

COLLEGE OF SOCIAL SCIENCE AND HUMANITIES

DEPARTMENT OF GEOGRAPHY AND ENVIRONMENTAL STUDIES.

ASSESSMENT OF LOCAL COMMUNITY PARTICPATION IN URBAN ROAD INFRASTRUCTURE DEVELOPMENT PROJECTS: IN THE CASE OF WOLKITE TOWN GURAGE ZONE, CENTRAL ETHIOPIA.

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Assessment of Local Community Participation In Urban Road Infrastructure Development Projects.The Case of Wolkite Town Gurage Zone Centeral Ethiopia

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Declaration

Destaw Adisu and Tesfaye Kebede do here declare to Wolkite University Department of Geography and Environmental Studies the senior essay entitled "Assessments of local community participation in urban road infrastructure development in Wolkite Town, in Gurage Zone, Central Ethiopia regional state, during the 2024 for the requirements of bachelor degree of art in Geography and Environmental Studies we further affirm that our work has not been presented to any others universities or institutions for the award of any degree or diploma.

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LIST OF ACRONYMS

BoFED Bureau of Finance and Economic Development

CSA Central Statistical Agency

MOFED Ministry of Finance and Economic Developments

UNCHS Untied Nation Center for Human settlement

WTAO Wolkite Town Agricultural Office

ABSTRACT

The study aimed at analyzing local community participation in urban road infrastructure development projects. To this end, the study employed mixed approach. The study was conducted in Wolkite town Gurage Zone Centeral Ethiopia assessment on local community participation urban road infrastructure development.The information obtained from both primary and secondary data sources. The primary data source was obtained through questionnaire, interview, and observation. While secondary data sources obtained from reading materials, from different books and municipal office. For the study 99 respondents were selected simple random sampling from 6872 households *so the study was collected by employing interview guide line, questionnaire and observation were used as data gathering tools. Findings reveal that community participation is implemented in the town to fill the financial gaps of projects. The Participation in policy formulation, planning, implementation, maintenance and operation, and evaluation are not evident; and thus, obstacle for substantive community participation. The researcher finally, recommended the possible solution for concerned bodies to further improve the condition of local community participation in urban road infrastructure development of study area.*

***Keywords**: local community participation in urban road infrastructure development*

CHAPTER ONE

1. INTRODUCTION

1.1. Background of the Study

Many development programs implemented by the governments are often in conflict with the interest of the local people in many countries (R. Roberts, 1995) One way of learning more about development in developing country especially African countries was studying the reasons The success or failure of development in developing countries depends heavily on national contexts, policies and strategies. Most of development activities have been implemented in a compartmentalized manner and in some cases even without consultation of stakeholders. Additionally, any developing economy was also influenced by international conditions and policies of other country and international organizations (MOFED, 2010).

Developing countries the quality of urban infrastructure greatly affects the welfare of citizens and an efficient functioning of urban economy (Yira, 2012).

The deficiencies in urban infrastructure is a reflection not merely of absolute resource constraints at city level but also of constraints, related to the institutional arrangements of urban infrastructure services delivery" (World Bank, 2008). And the absence of responsible office could also a reason for the poor functioning of the existing efforts. To contribute effectively, infrastructure users must be provided with the basic right to self-help improvement, better security of tenure, Organizational and technical support, an environment conducive to enabling supporting policies, and a larger voice in the process of road infrastructure development. However, the potential contribution of community participation in the urban infrastructure development is factors such as the absence of secure tenure rights, inappropriate technical standards, rigid planning methods, time-bound project management requirements, and the absence of workable models (Scheler, 2010).

Ethiopia cobble stone road initiative has become one of the successful infrastructures and job creation programs in the country, particularly benefiting women and youth. Has faced with fast growing cities, inadequate urban infrastructure, and a large youthful population in need of employment, the Ethiopian government turned to an innovative solution: cobblestone road production throughout the country, driven by community participation and local material. In

recent years, cobblestone road creation has become one of the most successful infrastructure and job creation programs in the country, with tremendous benefits for the urban poor. The investment in cobblestone roads have also attracted international attention. In 2013, Habitat awarded the Ethiopia ministry of urban development, housing and construction (Medco).

Wolkite Town is one of the most expanding Towns in Ethiopia in general and in Centeral Ethiopian regional state in particular and it is the city administration which is administrated by the Mayor. Urban road infrastructure development strategies can realize their full potential only through active involvement and organization of urban people at grassroots level. the aim of community participation was to enhance the skills and capacity of communities by promoting their participation in the own development. Therefore, it was vital and timely to seek appropriate strategies that lead to deliberate actions on the part of the public and the private sectors to properly manage the relationships between urban road infrastructure development and community participation. Thus, the study was conducted to analyze the practice, challenge and possible solutions of community participation in road infrastructure development in Wolkite Town.

1.2. Statement of the Problem

Urban Road infrastructure was a crucial problem for one country specially a country like Ethiopia because Ethiopia one of the least developing countries in the world so it faces for so many problems to become advanced or developed (Mesfin,2012). We focus on cobble stones urban road infrastructure development because in the town less develoment cobble stones road infrastructure series problems the intraction of town and sub town economic activiets and social intraction among the community. Road infrastructure was one the service problems in Ethiopia, which hindered and he trades our economic progress and social life of the peoples. Specially, in urban communities are faced by the problems. The first and the most one was that due to road problems of health care, low level of interaction between the rural and urban Wellers and traders in terms of trade, as well as it daily the provision of social service for urban community on time (Ethiopia road agency 2019).

