“Scaling Women-Led Adaptation Planning for Green Roads”

Green Roads Webinar Series

4 June 2026

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Webinar Agenda

1. **Presentation of the "Scaling Women-Led Adaptation Planning for Green Roads" project, including the methodology and key results** – presented by Anastasia Deligianni (15 minutes)

2. **Presentation of a Women-Led Adaptation Plan developed for one of the project roads** – presented by Tahmina Akter (5 minutes)

3. **Reflections from key stakeholders** – remarks from LGED and the World Bank (10 minutes)

4. **Q&A and discussion**

Strong Linkage to the ADB Green Roads Toolkit

- Women rely on **roads** daily for **work**, **services**, and **care responsibilities**, yet their needs rarely shape road **planning**, **design**, or **maintenance**.

- This project developed and piloted a **women-led planning methodology** for road rehabilitation by combining the **Green Roads for Water (GR4W)** and **Locally Led Adaptation (LLA)** approaches.

- The main aim was to place **women at the center** of road rehabilitation planning, enabling them to **define challenges**, **identify solutions**, determine their **role in implementation**, and share in the **benefits**, while the project team acted as **facilitators**.

- The project addresses multiple dimensions of **green roads**, including **climate resilience**, **water and land management**, and **inclusive growth**. It aligns with the **ADB Green Roads Toolkit** by promoting road projects that are not only **greener** but also more **inclusive** and **participatory**.

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Project Details

- Project Title: Scaling Women-Led Adaptation Planning for Green Roads
- Implemented by: GCA, GOPA MetaMeta, SocioConsult, and WAVE Foundation
- Funded by: *Global Affairs Canada*
- Project Duration: May 2025 – February 2026
- Project Location: Rajshahi, Bangladesh





Project Objective:

Develop and pilot a locally led model for rural road planning and design that improves mobility and access to services, while enhancing flood resilience and water management through better use of road runoff for agriculture and groundwater recharge.

Project Outcomes/ Outputs:

- ✓ Women-led **green road plans** developed for the two project roads
- ✓ A **practical manual for scaling up women-led planning for green roads**, based on lessons learned from the pilot project
- ✓ **Capacity Strengthening of stakeholders through involvement**/ working directly with UPZ engineer and teams – and from local women involved as enumerator/facilitators.

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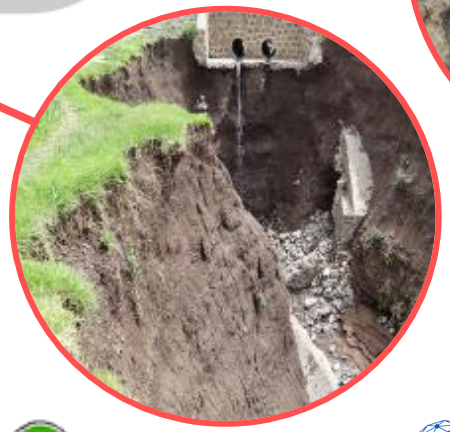
Key Concepts: Green Roads for Water and Locally-Led Adaptation

Green Roads for Water (GR4W)

Water-related road damage and closure

Flooding

Water logging



Erosion (gullies and landslides)

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Key Concepts: Green Roads for Water and Locally-Led Adaptation

Green Roads for Water (GR4W)

The GR4W approach aims to **turn these challenges into opportunities**, achieving:

- ✓ **Reduced road maintenance costs**
- ✓ **Reduced landscape degradation** around roads
- ✓ **Enhanced water availability** by using roads as instruments for water harvesting
- ✓ **Fostered inclusive growth**
- ✓ through livelihood opportunities for roadside communities

