data in order to facilitate its subsequent analysis.

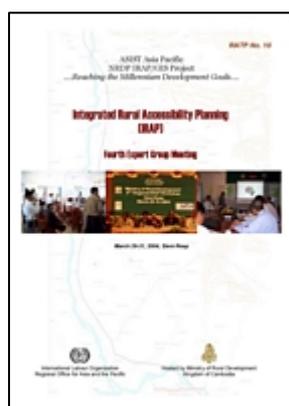
2. Data analysis and prioritisation - In this second stage, the collected data is analysed in order to allow the planner to understand the main access problems and identify possible interventions that will improve rural accessibility. This process consists of a spatial and a sectoral analysis, where priority communities are identified for each sector, and priority sectors are identified for each community. Two important tools are used in this stage: the *Accessibility Indicator* (AI) and *Access Mapping*. The AI is a formula calculated to determine the level of access of a certain community or group of communities to a particular service or facility. In its most basic form, it is the product of the number of households seeking access and the average travel time required to access the particular service or facility ($AI=HH*TT$). However, many variations exist of this formula, depending among other factors on the data available to the planner. Generally additional factors are added on to the formula, such as the target travel time, mode of transportation, trip frequency, weighting factors and scoring systems depicting the importance of the particular service, quality and capacity factors of the service, etc. The general conclusion has been, however, that the inclusion of additional factors tends to complicate the calculation, without necessarily improving the outcome. More specific information regarding the calculation of the AI can be found in the different documents reviewed in this publication. *Accessibility Mapping* is the second major tool of the IRAP process, and is a prerequisite for visualising the spatial nature of rural accessibility. Mapping helps both the planner and the communities concerned to explain, discuss and understand the different aspects of access, as well as the impact of potential interventions. The application of *Accessibility Mapping* varies from simple sketches on the ground, to professional paper maps with overlays and full Geographical Information Systems (GIS). Representatives of the communities are strongly involved in this stage as well, resulting in a consensus regarding the prioritisation of the encountered accessibility problems.

3. Project identification and preparation - In this final stage of the IRAP process, interventions are identified and prioritised that will improve the accessibility of the communities in the area for which the planner is responsible. These include interventions aimed at minimising the need for transport (non-transport interventions including the improvement and siting of services - *proximity*), and at making that transport which is essential, as efficient and cost-effective as possible (transport interventions including transport infrastructure, means and services - *mobility*). It is herein important for the planner to identify interventions that may have an impact beyond the single community, thus optimising the impact of the limited investment funds available at local level. The result of this stage is a prioritised list of interventions, which again is shared and discussed with representatives of the communities. For each intervention a project is subsequently prepared, and systems are developed to monitor the impact on accessibility. In the project design it is important to take into account the participation of local people and contractors in the implementation, thus resulting in additional benefits in the form of employment and incomes. Also an appropriate maintenance system needs to be put into place to ensure the sustained improvement of the access situation.

IRAP has proved to be a very useful tool for local authorities in determining the access needs of rural communities and in identifying and prioritising possible interventions. It has demonstrated its adaptability to different contexts and objectives, as is clearly demonstrated by the variety of formulas that exist for calculating the *Accessibility Indicator*, all of which are based on the same foundation. The simplicity of its use in combination with the strength of its analytical ability, has resulted in various countries in its nationwide incorporation into local level planning systems.

RURAL ACCESS AND IRAP

The documents reviewed on this page refer to the transformation from the *rural transport* to the *rural access* approach and the subsequent development of the Integrated Rural Accessibility Planning (IRAP) tool. The documents also show how the IRAP tool has evolved over time, and how its application varies in different countries according to the context. Reports on four expert group meetings are included, in which current practice and specific issues were discussed by IRAP practitioners from different countries.



Integrated rural accessibility planning (IRAP) - Fourth expert group meeting (RATP 10)

2004, International Labour Organisation (ILO), 216pp

[PDF 6.700 Kb](#)¹

This report describes the fourth regional IRAP meeting, which was organised by the ILO and the Ministry of Rural Development (MRD) in Siem Reap, Cambodia, from 29-31st March 2004. A total of 31 participants representing 9 countries (Afghanistan, Cambodia, India, Indonesia, Laos, Nepal, Philippines, Thailand and Vietnam) attended the meeting. The main theme of the meeting was on institutionalising and mainstreaming the IRAP approach, whilst attention was also given to the application and implementation in the different countries.

The report gives the outcomes of the exercise, determining for each country the major elements, support structure, beneficiary participation, expression of demand and incorporation into existing planning processes. Based on this analysis and the experiences in the different countries, the report goes on to present the essence of the IRAP tool, the influence the host government institution has on the application, the requirements for a successful application, the need for pilot work and donor support, the mainstreaming of the approach and the indicators of institutionalisation. The foreword gives a short summary of the advances made in the 9 countries, with detailed information presented in the subsequent annexes.



Integrated rural accessibility planning (IRAP) - Third expert group meeting (RATP 9)

2003, International Labour Organisation (ILO), 80pp

[PDF 4.873 Kb](#)²

This report describes the third expert group meeting on IRAP held March 27-28, 2003, in Bangkok, Thailand. The meeting brought together a group of 19 experts from 8 Asian countries (Philippines, Laos, Cambodia, Indonesia, Thailand, Nepal, Vietnam and India) to discuss and compare different applications in different countries. Discussions were centred on issues such as indicators, data collection, mapping, GIS, road maintenance user groups, and the use of IRAP for irrigation planning. Of particular interest are the

different formulas used for the calculation of the IRAP Accessibility Indicator, which are presented in the final annex. The report includes information on the experiences in the application of the IRAP tool in the 8 countries, both in summaries of the history in the main text, as well as detailed information in the annexes.



Decentralisation and Development Planning: Some Practical Considerations

Hadingham, T

2003, Department for International Development (DFID), 27pp

[PDF 90 Kb³](#)

This document is a report on the outcomes of work commissioned by the Infrastructure and Urban Development Department of the Department for International Development (DFID). Its aim is to investigate development planning approaches and models that bring together high level strategic thinking and the local level context, in order to identify lessons that could be applied to future DFID projects. The document starts by setting out some of the dynamics

that have shaped the ways in which development planning has evolved over the last ten years. Subsequently, three models of and approaches to development planning are examined, including Integrated Development Plans in South Africa, Integrated Rural Accessibility Planning (IRAP) in Zimbabwe, and Decentralised Woreda Planning in Ethiopia. For each case, the background, institutions, process, outcomes and lessons learned are described. The report concludes by drawing together some of the lessons that have come out of the establishment of these planning systems.



The value of time in least developed countries - Final report

2002, Department for International Development (DFID) and IT Transport, 112pp

[PDF 733 Kb⁴](#)

Given that the IRAP tool revolves around the time needed to obtain access to a particular service or facility and on the impact of interventions on decreasing the time required, a need was felt to determine the value of time. This publication explains the developed methodology for determining the value of time in least developed countries, which was tested in Bangladesh. The study used two methods for determining the value of time: Revealed Preference

(RP), where values of time are estimated based on observed choices, and Stated Preference (SP), which presents hypothetical choices to which individuals state their preference. Both methods were used to measure the willingness to pay in order to determine non-working time savings. The study found that the RP method failed to provide consistent results, mainly due to the fact that the alternatives available to individuals were very limited. The SP method, on the other hand, was found to be suitable for different infrastructure types and travel alternatives. Based on the results of the SP method, values of time were calculated for different situations. Apart from an extensive executive summary, the document explains in detail the background and theory behind the value of time, the study area and method, the results of the study, and the conclusions and recommendations. The annexes include sample household, RP, SP and travel purpose questionnaires. They also include a step-by-step procedure for designing a SP experience.