Road infrastructure also one of the series problems in Gurage zone which hundred and hetards out economies, environmental, social and cultural value of both rural and urban area.

Furthermore, in, the study area know poorly constricted and limited road access. Different administrative kebeles was again connected with poorly constricted wealth road.

There are some studies that are conducted on local community participation in the development of urban infrastructure in our country context; For instance, study by Meskerem (2015) and was by Asefa (2018) are among the few researches in our country's context and each of them focuses on their own concern areas. For instance Meskerem had tried to explore the role of community participation in urban infrastructure in clear way but, the researcher didn't explain how the community is mobilized effectively. And who can mobilize the community? As well as contribute for the development of road infrastructure the researcher neglect the roles of community's culture, influential elders who can play a great role in mobilizing the community and the role of using of local resources particularly for urban road infrastructure development. Asefa also explored the challenges of infrastructure provision in general and lack of coordination among the sectors who provide service in particular but he can't put clear solutions for those challenges in this study the researcher has tried to incorporate the role of elders/ influential men in mobilizing the community for urban infrastructure development and the importance of using local resources particularly for urban road infrastructure development. And also the researcher tried to recommend the possible solutions, and what the municipality and other concerned bodies work jointly with local communities to solve urban road infrastructure problem from my empirical survey. As a resident of the town and observer of the problem the researcher feels that there are lack of access of road both in quantity and quality in the town and urban road infrastructure is the serious problem and that needs special attention and collaboration from both the local government and communities to solve this issue Therefore, the above problems initiate meet focus on this study location and to give an analysis on the practice, and challenges of community .Therfore infrastructure developlopment and aims at evaluating the importance of community participation in road infrastructure development at the local level in the case of Wolkite Town.

1.3. Objective of the Study

1.3.1. General Objective of the Study

The main objective of this study was to assess local community participation in urban road infrastructure development in Wolkite Town.

1.3.2. Specific Objective of the Study

- To assess the local community participation in urban road infrastructure development activity in Wolkite Town.
- To identify the roles and importance of community participation in urban road infrastructure in Wolkite Town .
- To identity the problem that hinder local community participation in urban road infrastructure.

1.4. Research Questions

- ✓ What does the current practices of local community participation in urban road infrastructure development?
- ✓ What are the roles and importance of local community participation in urban road infrastructure development?
- ✓ What are the problems that hinder for local community participation in urban road infrastructure development?

1.5. Significances of the Study

The study was intended reveal the importance of community participation in road infrastructure development activities at local level. The study was expects to be of much value to a number of people a follows: It was enable people at local level to see the importance of participating in road development, It was help local authorities and local people representatives to appreciate and involve citizens in decision making on matters concerning their wellbeing, The study was helps the researcher to identify viable areas for further research. Also, it was used as an additional reference to researchers of people participation, the study also helps the researcher to be exposed practically to the field of community participation in road infrastructure development activities and other related matters and subsequently boost her knowledge on the study.

1.6. Scope of the Study

The study focus on assessing local community participation in urban road infrastructure development from various this study focused mainly local community participation on urban road infrastructure development because wider nature of the topic under study the respondent to may questionnaire and including all members was beyond my capacity in both labor and cost.

The factor of local community participation in urban road infrastructure development limite to place of the urban kebeles. The research study was in Wolkite Town at six urban kebele. The study was limited in the three kebeles; Addis Hewot, Edget Chora and Selam Ber; Wolkite Town in Gurage Zone, Centeral, Ethiopian regional state due to fact that conducting research work in large area usually require large amount of financial resources which beyond researcher capacity afford.

1.7. Organization of the Paper

This research paper contains five chapters: the first chapter provides background of the study, statement of the problem, objective of the study, specific objective of the study, research questions, and significance of the study, scope of the study area, while the second chapter deals about review the related literature. The third chapter contains research methodology and chapter four includes data analysis and interpretation The last chapter incorporates summary, conclusion and recommendation of the data

1.8. Limitations of the Study

we had faced different challenges which have adverse effect on the results of the study. These are unable to get the necessary information, shortage of time and finance. In addition, lack of clearly documented information in the municipality (disaggregated data in the office due to poor record and documentation) was a problem. However, regardless of these challenges, we tried our best to overcome those challenges.

CHAPTER TWO

2. REVIEW OF RELATED LITERATURE

2.1. Concepts of local community participation

2.1.1. Definition of local community participation

The term community participation defines as; the voluntary involvement of people in making and implementing all decisions directly affecting their lives and the activities under taken by low income households, with or without side assistance, to improve their living conditions. See from the community point of view, the problem is not one of enhancing their capacities participate in a public and private sector support to their own development priorities. But if the community itself has not identified construction as a priority, the community labor may well not be entirely voluntary; consequently, interest in sustaining this development may wane before long. To others, community participation amounts to a cost reduction and cost recovery exercise united nation center for human settlement (UNCHS, 2012).

2.1.2. Definition of local communities

A local community is a group of interacting people sharing an environment. In human communities, intent, belief, resources, preferences, needs, risks, and a number of other conditions may be present and common, affecting the identity of the participants and their degree of cohesiveness. a group of individuals that interact within their immediate surroundings. A typical local community consists of business operators, public agency staff and residents, and their interactions can include the sharing of resources, information and assistance as well as the establishment of commercial relationships between local businesses and consumers.It could be groups that are much simpler but both sharing the common factors of a local boundary. Another way that we could look community is through the idea of local media, with it making improvement and drastic strides in our generation these days we have transformed regular community in to virtual community as well, with the different types of community there is still one factors that is the under lying reason for all of them and that is possible living in the same area and working together (Julia, 2012).

