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**COMMUNITY PARTICIPATION IN URBAN ROAD INFRASTRUCTURE
DEVELOPMENT: EXPERIENCE FROM JIMMA TOWN, OROMIA
NATIONAL REGIONAL STATE**

**THESIS SUBMITTED TO THE DEPARTMENT OF MANAGEMENT IN
PARTIAL FULFILMENT OF THE REQUIREMENT OF MASTERS
DEGREE IN PUBLIC MANAGEMENT**

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JIMMA. ETHIOPIA

Declaration

I hereby declare that this thesis entitled community participation in urban infrastructure development: experience from Jimma town, has been carried by me under the guidance and supervision of Girmaw Assmie (PHD) and Mr. Kedir Ibrahim (MA).

The thesis is original and has not been submitted to any other university or institutions for the award of any degree or diploma.

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CERTIFICATE

This is to certify that the thesis entitles Community Participation in Urban Infrastructure Development: Experience from Jimma Town, Oromia National Regional State Submitted to Jimma University department of management for the award of the Degree of Master of public management (MPM) and is carried out by sintayehu seboka under our guidance and supervision.

Therefore, we hereby declare that no part of this thesis has been submitted to any other university or institutions for the award of any degree or diploma.

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Abstract

The objective of this research is assessing community participation in urban road infrastructure development projects in Jimma town Oromia regional national state. It was based on cross section data collected from 360 randomly selected residents from 4 kebeles in the town that were selected using multistage cluster sampling. To this end, the study employed mixed approach i.e. Qualitative and quantitative, key informant interview schedules were used to collect data concerning the community participation and road infrastructure development in the City with purposively selected informants, Primary data's collected through using systematically prepared questions, and secondary data source was collected through review of relevant literature from different sources and formats, including books, articles and other related research documents. 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 is high coverage of road that need maintenance due to long service and poor quality, There is the demands of additional roads specially intercity roads in which none of cobblestone or asphalt and still remain as paved soil. Community participation is not well institutionalized in Jimma town and it is 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 is poor communication and relationships among the municipality, kebele leaders that manage the project and the community. This problem has affected the possibility for fostering institutionalized community participation in the City and hampered the synergy of the growing trend of participation in the road infrastructure development of the City. To conclude the problem of road infrastructure of the Jimma town is emanated from both manmade and natural phenomena. The study recommends that all concerned bodies which are the local communities, the municipality and other stake holders like ERASWR, NGOs, and business men's should take their responsibility to solve this critical problem.

Abbreviations and acronyms

CBOs	Community-based organizations
CSA.....	Central Statistical Authority
ERASWR.....	Ethiopian Road Authority South West Region
GGGI.....	Global Green Growth Institute
GTP-II.....	Growth and Transformation Plan two
ILO	International labor organization
LDF.....	Local Development Framework
LSPs	Local Strategic Partnerships
MOFED.....	Ministry of Finance and Economic Development
MOWUD.....	Ministry of Works and Urban Development
NGO.....	Non-Governmental Organization
PASDEP.....	Plan for Accelerated and Sustained Development to End Poverty
UISP.....	Integrated Urban Infrastructure and Service Plan
ULGDP.....	Urban Local Government Development program

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Chapter one

Introduction

Community participation is a process by which a community mobilizes its resources, initiates and takes responsibility for its own development activities and shares in decision making for and implementation of all other development programs for the overall improvement of its health status. Community participation is regarded as one of the cornerstone for good governance. It helps to enhance accountability, transparency and ensure sustainability of development initiatives (Mwiru, 2015).

Communities have their own capitals to contribute their resource in local economic development and they have also their own cultural and behavioral resources of interface with their immediate nature and nurture (Swinburn , Goga, S & Murphy, F., 2006).

From the standpoint of local economic development, there is a strong reliance on local resources, leaders and institutions to respond to locally based economic crises and opportunities. Participation has increasingly become one of the most hotly debated concepts in urban planning and infrastructure development (Jamal, A. &Julia, M, oct 2009).

Development is being considered in many parts of the World. Development encompasses economic, social, cultural, security and participatory decision making processes. In addition to the natural resources available, which is a core component of development, harmony and integration of all sect oral activities with friendly National as well as International Policies is a prerequisite for development (Kumar, 2002 ,p 132).However, many development programs implemented by the governments are often in conflict with the interest of the local people in many countries (R. Roberts, 1995).One way of learning more about development in developing country is studying the reasons for failure. The success or failure of development in developing countries depends heavily on national contexts, policies and strategies. Most of development activities have been implemented in a compartmentalized manner and in some cases even without consultation of stakeholders. Additionally, any developing economy is also influenced by international conditions and policies of other country and international organizations (MOFED, 2010).

Current scenario indicates that Ethiopia's urban population growth is among the highest in the world. Nevertheless the country is still one of the least urbanized in Africa. Addis Ababa is a single primate city which consisted of 30% of the countries urban population (Tiwari, 2016). Ethiopia's current urbanization level of 19% is projected to steadily increase to at least 30% by 2030 ((EDRI) and (GGGI), 2015). Even if urbanization is low in Ethiopia, it is growing rapidly by African standard (Tegenu, 2010).

Public investment in infrastructure is aimed at increasing the productivity and purchasing power of urban centers. Significant improvement is seen in investment along all lines of infrastructure in the country in general and urban centers in particular. The stock of road network is growing at an encouraging pace (Worku, 2011). The Government of Ethiopia has been working to improve quality of life for urban dwellers and increase productivity of urban economies so as to ensure contribution from urban centers for growth of the national economy. Integrated infrastructure development plan plays important role to effectively guide and promote urban development. But urban infrastructure is often subject to haphazard planning; disjoint implementation and poor installation management. Moreover, the provision of infrastructure is inadequate and poor in most of the urban centers and its development is lagging behind the population growth rate. Poor provision of infrastructures can lead to exposition of urban populations to health risks, limiting productivity through service cuts, increase in household and investor costs through property damage and increasing production costs through congestion, accidents and traffic jams (Yigzaw Amare, 2005).

Lack of awareness and community participation, are proposed as a major cause of the problems which are being faced. In order to understand the interventions which the Government believes are necessary for sustainable urban development, it is important to examine the realities pertaining to urban areas and their planning processes. They are too simplistic, uncoordinated and failing to get anywhere near catching up with the scale and pace of development (Kayom, 2014).

How secondary urban centers such as Jimma town and what prospects do they have to ensure improved welfare for its dwellers and increase productivity in urban economic system? Questions of this sort need critical analysis through case studies. Hence, this study strives to

evaluate the roles of community participation in provision of infrastructures of road in Jimma town.

All these can only be achieved through participatory process and effective leadership any country will promote people's development and its management by themselves. Therefore, in order to achieve sustainable development, our country should change the nature and character of economic system by improving the ways of informal community participation in development activity to bring about adequate public infrastructure and to improve quality of service by participating the whole community.

1.2. Statement of the problem

A rapid growth in population is a challenge as well as an opportunity to Ethiopia's effective management of urbanization. It is a challenge in the sense that it would also increase pressure on infrastructure provision in the country in general and in urban centers in particular. It would be an opportunity through its influence on national market and labor force provision. The projected rate of growth of Ethiopia's population was 88 million in 2014; with the annual growth rate of 2.5% over this period. In the medium term, it is forecasted to grow between 2 and 2.58%, stabilizing at 1.6% in the long term (EDRI and GGGI, 2015).

Recently, large and medium urban centers in Ethiopia have exhibited a remarkable growth in construction, manufacturing and tourism sectors. Naturally urbanization occurs as a result of industrial development with subsequent demand for labor and growth in demand for varied services and goods. It is also caused by push factors from rural areas mostly scarcity of agricultural land and job opportunities. Hence, rural labor migrates to nearby urban areas in search of jobs (Kassahun and Tiwari, 2014). National urban development policies was formulated and approved by Federal Council of Ministers in March 2005. The urban development policy, good governance and industry packages were developed based on the principle that cities should have an accelerating and encouraging role in local and national growth. Urban infrastructure development was part of the five years national Plan for the Accelerated and Sustainable Development to End Poverty (PASDEP) for the years 2005-2010 (MoFED), 2006) ((PASDEP), 2005-9/10). By examining the policies, program and outcomes that lead to urban development, we observe a significant improvement in terms of job creation, housing provision and wealth creation in large and small urban centers. Moreover, the existing

policies and strategies provide a framework for sustainable development (Kassahun and Tiwari, 2014).

The problem of integrated planning and implementation among the sectors is common in many towns and the infrastructures are unsustainable due to quality and coordination problems. Urban infrastructure is often subject to haphazard planning; disjoint implementation and poor installation management. Poor design and installation practice and lack of timely maintenance is a major bottleneck to date. Moreover, cities master plan has not been succeeded in adequately guiding and controlling special and political commitment to strictly adhere to the plans has generally been lacking (MoWUD, 2006).

There are few studies that are conducted on community participation in the development of urban infrastructure in our country context; For instance, study by Meskerem (2015) and was by Asefa (2018) are among the few researches in our country's context and each of them focuses on their own concern areas. For instance Meskerem had tried to explore the role of community participation in urban infrastructure in clear way but, the researcher didn't explain how the community is mobilized effectively. And who can mobilize the community? As well as contribute for the development of road infrastructure the researcher neglect the roles of community's culture, influential elders who can play a great role in mobilizing the community and the role of using of local resources particularly for urban road infrastructure development. Asefa also explored the challenges of infrastructure provision in general and lack of coordination among the sectors who provide service in particular but he can't put clear solutions for those challenges in this study the researcher has tried to incorporate the role of elders/ influential men in mobilizing the community for urban infrastructure development and the importance of using local resources particularly for urban road infrastructure development. And also the researcher tried to recommend the possible solutions, and what the municipality and other concerned bodies work jointly with local communities to solve urban road infrastructure problem from my empirical survey.

As a resident of the town and observer of the problem the researcher feels that there are lack of access of road both in quantity and quality in the town and urban road infrastructure is the serious problem and that needs special attention and collaboration from both the local government and communities to solve this issue Therefore, the above problems initiate me to focus on this study location and to give an analysis on the practice, and challenges of community

participation in urban road infrastructure development of Jimma town, and to give possible solutions, as well as to improve community participation for urban road infrastructure development.

1.3 Objectives of the study

1.3.1 General objective

The general objective of the study is to analyze community participation in urban road infrastructure development in Jimma Town.

1.3.2. Specific Objectives are as follows:-

1. Assess the existing practices of community participation in urban road infrastructure Development initiatives in Jimma Town,
2. To investigate the coverage and condition of road infrastructure in Jimma town
3. Analyze the procedures used by the local government to involve the community in urban road Infrastructure development in the Town,
4. Examine the problems that hinder community participation in development of urban road infrastructure,

1.4. Significance of the Study

The study was conducted in Jimma Town and has indicated the overall situation of community participation. It considered the practices, challenges and possible solutions for effective community participation in urban road infrastructure development and mechanisms for its improvement. The study can contribute to the identification of public- private collaboration mechanisms in the supply of urban road infrastructure. It would also contribute to municipality agents to plan properly for improving efficiency in infrastructure provision by using local resources and mobilizing the community. Moreover, the study attempted to add something on the literature concerning the issue of community participation in the urban infrastructure development and efforts to address the problems. This may have enormous significance for the stakeholders to take the peculiar circumstances of the area into account in devising and implementing case specific intervention plans. They could work in collaboration with different stakeholders that work on urban infrastructure development and community participation in the city.

Besides, this study can be used as a benchmark in terms of providing the necessary information for other academicians who want to conduct further investigation on the problem of road infrastructure of the town. It gives an insight for policy makers and practitioners as well.

1.6. Scope of the study

Community participation is important to create opportunities for the community to take part in different infrastructural development programs like road infrastructure, energy, and water management in urban areas in order to improve the project's effectiveness, efficiency, quality, road coverage and ensure sustainability. However, to make it manageable and to complete within the time frame the study is limited in analyzing community participation in urban infrastructure development specifically road infrastructures development in Jimma Town.

Based on the focus of the research, most of the primary data was gathered from interviews with officials at various levels, survey questionnaires from households of selected kebeles and desk review. Lastly, community participation in infrastructure development assessed within the time frame of 2015 up to 2019.

1.7. Limitations of the Study

There were different challenges which have adverse effect on the results of the study. These were include inability to get the necessary information, lack of clearly documented information in the municipality (dis aggregated data in the office due to poor record and documentation) the current pandemic disease called Covid -19 by itself was an obstacle specially at a time of interviews and discussions with the key informants concerned bodies and employees of city administration were among the problem. However, regardless of these challenges, the researcher has tried a lot to overcome those challenges systematically.

1.8. Organization of the Study

The study will organize into five chapters. The first chapter was includes background of the study, problem statement, objectives of the study, research questions, significance of the study, scope of the study, limitation of the study. Chapter two, deals with review of related literature. Chapter three deals with methodology of the study, Chapter four focuses on data presentation, analysis and discussions. Chapter five offers some conclusions and recommendations based on the preceding analysis of findings.

Chapter two

Review of related Literature

Introduction

This chapter defines community participation, meaning of infrastructure, and the relationship between Participation and Development and on significance of community participation for the development of urban road infrastructure. In addition to this, it assessed who are participants for the development of urban infrastructure and factors affecting community participation Furthermore; applied relevant empirical review related to my study. Finally, the conceptual framework of the study was included.

2.1. Understanding Community Participation

To start from the meaning of community, it is a social entity made of people or families who have the following characteristics: live in the same geographical area, share common goals or problems, share similar development aspirations, have similar interests or social network or relationship at local level, have a common leadership and tradition, have common system of communication, share some resources-water, school, etc., are sociologically and psychologically linked (Botes, L. & van Rensburg, D., 2000).

Participation is a rich concept that varies with its application and definition. The way participation is defined also depends on the context in which it occurs. For some, it is a matter of principle; for others, practice; for still others, an end in itself (BANK, 1995).

The Oxford English Dictionary defines participation as “to have a share in” or “to take part in,” thereby emphasizing the rights of individuals and the choices that they make in order to participate. Community participation concerns the engagement of individuals and communities in decisions about things that affect their lives. Sometimes people do not want to be involved in decision making, but it is our view that everyone should have the opportunity to do so (Canada, 2007).

It occurs when a community organizes itself and takes full responsibility for managing its problems. Taking full responsibility includes identifying the problems, developing actions, putting them to place and following through. (Danny, 2004)

2.3. Understanding of infrastructure

2.3.1. What is infrastructure?

There is no standard definition of infrastructure across economic studies (Tinbergen, 1962).

Tinbergen introduces the distinction between infrastructure (for example, roads and education) and superstructure (manufacturing, agricultural and mining activities) without neither precise definitions nor any theoretical references of these terms. However, in this context, we neither find precise definitions nor any theoretic references of these terms. The difficulty in having a universally accepted or common definition is born out of the need to reconcile the three analytic and not necessarily compatible objectives identified by (Buhr, 2003). As the formulation of a concept for the term "infrastructure", the incorporation of theoretic approaches and the description of the reality of infrastructure provision and this have made it difficult to develop uniform policy in the field (Canada, 2007).

More deeply, the author defines infrastructure as the sum of material, institutional and personal facilities and data which are available to the economic agents and which contribute to realizing the equalization of the remuneration of comparable inputs in the case of a suitable allocation of resources that is complete integration and maximum level of economic activities (Jochimsen, 1966p,122-123).

In a pragmatic sense, “material infrastructure is understood as the totality of all earning assets, equipment and circulating capital in an economy that serve energy provision, transport service and telecommunications; we must add Structures etc. for the conservation of natural resources and transport routes in the broadest sense and, buildings and installations of public administration, education, research, health care and social welfare” (Jochimsen, 1966p,122-123).

2.4. Participation and Development

The community development approach emphasizes self- help, the democratic process, and local leadership in community revitalization. Most community development work involves the participation of the communities or beneficiaries involved. Thus, community participation is an important component of community development and reflects a grassroots or bottom- up approach to problem solving. In social work, community participation refers to “the active

voluntary engagement of individuals and groups to change problematic conditions and to influence policies and programs that affect the quality of their lives or the lives of others". Thus, development without participation cannot be entertained and vice versa. This is the main root cause for a single community ghetto society which undergoes participation but lacks development and sometimes reverse may occur. For the up gradation of those society which forms the integral foci of any city a proper approach should be manifested which constituent both participation and development. (R. Roberts, 1995)

2.5. Understanding urban infrastructure development

Infrastructure Projects are non-rival in consumption and generate externalities, support economic growth and facilitate changes of economic variables, enhance quality of life and are important for national security and integration into the world economy. The importance of infrastructure is not only for economic benefits, but also for its impact on health, safety, leisure and general aesthetics (Buhr, 2003).