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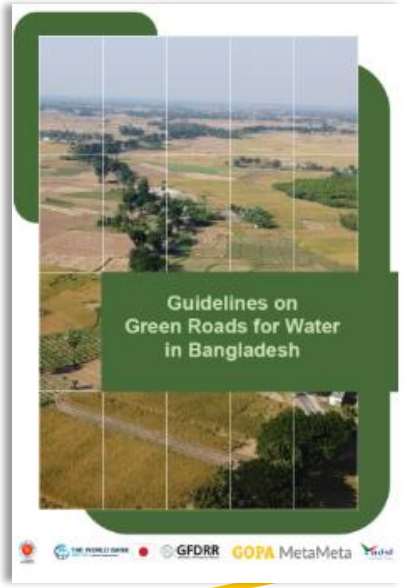
Key Concepts: Green Roads for Water and Locally-Led Adaptation

Green Roads for Water (GR4W)

Global Guideline on Green Roads for Water (2021)

Developed by the World Bank with support from GOPA MetaMeta.

- Introduces the Green Roads for Water approach
- provides strategies to use roads for beneficial water management tailored to diverse landscapes and climates, including watershed areas, semiarid climates, coastal lowlands, mountainous areas, and floodplains
- Accessible here



National Guideline on Green Roads for Water for Bangladesh (2026)

Developed by the World Bank and GOPA MetaMeta.

- National adaptation of the Green Roads for Water approach
- Tailored guidance for implementation in the Bangladesh context
- Accessible here

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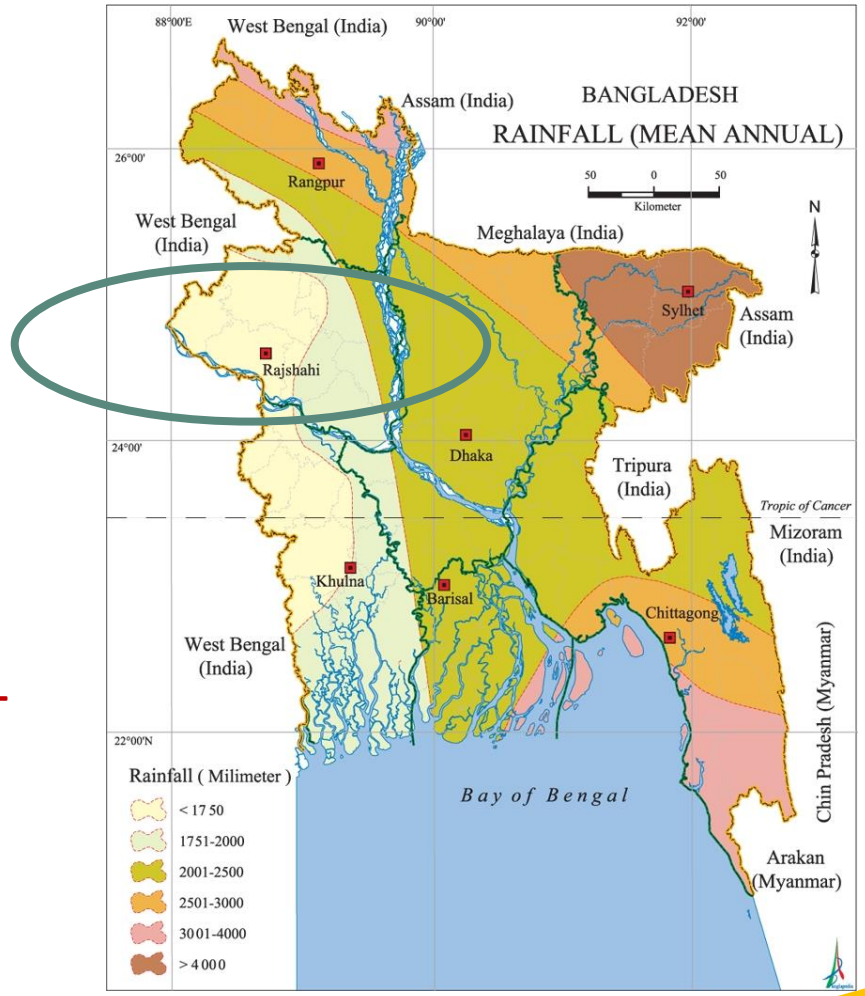
Key Concepts: Green Roads for Water and Locally-Led Adaptation