2.1.3. Community participation in urban road development

The community development approach highlights self-help, the democratic process, and local leadership in community revitalization. Most community development work involves the participation of the communities or beneficiaries involved (Smith, 1998). Thus, community participation is an important component of community development and reflects a grass root or bottom-up approach to problem solving. In social work, community participation refers to the active voluntary engagement of individuals and groups to change difficult conditions and to influence policies and programs that affect the quality of their lives or the lives of others (Gamble & Weil, 1995).one of the major aims of community development is to encourage participation of the community as a whole in fact; community development has been defined as a social processes resulting from citizen participation. Through citizen participation, a braceros-section of the community is encouraged to identify and articulate their own goals, design their own method of change, and pool their resources in the problem-solving process (Harrison, 2005).

2.2. Types of community participation in urban infrastructure development

Participation can be viewed from different perspective and there are several types of participation. They are including: Passive participation: people are told what is going to happen or has already happened. To down information shared belongs only to external professionals Participation in information giving: people answer questions posed by extractive researcher, using surveys. Participation for material incentives: people participate by providing resources, for example labor, in return for food. Cash, or other material incentives, yet people have no stake in prolo*nging* activities when the incentives end. Functional participation: groups are formed to meet pre-determined objective, usually done after major project decisions are made therefore initially dependent on outsiders but may become self-dependent and enabling participation as organization. nteractive participation: joint analysis to joint actions, possible use of new institution or strengthening existing once enabling and empowering so people have a stake in maintaining structure of practices. Self-mobilization: people are already empowered; take decisions independently of external institutions. May or may not challenge existing inequitable distribution (pimbert and pretty,1994).

2.3. The role of local community participation urban road infrastructure development

The following are the argument which shows the usefulness of community participation in development activities; Self-reliance: This all-embracing term covers a wide range of benefits which participation can bring. Participation helps to break the mentality of dependence which characterizes much development work and instead it promotes self-awareness and confidence, making people examine their problems and to think positively about solutions. Efficiency: participation brings about a greater chance that resource available to development projects will be more efficiently. Participation can, for example help reduce misunderstanding or possible disagreements, and thus the time and energy often spent by professional staff explaining people of a project benefits can be reduced. a major reason why many projects have not been effective objectives in the past is because local people wase not involved. Effectiveness equals the successful realization of objectives and participation can hold to ensure this Coverage: Most government programs and many agencies directed or supported development projects reach only a limited and usually privileged number of people. In many developing countries delivery services have contacts with only few people of the population. Participation will extend the coverage, bringing more people within the direct influence of development activities, which, in turn could broaden the mass appeal of such services (Crook and Manor, 1998).

.2.4. Factor influencing community participation in urban road infrastructure Community

Participation is not yet developed very well in the city; do to this fact there are several challenges that are faced by the community. The respondents will be indicated the potential challenges they face and has prevailed in the road infrastructure development. These are: lack of resource, lack of accesses to information, absence of representative community groups in the decision-making process and the relationship between government and the community (the existence of in effect communication).

2.4.1. Local government factors of community participation

The following are the reasons hindering local people from being involved in road development Political intervention in project selection: is a common phenomenon in local level road development. locally elected representatives' personal interest: most of the times councilors are responsible in selection of projects to start within their areas of leadership. Hence it appears that some locally elected leaders select projects not on the bases of community demand but for the intention of attaining personal gains in order to do that the set close allies in project

implementation process keeping the original beneficiaries in the dark. Lack of dissemination of project related information: projects are undertaken for the development of local people. So, project should be selected designed and implemented in consultation and with the help of local people. The project beneficiaries have the right to be aware of the project related information but information about development project to beneficiaries is almost absent at the grass root level which cause hindrance to; local people participation and development initiative (Oakley, 2011).

2.4.2. Community factors of participation

The following are the factors and their influence in community participation Centralization of decision making: Cole (2004) asserts that decisions can range from those of a vital, once for all nature to those of a routine and relatively trivial in nature. Management has three principal decisions areas which are strategic, operating and administrative. Strategic decisions are the basic long-term decisions which settle issues such as output level, pricing and inventory levels.Transparency: making process of projects selection, implementation and evaluation transparent is an effective way to encourage community participation as it can potentially change power relations between communities and development organizations and between interests within community .

CHAPTER THREE

3. RESEARCH METHODOLOGY

3.1. Study area Description

3.1.1. Location of the study area

Absolute Location: The geographical location of the study area 07°10'08" North latitude and 37°37'50"East longitude. The study was conduct at research sites of Wolkite town; which is found in south western Ethiopia. The town is surrounded by Kebene and Wabe River in the north and south respectively, whereas the east and west part of the town is encircled by Abeshege woreda. The elevation of the town is 1910 meter above mean sea level (CSA, 2007)

The town is located on the main road of Jimma 158 km far from Addis Ababa to south-west direction of the capital city of Ethiopia. The town is structured in to five kebeles, namely; Gubre, Edget Ber, Addis Hewot, Edget Chora, Menehary and Selam Ber. The town is found in Centeral Ethiopian regional state and it is the capital city of Gurage Zone. Wolkite has access road that links the town with Addis Ababa, Jimma, Woliso and Hosanna towns (CSA, 2007).

