

TRANSPORT AND RURAL INFRASTRUCTURE

A literature review for the [Transport and Rural Infrastructure Project](#)

Balla, G.S. (2000) Evaluation of Infrastructural Interventions for Rural Poverty Alleviation. UN ESCAP/Asian Institute for Transport and Development.

This study starts from the premise that positive externalities must play a critical role in the selection of projects, which may fail the tests of conventional cost-benefit analysis. It proposes an alternative method for the evaluation of rural infrastructure projects. This paper emphasises the information constraints of traditional methods and how policy makers have to make decisions about choosing from projects without having a full perception of the benefits that will accrue. It highlights the need to build a systematic methodology specifically suited to the evaluation and selection of infrastructural interventions designed to deal with poverty alleviation in rural areas. The paper presents a method for the generation of suitable information for the decision-making process.

DETR (2001) A Strategy for DETR Integrated Transport Research. Department of the Environment, Transport and the Regions.

This document presents the transport research draft strategy of the Department of the Environment, Transport and the Regions (DETR). This covering paper summarises the key strategic research issues arising from their ten Year Plan and the overall balance of their research effort. The main focus of the draft strategy is to look at their research across different areas, to identify possible gaps and how to address them. This paper presents an interesting analysis of the transport research strategy of a government institution in a developed country. It can be used as a point of reference for the evaluation of the transport research strategies of other institutions. Furthermore, it can be used to identify general issues about the needs of information for the transport policy making process.

Dingen, R. (2000) A Guide to Integrated Rural Accessibility Planning in Malawi. ILO.

This paper presents a set of guidelines for the implementation of Integrated Rural Accessibility Planning (IRAP) methodology adapted for Malawi. These guidelines are based on Malawi's experience in the transition process from central level governance towards local level empowerment. IRAP is a multi-sectoral, integrated planning tool that addresses the major aspects of access needs of rural households for subsistence, social and economic purposes. IRAP integrates the access and mobility needs of the rural population, the locations of basic social-economic services and the transport infrastructure in all sectors. IRAP is participatory and pro-active: it involves communities in all stages of the planning and creates a platform for local level planners and beneficiaries to pro-actively plan for development. These guidelines describe the activities involved in the IRAP methodology with a special emphasis on the information generation process.

Dixon-Fyle, K. (1998) Accessibility Planning and Local Development. The Application Possibilities of the IRAP Methodology. ILO.

The ILO has been promoting for several years a multi-sectoral planning tool called Integrated Rural Accessibility Planning (IRAP) as an effective means to reduce the isolation experienced by a great share of the rural poor. IRAP is concerned with the improvement of the living and working conditions of rural populations. Its aim is to ensure that available investments are directed towards the most urgent needs of rural communities, for access to basic goods, social and economic services and employment opportunities. This planning tool is intended to be used by local planners and practitioners and to complement, rather than replace, existing planning practices. It is currently applied in a number of countries in Africa and Asia where it is giving encouraging results.

European Union (2002) Towards a Sustainable Transport Infrastructure: A Sectoral Approach in Practice. Transport Sector Guidelines European Union.

This document presents a set of practical guidelines prepared by the EU for the formulation,

implementation and evaluation of transport projects. The aim of the guidelines is to provide a comprehensive overview of the issues in moving towards more sustainable transport infrastructure in developing countries and to provide a sectoral framework in which project proposals and requests for European Union assistance to the sector can be examined. These guidelines have been prepared for desk officers and other professionals working in various capacities in the European Commission and its Delegations. Additionally, they are addressed to staff of ministries and organisations in recipient countries, and consultants. This document is of particular interest given that it analyses the different phases of the project cycle, and the issues affecting each of them, where information is identified as a key component in every phase.

IFRTD (1996) Research and Training. International Forum for Rural Transport and Development, Newsletter 4(1).

In this issue of its Newsletter, IFRTD addresses the state of research and training in rural transport. Research and training take a number of forms. Much of it takes place within formal higher education institutions. A great deal also takes place outside the formal education system. Multilateral and bilateral donor agencies and national governments carry out research that is sometimes contracted to local or international consultants, or implemented as part of the programme of specialised national institutions. Training is also a significant component in development projects and programmes operated by NGOs. The articles in this issue provide information on a range of such initiatives. In the introductory article, the Newsletter also discusses the approach of rural transport research and training. It argues that the research does not cover fundamental issues and that it is necessary to develop an alternative to mainstream research and training in rural transport.

ILO and SDC (1997) Participatory Rural Planning Process, Rural Transport Knowledge Base. World Bank & DFID.