Green Roads for Water (GR4W)

Rajshahi – Water & Climate Challenges

- **Region:** Barind, drought-prone area of Bangladesh
- **Key Issues:**
  - Frequent droughts & limited rainfall
  - Limited infiltration
  - Falling groundwater levels
  - Water-related damage to roads causing connectivity and road safety issues
- **Current Situation**: **Roads and water work against each other – water damages roads, and roads block natural water flow.**
- **Potential**: **Turn roads and water into friends. Roads can help manage water better, support farming, and improve livelihoods for people living nearby while securing transport.**



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Key Concepts: Green Roads for Water and Locally-Led Adaptation

Locally-Led Adaptation (LLA)

LLA (Locally Led Adaptation)

- A **principle-based approach to climate adaptation**
- Focuses on **who decides, who controls resources, and how priorities are set locally**
- Emphasizes:
  - Local ownership and decision-making
  - Flexibility and context-specific solutions
  - Long-term strengthening of local systems
  - Equity and inclusion in adaptation planning

People's Adaptation Plans (PAPs)

- A **methodology and planning instrument**
- Used to **translate LLA principles into concrete, community-driven adaptation actions**
- Typically Involves:
  - Participatory vulnerability assessment
  - Community prioritisation of risks and solutions
  - Co-design of adaptation measures
  - Sequencing and costing of actions

1 Stakeholder Mapping

Identify key actors and their roles.

2 Formation of Committees

Establish - or work with existing - committees for strategic oversight and local leadership.

3 Climate Risk Assessment

Analyze and validate current and future climate risks - by combining community-led risk profiling and scientific assessments.

4 Training Community Mobilizers and Enumerators

Recruit and train local women as community mobilizers and enumerators, building local capacity for data collection, facilitation, and participatory planning, and ensuring trust and effective engagement with the community.

5 Settlement Mapping

Map local features and infrastructure, starting with a transect walk and mapping exercise, led by communities and their representatives.

6 Settlement Profiling

Gather information on changes in time and trends of key issues, and stakeholder mapping, led by communities and their representatives.

7 Household Enumeration

Conduct a census to collect demographic, socioeconomic, and vulnerability data, to subsequently inform planning exercises.

8 Climate Risk Profiling

Facilitate community discussions to identify and prioritize risks and solutions – through a series of dialogues with and without external experts and stakeholders.

9 Developing the adaptation plan

Develop a list of validated, costed adaptation actions, presented in an adaptation plan, formalized with local authorities.

Step-by-Step Methodology for developing Women-led Plans for Green Roads for Water in Rajshahi, Bangladesh

Step 1 Stakeholder Mapping

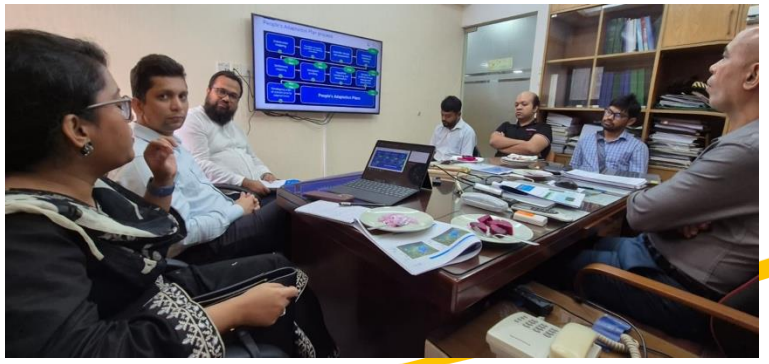
- Stakeholder mapping conducted in inception phase
- Mapping to define roles and responsibilities → Incl. who to engage when and how
- Buy-in, synergies and build on what's already there
- Not once off → Continuously develop more complete understanding of stakeholder landscape
- Importance of scale (local, national), continuity, ownership, and thoughtfulness
- Women groups also conducted stakeholder mapping (see next slides)

Mohanpur Upazila, Mougachi Union Parishad visit, Team with UP secretary , Rajshahi (29 June, 2025)

