



COMMUNITY PARTICIPATION IN URBAN ROAD INFRASTRUCTURE DEVELOPMENT

PROJECTS: THE CASE OF WOLKITE TOWN, SNNPR, ETHIOPIA.

M.A THESIS

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AUGUST, 2021

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A THESIS SUBMITTED TO THE

DEPARTMENT OF GOVERNANCE AND DEVELOPMENT STUDIES,

COLLEGE OF SOCIAL SCIENCES AND HUMANITIES, SCHOOL OF GRADUATE STUDIES

WOLKITE UNIVERSITY

IN PARTIAL FULFILLMENT OF THE

REQUIREMENTS FOR THE

DEGREE OF

MASTER OF ARTS IN DEVELOPMENT STUDIES

(SPECIALIZATION: DEVELOPMENT PLANNING AND MANAGEMENT)

AUGUST, 2021

WOLKITE, ETHIOPIA

DECLARATION

I hereby declare that this MA thesis is my original work and has not been presented for the award of any degree or examination at any other university and that all sources of materials used for this thesis have been duly acknowledged.

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ACKNOWLEDGMENTS

First of all, my earnest gratitude goes to the Almighty God for giving me grace and strength throughout all my endeavors. Secondly, I would like to thank my supervisor Dr. Gizachew Asrat, whose guidance has been influential throughout the study. I would also like to extend my sincere thanks to all respondents who participated in providing the necessary data for this study, without their input this study would not have been realized. Thirdly, my special thanks go to the Wolkite University and the Gurage Zone administration for the opportunity and financial support they have given me during my studies. Fourthly, I am sincerely grateful to my family and friends, for their moral support and encouragement in the completion of this thesis. Finally, I express my heartfelt appreciation to all those who have helped me in one way or another in the accomplishment of this study; God bless you all.

LIST OF ACRONYMS

AC:	Audit Committee
BDC	Block Development Committee
CBOS	Community Based Organizations
CDC	City Development Committee
FDRE	Federal Democratic Republic Of Ethiopia
FGD	Focus Group Discussion
FMPPSC	Finance, Material Management and Procurement Sub-Committee
KII	Key Informant Interviews
LA	Local Authority
LDGGSC	Local Development and Good Governance Sub Committee
MUDHC	Ministry Of Urban Development, Housing and Construction
MPPPSC	Mobilization, Public Participation Planning Sub Committee
NGOs	Non Government Organizations
QDC	Qetena Development Committee
SCDC	Sub City Development Committee
SNNPR	Southern Nation, Nationalities and Peoples Region
SPSS	Statistical Packages for Social Sciences
UDHB	Urban Development and Housing Bureau
UIIDP	Urban Institutional and Infrastructure Development Program
URIDP	Urban Road Infrastructure Development Project
VDC	Village Development Committee

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ABSTRACT

Effective community participation is regarded as an important component in development projects since people's needs are addressed best through participation. The aim of this study was to examine community participation in urban road infrastructure development projects (URIDP) in Wolkite Town, SNNPR. A mixed research approach was adopted whereby data was gathered through questionnaires, key informants interview, focused group discussions and document analysis. A sample of 366 household heads, 21 focused group participants and 9 key informants were selected utilizing purposive and simple random sampling techniques' to elicit information for this study. Collected data were analyzed for descriptive statistics using Statistical Package for Social Sciences (SPSS). Data obtained from focus group discussion and interviews were analyzed qualitatively, and used for the purpose of triangulation. The study found out that the level of community participation in URIDP was generally low. Additionally it was also indicated that the majority of community members were not aware of their roles and responsibilities in road infrastructure development projects of their locality and that urban residents were generally not actively involved in decision making, planning, monitoring and evaluation processes. Findings also revealed that the institutional structures installed by the municipality to involve communities in local development initiatives especially roads are highly disorganized and unsustainable implying that community participation in road infrastructure development projects was carried out in campaigns and was not well institutionalized in the Town. The major challenges that hinder community participation in road infrastructure development were lack of awareness, poor coordination and communication between local authorities and communities, weak institutional structures and lack of resources. The paper concludes that for effective community participation in urban road development projects, overcoming barriers to participation and promoting more participatory approach was indispensable. It was recommended that building community awareness, strengthening effective cooperation and communication between local leaders and communities and creating enabling institutional structures were essential to realize community participation in urban road infrastructure development in the Study Area.

KEYWORDS: Community Participation, Challenges, Urban Road Infrastructure Development Projects, Wolkite Town.

CHAPTER ONE

1. INTRODUCTION

1.1. Background of the Study

Community participation is one of the important approaches adopted in development. As a development approach, it involves a proactive process in which the beneficiaries influenced the development and management of development projects, rather than receiving a share benefit (Paul, 1987; Mansuri and Rao, 2004; World Bank, 2004; IIED, 2010, Thwala, 2010; Barasa and Jelagat, 2013). Community participation has gained momentum in the development spectrum over the last few decades (Botes and Van Rensburg, 2000; Tegegne and Clacey, 2011, p.33). With the transition from place-based to people-based development, a paradigm shift to participatory development emerged. Since then, the focus of development has shifted to the active participation of grassroots citizens in development initiatives, rather than simply becoming beneficiaries of development (Ndunge and Mbukusab, 2020, p.187). As a result, many development policymakers have changed their emphasis from bureaucratic-oriented paradigms of development to community-oriented developments. Besides participation occupying a central role in development thinking and practice, all major development organizations including multi-lateral agencies like the World Bank (WB) and the International Monetary Fund (IMF) have arrived at a near consensus that development cannot be sustainable and long-lasting unless people's participation is made central to the development process (Kumar, 2002, p. 23).

Participatory development is an important approach towards enabling communities to play an active role in projects initiated to address issues affecting their life and livelihoods, thereby assure the sustainability of such projects (World Bank, 2004). As noted by Thwala (2010, p.971) communities are no longer mere recipients of development projects; rather they have become critical stakeholders that have an important role to play in the planning, implementation, management and evaluation of projects in their areas. Moreover, Nelson (2005) stabilize that the rationale behind community participation is multifold: increased participation is supposed to promote greater efficiency, more accountability and transparency, enhanced ownership and empowerment. Besides this participation improved quality, effectiveness and sustainability of development actions. By placing people at the centre of such actions, development efforts have a much greater potential to empower them and lead to ownership of the results.

Community participation has been part of development policy, programmes and projects in both developing and developed countries (UNDP, 2009). Community may participate in different

development activities such as building infrastructures such as roads, health services and education development. Effective project management practices mainly involve the participation of community members in processes of identification, planning, implementation, monitoring and evaluation (USAID, 2009). The most widely accepted and adopted strategy for ensuring people's participation in local development is decentralization and there is, perhaps, no other institution close enough like local government to provide the scope and platform for people's participation in their own development. ILO adds that decentralization strategies provide a framework for the introduction and use of inclusive community-based planning methods. These methods can be stand-alone for identifying priorities within a community, or they can be tailored to feed into local government planning and decision-making processes (ILO, 2007).

During the past decades a number of developing countries including Ethiopia have undergone decentralization within the existing organizational structure with the expectations of increased local participation in decisions and improved system efficiency (Saito, 2008, p.5). The argument is local governments are closer and more in touch with the community and this is hypothesized to be a better position to deliver basic services more efficiently and effectively according to the local needs and priorities than the central government (*Ibid*). This is embedded in the principle that claims the central governments should not undertake those activities, which are at the reach and capacity of individual, private or local government called the principle of subsidiary (*Ibid*).

Ethiopia has embarked on federal and decentralized forms of government since 1990s which has provided space and opportunities for local development stakeholders to determine their future and spearhead their development (Tegegne and Kassahun, 2004). The 1995 FDRE Constitution has established the country as a federal state. Here, the intention of adopting federal State structure is to create public aspirations and ambitions to participate on their local development destinations so as to promote national development, thereby to enable Ethiopia a competent in the international political economy game. This decentralized system recognized regions, woredas and municipalities. These local governments have authority and autonomy to undertake social and economic development. Further, Tegegne and Clacey (2011) asserted that the rationale for decentralization is not only the transfer of significant amounts of power or authority, functions and capacity from central government to local governments but also promoting high-level community participation, democratic governance and maximum accountability of decision-making.

While the decentralization framework creates the conditions for real community participation in several development programs/projects of local governments to become relevancy, quality and access to extend resources, improve accountability of the projects to the community (Meshesha, 2014, p.76). This might develop the notice of community responsiveness to the local needs. As a result, it intends to boost equitable access, retention, quality and performance of developmental programs for the society. However, once it sees the sensible level of community participation (*Ibid*) in local development projects like road infrastructure development in Ethiopia including Wolkite Town, there's a hindrance to effective community engagement. Involvement of communities within the development process usually ends up in lack of ownership and sustainability of development programs. This often causes the communities to lose interest in these programs, which successively increases dependency on government resources. Thus variety of questions must be addressed to form participation effective, among them include the capacity of individuals to participate and their preferences in participation (Khwaja, 2004; Meshesha, 2014, p.74). With ongoing administrative' reform, there's a sign that, people's participation all told planning and implementation might become a reality. Nevertheless, the local authorities and other people aren't capacitated during this effort.

According to Wolkite Town administration/municipality (2020) several attempts have been made to engage urban communities in various local development projects/programs such as road infrastructure development using multiple approaches, however community involvement continues to be very limited. There's low turn-up of the local people to involve themselves in development programs/projects. The engagements of the community in development programs are limited against the municipality need. As a result there is still a need to come up with better ways by which the community will be in a position to participate fully in the community road infrastructure development. Due to this fact the infrastructure development of the town has been poorly developed, therefore examining community participation for better achievement and sustainability is crucial.

1.2. Statement of the Problem

Given the unprecedented rate of urbanization in Ethiopia and the lack of municipal revenues to meet the growing needs, significant gaps have been emerged in access to basic services and infrastructure in cities/towns (World Bank, 2018, p.3). As a response to these gaps, governments at all levels have made efforts to collaborate with multiple stakeholders in reducing urban poverty and improving infrastructure to boost urban residents' livelihoods.

In accordance with this, Ethiopia's urban local governments are responsible for providing "state services," such as education, health, justice, and security and "municipal services," such as roads, drainage, sanitation, and solid waste collection and disposal (Tegegne and Clacey, 2011; World Bank, 2015, p.65; Tafa and Letu, 2018, p.44). But they often lack the capacity to fulfill their responsibilities. With this limited capacity of local governments, it is much harder for cities to provide the necessary infrastructure and services for rapidly growing urban populations. In response, several approaches have been tried over time. The supply approach was first adopted by government but community involvement in urban infrastructure development was promoted in its quest for alternatives. Community participation approach in urban infrastructure helps to generate or mobilize enough resources from both local government and the community towards the implementation of projects.

As such all municipal functions in Ethiopia are expected to be financed from own local revenues that the involvement of urban residents to fill such infrastructure gaps is important (MUDHC, 2014, p.36). In the context of development projects, the benefits of participation derive not only from cost reduction and resource mobilization during implementation (Peter, 1996, P.1), but also from more effective targeting of project measures to the real needs of the people. In this regard some towns or cities (World Bank, 2015, p.81) have been able to mobilize urban residents and manage their assets better as a result improving their delivery of basic services and infrastructure like roads. However, the participation of local communities in many urban infrastructural development projects has not progressed as needed, and the vast majority of urban local government remains to be a serious constraint to funding investment in infrastructure and service provision. Consequently as Hassan, Muturi & Samantar (2018, p.113) asserted that lack of involvement of the community can result in poor development priorities, duplication of resources, mismatch of prioritization of needs, poor decision making and short-lived interventions attributed to poor sustainability plans and community sense of ownership of the intervention outcomes thus affecting their lives.

Regarding development of urban infrastructure such as internal roads the participation of local communities has been promoted in Ethiopia (MUDHC, 2014, p.35) that is not exceptional to Wolkite Town as well. According to Wolkite Town Administration efforts aimed at improving community participation in the development of urban infrastructure like roads have been carried out by the local government over the past few years (Wolkite Town Administration/ municipality, 2020). However, both in quality and access, the town has low urban road infrastructure, the road sector was found to be dependent on external resource and deficient in resource mobilization. There was the demand of additional roads especially internal roads in which none of cobblestone or gravel and still remain as

paved soil. Community participation is not well institutionalized in the town and has therefore become the current issue for the municipality. On the other hand, local government offices such as the Municipality and the Kebele are involved in various phases of the development of urban internal road infrastructure operations, such as planning, decision-making, execution, monitoring and evaluation. The administrations of Kebele, which are close to the residents, play a leading role in organizing community involvement efforts in the town. Nevertheless, according to the City Administration Report (Wolkite Town Administration/ municipality, 2020), the efforts were highly fragmented and not well coordinated and community participation initiatives are carried out on campaign and unplanned. In a nutshell, the existing practices based on the use of campaigns are not sustainable, and also the channels of communication and feedback do not seem to be adequate. In effect, the issues outlined above have led to a waste of resources, harm to trust between individuals and public institutions, and hindered the perceived impact of community engagement in road infrastructure development.

The involvement of the community in various development projects and programs, such as road development, has drawn a great deal of interest among many researchers. A substantial body of research on this subject has been conducted globally, but there are few studies focusing on the situation in Ethiopia. Each of them focuses on its own area of concern for community participation. For example studies have been done on practices/status, challenges and the role that the local community participation plays in development projects at local level (Meskerm, 2015; Dodajo, Serbech and Asfaw, 2014; Haileleul, 2016; Seboka, Assmie and Ibrahim, 2020). However many have failed to address the institutional mechanisms and arrangements for community engagement. As a result, this study by examining the extent, roles and challenges of community participation with the institutional context; tries to fill such a gap. Besides, there was absence of research on community participation in urban road infrastructure development in the study area. Therefore, this study seeks to examine community participation in urban road infrastructure development projects in Wolkite Town.

1. 3. Objectives of the study

1.3.1 General Objective

The overall objective of the study was to examine community participation in urban road infrastructure development projects in Wolkite Town.

1.3.2 Specific Objectives

The specific objectives set in this study were to:-

- i. Investigate the institutional frameworks for community participation in urban road infrastructure development in Wolkite Town,
- ii. Assess the extent and role of community participation in urban road infrastructure development in the Town and,
- iii. Identify the challenges for effective community participation in urban road infrastructure development in the Town.

1.4 Research Questions

Based on the stated objectives above, the study tried to answer the following research questions:

- i. What are the institutional frameworks for community participation in urban road infrastructure development projects in Wolkite Town?
- ii. What is the extent and role of community participation in urban road infrastructure development in the Town?
- iii. What are the challenges for effective community participation in road infrastructure development in the Town?

1.5. Significance of the study

At this point in time, when government is decentralizing most of its activities to lower units, therefore it can help development practitioners to be aware of the factors that deter community participation in road infrastructure development of the Town, the roles of community involvement in the development process, and the institutional design of community participation. These may help to facilitate the development process and mitigate the challenges, enhance citizen ownership of development and improve sustainability of development projects and initiatives in the Study Area.

The study will also provide background information and materials to the municipal authorities of Wolkite Town in undertaking further studies that would improve the formulation and implementation of development plans/projects.

Finally, the findings may add literature for academicians and practitioners in the area of institutional context for community participation. This will fill some of the gaps that exist in the literature.

1.6 Scope of the study

The researcher has found that it is very important to delimit the scope of the study to a manageable size in order to investigate the issue thoroughly. This study was delimited to examine community participation in urban road infrastructure (gravel and cobble stone roads) development projects at Wolkite Town in Gurage zone of the Southern Nations, Nationalities and People's Regional State (SNNPRS) from 2015/16 to 2019/20. It tried to assess the extent, roles, challenges and institutional frameworks of community involvement in urban road infrastructure development projects in the town. It was noted that the year 2015 marked the enactment and endorsement of the revised urban local participatory development structural, procedural and implementation directive by urban development and housing bureau of SNNPR which is applied at different government levels. Simultaneously, business core processes that lead coordinate and support such urban local community development initiatives was organized separately within urban municipalities and started to undertake its activity by the same year.

1.7 Limitations of the Study

There were some limitations in the process of executing this inquiry and they included: First, a severe challenge was lack of sufficient literature and studies on urban road development projects in Ethiopia particularly at the research area. But, the researcher solved the problems by referring different source of date. Second lack of well organized document records about the road development activities undertaken in the town municipality office was another problem and the researcher was forced to go to the municipality and its sub offices frequently to obtain the documents. Time constraint was another problem which hindered the scope of this study. And lastly incidences of some respondents being hesitant to answer and filling out the open ended questions contained in the questionnaire as they often feel busy however every effort has done to resolve those limitations.

1.8 Organization of the thesis

This research paper was organized into five chapters: Chapter one is an introduction section where the background, statement of the problem, objectives of the study, research questions, significance, scope and limitations of the study were discussed. Chapter two reviews the literature and presents the conceptual and empirical frameworks that guide this inquiry. Chapter three briefly discusses the research methodology, including description of the study area, data collection and analytical methods. The fourth chapter then describes with the results and discussion from the field survey were presented in relation to

research objectives and questions stated in chapter one. Finally, in chapter five, summary, conclusions and recommendations of the study were provided.

1.9 Definitions of operational terms

The following are the definition of some key operational terms used in the research.

Community: - This is referring to a group of people who live in the same local geographical area and share common goals and interests in order to make a living and develop themselves, such as members of a city or town.

Community Participation: - is the process by which members of a community are involved in the decision-making processes related to urban road infrastructure development projects. It simply implies the active involvement of community members by contributing money, labor, ideas or materials to gravel and cobble stone roads development projects or activities.

Cobble Stones: - defined as cubic pieces of stone larger than sett, usually shaped by hand and built into a road surface layer or surface protection (ERA, 2011, p.105). It also described as stones that are frequently used in the pavement of early streets.

Road Infrastructure: - denote the hard component that comprises systems of urban physical structure that are mainly laid on the ground (e.g. roads) to provide public services. In the context of this study road infrastructure mainly includes internal roads development (gravel and cobble stone roads).

Local government:-defined as the administration of locality, a village, or town/city, a body representing the local inhabitants, has autonomy, collect revenue, and provide services to its inhabitants. In this study local government mainly refers to town/city, sub city and kebele administration unities of Wolkite Town.

Sustainability: - refers to the continuity of community participation in development projects like roads to sustain beyond the project period.

CHAPTER TWO

2. LITERATURE REVIEW

2.1. Concepts and Definitions

2.1.1 The concept of community

The word "community" is commonly used in everyday life. Community can be defined by characteristic that the members share which can include geography, shared interests, identity, experiences, values or interactions. It can thus be defined as a group of people who live in the same place, share an interest, a neighborhood or common set of circumstances (Oliver, 2004, p.210; Smith and Zhao, 2016). Similarly, George et al. (2015) views 'community' as "a group of people who live in the same local geographical area or who have some other non spatial element of shared identity". Gotame (2012, p.8) added that community comprises of people living together in some social organization and cohesion. Its members share in varying degrees of political, economic, social and cultural characteristics as well as interest. The characteristic and behavior of communities differs from one community to another depend on the historical background.

Community is being perceived differently by different individuals, thus it is receiving different interpretations from a number of scholars and practitioners. Some people conceptualizes the word community on the basis of geographical foundations, while others such as Hoe et al. (2018); define it as "a group of people with common interest, who are capable of taking collective decision and action for their common goal". According to MacQueen et al. (2001, p.1929) the term community is described as "a group of people with diverse characteristics who are linked by social ties, share common perspectives, and engage in joint action in geographical locations or settings." In this paper, the concept of community adopted has characteristics of both a geographical and interest community, as the study examines the participation of communities in urban road infrastructure development projects.