Rural transport and local government units - How to improve rural transport for the rural poor?

Donnges, C

2001, Transport and Communications Bulletin for Asia and the Pacific, No. 71, 10pp

[PDF 176 Kb](#)⁵

This article introduces the IRAP planning tool by first explaining the reality of rural transport, where transport objectives are mainly non-economic, take place in the vicinity of the village and use non-motorised means of transport. It explains how transport is a means to an end, with the end being access to different services and facilities. It goes on to describe the need for an integrated local level planning

system based on the participation of the end users, as opposed to the traditional top-down sectoral planning systems that are still widely used, where solutions are sought both in transport interventions that improve the mobility of the people, as well as in non-transport interventions that improve the distribution of facilities. The article introduces IRAP as a simple planning tool that responds to these needs, and continues with the description of the 8 steps of the IRAP process: data collection and processing; preparation of accessibility profiles, indicators and maps; prioritisation; data validation and defining targets and objectives; project identification; implementation, monitoring and evaluation. The article ends by describing how IRAP can result in investment allocations according to real needs, and the need to include non-road interventions as well as interventions aimed at non-motorised means of transport and public transport as solutions for rural transport.



Meeting the accessibility needs of rural poor

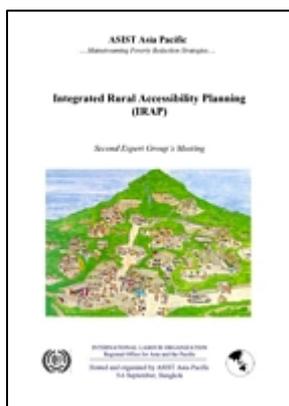
Sarkar, A; Ghosh, D

2000, IASSI Quarterly, Vol. 18, No.4, 5pp

[PDF 21 Kb](#)⁶

This article looks at access from an economic perspective, including the transformation of the subsistence sector to a surplus sector, based on the the fulfilment of basic needs through improved access as well as improved market accessibility. The article describes the limitations of traditional transport interventions that focus on roads and motorised transport. It goes on to introduce IRAP as a new approach to the provision of accessibility in rural areas, mentioning

as the central innovation the use of the household as the unit of analysis. It presents the IRAP process as consisting of four phases: preparation, identification of basic needs whose level of access requires priority intervention, definition of an intervention strategy and the consolidation of proposals into plans. The article also includes a list of examples of possible interventions that may result from an IRAP planning process.



Integrated rural accessibility planning (IRAP) - Second expert group meeting (RATP 8)

2000, International Labour Organisation (ILO), 178pp

[PDF 1,702 Kb](#)⁷

This report describes the second expert group meeting comprising 14 participants, which was held on 5-6 September at the Swiss Park Hotel in Bangkok, Thailand. The main purpose of the meeting was to bring together a group of experts practicing IRAP to discuss and compare different applications in different countries. Four country teams and backstopping technicians from Philippines, Laos, Cambodia and Malawi (Africa) attended the meeting. This report describes the workshop proceedings and comprises four parts. Part

1 summarizes the history of the different country experiences, providing insight into the differences in application. Part 2 describes the outcome of the discussions and workshop sessions, which included a comparative analysis of the application in the four countries, giving special attention to the differences regarding the sectors included and the calculation of the Accessibility Indicator. Part 3 draws the main conclusions emerging from this workshop. Part 4, the annexes, includes the different materials presented during the workshop and provides a rich source of detailed information.



Integrated rural accessibility planning (IRAP) - Expert group meeting (RATP 5)

1999, International Labour Organisation (ILO), 182pp,

ISBN: 92-2-111830-4

[PDF 8,519 Kb](#)⁸

This paper presents the proceedings of a meeting of 21 specialists on IRAP in Dhaka, Bangladesh, October 1997. This first regional IRAP meeting was funded by ILO, organized by the International Forum for Rural Transport and Development (IFRTD) and hosted by the Local Government Engineering Department (LGED). The meeting analysed practical and methodological problems related to the application of the IRAP tool and discussed possible solutions.

The main objective was to introduce and discuss the IRAP approach which was at that time being implemented and further developed in the Philippines, Laos, Malawi and Indonesia. The annexes include an overview of the then current state of IRAP, as well as country experience reports on the application of IRAP and information on the data collection in these countries. Issues discussed in detail include the calculation of the Accessibility Indicator, the focus on rural transport as opposed to rural development, the type of data required and its collection, and the institutionalisation of the IRAP tool.



Access and Income Generating Activities (Issue Paper 1)
1998, International Labour Organisation (ILO), 42pp
[PDF 294Kb](#)⁹

This first of a series of five issue papers, was developed by the IRAP project in Lao PDR and sets out recommendations on how to extend the scope of the IRAP tool and how to incorporate planning for improved access associated with income generating activities. It suggests modifications at two levels: the local government level and the community level. The recommendations are based on field experience, review of selected literature on rural accessibility and a study commissioned by ILO on "Agriculture and Accessibility". The paper also suggests what not to include in the IRAP planning process. The paper synthesizes some of the findings of the IRAP project in Lao PDR in relation to access and income generating activities (principally agriculture, livestock, non-timber forest products, cottage industries, and employment and casual labour), examining physical access needs by income generating activity and questioning whether IRAP planning procedures should incorporate specific infrastructure requirements associated with income generating activities in rural Lao and at what level.



Wasted time - The price of poor access (RATP 3)
Edmonds, G
1998, International Labour Organisation (ILO), 104pp,
ISBN: 92-2-111001-X
[PDF 622 Kb](#)¹⁰

The focus of this paper is on how infrastructure development and accessibility planning can effectively contribute to the improvement of the access situation in rural areas of developing countries. The thesis of the document is that time consumed in merely obtaining access to services and facilities is a considerable constraint to development. It explains the relationship between accessibility (or lack of it) and poverty and the role of physical infrastructure in economic and social development. It explains how interventions aimed at improving accessibility and decreasing the necessary travel and transport time should look how people can be moved more swiftly and easily to where they need to go (mobility) as well as bring appropriate supplies, services and facilities closer to the people (proximity). these two concepts are discussed in detail. The document subsequently provides a detailed description of the accessibility planning process which has been developed in the framework of the ILO-assisted projects and of its potential both for planning purposes, as well as in the setting of realistic targets and monitoring. The document ends with a critical analysis of the IRAP tool and its shortcomings, as well as indications on possible improvements to the process.



Accessibility planning and local development - The application possibilities of the IRAP methodology (RATP 2)

Dixon-Fyle, K

1998, *International Labour Organisation (ILO)*, 25pp

[PDF 1,341 Kb](#)¹¹

This document presents the accessibility planning approach and the IRAP methodology. It is presented in seven steps in which the collection of primary and secondary data is considered a key input. It explores the linkages between rural accessibility planning and the local development process and provides indications concerning the likely usefulness of the IRAP tool for local-level and area-based planning within a context of decentralisation. It also describes

complementarities between IRAP and other approaches such as Participatory Rural Appraisal (PRA) and Participatory Action Research (PAR). The document identifies areas for future work to enhance the potential of IRAP by reviewing the different areas in which more research and development work can extend the methodological range of IRAP, whilst keeping its edge as a simple, user-friendly and yet powerful planning tool in the service of local level planners and communities. Such new areas include the assessment of the impact of IRAP, gender-sensitive interventions, the inclusion of economic activities, and the extension towards urban planning.