Step 2

Formation of Steering Committee Advisory Committee and Women Groups

- **Women groups**: Build on existing women groups (WAVE) and have groups per mouza. Criteria to ensure that groups are balanced, active, diverse, and available.
- **Steering committee:** (GCA, LGED, WB, MetaMeta (on behalf of consortium) → Formed by the consortium after the stakeholder mapping and led by GCA. Engagements before/during project, not always as full committee. A full steering committee meeting conducted towards the end of the project to present project and achievements.
- **Advisory committee**: Three committees, one per union. Initially one-on-one meetings, followed by full advisory committee meetings with local governments, key stakeholders, and women group representatives.



Step 3 Climate risk assessment

Multi-layered by using three main methodologies:

- **Rapid vulnerability assessment →** Based on FGDs and KIIs, resulting in overview of vulnerability per mouza (low, medium, high)
- **Survey →** Emphasis on climate risks and climate (change) impacts in survey (n=1622)
- **Scientific climate risk assessment →** Conducted by Nippon Koei and IWM

Overall → Alignment and validation

Extreme events during last 5 years	Total	
	Count	%
Severe water shortage	438	42.1
Increased temperatures	718	69.0
Cold wave	199	19.1
Heavy rainfall	489	47.0
Cyclone	125	12.0
Hailstorm	42	4.0
Not applicable	61	5.9
TOTAL:	1,041	100

Household faced impact of climate change	Total	
	Count	%
Yes	1,484	91.5
No	138	8.5

Climate Risk Projections:

- Future climate projections indicate a significant increase in surface temperatures in Rajshahi district → **More hot days**
- Monthly average rainfall (from July to October) in Rajshahi district might increase → **More wet in wet season**
- Flood inundation maps covering Rajshahi district, that have been generated with the help of 1D model generated outputs, show increase in inundation area for different climate change scenarios from base condition → **More riverine floods**

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Step 4 Recruitment and Training of Community Mobilizers and Enumerators

(1) Training of enumerators

(all women living along the two roads covered in the project)

Step 1: Census of roadside households (n=3219)

Step 2: Survey of roadside households (n=1622)

(2) Training of community mobilizers

(all women living along the two roads covered in the project)

Step 3: GR4W Training

Step 4: Participatory processes to inform the development of the adaptation plans

- Road transect walk
- Social and resources map
- Seasonal diagram
- Timeline
- Chapati diagram

Step 5: Women Adaptation Lab workshops to validate and further improve plans

Enumerator training (26 to 31 August)

- 24 enumerators were trained, subsequently conducted the census and survey
- Mix of classroom, theory, practice
- Interactive, dynamic sessions

Community mobilizers training (4 to 8 October)

- Selection based on performance and interest enumerators
- Mix of classroom, theory, practice
- Interactive, dynamic sessions
- Focus on the 5 participatory processes/exercises that were subsequently conducted in each of the Mouzas

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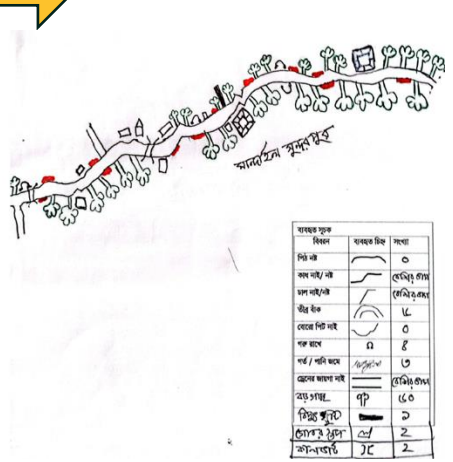
Step 5 Settlement mapping

