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Disability inclusion: Infrastructure sector entry points

Tags: Inclusion, Disability, Infrastructure, Evidence

One billion people, or 15% of the world's population, experience some form of disability, and disability prevalence is higher in developing countries. This short paper examines the key programme entry points that programme designers and implementors can consider, by sector. For further information, case studies and technical guidance on how to 'build in' disability inclusion, consult ICED's [Disability Inclusive Infrastructure and Cities Briefing Note](#) or visit www.icedfacility.org

Spotting opportunities within your programme

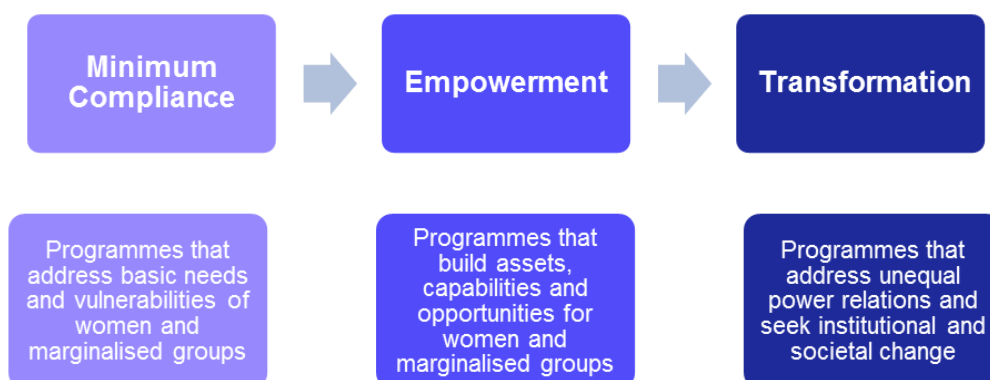
Whether you are working on governance or health programming, social protection or disaster relief, it is highly likely that you are already engaging with infrastructure or urban service users, providers or stakeholders, from policy to community level.

If you are working to improve basic service provision for slum dwellers or to increase economic productivity of poor women in rural areas, you are already engaging with marginalized communities affected by access to water, energy and transport infrastructure services. For example, the MUVA programme in Mozambique which focuses on women's economic empowerment, includes a strong urban and infrastructure component: the programme builds capacity of municipal authorities to design and deliver infrastructure (markets, roads etc.) in a way that promotes economic opportunities for marginalised groups.




Large infrastructure and urban investments also offer entry points to address barriers to DI and at scale. An example is the economic-growth focused Accelerating Infrastructure Investment programme in Nepal (AIIN) which, through innovative benefit-sharing schemes within hydropower PPP agreements, is opening up opportunities for the poorest and most marginalised in remote areas to benefit from large scale infrastructure investment. These opportunities can be leveraged for greater DI across a wide range of programmes. The following section illustrates how to spot opportunities for integrating DI within DFID programmes.





Raising Ambition for Disability Inclusion: Entry points by sector

The ICED G&I Framework is a tool that has been developed to illustrate the three different levels of impact and ambition for G&I issues within infrastructure and urban investments. It acknowledges that all DFID programmes should respond to the basic needs and vulnerabilities of marginalized groups, in this case PwDs, as a minimum requirement. However, it also encourages extending potential gains by going beyond the basic 'do minimum', to approaches that build individual assets, capabilities, and opportunities resulting in 'empowerment' and lastly, approaches that seek to challenge and shift persistent structural barriers to equality and inclusion, 'transformation'.



Using an adapted version of this framework as an approach, Table 1 below illustrates what 'good' might look like for DI within key sectors of infrastructure and urban, at each level of ambition.