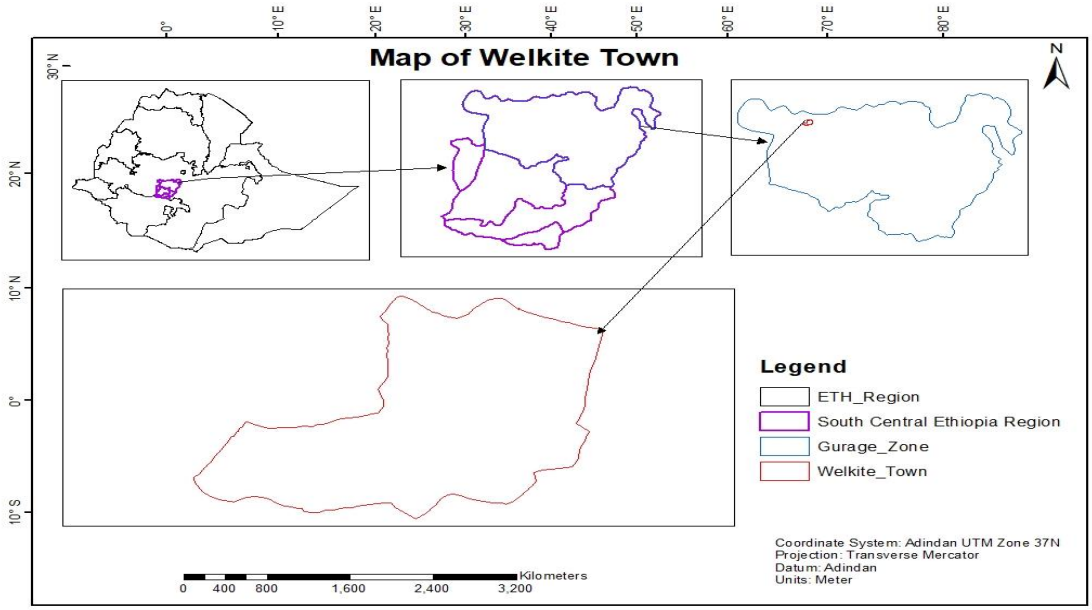


Figure 3.1 Map of Wolkite Town Source. Dives GIS Data, (2024)

3.1.2.Topography of the Study Area

A topographic feature of the study area was mostly characterized by up and down (Rugged) areas with some extent of plateau.i.e. 45% of the area was up and down area while, 55% of the area was plateau. The town surrounding by forest features and lowlands the elevation of town 1910 meter above sea level (WTAO 2015).

3.1.3. Demographic Characteristics of the Study Area

According to (CSA, 2007) the total population of the town was 28,866 from this male 13,092 and female 15,774; this indicates that the number of female is greater than the male. The inhabitant of town in terms of religion, Orthodox Christians accounts 48.17%, Muslims was 42.31%, 7.86% are Protestants, and 1.34% are Catholic Christians.

Due to the strategic location the present development and economic activities of the town trade and hotel business are the dominant economic activities. With the exception of government office workers, majority of the inhabitant are engaged in trade and hotel activities (Wolkite town population status report, 2022).The town is currently growing towards its south-western Emdibir Road direction and its north-eastern Addis Abeba route, and it has a 24-hour electricity supply from the national hydro power grid. Hotels, restaurants, cafes, colleges, universities, and information technology services are examples of social services that are expanding. Construction of new residential and commercial structures is ongoing throughout the town. In the town's south-western region, the condominium homes were also built.

3.2. Research Design and approach

The study was conducted by using descriptive of cross sectional research design because this design was cost effective in terms of time and finance due to the study conduct once in a time in the study area to conduct and investigate this study from the participate. There for the reason for utilizing cross sectional research design the researcher was meet with the participates only once points of time based on descriptive analysis was conducted tabulation,frequency and percentage. in this study mixed researches approach was employe because both qualitative and a quantitative method is used. The qualitative methods used to analyze the descriptive data that was collected in the form of individual opinion and suggestion. On other hand, quantitative method was used

to analyze data that have numerical values. The study used a descriptive and assists urban road infrastructure development in Gurage Zone, Wolikte Town.

3.3. Sampling Techniques and Sampling size determination

The researcher's study was in Wolkite Town at six urban kebeles. From this kebeles selected three kebeles; Addis Hewot, Edget Chora and Selam Ber the peoples which selected purposively three kebeles to participates urban road infrastractures developments researcher used purposively selected method lack of time and financia problem. This was carried after the household in selected kebele was listed based on their kebele which was obtained from Wolkite town municipality office. officials were consulted to identify the location of each house hold. The study was conduct in Wolkite town having these the populations of 28,866 live in the town. From this total population there are 6,872 household head (WTAO, 2007). The researchers selected 99 respondents. To meet the objective of the study random sampling techniques was used to collect the necessary data from the study. The principle of simple random sampling was that every object has the same probability of the being chosen and there no bias. From this was selected 99 household as a sample size with proportionally through by using simple random sample because of shortage of time and money to do survey from house to house or every member.The proportionality of the sample size was determined as follows by using Yeman Tao (1967) sample size determination formula. With e = +_10 % precision value, N refers, number of total household head =6,872 (WTAO, 2007).

n= N/1+N (e) 2

Where, N= Number of total household head

n=total sample size

e= margin of error (0.1)

Therefore n=6872/1+6872 (0.1)2

= 6872/1+6872(0.01)

= 6872/1+68.72

=6872/69.72

= 99

Sample size (n) =99

3.4. Data sources and methods of data collection

3.4.1. Data sources

The data can collect was from both primary and secondary data sources. Primary data source in the time of the study was from local community, both open and close ended type, government office leaders collect through interviews tools, questionnaire and observation. Secondary data sources; where collect from municipal office, and gather different written materials, published and unpublished source and different books.