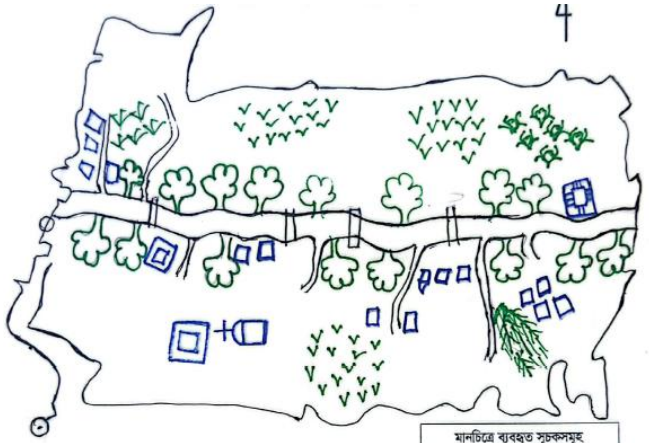
All per Mouza (16 in total), led by community mobilizer with guidance from consortium:

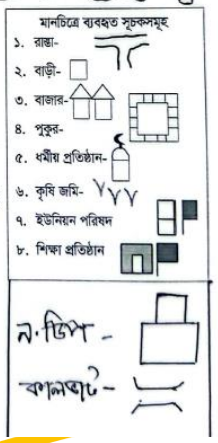
1. Road transect walk

#	Village	Distance from point zero	GPS Coordinates	Type of issue	Description and community remarks	Photo
0		0	24.407089, 88.520928	N.A	N.A	N.A
1	Fulbari	~10 m	24.407042, 88.520967	Material disposed on roads	Cow dung disposed on road, disrupting traffic and damaging its surface	
2		~100 m	24.406728, 88.515600	Poor slope and shoulder	A pond on the right side of the road. Very steep slope between road and pond, also not well protected and vegetated putting pressure on the road and damaging it	
2		~100 m	24.406728, 88.515600	Tilted road	Due to poor slope protection and improper compaction during recent maintenance and widening, the road surface has tilted, creating safety risks and making the road more vulnerable to damage.	
3		~300 m	24.406686, 88.515572	Tree blocking the road widening and protection	A tree on the right side at the end of the pond blocked the road widening. The brick guide wall along the road could not be completed causing already damage at the road surface	

2. Social & resources map







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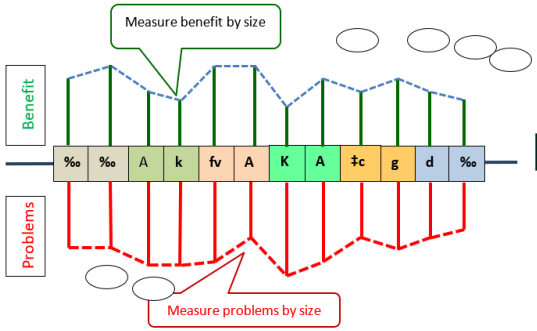
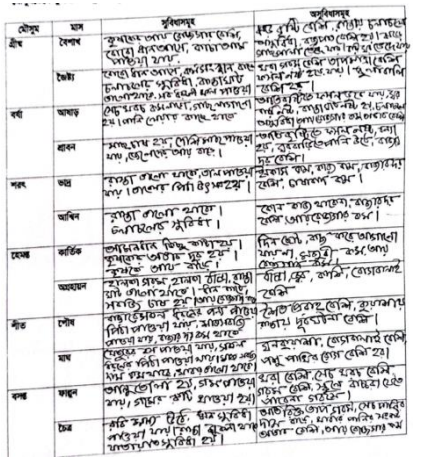
Step 6 Settlement profiling

1. Seasonal diagram

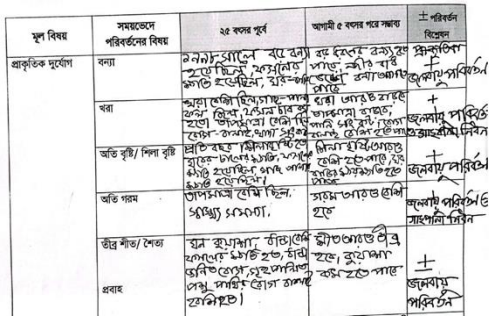
Women discuss how different months or seasons affect their lives. Women explain why certain months have challenges or advantages, including climate events, transport issues, crop cycles, or livelihoods**. This visual helps the group identify patterns to inform planning.**