Infrastructure is one of the most essential structural elements of a city, without which a city would not be able to appropriately serve its citizens and stimulate economic activities. It denotes the hard component that comprises all systems of urban physical structure that are mainly laid under the ground (e.g. water mains) and on the ground (e.g. roads) or above the ground (e.g. telephone and electric lines) to provide public services (Arnstein, 1969). Infrastructure in the context of this manual includes roads and drainage, utility lines (water supply, electricity, telephone) and facilities such as public transport terminals, garages...etc. Services are facilities such as surface of air transport terminals, parking lots, interchanges, connections, etc. that are directly related to infrastructure. Level of infrastructure indicates the hierarchy of infrastructure which is delivered or managed at a specific level: macro level and micro/local level. Integrated Infrastructure denotes a state of affairs whereby different infrastructure interventions are planned and implemented in a balanced manner relative to one another and to the urban functions they are supposed to serve. Moreover Urban Infrastructure Development provides essential backbone support for socio-economic development in a country (Canada, 2007).

2.6. Significance of community participation

Community participation involves the engagement of individuals and communities in decisions about things that affect their lives. It is essential for the following key reasons Active participation of local residents is essential to improved democratic and service accountability, it enhances social cohesion because communities recognize the value of working in partnership with each other and with statutory agencies, and it enhances effectiveness as communities bring understanding, knowledge and experience essential to the regeneration process. Community definitions of need, problems and solutions are different from those put forward by service planners and providers, it enables policy to be relevant to local communities, it adds economic value both through the mobilization of voluntary contributions to deliver regeneration and through skill development, which enhances the opportunities for employment and an increase in community wealth, It gives residents the opportunity to develop the skills and networks that are needed to address social exclusion, It promotes sustainability because community members have ownership of their communities and can develop the confidence and skills to sustain developments once the 'extra' resources have gone.((Danny, 2004)

Figure 2.1. Significance of community participation



Source: - (Danny, 2004) Developed by researcher.

2.7. Interpretations of Community Participation

There are two broad implications of community participation which are identifiable, those that view community participation as a means and those that view it as an end (Kumar, 2002 ,p 132). Community participation as a means or end is an issue which has bothered both development thinkers and workers. Community participation is used to achieve program objective. In this case participation is a means to achieve improve program result (Oakley, 1991). If people contribute their ingenuity, skills, and other resources, more people can benefit, implementation is facilitated, and the outcome responds better to the demand of the target groups (Moser, 1989). The proportion of the second view often maintains that development for the benefit of the poor cannot occur unless the poor themselves control the process through the praxis of participation. (Kumar, 2002 ,p 132) Kumar agrees that community participation as an end is self- mobilizing where the local people themselves are in total command. There is no doubt that meaningful participation is about achieving power: which is the power to influence the decisions that affect one's livelihood. Community participation is viewed as an end if it becomes a long-term process, the purpose of which is to develop and strengthen the capabilities of people in order to participate directly in development initiatives (Ibid). This comparative analysis will be presented briefly below:

Participation as a means	Participation as an end
<ul style="list-style-type: none"> • Implies the use of participation to achieve some predetermined goal or objective • Attempts to utilize existing resources in order to achieve the objective of the project/program • Common in government programs, specifically for mobilizing community to improve efficiency of delivery system • Stresses the achievement of the objective rather than the act of participation itself • Participation takes a more passive form 	<ul style="list-style-type: none"> • Attempts to empower people to take part in their own development • Ensures increased role of people in development initiatives • More favored by Non- Governmental Organizations than by government • Focuses on improving the ability of the people to participate rather than just achieve • It is relatively more active and dynamic

Source: (Kumar, 2002).

According to Planning Theory Community participation is provided and facilitated by various legal provisions. In many countries constitution provides the basic framework for empowerment of both the urban local government and the citizens. The mechanism of creation of Wards Committees, local groups, self-help groups etc. provides the structure for citizens' participation. Institutions of local government are highly participatory, primarily by virtue of their close interface with local communities. It enables ownership of local development initiatives, which contributes to successful implementation of local development initiatives. Participation, in order to be meaningful, requires institutional capacity of the local governments to come up to the aspirations of local communities. Fiscal strength constitutes the most important parameter of institutional capacity. Citizen and Community participation, therefore, becomes an imperative in strengthening fiscal strength of local government through generation of local government revenue and efficient allocation of the locally raised resources to various local development

initiatives. Community Participation aims at involving the citizens in municipal functions, e.g., setting priorities, budgeting provisions, etc. They provide for the participation of citizens in the decision making process on local issues (Theory, 2017).

2.8. Community Participation and Urban Infrastructure Development

Community participation concerns the engagement of individuals and communities in decision makings about things that affect their lives (Danny, 2004). It is all about readiness of both the government and the community to accept certain responsibility and activities. It also means that the value of each group's contribution is seen, appreciated, and used. Mere tokenism or propaganda will not make participation meaningful" (Schubeler, Peter, 1996). Participation in infrastructure development is 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 (Schubeler, Peter, 1996). It is important that participatory strategies build upon existing informal processes and community based infrastructure development, promoting them and linking them to formal systems. Participatory infrastructure development depends on voluntary relationships between two or more groups, actors, or stakeholders. This implies that participation is a two-way process; it is concerned not just with the inputs of beneficiaries to a project or program but with the interaction on a continuing basis between beneficiaries, government, and others. Participatory relationships are voluntary and their effectiveness will depend on each stakeholder convinced that the process serves his or her interests (Yigzaw Amare, 2005). The impact of participatory infrastructure development extends beyond service improvement to include enhancing people's capacity to manage local affairs and interact more effectively with authorities and other partners. Participation is inseparable from empowerment. At the same time, participatory development requires inputs of time, organizational capacities, and other skills, which need to be both understood and supported by policy makers and infrastructure managers. Participation involves risks and costs as well as benefits. In the right circumstances, however the benefits of participation can far out weight the costs (Yigzaw Amare, 2005).

2.8.1. Who are Participants?

It is important to note that the basic unit of decision-making and action regarding infrastructure development is always an individual or, in practical terms, a household. In addition to residences, infrastructure users include private enterprises and institutions. The engagement of infrastructure users in participatory activities depends upon their infrastructure related interests, and the extent to which these interests may be promoted through participation (Schubeler, Peter, 1996).

2.8.1.1. Community Based Organizations

Community-based organizations (CBOs), which are often formed when neighbors join forces to improve local security, housing quality, environmental quality, basic utilities, and social services, community leadership is very important to participatory infrastructure development. It plays a vital role in the organization of all forms of participatory infrastructure development. There are many types of CBOs and accordingly many kinds of leaders may be presenting a community: traditional or ethnic; tribal and/or religious leaders; leaders whose status depends on connections with external authorities; leaders representing political parties; and elected local officers and informal activists whose roles derive simply from their engagement on behalf of community interests (Amare, 2005).

2.8.1.2. Non-Governmental Organizations

In recent years, development oriented NGOs have become increasingly effective in promoting practical approaches toward development problems. NGOs usually concentrate their support at the community level while at the same time seeking to promote improved communication and cooperation between communities and government authorities. According to (Schubeler, Peter, 1996) their specific contribution may include: awareness building and mobilization, strengthening the organization capacity of CBOs, provision of technical knowhow, enabling access to credit, establishing communication channels, and assisting communities to play a more active role in public planning and decision is making processes

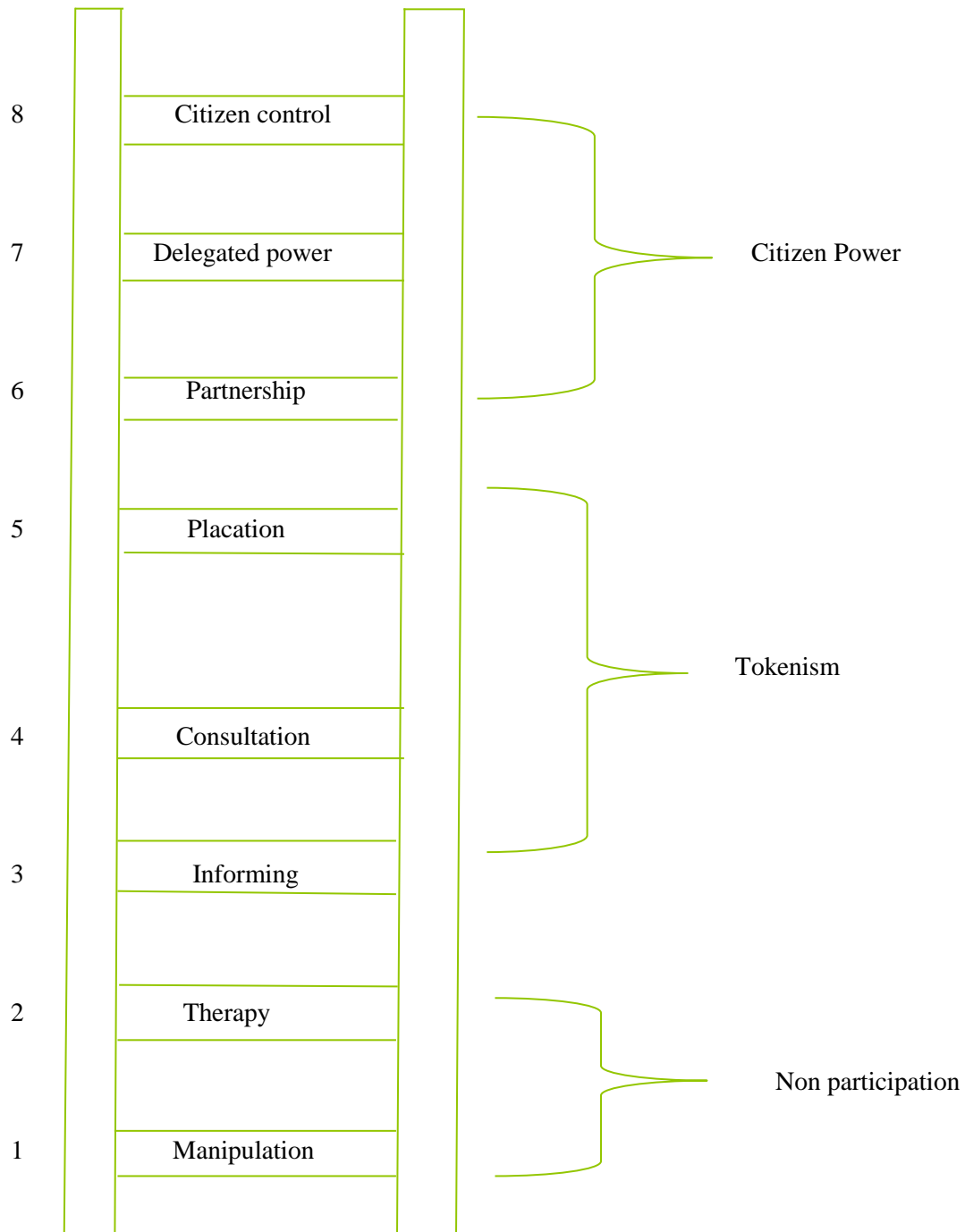
2.8.1.3. Local Authorities

The responsibility of local government authorities encompasses all infrastructure sectors, social services, and general urban economic and spatial development. However, according to (Schubeler, Peter, 1996), functions and interests differ somewhat between the technical (line) agencies responsible for the implementation and operation and maintenance of infrastructure facilities and services, and local political authorities responsible for overall urban management and development. These local political authorities are, in addition, politically accountable to the public.

2.9. Types of Participation

According to Arnstein Eight levels of participation are arranged to the extent of citizens' power in determining the end products. (Arnstein, 1969), the bottom rungs of the ladder are Manipulation and Therapy which can describe as levels of non-participation that have contrived by some to substitute for genuine participation, and their real power is not to enable people to participate in planning or conducting programs, but to “educate” the participants. Rungs of informing and consultation that allow the have-nots to hear and to have a voice, but under these conditions they lack the power to ensure that their views will be heeded by the powerful, and “when the participation restricted to these levels, “there is no follow-through, no “muscle,” hence no assurance of changing the status quo.” And the rung of Placation is simply a higher level tokenism because the ground rules allow have notes to advise, but retain for the power holders the continued right to decide. Further up the ladder of Partnership enables the community to negotiate and engage in trade-offs with traditional power holders. In the ladders of Delegated Power and Citizen Control, the have-not citizens obtain the majority of decision making seats, or full managerial power. In spite of these the type of participation which exists in the study area is fall under the second category in tokenism particularly, informing and consultation that allow the community to hear and to have a voice, but they lack power to change the status quo.

Figure 2.2. Levels of participation to the extent of citizens' power



Source: (Arnstein, 1969)p. 262

2.10. Why Real Community Participation?

The reason for participatory approaches to urban infrastructure development planning and management can be roughly divided into two major groups. Firstly, it refers to people's rights that implies people have a right to be involved in affairs related to their own lives, they have a right to be involved in decisions that affect their day to day existence and their future. Secondly, a group of reasons is related to effectively and efficiency if the community is actually given the opportunity to actively participate in urban infrastructure development, this development is assumed to take place more effectively and efficiently (Fritschi, B., Kristiyani, A.T. & Steinbrg, F., 1991).

2.11. Factors Affecting Community Participation

The process of participation does not happen in a vacuum; hence it is subject to various influences which inhibit or facilitate its effectiveness (Oakley, 1991). This influence can be categorized under structural, administrative, local and social factors. The following section will try to explain each category briefly.

2.11.1. Structural Factors

The political environment of a country is a critical factor for a successful participatory process. In country where prevailing ideology does not encourage freedom of speech and openness rather state of affairs is dictated by a government, it is difficult to undertake a genuine participation (Oakley, 1991). Participatory planning further, demands decentralized and horizontal administrative system in order to give room for local actor to involve in decision making. On the other hand, a centralized government structure that gives little room for local decision making will minimize the possibility of authentic participation since decisions flows from top to down without involvement of local actors. The other structural factor is political interference on local projects and programs by the ruling party to co-opt the direction of the intervention for their political benefit (Ibid). It is important to note that decentralization in terms of decision making over development and finance is a crucial factor in facilitating genuine stakeholder participation.

However, decentralization needs to be supported by accountability, transparency and participatory institutional arrangement of the local government (Van Dijk, 2006). All these show that how much the structural political factors are important to realize genuine local level participation. The other most important structural factor is political will and commitment of government officials at all level. The fact that the legal frameworks are put in place does not guarantee genuine participation, rather government officials need to be convinced that stakeholders should have to have a say in matters that affect them and need to be committed for the realization of authentic involvement of relevant actors in decision making. Therefore, it is important to put in place enabling regulatory frameworks at national, regional and city level that stimulates and rewards participatory decision making by urban stakeholders (Pieterse, 2000).

2.11.2. Local Government Level Factors

According to the urban management approach the major objective of local governments is facilitating stakeholder involvement in decision making and overall urban development (Van Dijk M. , 2008). However, in praxis there are several factors at the local government level that affect, positively or negatively, the quality of participation. The major factor that affects the process of

Participation by local governments is the availability of resources. Participatory process demand additional resources in order to address the social and economic needs of stakeholders. However, in most cases local governments' resources do not match their ambition to participate and often justifying additional expenditure is difficult. Another factor that affects participation is the level of emphasis given to the hard and soft issues of development plan. In many development projects a hard issues (technological, financial, physical and material) are considered important for the success of the project than the soft issues (stakeholder's involvement, decision making procedure, capacity building, organizational development and empowerment) (Moser, 1989). It is important to note that not all stakeholders have equal voice; there are some groups who can have better capacity to make their points heard. This might be due to their relative economic, social and political capital they possess, however, the local government need be able to prevent domination of these groups in order to ensure the voices of silent majority heard (Jenkins, et al, 2002) (Jenkins, P., Kirk, K. & Smith, H., 2002). The attitude of planners and officials towards the inputs of other stakeholders are the other critical factors that affect participation at the local

government level. Most often planners, professionals and local government officials view the inputs of communities and activists as banal and which lacks technical knowledge. This would affect the stage that other stakeholders participate. Most often local governments go for consultation with the public after the framework of the planned intervention is established. Therefore, the stage of participation is also another critical factor in determining the quality of stakeholder involvement. The motivation of governments or agencies to involve stakeholders in decision making is also another factor that affects participation (Davidson, 2005). It is important to note that political commitment and appropriate regulatory framework are not enough. Participation also presents human resource challenge to local governments by requiring additional professional staff, particularly expertise of facilitation, communication and negotiation skills (Innes, 2004). Furthermore, the institutional arrangement of the program or project need to be arranged with strong link with parent institution and coordinated with other stakeholders in an integrated, flexible and demand responsive manner (Imparato, I. & Ruster, J., 2003). Local government officials and planners need to make sure that their call and proposals need to be communicated to all stakeholders and they also need to use language which comprehensible by all stakeholders in order to avoid mistranslation, miscommunication and misunderstandings (Glicken, 2000).