Rural transport and accessibility - A synthesis paper (RATP 1)

Dennis, R

1998, *International Labour Organisation (ILO)*, 78pp,

ISBN: 92-2-111141-5

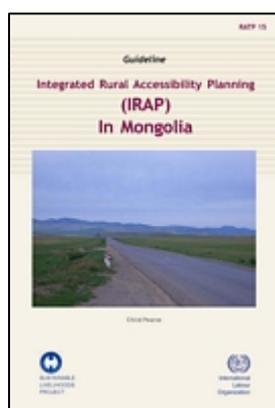
[PDF 2,236 Kb](#)¹²

This document brings together the results of four studies in India, Kenya, the Philippines and Indonesia, which were undertaken in the framework of an interregional programme on rural transport and accessibility. The considerations emerging from these studies lead to a more general discussion on the issue of how to provide effective solutions to the access needs of rural populations. On the basis of these four studies, the main theme that is presented in the document,

is that there needs to be a more systematic approach to rural transport planning, that it cannot be divorced from the planning of physical basic services such as water supply, classrooms, and health centres. The document looks at the characteristics of rural travel and transport, identifying the access needs of rural households both at subsistence level and at the level of the market economy. It continues to describe the benefits of improved accessibility as a means of justifying investments in such improvements, and describes possible interventions aimed at mobility improvements as well as the location of services and facilities. The document finalises by explaining how elements of rural access can be incorporated into an integrated accessibility planning system. The document is the first of a series on Rural Accessibility Technical papers (RATP) of the ILO.

IRAP GUIDELINES

The documents reviewed on this page describe in detail the different steps and activities of the IRAP process, and have been developed for different country contexts. Most have a similar structure, describing the existing planning system of the country concerned, introducing the rural accessibility concept and the IRAP tool and subsequently describing the different activities in detail. Of particular interest are the different formulas that are used in the different countries for the calculation of the *Accessibility Indicator*, which forms the basis of the prioritisation process. The guidelines also form a rich source of sample questionnaires and other forms, as well as examples on how to carry out data collection, mapping and prioritisation.



Integrated Rural Accessibility Planning (IRAP) in Mongolia (RATP 15)

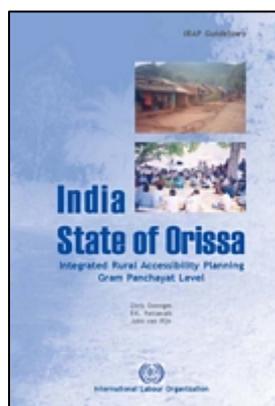
Pearse, C

2006, *International Labour Organisation (ILO)*,

ISBN: 92-2-118860-4 and 92-2-118860-5

[PDF 1,762 Kb](#)¹³

This publication describes the IRAP planning process and steps that have been developed and field tested in Mongolia in the course of 2005. It is the final output of the collaboration between ILO's ASIST-AP Programme and the Informal Economy, Poverty and Employment Project (IE), which identified a need to develop appropriate local level planning tools to help local governments identify small scale infrastructure development and improvement projects. The document briefly describes the existing planning system in Mongolia, followed by an introduction to rural accessibility, accessibility issues in Mongolia and the IRAP process and its place within the Mongolian administrative structure. The IRAP steps and activities are subsequently described in detail based on the three phases of situation analysis, prioritisation and proposal preparation. The formula used for the calculation of the *Accessibility Indicator* is the basic formula based on travel time and number of households. The annexes include training schedules, a history of accessibility planning, a sample questionnaire and detailed guidelines on accessibility mapping.



India state of Orissa - Integrated Rural Accessibility Planning at the Gram Panchayat Level (RATP 7)

Donnges, C; Pattanaik, P; van Rijn, J

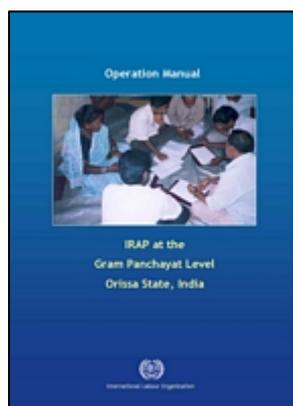
2006, *International Labour Organisation (ILO)*, 109pp,

ISBN: 92-2-115458-0

[PDF 1,337 Kb](#)¹⁴

Within the Indian Government administrative system, Gram Panchayats (local governments) are responsible for identifying and prioritising development projects within their areas of jurisdiction. These guidelines illustrate how Integrated Rural Accessibility Planning can be used at the Gram Panchayat level to improve the planning process, and they describe different planning tools based on IRAP for use at Gram Panchayat level. A team of ILO and Orissa experts applied generic IRAP tools in 3 selected Gram Panchayats and modified the tools for use within the Orissa context. The document has been prepared for planners at all levels to inform them about the existence and relevance of the planning tools developed. The guidelines are complemented by a how-to-do

manual, which consists of step-by-step instructions on how to apply the different tools at Gram Panchayat level (see the following document). The document starts with a description of the existing planning system and a general introduction to the IRAP tool. This is followed by a more detailed description of the different IRAP elements, grouped into three phases of situation analysis, village ranking, and project identification and formulation. An adapted formula is used for the calculation of the *Accessibility Indicator* (also referred to as Access Problem Indicator), based on a population factor, a travel time factor and a quality factor. The annexes include a sample questionnaire as well as sample data from 11 villages and hamlets, a road inventory, the resulting access problem indicators and examples of the maps developed, and project formulation worksheets including design examples of school buildings, tube wells and health centres, as well as their cost estimates.



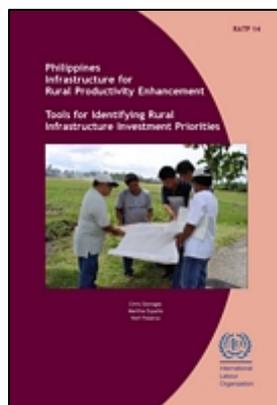
Integrated Rural Accessibility Planning at the Gram Panchayat Level, Orissa State, India - Operation Manual

Pearse, C; Pattanaik, P

2006, *International Labour Organisation (ILO)*, 109pp

[PDF 3,316 Kb](#)¹⁵

This IRAP operation manual has been specifically developed for the State of Orissa in the context of the decentralised planning system in operation through the Panchayati Raj Institutions where the Gram Panchayat is recognised as the lowest mandated government unit responsible for local level planning. This publication is the “how-to-do” operation manual used by the Panchayati Raj Department to train Gram Panchayat representatives on how to apply IRAP, and as such complements the guidelines mentioned above. After a short introduction of the existing planning system and the IRAP tool, the document discusses the different IRAP activities and the IRAP team required to carry these out. The third and final chapter deals with the three phases of situation analysis, village ranking, and project identification and formulation. For each phase the main activities are described in detail, including the training of Gram Panchayat staff and key concerned officials at Block level, as well as guidelines for carrying out group interviews and infrastructure inventories and developing the necessary maps. The annexes include a village level questionnaire, a format for data compilation, examples of maps for problem analysis, a format for data analysis, the factors required for the calculation of the *Accessibility Indicators* for each sector, worksheets for problem scoring and priority ranking, examples of problem priority maps, sample designs and estimates for the construction of different types of basic infrastructure, maintenance plans, and examples of the final intervention maps.