3.4.2. Methods of Data Collection

Important data for research was being conducted using different data collections

3.5. Questionnaires

Both open and close ended questionnaires was prepared and employed to collect data. The researcher to use questionnaire as one of important tool to collected the necessary data from the local communities. Questionnaires was distributed to the members of the community. The questionnaire was prepared by the researcher contains both closed and open-ended questions based on the nature of information the question was bringing about. Questionnaires was prepared for the members of the kebele, and town communities. This study was employed questionnaires survey a vital data acquisition method.

3.5.1. In depth Interview

interview of the researcher believes that the information obtained from the was not enough to finalize the study, as it was necessary to have a face to face contacted with important people to take more information that may not be obtained otherwise. To generate necessary data set interview was conducted with the 8 (eight) interview participant, (2 level of community participation office, 2 from level development office heads, 2 from level of development committee and 2 local community) will selected from towns government offices and public organization experts offices.

3.5.2. Observation

Non participator observation' which was the observation method is suitable for observing without group. The researcher also check list, which was help full in identifying problems as well as cross checking each survey questionnaires to conduct the data the researcher would act or notice by using observation methods of data collection. These was used to collect and observes what people been doing in the study area.

Moreover, the researcher conducted non participatory observation, which as the researcher did not get involved in the activities of the group, but remains a passive observer, (watching and silting) the infrastructure activities and drawing conclusion from it. The housing condition and problems, standards was to observe in the study area.

3.6. Methods of Data Analyses

After the data was collected from primary and secondary sources, the researcher analysized, summarized, and present the data by using both qualitative and quantitative data methods.

Finally; it was present through the use of frequency, table, diagram, and simple descriptive methods for analysis and qualitatively data was interpreting the current practice, challenges and the major hindering factors for community participation in urban road infrastructure development in selected kebele and by different words in order to achieve the end of objectives of the study and answer the formulated questions.

3.7. Ethical Consideration

During collect information from concern bodies the research was show positive approach at any time for the respondents. The respondents ask question give by (ensure) different things according to need of the researcher. The respondents was give clear information to the researcher was show a good and positive ethical behavior.

CHAPTER FOUR

4. DATA PRESENTATION AND ANALYSIS

This chapter deal with presentation and analysis of the data collected through survey questionnaire and key informant interviews. Besides, different secondary sources were accessed. The questionnaires were collected from residents of the selected *kebele* of Wolkite town. The key informant interviews were conducted with the concerned department in the municipality and *kebele*. The points which were going to be raised were the practice of community participation, its challenge and solutions to improve road infrastructure development. The findings of the study were mainly presented in the form of tables, and percentages.

4.1. Demographic characteristics of the respondents

Demographic characteristics of the respondents gives some basic information about the sample population involved in the study. It gives an indication towards respondent's sex, age group, educational status or educational background, marital status, period lived in the area and job/occupational status. The selected respondents have varying demographic backgrounds.

Table 4. 1 Distribution of respondent based on gender

Male	40%
Female	60%

Source: field survey, 2024

The above Table 4.1 shows that about 43(40%) of the total sampled respondents are male while the remaining 56 (60%) are female. This indicates that female respondents profile dominates the personal profile of the respondents.

4.2 Distribution of respondents based on marital status

The following table 4.2 demonstrates the marital status of the respondents. Majority of the respondents 62(63%) were married, while 30 (30%) were unmarried and the rest 3(3%), 2(2%) and 2(2%) of the respondents were widowed, divorced and separated respectively.

Table 4. 2 Distribution of the respondent based on marital status

Married	63%
Un married	30%
Divorced	2%
Widowed	3%
Separate	2%

Source:field survey 2024

4.3 Measures of Community Participation and Road Infrastructure Development

4.3.1 Understanding of Community Participation

Table 4. 3 Willingness of respondents to participate in road infrastructure development projects

Item	Yes		No		No answer		Total	
Understanding of respondents about community participation in the RID	NR	**%**	NR	%	NR	%	NR	%
	82	82.83	14	14.14	3	3.03	99	100

Source: field survey, 2024

Based on the above table 4.3 majority of the respondents 82(82.83%) were said that they have understanding about community participation in road infrastructure development. While 14 (14.14%) of the respondents do not have understanding about community participation in road infrastructure development. And the rest respondents that is 3(3.03%) miss for answering the question. This shows that small number of the respondents have little or no clear understanding about community participation for road infrastructure development projects. It can be said that insignificant number of the respondent have no clear understanding of what community participation. This implies that most of them were have understanding about community participation in road infrastructure development Therefore, their response can be considered as mature.

4.3.2 Attending community meetings to take decisions about road infrastructure development

Table 4.4 Attending meeting to take part in desicion making process

Item	**Yes**		**No**		**Total**	
	NR	%	NR	%	NR	%
Attend meeting to take part in decision making concerning road infrastructure development	42	42.42	57	57.5***8***	99	100

Source: field survey, 2024

As depicted in the above table 4.4 only 42 or 42.42% of the total sampled respondent were attend the meeting. While the remaining 57 or 57.58% of the respondent replied that they do not attend the meeting. The response to the question forwarded to the survey participants regarding to identify the reasons as to why they did not attend the meeting indicated that majority of the respondents 49(48.9%) responded that most of the times, already made decisions are forced upon them without engaging in debating on those issues by the community which violates the very essence of participation. These clearly shows that there is no adequate discussion with large community on urban infrastructure development issues. While, 27(27.3%) of the respondent responded that the main reason for not attending the meeting is do not know when the meetings held (The existence of in effective communication). 21(21.6%) of the respondents stated that the dominance of top-down approach(anti-participatory) approach as a bottle neck which hinders them from taking part in the meeting. And the rest in significant number of the respondents which accounts 2 (2.2%) also reported that they are not interested in attending the meetings.

