Integrated Rural Accessibility Planning – IRAP Guidelines

What are the IRAP Guidelines?
A guide developed in the early 1990s, describing the Integrated Rural Accessibility Planning (IRAP) process for improving access in rural areas, designed for application at the local government level.

IRAP consists of a set of tools to identify and prioritize investments in rural areas in a participatory manner. These investments, mainly in infrastructure, improve the access of rural populations to social and economic goods, services and facilities, that satisfy basic needs. This can be done either by facilitating access to services through transport; or locating the services closer to the people by improving local infrastructure.

IRAP is complemented by a capacity building process to enable local planners to identify “access-poor” communities in different sectors (such as agriculture, education, health, water supply, transport).

For whom?
- Direct beneficiaries: Local planners and governments
- Ultimate beneficiaries: Rural communities, men and women

For what purpose?
- Improve the rural transport system and distribution of facilities and services
- Improve access to goods and services in rural areas, in particular for poor and disadvantaged communities, in a cost-effective way
- Introduce a set of planning tools based on access needs of rural people
- Maximize the use of local resources

How is it delivered?
- Training of trainers
- Training of institutions/organizations
- Handing out of brochures and manuals

What are its components?
The IRAP Guidelines are composed of 14 sections:
- Rural access
- Improving rural access
- IRAP overview
- Preparatory activities
- The collection of data
- Computerization of data
- The accessibility profile
- The preparation and use of maps
- The accessibility indicators
- The prioritization process
- The identification and design of interventions
- Action planning or integration into the local planning system
- Monitoring and evaluation
- IRAP at the village level

Which technical areas are covered?
- Local accessibility planning
- Small and large infrastructure works
- Skills training
- Access to markets
- Entrepreneurship

Can it cover more technical areas?
Yes, it is easily adaptable as entrance point to any planning process.

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Where has it been used?
In 23 countries: Bangladesh, Bolivia, Brazil, Cambodia, Ecuador, Egypt, Ghana, Guatemala, Haiti, India, Indonesia, Laos, Madagascar, Mali, Nepal, Nicaragua, Panama, Paraguay, Peru, Philippines, Somalia, South Africa, and Tanzania

Successfully mainstreamed into the national policies of 4 countries: Cambodia, Indonesia, Lao PDR, and Philippines

Which languages?
Available in 2 languages: English and Spanish

Is it suitable for rural areas?
Yes, it focuses on them

What are its strengths?
- Simplicity, user friendliness
- Low-cost application
- Immediate outputs
- Usable by local planners as part of their routine planning activities, to define priorities for different sectors and communities
- Enables the planner to quickly assess what should be done, where, and identify rural infrastructure investment priorities
- Provides insights on participatory rural access planning at village level
- Adaptable to countries, local characteristics and specific needs
- Could be linked with any planning tool for local development, infrastructure provision and management
- Complements the UNDP local planning tool
- Integrated by the Rural Transport team of the University of Los Llanos in Colombia
- Used by other development institutions, e.g. DANIDA in Nicaragua

Is there a training course in ITC-Turin?
Yes it is part of the ILO’s “Employment intensive investment training course”

Where to find more information?
- Employment Intensive Investment Programme webpage: http://www.ilo.org/eiip

Who to contact?
E-mail: Maria Teresa Gutierrez: gutierrezm@ilo.org or eiip@ilo.org
Address: International Labour Office
4 Route des Morillons
Genève 22 CH-1211
Switzerland