Infrastructure for Rural Productivity Enhancement: Tools for Identifying Rural Infrastructure Investment Priorities (RATP14)

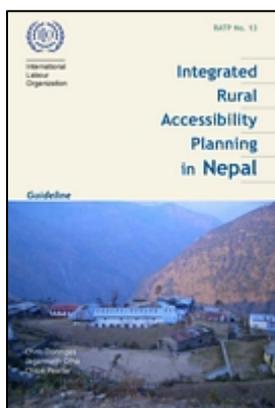
2006, *International Labour Organisation (ILO)*, 114pp,

ISBN: 92-2-118606-7 & 978-92-2-118606-9

[PDF 4,745 KB](#)¹⁶

This document is the result of the cooperation between the Department of Agriculture in the Philippines and ILO in the development and implementation of local level planning tools based on IRAP and the introduction of labour-based technologies within the context of the Infrastructure for Productivity Enhancement Sector Project (InfRES). This cooperation resulted in a number of technical tools to plan for investments in the construction, rehabilitation and maintenance of rural infrastructure, which are described in this booklet and which could equally be used and

modified for broader application in the Philippines or elsewhere. By using the tools presented in this booklet, the impact of investments on agriculture development, poverty reduction and employment creation can be greatly increased. The document starts with a general introduction to the Philippines and the InfRES project and the main sectors of rural infrastructure: roads, irrigation and water supply. The first chapter focuses on accessibility mapping aimed at getting an overview of the existing situation, especially regarding roads, and explains the requirements and the different steps in the mapping process. The following chapter goes into the prioritisation process for rural water supply investments, explaining the various steps to be undertaken and the data required. The remaining chapters focus on rural roads, starting with the prioritisation of road investments at municipal level. The process revolves around the prioritisation of road links, for which a calculation is described, as well as a scoring system and a weighting system based on the perceived priorities of the communities involved. This is followed by a chapter on the prioritisation at provincial level, and a chapter on the assessment of the impact of rural road projects. The final chapter deals with road maintenance, its importance and the development of a maintenance plan. An example maintenance plan is also given, as are unit costs for road maintenance.

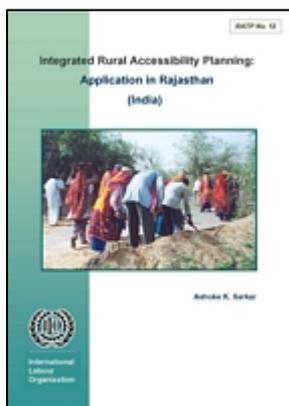


Integrated Rural Accessibility Planning in Nepal - Guideline (RATP 13)

Chris, D; Jagannath, O; Pearse, C
2005, *International Labour Organisation (ILO)*,
ISBN: 92-2-117045-4
[PDF 1,702 Kb](#)¹⁷

These guidelines are aimed at strengthening the local-level participatory planning system in Nepal by facilitating the objective assessment of access constraints of the rural communities to needed services, opportunities and resources. The guidelines supplement the existing planning system and are compatible with the prevailing legal and administrative system of the country. The document sets out the

different steps of the IRAP process as developed in Nepal and was developed to assist the Department of Local Infrastructure Development and Agricultural Roads (DoLIDAR) in preparing and finalizing Nepali versions of the guidelines and manuals. The document starts by describing the existing planning system in Nepal and the transport and accessibility approaches, and the IRAP process is presented in three phases of information collection, analysis and prioritisation at village level, and analysis and prioritisation at district level. Before describing these three phases in detail, the document deals with the necessary preparations and the definition of the scope of the application. The subsequent chapters deal with the different activities of the IRAP process, giving examples where necessary. In Nepal two *Accessibility Indicators* are calculated, one based on travel time (using scores instead of actual travel times) and one based on quality (also based on a score system). In addition a Local Prioritisation is used, which is defined by the community based on the priorities perceived by them. The overall *Accessibility Indicator* consists of the sum of all three indicators. Similarly the calculation of *Accessibility Indicators* at district level is described. The final chapter deals with the incorporation of identified interventions into development plans and the incorporation of IRAP into the existing planning system. The annexes include a sample questionnaire and examples of different forms.



Integrated Rural Accessibility Planning - Application in Rajasthan (India) (RATP 12)

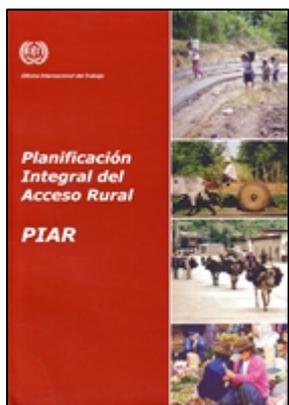
Sarkar, AK

2005, *International Labour Organisation (ILO)*, 74pp,

ISBN: 92-2-116870-0

[PDF 3,274 Kb](#)¹⁸

This report elucidates the study on the application of IRAP in a selected Panchayat in Jhunjhunu District in Rajasthan (India). Being a pilot study, only three sectors, namely, water, education and health were considered for detailed analysis. Simple techniques were suggested for the use of the officials at the local government level to rank villages based on their accessibility needs and to identify interventions to improve the accessibility situation using participatory approach. The publication starts by describing in detail the Panchayati Raj and the local level planning system and processes, as well as explaining the need for a more integrated approach to planning. The second chapter introduces the IRAP tool and the accessibility approach, and the IRAP process is presented in three phases of situation analysis, prioritisation and project selection and implementation. In the following three chapters, these three phases are described in detail and in very practical terms, based on the pilot study carried out. The *Accessibility Indicator* (or Priority Index) is calculated based on a population parameter, a time parameter and a quality (of the service) parameter. The different parameters are listed separately for each sector. Each parameter is subsequently assigned a weight factor to determine its importance. The document also deals extensively on determining the effectiveness of different alternative interventions for accessibility improvement based on their foreseen impact on the Priority Index. The annexes include a sample village level questionnaire.



PIAR - Planificación Integral del Acceso Rural

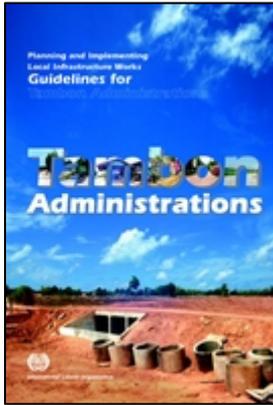
Cartier van Dissel, S

2005, *International Labour Organisation (ILO)*, 76pp,

ISBN: 92-2-316533-4

[PDF 1,204 Kb](#)¹⁹

This Spanish language guide is aimed at institutions that work in areas of integrated rural development, local economic development or in sectors fundamental to rural development (health, education, water, transport, etc.), including central government institutions, local governments, social investment funds, international cooperation agencies, non governmental organisations and other local private sector institutions. It is based on the Malawi guide described further below, but presents the IRAP tool in more general terms for application in different countries and contexts. It starts with a description of *rural transport* versus *rural access* and the IRAP tool is presented in a total of ten steps. It then continues to explain at which level the different steps should be applied, followed by a detailed description of each step. It also provides different alternatives for the calculation of the *Accessibility Indicator*, describing the advantages and disadvantages of each. The document ends with a description and results of an IRAP exercise carried out in Nicaragua by the PAST-Danida programme. The annexes contain a sample questionnaire from Nicaragua and examples of mapping.