2.1.2 Community participation

Different scholars and institutions define the concept of community participation in different ways based on different context. To find an ideal definition is difficult, as it is historically related with different ideologies, thus acquiring different meanings. As such some view participation as a result of a bottom up empowering process; others see it more in a project context. Theron, 2005 cited in Sibiya (2010, p.10.) pointed out further that there are considerable differences of opinion as to what community participation is, and it follows that there will be many arguments about the universal definition. Butterfoss (2006) also

mentioned other words often used interchangeably, similar to community participation, such as public participation, citizen participation, community involvement, community partnership/collaboration.

Oakley and Marsden (1999) views community participation in development activities as the process by which individuals, families or communities assume responsibility for their own welfare and develop a capacity to contribute to their own and the community development; it is an active process whereby beneficiaries influence the direction and execution of development. Moreover, community participation in international development discourse is commonly used to refer to the involvement of local people in decision making process and evaluation of development projects, and is associated with empowerment and the respect for also the use of local knowledge (Marsland, 2006).

Within the context of infrastructure development in developing communities (Paul, 1987, p. 2) describes community participation as “an active process through which beneficiary groups affect the course and implementation of a development project with a view to enhancing their well-being in terms of income, personal growth, self-reliance, or other values they wish to cherish”. Furthermore Sproule, 1996 cited in Sibiya (2010, p.20) defined community involvement as the process of “giving people more opportunities to engage effectively in development activities, empowering people to mobilize their own capacities, be social actors rather than passive subjects, manage the resources, make decisions and control the activities that affect their lives”. The World Bank (2004, p.21) asserted that the present era is largely dominated by efforts towards promoting citizens’ participation in community development, which would require a fundamental shift in attitudes and techniques, thereby encouraging planning with the communities at the grass-root. Similarly, UN (2005) sees community participation as the creation of opportunities to enable all members of a community to actively contribute to and influence the development process and to share equitably in the fruits of development.

Community participation is a continuous two way process which involves the full understanding of processes and mechanisms through which development problems are investigated and solved (Theron, 2005 cited in Sibiya N., 2010, p.21). It covers arrange of activities ranging from passive involvement in community life to intensive action-oriented participation in community development. Participation in development as an indicator of decentralization involves the community. It is therefore a continuum, a permanent state which can only be achieved through providing the means for effective involvement of people in all facets of the society and actively promoting it as a matter of policy and practice (Mensah, 2010). There is broad support by international NGOs for public involvement in the urban development process. It is fundamental to democratic governance and provides for an informed, empowered citizenry.

2.1.3 Development

Development is an essentially contested concept (Willis, 2005; Escobar, 2011). It assumes various definitions depending on what concept of development is emphasized. Basically, it is about the improvement in the quality of life in terms of economic growth, social improvement, technological advancement, and environmental sustainability. Development is considered an inherent goal for all individuals and societies. As Coetzee (2002) notes that development infers “a form of social change that will lead to progress, the process of enlarging people’s choices, acquiring knowledge and having access to resources for a decent standard of living, and a condition of moving from worse to better”. It is also a process whereby the members of a society increase their potentials and institutional capacities to mobilize and manage resources to produce sustainable and justly distributed improvements in their quality of life consistent with their own aspirations (Cypher and Diethz, 1997 cited in Gelaye, 2017, p.12).

According to Mollel (2010, p.1) actual and sustainable development can be obtained by making the people who benefit an integral part of the development process. This includes involvement in the decision-making and in the phase of implementation. Further, development is not about the delivery of goods to a passive community, it is about active involvement and growing empowerment of the community. Burkey (1993, p.27) sees development as a process of gradual change overtime during which there is an increased awareness of peoples’ own capabilities, their rights and responsibilities. This helps those involved to participate in decision making at the local level and to choose their own leaders, plan and share power democratically and create and allocate communal resources equitably and efficiently among individuals and groups. Therefore in this study, the concept of development shall be seen as a process which tends to improve the quality of life of all members of society in that they attain more complete satisfaction of their collective necessities.

2.2 Forms of community participation

Community participation in development is either weak or strong. Weak participation occurs when local people are passive, distant and non-intervening participants in the development process, whereas strong participation happens when community members are active and interactive participants in the development process. Different scholars identified varied forms/levels/types of community participation in development discourse (Cornwall, 2008, p.270). In this research, these differentiations are key to examine the manifestation of community participation in urban road infrastructure development projects in the research area.

One of the most well known typologies of participation is Arnstein's (1969) "ladder of citizen participation". She identifies eight different forms of participation which she put into the following three broader categories: (1) non-participation, (2) degrees of tokenism and (3) degrees of citizen power (Arnstein 1969, p. 217). In the first two forms of "manipulation" and "therapy" there is literally no community participation, characterized by hierarchy and significant power imbalances between project professionals and community members. The next three forms "informing", "consultation" and "placation" include the community to various "degrees of tokenism" as they are informed about the project objectives or their opinions are heard. However, there are still power inequalities, since the community has no means of ensuring that their perspective is actually integrated and acted upon. The last three forms of "partnership", "delegated power" and "citizen control" refer to a situation, where power is shared with or handed over to the community. Their voices are not only heard, but they have actual decision-making power and thus it is considered as the most desirable forms of participation (*Ibid*).

On the other hand Pretty (1995, p. 1247-1263) presented a participatory continuum laying out different forms of participation, from the least participatory to the most participatory. Pretty's participatory continuum is distinct as it laid down different forms of participation, from the least participatory to the most participatory. It indicates how people are involved in the project activities and how they are mobilized to carry out their own developmental activities in the absence of external initiators and facilitators as shown in Table 2.1.

Table 2.1: Pretty's Typology of community participation.

S.N ^o	levels/ Typology	Components of each type
1	Manipulative participation	Nominated individuals with no power pretend to be people's representatives.
2	Passive participation	People participate by being told what is going to happen or has already happened. It is a unilateral announcement by leaders or project management without listening to people responses or even asking their opinion. The information being shared belongs only to external professionals.
3	Participation by Consultation	People participate by being consulted, and external people listen to views. These external professionals define both problems and solutions, and may modify these in light of people's responses. Such a consultative process does not concede any share in decision-making, and professionals are under no obligation to take on board people's views.
4	Participation for Material Incentives	People participate by providing resources, for example labor, in return for food, cash or other material incentives. It is very common to see this called participation, yet people have no stake in prolonging activities when the incentives end.
5	Functional Participation	People participate by forming groups to meet predetermined objectives related to the project, which can involve the development or promotion of externally initiated social organization. Such involvement does not tend to occur at the early stages of project cycles or planning, but rather after major decisions have been made. These institutions tend to be dependent on external initiators and facilitators, but may become self-dependent.
6	Interactive Participation	People participate in joint analysis, which leads to action plans and the formation of new local institutions or the strengthening of existing ones. It tends to involve interdisciplinary methodologies that seek multiple perspectives and make use of systematic and structured learning processes. These groups take control over local decisions, and so people have a stake in maintaining structures or practices.
7	Self-Mobilization	People participate by taking initiatives independent of external institutions to change systems. They develop contacts with external institutions for resources and technical advice they need, but retain control over how resources are used. Such self-initiated mobilization and collective action may challenge existing inequitable distributions of wealth and power.

Source: Pretty, 1995 cited in Cornwall (2008, p.272)

Pretty (1995) emphasized that self-mobilization is perhaps the most significant of all seven categories, because without it local communities would not have a platform to make substantive contributions to decisions that direct the implementation of development programs that benefit them. While Arnstein's ladder looks at participation from the perspective of those on the receiving end, Pretty's (1995) typology of participation speaks more to the user of participatory approaches. His typology is equally normative: going from 'bad' forms of participation to 'better' forms i.e. from manipulative participation to Self-Mobilization.

Another way of looking at community participation in community development is as a "means" or an "end" (*Table 2.2*). Participation as a means entails using participation to capitalize on the resources of the community in order to achieve some predetermined community development goals (Kumar, 2002, p.26; Thwala, 2009, p.8-50). On the other hand, Thwala, (2009, p.40) argued that community participation as an "end" entails regarding participation as a goal in itself, whereby the community develops capability to own and drive the development initiatives. The distinction of community participation as "means" or "ends", as with the preceding typologies of participation, reflects the unequal levels of empowerment of the community to influence their own development. The following table is a comparative analysis of the use of participation as a means versus an end.

Table 2.2: Comparative Analysis: Participation as a Means versus an End.

Participation as a Means	Participation as an End
☞ It implies use of participation to achieve some predetermined goals or objectives.	☞ Attempts to empower people to participate more meaningfully.
☞ It is an attempt to utilize the existing resources in order to achieve the objectives of programmes/projects.	☞ The attempt is to ensure the increased role of people in development initiatives.
☞ The stress is on achieving the objective and not so much on the act of participation itself.	☞ The focus is on improving the ability of the people to participate rather than just achieving the predetermined objectives of the project.
☞ It is more common in government programmes, where the main concerns is to mobilise the community and involves them in improving the delivery of the system.	☞ The view finds relatively less favour with the government agencies. NGOs in principle agree with this point.
☞ Participation is generally short term.	☞ Viewed as a long term process.
☞ Appears to be a passive form of participation.	☞ Relatively more active and long term.

Kumar (2002, p. 26).

2.3 Benefits and Principles of Community Participation

A substantial literature has highlighted the importance of community participation in any development projects which urban road infrastructure cannot be an exception. This is because it is agreed that community participation is an important factor in community success (Maiyaki, Marzuki, and Azam Mustafa, 2018, p.192). Community participation is seen beyond a requirement; rather it is a prerequisite for success as established by various studies, the communities that involved their citizens fully in the community developmental project generate more resources, grow more holistically and come out with a better result. Hence, community participation is vital to community success.

As Cleveland and Lubic, (1992) stated the ineffectiveness of the top-down approach in many developing countries has redirected strategy to adopt the foundation of people participation/bottom-up approach which holds the characteristics of sustainability, empowerment, independence, and justice. In fact, the need for a bottom-up approach has not only been felt by governments but also by development organizations, NGOs, and CBOs all of whom have begun incorporating the technique in their programs and activities for successful implementation. According to Njunwa (2010, p.26) the benefits of community participation include, but are not, limited to the following:-

Firstly, the community participation empowers community to make decision that directly affects their life. The community participation helps to achieve greater citizen's satisfaction with their communities and development at large. Therefore, the active community participation is a key for building an empowered and responsible community. Secondly, the community participation creates the sense of ownership of the development process to the community itself. Development processes become integral part of the community and helps the community to believe that they own their development process. The top down approach to development process do not create the sense of ownership of the development to the community. Thirdly, the community participation ensures sustainable development and continuity of the development processes. The community participation ensure that people are informed about community work, involved in decision-making process (planning stage) and in implementation stage. The situation to involve people in all stages of development creates mutual partnership between the government/donors and communities which result in sustainable development. The community participation develops true democratic processes in development process. The community direct or through their representatives is free to make decision about the problems and development project. People voluntarily accept to participate in development processes.

Besides the above benefits another aspect of community participation is the importance of principles of community participation which one needs to be recognized and implement in order to ensure effective community participation in development projects. The following are the key principles as highlighted by International Institute for Environment and Development (IIED) (2010, p.19): -

Inclusion: - of all people, or representatives of all groups who will be affected the results of a decision or a process, such as a development project. *Equal partnership*: - recognizing that every person has the skill, ability and initiative and has equal right to participate in the process regardless of his/her status. *Transparency*: - all participants must help to create a climate conducive to open communication and building dialogue. *Sharing responsibility*: - similarly, all stake holders have equal responsibilities for decisions that are made, and each should have clear responsibilities within each process. *Empowerment*: - participants with special skills should be encouraged to take responsibility for tasks within their specialty, but should also encourage others to be involved to promote mutual learning and empowerment. *Cooperation*: - cooperation is very important; sharing everybody's strengths reduces everybody's, weaknesses. *Commitment*: - all stakeholders must be committed to adopt the participatory approach and create the needed environment to fulfill this responsibility. *Attitude*: - changing attitudes and behaviours of the disadvantaged is important to empower and equip them with the needed skills to integrate participation to be part of their attitudes and behavior. These principles for effective participation can be applied to all aspects of the development process or project.

2.4 Antecedents for Successful Community Participation

It is common knowledge that perfect participation is not attainable most of the time. Newman and Jennings (2008) proposed the following conditions for meaningful and inclusive participation.

- i. Committed leadership, both political and bureaucratic;
- ii. A conducive national policy and legislative framework with support from higher levels of government;
- iii. Suitable political arrangements at municipal level to ensure coordination and accountability, complemented by provision for direct and indirect participation;
- iv. Participation that is broad and inclusive involving all relevant stakeholders, especially disadvantaged groups with multiple channels for participation to involve all social groups at various levels of government;
- v. Tools appropriate to the form and purpose of the participatory process; and
- vi. A monitoring and evaluation process to track progress and outcomes and learn from experience, including mechanisms that allow community involvement in supervising implementation.

2.5 Challenges of Community Participation

As Ekwale (2014, p.23) believed that the present decade has been intellectually termed as participation decade. Much literature has been published which attest to the benefits and significance of community participation in development project within the local framework. Though, factors that limit/hinder such participation are limited in literature some scholars in the field identified a host of factors accelerating or limiting community participation in development projects like urban road infrastructure development.

Accordingly, Oakley, 1991 cited in Meskrem (2015, p.18-21) discusses three major obstacles to community participation which are structural, administrative and social. Structural barriers form part of the complex and centralized organizational systems that control decision-making, resource allocation and information, and are not oriented towards people's participation. This situation is usually typified by a 'top-down' development approach. Administrative obstacles relate to bureaucratic procedures, operated by a set of guidelines and adopt a blue print approach, providing little space for people to make their own decisions or control their development process. The social impediments include mentality of dependence, culture of silence, domination of the local elite, gender inequality, and low levels of education and of exposure to non-local information.

Another obstacle is "standardization of approaches" (Guijt and Shah, 1998, p.5) which contradicts the original aims of participation, to move away from the limitations of blue print planning and implementation towards more flexible and context-specific methodologies. According to Cooke and Kothari (2001, p.53), participation has been translated into managerial "toolboxes" of procedures and techniques. This limited approach gives rise to a number of critical paradoxes: project approaches remain largely concerned with efficiency, and focus attention only on the highly visible, formal, local organizations, overlooking the numerous communal activities that occur through daily interactions and socially embedded arrangements. Dale (2004) identifies other barriers such as power structures within local communities, rigid professional attitudes among program and project staff, little awareness among people of rights they may have or opportunities they may exploit, and little emphasis on qualitative achievements of participation. These barriers are situation-specific, and need to be carefully analyzed in particular contexts.

2.6 Infrastructure and Urban Development

Infrastructure refers to those essential utilities without which it is difficult to operate primary, secondary and tertiary essential operations. In the broadest context, all public utilities such as education, public health, transport, communication and water supply are included in infrastructure facilities (Thwala, 2010). In other words, infrastructural facilities are a component of the basic needs kit that a society wishes to provide for a better life. Raniga and Simpson (2002) suggested that infrastructure can be classified into three main types namely: physical infrastructure such as roads, water, irrigation, rural electrification, warehouses, prohibitions and processing facilities; social infrastructure include health, education, community centers, fire and security services and institutional infrastructure such as cooperatives, community based organizations, financial institutions and agricultural research facilities. The exact relationship or linkages between infrastructure and development is still a matter of debate. There is no doubt; however, that infrastructure has positive effect on the overall development of human settlements. It can deliver substantial economic growth (Mc Neil, 1993 cited in Adedayo and Afolayan, 2012, p.621). In the provision of infrastructure, such as roads, there are numerous opportunities, including job creation, positive outcomes on the lives of urban citizens, improvement of environmental sanitation, boosting agricultural mechanization, among others. Despite the importance of infrastructure to the socio-economic and political development many cities in developing countries, have not been adequately provided with these facilities.

Further, infrastructure has been related to safety, protection, opportunities for jobs and people's well-being. Jobs and household poverty issues are tackled by implementing community-based interventions or the provision of basic infrastructure. The criteria for urban infrastructure are the result of modern urban development. As observed by Dowall, cited in Adedayo and Afolayan (2012, p.622), the strategic and timely location of urban infrastructure can play a key role in guiding the future form of urban area. The road transport system, among the different types of infrastructure, is the driver of economic development in most urban centers. As a consequence, it helps people's livelihoods. Cities have seen a substantial rise in road traffic and transport demand in recent years, combined with fault interactions of urban infrastructure systems that have impacted people's movement and safety along with fault interactions of urban infrastructure systems.

2.7 Strategies for Participatory infrastructure development

Participation exists in a wide variety of ways, from government participation in community-based development programs to the participation of citizens in government-directed management functions. In

no way are these approaches exclusive and they often take place at the same time. Four key strategic approaches are described, as noted by Peter (1996, p.3-5):

- i. Community-based strategies:- which constitute the most elementary form of participatory development. The frame of reference for development inputs is the social group or community itself. The main objectives are to support the local development of infrastructure services; enhance community groups' capacity to manage service development; and enable these processes through appropriate changes in the legal, technical, and policy context. Typical measures include organizational and technical extension services. Enabling measures involve recognition of people's rights to self-help infrastructure improvements, tenure security, and awareness building programs.
- ii. Area-based strategies:- which are the common forms of government directed programs for participatory infrastructure upgrading. Rather than a social group, a particular residential area constitutes the frame of reference of development efforts. Programs involve beneficiaries at various stages of the development process, with the principle objective of improving the efficiency and cost effectiveness of government activities. Typical measures include awareness building, community participation in demand analysis and the choice of solutions, and mobilization of resources for implementation and operation and maintenance.
- iii. Functionally-based strategies: - which employ the functional structure of the infrastructure system as the frame of reference for organizing developmental inputs. The main objectives of this approach are first to designate areas of responsibility within which each stakeholder may pursue particular interests and exercise capacities, and second to establish effective collaboration between these various domains. Typically, a community group will take responsibility for managing and financing "internal" activities such as local garbage collection, while the municipality will ensure the "external" tasks such as onward transfer and disposal of waste materials.
- iv. Process-based strategies:- which take the entire process of infrastructure management as their frame of reference. The basic objective is to improve the efficiency, demand responsiveness, and accountability of infrastructure service management through a general decentralization of delivery processes. Privatization of specific service delivery tasks and other forms of public-private partnerships are important decentralization strategy measures. Decentralization strategies depend upon measures of institutional development to increase responsibility and authority to local bodies and develop their capacity.

2.8 Road Infrastructure Development and Community Participation

Participation can be defined differently by different scholars and/or organizations for different purposes even though the meaning of the definition broadly remains the same. But to be specific for the purpose of this paper, participation in infrastructure service management is defined by IBRD (2013, p.32) as “a process whereby people-as consumers and producers of infrastructure services and as citizens-influence the flow and quality of infrastructure services available to them. Participation is based on voluntary relationships between various actors, which may include government institutions, individual infrastructure users, community-based organizations, user groups, private enterprises, and non-governmental organizations.”

One of the key objectives of participation is to incorporate local knowledge and preferences into the decision-making processes of governments, private providers, and donor agencies. When potential beneficiaries are able to make key decisions, participation becomes self-initiated action—what is known as the “exercise of voice and choice” or “empowerment.” Participation is expected to lead to better-designed development projects, more effective service delivery, and improvements in the targeting of benefits (IBRD, 2013, p.15).

As a stakeholder, the role and involvement of the community is crucial in the inclusive development of road infrastructure. It is assumed that the community should actively engage in such local development initiatives as they are the first beneficiary of the outcome and allow them establish a sense of ownership to protect, handle and sustain development results without expecting the government for any budget allocation to such activities.