2.11.3. Community Level Factors

The major factor affecting the quality of participation at the community level is the level of dependency of residents on government. In many third world countries people are accustomed decision and initiatives to their leaders. However, several other community level factors perpetuate this mindset. Community organization is one of them. The existence of a strong community organization facilitates participation. The effectiveness of community organization is dependent on committed and skilled leadership, which is supported by the community. The absence of this leadership and community organizational skills is one of the factors that makes communities to be incapable of active involvement in a participatory process (Oakley, 1991). The other factor, which perpetuates public dependency for decision making, is community educational level and access to information. Many researchers have showed that planning systems implicitly favored to the well-educated and informed ones (Jenkins, P., Kirk, K. & Smith, H., 2002). However, it is important to note that these feelings are results of the

experiences lack of consideration of the views of the public in planning processes (Oakley, 1991). Most urban areas are composed of heterogeneous groups in terms of language, tenure, income, gender, age, politics, and many other factors. This diversity will give rise to different interest and different vision for future development, which sometimes be conflicting and can be achieved at the expense of the others. This scenario will be exacerbated by selective participation of the powerful, the wealthy or the more articulated ones against the weaker section of the community. In most cases governments and development agencies work with leaders of community based organizations or representatives of the community, which usually might not actually reflect the needs of the poorer and the marginalized sections of the population like women, the poor, ethnic minorities, etc. (Botes, L. & van Rensburg, D., 2000). This will affect the representation of the different groups which in effect lowers the effectiveness of the process in incorporating the needs of all actors involved. Generally, the deficiencies in urban infrastructure development in the cities of developing countries are a reflection not merely of absolute resource constraints but also of other constraint, particularly the institutional arrangements of urban infrastructure services delivery” (BANK, 1995). And the absence of responsible office could also a reason for the poor functioning of the existing efforts. Therefore, responsible organization with ability to organize the community is needed to achieve viable results.

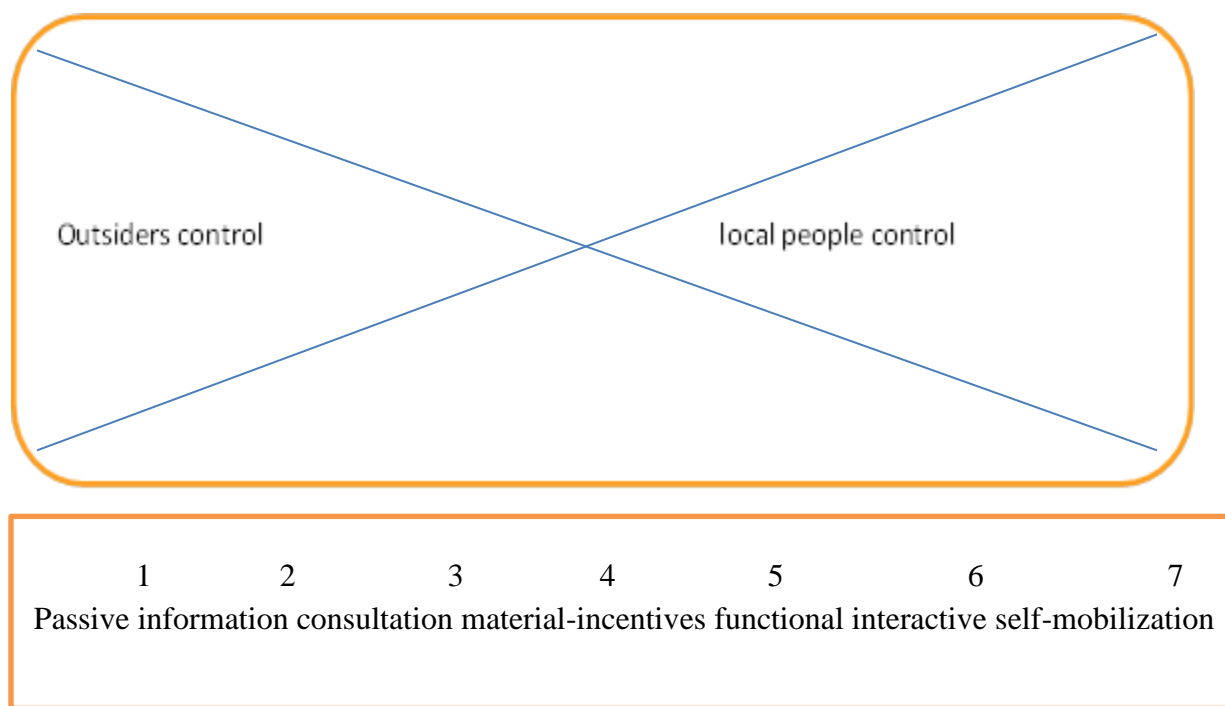
2.12. Levels and modes of community participation

The seven levels of community participation as highlighted by (Davids, F. Theron & K. J. Maphunye, 2005) are as follows: Passive participation: - People “participate” by being told what is going to happen or has already happened. Participation relates to a unilateral top-down approach by the authorities. The information being shared belongs to outsiders or professionals. According to (Kumar, 2002 ,p 132), Passive strategies very often involve a one-way flow of information from the planners to the public. Second, Participation in information giving. This level does not constitute community participation because they merely require the community to judge a finished or almost finished product. People participate by answering questions posed in questionnaires or telephone interviews or similar public participation strategies. The public do not have the opportunity to influence proceedings as the findings of the research are neither shared nor evaluated for accuracy. Third, Participation by consultation. People participate by

being consulted as consultants/professionals/planners and external officials listen to their views. The professionals define both problems and solutions and may modify these in the light of the people's responses. The process does not include any share in decision-making by the public, nor are the professionals under any obligation to take on board people's views. Forth, Participation for material incentives. People participate by providing resources, for example labor, in return for material rewards. This helps to reduce overall costs, and participants in return receive a resource (Nampila, 2005). Fifth, Functional participation. People participate in a group context to meet predetermined objectives related to the project, which may involve the development or promotion of externally initiated social organizations. 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 also become self-dependent. Sixth, Interaction strategies. People participate in a joint analysis, the development of action plans and capacity building. Participation is seen as right, not just the means to achieve project goals. And lastly, Self-mobilization strategies. People participate by taking initiatives independent of external institutions to change systems. This bottom-up approach allows people to develop contacts with external institutions for resources and the technical advice they need, but they themselves retain control over how resources are used. Such self-initiated, bottom-up and self-reliant mobilization and collective actions may or may not challenge an existing inequitable distribution of wealth and power. The route to effective community participation would depend on selecting the right combination of approaches. However, this would determine whether the community authorities actually allow the community to participate and make its own decisions. It is also important to understand the modes of participation as, these overlap with the levels of community participation, and are necessary for community participation. (Theron, 2005) Thereon highlights these modes as follows: Anti-participatory mode where community participation is considered as a voluntary contribution by the community to a program/project, which will lead to development, but the public is not expected to take part in shaping the program/project content and outcomes. The next one is manipulation mode in these case community participation includes community involvement in decision making processes, in implementing programs, sharing in the benefits and involvement in efforts to evaluate such programs. Whereas in incremental mode community participation is concerned with organized efforts to increase control over resources and regulate institutions in given social situations for groups or movements excluded from such control and finally in the

authentic public participation mode community participation is an active process by which the community influence the direction and execution of a program with the view to enhancing their well-being in terms of income, personal growth, self-reliance or other values which they cherish. The figure below shows how the levels and four modes of community participation discussed above can be combined to view where a “participation process” lies on the continuum and whether it progresses from passive participation where people are “told what to do”, perspective to self-mobilization, where “people are in control of processes.”

Figure 2.3. Levels and modes of community participation



Source: (Kumar, 2002 ,p 132).

2.13. Approaches to Infrastructure development

2.13.1. Local Resource-Based Approach

A local resource-based approach applies a cost-effective use of local skills, enterprises, labor and materials in the infrastructure delivery process. The process optimizes the social and economic impact of investments in infrastructure by ensuring that these investments are channeled through the local economy, so creating job opportunities and stimulating local markets, entrepreneurship

and industry while safeguarding cost effectiveness, quality and sustainable asset delivery. Opting for local resource-based technologies is logical and suitable when:

- i. Government development objectives aim to generate employment and income opportunities for the local population and domestic construction industry
- ii. The infrastructure concerned requires relatively modest investments, e.g., rural roads, secondary and tertiary irrigation channels and small and medium-scale structures
- iii. Local resources including labor, skills, enterprises and materials are available
- iv. Scarcity of foreign exchange makes the use of imported inputs an economically unattractive option
- v. A significant proportion of the population is un- or under-employed
- vi. Wage levels are low (Schubeler, Peter, 1996).

2.13.2. Benefits of a Local Resource-based Approach

Experience in African and Asian countries has shown that this approach to infrastructure (re)construction and maintenance enables higher delivery and maintenance rates of basic infrastructure assets and services essential for socio-economic development such as vital access roads, water supplies, markets and health facilities with the same level of investment and at comparable or better quality standards, creates jobs, particularly for the unskilled, poorer men and women within the community. This results in the injection of incomes into the local communities, with the immediate effect of increasing their purchasing power. This, in turn, results in improving living standards such as improved diets, ability to access socio-economic amenities such as schools, clinics, etc. Besides it stimulates local entrepreneurship, community participation and local economic development with important income distribution effects and enables the involvement of the local private sector and industry, that is, contractors, suppliers and manufactures of local materials, tools and equipment. Hence nurtures and develops the local construction and manufacturing industry, retains investment locally and saves on foreign exchange required for foreign imports. Furthermore, it has paramount significance in developing skills in the delivery process that can be used in other income generating activities, as well as in subsequent maintenance works, offers opportunities for employment creation, social reintegration, and the stimulation of local socio-economic development in countries emerging

from either man-made crises or natural disasters. In such countries governments have few macroeconomic tools at their disposal to revive their economies and to enable economic and social recovery. Public investment in infrastructure provides one such tool. Has a measurable direct and indirect impact on variables such as GDP, private consumption, private investment, balance of payments, public revenue, and even imports. There is, in reality, nothing new in these findings: public investment is known to be an effective tool to lift people out of poverty when a country is facing impoverishment of a sizeable proportion of the population (BANK, 1995). Major public works programs were used to reign in widespread poverty in the United States in the 1930s, in Europe in the 1950s (the Marshall plan), and, more recently, during the 1980s- 90s by the three Asian countries most successful in reducing poverty/recovering from economic downturn (China, India and Indonesia) (ILO., 2010)

2.13.3. A New Infrastructure-Led Regional Development Approach

The New Regional Development Program and The Spatial development Initiative (SDI). SDIs are programs designed by the public sector in partnership with the private sector, most often found in Africa. The programs span several nations. The public sector commonly identifies specific and usually large potential “anchor projects” along a transport corridor. These anchor projects are usually opportunities for private investment. These projects act as catalysts to economic growth in the corridor’s region. In addition, the public sector attempts to remove constraints to private-sector investment, business development, and promotes the development of public-private partnerships (PPPs). The governments often use PPPs to involve the private sector in expressway maintenance (and sometimes, initial construction) in return for a questionable. Second, the EWEC does not adequately address the inclusion of traditionally excluded stakeholder groups such as the poor and women. In order to address the need for regional planning throughout Asia, it is critical to implement programs that aggressively promote poverty alleviation. SDIs nor the EWEC nor many other corridor development projects do not adequately address poverty alleviation or look closely enough at stakeholder groups’ gains and losses for the projects related to the programs. Both the People’s Republic of China (PRC) and India are developing massive tolled expressway networks that are a key factor behind those nations’ rapid economic growth. Both nations have experienced a sharp drop in the absolute number of people

in poverty and extreme poverty. Yet, the income distributions in both countries are now much more unequal and the absolute number of people in poverty remains high. Neither country has adopted an adequate corridor development strategy to promote growth in the regions surrounding the new expressways. The inequality of income distribution can be the cause of numerous social ills, and political instability. We propose our Infrastructure-Led Economic Development Corridor Program primarily to correct for the problem of unequal regional development. A necessary condition is that the top national leaders of the countries spanned by the corridor aggressively move the program forward. Provincial and other local government units must also do the same. A donor driven program may not succeed because of the lack of strong support from the region's politicians and governments. For example, institutional weaknesses often dampen the resolve of the top leadership, and this reduces the effectiveness of corridor regional development plans. Such weaknesses arise from political instability, institutional issues between national and provincial governments, or a lack of capacity. The lack of coordination between city-level municipalities and district governments can result in ad hoc project implementation, which creates misunderstandings and confusion between both the public and private parties involved. This is where the role of a regional coordinating authority becomes clear (ILO., 2010).

2.13.4. A steps Approach to Infrastructure Planning and Delivery

It offers a way in which people in local authorities and Local Strategic Partnerships (LSPs) can work together to achieve the right level of infrastructure delivery. It could be used as part of as the LSP Resource overview process and the Local Development Framework (LDF) Core Strategy evidence base. The Approach suggests ways of establishing effective processes and structures where none currently exist and of enhancing those which are in existence. Whilst this approach primarily deals with the local approach to infrastructure planning some of the steps identified will need to be delivered jointly with other areas and some may require a regional resource for implementation which may provide a good basis for the sub-regional working across agencies. It is important to note that this approach is just one way of approaching infrastructure planning and delivery it is not a set procedure it needs to be considered as a whole and not necessarily in a sequential way-you don't have to start at Step 1 -use the approach as appropriate to local circumstances and you may chose not to follow all the steps or all parts of the steps. Some steps will already have been completed locally or there will be existing work that can be

used. The 'how to get started' bullet points are a range of suggested activities not a checklist of prescribed actions. The provision of resources and examples given are indicative and not meant to provide templates (Ibid). These approaches of infrastructure development have their own advantages and short comings. By considering these, I recommended the first approach that is local resource based approach because, it optimizes the social and economic impact of investments in infrastructure by ensuring that these investments are channeled through the local economy and enables higher delivery and maintenance rates of basic infrastructure assets and services essential for socio-economic development such as vital access roads, water supplies, markets and health facilities with the same level of investment and at comparable or better quality standards and creates jobs, particularly for the unskilled, poorer men and women within the community(Researcher).

2.14. Strategies of Participation for Infrastructure Development

Participation exists in a wide variety of forms, ranging from government involvement in community-based development activities to people's participation in government-directed management functions. (Schubeler, Peter, 1996).

The four basic participatory strategies of infrastructure development encompass a range of cooperative relationships or partnerships between the parties concerned. As in any partnership, the basic purpose is to create mutually advantageous interactions and synergy in which the strengths of one partner balance the weaknesses of the others; together, partners should be able to achieve results that would not have been possible independently. It must be stressed that the value of participation derives not only from mobilizing additional community resources but, more importantly, from the greater effectiveness with which available resources are used. The primary objective of a participatory strategy is therefore to establish an appropriate basis for this division of tasks and responsibility; in other words, to frame the partnership in such a way that it is clear who should do what, and how the various activities will be coordinated (Yigzaw Amare, 2005). Four main strategic approaches are identified according to (Schubeler, Peter, 1996).

2.14.1. Community-Based Strategies

These strategies constitute the most elementary form of participatory development. The frame of input for development is the 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. The principal strength of this approach derives from creative learning and the community potential for self-organization. However, this bottom-up, community-based approach also faces inherent difficulties in linking locally developed infrastructure systems to municipal networks. The approach is seldom able to mobilize more than a modest volume of resources.

2.14.2. Area-Based Strategies

Area-Based Strategies 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, and the 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. This approach is well suited for ensuring more effective linkages between local level development and municipal systems, however, loss of community "ownership" and poor cost recovery are common problems face.

2.14.3. Functionally-Based Strategies

Functionally-Based Strategy employs the functional structure of the infrastructure system as the frame of reference for organizing development 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 on ward transfer and disposal of waste materials.

2.14.4. Process-Based Strategies

Process-Based Strategy takes 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. Decentralization implies a double movement of, on the one hand, devolving decision making processes and operational responsibility to more local bodies and, on the other hand, opening management functions at each level to the exchange of information from ‘below’.

2.15. Overview of Road Infrastructure Development

Road infrastructure is a major catalyst for the physical and socio-economic development of a country's Gross Domestic Product; as the movement of people, labor, goods and services depend mainly on it. In the traditional procurement system, the public sector (government) assumes all the responsibility for developing a road project, and bears most of the risks associated with its operation and maintenance. Hence, road infrastructure has been managed as a social service for the good of the public. However, managing road network today appears to have become increasingly challenging for all governments as demands increase and resources are limited. In this respect, many countries around the world are now exploring a wide variety of approaches in engaging other actors in the delivery of road infrastructure. Road infrastructure development covers the use, operation, maintenance, or construction of new roads. It has been described as the process of maintaining, improving and optimizing the overall performance of the road network and all its elements (Ezekiel, 2014).

2.16. Mechanism for Supporting and Financing Road Infrastructure development

There are different mechanisms used for supporting road infrastructure development. To mention a few; Political will is a prerequisite for the normal operations of financing of infrastructure

activities and governance and participation from all parties is necessary. Furthermore, infrastructure development should be incorporated in the supporting framework for coordination and management (Magidu, N. & Abu,M., 2009). Beside these creating common vision or strategic framework, commitment in leadership, availability of potential revenue source, political willingness, coordination and management are the key elements in financing of urban road infrastructure development (Ibid).