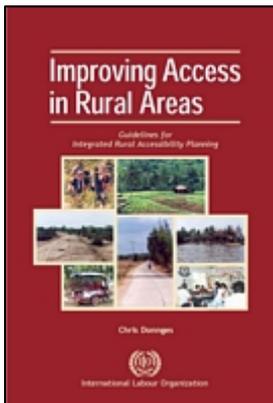


Planning and Implementing Local Infrastructure Works - Guidelines for Tambon Administrations

2004, International Labour Organisation (ILO),
ISBN: 92-2-115460-2

[PDF 1,813 KB](#)²⁰

These guidelines have been prepared for the Tambon engineers and technicians who are involved in the development and maintenance of local public facilities. They attempt to provide Tambon technical staff with an introduction to appropriate planning and works implementation methods. The first section introduces the existing planning and project implementation procedures in Tambon. The second section deals with local level planning and the IRAP tool, starting with a general description of the accessibility approach and accessibility planning, followed by a more detailed presentation of the different elements of the IRAP tool, grouped in three phases of situation analysis, prioritisation and selection, and identification and formulation. The third section of the guidelines introduces the concept of labour-based works technology and explains how this technology can be effectively applied to the type of works commonly carried out by the Tambon Administrative Organisations, including indicators for when labour-based technology can be cost-effectively applied as well as the potential employment impact for different sectors. The annexes contain productivity rates for the different activities involved in the construction and repair of roads, bridges and irrigation infrastructure, which could also be used for other sectors. The guidelines are the result of a series of training courses carried out by the ILO for Tambon administrations in 2002. These guidelines are also available in the Thai language.



Improving access in rural areas - Guidelines for Integrated Rural Accessibility Planning

Donnges, C

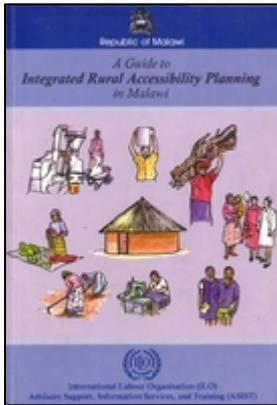
2003, International Labour Organisation (ILO), 112pp,

ISBN: 92-2-113649-3

[PDF 1,060 Kb](#)²¹

These guidelines describe the Integrated Rural Accessibility Planning (IRAP) process, as is currently being applied in about 15 countries around the world, albeit not in a uniform way, due to the fact that the application depends on local characteristics. These guidelines attempt to describe a generic IRAP process, and are meant to guide the development of the process within the context of a particular country.

This document details the different steps of the generic IRAP approach. The document first provides a brief overview of the concept and history of accessibility and the IRAP approach, followed by an introduction of related poverty alleviation initiatives of other agencies and institutions such as DFID, the World Bank and the ADB. It then provides generic guidelines of the IRAP tool, starting with a general overview of the IRAP approach and its main features, including the necessary preparatory work that needs to be carried out. This is followed by a detailed description of the principal elements, all based on extensive experience of IRAP application in a number of Asian countries. It is the objective of this guide that these generic guidelines be used to develop country-specific guidelines. The final chapter gives insights on participatory rural access planning at village level.



A guide to integrated rural accessibility planning in Malawi

Dingen, R

2000, International Labour Organisation (ILO), 141pp,

ISBN: 92-2-112098-8

[PDF 698 Kb](#)²²

This guide describes the IRAP approach as applied in Malawi based on experience from the Pilot Integrated Rural Transport Project. These guidelines are based on Malawi's experience in the transition process from central level governance towards local level empowerment. The guide was developed for use by District governments and Area and Village Development Committees, as well as NGO's and other development institutions. It is intended to

complement and enrich the existing District Planning System. The guide describes the activities involved in the IRAP methodology with a special emphasis on the information generation process. The document starts by discussing the importance of access in relation to rural development, continuing with a general description of the IRAP tool. The following chapters present the IRAP tool, describing in detail the ten steps used in Malawi. The guide gives special attention to the gathering and analysis of information, described in the first four steps of data collection, processing, analysis and mapping. The guide also looks at the integration of the IRAP tool into the existing planning system in Malawi. The annexes contain a sample village level questionnaire, as well as very useful examples of mapping. The document is also available in French ([PDF 970 Kb](#))²³.



Integrated rural accessibility planning and community participation in rural infrastructure development (Issue paper 4)

Donnges, C

1999, Ministry of Communications, Transport, Post and Construction, International Labour Organisation (ILO), United Nations Development Programme (UNDP), 34pp

[PDF 124 Kb](#)²⁴

This issue paper is about rural infrastructure planning and community participation. It is partly based on the experience from the pilot Participatory Project on Rural Infrastructure Development (PPRID), and partly on the efforts of the integrated rural accessibility planning project (IRAP). It is a first attempt to better integrate community

dialogues and community participation in the IRAP access improvement process in an effort to improve rural access in general and rural infrastructure in particular. The document starts by discussing the importance of community participation, and relating this to the rural accessibility approach, subsequently introducing the IRAP process and the PPRID project. The document continues to explain the participatory nature of the IRAP process and the role the communities play throughout this process in determining their needs and identifying and prioritising suitable interventions. In contrary to other guidelines, this document is written from the point of view of the community members and their role in the planning process, rather than that of the planner.



Rural road planning- recommendations for improving the rural road network in Lao PDR (Issue paper 3)

Donnges, C

1998, Ministry of Communications, Transport, Post and Construction, United Nations Development Programme (UNDP), International Labour Organisation (ILO), 45pp

[PDF 155 Kb](#)²⁵

This issue paper is intended to assist persons involved in rural road planning both in Lao PDR and elsewhere. It draws together the main steps in the rural road planning process as developed in Lao PDR as an integral part of the IRAP procedures. The aim of this issue paper is to eventually develop a more complete planning system for rural road improvements and maintenance in Lao PDR and to solicit advice on appropriate procedures for rural road planning in general. The document starts by discussing the importance of rural roads and the required improvement activities, followed by a detailed description of the rural roads in LAO PDR and their use. The document continues with an explanation of the IRAP rural road planning cycle consisting of the collection of data, the assessment of the road network, the prioritisation of road improvements, and the preparation of a road master plan. IRAP is also seen to be able to play a role in the evaluation, whereas the steps of the rural road planning cycle from project preparation through negotiation, approval and implementation are seen to fall outside the scope of the actual IRAP process. The document goes on to describe each step in detail, as well as determining appropriate formulas for calculating cost-benefits and *Accessibility Indicators* in the specific case of prioritising interventions in rural roads. In these descriptions, specific attention is given to those steps of the rural road planning cycle where IRAP can play a significant role. A final chapter pays specific attention to the maintenance of rural roads.