The road construction projects presume active community engagement without which the projects could not be effectively realized. The community is expected to collect initial funds in the form of contributions from each household in the neighboring community; among others. At the meetings with elected authorities and committee representatives, their support was also sought. In particular, community members should make efforts to follow up on road improvement projects and protect the road from harm of any kind.

2.9. Road as an Asset

The development of urban road infrastructure systems is an integral part of modern city expansion processes (Marović et al., 2018, p.1). Internationally; roads are dominant transport assets and a valuable infrastructure used on a daily basis by millions of commuters, comprising millions of kilometers across the world. As ERF (2014, p. 6) asserted that Roads ensure mobility – in your neighborhood, your municipality, the region or beyond and enable much more. The quality of the road network directly

influences citizens' daily life such as the residents' health, safety, economic opportunities, and conditions for work and leisure (Marović et al., 2018, p.2). Therefore users, residents, consumers, employees, businessmen or taxpayers, all should care that roads are managed efficiently and are able to deliver good service to society. Further roads are one of the major financial community assets and provide large benefits to the society. But, due to poor asset management, many road networks are in danger and road asset management provides decision makers with the necessary tools for efficient and sustainable management of roads (ERF, 2014, p.4-5).

2.10 Empirical Literature

Literature specific to community participation in the development of urban road infrastructure in the study area was found to be meager and the research carried out was not published in journals and therefore not dependable to include in the study as such. In search for related literature made along the subject of the study in Ethiopia and the rest of the world by accessing internet sources, however, the following were found. Some of the relevant literatures are highlighted below as:

Seboka, Assmie and Ibrahim (2020) investigated community participation in urban road infrastructure development projects using primary data collected randomly from 360 inhabitants in Jimma Town, Ethiopia. Findings reveal that the presence of poor urban road infrastructure both in quality and access, the road sector was found external resource dependent, deficient in resource mobilization and Topography of the town by itself also escalate the problem. The town has limited standard of asphalt and cobble stone and still there was high coverage of road that need maintenance due to long service and poor quality. There was the demand of additional roads especially internal roads in which none of cobblestone or asphalt and still remain as paved soil. Community participation was not well institutionalized in Jimma Town and it was the current issue for the municipality, community participation facilitated by local influential elders and community influential leaders to solve their local road problem by using local resource temporarily, and implemented in the town to fill the financial gaps of projects. The community is not participating in the entire project cycle; in planning, implementation, maintenance, operation and evaluation are not satisfactory; and thus obstacle for substantive community participation. The study also found that there was poor communication and relationships among the municipality, kebele leaders that manage the project and the community.

A study by Awini (2018) sought to examine the challenges of the implementation of water and sanitation projects in Gushegu District in Ghana. Data collection techniques included interviews and administration of semi-structured questionnaires. The respondents were selected through purposive and

convenience sampling techniques. The study sought to establish why beneficiaries were not quite often involved in the planning of projects. A total of 135 respondents (54%) agreed that stakeholders are not always involved. Further, the results showed that 45.2% indicated that the stakeholders are neglected because of the misconception that beneficiaries are not capable of contributing meaningfully to the decision making of project. Other factors identified as impediments included organization requirements, time constraints or policies and the notion that planning does not directly concern beneficiaries. The study concluded that leaving out stakeholders would fuel some challenges during implementation.

Akin.(2016), examined the impact of community participation on road and water infrastructure development in the suburban areas of a medium size city, AKure, Nigeria using a range of qualitative methods. The study also assessed the participation of the local residents and contribution of community self-help projects to adequacy of infrastructure development in these communities. The study indicated that the preference of top-down approach to infrastructure development as only few agencies make use of bottom-up approach while there was no collaboration between the state-based and local-based agencies and neither with the regulating agencies. Besides, there are overlapping responsibilities as regulatory institutions are also the major providers of road and water infrastructure in Akure suburban area. Further the study showed that community self-help projects contributed to the adequacy of road infrastructure; and community participation contributed more to availability, accessibility and affordability of road infrastructure while the qualities remain poor and not improved.

Another study by Hassan, Ong'ayo and Osore (2019) sought to determine the demographic factors that influence community participation by using empirical data collected from a sample of 326 community members who participated in the implementation of the Hazina Ya Maendeleo Ya Pwani (HMP) project in Kenya. Study findings revealed that gender and level of education were the two demographic factors that significantly influenced community participation, with women showing greater participation. The study also uncovered that demographic factors comprising age and type of economic activity had no significant influence on community participation. The study concludes that in order to stimulate optimal community participation in development initiatives at the grass-root level, it is worthwhile to make gender and educational level considerations. The study suggested that there is a need to enhance the participation of men in development interventions considering the many socially constructed roles already assumed by women.

Chandago and Kisimbii, (2020) highlighted the determinates of community participation in development projects in Kwale County in Kenya and depicted that leadership, culture, community support and level

of literacy as the major hindering factors to participation. It was also revealed that many residents in the area are illiterate or semi-illiterate; hence they lack the requisite skills and knowledge that make them participate in the development projects in the area this contributed to low participation in the projects.

Haileleul (2016) studied the status and contribution of community participation in local development in Kilte-awulaelo woreda, Tigray, Ethiopia. In his study he found out that there was manipulated type community participation on works to sustain local development, hence local development is generally developed by powerful individuals, governments, or outsiders without any discussion with the local communities. Local people have failed to vividly demonstrate their skill and knowledge on tackling poverty and underdevelopment. Further there was chronic rural poverty and undemocratic local leadership, which in turn limits active local community participation in the local development decisions and democratic practices.

Mwiru (2015) evaluate the importance of community participation in development projects at local level the case of Dodoma municipal council in Tanzania. Findings revealed that community participation was low influenced by socioeconomic factors, political-cultural factors also not understanding the roles of communities in participation. It was also revealed communities were contributing financially, few were contributing through labor and materials hence it was concluded that citizen's response towards contribution to development projects being poor. The study further revealed that citizen involvement in decision making is very low and citizens are not aware of their rights, roles and responsibilities which are caused by lack of citizenship education, miscommunication between leaders also many citizens being illiterate. It finally concluded that community participation is very crucial because it creates awareness among stakeholders on how funds are being used and get to decide on their wellbeing, also when communities participate transparency and accountability of the leaders increases hence having projects of quality standards.

Adedayo and Afolayan (2012) examine the implications of community provision of infrastructure in the development of medium sized towns in Nigeria. The study revealed a high level of community participation in the provision of such infrastructure as schools, electricity, roads, water, market stalls, health facilities, and town halls. However, variations exist among the medium – sized towns in the type and number of infrastructure provided by community action. The study indicated that, infrastructure provision by community action can lead to a balanced regional development as other smaller towns

around the study emulate the action. Finally the study recommends the integration of community development plans with those of the local government towards achieving even development.

2.11 Conceptual frame work

Based on literature the researcher develops a conceptual framework which identifies the factors that hinder community participation in development projects such as urban road infrastructure development projects. These factors included: poor institutional set up, lack of resources, lack of awareness, poor coordination and communication between community and local authorities, selective participation, lack of interest and commitment on part of community, time constraints, lack of supportive policies and incentives and poor leadership (Figure 2.1).

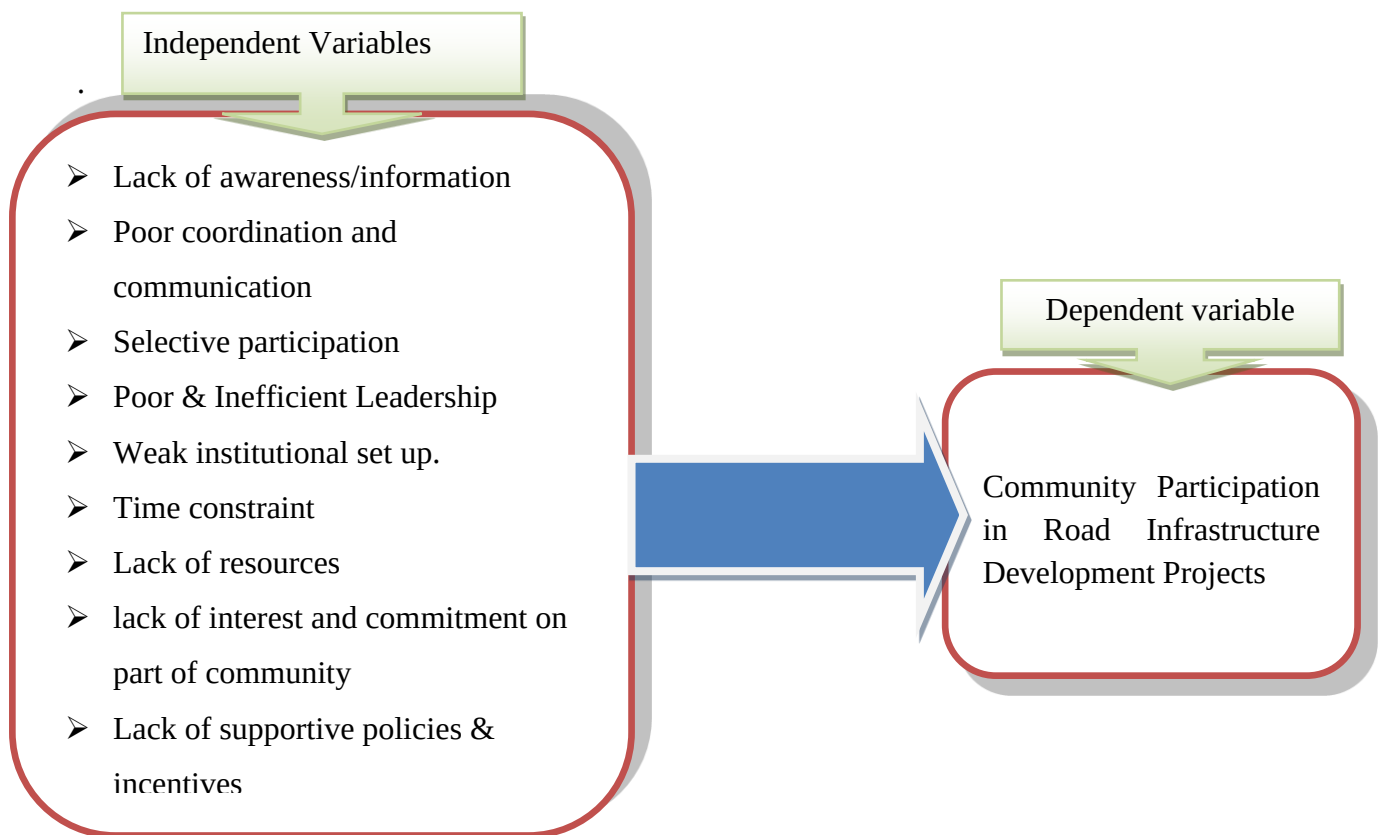


Figure 2.1: Conceptual Frame Work of the Study

Source: Researcher Construct, 2021.

CHAPTER THREE

3. RESEARCH METHODOLOGY

This chapter deals with the research methodology and all the procedures that were applied in conducting this study. It describes about study area, the research design, type and sources of data, sample size and sampling techniques, data gathering instruments and method of data analysis.

3.1. Description of the Study Area

Wolkite is the capital Town of Gurage Zone and located at 158 km South-West of Addis Ababa on the way to Jimma Town and 427 km from the regional city, Hawassa (Figure 3.1). It belongs to the Southern Nations, Nationalities and People Region (SNNPR). It is one of the twenty two reform towns opted as a hub of development in the region. Astronomically the town lies approximately 8°17'N and 37°47' E and 8° 28' N and 37° 17'E and has an average elevation of 1910 meters above sea level (Kumel, 2014). The projected total population of the Town in the year 2020 was about 96 957, of which 47 431 and 49526 were males and females population respectively (Wolkite Town Finance and Economic Development Office, 2020). According to information obtained from the municipality the town is poor in road infrastructure development. Even though different road types had been built in the town so far, their accessibility was very low compared to the growth of the town and needs of the growing urban populations (Wolkite Town Municipality, 2020). Furthermore, cobble stone road development was a recent phenomena in the town and three kebeles (Selam Ber, Ediget Chora and Menhariya) being observed as relatively improved cobblestone roads pavement due to their central location. Since 2018/19 the UIIDP started to carry out different infrastructural and institutional development programs like roads in the Town.

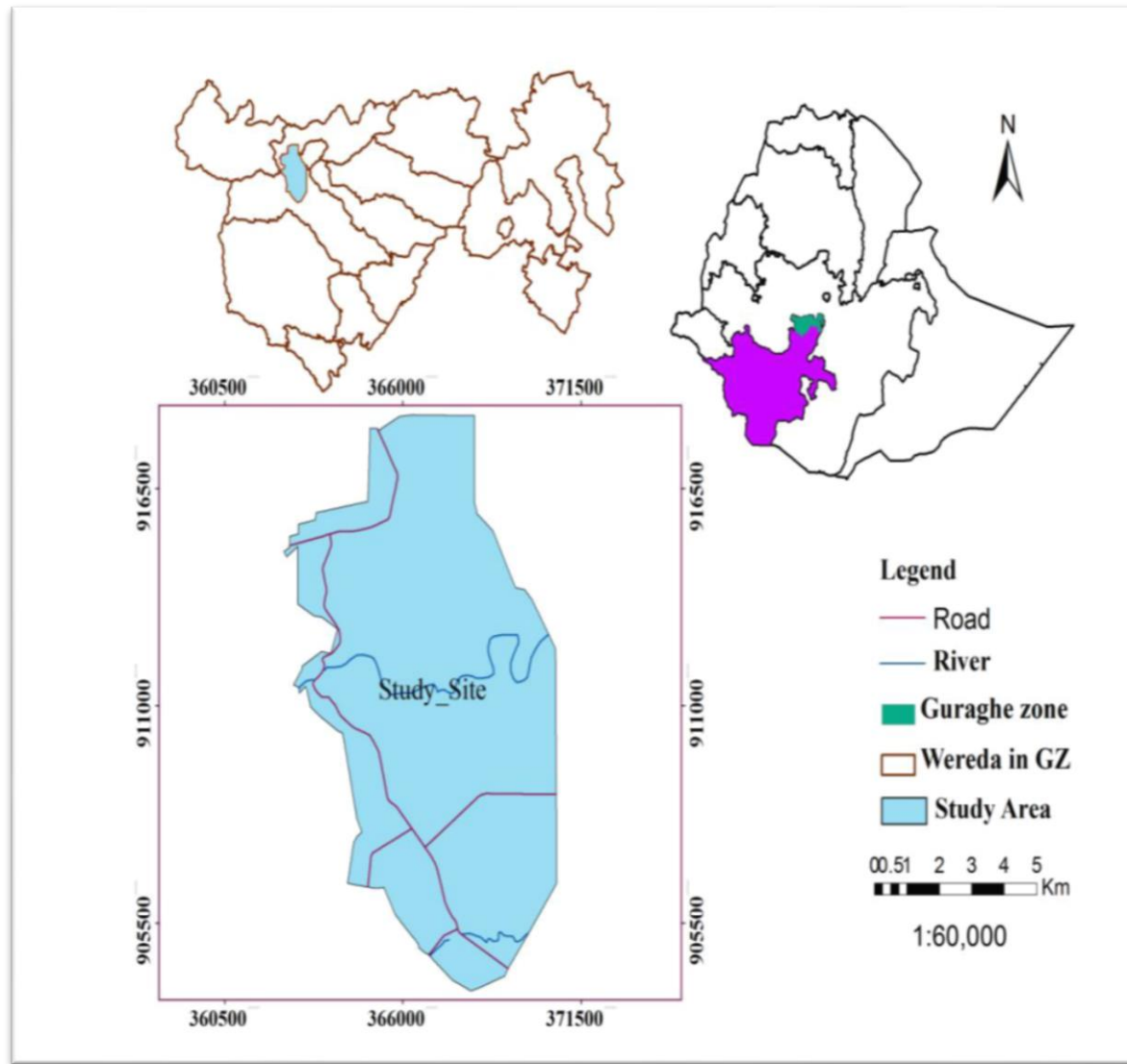


Figure 3.1: Location Map of Wolkite Town.

Source: Kumel (2014).

3.2. Research Approach

The mixed methods approach was employed in this study to collect and analyze both primary and secondary data. Mixed methods approach is defined as “a type of research in which a researcher or team of researchers combines elements of qualitative and quantitative research approaches (e.g. use of qualitative and quantitative viewpoints, data collection, analysis, inference techniques) for the broad purposes of breadth, depth of understanding and corroboration” (Johnson, Onwuegbuzie and Turner, 2007). Recently, mixed methods research has been accepted among research approaches as the third main stream beside the purely qualitative and purely quantitative research methods. At the core of the

premise of this approach is that the combination of qualitative and quantitative approaches will provide a complete understanding of a research problem or issue than either approach alone (Creswell, 2009, p.4).

A mixed methods research approach serves the purpose of this study, as it allows to examine community participation in the specific context set by the case and to include a variety of perspective from different participants on extent, roles, institutional structures and challenges of community participation in road infrastructure development projects in the study area. This strategy also allows juxtaposing the qualitative and quantitative data to support or challenge the respective findings.

3.3. Research Design

A research design is defined as a plan or ‘procedure for collecting, analyzing, interpreting and reporting data, obtained to answer the research questions (Sekaran and Bougie, 2016, p. 95). As explained by Creswell and Plano Clark (2018), there are three basic mixed methods designs: convergent design, explanatory sequential design and exploratory sequential design. Among these designs across sectional convergent design or simply convergent design was employed in this study. A convergent design allows both strands of quantitative and qualitative data to be collected concurrently and results can be merged during the overall interpretation to identify the convergence, divergence, contradictions or relationships between both data sets (Creswell, 2009; Creswell and Plano clark, 2018, p.118).

This method of research was preferred because a researcher was able to develop a complete understanding of the existing problem by obtaining different but complementary data. To this end with the purpose of corroboration and validation, this type of investigation triangulates the methods by directly comparing the quantitative statistical results and qualitative findings. Further, in the present inquiry a convergent design was adopted in order to look at issues from different perspectives and to triangulate the findings (Appendix VI). Such a combination of approaches was particularly appropriate for a study of this nature where no particular source of information has the complete picture of the issue/problem under study. A semi-structured questionnaire survey was used to collect the necessary quantitative data/information from household respondents while focus group, key informants and archival inquisition were also used to obtain qualitative data respectively so as to elicit in-depth information pertinent to the area under study.

3.4 Type and Sources of Data

In obtaining reliable and relevant data that helped realize the aim and objectives of the research, the various types of data needed were collected using appropriate and reliable data collection methods from

appropriate sources. In order not for the research to be one sided, data of both primary and secondary in nature were collected. The primary data of the thematic issues were focused on extent, roles, challenges and institutional frameworks of community participation in road infrastructure in Wolkite Town, the current extent of participation and the possible strategies to be under taken to ameliorate the situations. The sources of the information were household survey participants, key informants and focus group participants. The source of the secondary data includes annual reports, research reports, books, journals, articles and on-line materials were employed. Furthermore, records of Wolkite Town municipality and kebele administration offices were also reviewed.

3.5 Sample Size and Sampling Techniques

3.5.1 Questionnaire Sample Size Determination

The total number of households in Wolkite Town is about 14226 (Wolkite Town Mauncipality, 2020). The town is composed of three sub cities and six kebeles. Of these two sub-cities, Bukur and Addis, were drawn purposely for this study as they comprised a larger portion of the Town's built up area and population. On the other hand, Gubire sub-city was excluded because the sub-city has dominated by rural settlements as a result of its recent incorporation as part of Wolkite Town. And then two kebeles out of three kebeles from Addis and one kebele out of two kebeles from Bukir sub-cities; totally three kebeles were selected using a probability sampling technique for the study. The total number and list of household heads in each kebele was obtained from the municipality's office, where the kebele is the smallest administrative unit in Ethiopia.