2. Timeline

Women list key issues such as transport, agriculture, employment, migration, and uses a matrix with columns for “25 years before,” “5 years later,” and “Analysis of changes.” **This exercise promotes intergenerational dialogue on environmental and livelihood shifts, which informs resilient road–water interventions.**



3. Chapati (Venn) diagram

This exercise maps stakeholders in rural road management and their influence. Women list relevant actors such as road users, farmers, authorities, government departments, and select colored circles of different sizes to represent each actor. Circles are positioned around the road drawing, showing who is already involved and who is not. Arrows indicate relationships and collaboration. **This helps women identify key actors for each GR4W solution and strengthen coordination.**

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Step 7 Household numbering and enumeration

- Conducted before the settlement mapping and profiling (right after the enumerators training)
- **First a census (100% sampling, 4,425 households)** → to assess wellbeing using indicators like occupation, income, land ownership, housing, electricity, and self-assessment. Use outcomes of census to decide on survey participants.
- **Then, survey (n = 1622 households)** → The survey covered wider range of questions: on households, livelihoods, social structures, agriculture, land use, (perception of) climate (change), environment, transport, mobility, road (network), roads covered in the project, employment opportunities around roads, socio-cultural and governance,

Step 8 Climate risk profiling

- Group discussions following up on the participatory exercises (to discuss/finalize the draft plans developed by the women groups for the two project roads)
- Culmination in Women Adaptation Lab (WAL) workshops
- WAL workshops very useful: confirmation, validation, further improvement and alignment

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Step 9 Developing a list of costed priority interventions

Post-WAL workshops, conduct costs analyses of prioritized interventions, by consortium in consultation with UPZ engineer and other stakeholders.

Examples of structural measures

- Bio-engineering on shoulders
- Improved drainage
- Palisading + backfilling
- Pruning + replanting trees
- Improved side-road connection
- Water storage

Examples of non-structural measures

- Routine O&M system
- Training & paid O&M roles
- Monitoring committee
- Awareness + enforcement

Women's Adaptation Plan for Godagari road: Co-created by Women's Groups Through Participatory Adaptation Labs Under the *Services for Organizing Women's Adaptation Labs under the WBG CSmaRT* Project in Bangladesh

This plan reflects women's knowledge, priorities, and solutions for improving climate resilience and ensuring safer, more accessible roads for their communities.

Background on project and the specific road

The CSmaRT project engages women's groups along key roads in Rajshahi District to collaboratively develop **Women's Adaptation Plans** for climate-resilient road development. Grounded in a Locally Led Adaptation approach, the project empowers women to identify climate vulnerabilities, set priorities, and propose practical solutions for safer and more accessible roads, following the Green Roads for Water approach. These plans will guide future investments in road planning, design, and maintenance, ensuring that women's voices meaningfully shape infrastructure that responds to community needs.

This poster presents the **Women's Adaptation Plan for a selected Union Road in Godagari upazila, with a total length of 9.45 km.** The road previously functioned as an earthen road, mainly used by local residents travelling on foot or by cattle-drawn carts. It crosses **five mouzas within one Union Parishad**, serving **833 families** living in the hinterland, and runs largely through **agricultural land.**

Originally an earthen road, later upgraded to HBB and blacktopping, the road has deteriorated over time due to heavy traffic, misuse, and limited maintenance, resulting in subsidence, rutting, and potholes.

Poor drainage, caused by undersized culverts and blocked water flow, along with slope erosion from adjacent ponds, tree root damage, and sharp curves, further affects road safety and performance. The road is currently being widened and resurfaced under an LGED project, including erosion protection works.