Disability inclusion in cities and infrastructure	‘Do Minimum’ Address basic needs and vulnerabilities of PwDs	‘Empowerment’ Build assets, capabilities, and opportunities for PwDs	‘Transformation’ Address unequal power relationships and seek legal, institutional and societal level change
 <p>Transport & Road Safety</p>	<p>Information on public transport made easily accessible to visually impaired via SMS, apps or website.</p> <p>DFID / UK funded public transport services and road programmes incorporate road safety and disability-supportive design elements e.g. boarding devices, allocated seating for PwDs / wheelchair space, safety and access to/from transport service hubs.</p> <p>Safeguarding processes adopted for rural, peri-urban and/or mega-transport projects consult and safeguard people with ALL types of impairments (physical, mental, sensory and intellectual).</p>	<p>Transport services under design consult PwDs to inform service design.</p> <p>New transport services adopt UD principles to create safe and accessible routes linking economic and residential hubs.</p> <p>Specialist services for more severely impaired are made available for transport for work, health and education.</p>	<p>National transport authorities mandate disability-inclusive service design and delivery within policy, and enforce policy at local level.</p> <p>Cities transport networks are designed to ensure PwDs equitable service access.</p> <p>Staff managing transport services are trained on DI, ensuring effective management and delivery of services e.g. station managers are able to evaluate station accessibility issues and address as needed.</p>
 <p>Energy</p>	<p>DFID-funded household energy promotion programmes consult PwDs and include programme elements to remove barriers to household access to energy solutions e.g. providing sales information for visually impaired or targeting mobility impaired households through doorstep sales.</p> <p>Safeguarding processes adopted for large energy projects consult and safeguard people with ALL types of impairments (physical, mental, sensory and intellectual).</p>	<p>Ensure all energy services make service information (tariffs, billing, service announcements) fully accessible e.g. offering local language and large format bills, text to voice bills and online/mobile payment options.</p> <p>Installed services (meters, wiring, home solutions) made safe and easily usable by PwDs – e.g. easily visible meter reading, installed at low level for mobility access.</p>	<p>Engage representative groups in planning and decision-making of market-based energy solutions, to increase voice and visibility so that needs of PwDs are integral to the approach e.g. link with local Disabled People’s Organisations (DPOs).</p> <p>Affordability of energy services for PwD-headed households considered within energy service planning, with adapted service solutions offered where appropriate.</p>
 <p>WASH</p>	<p>All DFID-funded construction of water and sanitation facilities made accessible to aged and mobility impaired e.g. grab rails, raised latrine seats.</p> <p>Programmes promote consideration of disability inclusive facility design when working with local agencies.</p> <p>Safeguarding processes adopted for large water and sanitation projects consult and safeguard people with all</p>	<p>Clear, affordable water/sanitation design standards developed by government agencies for use in publically managed facilities e.g. market and school toilets and community standpipes.</p> <p>Water and sanitation facilities are designed to enable independent use by PwDs e.g. access via a ramp with a gradient of 1 in 15 or gentler.</p>	<p>Engage representative groups and/ or PwDs in planning and decision-making but ensure this is cross-impairment (for community-level) and/ or considers the needs of all family members for household-level e.g. PwDs to identify their design priorities.</p> <p>Disability inclusive WASH design standards are adopted and implemented routinely for all ‘public’ services (whether</p>

	types of impairments (physical, mental, sensory and intellectual).		procured via public sector or PPP).
 Safe space & security	Safety audits on public infrastructure to include assessment of accessibility of design, e.g. assessing barriers to mobility (high pavements, open sewers, lack of crossings, lack of seating for resting), and sensory access (poor lighting, lack of signage, inclusion of sensory guides for visually impaired).	Municipalities design safe and accessible public spaces that facilitate economic activity for PwDs e.g. accessible markets with accessible latrines, and adequate lighting and pavement/road surface designs around transport hubs etc.	National public works agencies adopt disability inclusive policies and standards. Municipalities adopt national standards, and work with DPOs to ensure universal design principles are integral to planning of public infrastructure.
 Informal Economy	Ensure consultation processes include PwDs working in the informal economy and residing in informal settlements e.g. meeting venues and information adapted to be accessible to PwDs.	Universal design of urban infrastructure that responds to specific needs of PwDs (more likely to be restricted to informal enterprise work) operating in the informal economy e.g. access routes designed for businesses operating from urban informal settlements.	Municipal city planning working with DPOs and/ or PwDs to ensure universal design principles are integral to planning of municipal infrastructure, land use plans etc. e.g. representation of PWD within municipal planning units.
 Land & Housing	At least 10% of DFID-funded shelter and emergency housing made accessible to PwDs. PwDs consulted during design of all housing and land related programmes, and barriers identified built into programming.	UD standards included in building codes All DFID-funded housing initiatives promote disability inclusive design and ensure >10% of units made fully accessible to PwDs. Government-supported housing schemes ensure websites are accessible for PwDs to ensure equal access to housing services.	UD standards included in building codes AND enforced by government agencies. Land-use planning authorities adopt universal design principles such as dropped curbs, inclusion of seats to aid mobility impaired and supports for visually impaired such as textured paving to indicate junctions. National ministries/justice systems supporting land and property rights, including security of tenure.
 Formal Workers	Ensure non-discrimination policies and processes that specify disability are in place, and appropriate grievance redress mechanisms e.g. information adapted to be accessible.	Ensure safe and appropriate labour and working conditions in place to support PwDs e.g. reasonable and accessible accommodation, working at home and sick pay policies.	Employee representatives working with DPOs and/ or PwDs to actively identify and strengthen disability awareness e.g. disability awareness training for managers.

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