2.17. Community Participation and Road Infrastructure Development in Ethiopia

2.17.1. Community Participation

In Ethiopia, as like other developing countries community participation for development is also implemented for many years. Participatory road infrastructure management calls for an appropriate organizational basis for the partners, a clear division of tasks in line with the interests and capacities of each partner, adequate communication channels between participants, and a favorable policy context. Due to these facts government and policy makers are beginning to recognize the importance and role communities can play and efforts are being made to allow them to become more involved in the process of urban infrastructure development. However, the potential contribution of community participation is constrained by numerous factors such as the absence of secure tenure rights, inappropriate technical standards, rigid planning methods; time bound project management requirements, and the absence of workable models (Foster V. and Morella E, 2010).

2.17.2. Road Infrastructure Development

Developing and improving the country's road network and building the capacity of road authority so as to manage and administer the road network were the main objectives of road sector development plan. During 2010/11 several new road construction, maintenance of roads, rehabilitation and upgrading works have been carried out by the Federal, Regional and Woreda level governments of the country and other development partner. In addition, design, feasibility

study, environmental impact assessment (EIA), civil service reform, and capacity building activities were accomplished. During 2010/11 the physical accomplishment of federal roads was above the level planned for the fiscal year except the construction of new roads.

The accomplishment of road sector has contributed a lot for the economic growth and poverty reduction registered in the country by both encouraging economic transactions and providing employment. As a result of road construction and maintenance activities, it was possible to create employment for peoples (MOFED, 2010). Road sector has encountered certain problems including increased cost of construction, delays in construction and low competition among bidders and contractors in the sector. The road sector was highly affected by the general increase in the cost of road construction. As a result of the inflation, lower competition among the bidders, slow performance and delays in construction, the cost of asphalt and gravel road per kilometer increased by 56% and 49%, respectively. The capacity at regional and woreda level to effectively organize and implement road sector development program has been very low. The domestic contractors participated in the construction and maintenance had no sufficient financial and technical capacities. As a result, there have been delays in the bid process and construction of roads. The government is currently taking measures to reduce the problem by (1) building the capacity of regional and woreda level road authorities, and contractors at federal and regional levels; (2) providing advance sufficient payment to contractors; and (3) providing training to supervisors and advisors involved in the road sector (MOFED, 2010).

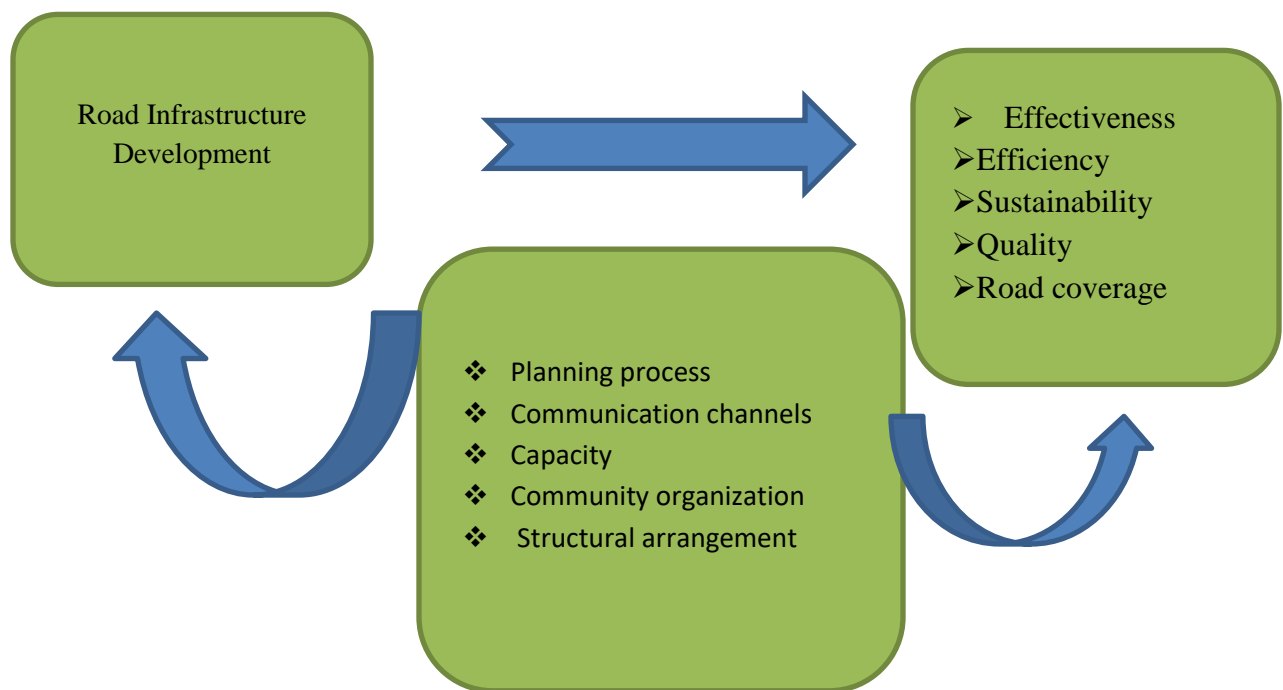
2.17.3. Organizational Requirements for Infrastructure development

(Vives and Chrisney 1995 as cited by Yigzaw, 2005), “Basic goals of an infrastructure strategy are to expand coverage and improve the quality of services. Clearly, the relative importance of each of these goals will vary according to the state of infrastructure development. Yet, regardless of which goal is given priority, governments must establish the appropriate institutional and legal framework, paying careful attention to the incentives created by the regulatory and management arrangements in infrastructure Development.” Participatory strategies must determine whether development activities should be channeled through existing organizations or whether new organization needs to be established at the community and/or government levels. The need for new organizations will depend upon the tasks and responsibilities to be authority.

2.18. Conceptual Framework

Community Participation is desirable in the urban road infrastructure development interventions. However, in order to realize a genuine participation there are factors which hinder the participation of the community in the projects. Based on the literature and consideration of practical experiences, the researcher develop conceptual framework which is very essential and useful to identify and describe the variables that affect community participation in urban road infrastructure development. These variables are planning process, communication channels, capacity, community organization and structural arrangement. The process in turn is measured in terms of effectiveness, efficiency, sustainability, and quality and road coverage.

Figure 2.4. Conceptual Framework



Source: - partially adapted by author

Chapter three

Research methodology

Introduction

This chapter describes the methodology used to achieve the objective of the study. It includes; research approach, research design, methods of data collection, sampling design, data collection, method of analysis, reliability and validity taste of instrument and ethical considerations.

3.1. Description of the Study Area

This study had conduct at Jimma Town. It has 17 kebeles or administrative unites and it is the city administration which is administered by the Mayor. Based on the 2007 Census conducted by the Central Statistical Agency of Ethiopia (CSA), the town has a total population of 120,960, of whom 60,824 are men and 60,136 women with an area of 50.52 square kilometers; it has a population density of 2,394.30 per square meter inhabitants. A total of 32,191 households were counted in the town, which is an average of 3.76 persons to a household, and 30,016 housing units.

This Town is selected due to many reasons among them Jimma is one of the towns which have poor infrastructure facility especially road infrastructure both in access and quality. It is one of the most expanding Towns in Ethiopia in general and in Oromia Regional State in particular and as the towns expand the demand for infrastructure also increases in parallel way. therefore to fulfill this gap it needs the collaborations of government and private sector for this participating the local communities in urban road infrastructure in effective way is the necessary task.

3.2. Research Design

This is a research analyzing the problem of urban road infrastructure in Jimma town of Oromia national regional state. It is a case study based on field survey of the condition with the objective of identifying the challenges and prospects of road service provision of the town.

The research is descriptive in its nature and it attempts to identify the situation of road infrastructure challenges and prospects in the study area. The rationale behind this, type is in order to inform relevant stakeholders in addressing the problem and According to Christine, 2004 descriptive research type is used to describe the actual experience.

3.3. Research approach

The study employed mixed approach. The reason for combining both approaches is that, they help the researcher to get deep understanding of gaps of the study and provide a richer band that gives a wide base to the finding of the study. In general, using mixed approach is helpful to the researcher to triangulate the finding of the study for its reliability and validity. Accordingly, quantitative methods were used because it helps the researcher to study the selected issues to produce quantifiable and empirical data to know existing practices of road infrastructure of the town and This study predominantly used qualitative approach because, it is very essential so study the selected issues in depth analysis. Using mixed methodology help to minimize the weakness of single method and ensure the validity of gathered data.

3.4. Data type and Data Sources

3.4.1. Data type;

The data used for this study were both qualitative and quantitative. The researcher had used qualitative data's to represent some characteristics or attributes. They depict descriptions that may be observed but cannot be computed or calculated. They are more exploratory than conclusive in

nature. The researcher use quantitative data's for those types of data's in which measured and not simply observed, or for those numerically represented and calculations can be performed on them, and those data's who are numerical and can be classified as quantitative.

3.4.2. Data source

The researcher used both primary and secondary data sources in order to address the research objectives.

3.4.2.1. Primary data source

Primary data's collected through using systematically prepared questions which allowed me to produce a rich and varied data set in a less formal setting and a more detailed examination of experiences, feelings or opinions with selected key informants. The key informants are City Administrator, Kebele leaders, Employees of City Administration and local household communities. Key informant interviews were used in order to understand the perceptions of different stakeholders. Informal interactions and semi-structured questionnaires were used to gather data from households'. Households are the basic source of information' for this study Desk review was made in order to supplement evidence from the primary sources.

3.4.2. 2.Secondary data sources

On the other hand, secondary data source was collected through review of relevant literature from different sources and formats, including books, articles and other related research documents.

3.5. Sample and Sampling Design

In this study the researcher used multistage sampling technique in order to select sample respondents from the given population. Depending on the nature of the study, the researcher prefers multi stage sampling over the other techniques to select a representative sample size. In

the first stage total population and performance achievement of each kebele was considered and taken as a defining variable in clustering the town's kebele in to some manageable size from which sample respondents are drawn. Accordingly, the 17 independent administrative units were clustered in to four (4) manageable sizes. In the second stage, a simple random sampling technique was used and one (1) kebele was selected from each cluster. Totally 4 kebeles i.e. (Saxxo Samaro, Bacho Borre, Mandara Qochi and Bossa Addis) were selected as sample kebele from which households were drawn. In the third stage, 360 total respondents (90, 90, 90, and 90) respondents were proportionally selected from Saxxo Samaro, Bacho Borre, Mandara Qochi, and Bossa Addis kebeles respectively for the survey using random sampling.

Secondly 29 key informants were selected from Jimma Town administration, head of kebele and employees of city administration. These key informants were selected by using purposive or judgmental sampling procedure, based on the knowledge and experience of the subject under study.

3.6. Instruments of Data Collection

The researcher was used both primary and secondary data sources. Primary data was collected from respondents because of their effectiveness to attain research objectives. And also secondary data was collected through review of relevant literature from different sources and formats, including books, articles and other related research documents. The primary data needed for the study was collected using the following instruments:

3.6.1. Questionnaires

The researcher had prepared questionnaires which have semi-structured (closed and open ended) questions and administer to collect a wide range of data from the households. The questionnaires had designed by me and administered by the same and enumerators by training them. The questions would prepare in English language and translated in to Afaan Oromo language and administered by trained enumerators under direct supervision of me. The administration of the instruments seriously supervise and more than half of it was be undertaken by me in order to minimize errors. This specific instrument helps me to widen the size of the data for the study.

Out of 360 total participants 317 respondents filled and returned the survey questionnaires which account 88.05% achieved.

3.6.2. Key Informants Interview

In this study, key informant interview were conduct to collect the necessary data in order to make the study more complete. Both structured (systematically prepared questions) and semi-structured interviews were administered. Because using only one type of interview may leads to less rich data or information. Moreover, the way respondents act and answer leads me to ask in different ways. Therefore, individuals who were expected to have background information on the community participation in the urban road infrastructure development will contact and interview. The potential respondents include Head of Kebeles, City Administrator and Employees of City Administration. Out of 29 participants all of them had interviewed in 4 clusters due to covid-19.

3.6.3. Desk Review

In order to ensure the relevance of collected data, the researcher undertakes a detailed and extensive review of existing literature on community participation and road infrastructure development specifically in reference to road infrastructure development. This includes different websites, project reports and research papers.

3.7. Data Analysis and Interpretation

Based on the above two approaches descriptive method of data analysis were used. Descriptive methods of analysis were applied to describe and interpret the current practice, challenges and the major hindering factors for community participation in urban infrastructure development in selected kebeles. It was applied to examine the potential of community participation in improving road infrastructure development. In addition, the descriptive analysis enables to analyze the relationship between community participation and improvements in infrastructure development in the town. In this method the researcher has no control over the variables and only report what has happened or what is happening. Also the researcher attempts to discover

even when cannot control the variables. On the basis of the assumed relationships between variables the data gathered through interviews were analyzed by narrating and describing the meanings and implications. In other words, data which are qualitative in nature was described, classified and concepts were connected with one another. The quantitative data was analyzed through simple statistical methods like, percentages and cross tabulations to facilitate meaningful analysis and interpretations of the research findings.

3.8. Validity and reliability test;

3.8.1. Validity of the Instrument

In terms of validity test which is the extent to which the scores from a measure represent the variable they are intended to. The researcher used different mechanism to verify the validity of the instrument among them a pilot study had been conducted. In pilot study view of the few number of respondents, experts in that area and also academicians were taken. After the pilot test study questioners were reframed and put in to final survey.

3.8.2. Reliability of the Instrument

Reliability of the questionnaire was tested by SPSS through Cronbach's alpha. This statistics used to test the internal consistency of response for variables. Beside this, is a coefficient (a number between 0 and 1) that is used to rate internal consistency (homogeneity) of the items in the study. According to Tavakol and Dennick, (2011) the value of Alpha ranging from 0.7 to 0.9 is acceptable. Therefore, the result of reliability shows that Cronbach's alpha value of the study is 0.864 which is acceptable to study.

3.9. Ethical Considerations

In it is clear that the ethical issue should be given due emphasis in the collection of the necessary data's from the concerned body and the information that gate from the concerned body will kept as the wish of concerned participant on the conduct of this work no one or group of people can be harm or vulnerable. Every effort had made to minimize social as well as economic risk of the community and concerned body. For this as much as possible the researcher tried to clarify the objective of this work for participants and the response and information they bring to this work had based on their free and keep confidentially.