Care has been taken to make the sample size of the study to be as representative as possible in accordance with the time and budget allocated. The rationale for deciding this sample size is based on factors like the homogeneity of population, cost of the survey, shortage of time, large number of factors to be analyzed and the precision level required. Taking this into account, 366 of the 7 696 households in the three sampled kebeles were selected using the Equation adapted by Ross, Lawrence and Thomas (2002) as follows:-

$$n = \frac{NZ^2 \times 0.25}{(d^2 \times (N-1) + (Z^2 \times 0.25))}$$

Where, n = sample size required

N = Total population size (known or estimated)

d = precision level (usually 0.05 or 0.10)

Z= confidence level (95% confidence level = 1.96).

To compute the study sample therefore the following formula was used.

$$n = \frac{7696 \times 1.96^2 \times 0.25}{(0.05^2 \times (7696-1) + (1.96^2 \times 0.25))}$$

Therefore the sample size for the study was about 366 households.

After the total sample size was determined, the sample size for each kebele was computed from the total sample size based on the heads of the household size of each kebele to ensure a proportional representation of each, as illustrated in Table 3.1 below :-

Table 3.1: Distribution of household head respondents from each kebeles.

S.No	Name of sub cities	Name of kebeles	Targeted population	Share of each kebele from the total sample size
1	Addis	Ediget Chora	2090	100
		Selam Ber	2823	134
2	Bekuir	Ediget Ber	2783	132
Total			7696	366

Source: Own calculation, 2020.

3.5.2 Sampling Techniques and Procedures

The study involved a multistage sampling, technique i.e. a combination of purposive and simple random sampling procedures to select the study area, household heads, key informants and focus group participants. The strategy used to identify the study area and sampling procedures involved the following steps. In the first stage, study area (i.e Wolkite Town) was selected purposively since that the researcher has familiarity with the study area, absence of research studies in the issue under investigation in the research area so far and accessibility of the study area for the researcher to get deeper understanding of the issues through frequent personal observation regarding the entire activities which took place to mention a few. In the second stage, of the total three sub cities of Wolkite Town two of them that was Addis and Bekuir sub cities and then one kebele out of two from Bekuir and two kebeles out of three kebeles from Addis sub cities; totally three kebeles were selected by adopting Simple random sampling technique (lottery method). The list of household heads of the three selected kebeles obtained from the municipality's office was used as a sampling frame to draw house hold survey participants by adopting random number table. Finally, the key informants and focus group participants were drawn using purposive sampling because of their administrative responsibility and their direct connection to the issue under investigation.

3.6 Methods of Data Collection

3.6.1 Household Survey Questionnaire

The major data collection instrument used for this study was a questionnaire that seeks information about extent, challenges, roles and institutional context of community participation in road infrastructure development in their local areas and demographic attributes of respondents and other general questions on local development and participation (Appendix I). The questionnaire contained both open and closed-ended questions. It was prepared in English and translated into Amharic in order to avoid the risk of misinterpretation, ambiguity of meaning and concepts of questions for ease of administration. Prior to the actual data collection process was carried out, the first draft questionnaire was pre-tested with 20 individuals who were not part of the selected household heads for this study and, as a result, adjustments were made before it was applied into the field for data collection (Appendix I).

3.6.2 Key Informant Interview (KII)

Face-to-face key informant interview was held with experts and officials. It was conducted with nine different individuals at Kebele and Town levels. At the Kebele level managers of each three kebeles were involved. Further, at the Town level the city administration head/ mayor, the manager and four experts' from the Town municipality who were assigned as community participation experts', integrated infrastructure provision expert and Urban Institutional and Infrastructure Development Program (UIIDP) coordinator could be used as key informant participants. Key informants were purposively selected because they were knowledgeable about issues related to community engagements in local governance. An interview guide with both open ended and structured questions were used as a tool for data collection. Open-ended questions provide space for conversations between the researcher and the respondents on particular issues where comprehensive knowledge is required while structured questions provide definite answers (Appendix II). The main purpose of this approach was to triangulate the survey method and to examine additional details that could not be answered by the survey method.

3.6.3 Focus Group Discussion (FGD).

In many ways, focus group discussions played an important role in the qualitative research approach. One of the most prominent advantages of the focus group discussions is that it revealed how the group participated and viewed the issues with which they were confronted. In this research three focus groups and each group having seven members were drawn on the bases of their homogeneity and representation to the rests in terms of community participation at local level. The focus groups were mainly composed of those individuals who were local development committee members and community leaders in their

respective kebele and *mender* (village). Those focal groups were from Ediget Chora, Selam Ber and Ediget Ber kebeles communities have been selected using judgmental sampling technique. FGD groups are discussed on the extent, roles, institutional arrangements and challenges of community participation in urban road infrastructure development projects based on their local areas context (Appendix III).

3.6.4 Document Review

Data relevant to the study subject were collected from documents, publications, reports from the Town and Kebele Administration Offices, all of which included secondary data sources. Other important sources of secondary data, such as books, journals, research reports and records accessed through the internet were also used to obtain the relevant information. Secondary sources were reviewed to complement the opinions of the household head respondent made during the questionnaire survey.

3.7 Data Analysis and Presentation

According to Shamoo and Resnik (2003) data analysis is a process of inspecting, cleaning, transforming and modeling data with the goal of highlighting useful information, suggesting conclusions and supporting decision making. In doing research, the analysis of data is a very significant step. Based on the nature of the data, different data analysis methods qualitative and quantitative methods were used in this study. The primary data obtained through different sources have been edited and coded. Quantitative analyses would employ Statistical Package for Social Science (SPSS version 20), to obtain frequency distribution tables, percentages, graphs and charts; which form the basis for the presentation of the data. On the other hand, qualitative data from both primary and secondary sources have been organized into related themes, patterns and categories in order to answer the different research questions under study and; used to triangulate primary data results.

3. 8. Ethical Considerations

As a matter of principle, the researcher observed some research ethics during the course of this research. The importance of being ethical stems from the need to ensure that the participants' rights and interests are constantly protected. When administering the research instruments, the researcher, made every effort to maintain ethical standards. Before collecting data, informed consent was obtained from respondents and the relevant authority. All information provided by respondents was kept private and confidential. Documents used have been properly acknowledged and documented to avoid issues of plagiarism. Finally, study findings were also presented without bias in favor of or against outcomes.

CHAPTER FOUR

RESULTS AND DISCUSSION

This chapter presents data analysis and discussion of the findings. The information collected from the field was aimed at achieving the objective of the study which was to examine community participation in road infrastructure development in specific reference to Wolkite Town. The responses obtained from the questionnaires, interviews and focus group participants were discussed and presented in light of the theoretical approaches on community participation that were selected in this study. Furthermore, the chapter was organized in themes, based on research objectives and questions which were used to guide the investigation. Data was presented in the form of tables, charts and percentages.

4.1 Demographic and Socio Economic Characteristics of Respondents

The purpose of the study was to examine community participation in urban road infrastructure development in Wolkite Town. Respondent's socio-economic and demographic characteristics are important in research since they bring to light the sort of respondents who took part in the survey. Such personal data of the sampled respondents which were relevant to the study included sex, age, marital status, level of education attained, period of stay in Town, family size and occupation of the respondents. This information was collected from questionnaire surveys held with sampled community members in Wolkite Town.

4.1.1 Gender Distribution

Figure 4.1 indicates that one hundred and ninety-four (53%) of the respondents were males, while the remaining one hundred and seventy-two (47%) were females. This suggests that the gender distribution of survey participants was nearly proportional, with only minor variations.

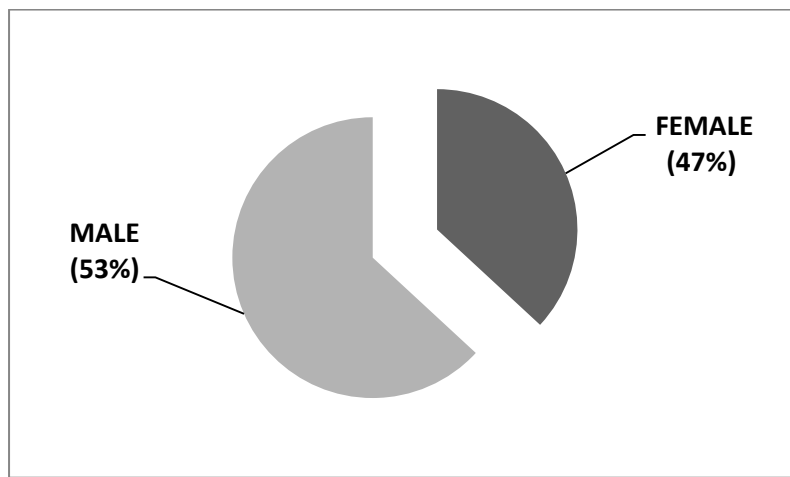


Figure: 4.1 Gender Distributions of Respondents

Source: Field Survey, 2021.

4.1.2 Age Distributions of Respondents

The ages of the respondents ranged from 19 years to 64 years. As depicted in figure 4.2 One hundred and twenty nine of the respondents were between the age of 34 and 41 years. Ninty-six (26.23%) of the respondents were in the age category of 26 to 33 years, seventy-three (19.95%) of the respondents between the age of 42 to 49 years, these seemed to be the majority of those interviewed. Forty-seven (12.84%) of the respondents were between the age of 18 to 25 years and 21 (5.74%) of the respondents were above the age of 49 years. The fact that more respondents fall between 26 to 33 and 34 to 41 interval of age simply explains the full involvement of the active age group in this study on community Participation.

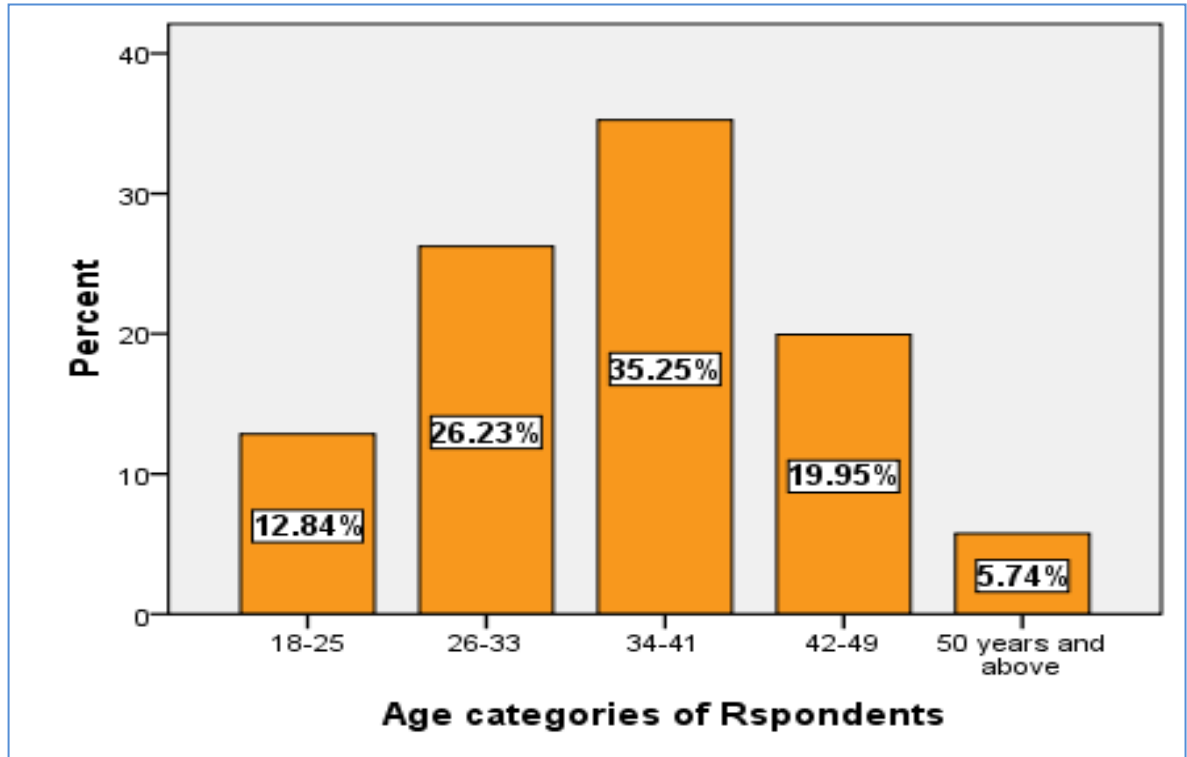


Figure 4.2 Age Distributions of Respondents

Source: Field Survey, 2021

4.1.3 Education Levels of Respondents

The findings revealed that 27.6 % of all respondents have first degree and above, followed by 20.5% who had college diploma .Only 17.5% have attended secondary school while 6.6% had no education but the read and write. This demonstrated that the majority of the surveys participants were literate.

Table: 4.1 Education Distributions among Respondents

Level of education	Frequency(n=366)	Percent	Valid Percent	Cumulative Percent
Read and write	24	6.6	6.6	6.6
Primary education (1-8)	61	16.7	16.7	23.2
Secondary education(9-12)	64	17.5	17.5	40.7
Certificate	41	11.2	11.2	51.9
College Diploma	75	20.5	20.5	72.4
First degree and above	101	27.6	27.6	100.0

Source: Field Survey, 2021

4.1.4 Marital Status of Respondents

According to the findings, as depicted in figure 4.3, two hundred and thirty four (63.93%) of the respondents were married, one hundred and seven (29.23%) single, thirteen (3.28%) widowed, and twelve respondents (3.55%) divorced. As a result, the majority of respondents' marital status was found to be married. The fact that the majority of respondents across the community were married suggests that they were viewed as responsible and mature adults ready to contribute to the development of their communities.

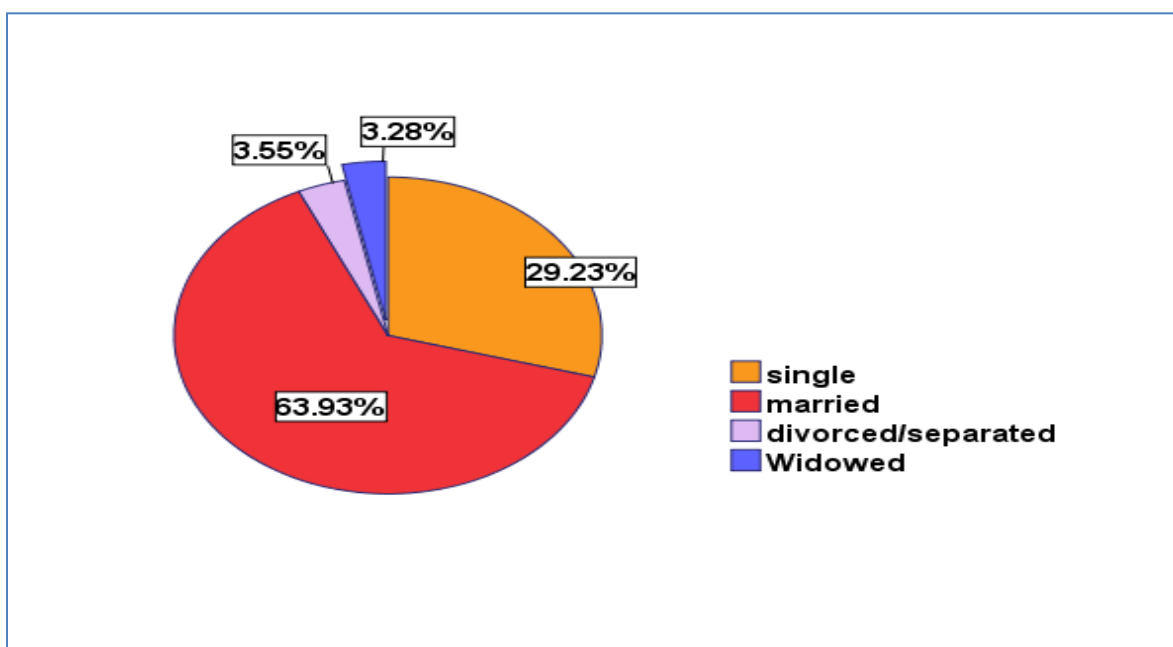


Figure 4.3 Marital Status of Respondents'

Source: Field Survey, 2021.

4.1.5 Family Size of Respondents'

Figure 4.4 below depicted respondents family size that most of the respondents have a family size of 4-6; 159(43.44%) were ranked first and those were followed with whose have the family size of 1-3; 107(29.23%) ranked second and those having family size of 7-9; 78 (21.31%) ranked third and the remaining were have the family size of more than nine 22(6%). The family size data revealed that majority of the respondents were found to have four or six household family members under households that means have a medium family sizes.

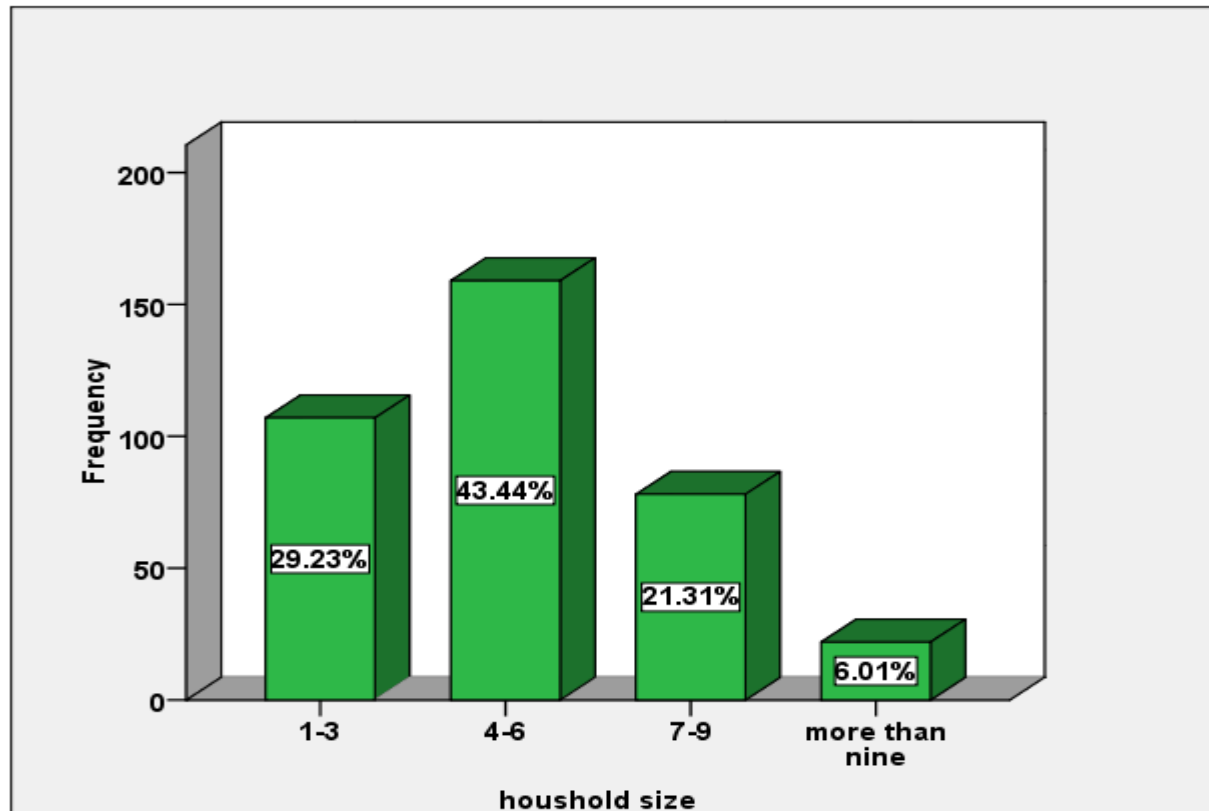


Figure 4.4 Households Size of Respondents

Source: Field Survey, 2021.