Road Map of Upazila Godagari

Examples of road-water issues in Godagari road

Proposed Green Roads for Water Interventions along Godagari road

Participatory Process

Below are the eight key steps followed to develop People's Adaptation Plans for Green Roads for Water in Rajshahi:

Step 1: Stakeholder Mapping
Step 2: Formation of Women Groups, Steering, and Advisory Committee
Step 3: Climate Risk Assessment
Step 4: Recruitment and Training of Community Mobilizers and Enumerators
Step 5: Settlement mapping
Step 6: Settlement profiling
Step 7: Household numbering and enumeration
Step 8: Climate risk profiling

8-Step Protocol for Developing Women's Adaptation Plans for Green Roads for Water

Climate Vulnerability and Risk profile

Godagari upazila is highly exposed to climate threats due to its low-lying landscape and the influence of the Padma River. Seasonal flooding, erosion, erratic rainfall, and drought pose significant risks to mobility, livelihoods, and the well-being of women and their families. Women's groups have identified and scored these risks, highlighting increasing trends for most hazards, with direct consequences for health, income, and access to essential services.

After documenting these risks, the women's group shared their findings with the advisory committee and local authorities for validation and feedback, paving the way for further joint action and planning.

Climate Threat	Season of Occurrence	Severity (Women's Scoring)	Future Trend	Main Impact on Women and Community
Flooding	Monsoon (July–Sept)	High	Increasing	Restricted mobility, rice crop damage, income loss
Erosion	May–Sept	Medium	Increasing	Threat to homes/land, unsafe roads
Erratic rainfall	Monsoon (July–Sept)	Medium	Increasing	Water logging, roads/settlements submerged
Drought	Summer (Apr–June)	Medium	Increasing	Extreme heat, water scarcity, low crop yield
Cold wave	Winter (Dec–Jan)	Low	Decreasing	Health hazards for women, children, elderly

Requirements for successful implementation of all measures: (1) Confirm the official road layout and boundaries; (2) Secure additional land where needed for the proposed measures