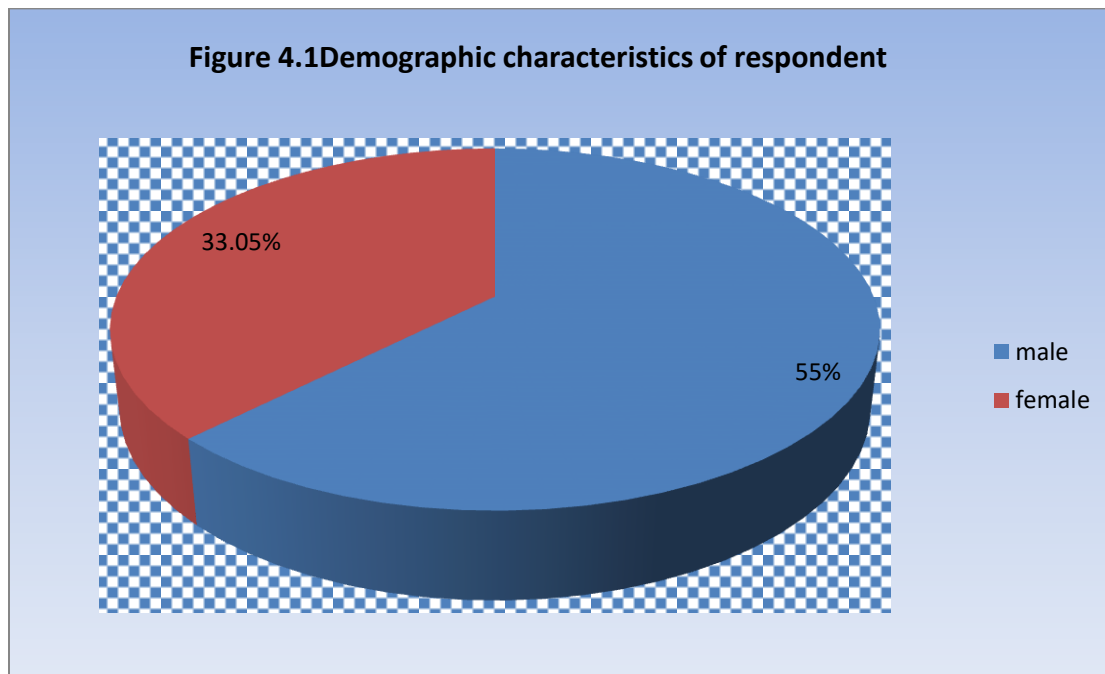
Chapter four

Data presentation and analysis

Introduction

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

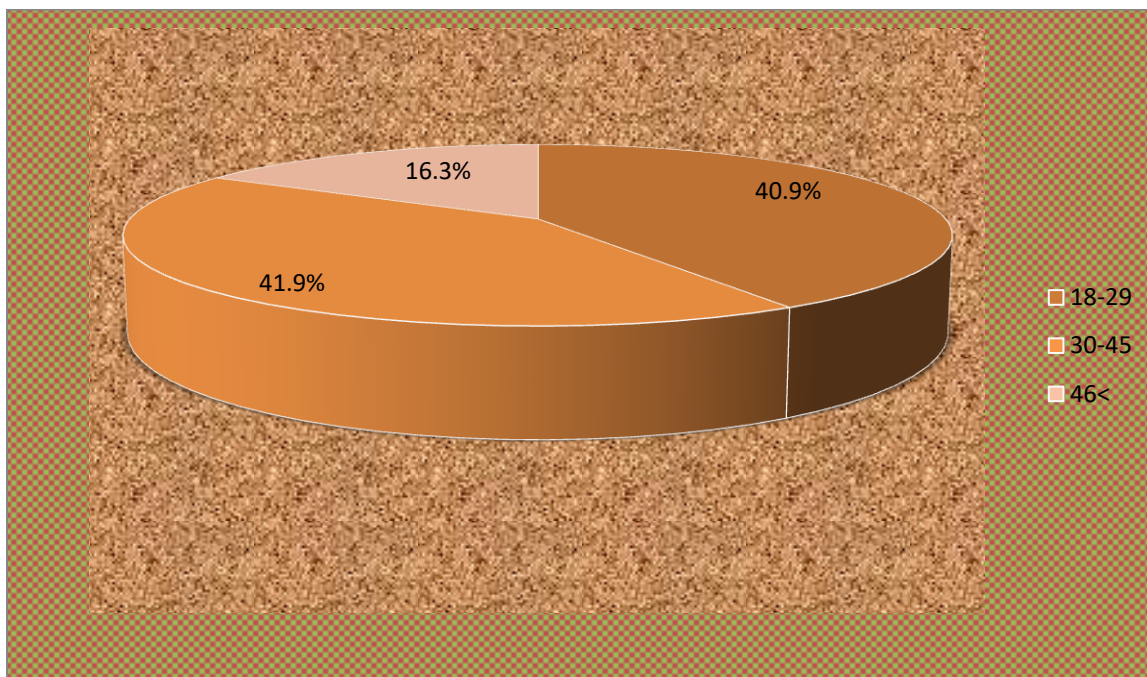
4.1. Description of the demographic characteristics of the respondents



Source: field survey, 2020

The above figure 4.1 shows that out of total population of 360 198(55%) are male and the remaining 119(33.5%) are female. This indicates that male respondents profile dominate the personal profile of the respondents.

Figure 4.2 Distribution of respondent based on age



Source: field survey, 2020

Figure 4.2 above illustrates the age group of the respondents

Table 4.1.Educational status of respondent

Educational status of respondent	Frequency	Percent	Valid Percent	Cumulative Percent
NOFORMAL EDUCATION	23	7.2	7.2	8.1
PRIMARY EDUCATION	89	27.8	27.8	35.9
SECONDARY EDUCATION	116	36.3	36.3	72.2
	1	.3	.3	72.5
TERTIARY EDUCATION	51	15.9	15.9	88.4
PROFFESIONALS	37	11.6	11.6	100.0
Total	317	100.0	100.0	

Source field survey 2020

The above Table 4.1 Shows that the educational status/ background of the respondents, accordingly, 37(11.6%) of the total sampled respondents reported that they are professionals, and, 51(15.9%) of the total sampled respondents had completed tertiary level education (degree, diploma and certificate) from different university and colleges, while 116(36.3%) of them had completed secondary education 89(28.08%) of the sample respondent had primary education, and the rest 23(7.2%) had no formal education respectively. This indicates that most of the respondents were educated (they have an ability to read and understand questioners and respond an appropriate answer or their response can be considered as mature and they have awareness about the practice of community participation in the road infrastructure development.

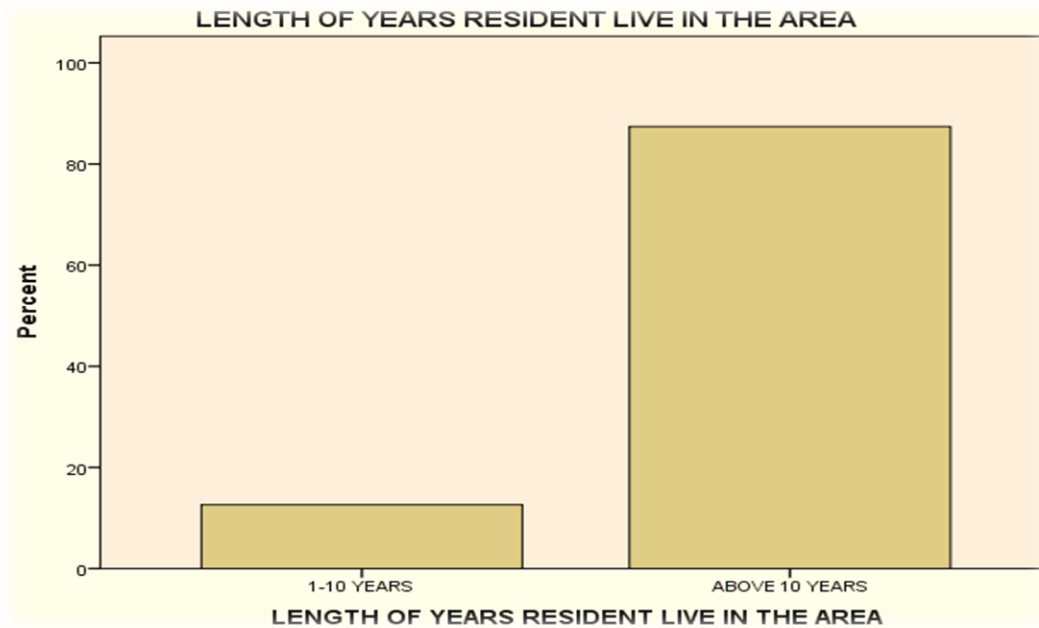
Table 4.2 Marital status of the respondents.

Marital status of the respondents	Frequency	Percent	Valid Percent	Cumulative Percent
Married	214	66.9	66.9	67.8
Un Married	50	15.6	15.6	83.4
Widowed	33	10.3	10.3	93.8
Divorced	20	6.3	6.3	100.0
Total	317	100.0	100.0	

Source field survey 2020

Majority of the respondents 214(66.9%) were married, while 50(15.6%) were unmarried, 33(10.3%) of respondent had widowed the rest 20(6.3%), were divorced respectively.

Figure 4.3 Length of residence of respondent in a study area



Source:-field survey 2020

The above Figure 4.3 indicates that, out of the total sample respondents 277(87.3%) had been in the area for ten years and above. This implies that majority of the respondents were permanent residents of the town which means they had adequate information about community participation and road infrastructure development in the area. The data collected from them is very relevant and valid. While the remaining 40 respondents which accounts (12.7%) had been in the area for 10 or less years.

The figure 4.4 below demonstrates occupational background of the respondents. The survey result depicts that out of the total respondents 104(32.5%) of the total sampled respondents were students, 75 (23.4%), unemployed, 78(24.4%), government employees and 18(5.6%) were self-employed and the rest 42(13.2%), was those who respond on other types of job or occupations.



Source field survey 2020

From the demographic background of respondents we can infer that majority of the respondents were married, are educated, (minimum primary level of education or had university and college level education), are middle aged (18-45 years). Male respondents dominated the sample profile further more they stayed more than 10 years in a given area, and most of the respondents were employed. This indicates that the respondents were responsible, educated, and mature. Respondents were thus well aware of community participation and they are expected to be more informants about the local community's problem and their information in which they provide are helpful for this study.

4.2 Problem of Access of road infrastructure

Table 4.3. Resident's response concerning having an access for all weather roads

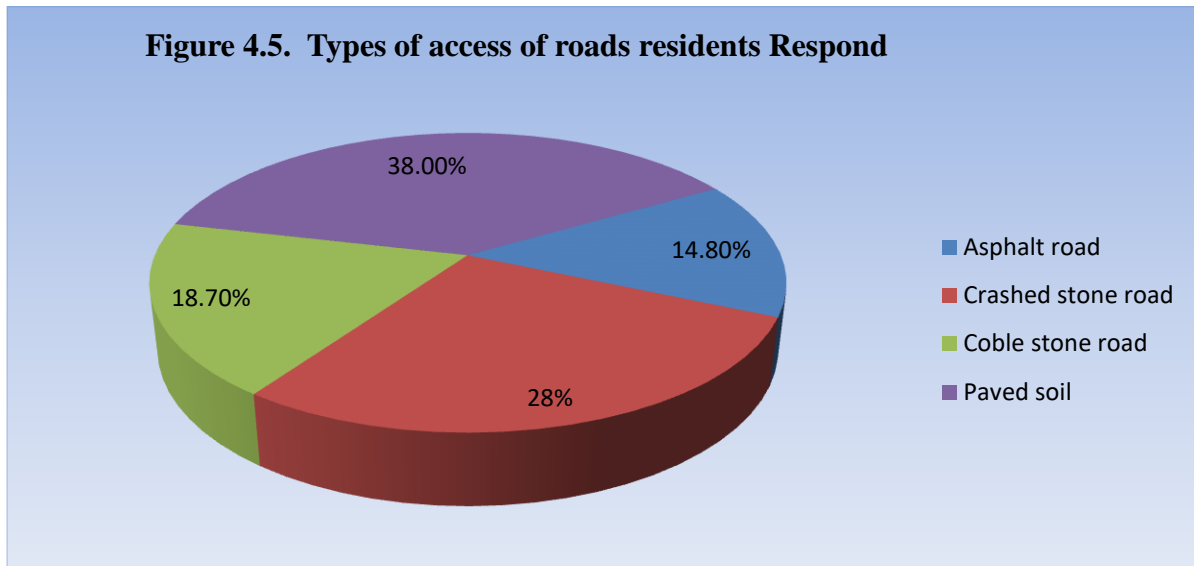
Do you have an all-weather road access from your house to the different service centers in the town?	Frequency	Percent	Valid Percent	Cumulative Percent
Yes	155	48.4	48.4	49.4
No	143	44.7	44.7	94.1
No answer	19	5.9	5.9	100.0
Total	317	100.0	100.0	

Source: - own survey data analysis 2020.

As we have seen on the above table respondents were questioned about having an access for all weather road from their residence to town service centers replied as follows: out of the 360 of total population respondents, total response rate was 317 and out of that 155(48.4%) replied "YES", 143(44.7%) replied "NO and the rest 19(5.9%) respondent are not give any response for this question. More or less this shows that the presence of one or another types of road access and there is also problem of road infrastructure in the town.

In addition to this they had asked that what types of road access the households have and out of those respondents who respond "yes" 23(14.8%) responded an asphalt road ,44(28.3%) replied a crashed stone road,29(18.7%) cobble stone, and the rest 59(38%) are responded paved soil Details are indicated as follows.

Figure 4.5. Types of access of roads residents Respond

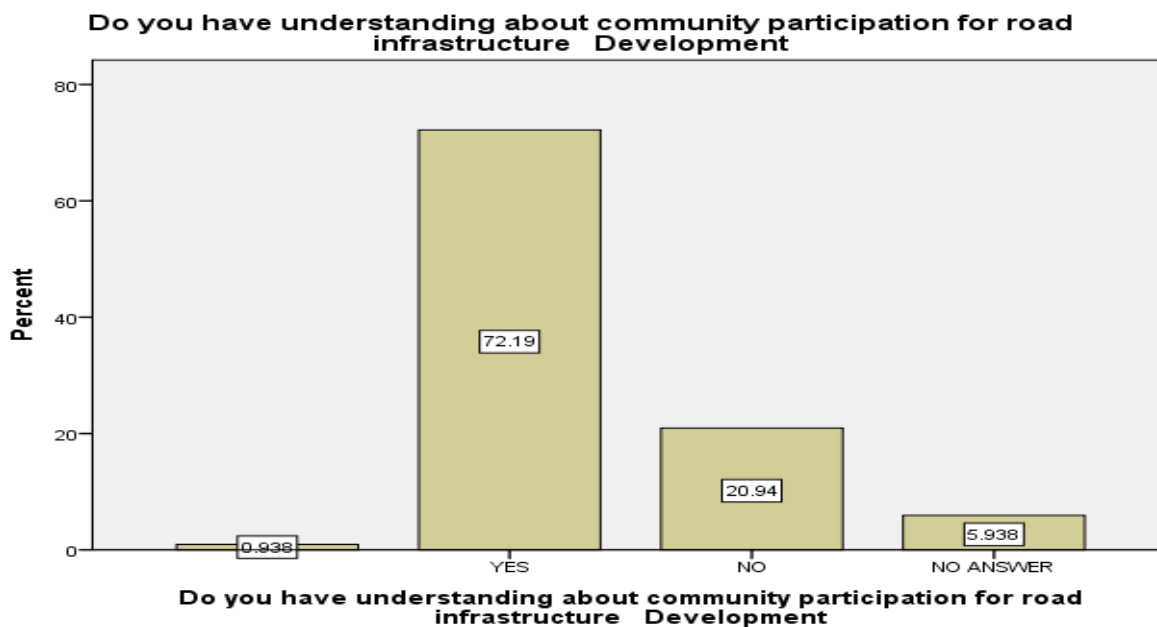


Source: - own survey data analysis 2020.

Hence road sector general access question indicates that there is one or another type of road from almost all the respondents' residences, but the problem of access of road for resident is also critical and those respondents who don't answer the question either they don't have enough awareness about the road access or not informed about the challenge of road in the town. While we see the coverage of road access in type the town has limited standard asphalt and cobble stone and still there is high coverage of road that need maintenance due to long service and poor quality and also there is the demands of additional roads specially intercity roads in which none of cobblestone or asphalt and still remain as paved soil.

4.3 Understanding of Community participation

Figure 4.6. Understanding of respondents concerning community participation.



Source field survey 2020

Majority of the respondents 231 (72.2%) said that they have understanding about community participation in road infrastructure development. while 67 (21%) of the respondents do not have understanding about community participation in road infrastructure development. And the rest of respondents that are 19(6.8%) miss for answering the question. This shows that small number of the respondents have little or no clear understanding about community participation for road infrastructure development projects. Community participation is viewed as an end if it becomes a long-term process, the purpose of which is to develop and strengthen the capabilities of people in order to participate directly in development initiatives (Kumar, 2002 ,p 132) it can be said that insignificant number of the respondent have no clear understanding of what community participation is. Therefore from the above figure we can infer that majority of respondent have an understanding on community participation on road infrastructure development. But there are different perceptions and understanding of respondents about ways of participation for the development of road infrastructure concerning this for the question about their understanding

about community participation in development of road infrastructure project the respondent answered as follows,

Table 4.4 Understanding of community participation in development of road infrastructure project

What is your understanding of community participation in development of road infrastructure project?	Frequency	Percent	Valid Percent	Cumulative Percent
Involvement in road infrastructure projects	85	26.6	26.6	27.5
Contributing of resources	216	67.5	67.5	95.0
Take part in decision making process	16	5.0	5.0	100.0
Total	317	100.0	100.0	

Source field survey 2020

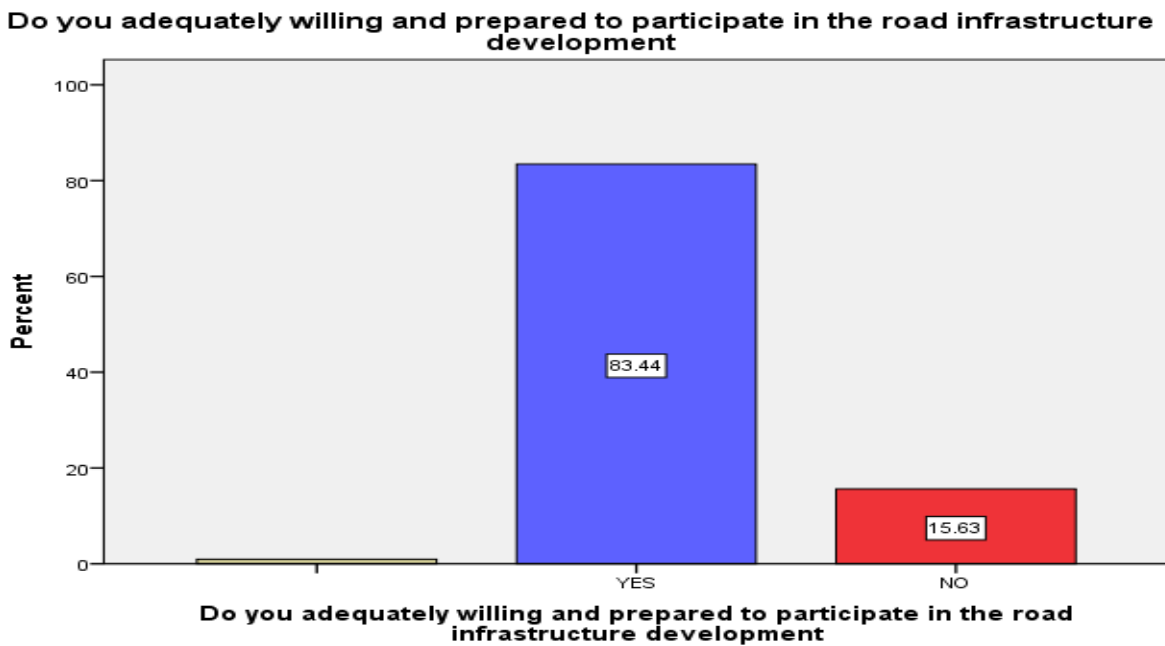
From the above table we can understand 85(26.6%) of respondent understand that community participation as involvement in road infrastructure project, 216(67.5%) believe contributing resource for road infrastructure development as community participation, and the rest 16(5%) of respondents understand community participation as take part in decision making. This implies the respondents perceive community participation in different way.