4.1.6 Respondents Length of Residence in the Study Area

Table 4.2, showed that, majority of respondents (28.7 %) have lived in Wolkite Township for five to ten years. Participants who had lived in Wolkite Township for 10 to 15 years were represented by 28.1 %, while those who had lived for five years or less were represented by 15.7 %.The data from the table clearly illustrated that the survey respondents lived long enough in the town ship to know their community and its participation in urban road infrastructure development. This points that the data collected from them was relevant and valid.

Table 4.2. Respondents' length of time stayed in the study area.

Period of Residence	Frequency (n=366)	Percent	Valid Percent	Cumulative Percent
Less Than Five	58	15.8	15.8	15.8
5-10 Years	105	28.7	28.7	44.5
11-15 Years	103	28.1	28.1	72.7
More than 15 Years	100	27.3	27.3	100.0

Source: Field Survey, 2021.

4.1.7 Occupation of the Respondents

Respondents' occupation may affect their participation. This subsection gives descriptive results of respondents' occupation. Accordingly, respondents were asked to identify the type of main occupation that allowed them to meet their daily family needs. Table 4.3 below illustrated that 98 (26.8 %) of respondents were traders, 93 (25.4%) were salaried employees, 74 (20.2 %) were farmers, 36 (9.8 %) were unemployed, and 65 (17.8 %) were others.

Table 4.3: Occupation Distribution among Respondents.

Type of occupations	Frequency (n=366)	Percent	Valid Percent	Cumulative Percent
Trading	98	26.8	26.8	26.8
Salaried Employee	93	25.4	25.4	52.2
Farming	74	20.2	20.2	72.4
Unemployed	36	9.8	9.8	82.2
Others	65	17.8	17.8	100.0

Source: Field Survey, 2021

4.2 Institutional contexts for community participation in road infrastructure development in Wolkite Town

One of the objectives of this study was to investigate the institutional/organizational arrangements within which the local communities are allowed to participate in urban road development projects in the study area. As pointed out in the literature review above, community participation seldom emerges on its own thus requires enabling environment where structural mechanisms are the once within which participation is realized in development initiatives. In this regard, to comprehend community participation in the urban road development process, it is important to examine aspects of the

institutional arrangements that govern such processes. Given this, Adebayo (2018) asserted that the effectiveness of participatory approach to development is determined by the institutional context in which it takes place. To this end understanding institutional or structural framework is important to situation analysis of the contexts in which community participation carried out in urban road infrastructure development projects.

The issue of institutional frameworks that can promote participatory development, which is consistent with commonly accepted principles of empowerment, sustainability, and so on, becomes relevant. The lack of effective structures for people's participation has been a major constraint upon more widespread development. People's participation in their own projects has not yet attained the acceptable levels that qualify to imply full participation. As a result, the researcher's underlying assumption is that participatory development to the extent of empowerment and ownership is impossible without adequate institutional frameworks. However, as Düvel (1999, p. 2) pointed out, the institutional framework is just one of several factors that can limit or promote community participation in development projects. It is, in reality, only a structure that allows for, but does not guarantee, proper participation and functioning. This section therefore focuses on describing what institutional arrangements in the urban local developments are, and then explores communities' perspectives of how these arrangements work in Wolkite Town.

4.2.1. An overview of existing institutional arrangements of urban local participatory development and how it works.

The existing institutional arrangement of participatory urban local development clearly stipulated in the revised participatory urban local development procedural and structural arrangement directive endorsed by the SNNPR urban development and housing bureau in 2015 which was implement since then. The directive indicated that, the structures formed to involve communities were used to perform different urban local development activities. Based on the directive the general over view of the institutional arrangements particularly the community structures (development committees) through which the urban residents are allowed to involve in local development projects/programs was discussed.

4.2.1.1 Structure and functions of the institutional arrangements'/community structures

Figure 4.5 captures the institutional/community structures of various committees ranging from the City/Town level to 1 to 5 arrangements' to promote participatory urban local development initiatives such as road infrastructure development. The researcher developed the structure based on the positions, duties, and responsibilities of each committee as represented in the revised urban local participatory development procedural and structural frame work directive.

As the hierarchical structure in Figure 4.5 showed there are a number of committees supposed to be organized in the city at different levels having their own roles and responsibility. There are development main committees (DMCs) from city to block levels. Aside from DMCS, development sub committees and audit committees are to be organized from the city level down to sub-city, Qetena, village and block levels.

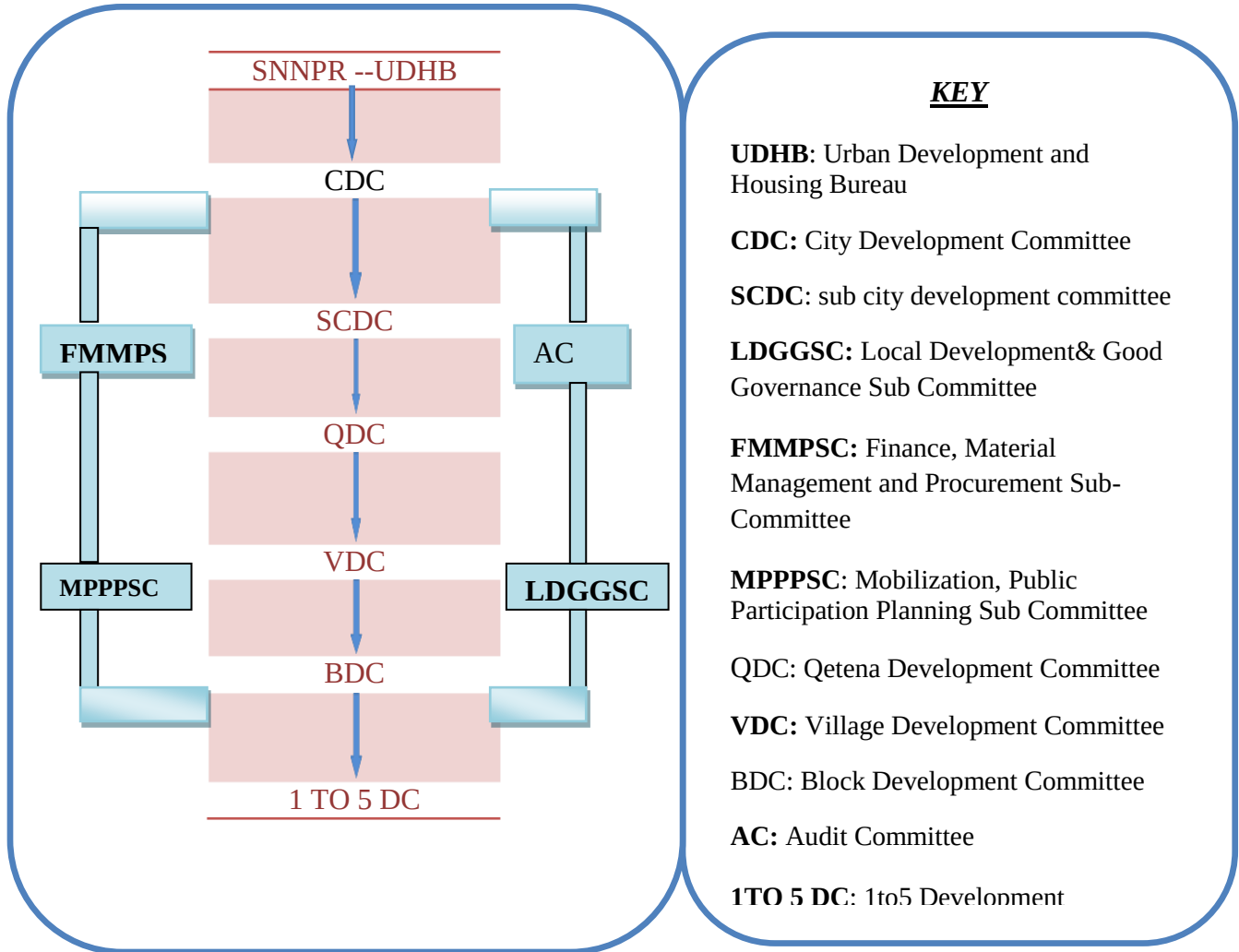


Figure 4.5: Institutional/Organizational Arrangements of Urban Local Participatory Development in SNNPR Including Wolkite Town.

Source: Researcher Constructs Based on the Revised Urban Participatory Development Procedural and Institutional Arrangement Directive of SNNPR-UDHB, 2021.

The development main committee is organized in city, sub-city, Qetena, village/mender and block levels. There are three sub development committees under the main development committee which are

subordinate to the main development committee and audit committee at each level except the 1 to 5 arrangements. The committee structures at each level have their own roles and responsibilities.

Members of the development main committees are composed of representatives from youths and women's associations/forums and chairman of development main and sub committees. And also members are selected in fair and democratic manner. The main committee has 5 to 7 members; the chairman, the deputy chairman and secretary are elected among the members. The city development main committee is accountable to the city council. The development main committees at different levels has the following duties and responsibilities: plan, organize, direct and coordinate developmental activities; organizes sections for facilitating development activities and directs them towards achieving the intended goal, mobilizes and coordinates the populace for developmental activities as per the plan designed; ensure the collection of financial and material contributions for development activities collected in proper way using legal receipts and administers the finance and other properties as per the finance regulations; gives necessary support for the NGOs and other organizations and investors to undertake development projects that they plan to do by their own initiative; presents periodic financial reports for the responsible body and the wider community.

Under the main development committee there are three sub committees and audit committee. The first one is the mobilization and public participation planning sub-committee (MPPPS) which is responsible for mobilizing the community towards local development; collecting and prioritizing the needs of the community; prepares the fiscal year's plan and submitted to the MDC; updates the community about the developmental activities; follows up the implementation of the projects being undertaken, performs fund raising jobs; arranges discussion panels with the community preparing reports, pamphlets, brushers and uses other mechanism to disclose information about the developmental activities undertaken committees for the community; and etc.

The second is the finance, material management and procurement sub-committee (FMPPS) which is responsible for collect and depose the fund obtained from different sources; performs the finance and material management works as per the policy of the government; prepares monthly report of all transactions undertaken in the month; and presents a plan for purchase of materials to the development committee through the MPPPS. The third one is local development & good governance subcommittee (LDGGS) which is responsible for follow up of all projects. The fourth committee structure in participatory urban local development is audit committee (AC) which is responsible to ensure the collection of financial and material contributions for development activities collected in proper way

using legal receipts , administers and follow up the finance and other properties as per the finance regulations; presents half yearly audit reports to the responsible body and soon. Generally according to the revised directive development committees which are organized at varied levels shall be responsible for mobilizing and coordinating the community at the grassroots level.

4.2.2 Respondents view on the existence of institutional structures for community involvement in urban road infrastructure development in the town.

According to Table 4.4 below, 193 (52.7%) are aware of existence of formal institutional frameworks established by the government to allow the community to engage in local development projects such as roads. On the other hand, 89 (24.3%) have no knowledge of the presence of any institutional system in which communities participate in road development projects, while the remaining respondents 84 (23%) have no idea whether the institutions exist or not and choose undecided. Furthermore those who confirmed the existence of an institutional framework for community involvement in road development projects were also asked if the current institutional framework had made a positive contribution to community participation in the development of road infrastructure in the town. The majority of respondents indicated that the government's institutional frameworks make no significant contribution to community participation in the town. This finding was in agreement with Molosi-France and Dipholo (2017) who reported that VDCs do not serve their intended purpose of engaging the community in the development process in Botswana. The key informants also agreed with the idea and stated that the institutional structure's inability to ensure community participation in development projects was due to the multiple and complex nature of the institutional arrangements'/committee structures at the town and kebele levels, frequent restructuring of the institutional arrangement, absence of sustainability, lack of cooperation among sectors and stakeholders, and lack of resources. Further, focus group participants' ascertained that development committees were poorly organized, had unclear responsibilities, were not properly supervised by the municipality, and lacked sustainability.

Table 4.4: Respondents' knowledge on the existence of formal institutional structures formed by the municipality/kebele for community engagement in their locality.

Response	Frequency(n=366)	Percent	Valid Percent	Cumulative Percent
Yes	193	52.7	52.7	52.7
No	89	24.3	24.3	77.0
Undecided	84	23.0	23.0	100.0

Source: Field Survey, 2021.

As the face to face interview responses with different officials of the town and Qetena/ kebele revealed that, in the current trend community participation in the town, most of the development committees are not functional particularly in the last three years. This implies that the development activities such as roads in the town are under taken without the real participation of the community. Further, key informants and focus group participants reveal that development committees were not organized based on procedures of the directive. The only committees which are existent and relatively functional become the kebele and village committee. The remaining ones are non-existent or not functional. Furthermore, respondents were asked to describe the gender balance in the institutional arrangements. Accordingly, a significant majority of respondents 329 (89.89%) reported that women were well represented in development committees established at various levels, particularly at the grass roots level. Data from focus group participants and key informants supports this claim.

4.2.3 Respondents views on the conduciveness of the existing institutional frameworks for community in URIDP.

The respondents were asked to indicate the extent of conduciveness of the existing community participation framework for community participation in the town. The findings in Figure 4.6 reveal that most respondents 211 (57.65%) reported that the existing institutional structures installed by the municipality to involve the community was not conducive for community participation while a total of 62 (16.94%) respondents stated that the institutional arrangements was conducive. Furthermore, 58 (15.85%) and 35 (9.56%) of respondents replied moderately conducive and don't know respectively. In view of this most focus group participants stated unanimously that the current institutional framework for community participation was not conducive for effective participation, in many cases it is unrealistic and disorganized; it needs restructuring and rearrangement to make it inclusive and conducive for the participating communities at the grassroots level. In asserting this the key informants added that community frameworks in urban local development projects such as road development have been restructured multiple times in the past, but that it is now also needed to make community involvement meaningful, inclusive, and sustainable.

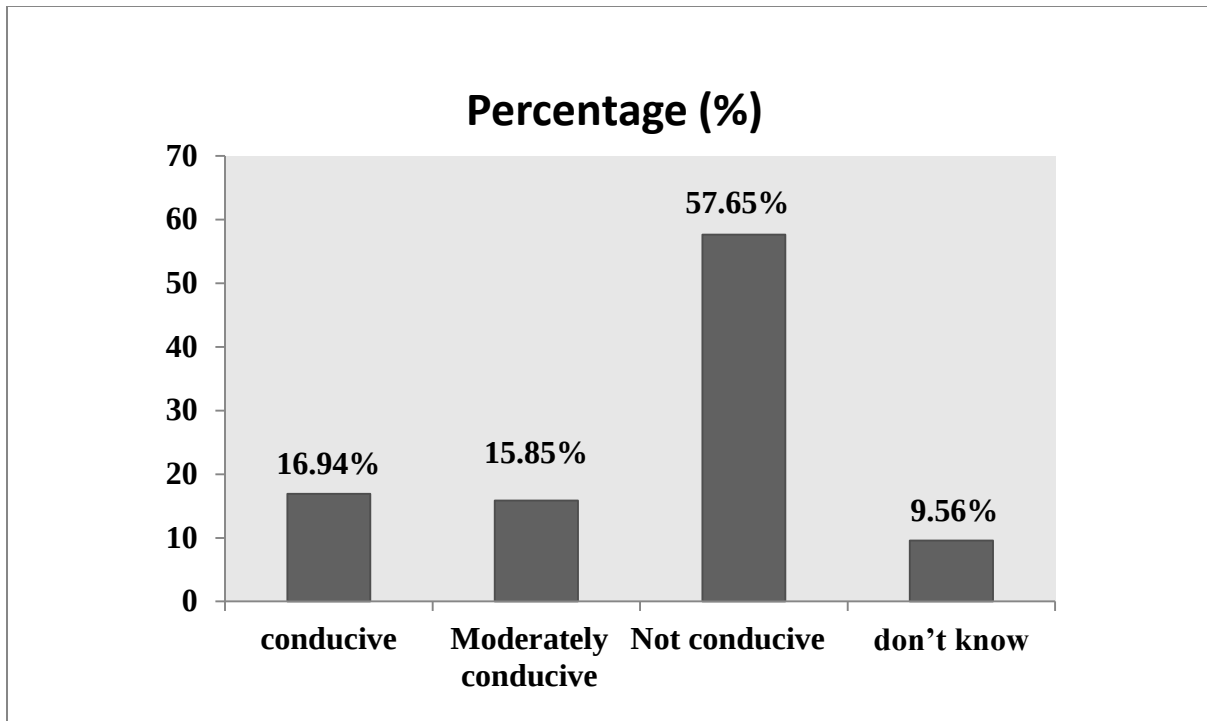


Figure 4.6: Respondents views on the conduciveness of community participation structures in road development projects in the town.

Source: Field Survey, 2021.

4.2.4 Transparency and coordination between local authorities and communities in URIDP

In this particular study the view of survey participants were asked regarding transparency and coordination found between local authorities and communities in the research area related to urban local participatory development initiatives including road development projects. As shown in figure 4.7 below Out of the total respondents' majority of them 231 (63.12%) were indicated that there was no transparency and cooperation between local authority and communities in their locality.

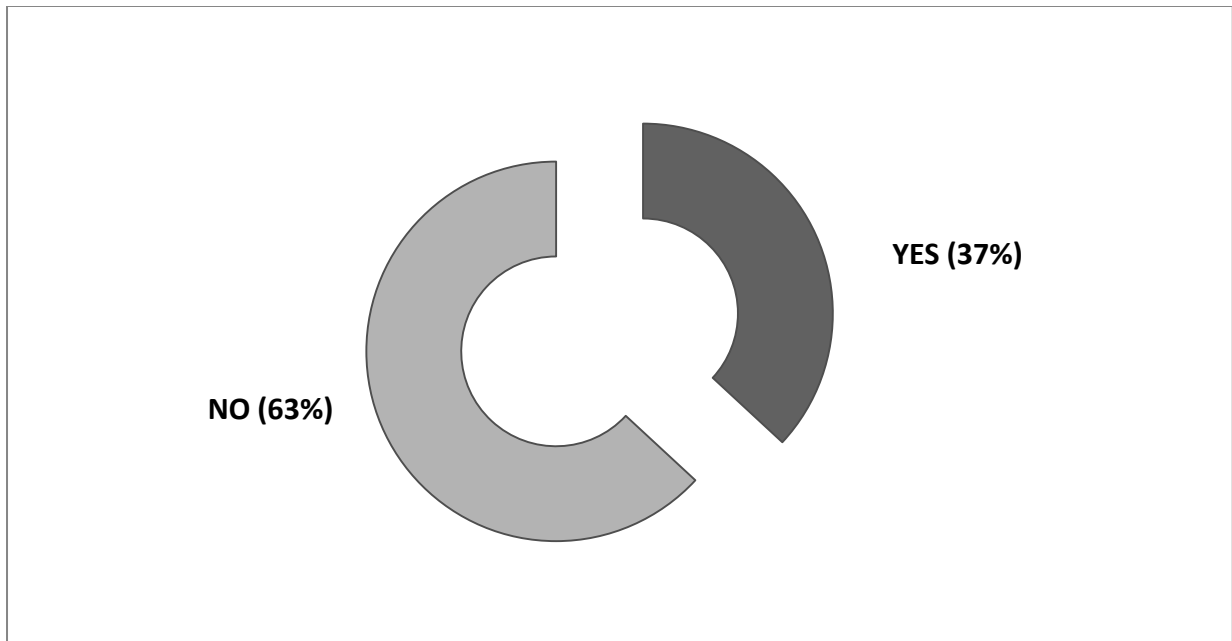


Figure 4.7: Respondents' Views on transparency and coordination between Local Authority and Communities

Source: Field survey, 2021

However, 135 of the remaining survey respondents (36.88 %) indicated that there was transparency and a good cooperation between local authorities and communities in the town about urban local development issues, one of which was road infrastructure development. Furthermore, the majority of them expressed dissatisfaction with the town's current level of openness and cooperation between local authorities and community members. Similarly, focus group participants indicated that the current state of transparency and partnership between local authorities and communities is inadequate and requires the commitment of local authorities and the local communities to improve it at the intended level. Nevertheless, since transparency is relative, some of the key informant interviewees disagreed with the assertion that transparency and cooperation were lacking. However, the majority of key informants retained the focus group participants' responses and added that continuous efforts were required to improve transparency and coordination between communities and local governments, which is vital to establishing trust between them.