Table 4. 5 Reasons for not attending the meeting

Reasons	Number of respondents in %
Poor communication	27.3
Haven't interest to attend	2.2
Taken	48.4
Approach	22.1

Source: field survey, 2024

4.3.3 Decision makers in the road infrastructure development

Table 4.6 below depicts the key decision makers in the road infrastructure development currently acknowledged in Wolkite town. The chart clearly deploys the dominance of the city administration role in deciding road infrastructure development projects consisting 87 (87.88%), followed by community leaders which accounts for 10(10.10). The rest insignificant number of respondents 3 (3.03%) were identified that all are equally involved in the development of road infrastructure projects. These clearly shows that the community had little decision-making power while majority of the decision-making power concerned with road infrastructure development is concentrated at the municipality. Community participation is about bringing people who are outside the decision-making process into it. Community participation allows all community stakeholders to have a word and decide on infrastructural development concerns.

Their concerns were expressed particularly in relation to the community's ability to influence decisions regarding road infrastructure development. Accordingly, the respondents expressed their concerns regarding participation in decision making phase as they perceived that municipality was imposing the already made decisions (topdown approach). Generally, from the above discussion we can infer that the city administration has a major decision-making power in deciding road infrastructure development projects in the town.

Table 4. 6 Key desicion makers in the road infrastructure development

Decision makers	Numbers of respondents	percent
City administration	***86***	***86.87***
Community leader	***10***	***10.10***
All are equally involved	***3***	***3.03***
	99	100

Source: field survey, 2024

4.4. Ways of community participation in road infrastructure development programs

It is worthwhile to investigate the way that the community participate in the road infrastructure development in order to understand in which level the community are entitled to participate. Accordingly, the researcher tried to assess the level in which the community is participated in

the process of road infrastructure development. The Table 4.7 below clearly demonstrates that out of 99 total sampled respondent 2 (4%) of the total sampled respondent replied that they had participated in the planning process of road infrastructure projects. While 15 (15.15%) participants reported that they participated in decision making process. Majority of respondents 61(61.62%) of the respondents replied that they were involved in the implementation process of the road infrastructure development. This indicated that most of the time the community are participated in the implementation stage after the plan is designed by the city administration and decisions are made without the consultation of the community. The community participation activities are contributing in the development of infrastructure services in the city. And the local development activities are scaling up from construction of lower quality local road accesses to asphalts. However, the efforts were focusing on getting community contributions in order to bridge the financial gap of the local government. The rest 13(13.13%) reported that they were not involved in any level. Though the need for involving the community through the entire participatory infrastructure cycle including policy formulation, planning, implementation, maintenance and operation, and evaluation and at the same time building a permanent institution responsible for community participation endeavors, effective communication and relationships among the community, municipality and other various stake holders in the infrastructure development are very important and help to promote community participation and improve the road infrastructure development in the city.

Table 4. 7 Ways of participation in the road infrastructure development

Participants	Numbers	Percent
Planning process	***10***	***10.10***
Decision making process	***15***	***15.15***
Implementation process	***61***	***61.62***
Not at all	***13***	***13.13***
Total	***99***	100

Source: field survey, 2024

4.4. 1. Participation in Road Infrastructure Development Projects

Table 4. 8 Participation in road infrastructure development projects

Item	**Yes**		**No**		**Total**	
	NR	%	NR	%	NR	%
Participate in road infrastructure development Projects	37	37.37	62.63	62	99	100

Source: field survey, 2024

As clearly depicted in the above table 4.8 only 37(37.37%) of the respondents of the total sample participate in road infrastructure projects. While the remaining 62(62.63%) respondents, do not participate in the road infrastructure projects. I.e. majority of the respondent do not participate. This is attributed to the weakness of government offices, primarily municipality, to promote and mobilize full community participation in terms of resource contribution (money), take part in decision makingand idea sharing or involving in planning processes in the road infrastructure development.

Table 4. 9 Reason for not not participating in the project

Reasons of not participating	Number of respondents in percent
Lack awareness	5.2
Time constraints	3.5
Poor communication	58.1
Financial constraints	5.9
Lack of project sustainability	27.3

Source: field survey, 2024

4.4.2. Roles and Importance of Community Participation

The responses to the question forwarded to the survey participants regarding the role of the community in the development of road infrastructure as it indicated in the following shows that, most of the respondents 71 (71.4%) were believed that the community plays a very crucial role in improving road infrastructure development. While, 25(25.2%) respondents felt otherwise. The survey results also revealed that insignificant number 3 (4%) of respondents were unable to say anything concerning the role of the community in improving road infrastructure development in Wolkite town. From these we can infer that community involvement is highly

recommended in the development of road infrastructure because the community plays a vital role in these regards.

4.4.3 Current Practice of Community Participation in the Road Infrastructure Development

Community participation is identified as a key mechanism to strengthen road infrastructure development in developing countries. In spite of this, the following questions have been raised to know the current practice of community participation in the road infrastructure development in Wolkite Town.