4.4 Willingness to participate on road infrastructure development

In relation to their willingness to participate on road infrastructure development out of 317 total respondents' only 50 respondents (15.6%) of the stated that they are not willing to participate.

Majority of the respondent 267 (83.5%) of the respondents replied that they are willing to participate in the road infrastructure development projects this shows there is the existence of huge unutilized source of capital from the community for the RID.

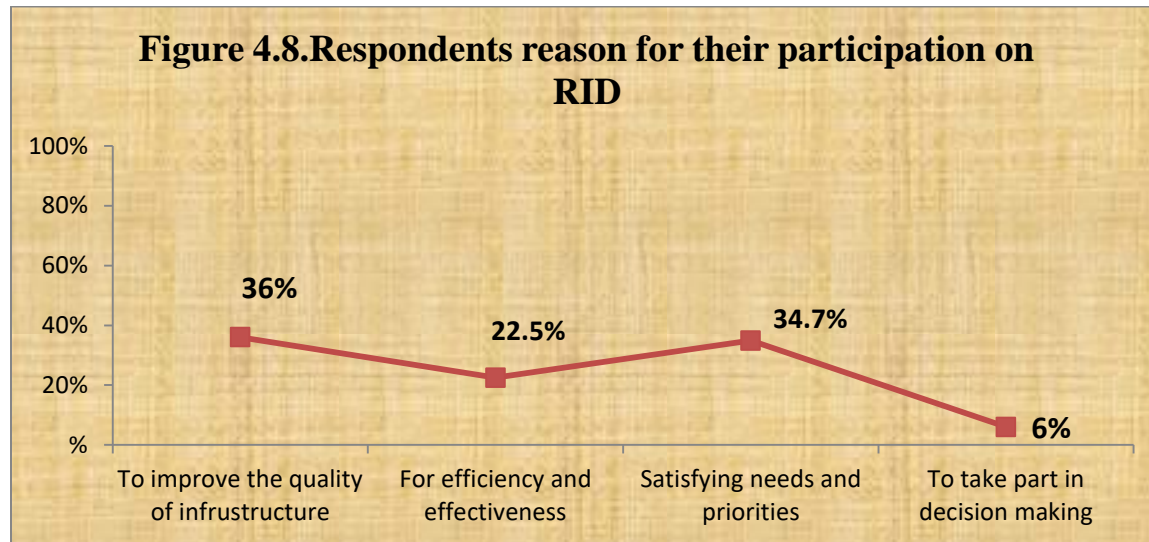
Figure 4.7. Willingness of respondent to participate on road infrastructure development.



Source field survey 2020

The reason behind this is explained as follows: Out of the 317 respondent who said they are willing and prepared to participate in the road infrastructure development 96(35.95%) of the respondents responded that for enhance and in order to improve the quality of infrastructural service rendered to them, While 60(22.5%) of the respondent stated that for efficient and effective utilization of resources, Another 93(34.7%) of the respondent replied that for getting

attention to satisfy their pressing needs and priorities. And the rest 19(6%) of the respondent mentioned that to take part in decision making process.



Source: Own survey data analysis 2020

These are the major motivating factors that motivate the community to participate in the road infrastructure development projects. From these one can deduce that the community are highly committed to take part in the road infrastructure development projects which are taken place in their locality due to the seriousness of the problem on their day to day activity.

The interview conducted in the municipality with Mr. Tahir A/borr (2020), Community Participation Team Leader and coordinator of Jimma Town, for the long period of time the municipality used a top-down process in road infrastructure development which ignores the involvement of the community in the road infrastructure project. But, currently the municipality introduces the new procedure to give customers a say on the issues that affect their lives by replacing the old procedures i.e., (top-down approach) by the new one which is bottom-up (participatory planning approach).

However, it is not well developed in responding to the increasing demand of the community to take part in different activity regarding to road infrastructure development other than contribution of resources (money and labor) only. In other words the procedure still focuses more on participation of the community at the stage of project implementation in order to fill the financial gaps (it lacks full participation of the community in all levels of road infrastructure development projects).

Table 4.5 Attendance of residents on different meetings concerning road infrastructure development

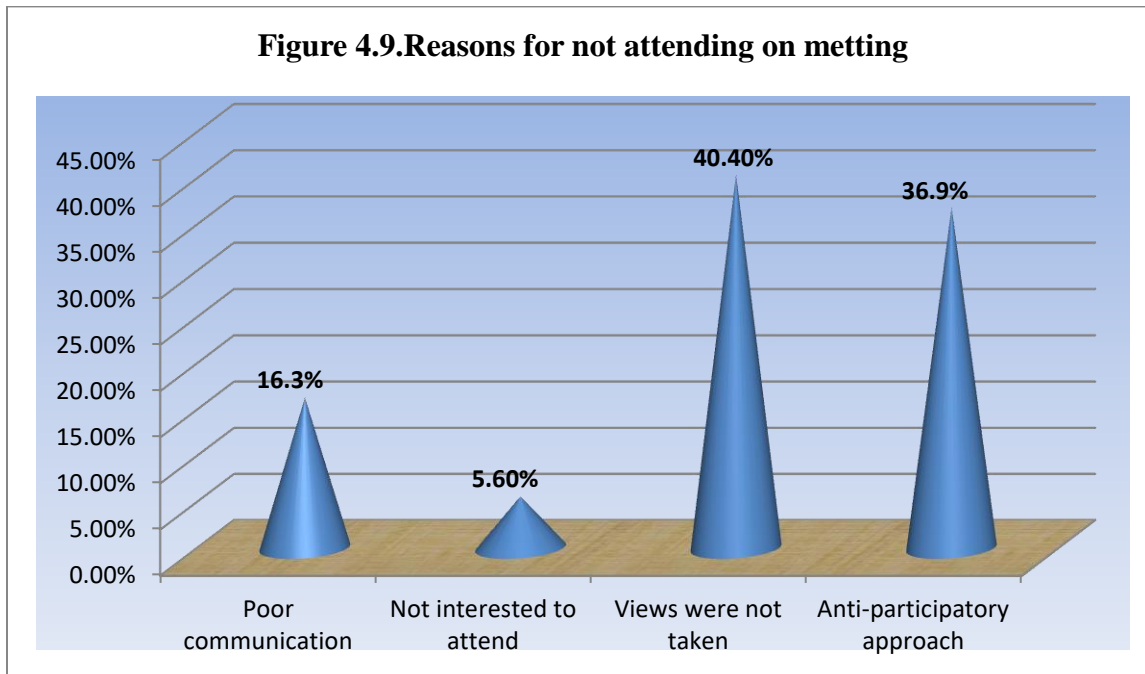
Do you attend community meetings which intend to take decisions about road Infrastructure development?	Frequency	Percent	Valid Percent	Cumulative Percent
Yes	108	33.8	33.8	34.7
No	187	58.4	58.4	93.1
No answer	22	6.9	6.9	100.0
Total	317	100.0	100.0	

Source survey analysis 2020

While we see the response of resident concerning attending on different meetings about road infrastructure development the respondent had answered as follows:-

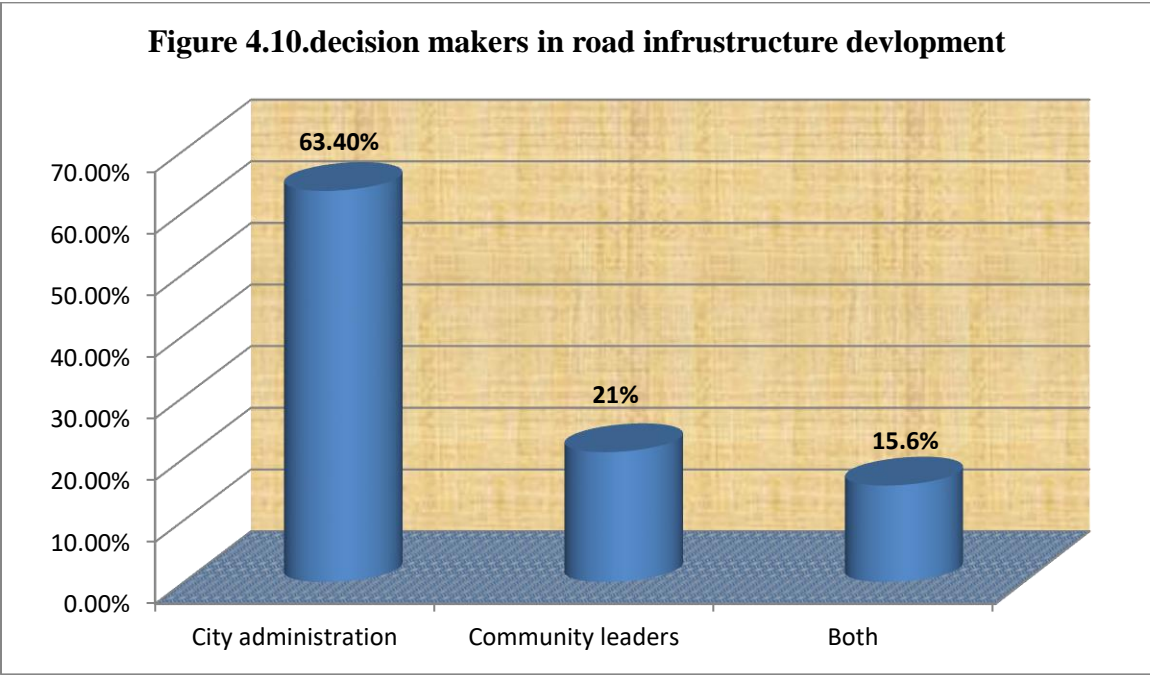
As depicted in the above table 3.4. Only 108(33.8%) of the total sampled respondent were attend the meeting. While the remaining 187(58.4%) of the respondent replied that they do not attend the meeting. The response to the question forwarded to the survey participants regarding to identify the reasons as to why they did not attend the meeting indicated that majority of the respondents 129(40.4%) proved that most of the times their views are not taken, While, 52(16.3%) of the respondents explained that the main reason for not attending the meeting is they do not know when the meetings are held (The existence of in effective communication). Similarly, 118(36.9%) of the respondents stated that the dominance of top-down approach (anti-participatory) as a bottle neck which hinders them from taking part in the meeting. the rest in significant number of the respondents which accounts 18(5.6%) also reported that they are not interested in attending the meetings. From this we can understand that already made decisions are enforced upon the community without engaging them in debating on those issues which undermines the very essence of participation. This clearly shows that there is no adequate discussion with large community on urban infrastructure development issues.

Figure 4.9.Reasons for not attending on metting



Source field survey analysis 2020

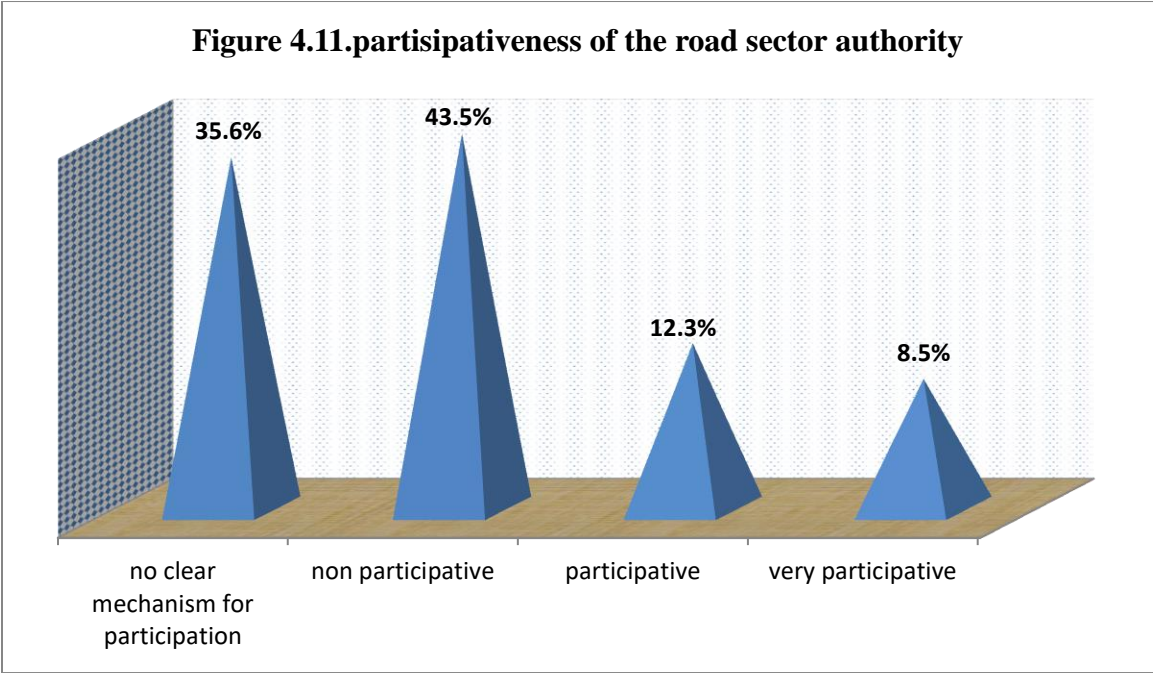
Besides, some community leaders used community participation stages for implementation of their own political agendas, other than community-related issues. They abused the platform for campaigning for their political parties' to which they were affiliated to. Therefore, the existences of such kind of improper acts are also a factor that obstructs the community from attending the meetings. From this we can infer that the type of participation which exists in the study area is fall under the second category in tokenism particularly, informing and consultation that allow the community to hear and to have a voice, but they lack power to change the status quo (Arnstein, 1969).and according to Davids, F.Theron & K. J. Maphunye, 2005 this situation considered as Passive participation: - People “participate” by being told what is going to happen or has already happened. Participation relates to a unilateral top-down approach by the authorities.



Source: - field survey 2020

The above Figure 3.10 depicts the key decision makers in the road infrastructure development currently acknowledged in Jimma town. The chart clearly shows the dominance of the city administration role in deciding road infrastructure development projects consisting 203(63.4%), followed by community leaders which accounts for 64 (21%). The rest respondents 50(15.6%) identified that all are equally involved in the development of road infrastructure projects. These clearly shows that the community had little decision making power while majority of the decision making power concerned with road infrastructure development is concentrated at the municipality. Community participation is about bringing people who are outside the decision-making process into it. Community participation allows all community stakeholders to have a word and decide on infrastructural development concerns. Their concerns were expressed particularly in relation to the community’s ability to influence decisions regarding road infrastructure development. Accordingly, the respondents expressed their concerns regarding participation in decision making phase as they perceived that municipality was imposing the already made decisions (top down approach). Generally, from the above discussion we can infer that the city administration has a major decision making power in deciding road infrastructure development projects of the town.

How participatory was the road sector activities by the authority was the interest raised to sample households. They replied at a rate showing that 27(8.5%) who believes that the office was very participatory, 39(12.3%) replied as participatory, 138(43.5%) replied as not participatory, 113(35.6%) replied that the office had no clear mechanism to ensure participation of the community. The figure below shows the rate of responses given.