4.2.5 Participatory local development representative/community forums in URIDP in Wolkite Town.

It is evident from Table 4.5 that the great majority of the respondents 297(81.14%) pointed out that there was no forum that deals about local development issues like roads in the town while the rest of the respondents 69 (18.85) replied otherwise. Concerning the existence of forums focus group participants

confirmed that forums which discuss on local development issues (roads) that involve local community, the committees , government bodies and other stake holders was absent particularly in the last three years. The reasons behind this fact as indicated by the FGDs were due to turnover of political leaders, lack of commitment on part of local government bodies and un-institutionalization of community participation in road development projects in the Town. This result agreed with RatnaAyu and Syarifuddin (2020) finding that development planning deliberation forums in Indonesia have yet to include the community in village planning. They further stated that the community is solely represented by village leaders who are normally supportive of the government. Furthermore, participatory planning does not involve the community on a continuous basis.

Table 4.5: Respondents views on the existence of forums that involve the community, the committees and government bodies to discuss on local development issues (roads).

Item	Response	Frequency (n=366)	(%)
Is there any forum for the community, the committees and government bodies to discuss on local development issues (roads) together?	Yes	69	18.85
	No	297	81.14

Source: Field Survey, 2021.

Based on data obtained from key informants representative/community forum serve as the main consultative body that is organized to discuss urban local development issues for community participation in the process. As it is effective instruments for enhancing citizens participation at local level (Mengistu, 2012, p.7), community forum promote double advantages: while enabling citizens at the local level to be part of the decision making processes, the forums also give the local authorities with a better understanding of the concerns of citizens and the opportunity to respond accordingly and improve the perceived legitimacy. Further the key informants stated that member of the forum consist of participants from different stakeholders, including government, the development committee chairpersons, community representatives, councilors and experts. The role of the Forum is to discuss issues related to community participation in local development activities in which road infrastructure development is the one, evaluating progresses, identifying problems and putting strategies to alleviate the problems so as to “institutionalize community participation in the urban local development process”. The key informants further stated that the forum also facilitates a way in which debates, negotiations and decision-making can take place among the various stakeholders and local government. Forum allows communication between various stakeholders and local government. It also serves to “monitor the performance of the planning and implementation process” of urban local participatory development.

Despite this, the key informants expounded that forum which was important for dealing about local development issues like roads, was not accomplished as planned in the Town due to various reasons such as lack of budget, a lack of attention to the value of community forums and limited stake holders participation. Responses of focus group Participants corroborate this as well. The findings of this study was not consistent with Mengistu (2012), who discovered in his case study in Macedonia that community forums has produced very positive results such as increased community participation in local decision making processes and supported transparency and accountability of authorities.

4.3 Extent of community participation in urban road infrastructure development in the town

Understanding the levels of community participation in URIDP in the study area is important. As a result, one of the objectives of this study was to assess the extent to which communities were involved in urban road development initiatives in Wolkite Town.

4.3.1 Understanding / conceptualization of community participation in development projects

Community participation is a broad term with many applications and definitions. Participation is often characterized differently depending on the context in which it applied (Kumar, 2002). For people to effectively participate in any project there is need for them to understand when, how and why they have to participate. For this reason it is important to first determine the understanding of the locals and their perception to participation in development processes. Based on this, the study attempted to survey respondents' understanding about the meaning of community participation in road development projects in their locality. As clearly depicted in Table 4.6 below, most of the respondents 209 (57.1%) pointed out that they have no understanding about community participation in road development projects while the remaining survey participants indicated that they have understanding what community participation meant in urban road development projects in their community. These findings concur with Bikuba and Kayunze (2019) findings that the understanding of community participation among the beneficiaries was limited in all aspects of community based projects in Geita District, Tanzania.

Table 4.6: Respondents understanding about community participation in URIDP

Response	Frequency(n=366)	Percent	Valid Percent	Cumulative Percent
Yes	157	42.9	42.9	42.9
No	209	57.1	57.1	100.0

Source: Field Survey, 2021.

As far as the importance of community participation in development projects is concerned survey respondents who understood community participation contend that community participation in

development projects in general and urban road infrastructure development projects in particular is essential because it improves effective and efficient use of resources, increases transparency in decision making and communication, improves infrastructure quality and sustainability, empowers people, and fosters a sense of ownership and mutual support. Majority of the key informants and FGD participants agreed with this argument.

In supporting these arguments Sheikh et al. (2014) asserted that participation of local people in development processes allows the community to have control over the resources, boost involvement and decision-making in developing their shared benefits. It is considered fundamental to the ownership and success of development initiatives (Hassan, Ong'ayo, and Osore, 2018) and essential in bringing about sustainable community development at the grassroots level. Furthermore, Kumar (2002) asserted that through community participation, resources available for development projects will be used more efficiently, fewer costs will be incurred if the people themselves are responsible for the project, and sustainable development will be guaranteed at large. Thus, community participation is seen beyond a requirement; rather it is a condition for success as identified by different studies, the communities that involved their citizens fully in the community development projects generate more resources, grow more holistically and come out with a better result.

4.3.2 Respondents' Participation in URIDP

Respondents were asked if they had ever participated in URIDP. Communities have different experiences of participation in URIDP in the research area. According to the findings, 134 (36.61%) of the respondents admitted to participate on road development projects in terms of money, labor, and decision making, while 232 (63.39%) did not participate in any URIDP whatever form. This showed that still a large number of urban residents did not participate in development projects in their locality and this being greatly influenced by reasons like lack of awareness among community members, lack of coordination/communication among stake holders, weak institutional arrangement and lack of resources to mention a few (Table 4.11). In this connection Kumar (2002) noted that participation in development projects requires the cooperation of two sides, the government and the community. The government/local government must ensure that people influenced to participate in development of their communities.

Table 4.7: Response of survey participants towards participation in URIDP in the Study Area

Response	Frequency(n=366)	Percent	Valid Percent	Cumulative Percent
Yes	134	36.6	36.6	36.6
No	232	63.4	63.4	100.0

Source: Field Survey, 2021.

4.3.3 Community participation in decision making process concerning road development projects in Wolkite Town

Rashied and Begum (2016, p.72) stated that in participation decision making process is one of the most important phenomena that actually indicates the participation level. He further asserted that participation brings the public into the decision-making process. The process of public participation in decision making is reflected through the extent to which residents took part in project-related decisions. In line with this respondents were asked if they were involved in decision making process concerning road development projects in the area under study. The findings of this inquiry as indicated in Figure 4.8 below, that a significant number of respondents 237 (64.75%) did not participate in decision making process while only 129 (35.24 %) respondents reported that they were participated in decision making process concerning road infrastructure development in their locality. The findings are congruent with findings of Ileka (2018) that community participation was poor in decision making process concerning development projects in their localities. It was further established that, little consultation is being done by the local authorities to advocate for community participation.

Further, the most common reasons provided by respondents who did not participate in community meetings where decisions concerning road development activities undertaken were lack of information about when the meetings were held, lack of interest/commitment on part of community members and lack of consideration given to their views. Furthermore, the top-down approach was mentioned as another reason why people do not participate in decision making process. Focus group participants (FGPs) further confirmed unequivocally that they are often required to accept pre-determined decisions without the opportunity to debate on those issues. These findings disagree with Swanepoel and De Beer (2006,p. 45) argument that any participation devoid of political power among local people is weak and does not represent empowerment but involvement where the community is not the main role player. This implies that local people's ability to have power to make decisions is key to participation.

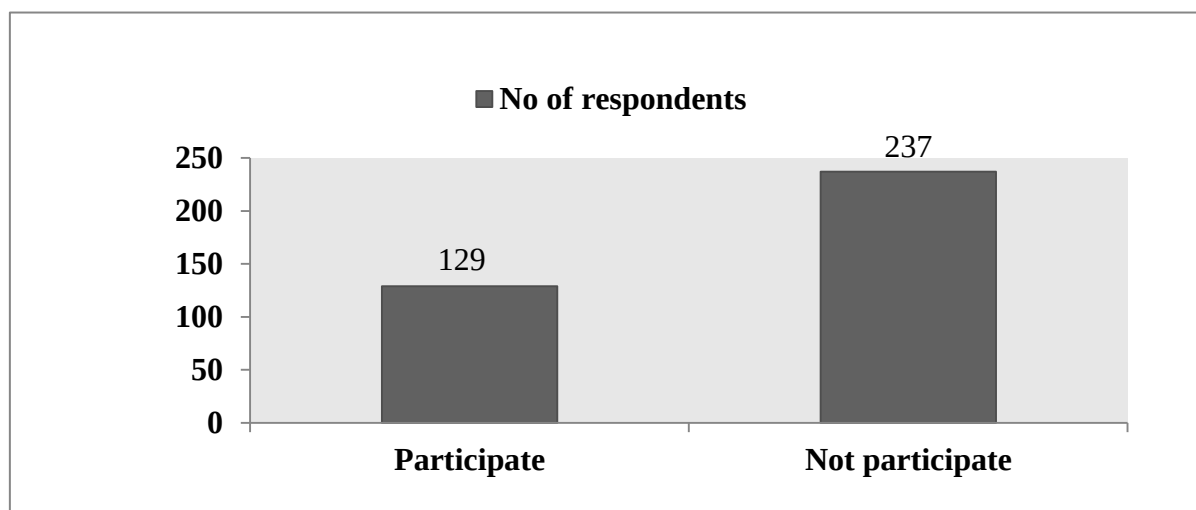


Figure 4.8: Response on participation in decision making process concerning URIDP by survey Participants

Source: Field Survey, 2021.

4.3.4 Levels/extent of Community Participation in URIDP.

World Bank (2004) points out that the success of community participation in development projects depend on the extent to which community members are involved to support various phases of project life, including design, implementation, monitoring and evaluation. This study therefore, sought to find out the extent of community participation at different stages/phases of the road development projects, ranging from problem identification to monitoring and evaluation, to obtain the best outcomes in the development process. In order to explain and assess the degree of involvement, respondents were asked about their experiences. As shown in Figure 4.9 below, the majority of the community members 216 (59 %) were involved in the implementation stage, 57 (15.57%) was in the planning stage, 42 (11.47%) of the respondents indicated that they had been involved during the monitoring and evaluation stage and 23 (6.28%) said they never took part in anything to do with the project. Furthermore, only 28 (7.65%) indicated that they were involved in the need assessment stage. This scenario can be probably explained by the fact that some of the respondents indicated that they never attended any village meetings in their locality. Thus, it clearly revealed that the extent of community participation at different stages of road development projects was not proportional. Besides the FGD participants were disagreed with the statement that “communities were always fully consulted every time in an urban road development project was implemented.

The findings are agreed with that of Blackman (2003) that despite the recent upsurge in the “bottom-up” approach to development, project beneficiaries/community members are still not fully participating in

the identification, planning, implementation and monitoring and evaluation of projects that are meant to improve their lot. Similarly, Ojwang and Bwisa (2014) contend that there was low community participation in all phases of the project with a few community members involved at the conception stage. The low community participation had a direct negative impact on the ownership of the projects consequently affecting the overall performance. The study results were also agreed with those of Bikuba and Kayunze (2019) in their determination of the level of community's participation in irrigation projects in Geita District, Tanzania. This was also supported by the findings of Mataka and Nguluwe (2020) who reported that lack of community involvement in decision making, planning, implementation and evaluation of community projects in Zambia.

On the contrary, the present study findings were not in line with those of Quelyoe, Marlissa and Ratang (2016) who found that there was a very high level of community participation in the planning, implementation and evaluation phases of Villages Infrastructure Development projects in Jayapura Regency, Indonesia. In this study they reported that community participation on implementation phase of development projects determined by the level of community involvement in the planning stages.

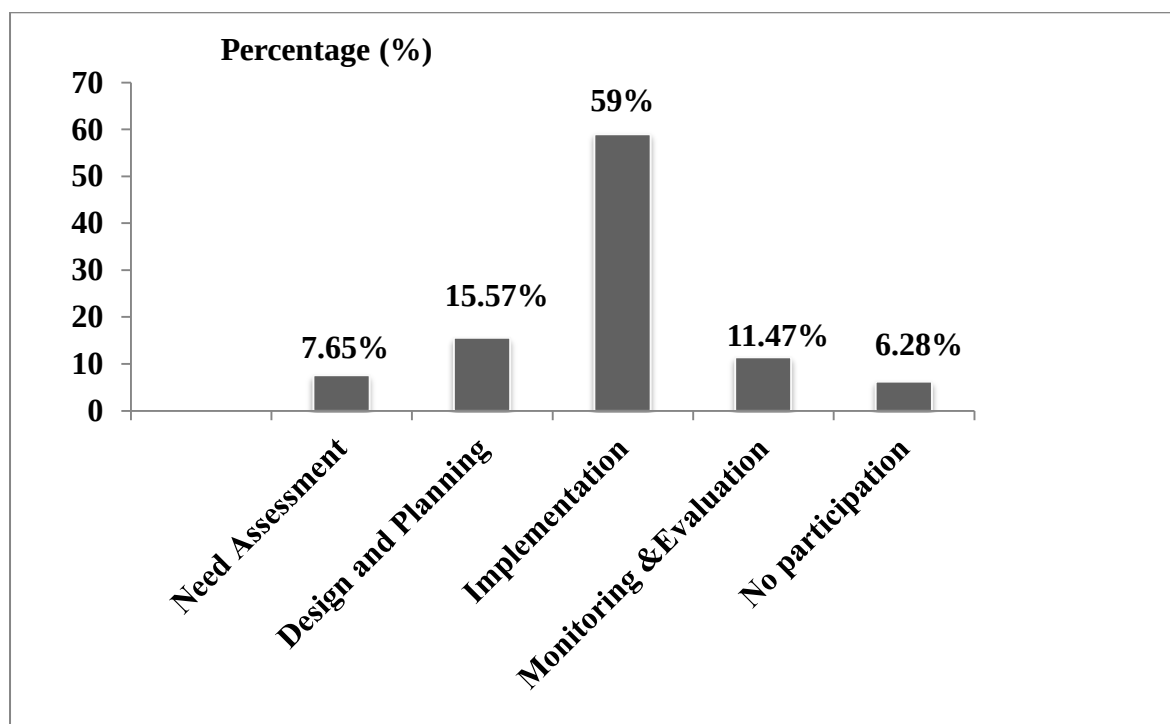


Figure 4.9: Respondents' Participation Level by Stages of URIDP in the Study Area.

Source: Field Survey, 2021

Furthermore respondents were asked to rank the level of community's participation in road infrastructure development projects of their locality. As it can be seen in Figure 4.10 below, 25 (6.83%)

of the respondents replied that the community's participation in URIDP was in a very high level, 31 (8.46%) of the respondents put it under the high level, 54 (14.75%) of the respondents affirm it under medium level, 202 (55.19%) was low, 39 (10.65 %) was very low while the remaining 15 (4.1%) of respondents said don't know. This implied that there was low level of community participation in the URIDP in the study area. Focus group participants and most key informants confirm that the participation of communities in URIDP was considered to be minimal.

Similar results were reported by (Ahmed and Swapan, 2009; Tagarirofa, 2011; Kambuga, 2013; Laah, Adefila and Yusuf, 2014; Mwiru, 2015; meskerem, 2015; Rashied and Begum, 2016; Sileshi, 2017; Hassan, Muturi and Samantar, 2018; Seboka, Assmie and Ibrahim, 2020) that the level of community participation in local development projects was considered to be low caused by several factors that militate against their participation. On the contrary, the present study findings were not in line with those of Adedayo and Afolayan (2012) who found that there was a high level of community participation in the provision of infrastructure such as roads across medium-sized towns in Kwara State of Nigeria. However, variations exist among the medium sized towns in the type and number of infrastructure provided by community action. The findings were also not agreed with Mshelia and Guli (2018) findings that level of community participation was high with regards to engraining in self help projects in the face of government neglect or dwindling resources in Michika Local area of Adamawa State, Nigeria.

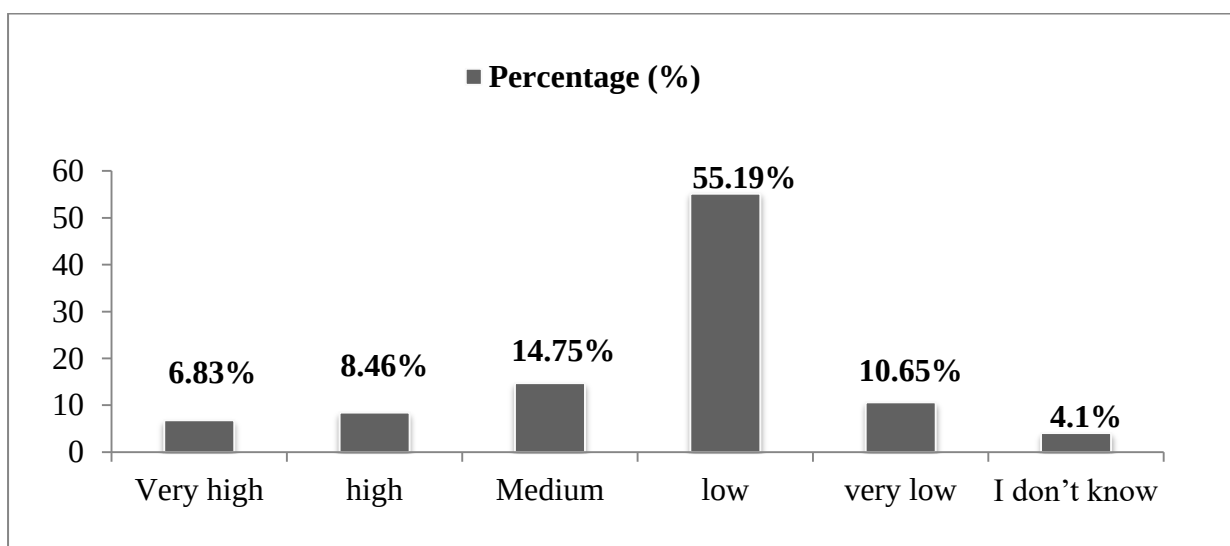


Figure 4.10: Households' Response to the Levels of Community Participation in URIDP in the Study Area.

Source: Field Survey, 2021.

4.4 Roles of community participation in URIDP

It is widely accepted in the development community field that communities are an essential component of development initiatives in their communities (Paul, 1987; Kumar, 2002; Ayman, 2011; Barasa and Jelagat, 2013; Adesida and Okunlola, 2015; Rashied, 2016; Hassan, Ong'ayo, and Osore, 2018; Monday, Adadu and Usman, 2019), and that their ongoing participation is critical to their own success. In this regard, the roles that community engagement and community mobilization play in urban local development projects such as roads have been heavily emphasized in various Ethiopian urban development policy documents. For example, the revised SNNPR urban local community development procedural, institutional, and implementation directive, which was endorsed in 2015, mandated urban residents to contribute resources as a component of community participation in development projects. Participation by contributing resources includes money, labor or materials. In terms of community participation through money/cash contribution, the directive specifically stated that communities should contribute 30% (30/70) for the development of cobblestone roads and 40% (40/60) for gravel pavement roads development in their community (revised urban community development structural arrangements' and execution directive, 2015). In line with this, Table 4.8 below shows the community's cash/money contribution to road development in the town from 2016 to 2020, with a focus on gravel and cobblestone roads.