Rural access and employment - The Laos experience (RATP 4)

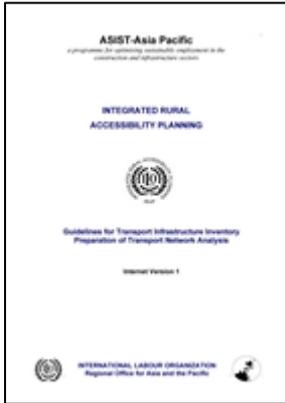
Donnges, C

1999, International Labour Organisation (ILO), 87pp,

ISBN: 92-2-111771-5

[PDF 3,690 Kb](#)²⁶

This paper, which describes the IRAP process as it was developed in the Laos context, aims to stimulate and guide discussions to improve the IRAP planning procedures in Laos and other countries in both Asia and Africa where similar activities are starting. It was developed as part of one of the first experiences with IRAP in Lao PDR and describes the transformation from transport planning to accessibility planning and how IRAP evolved out of Integrated Rural Transport Planning (IRTP) to include also non-transport interventions aimed at improving access of rural people to basic services and facilities. It goes on to describe the outputs of IRAP, as well as its key features and the IRAP process itself, presented in 4 phases and a total of 9 steps. Instead of the traditional formula for the *Accessibility Indicator* based on travel time and number of households, the product of different indicators and their respective weights is used. A separate chapter deals with the road planning cycle and the role that IRAP can play in this. The annexes include a village level questionnaire.



Guidelines for Transport Infrastructure Inventory - Preparation of Transport Network Analysis

International Labour Organisation (ILO), 7pp

[PDF 32 Kb](#)²⁷

The Transport Infrastructure Inventory is an optional component of the IRAP planning process and is a tool that allows the planner to obtain in a reasonable short time an overview of the extent and condition of the road and waterway network in a certain area. The Transport Infrastructure Inventory verifies the existing network and then classifies the roads and waterways according to their condition. It gathers data on road length, traffic and numbers of bridges. The Transport Infrastructure Inventory therefore presents a rapid tool for obtaining reliable data that can be used for planning and prioritising investments in road maintenance or new construction. This short document describes the 7 steps involved: preparation of the draft transport infrastructure map; identification of road links; preparation of the field survey form; verification of the existing network in the field; correction of the draft transport infrastructure map; discussion of results with local officials; and final adjustments to the transport infrastructure map.

CASE STUDIES

The documents reviewed below provide detailed background data on specific experiences where IRAP or certain of its elements have been applied. As such they provide a rich source of information for better understanding the IRAP process and the use of its outcomes, as well as showing the various forms in which IRAP has been applied in different countries.



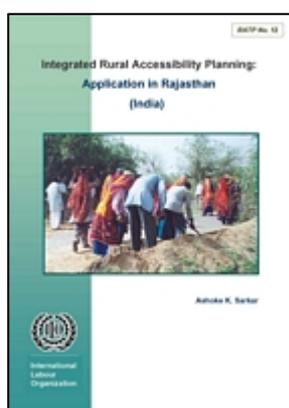
Household Survey Report of five selected Sekong Villages

Pearse, C

2006, *International Labour Organisation (ILO)*, 81pp

[PDF 1,319 Kb](#)²⁸

This document systematises the data collected as part of the project on "Access Planning and Basic Infrastructure Needs". It starts with a brief review of the IRAP tool and the history of its application in Sekong Province in Lao PDR, followed by a general description of the methodology used for data collection and the selection of pilot villages and households, as well as the survey tools that were used. The second chapter gives a systematised description of the socio-economic characteristics of the study area, including general socio-economic data as well as specific sectoral data on education, water, health, agriculture and other economic activities, consumption and other expenditures, and general problems faced by the households interviewed. The third chapter describes the travel patterns of the households interviewed, defined in terms of trip frequency, means of transport, travel time and responsibility within the household. Also estimates are made of the load-carrying effort in tonnes-km. The main travel purposes that are dealt with are firewood, building materials, water, agriculture (upland rice, lowland rice and other crops), education, health and markets. For each of these purposes, travel patterns are analysed in terms of number of trips per year, time spent per year, distance per year, tonne per year, tone-km per year. This analysis gives a very detailed insight into the travel needs and priorities for the different activities. Lastly, in the fourth chapter, the travel and transport patterns are described as they vary over the year, as well as their execution by different members of the household according to gender.



Integrated Rural Accessibility Planning - Application in Rajasthan (India) (RATP 12)

Sarkar, AK

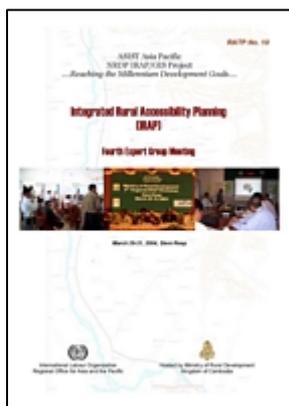
2005, *International Labour Organisation (ILO)*, 74pp,

ISBN: 92-2-116870-0

[PDF 3,274 Kb](#)²⁹

This report elucidates the study on the application of IRAP in a selected Panchayat in Jhunjhunu District in Rajasthan (India). Being a pilot study, only three sectors, namely, water, education and health were considered for detailed analysis. Simple techniques were suggested for the use of the officials at the local government level to rank villages based on their accessibility needs and to identify interventions to improve the accessibility situation using participatory approach. The publication starts by describing in detail the Panchayati Raj and the local level planning system and processes, as well as explaining the need for a more integrated approach to planning. The second chapter introduces the IRAP tool and the accessibility approach, and the IRAP process is presented in three phases of situation analysis, prioritisation and project selection and implementation. In the following three chapters, these three phases are

described in detail and in very practical terms, based on the pilot study carried out. The *Accessibility Indicator* (or Priority Index) is calculated based on a population parameter, a time parameter and a quality (of the service) parameter. The different parameters are listed separately for each sector. Each parameter is subsequently assigned a weight factor to determine its importance. The document also deals extensively on determining the effectiveness of different alternative interventions for accessibility improvement based on their foreseen impact on the Priority Index. The annexes include a sample village level questionnaire.



Integrated rural accessibility planning (IRAP) - Fourth expert group meeting (RATP 10)

2004, *International Labour Organisation (ILO)*, 216pp

[PDF 6,700 Kb](#)³⁰

This report describes the fourth regional IRAP meeting, which was organised by the ILO and the Ministry of Rural Development (MRD) in Siem Reap, Cambodia, from 29-31st March 2004. A total of 31 participants representing 9 countries (Afghanistan, Cambodia, India, Indonesia, Laos, Nepal, Philippines, Thailand and Vietnam) attended the meeting. The main theme of the meeting was on institutionalising and mainstreaming the IRAP approach, whilst attention was also given to the application and implementation in the different countries.

The report gives the outcomes of the exercise, determining for each country the major elements, support structure, beneficiary participation, expression of demand and incorporation into existing planning processes. Based on this analysis and the experiences in the different countries, the report goes on to present the essence of the IRAP tool, the influence the host government institution has on the application, the requirements for a successful application, the need for pilot work and donor support, the mainstreaming of the approach and the indicators of institutionalisation. The foreword gives a short summary of the advances made in the 9 countries, with detailed information presented in the subsequent annexes.



Integrated rural accessibility planning (IRAP) - Third expert group meeting (RATP 9)

2003, *International Labour Organisation (ILO)*, 80pp

[PDF 4,873 Kb](#)³¹

This report describes the third expert group meeting on IRAP held March 27-28, 2003, in Bangkok, Thailand. The meeting brought together a group of 19 experts from 8 Asian countries (Philippines, Laos, Cambodia, Indonesia, Thailand, Nepal, Vietnam and India) to discuss and compare different applications in different countries. Discussions were centred on issues such as indicators, data collection, mapping, GIS, road maintenance user groups, and the use of IRAP for irrigation planning. Of particular interest are the

different formulas used for the calculation of the IRAP Accessibility Indicator, which are presented in the final annex. The report includes information on the experiences in the application of the IRAP tool in the 8 countries, both in summaries of the history in the main text, as well as detailed information in the annexes.