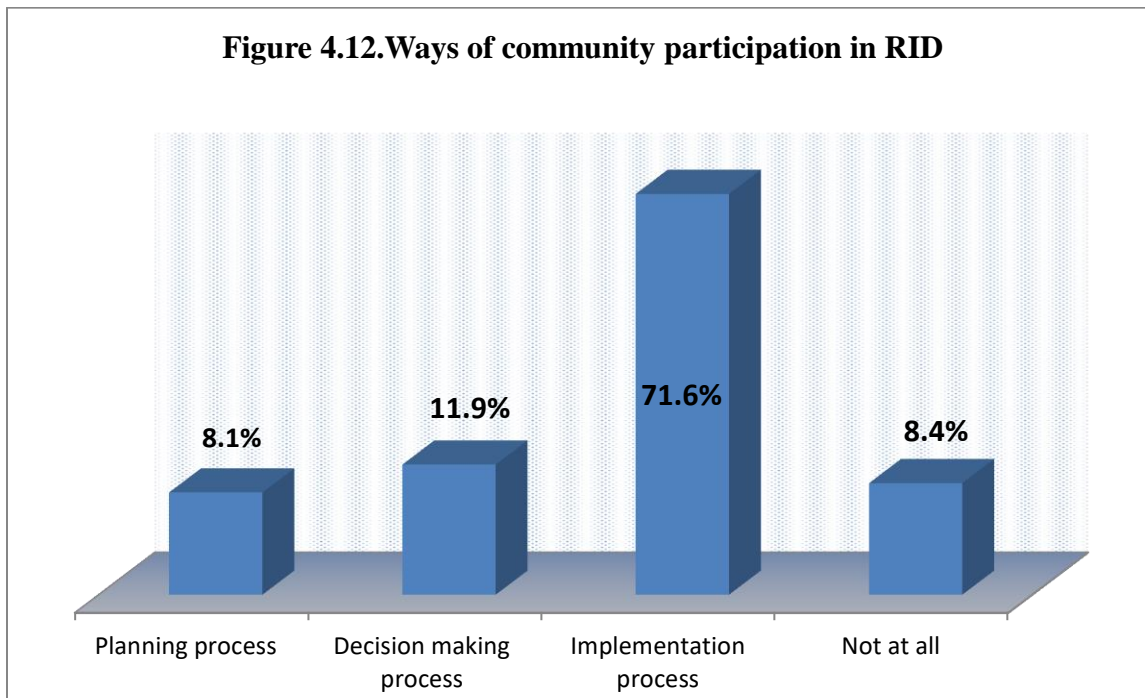
Source field survey 2020

The analysis shows that the community participation effort by the road sector authorities was limited and constrained by lack of clear participation mechanism. Due to this the sector couldn't use the input of the local communities that can contribute in different ways for the development of urban road infrastructure and can help them to achieve their mission.

4.5. Ways of community participation in road infrastructure development programs

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

out of 317 of the respondents 31(9.7%) responded that community participation is a course where most community members were actively involved in planning process of road infrastructure projects and at the same time the community is taking the lead in improving the road infrastructure development, 79(24.7%) respondents stated that community participation is the process whereby community members are part of decision-making process in road infrastructure development in which community would like to and the majority of respondent 156 (48.9%) of the total sampled respondent replied that community participation is contributing resources (money and labor).let's see figure bellow,



The above figure clearly demonstrates that out of 317 total sampled respondent 8.1% of the total sampled respondent replied that they had participated in the planning process of road

infrastructure projects. While 11.9% participants reported that they participated in decision making process. Majority of respondents 156(71.6%) of the respondents replied that they were involved in the implementation process of the road infrastructure development. This indicated that most of the time the communities are participated in the implementation stage after the plan is designed by the city administration and decisions are made without the consultation of the community. The community participation activities are contributing in the development of infrastructure services in the city. And the local development activities are scaling up from construction of lower quality local road accesses to asphalts. However, the efforts were focusing on getting community contributions in order to bridge the financial gap of the local government. The rest (8.4%) reported that they were not involved in any level. Though the need for involving the community through the entire participatory infrastructure cycle including policy formulation, planning, implementation, maintenance and operation, and evaluation and at the same time building a permanent institution responsible for community participation endeavors, effective communication and relationships among the community, municipality and other various stake holders in the infrastructure development are very important and help to promote community participation and improve the road infrastructure development in the city.

In addition to these the figure demonstrate that the local government doesn't participate the local communities on planning and decision making process of road infrastructure development the communities participated only in implementation stage of the road project.

The project that going to implemented doesn't consider the needs and priorities of the local problem. According to Osborne and Gaebler (1992), the community participation that is conducted by local government has to start from identifying the needs of the community and to use its powers to meet the identified needs, pressing priorities and need to continue through the entire processes of infrastructure management function includes: formulation of policies, planning, programming, implementation, construction and maintenance and monitoring and evaluation.

Table 4.6. Active participant in mobilizing the local community for road infrastructure development of Jimma town

Who are active participant in mobilizing the local community for road infrastructure?	Frequency	Percent	Valid Percent	Cumulative Percent
Youth	42	13.1	13.1	14.1
Elders/influential men's	166	51.9	51.9	65.9
Political leaders	19	5.9	5.9	71.9
Religious leader	90	28.1	28.1	100.0
Total	317	100.0	100.0	

Source field survey 2020

According to the above data 166(51.9%) of respondent answered elders or influential men are active participant in mobilizing local communities for the development of internal road, active participant 90(28.1%) of respondent also answered religious leaders are key players in mobilizing the local communities 42(13.1%) of respond youth are active participant and the rest19 (5.9%) respond political leaders are mobilizers of the community for road infrastructure development. These shows elders and religious leaders are the key part of the community who play an important role in mobilizing the local communities for road infrastructure development and political leaders have minimal role in it.

4.6 Importance of Community Participation

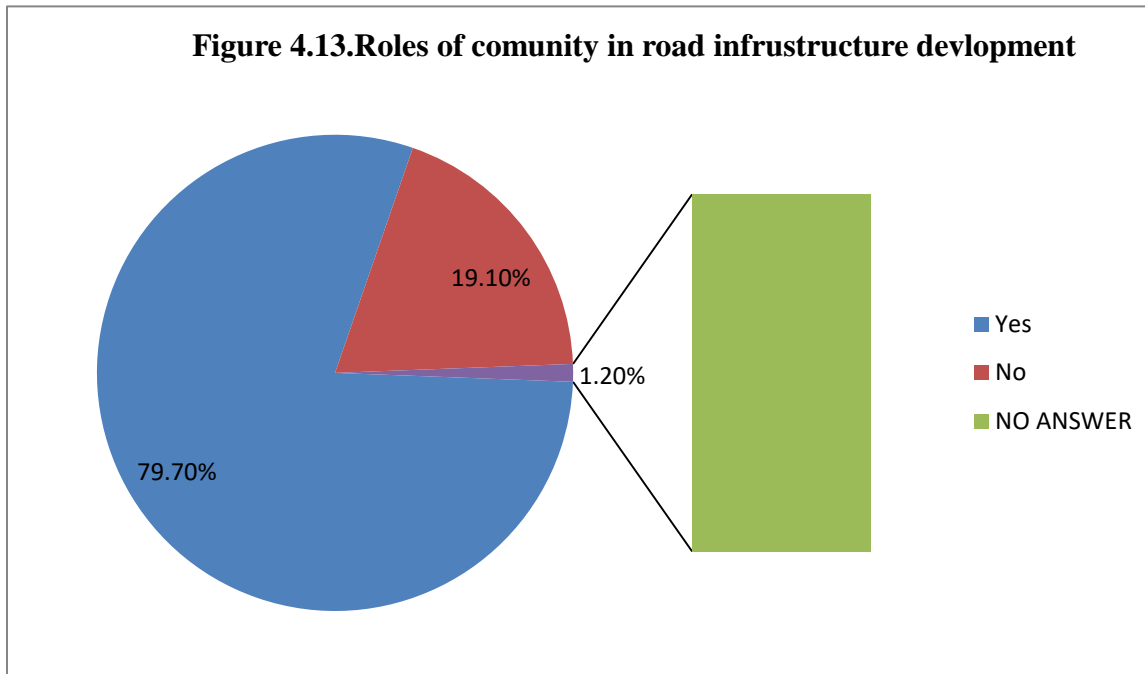
Table 4.7 Importance of community participation for the development of road infrastructure

Do you think community participation is important to bring tangible road infrastructure development?	Frequency	Percent	Valid Percent	Cumulative Percent
Yes	255	79.7	79.7	80.6
No	61	19.1	19.1	99.7
No answer	1	.3	.3	100.0
Total	317	100.0	100.0	

Source:-field survey 2020

The responses to the question forwarded to the survey participants regarding the role of the community in the development of road infrastructure in Jimma town as it indicated in the following figure 4.14 shows that, most of the respondents 255(79.7%) were believed that the community plays a very crucial role in improving road infrastructure development. While, 61(19.1%) respondents respond No and the rest insignificant number felt otherwise. Therefore the survey result revealed that community involvement is highly recommended in the development of road infrastructure because the community plays a vital role in these regard.

Figure 4.13.Roles of community in road infrastructure development



Source:-field survey 2020

In line with this, sampled respondent were asked to show their response regarding the role that the community plays in improving road infrastructure development. Accordingly, Respondents' stated the following about the role of the community in the development of road infrastructure. Addressing road infrastructure related problems and improving its development aimed at providing customer focused efficient and effective services to the citizens in terms of quality and quantity. Besides these, they contribute resources (money and labor) and involve an idea sharing in order to facilitate the road infrastructure development to bring effective and sustainable road infrastructure development in the town.

Table 4.8 shows respondents’ answer concerning importance of road infrastructure development

What is the importance of community participation to bring tangible road Infrastructure development?	Frequency	Percent	Valid Percent	Cumulative Percent
To generate information about the community needs and priorities	147	45.9	45.9	46.9
Improve the communication and relationships	25	7.8	7.8	54.7
Create the sense of cooperation	27	8.4	8.4	63.1
Citizens empowerment	20	6.3	6.3	69.4
Improve effectiveness and efficiency	98	30.6	30.6	100.0
Total	317	100.0	100.0	

Source:-field survey 2020

Majority of the respondents 147(45.9%) responded that community participation in road infrastructure development is important and valuable in terms of generating information about the community’s needs and priorities, following that 98(30,6%) respond community participation is important due to it Improves effectiveness and efficiency of road infrastructure, and the rest Involving the community in the road infrastructural development projects leads to, increase Create the sense of cooperation between local communities and government , Improve the communication and relationships between them, and enhance a sense of Citizens empowerment which accounts 27(8.4%)25(7.8%) and 20(6.3%)respectively and the remain insignificant number (1%) respondent replied others like capacity building, creating a sense of ownership for the community and enhancing a sense of responsibility for maintaining the services witch’s

provided by the project are among the few recommendations provided by the respondents. This is important for the continuity of development in road infrastructural projects. And also it is important to improve the communication and relationships between community members, community leaders and the municipality. Generally the implication is that community participation had multifaceted advantages in the process of road infrastructure development activities.

4.7 Contributions made, effectiveness and efficiency in the road infrastructure development

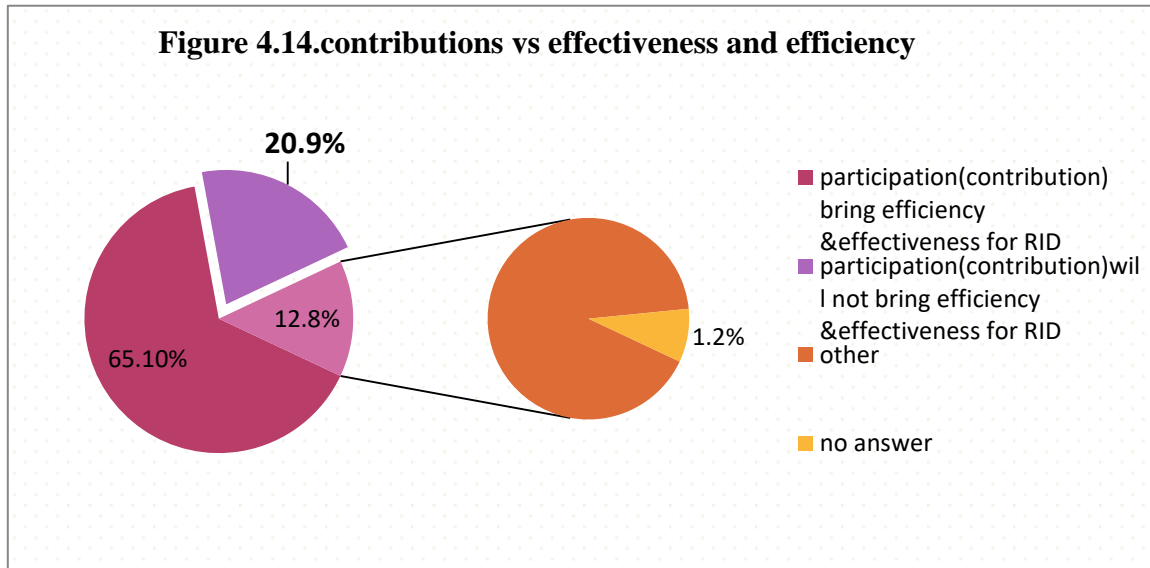
Table 4.9 Community participation in road infrastructure development

Do you made contributions in the road infrastructure projects which take place in your area?	Frequency	Percent	Valid Percent	Cumulative Percent
Yes	115	35.9	35.9	36.9
No	154	48.1	48.1	85.0
No answer	48	15.0	15.0	100.0
Total	317	100.0	100.0	

Source:-field survey 2020

The above table demonstrated the contribution made by the community, from these we can understand majority of respondents 154(48.1%) had not made contribution for the development of road infrastructure development These shows the presence of unutilized potential of community in the participation of road infrastructure development which can leads to inefficient and ineffective utilization of public resources. and 115(35.9%) of the respondent make contribution for road sector s development, and they are committed to take part in the road infrastructure development. These interns enhance the understanding of cost sharing because;

they could contribute various skills and abilities that could improve road infrastructure development. At same time the rest respondent had not answered the question. Similarly the respondent had asked about their understanding concerning the relationship between community participation in road infrastructure development and efficiency and effectiveness in utilization of public resource and they respond as follows;-



Source field survey analysis 2020

The above figure demonstrate that majority of the respondents 209(65.3%) believe that community participation will bring efficiency and effectiveness in road infrastructure development and utilization of public resource. Whereas 67(20.9%) respondents also respond community participation will not bring efficiency and effectiveness in road infrastructure development, 41(12.8%) of the total sample respondents stated that there are other factors which can bring efficiency and effectiveness in development road infrastructure of and the rest insignificant number of respondents of respondents replied they don't answer the question. From these we can infer that majority of the community have awareness about the role of community participation and its effectiveness for road infrastructure development and the responses also suggested that if the community worked together the development goal could be easily accomplished and brings effectiveness and efficiency in the implementation of road infrastructure development projects.

4.8 Current practice of community participation in the road infrastructure development at Jimma town

Concerning the current practice of community participation on road infrastructure development respondent answered the questions forwarded to them as follows:-

Table 4.10 Views of respondent on communities participation in road infrastructure development

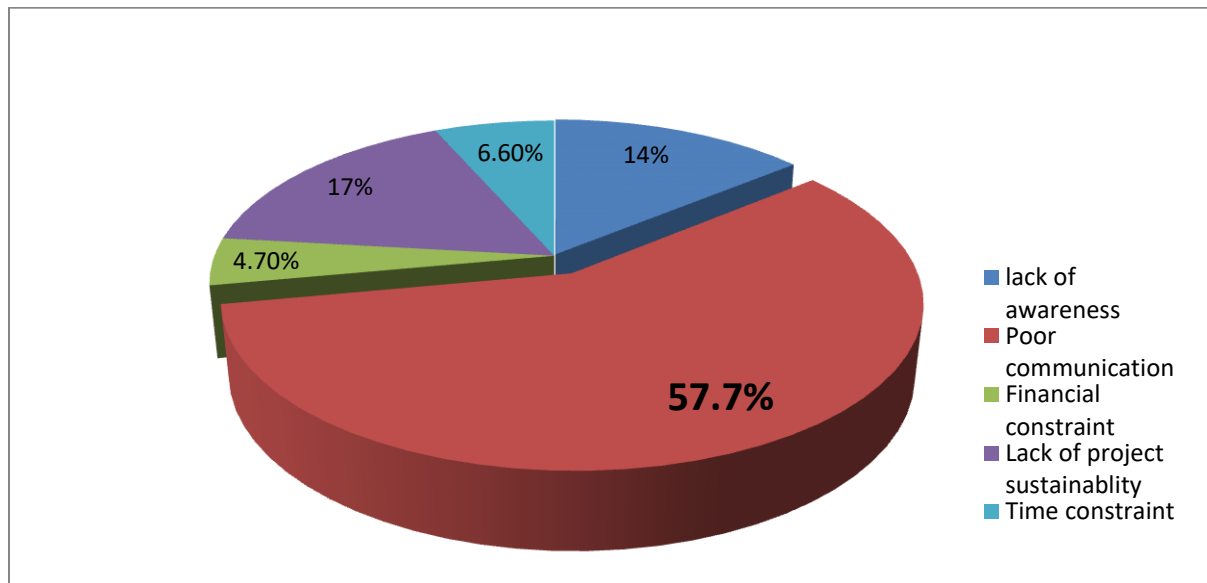
Do you participate in road infrastructure development projects which are taking place in your area?	Frequency	Percent	Valid Percent	Cumulative Percent
Yes	62	19.4	19.4	20.3
No	255	79.7	79.7	100.0
Total	317	100.0	100.0	

Source field survey 2020

As clearly depicted in the above table 4.10 only 62 (19.4%) of the respondents of the total sample participated in road infrastructure projects. While the remaining 255(79.7%) respondents, do not participate in the road infrastructure projects. I.e. majority of the respondent do not participate. This is attributed to the weakness of government offices, primarily municipality, to promote and mobilize full community participation in terms of resource contribution (money), take part in decision making and idea sharing or involving in planning processes in the road infrastructure development.