Table 4.8: Cash contribution in percent of communities in the construction of gravel and cobble stone roads in Wolkite Town from 2015/16 to 2019/20.

Construction year	2015/16	2016/17	2017/18	2018/19	2019/20
Gravel (in km)	1.31	1.46	0.12	0.15	1.35
Community contribution in cash in percent out of 40%	26.12	33.6	23.2	32.08	24.36
Cobble stone (in km)	7.8	5.2	3.2	3.27	3.66
Community contribution in cash in percent out of 30%	0.25	7	3.15	5	-

Source: Wolkite Town Municipality Report (2020).

Table 4.8 shows that in Wolkite Town, community participation by cash contributions was better on gravel roads than on cobblestone roads. This is due to the fact that the amount of money/capital needed to contribute /construct cobble stone roads are prohibitively high which is beyond the capacity of most urban residents.

4.4.1 Awareness among communities about their roles and responsibilities in road development project participation

Before looking the awareness level of communities about their roles and responsibilities while participating in road infrastructure development projects it is essential to recognize respondents' perspectives on whether or not community involvement plays a role in development projects. The results of findings (Figure 4.11) shown that the highest percentage 319(87.15%) of the respondents believed that community participation has played an important role in urban road development projects while the remaining respondents 47 (12.84 %) rated participation to be of no importance. The result indicates that communities are aware of the importance of community participation in road development in their locality. Likewise, key informants and FGD participants maintained the idea that community involvement in development projects such as roads is very crucial since community participation empower community; create sense of ownership, transparency, accountability and efficiency and sustainability.

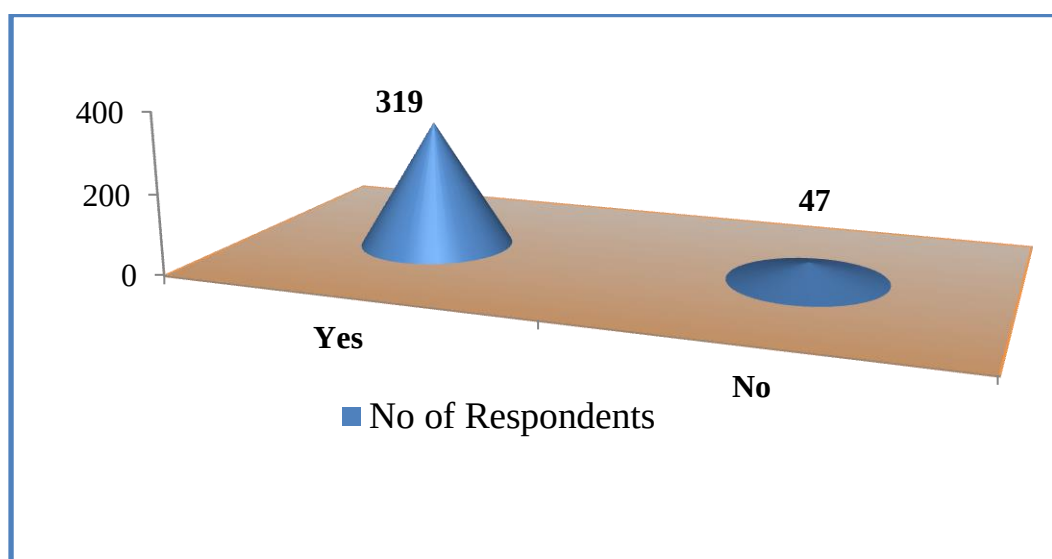


Figure 4.11: Respondents views on the role of community participation in URIDP

Source: Field Survey, 2021.

According to results in Figure 4.12 below, majority of the respondents who represented 198(54.09%) said that they have no awareness of their roles and responsibilities concerning road development projects in their localities and only 109 (29.78%) responded that they were aware or strongly aware about their roles and responsibilities while the other 59(16.12%) of respondents replied that they were partially aware of their roles and responsibilities'. Findings from focus group participants revealed that community people were not given awareness of their roles and responsibilities. According to the focus groups, the reasons for people not being informed of their rights, duties, and responsibilities were a lack

of trainings and hands-on capacity building opportunities, miscommunication between leaders and the local community, and a lack of project-related information to communities. From the findings of this study, it was straightforward to figure out that the majority of the community members were not aware of their roles and responsibilities which in turn contributed to the weak participation of communities in urban road development projects. This was consistent with the findings from other studies (Dodajo, Serbech and Asfaw, 2014; Kilewo and Frumence, 2014; Chado, Johar and Zayyanu, 2016; Gelaye, 2017; Sileshi, 2017; Adebayo, 2018) which found out that lack of awareness about community participation contributes to low participation of community members in developing and implementing various development projects.

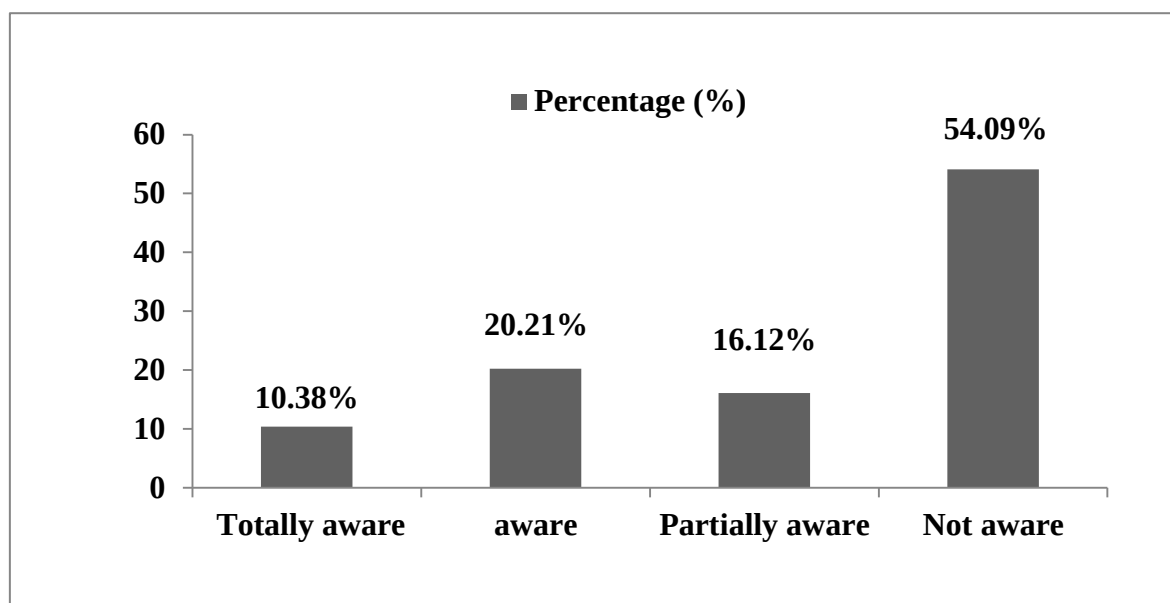


Figure 4.12 Respondents Awareness about their Roles and Responsibilities in URIDP Participations

Source: Field Survey, 2021

4.4.2 How communities participate in road development projects

Table 4.9 revealed that, a significant proportion of respondents 166 (45.35 %) reported that they participate in urban road development projects by contributing money, while 52 (14.21 %), 5 (12.29 %), 37 (10.1 %), 32(8.73 %), and 21 (5.73 %) participate in road development projects in their neighborhood by contributing ideas, labor, mobilizing community, and local materials respectively. And the remaining respondents stated that they had never been involved in road development projects in their locality. Based on this study, it was observed that the majority of urban communities were participating in urban

road development projects by cash contribution. The focus group participants were also affirms this survey respondent's response.

The study results were comparable to those of (Meskerem, 2015; Sileshi, 2017; Seboka, Assmie and Ibrahim, 2020) who found out that community people participate in cash to fill the financial gaps of most development projects/programs.

Table 4.9: Mechanisms of Respondents' Participation in URIDP in the Study Area.

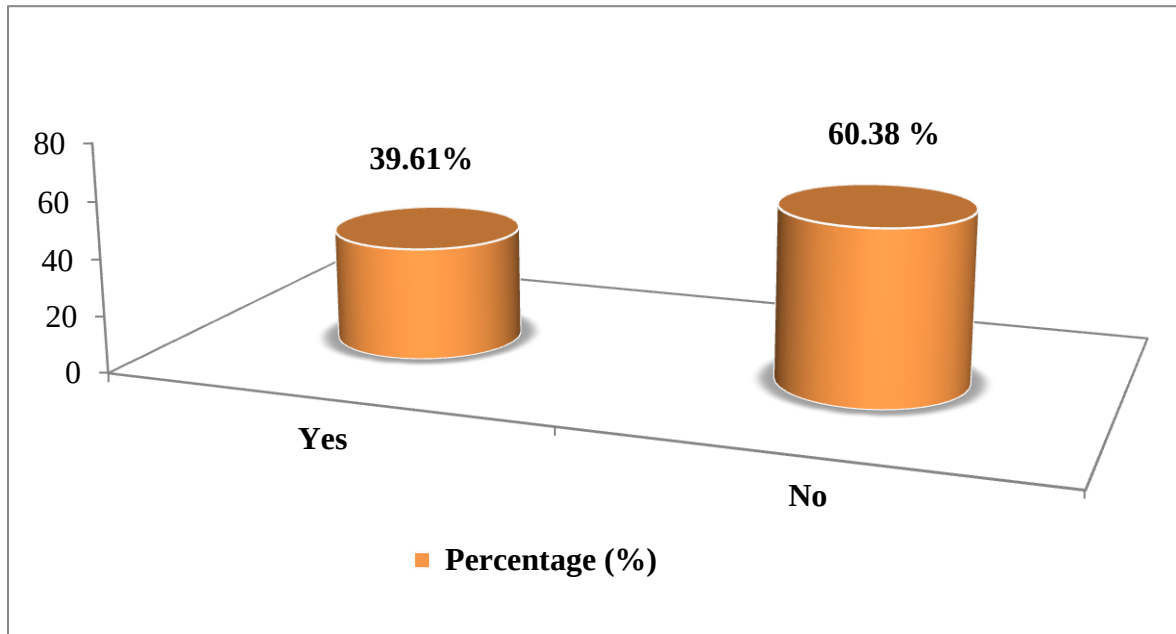
Response	Frequency (n=366)	Percentage (%)
Contribute money	166	45.35
Contribute local materials	32	8.74
Provide labor	45	12.29
Contribute ideas	52	14.21
Manage the projects	21	5.73
Mobilize communities	37	10.10
Not participate	13	3.55

Source: Field survey, 2021.

4.4.3 Access to information about URIDP in Wolkite Town

It was noticed that the more people in the community get information about projects in their areas, the more likely that they are to participate. According to the findings in Figure 4.13, it was observed that an overwhelming majority of the respondents 221 (60.38%) reported that they have no access to information concerning road development projects carried out in their locality which resulted them to be unaware of their role in the road development process, however, the rest of the respondents claimed that they have had access to information about the road development projects of their area. These findings agree with those of Ileka (2018); Kugonza and Mukobi (2015) findings that information was not readily accessible or effectively disseminated to the majority of citizens and therefore is not fully harnessed for planning, monitoring and evaluating development projects. As a result, people did not know how to participate and did not get adequate information from local authorities whereby the level of people participation in the research area was perceived by community members to be low. To ascertain this, Focus group participants stated that most of the time information related to development projects is disseminated to communities through meetings and other means, but that a significant proportion of community members did not attend community meetings when they were called up on.

Figure 4.13: Respondents access to information concerning URIDP in their locality



Source: Field Survey, 2021.

4.4.4 Respondents Willingness to participate in URIDP in Wolkite Town.

Willingness to participate is an essential tool in measuring how well citizens want to be part of what goes on within their community (Fakere and Ayoola, 2016, p.1409). The responses to the question forwarded to the survey participants regarding their willingness to participate in the development of road infrastructure (Table 4.10) showed that 281 (76.8%) of respondents were willing to participate in URIDP of their locality while 85 (23.2%) respondents were not willing to participate if they were offered an opportunity to do so. Thus, a large majority of those that were at the time not participating in any urban road infrastructure development projects was willing to participate. There were valid reasons for why certain people or categories of people were not participating in road development projects of their locality. Lack of time to participate, lack of trust on government, lack of participation culture and resources were the top most reasons mentioned by those respondents having no willingness to participate.

Table 4.10: Respondents' Willingness to Participate in URIDP in the Study Area.

Item	Response	Frequency (n=366)	(%)
If a suitable opportunity had been offered or circumstances had allowed, would you be able to participate in road development projects?	Yes	281	76.8
	No	85	23.2

Source: Field Survey, 2021.

4.5 Challenges of community participation in urban road infrastructure development in Wolkite Town

Further-still, the study examined the various bottle-necks for effective community participation in road infrastructure development in the study area. While community participation in infrastructure provision is highly valued, many factors determine its success. The challenges militating against the community members from participating in urban road development projects identified in the study area include lack of awareness/information, poor coordination and communication between the local authority and communities, selective participation, poor and inefficient leadership, weak institutional set up, time constraint, lack of resources, lack of interest and commitment on part of community and lack of supportive policies and incentives. Table 4.11 below showed how the respondents indicated the extent of various bottle-necks that impede community participation in road infrastructure development projects in Wolkite Town. Further, to determine the most significant challenges as stated above, regression analysis of selected challenges was employed. The reason for the adoption of the regression is because it can remove variables that are not significant in the model.

4.5.1 Challenges that affect the extent of community participation in URIDP in Wolkite Town

The respondents were asked to indicate the extent to which lack of awareness/information, poor coordination and communication between the local authority and communities, selective participation poor and inefficient leadership, weak institutional set up, time constraint, lack of resources, lack of interest and commitment on part of community, lack of supportive policies and incentives constraints community participation in road development projects in Wolkite Town. The study used a likert scale whereby strongly disagree; disagree; agree and strongly agree as presented in Table 4.11 below.

Table 4.11: Distribution of Respondents Indicating challenges of community Participation in road infrastructure development projects in Wolkite Town.

Constraints to community Participation			Responses(n= 366)					
	Strongly agree(SA)		Agree(A)		Disagree(DA)		Strongly disagree(SD)	
	Freq	%	Freq	%	Freq	%	Freq	%
Lack of awareness/information	188	51.36	138	37.70	31	8.46	9	2.45
Poor coordination and communication b/n the local authority and communities	175	47.81	99	27.04	52	14.20	40	10.92
Selective participation	87	23.77	127	34.69	113	30.87	39	10.65
Poor and Inefficient Leadership	64	17.48	151	41.25	114	31.14	37	16.93
Weak institutional set up.	115	31.42	174	47.54	46	12.56	31	8.46
Time constraint	23	6.28	88	24.04	156	42.62	99	27.05
Lack of resources	60	16.39	165	65.08	95	25.95	46	12.56
lack of interest and commitment on part of community	31	8.46	42	11.42	225	61.47	68	18.57
Lack of supportive policies and incentives	11	3	47	12.84	215	58.74	93	25.41

Source: Field Survey, 2021.

As seen from Table 4.11 above, the majority of survey respondents 326 (89.07%) were strongly agree or agree with the point that lack of awareness/information was the main challenge that hinder people to participate in URIDP while 31(8.46%) were not agree with the points that lack of awareness/information obstruct community participation in road development projects and the remaining respondents 9(2.45%) were strongly disagree with the point. As it clearly indicated inadequate information was one of the constraints to participate in urban road development projects in the study area. The findings were congruent with findings of Sileshi, (2017), Kugonza and Mukobi (2015) and Ileka (2018) that lack of awareness/ information limit community participation in development projects.

With regard to poor coordination and communication between the local authority and communities as hindrance to community participation, majority of respondents 274(74.86%) were strongly agree and agree with the points that poor coordination and communication among community and local leaders became an obstruct for peoples participation in road development projects in the study area, however 52(14.20%) of respondents replied not agree and the remaining respondents 40 (10.92%) were strongly disagree on the point. It showed that poor coordination and communication negatively affect the participation of urban residents in the research area. Mwiru (2015) made a similar observation in her study on the importance of community participation in development projects, saying “ project beneficiaries have the right to be aware of project related information, but information about the development projects to beneficiaries is almost absent at the grass root level, which causes a hindrance to local peoples participation in development initiatives”. Matching with this, World Bank (2010, p.185) asserted that to ensure active community participation, effective communication in development projects is needed. Further, it identifies “communication with the community” as “a critical element of a successful participatory process.”However, to-date, active community participation in many development projects is absent because of lack of effective two-way communication in the projects.

Regarding to selective participation out of 366 respondents 127(34.69%) agreed that it was a key factor for poor community engagement in URIDP. Meanwhile the remaining respondents 113(30.87%), 87 (23.77%) and 39 (10.65%) were said not agreed, strongly agree and strongly disagree respectively. From this interpretation it can be deduce that more than 50 % of the respondents strongly agree and agree with the point selective /non participation as a bottle-neck for meaningful community participation at the research area. This was in agreement with the findings of Meskerem (2015) who observed that selective participation significantly constrains community participation in urban road development projects.

With respect to poor and inefficient leadership majority of the respondents 215(58.74%) were replied either strongly agree or agree while the rest 114 (31.14%) and 37(16.93%) were said disagree and strongly disagree respectively. Regarding weak institutional arrangements or structure 174 (47.54%) of the respondents agree with point that weak institutional frameworks as a challenge that limit peoples participation in road development projects. On the other hand 115(31.42%), 46(12.56%) and 31 (8.46%) were replied strongly agree, not agree and strongly disagree respectively. About time constraints, a portion of majority of respondents 156(42.62%) were disagree that time constraints as a factor limiting community participation, while 99(27.05%) chose strongly disagree, 88 (24.04%) said agree and the rest negligible 23 (6.28%) portions strongly agree that time constraint became the hindering factor for

meaning/ full participation. From this it could be deduce that time constraint was not the main bottle neck to obstruct community participation in road development projects in Wolkite Town.

With regard to lack of resources majority of the respondents 165(65.08%) were agree with the point that lack of resources was key hindering factor for community participation in road development in the research area. Furthermore, 60 (16.39%) respondents were replied strongly agree, 95(25.95%) of the respondents not agree and the rest 46 (12.56%) of survey respondents were strongly disagree with the point that lack of resources was not the constraints of community participation in URIDP. Regarding lack of interest and commitment on part of community challenges, majority of the respondents 225(61.47%) were not agreed, while 68 (18.57%) of the respondents strongly disagree with the points that lack of community interest and commitment constraint the peoples to participate in local URIDP. On the other hand 42 (11.42%) respondents were agreed with the point that lack of community interest and commitment constraint the people participation in road development projects and the remaining respondents 31 (8.46%) were strongly agree with the point. This implies that a significant number of respondents identified as lack of interest and commitment on part of community was not the challenge that militating against community engagement in road development projects in the study area. Finally as indicated in Table 4.10 majority of respondents 308(84.15%) were not agreed or strongly disagree with the point that lack of supportive policies and incentives were challenges to community participation in URIDP. However, 47 (12.84%) and 11 (3%) of the respondents were agreed and strongly agree with the point that local residents were not fully participated due to lack of supportive policies and incentives respectively

To sum up, as it was observed from the finding, the major challenges of community participation in URIDP in the town included: lack of awareness, coordination and communication failures, weak institutional framework and lack of resources. This was also confirmed by focus group participants. Further the key informants asserted that lack of coordination among stake holders; lack of community interest (dependency on government), lack of resources and the failure to implement the city's structural plan became the major barriers for effective community participation in URIDP in the town. On the other hand as the survey result indicated, lack of interest and commitment on part of community, lack of supportive policies and incentives, time constraint, selective participation and poor and inefficient leadership were also additional factors that causing communities to be disengaged from participation in road development projects in Wolkite Town particularly in cobble stone and gravel roads developments.