Decentralisation and Development Planning: Some Practical Considerations

Hadingham, T

2003, Department for International Development (DFID), 27pp

[PDF 90 Kb](#)³²

This document is a report on the outcomes of work commissioned by the Infrastructure and Urban Development Department of the Department for International Development (DFID). Its aim is to investigate development planning approaches and models that bring together high level strategic thinking and the local level context, in order to identify lessons that could be applied to future DFID projects. The document starts by setting out some of the dynamics

that have shaped the ways in which development planning has evolved over the last ten years. Subsequently, three models of and approaches to development planning are examined, including Integrated Development Plans in South Africa, Integrated Rural Accessibility Planning (IRAP) in Zimbabwe, and Decentralised Woreda Planning in Ethiopia. For each case, the background, institutions, process, outcomes and lessons learned are described. The report concludes by drawing together some of the lessons that have come out of the establishment of these planning systems.



Quantification of accessibility levels of rural areas: a case study in the Northern Province South Africa

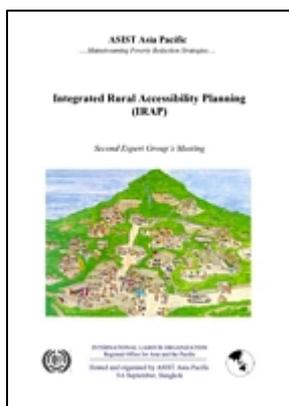
Sarkar, AK; Mashiri, M

2002, 44pp

[PDF 90 Kb](#)³³

This study discusses rural transport and accessibility in South Africa and was aimed at developing an activity-based methodology to determine the travel needs and activities of rural communities and to quantify and prioritize the present overall accessibility levels of rural areas. It starts with a literature review, introducing the IRAP tool as an effective tool on which to base the methodology for achieving

these goals. It goes on to describe the Overall Accessibility Level (OAL), which is defined as the composite sum for different access needs of the product of the level of accessibility to a certain service or facility and the importance given to that service or facility. The document goes on to describe a case study carried out in Northern Province, where five villages were analysed in detail, and explains the methodology applied for data collection and the resulting selection of the sample households that were interviewed. Subsequently it explains the determination of the weights given to the different access needs and definition of the satisfaction levels with current accessibility levels. This is followed by the calculation of the Accessibility Levels and the impact of poor accessibility on the community members. The document goes on to identify measures to increase the accessibility levels of the villages concerned. The annexes include the village and household level questionnaires that were used.



Integrated rural accessibility planning (IRAP) - Second expert group meeting (RATP 8)

2000, International Labour Organisation (ILO), 178pp

[PDF 1,702 Kb](#)³⁴

This report describes the second expert group meeting comprising 14 participants, which was held on 5-6 September at the Swiss Park Hotel in Bangkok, Thailand. The main purpose of the meeting was to bring together a group of experts practicing IRAP to discuss and compare different applications in different countries. Four country teams and backstopping technicians from Philippines, Laos, Cambodia and Malawi (Africa) attended the meeting. This report describes the workshop proceedings and comprises four parts. Part

1 summarizes the history of the different country experiences, providing insight into the differences in application. Part 2 describes the outcome of the discussions and workshop sessions, which included a comparative analysis of the application in the four countries, giving special attention to the differences regarding the sectors included and the calculation of the Accessibility Indicator. Part 3 draws the main conclusions emerging from this workshop. Part 4, the annexes, includes the different materials presented during the workshop and provides a rich source of detailed information.



Integrated rural accessibility planning (IRAP) - Expert group meeting (RATP 5)

1999, International Labour Organisation (ILO), 182pp,

ISBN: 92-2-111830-4

[PDF 8,519 Kb](#)³⁵

This paper presents the proceedings of a meeting of 21 specialists on IRAP in Dhaka, Bangladesh, October 1997. This first regional IRAP meeting was funded by ILO, organized by the International Forum for Rural Transport and Development (IFRTD) and hosted by the Local Government Engineering Department (LGED). The meeting analysed practical and methodological problems related to the application of the IRAP tool and discussed possible solutions.

The main objective was to introduce and discuss the IRAP approach which was at that time being implemented and further developed in the Philippines, Laos, Malawi and Indonesia. The annexes include an overview of the then current state of IRAP, as well as country experience reports on the application of IRAP and information on the data collection in these countries. Issues discussed in detail include the calculation of the Accessibility Indicator, the focus on rural transport as opposed to rural development, the type of data required and its collection, and the institutionalisation of the IRAP tool.

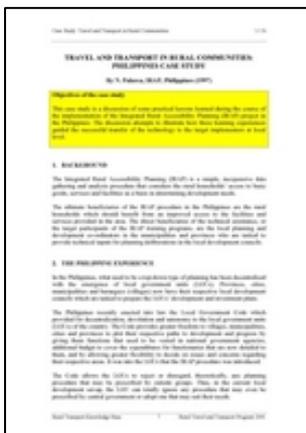


Impact Assessment Report

1999, Ministry of Communications, Transport, Post and Construction, International Labour Organisation (ILO), 14pp

[PDF 46 Kb](#)³⁶

This document describes the impact of the The UNDP/ESCAP/ILO pilot project that was implemented in two selected zones of Oudomxai Province in the northern part of Lao PDR. This project had as objectives to carry out interventions aimed at improving the accessibility of nineteen villages in two zones, develop planning processes linked to the IRAP tool for replication in other districts and provinces, and provide an empirical basis for rural accessibility planning. The report starts by describing the methodology used in determining the impact. This is followed by a presentation of the findings in the two zones covered by the project, comparing the 1999 findings to those of 1996. The document finalises by drawing conclusions regarding the impact achieved by the project, and its sustainability.



Travel and transport in rural communities - Philippines case study

Palarca, N

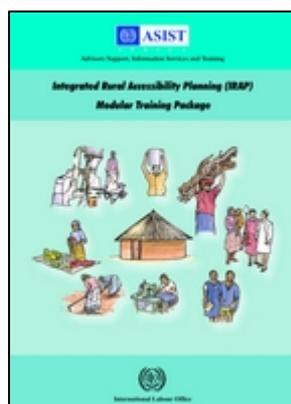
1997, 5pp

[PDF 27 Kb](#)³⁷

This case study is a discussion of some practical lessons learned during the course of the implementation of the Integrated Rural Accessibility Planning (IRAP) project in the Philippines. It was prepared as part of a [Rural Transport Training Materials CD-Rom](#) developed by the World Bank, DFID, TRL, SSATP and the IDL group. The case study forms part of the first module on Policies and Strategies and attempts to illustrate how these learning experiences guided the successful transfer of the technology to the target implementers at local level. The document starts with a brief background of the IRAP tool, followed by a description of the experience in the Philippines. The publication continues by identifying the main issues encountered in introducing the IRAP tool, as well as the lessons learned in evolving from crude beginnings to being recognised by central government and being included as one of the planning tools recommended to local government units.