Table 4. 10 Respondents response about the current practice of community participation in road infrastructure development

Item					**Total**	
	NR	%	NR	%	NR	%	NR	%
Current practice of community participation and road infrastructure development	*28*	*28.28*	*68*	*68.69*	3	3.03	*99*	100

Source: field survey, 2024

The above Table 4.10 demonstrates the respondent's response towards current practice of community participation in the road infrastructure development. Majority of the respondents 68 (68%) of the total sampled respondent were replied that community participation is decreasing in the road infrastructure development projects. Whereas, 28 (28.1%)of Wolkite Town residents felt otherwise. And the rest 3(3.9) respondents didn't comment. Similarly, the key informant interview conducted in the municipality also indicated that, there is a practice of community participation especially in resource contribution like money and labor. But it is not satisfactory in the development of road infrastructure in the town. And this is due to the failure of the concerned authorities and offices, to make open discussion on the problems.

4.5. Hindrances of community participation in urban construction activities

Community participation is not yet developed very well in the city, due to these facts there are several challenges that are faced by the community. The respondents were indicated the potential challenges they face and has prevailed in the road infrastructure development. These are:

- Lack of resource,
- Lack of access to information,

- Absence of representative community groups in the decision-making process and
- The relationship between government and the community.

Majority of the respondents 44 (44.44%) of the total sample respondents responded that absence of representation and certain community groups in the decision-making process is a big challenge which obstruct community involvement in the road infrastructure projects. Participatory or bottom-up approach is a must to mobilize full community participation aimed at facilitating the road infrastructure development. But, absence of representation and certain community groups in the decision-making process negatively affect the community's toeffectively involve in the decision-making process. While 23(23.23%) of the respondent reported that lack of access to information about projects and services are the challenge faced and they also replied that the information that is available is difficult to obtain. Significant number of the respondents 21 (21.21%) of the total sampled respondent replied that the existence of in effective communication is a big challenge. The relationship between the community and municipality is strained by the community perception that the municipality do not understand the pressing needs and priorities of the community as a result of in effective communication. 11 (11.11%) of the respondent stated that lack of resource is a challenge. Having inadequate resources negatively affect the community's ability to effectively involve in the road infrastructure development process. In order for the communities to play an active role in the development of road infrastructure, it is necessary to have access to resources. Community Participation Expert of Wolkite Town reflected the following problems that are faced during the implementation of participatory road infrastructure development.

4.5.1 Factors Affecting the Community and Hindering their Involvement

The responses to the question forwarded to the survey participants to identify the main driving factors affecting community participation in the road infrastructure development among political factors, lack of resource, absence of strong community organizations, regulations and technical standards of city administration and non- participatory planning methods were summarized here under.

Table 4.11 Factors affecting community involvement in the road infrastructure development

Factor The Affecting Community Involvement	**Responses**									
	Strongly agree		Agree		Dis agree		Strongly dis agree		Total	
	NR	%	NR	%	NR	%	NR	%	NR	%
Structural factors	*2*	0.8	5	1.8	*51*	52.2	*41*	45.2	*99*	100
Lack of resource	*48*	48	*39*	39	*9*	9.6	*3*	3.4	*99*	100
Absence of strong community organizations	*4*	4.4	*6*	6.3	*33*	33.3	*56*	56	*99*	100
Regulations and technical standards of city administration	*51*	51.2	*43*	43.6	*3*	2.8	2	2.4	*99*	100
Non- participatory planning methods	*53*	53.2	*34*	34.3	*5*	5.2	*7*	7.3	*99*	100

Source: field survey, 2024

Key: SA= Strongly Agree, A = Agree, SA = Somewhat Agree DA= Disagree, SD= Strongly Disagree

The above table 4.11 shows that how respondents indicated the various factors that affect the community to take part in the road infrastructure development projects. This table was developed to ascertain the key factors that affect community participation based on the majority responses. On a scale of 1-4 i.e. strongly agree to strongly disagree; the researcher picked the column that had a higher percentage response rate to select the key factor that affect community participation of Wolkite town road infrastructure development. Therefore, the percentage on extreme right column indicates the majority response to a particular variable. From the above table the researcher was able to deduce that non-participatory planning methods is the main challenge that affect the participation of the community. Majority of the respondents 53 (53.2%) strongly agree that non-participatory planning methods as a key factor and the rest 34 (34.3%), 5 (5.2%), 7 (7.3%) of respondents are agree, disagree and strongly disagree respectively.

CHAPTER FIVE

5. CONCLUSIONS AND RECOMMENDATIONS

5.1. Conclusion

Community participation is a recent phenomenon in the town. But, now it is getting a great attention and becomes the big tasks of the city administration. The existing community participation efforts are mainly focused on the process of implementation in which the people make different contributions mainly to promote local resource mobilization which lacks the participation of the community to decide on its own affairs in the development of road infrastructure services in its locality. The participation was only focused to the contribution activities and the amount of money that needs to be contributed by each of the residents in the kebelles was determined by the administration itself. The decision-making process does not allow the community an opportunity to inform their pressing needs and priorities. However, it is not well developed in responding to the increasing demand of the community to take part in different activity regarding to road infrastructure development other than contribution of resources (money and labor) only. In other words, the procedure still focuses more on participating the community at the stage of project implementation in order to fill the financial gaps.