A more holistic view of the transport needs of the rural poor and interventions to improve them is necessary. This paper presents the main issues of the Participatory Rural Planning (PRP) approach. PRP is a multi-sectoral and integrated approach that aims to consider all aspects of household access needs for subsistence, economic and social purposes. PRP is presented as a methodology that leads to the development of comprehensive information on the location, condition and use of rural infrastructure and services, prioritises investments and identifies access interventions. Baseline information is defined as a key issue for the implementation of this approach.

Lebo, J. and Schelling, D. () Design and Appraisal of Rural Transport Infrastructure. World Bank.

The purpose of this document is to provide guidelines on the design and appraisal of projects for rural travel and transport. This paper is part of a four volume World Bank Technical Paper series on rural transport, dealing with issues relating to (i) Management and Financing of Rural Transport Infrastructure; (ii) Design and Appraisal of Rural Transport Infrastructure; (iii) Rural Transport Services and Intermediate Means of Transport; and (iv) Rural Transport Policies and Strategies. The objective of this work is to provide a framework for practitioners in developing countries. These documents cover the main issues of the policy-planning process and determine the kind of information that is required for it. They are an interesting example of the supply of information to policymakers in developing countries. At the same time, if they are used as guidelines, they could become a source of demand for information.

Lebo, J. and Schelling, D. (2001) Rural Road Economic Appraisal Methodology, Rural Transport Knowledge Base. World Bank & DFID.

For some time now, it has been clear that rural transport infrastructure (below 50 vpd) is ill suited for appraisal using the conventional economic cost-benefit analysis as it is applied to highly trafficked main roads. Rather, a wider view is needed to assess the role of low-volume transport

infrastructure interventions, including the social importance of ensuring basic access to resources and opportunities. This paper discusses appraisal in the context of participatory approaches for the selection and priority setting of rural transport infrastructure interventions and projects, as well as the economic rationale of the planning process. The starting point in the analysis is the definition of the information needed for this process. It defines the local community or government transport plan as a key tool for the participatory planning process. It also describes alternative screening and ranking methods, in particular cost-effectiveness and cost-benefit approaches.

Thin, N., Good, T. and Hodgson, R. (1997) Social Development Policies, Results and Learning: A Multi-agency Review. DFID.

This report is one of the outputs from a multi-agency review, for DFID's Social Policies and Systems Project (SPSP), on social policies and systems practices in other development agencies. The aim of this paper is to inform on approaches taken by donor agencies in developing and implementing social policies and systems and to assess the effectiveness of these investments in terms of positive social policy outcomes. It discusses the relevance, for policy-makers and practitioners, of the information produced in the evaluation of the impact of aid interventions.

TRL (2000) Strategy for Dissemination of DFID Funded Transport Research, unpublished project report. DFID & TRL.

This report reviews the ways in which dissemination of DFID funded transport research is currently being accomplished by TRL and the efficacy of present procedures and practices. This review takes place against a rapidly changing background: the growth in electronic means of storing and distributing information; the rise in networking and partnerships; the move towards different organisational models, which involve the participation of private enterprise and non-governmental organisations; the need for sustainable solutions; the cross-sectoral nature of so much of the information generated, etc

United Nations (2001) Multistage Environmental and Social Impact Assessment (ESIA) of Road Projects. Guidelines for a comprehensive process. UN ESCAP.

The main focus of this study is to address environmental impact assessment (EIA) of road project issues encountered in the ESCAP member countries, analyse them and propose ways and means by which the problems could be overcome to achieve an effective EIA implementation in the region. It introduces the ESIA methodology and presents a framework for its implementation. It includes an interesting description of the data and information requirements in the ESIA process. It states the type of information and the methods for its collection

Van de Walle, D. (2000) Choosing Rural Road Investments to Help Reduce Poverty. World Bank.

This paper examines how rural road investment projects should be selected when the specific objective is taken to be poverty reduction. After critically reviewing past and current practices, an attempt is made to develop an operational approach that is grounded in a public economics framework, in which efficiency and equity concerns are inseparable, information is incomplete in important ways, and resources are limited. A key problem addressed is that an important share of the benefits to the poor from rural roads cannot be measured in monetary terms. The document analyses the information constraints for the appraisal and selection of projects and provides an alternative method. The author states that this approach holds the hope of building capacity and is participatory; it extracts local information that may not be readily available to the central government; and it appears to be feasible because it relies on local authorities participating in the appraisal of subprojects. The proposed selection formula aims to identify places where poverty and economic potential are high and access is low. The method is illustrated using data and project experience for Vietnam. Although information is not the main topic, this paper presents a method of

generation of information for the evaluation of transport projects