TRAINING WORKSHOPS

The documents presented below are related to IRAP training workshops, either describing training courses that have been carried out, or describing how a training workshop should be implemented. The documents generally include a description of the IRAP process as well as additional information on rural access, and include exercises that can be used to practise different elements of the IRAP process. Most also include examples of questionnaires and case studies.



Integrated Rural Accessibility Planning (IRAP) - Modular Training Package

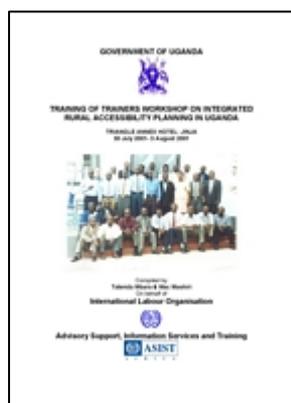
Cartier van Dissel, S

2003, International Labour Organisation (ILO), 334pp,

ISBN: 92-2-114323-6

[PDF 10,016 Kb](#)³⁸

This modular training package is meant for use by trainers in carrying out a 5-day IRAP training workshop. Its format is designed to facilitate step-by-step training of the IRAP tool and the document is divided into modules that may be used individually or together. The package is to be used as a guide and should be built upon and adapted to suit the local circumstances. Each module gives its scope and objectives, followed by the necessary preparations and materials, and a list of handouts to be given to the participants. Detailed trainer's notes are also included, giving an explanation of the different steps of the module, the training method (presentation, groupwork, field exercise, etc.), the materials used, and the time required. The modules consist of a summary explaining the theory of the relevant module, which is handed out to the participants at the end of the module, and transparencies which are used in presenting the module to the participants. Some modules incorporate one or more exercises to be carried out by the participants during the module. The timing of these exercises is given in the trainer's notes. The modular training package is the result of a series of IRAP training workshops held in Uganda, Malawi and Zimbabwe.



Training of trainers workshop on integrated rural accessibility planning in Uganda

Mbara, T; Mashiri, M

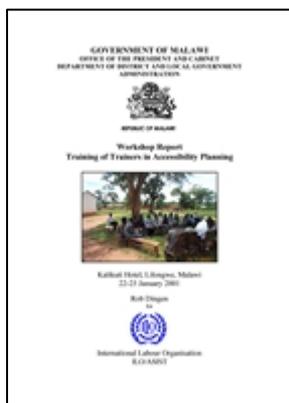
2001, Government of Uganda and International Labour Organisation

(ILO), 94pp

[PDF 1,183 Kb](#)³⁹

This report describes the IRAP training workshop carried out in the Triangle Annex Hotel in Jinja, Uganda 30 July - 3 August 2001. The overall aim of the workshop was to train district planners and the Ministry of Local Government officials on the IRAP process. The report describes the different activities carried out and the results obtained. It starts with a general introduction on rural access and the existing situation in Uganda, describing in detail the existing planning system and how IRAP could complement this. The report continues with a detailed introduction to the IRAP process and the description of the 10 steps involved. As part of the data collection exercise, the report presents the data already available under the existing planning system, which can be used for the IRAP process. The report ends with an assessment of the possibilities of

incorporating the IRAP planning tool into the existing planning system. The annexes include the group exercises carried out, as well as sample questionnaires for use in the data collection, both at village level and at household level.



Training of trainers in accessibility planning - workshop report
Dingen, R

2001, *International Labour Organisation (ILO)*, 88pp
[PDF 1,583 Kb](#)⁴⁰

This report describes the IRAP training workshop carried out in the Kalikuti Hotel in Lilongwe, Malawi 22-25 January 2001. The main objective of the workshop was to inform the key stakeholders involved in the local level planning structure and discuss how best to integrate the IRAP tool into the District Development Planning System (DDPS). The workshop built on the experience of the Pilot Integrated Rural Transport Project (PIRTP), seeking to create capacities at central level for the implementation of IRAP and its incorporation into the DDPS. The report describes the workshop structure, activities and outcomes, starting with existing experiences in Malawi, followed by an introduction of the IRAP tool. The report includes a detailed description of the exercises carried out in practising the different elements of the IRAP tool, including the mapping and data collection exercise carried out with a village development committee. The possibilities for institutionalisation of the IRAP tool into the existing planning system are also dealt with. The annexes include a detailed description of the IRAP process, the results of the PIRTP project and the World Bank funded Malawi Rural Travel and Transport Programme, and a sample questionnaire for use in the data collection exercise.



Local level planning and the identification of access interventions - Workshop report

Mbara, T.; Sakko, J.
2000, *Ministry of Local Government, Public Works and National Housing and International Labour Organisation (ILO)*, 128pp
[PDF 866 Kb](#)⁴¹

This report describes the IRAP training workshop held in the Chibanguza hotel in Murewa, Zimbabwe, from August 28th to September 1st 2000. The training course was in follow-up to the *Rural Transport Study in Three Districts of Zimbabwe*, which concluded that access was a serious problem in the rural areas. The workshop was an introductory training in IRAP for a broad group of district planners, engineers, project officers, and staff of the Department of Physical Planning, rather than on-the-job training for technical staff of one or a group of related districts. Twenty of the total fifty-seven Rural District Councils were selected to participate in the workshop based on the their capacity to apply the IRAP tool. The report describes the different activities undertaken in the workshop in the introduction of the IRAP tool, presenting the ten different steps in the execution of the IRAP process and the different group exercises carried out to practice the different elements of the IRAP tool. It also describes different alternatives for the calculation of the Accessibility Indicator, and describes the field exercise carried out with regard to data collection. The annexes include a sample questionnaire for use in the data collection exercise, as well as the different overheads used in the training.

ENDNOTES

- 1 <http://www.ilo.org/dyn/asist/docs/F1692075921/ratp10.pdf>
- 2 <http://www.ilo.org/dyn/asist/docs/F329373737/ratp09.pdf>
- 3 http://www.transport-links.org/transport_links/filearea/publications/1_802_Decentralisation and Development Planning - Some Practical Considerations.pdf
- 4 [http://www.ittransport.co.uk/documents/Final Report Value of Time Study \(R 7785\).pdf](http://www.ittransport.co.uk/documents/Final Report Value of Time Study (R 7785).pdf)
- 5 <http://www.ilo.org/dyn/asist/docs/F91171822/020-110363.Donnges.Rural transport paper. 2001.pdf>
- 6 http://www.ilo.org/public/english/employment/recon/eiip/download/access_poor.pdf
- 7 <http://www.ilo.org/dyn/asist/docs/F1365478638/ratp08.pdf>
- 8 <http://www.ilo.org/dyn/asist/docs/F1946954737/ratp05.pdf>
- 9 <http://www.ilo.org/dyn/asist/docs/F1419039504/1AS-043533.Donnges.Laos IRAP Issue Paper 1.pdf>
- 10 <http://www.ilo.org/dyn/asist/docs/F521260172/ratp03.pdf>
- 11 <http://www.ilo.org/dyn/asist/docs/F898013067/ratp02.pdf>
- 12 <http://www.ilo.org/dyn/asist/docs/F1521274400/ratp01.pdf>
- 13 <http://www.ilo.org/dyn/asist/docs/F1722048003/ratp15.pdf>
- 14 <http://www.ilo.org/dyn/asist/docs/F186714379/ratp07.pdf>
- 15 http://www.ilo.org/dyn/asist/docs/F1924373483/irap_orissa.pdf
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