No.	Problems Identified along Godagari Road	Type of Proposed Interventions	Proposed Interventions	Responsible Party	Benefit for Women / Community	Potential Role of Women	Costs of proposed interventions
1	Pavement damages, subsidence, cracking and potholes	Structural	Pavement repair & strengthening	LGED (design & works), Contractor	Reliable year round access, safer mobility, reduced travel time, easier access to markets, health & schools	Report damage, monitor quality, support post-monsoon inspections	• Light: 2,50,000–4,00,000/km • Medium: Tk 5,00,000–8,00,000/km • Heavy: Tk 9,00,000–14,00,000/km • Full standard rehabilitation: Tk 17,052,386 per km
2	Missing/damaged shoulders	Structural	Shoulder reconstruction + turfing	LGED, UP (maintenance)	Safer walking space for women, children, elderly	Maintain turfing, prevent encroachment, routine inspections	• Earthen: Tk 90,000–1,60,000/km (both sides) • Improved: Tk 1,60,000–2,60,000/km • Paved: Tk 4,40,000–7,00,000/km
3	Slope erosion	Structural	Regrading + bio-engineering	LGED, Contractor	Reduced collapse risk near homes & ponds	Grass planting, slope protection monitoring	• Regrading+grass: Tk 70,000–1,20,000/km • Bio-engineering: Tk 1,20,000–2,00,000/km • Jute/coir: Tk 2,00,000–3,00,000/km • Slope protection (turf+vetiver): Tk 1,54,500/km
4	Inadequate drainage & waterlogging	Structural	Side drains (earthen/paved)	LGED (construction), UP (O&M)	Reduced waterlogging in fields, markets, and near homes, and reduced disease risk	Drain maintenance, water flow monitoring	• Earthen: Tk 90,000–2,40,000/km • Brick: Tk 4,40,000–10,00,000/km • RCC: Tk 11,00,000–24,00,000/km
5	Narrow / blocked / high-invert culverts	Structural	Replace / widen culverts	LGED	Reduced flooding & crop loss	Debris monitoring, cleaning	• RCC Pipe: Tk 90,000–4,80,000/culvert • RCC Box: Tk 4,00,000–14,00,000/culvert • Upgrading: Tk 30,000–5,00,000/culvert • Replacement: Tk 1,50,000–12,00,000/culvert • O&M: Tk 25,000–50,000/culvert/year
6	Sharp / narrow / dangerous curves	Hard	Local widening, signage, lighting	LGED, UP	Reduced accidents, safer night travel (especially also for women)	Identify dangerous curves, monitor lighting	• Granular: Tk 1,20,000–2,20,000/km • Paved: Tk 2,80,000–5,00,000/km • Signage: Tk 12,375/sign • Lighting: Tk 25,000–40,000/point
7	Poor side-road connections	Structural	Paved junctions	LGED	Easier movement of people & livestock	Identify priority junctions	• Low-cost junction: Tk 25,000–45,000 • Standard cost junction: Tk 55,000–95,000 • High-cost junction: Tk 1,10,000–1,90,000 Formula: Cost per km = Number of junctions per km × Cost per junction
8	Roadside ponds / ditches / beels	Structural	Palisading + backfilling	LGED, Contractor	Prevent accidents, protect road & water bodies	Identify risk spots, monitor damage	• Tk 1,128,600 per km (for 44% exposure treated, including palisading work, backfilling and compaction, protection, and monitoring)
9	Large roadside trees	Structural	Pruning + replanting	Forest Dept., LGED, UP	Reduced accident risk, maintained shade	Support plantation & caretaking	• Tk 50,000/km (50 trees/km @ Tk 1,000/tree)
10	Heavy vehicle misuse	Structural	Height bars & signage	LGED, Police	Reduced road damage & accidents	Awareness & reporting	• Height bar: Tk 73,600 • Sign: Tk 12,375 • Entry point (bar + 4 signs): Tk 1,30,000
11	Road misuse (cattle, materials)	Non-Structural	Awareness + enforcement	UP, Police	Cleaner, safer road environment	Lead awareness, peer enforcement	• Awareness, signage, meetings: Tk 20,000–40,000/year
12	Routine Maintenance (O&M)	Non-Structural	Routine O&M system	UP (lead), LGED (support)	Long-term road usability	Paid routine maintenance work	• Maintaining shoulders: Tk 35,000–70,000/km/year • Maintaining drains: Tk 70,000–1,40,000/km/year • Maintaining slopes: Tk 45,000–90,000/km/year
13	Weak local oversight	Non-Structural	Monitoring committee	UP (lead), LGED	Accountability & transparency	Formal committee membership	• Meetings, reporting, allowances: Tk 10,000–20,000/year
14	Limited women's technical capacity	Non-Structural	Training & paid O&M roles	UP, NGOs	Income, skills, leadership	Core implementers	• Training: Tk 20,000–50,000/year

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Lessons Learned from this pilot and instructions for successful upscale

Women Group's role in implementation and O&M

- The pilot showed that, although traditionally **not involved in road development and maintenance**, **women demonstrated strong interest** and **capacity** to actively participate in green road activities.
- Women **identified practical roles** such as **reporting road damage, monitoring road conditions, maintaining vegetation on slopes, cleaning culverts and side drains, and identifying hazardous road sections.**
- Their engagement can **strengthen the sustainability and effectiveness of green road interventions**, while also creating potential **income-generating opportunities**.

Next steps / implications for scaling

- Ensure stronger linkage between **participatory planning** and **implementation** through early, visible actions (“quick wins”) to maintain **trust, motivation, and community ownership**.
- Institutionalize **continuous engagement** of women and community groups across the full **project cycle**, from planning through implementation and maintenance.
- Develop **practical, scalable training modules** to strengthen women’s roles in **monitoring**, **basic maintenance**, and **quality oversight** of green road interventions.
- Integrate women’s participation into formal **monitoring**, **supervision**, and **post-construction quality assurance systems** for green roads.
- Link participation to **livelihood opportunities** where feasible, to enhance long-term **sustainability** and **socio-economic impact**.
- Mainstream **inclusive planning and monitoring approaches** into **road agency procedures**, **guidelines**, and **capacity-building programmes** to support **replication and scaling**.

Questions, answers, and discussion

Thank you!

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