The community participation has to start from identifying the needs of the community and to use its powers to meet the identified needs to continue through the entire processes of infrastructure management function includes: formulation of policies, planning, programming, implementation, construction and maintenance and monitoring and evaluation. Both municipality and the kebele administrations are key actors in the road infrastructure development activities. But, their relation is weak which lacks coordination. In addition, relationship between the community and municipality is strained by the community perception that the municipality does not understand the pressing needs and priorities of the community as a result of ineffective communication. Therefore, the municipality should create an enabling environment for participation and this should include addressing the factors influencing community participation as well as filling the capacity gaps within the community in order to achieve effective community participation in the road infrastructure development.

5.2. Recommendations

Upon completion of the study, this research provides different recommendations to be carried out to promote community participation and improve road infrastructure development to make it effective and sustainable.

Firstly, Community participation must be more than a policy statement there must be genuine commitment to encourage participation in all aspects and at levels of development project rather than a policy. The most important action that the local authorities can take to encourage community participation is to welcome local people to contribute to the activities which are to be implemented or implemented. Different organizational structures should be created at various levels of the administration with identified responsibility for the several functions like identification and prioritization of the problems of the community and preparation of the necessary standards and designs and evaluation of the performance has also been identified in the participatory infrastructure development.

Secondly, communities have been deprived of information on the role of their effort in the road infrastructure development processes. In this case there is a strong need for awareness creation and provision of proper information about road infrastructure development projects and disseminated to the communities through various ways in order to integrate their role in the development process by using different means.

Thirdly, the existence of ineffective communication is a big challenge. Building effective communication channel between the community and the municipality which could provide meaningful participation and strengthening the capacity of the community through identifying the wish lists of the community (public interest identification), providing public consultation (through public meeting) and capacity building aiming to achieve road infrastructure development and ensure its sustainability.

Finally The municipality should create platforms where communities will be able to express their feelings without fear, engaging all relevant stakeholders during the planning stage of the projects, integrated development plan meetings should be effectively publicized in order to allow the community to have an opportunity to identify their needs and problems and device mechanisms to meet such needs. Therefore, the need for involving the community from the very early stages of decision making in needs and resource assessment.

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APPENDIX

WOLKITE UNIVERSITY

COLLEGE OF SOCIAL SCIENCE AND HUMANITIES

DEPARTMENT OF GEOGRAPHY AND ENVIRONMENTAL STUDIES

QUESTIONNAIRE PREPARED FOR SAMPLE HOUSEHOLDS

we are an undergraduate student undertaking a BA in Geography and Environmental Studies in Wolkite University, Ethiopia. Dear respondent this questionnaire is prepared for academic purpose only. we are carrying out a study on Community participation on urban road development in Wolkite Town. Therefore, your response is very important for the success of the study because all information that you provide determines the analysis and conclusion of the research. Hence, you are kindly requested to give your response. Please be informed that your response is kept in confidential. I will be like to thank you for your cooperation!!!!

Instructions:

- ✓ No need of writing your name
- ✓ Read the question before provide your answer
- ✓ No need to consult others to fill the questionnaires
- ✓ Please, complete all questions- honestly
- ✓ Please, provide appropriate response by put a right mark **"√"**in the box one of the given alternatives and specify your opinion.

Part I. Back Ground of Respondents

1. Age of the household head: A.18-25 B.26-45 C. over 45

2. Sex of the household head is: A. male B. female

3. Educational status of household head is:

A. Read and Wright B. Grade 5-8 C.Grade 9-12 E. Certificate and above

4. Marital Status: A. Single. B. Married, C. Divorced D. Windowed

5 .Occupation: A. merchant, B. Labor, C. farmer D. Government employees

6. How long have you stayed here in the town of Wolkite Town? A. 1-10 years B. above 10 years

Part II. Community Participation on Urban Road Infrastructure Development Projects practices

1. Have you ever seen communities participate on urban road infrastructure development projects which are taking place in your kebelle?

A. Yes B. No

2. If your answer for question number 1 is "Yes", in which kind of activities that communities and stakeholders were participate?

A.during project selection in each kebeles (planning)

B.during implementation

C.during evaluation

D.during quarterly implementation progress

3.If your answer for question number 1 is 'yes', in which kind of contribution that communities and stakeholders were participate?

A. In cash B. In knowledge C. Free labor D. Material

4.If your answer for question number 1 is "Yes", how many times participate per year particularly last year?

A. 1times B. 2times. C. 3times D.4times

5. If your answer for question number 1 is no, what is the reason behind?

A. Lack of awareness B. Poor communication C. Time constraint D. Financial constraint

6. How to you evaluate community participation was involved throughout project selection up to project implementation and project evaluation in your kebele?

A. Decreasing. B. Remain constant C. Increasing D.I don't know

7. If your answer for question number 6 is 'A', what are the reasons for the decline? Please state the

reasons._____

_____

_____

Part IIl: Roles and Importance of Community Participation on road infrastructure development

1. Do you think that the community participation has importance in road infrastructure development?

A. yes B. No

2. If your answer for question number 1 is 'yes', what are those please identify the importance to bring tangible road infrastructure development?

A. To increase sustainability of the construction projects B. To increase transparency and accountability

C. To promote sense of ownership D. To decrease proper allocation of resources

Part IV: Factors Hindering Community Participation on Urban Road Infrastructure Development

1.Do you think have factors that hindering community participation in road infrastructure developmentwhich are taking place in your kebelle?

A. Yes B. No

2. If your answer for question number 1 is 'Yes', what are these problems and challenges?

A. There is top-down decision-making process B. Lack of access to information

C. The existence of ineffective participation D. Unwillingness of communities' participation

E. Lack of transparency and accountability F. All

3. How these problems and challenges were solved?

_____

_____

_____