Rural Access Programme: learnings from constructing and maintaining rural roads in Nepal

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RAP – has delivered significantly

- RAP has been delivering for poor and excluded people in Nepal by-
  1. Targeting poorest and excluded households for jobs in road works (Short term)
  2. Helping them with road access, grow cash crops, start small businesses, and get products to markets (Long term)

- Key RAP results (year 2000-2018):
  1. 21 million days of employment to 44,000 poor and disadvantaged households
  2. 1100km well engineered new roads to connect isolated communities
  3. 2200km local roads maintained for multiple years
  4. 2 large motorable bridges and 94 (6.5km) trail bridges

RAP1 and 2: Feeder and district roads + livelihoods

RAP1 Hile-Bhojpur road

Pithigaude-Mahabu Road

RAP2 Road Building Group

RAP2 – Vegetable market
RAP2: Bridges

Sabha Khola Bridge

Arun Bridge
RAP3: Local roads sustainability and connection to market

RAP3 great wall under construction (Kalikot)

RAP3 new road in Kalikot (after completion) – new standards for service level, safety and resilience
RAP3: Local roads sustainability and connection to market

Road Building Group (Bajura)

DRCN maintained by RAP3 (Dadeldhura)

Road Maintenance Group (Parbat)

Trail bridge
RAP3: Local roads sustainability & connection to market

RAP3 Connect- organic ginger factory (Dailekh)

RAP3 Connect- Women agri. service providers

Mugu Humla Link Road- first pick up @ Bama (21km from Gamgadhi)
RAP Learnings/ Research links (1) understanding RAP impacts/ outcomes

1. 218% increase in income of RAP beneficiary households (RAP1 impact assessment).

2. RAP3 beneficiaries able to overcome shocks e.g. extreme drought in west Nepal. (RAP3 MEL Midline Impact Assessment 2016)

3. RAP3 work is the first paid job for 80% of female RAP3 road group members. (RAP3 MEL Beneficiary Feedback, 2017)

4. RAP roads reduced goods transportation cost by 66% (vs mules).

5. 3 to 10 fold increase in shops along RAP roads. Use of private health services increased from 7% HH to 27% HH. (Changes and impacts of rural roads, 2018)

6. Investment in Road Maintenance Groups kept District roads open for 24-25 days/month during monsoon. (RAP3 Road Open Data, July 2016 and August 2017)
RAP Learnings/ Research links (2) informing design and implementation

How learnings/ research has fed into the RAP programme?

- RAP1: Natural compaction in road fills using DCP
- RAP3 VFM: B/C ratio for road maintenance - 4.4
- RAP3 MEL: LRN review (Road Open Data), Beneficiary feedback (appreciations, case studies)
- Literature review/ innovations: piloting RMGs, SMGs and Term Maintenance, LRN standards revisions, health and safety and Connect design (70% beneficiaries - women)
- Risk/ Opportunity: Maintenance planning and RMG sustainability

Any barriers in accessing/taking in relevant research?

- No significant constraints for taking up research results (45 literature references by RAP3 team, similar for DFID BCs)
- Share country level learnings - among donors and with GoN (RAP3 is ready!)

Moving ahead

Key research needs/questions:

- **Cost** - Cost limits to providing rural access to very remote areas.
- **Access** - Is 3/4 hours walk a realistic goal?
  - What is the realistic income for the people connected?
- **Standards** - Effectiveness of rural roads standards.
- **Interlinkages** - How to enhance linkages among different types of rural infrastructure (e.g. Road, water, energy)?
Thank you for your attention

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