CHAPTER FIVE

5. SUMMARY, CONCLUSIONS AND RECOMMENDATIONS

This chapter deals with the summary of the findings and conclusions driven from the discussions and analysis of the study; and forwards the recommendations on the basis of the findings of the study.

5.1 Summary

The study set out to examine community participation in urban road infrastructure development projects in Wolkite Town. More specifically, the study attempted to investigate the institutional frameworks, extent and roles of community participation in urban road development projects particularly gravel and cobble stone roads. In addition, this paper aimed at identifying challenges for community participation, and forwards the recommendations what has to be done next in order to solve the problems observed and bridge the gap on this particular issue.

The study was underpinned on a mixed method research approach. The collection and analysis of data involved both qualitative and quantitative methods. Four methods of data collection were used which are questionnaire, interview, focus group discussion and document review. Survey questionnaire was administered for 366 sample respondents that were selected using simple random sampling. Collected data were analyzed for descriptive statistics using Statistical Package for Social Sciences (SPSS). Data generated through focus group discussion, interviews and desk review were analyzed qualitatively, and used for the purpose of triangulation.

Findings revealed that community participation in urban road infrastructure development projects in the town was generally low. Moreover, majority of the respondents 221 (60.38%) indicated that information was not readily accessible or effectively disseminated to considerable proportions of urban residents and therefore was not fully involved in URIDP of their locality. The community is not participating in the entire project cycle. Participation in project identification, planning, monitoring and evaluation stages were negligible; and thus obstacle for substantive community participation. The study further demonstrated community involvement in decision making is low and that the majority of community members were not aware of their roles and responsibilities in road development processes in their community.

The study also found that the institutional structures installed by the municipality to involve communities in local development initiatives especially road infrastructure development projects were highly disorganized and unsustainable implying that community participation in road infrastructure development projects was carried out in campaigns and was not well institutionalized in the Town. This is due to the multiple and complex nature of the institutional arrangements'/committee structures at the town and kebele levels, frequent restructuring of the institutional arrangement, absence of sustainability, lack of cooperation among sectors and stakeholders, and lack of supervision and follow up by the municipality.

Finally, the study established that the major challenges that obstruct community participation in urban road infrastructure development projects in Wolkite Town were lack of awareness /information, poor coordination and communication between local authorities and communities, weak institutional structures and lack of resources. On the other hand, lack of supportive policies and incentives, lack of interest and commitment on a part of community and time constraints were factors that hardly hampered community participation in urban road infrastructure development projects in the study area.

5.2 Conclusions

This study purports to examine community participation in urban road infrastructure development projects in Wolkite Town, SNNPR. Participation in urban road infrastructure development projects was found to be important (87.2%) among the respondents of the town and a very high percentage (76.8%) of the respondents expressed willingness to engage in the provision of road infrastructures in their neighborhood. Despite their willingness to participate, the results of this study showed that the level of community participation in urban road infrastructure development projects particularly in cobbles stone and gravel roads was low. Further, it was observed that community members do not play an active role in planning, decision making, monitoring and evaluation processes which imply that efforts to promote participation in the URIDP have not evolved to higher levels where participation could be seen. As a matter of fact participation was found to range from 'non-participation' to tokenism' of participation that cannot accomplish the goal of participatory development leading to un-sustainability of road development projects. As such it could be concluded that community participation in urban road infrastructure development (gravel and cobble stone roads) remained at the bottom of the ladder of participation and that the extent of participation in decision making processes was minimal.

The findings of the study also demonstrated (59%) of respondents reported that they involved in road development projects during implementation phase/stage. Community participation at project

identification, planning, monitoring and evaluation stages have been very significant. Given these findings the study concludes that community people should be involved in all phases of road development project from the process of the needs assessment for the design and development of project, through project implementation to project monitoring and evaluation.

Study findings also revealed that out of the total respondents' majority of them 221 (60.38%) were indicated that information was not readily accessible or effectively disseminated to the majority of urban residents and therefore was not fully involved in URIDP of their locality. Furthermore, the vast majority of respondents 297 (81.14 %) stated that there was no forum where the local community, committees, government agencies, and other stakeholders could meet to discuss local development issues such as roads, especially in the last three years. Based on these findings, it is possible to conclude that transparency should be promoted, and appropriate communication channels that facilitate flow of information between local leaders and communities should be established. The representative forums should be revitalized in order to increase community involvement in decision-making processes, resulting in authentic community participation in road development projects in the Town.

This study also discovered that the majority of community members were unaware of their roles and responsibilities in road development processes in their community. More findings revealed that the institutional structures installed by the municipality to involve communities in local development initiatives especially road infrastructure development are highly disorganized and unsustainable implying that community participation in road infrastructure development projects was carried out in campaigns and was not well institutionalized in the town. As a result community mobilization is very important because it creates awareness among stakeholders; people become aware of their roles, responsibilities, resources, technical expertise and the kind of help they are likely to need from outside. Therefore, people should be mobilized through education and training on the importance of community engagement in road development projects and to make them feel that the projects belong to them. Besides this greater community participation in road development should be encouraged and suitable institutional frameworks should be put in place at the local government level so that they can be fully empowered to mobilize effective community participation in the projects.

The findings also established that the major challenges that restrain community participation in road infrastructure development in Wolkite Town were lack of awareness /information, poor coordination and communication between local authorities and communities, weak institutional structures and lack of

resources. It could be concluded that weak institutional set up, lack of resources, lack of awareness, poor communication and coordination between local authorities and communities, lack of interest on part of the community significantly influenced level of community participation in the study area. As a result, addressing these challenges was very essential to ensure substantive community participation in road infrastructure development projects in the study area. This will necessitate coordinated efforts from various stakeholders, including the government, development partners, and the community at large.

5.2 Recommendations

Based on the results and conclusions obtained from this study, the following points were made as recommendations:-

- Enlighten residents of urban communities about the importance and rationales of community participation in road infrastructure development projects. Community members should be sensitized and mobilized to actively participate in all aspects of the road development projects. Also community members should be facilitated to understand deeply the meaning of participation, roles and their responsibilities in participatory processes as this would encourage full cooperation and thus effective participation.
- Community participation from conception through implementation and evaluation is of outmost importance to enhance ownership of the road projects. The opinions of the community members should be considered in all decisions concerning the road development projects. Community members should be encouraged to participate in contributing cash, materials or labor during implementation and post implementation phases. Regular monitoring of projects should be undertaken to identify gaps in participation and act on the situation accordingly.
- Involve communities in decision-making and a need to overcome barriers to their participation. There is also concern that appropriate methods are developed for taking into account diverse interests. However, tools and techniques (participatory) are also required for understanding community interests and for enhancing decision-making processes involving the community.
- Information concerning projects must be provided to the local community on time so as to ensure community participation in the project. This is because the findings revealed that most of the people had no information on the project. In addition, forums that set for the discussion of community

development issues including roads need to be revitalized to realize community participation in decision making processes related to road infrastructure development projects.

- Address challenges of community participation in URIDP. And also restructure and reorganize the institutional structures of development committees, which enable local communities to involve and coordinate development projects like roads. The current institutional framework was made up of several committees ranging from town to 1 to 5 arrangement levels making it highly complex and disorganized. Therefore the responsible government body, in collaboration with stakeholders, should develop and implement a community involvement institutional structure that is accessible, inclusive, and sustainable in order to achieve desired outcomes. Furthermore urban road development projects should integrate capacity building in the form of trainings and hands on experiences building opportunities for community structures and the local community in particular at the grass root levels so that they can be fully empowered to mobilize effective community participation in the projects.

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APPENDICES

APPENDIX I: QUESTIONNAIRE TO BE FILLED BY HOUSEHOLD HEADS

QUESTIONNAIRE TO BE FILLED BY HOUSEHOLD HEADS

Dear Respondents!

I am a postgraduate student at Wolkite University; college of social sciences and humanities, Department of governance and development studies; Master's Program in development planning and management. The purpose of this Questionnaire is to gather data on community participation in urban road infrastructure development with a specific reference to the wolkite Town for the partial fulfillment of the Master of Arts degree in development studies.

Therefore I am kindly asking for your time to complete this Questionnaire to the best of your knowledge. Your free and frank feedback will be taken as an important contribution to the present research work. All ethical considerations and confidentiality of information will be respected.

Thank you for your cooperation!

Fekadu Mersha

GENERAL INSTRUCTIONS:

- Before providing your answer, please read the question carefully,
- Answer the whole questions,
- Circle your appropriate response and kindly write your opinion briefly for the short answer questions on the space provided.
- No need to write a name.

Section I. General information

Questionnaire Number.....

1. Name of residence kebele-----
2. Gender (A) Male (B) Female

3. Age-----
4. Level of education (A) No formal education (B) Primary education (1-8) (C) Secondary education (9-12) (D) Certificate (E) Diploma (F) Degree (G) other (specify)
5. Marital status (A) Single (B) Married (C) Divorced/separated (D) Widowed
6. Household size (No's) A 1-3 B, 4-6 C.7-9 D. more than nine
7. Period of residence (years)? (A) less than 5 years (B) 5-10 years (C)11-15 years (D) 16-20 years (E)more than 20 years
8. What is your Occupation (A) trading (B) Salaried Employee (C) Farming (D) Unemployed (E) Skilled Laborer (F) Other (Specify).....?

Section II: INSTITUTIONAL FRAMEWORKS FOR COMMUNITY PARTICIPATION IN URBAN ROAD INFRASTRUCTURE DEVELOPMENT

1. Are there any formal institutional frameworks designed by the municipality to enable all segments of the community to participate in road development activities? A. YES B. NO
2. If your answer to the question above is yes, do you think that the existing institutional framework has made a positive contribution to community participation in the development of road infrastructure in the town? A. YES B. NO
3. What local institutions (e.g. village committees) are involved in or can assist in the road infrastructure development?
.....
.....
4. How do you describe the work of the committees?
.....
5. If your answer is NO for Q2, please tell us how much the structure for community participation in road infrastructure development projects is conducive to your community?

A. Not conducive B. Moderate C. Highly conducive D. I don't know
6. Do you think that there is openness and a clear flow of information between LA and communities in the process of urban road infrastructure development? A. Yes B. No
7. If you say "Yes" to Q 6, how would you rate your level of satisfaction with transparency and the flow of information between LA and local communities? A. Satisfied B. Fairly satisfied C. Dissatisfied D. No opinion
8. Does the institutional mechanism ensure that women and men have equal access to decision-making? A. Yes B. No

9. How do you see the relationship between the Office of the Participatory Development Coordinator and the Community?

.....
.....

10. Is there any forum for the community, the committees and government bodies to discuss on local issues together?

.....
.....

Section III: Extent of Community Participation in Road Infrastructure (Gravel Pavement & Cobble Stone) development from 2016 on wards

1. Do you know anything about community participation in urban road development in your locality?

A/ Yes B/ No

1.1 If your answer for Q 1 is yes please explain it?

.....
.....

1.2 How did you know about it?

(A) Information shared by Local Authority (B) from other community member (C)
NGOs/CBOs (D) other specify.....

1.3 Do you think that effective community participation can boost urban road development in the area, please justify your answer?

.....
.....

2. In your opinion how important is community participation in urban road development in your locality?

(A) Improve effective & efficient use of resources (B) enhance transparency in decision making and communication

(C) Better quality infrastructure and sustainability (D) Enhance Citizens Empowerment

(E) Create sense of ownership and mutual support (F) all of the above (G) none of them.

3. Is there any formal institutional frame work designed by the municipality/kebele to enable all segments of the community participate in urban road development activities?

A/ yes B/NO C/ I don't know

4. Have you ever participated/ took part in urban roads development projects (Gravel Pavement & Cobble Stone) development project in your community? (A) Yes (B) No

5. At what level do you participate in the road development project process (Note: more than one response is possible)? A/ Need Assessment B/ Planning C/Implementation D/Decision Making E/ Monitoring &Evaluation

6. If your answer to Q 4 is no, what is the reason behind it?

(A) Lack of awareness

(B) Poor communication (E) Time constraint

(C) Financial constraint (F) Lack of interest

(D) Selective participation (G) other specify.....

7. If you are not involved, who has participated in the urban road development process (Note: more than one response is possible)? A/ local leaders B/ local development committees C/ NGOS/CBOS D/ I don't know

8. How do you describe your level of participation in urban road development projects?

A. Fully participated B. Partially participated C. Never participated D. Not sure

9. Do you think that urban road development projects undertaken in your locality have been carried out through the participation of your community? (A)Yes (B) No

10. How would you rate the level of community participation in road infrastructure development projects in your locality? (A) Very high (B) high (C) Medium (D) low (E) very low (F) I don't know

11. What suggestions do you have to enhance community participation in road development in your locality?.....

.....

Section IV: Roles of Community Participation in Urban Road Infrastructure Development

1. Do you think that the community has a role to play in road infrastructure development? if you say yes please explain that?.....

.....

2. What is your awareness about your role and responsibility in the participation of road development projects? A. Totally aware B. aware C. Partially aware D. Not aware

3. Are you attending community meetings that intend to take decisions on the development of road infrastructure? A. Yes B. No
4. If your answer to Q3 is no, what's the reason for that?
 - A. Don't know when the meetings were held
 - B. Not interested in attending a meeting
 - C. Views have not been considered
 - D. Dominance of the top-down approach (anti-participatory)
 - E. Other (specify).....
5. What role do you, as a community member, play in an urban road development project in your locality (note: more than one response is possible)?
 - A. Contribute money C. Provide labor E. Manage the projects
 - B. Collect local materials D. Contribute ideas F. Mobilize communities G. not at all
5. Do you think that community members have access to information in order to integrate their role in the development of road infrastructure? A. YES B. NO
6. How often have you contributed to the development of urban internal roads in terms of money and materials?
 - A. Never B. Sometime c. Frequently
7. How frequently have you participated in urban internal road construction through Labor Offering?
 - A. Never B. Sometimes C. Often D. Frequently
9. Did you have sufficient willingness to participate in the development of road infrastructure?
 - A. Yes B. No

If your answer for Question no. 9 is No what is the reason for your unwillingness to participate?---

10. Who are the key decision-makers in the development of road infrastructure in your locality? (Note: more than one response is possible) A. local leaders B. local community members C. CBOs D. Local Development Committee Members E. All are equally involved F. Other specify: _____

SECTION V. CHALLENGES TO EFFECTIVE COMMUNITY PARTICIPATION IN ROAD INFRASTRUCTURE DEVELOPMENT

1. Do you think that the local community is fully involved in the development of urban road infrastructure in your locality? A. Yes B. No
2. If your answer to Q1 is "NO" in your opinion what challenges does the community face when participating in the development of road infrastructure in your locality? Please insert (√) marks while you provide your response based on your degree of agreement.

KEY: SA= Strongly Agree, A = Agree, DA= Disagree, SD= Strongly Disagree

S.NO	Participation challenges	Degree of Agreement			
		SA	A	DA	SD
1	Lack of awareness/information				
2	Poor coordination and communication b/n the local authority and communities				
3	Selective participation				
4	Poor & Inefficient Leadership				
5	Weak institutional set up.				
6	Time constraint				
7	Lack of resources				
8	lack of interest and commitment on part of community				
9	Lack of supportive policies & incentives				
10	Other (specify)				

3. In your opinion, what should be done to improve community participation in urban road development process at wolkite town?

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SECTION VI. MORE INFORMATION

- Please, feel free to add below any comments or views what you think that have not been covered in this questionnaire concerning community participation in the development of urban road infrastructure in your locality/Wolkite Town.

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APPENDIX II. GUIDELINES FOR KEY-INFORMANT INTERVIEWS (KII).

1. How long have you been working in your job position?
2. Explain your understanding of effective and meaningful participation of community members in urban road development process?
3. When was community participation in road development initiated in the town?
4. What do you think about the Community participation efforts and its current practice in road infrastructure development?
5. What level of investment is there in community participation?
6. What institutional frameworks are designed to achieve the development of road infrastructure through community participation? Do the institutional structures in place make it possible for community to participate effectively in road infrastructure development?
7. In what ways, and to what extent, are communities involved in road development in the town?
8. Do community members have access to information in order to integrate their role in the development of road infrastructure?
9. What are the roles of community participation in the development of road infrastructure in the town?
10. What is the status of road infrastructure development in the town at the moment?
11. What challenges do you face when involving communities in road infrastructure development projects? How do you overcome or resolve these challenges?
12. What needs to be done in the future to promote the participation of the community in the development of road infrastructure?

APPENDIX III. GUIDELINES FOR FOCUS GROUP DISCUSSIONS (FGD).

❖ FGD (Focal Group Discussion): Questions

1. How can you define community participation in your local areas?
2. Are you aware of the concept of community participation in the development of road infrastructure in your area?
3. Who has derived the development of road infrastructure initiative in your locality?
4. How do communities participate in the development of road infrastructure in your locality?
5. How do you describe the involvement of the community in road development activities on their own initiative?
6. Do road development activities involve all segments of the community? Well, if so, how? If not, then why?
7. What are the institutional frameworks designed to help the participation of the community?
8. Do you think that the institutional framework works effectively to facilitate community participation in road development?
9. The extent and role of community participation in road infrastructure development
10. In your opinion, what is the current state of development of road infrastructure in your area?
11. What are the challenges of effective community participation in the development of road infrastructure in your area?
12. How have those challenges been resolved and what are the possible strategies for improving the situation in the future?

APPENDIX IV: LIST OF FOCUS GROUP PARTICIPANTS IN EACH SAMPLED STUDY KEBELES.

<i>S.No</i>	<i>Name</i>	<i>Sex</i>	<i>Age</i>	<i>Responsibility</i>
1	Nunu Mohammed	Female	45	Development Committee Member
2	Bezunesh Bekele	„	52	„
3	Faita Ajahebo	„	27	Kebele Chair Man
4	Getu Terife	Male	43	Development Committee Member
5	Kidst W/Senbite	Female	34	„
6	Fantu Haile	„	41	„
7	Desta W/Amanuel	Male	44	„
8	Degif G/Medihen	Male	46	„
9	Ashirka Hussen	Female	39	„
10	Tadesse Tebika	Male	43	„
11	Keninesa Beyene	Male	51	„
12	Messert Girma	Female	40	„
13	Mohammed Arebo	Male	52	„
14	Amin Mohammed	Male	54	Kebele Chair Man
15	Selamawit Aberham	Female	57	„
16	Tesfanesh Yimer	Female	32	Development Committee Member
17	Aboneshe Birega	Female	35	„
18	Neyima Abrar	Female	45	„
19	Tesfaye Kebirt	Male	55	„
20	Chaltu Mariye	Female	40	„
21	Harigeweygn Lakew	Female	61	„

APPENDIX V: LIST OF KEY INFORMANT INTERVIEWEES' IN THE STUDYAREA.

S.No	Name	Sex	Age	Responsibility
1	Endale G/Meskel	Male	42	Wolkite Town Mayor
2	Asrat Tadele	Male	39	Wolkite Town municipality Manager
3	Rebiu Dino	Male	28	UIIDP Coordinator
4	Ayenalem Asefaw	Male	29	Community Participation Coordinator
5	Tofik Dino	Male	30	Integrated Infrastructure Dev. Coordinator
6	Messert Tasisa	Female	28	Kebele Manager
7	Tofik Ajayibo	Male	27	„
8	Kenzu Ali	Male	35	„
9	Solomon Asefa	Male	36	Community Participation officer

APPENDIX VI: THE RESEARCH DESIGN OF THE STUDY