The figure 4.15 below clearly demonstrates that the reason of them for non-participation in road infrastructure development out of 317 respondents 45(14.1%) replied that lack of awareness is the reason that prevent them from participating in road infrastructure development projects. While 184(57.5%) of respondents reported that in effective communication is the major reason for not participating in infrastructural projects. The implication is that most of the time road infrastructural projects are undertaken without proper communication of the stakeholders or beneficiaries. I.e. the existence of in effective communication is the major challenging factor which obstructs the participation of community in the infrastructural projects. Concerning to lack of project sustainability about 52(16.3%) of the respondents responded that road infrastructural development projects lack sustainability. Besides these time and financial constraint are also a factor that hinder their involvement in infrastructural projects which represents 21(6.6%) and 15 (4.7%) of the respondent respectively.

Figure 4.15. Reasons that prevent them from participating in road infrastructure development projects



Source:-field survey 2020

Kumar (2000) mentions that community participation is time-consuming it may lead to delay and slow progress in initial stages of the field work there by delaying the achievement of physical as well as financial targets. Finally financial constraints are also a problem for not participating in the road infrastructure development projects.

Generally we can conclude that lack of proper communication is the main reason that prevents their involvement in road infrastructure development projects.

Table 4.11 Respondents’ response about the current practice of community participation in road infrastructure development

What do you think about the current practice of community participation in the road infrastructure development?	Frequency	Percent	Valid Percent	Cumulative Percent
Increasing	190	59.4	59.4	60.3
Decreasing	102	31.9	31.9	92.2
I don’t know	25	7.8	7.8	100.0
Total	317	100.0	100.0	

Source:-field survey 2020

The above Table 4.11 demonstrates the respondent’s response towards current practice of community participation in the road infrastructure development. Majority of the respondents 190(59.4%) of the total sampled respondent were replied that community participation is increasing in the road infrastructure development projects. Whereas, 102(31%) of Jimma Town residents felt community participation had decrease from time to time, and the rest 25(7.8%) of respondent answer their ignorance about the issue. Similarly, the key informant interview conducted in the municipality experts from different department also indicated that, there is a practice of community participation on road infrastructure development especially in the area of newly settled part of the town ,the local elders and influential peoples mobilize the communities and collect money and lease construction materials from private contractors and by using local resource (sand soil)and labor they try to construct roads of their section in which the local government cannot fulfill for them. And also there is a situation in which the local communities collect money and buy local sandy soil and cobble stones ,contribute their labor effort to build new way and ask the municipality to assist them construction materials like cars. These practices are common especially in summer season of every year around the slum and muddy areas and peripheral parts of the town in which new settlement are prevailing.

But it is not satisfactory in the development of road infrastructure in the town in contrast to the criticalness of the problem obviously Jimma is the town which has rainy climate throughout the year and has muddy types of soil in most part of the town for this reason it is difficult for the local residents to accomplish their day today activity without proper access of road infrastructure especially during summer season in which there is high rainfall. These and related issues worsen the life of the communities this is due to the failure of the concerned authorities and offices, to make open discussion and participate the local communities on the problems.

Table 4.12 Types of raw materials that used for internal road construction of the town by the local community

Which types of raw material do used for internal road construction of the town?	Frequency	Percent	Valid Percent	Cumulative Percent
Concrete sand	19	5.9	5.9	6.9
Limestone	231	72.2	72.2	79.1
Cobblestones	67	20.9	20.9	100.0
Total	317	100.0	100.0	

Source:-field survey 2020

According to the above table 231(72.2%) of respondent said lime stone is the major preferred raw material that used for internal road construction by the local communities, 67(20.9%) of respondent said cobblestone are the raw material that used for it and the rest in 19(5.9%) of respondents answered concrete sand are a raw material that used for local road construction by the local community. From this data we can understand that the local community prefers the list cost and most locally available row materials for road construction for this limestone is the major raw material that preferred by the local community. This data also supported by a local resource-based approach applies a cost-effective use of local skills, enterprises, labor and materials in the infrastructure delivery process. The process optimizes the social and economic impact of investments in infrastructure by ensuring that these investments are channeled through the local

economy, so creating job opportunities and stimulating local markets, entrepreneurship and industry while safeguarding cost effectiveness, quality and sustainable asset delivery.

The next table demonstrates the current practice of Road projects and evaluation of road infrastructure Provision constructed by local community participation in Jimma town from the year 2015-2019

Table 4.13. Road projects constructed by local community participation in Jimma town from the year 2015-2019

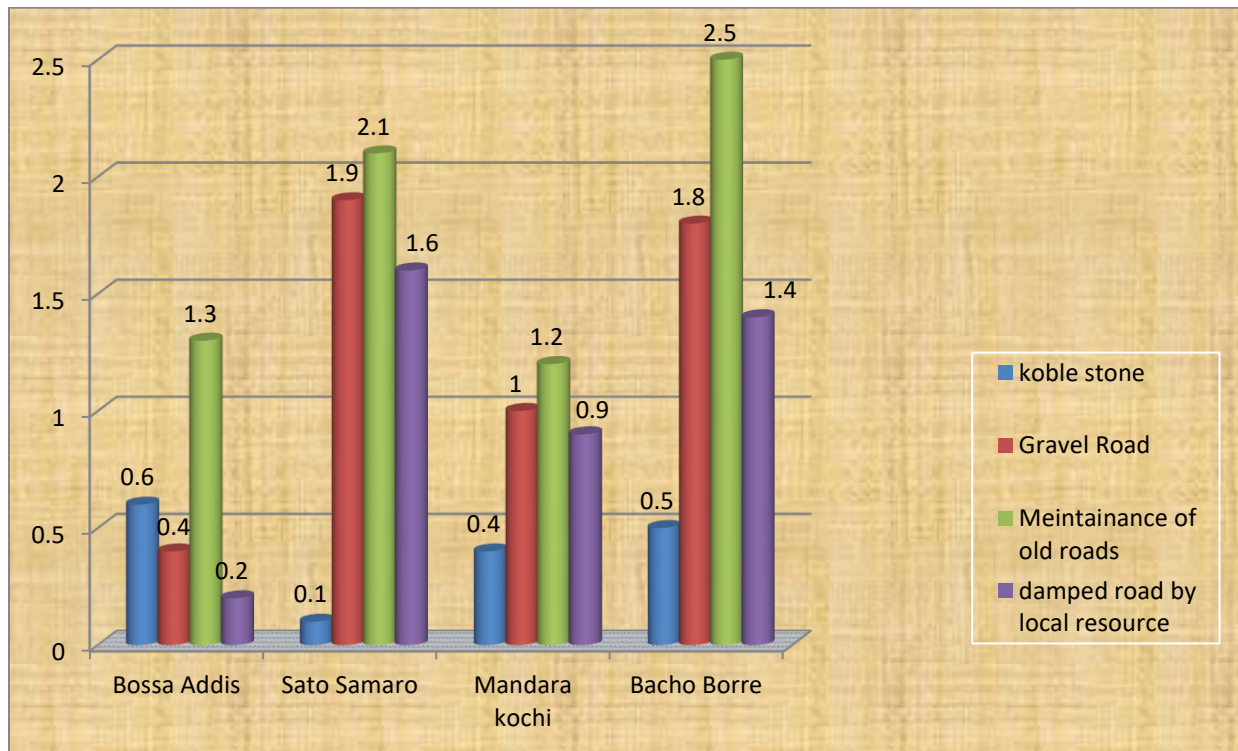
No	Types of road Constructed	Total no of projects	Years of construction of the projects					Total Length per Km
			2015	2016	2017	2018	2019	
1	Cobble stone	Four projects	_____	0.4km	0.6km	1.1km	1.3km	3.4km
2	Gravel road	Eleven projects	3.4km	2.3km	2.1km	_____	6.9km	14.7km
3	Road damped by local resource/limestone/	Eight projects	7.3	6,4	_____	_____	7.5km	21.5km
4	New paved way /road/	Three projects	6.7km	7.1km	5.2km	7.5km	8.1km	34.6km
5	Maintenances of old roads	Thirteen projects	3.2km	_____	2.4km	_____	4.6km	10.2km

Source annual reports of municipality from the year 2015-2019

From the above table we can infer that the role of community in road infrastructure development has increased throughout the year but it doesn't have sustainability and most of the projects have accomplished in the year 2019, newly paved roads occupy the highest share this shows the town expanded in last five years in dramatic way and the use of local resource for road construction is also have great share in the towns road infrastructure which is appreciable but while the local communities design and construct the road projects according to their wish it can endanger the towns master plan and widespread illegal settlement for this reason the municipality should find

out the need and interest of the community and assist them with professional surveyors during this types of road construction to keep master plan of the town and prevent illegal settlement. there are also large amount of old and crashed roads due to poor quality of buildings or due to absence of care protection/maintain at right time/ for the projects in the town. Lastly the coverage of coble stone road are below the town standard and there is un utilized source of community engagement in that area for this the municipality and other concerned bodies should focus on it and improve the road infrastructure coverage of the town.

Figure 3.16. Evaluation of road infrastructure Provision which built by community participation in selected kebelles of Jimma town from 2015-2019 G.C



Source field survey 2020

The above figure also describe concentration those infrastructures within those selected kebelles for instance while we see the coverage of cobblestone road built by the participation of local communities out of seventeen kebelles of the town those four kebelles have a share of 47% i.e. The total length of cobblestone road constructed by the local communities participation within last five years are 3,4km and the share of those kebelles are 1, 6km, and similarly gravel road occupy 76.1%,maitainance of old roads 69.6%, respectively.

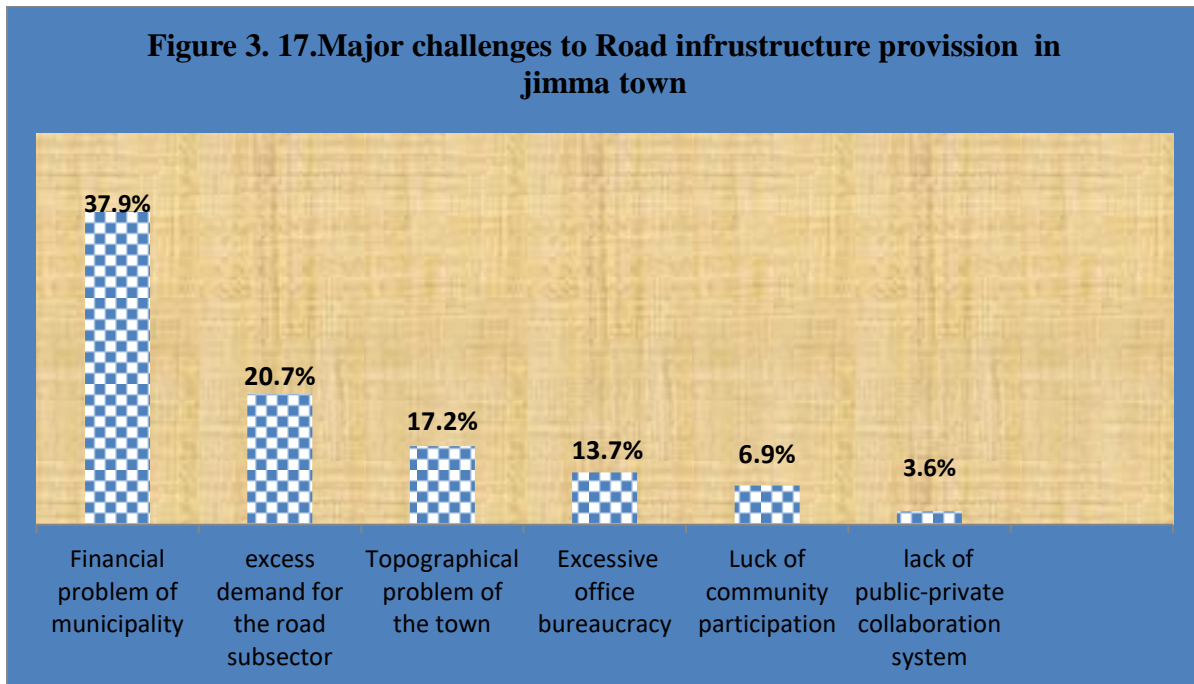
The table also describes the coverage of different type of roads which built by local communities participation in those selected kebelles of Jimma town. From general over view of the problem these tasks are appreciable and it is an exemplary for other part of the country especially the roles of community leaders in which mobilizing the community to solve these problem by their own effort and their mechanism to use local resource for the development of road sector of the town. But while we contrast to the demand and accesses of the road in the town remain the task is not questionable and it needs the collaborations of both government and community beyond these. Especially the coverage and qualities of cobblestone road access is still critical and in a minimum standard. According to the Municipality's community participation team leader Mr. Mohamedzen Awol the reason behind this is luck of access of local resource (types of stone) that used for cobblestone road construction around the town and projects of cobblestone roads were provided by local contractors which doesn't have enough experience on that sphere are the major problem of the sector respectively. And also the role of municipality to mobilize the local community on that sector was low for these reason the quality and access of cobblestone road are still a problem in the town but now these problem are on the way to get a solution after 2018 the municipality had organized a social committees which organized from different sect of communities are follow the accomplishment and qualities of each road projects and reports to the concerned body.

After 2018 the qualities and accomplishments of road projects which takes place in the town has a progress from time to time.in addition to these due to costiveness of cobblestone road type most of the time the local communities are willing and committed to participate on the road types which constructed by the use of local resource like gravel and limestone so this is why the coverage of road type like gravel road and damped roads which constructed by the participation of local communities are higher than the road type of cobblestone.in addition to this Mr. Mohamedzen said that since the towns topography (type of soil)is difficult and makes other types of road construction costive and time taker the community prefer those road types which can built in short time and least cost. For this reason gravel road and damped roads are preferable for that problem.

4.9. Major challenges to the road infrastructure provision of Jimma town

The main challenge for the development of road infrastructure were rated by the sample respondents of experts from different office are as follows: out of 29 respondent 11(37.9%) reflected as mainly due to financial problem of municipality, 6(20.7%) excess demand for the road subsector, 5(17.2%) responded that topographical problems of the town,4 (13.7%) replied excessive office bureaucracy,2 (6.9%) luck of community participation and1(3.6%) responded that lack of public-private collaboration system are as a challenge. The result shows that the major challenge was financial capacity of the authority and the topographical problem.

Figure 3.17 below detailed the responses



Source own survey analysis 2020

The figure illustrate that above all the data that get from those respondent are so scientific and more valid because those respondents are an expert who work in different position and they expected to be informant about the problem for these we infer from the above figure 3.17. lack of finance for road infrastructure provision is the major challenge in Jimma town therefore to provide efficient and effective road access for the community the municipality should mobilize the community and use the potential of community through community participation, following to financial problem mismatch between demand and road access is also another challenge of road infrastructure provision of the town according to Ms. Zayidaa Ahmed higher community participation expert of the municipality, this is due to absence of consistency of road infrastructure provision by municipality, expansion of the town and high rate of rural urban migration are the major factor for this the municipality should try to minimize the demand of resident step by step consistently. Thirdly topography of the town is also the major challenge for urban road infrastructure provision i.e. the type of soil in which the town is based by itself is not conducive for road and other types of infrastructure provision. For this reason the municipality can use the experience of local communities in which using limestone and gravel to make the land conducive for road construction unless it is difficult, costive and time taker to build road for the local community. Forming easy, clear and transparent system to minimize excessive bureaucracy is also another task expected from the municipality i.e.to participate the local communities on road infrastructure provision and lastly creating fertile environment for public private collaboration is the necessary issue to solve these problems.

Chapter five

Summary of findings and recommendations

Introduction

This chapter comprises of summary of findings, conclusion and recommendation of the study. The conclusion gives implications to the key findings and recommendation are made to enhance the participation of the local community on local road infrastructure development implementation, to develop public private collaboration on local socio economic development and seek out the major challenge for community participation and show the gap of municipality and other concerned body to mobilize the community effectively and put recommended solutions on it.

5.1. Main findings

i. Problem of road infrastructure

Findings show that there is a complex problem of road infrastructure in the town. in terms of the coverage of road access in type the town has limited standard of asphalt and cobble stone and still there is high coverage of road that need maintenance due to long service and poor quality and also there is the demands of additional roads specially intercity roads in which none of cobblestone or asphalt and still remain as paved soil.

ii. Understanding of respondent concerning community participation on RID

The data illustrates that majority of respondent have an understanding of community participation on road infrastructure development. But there are different perceptions and understanding of respondents about ways of participation for the development of road infrastructure in this context majority of respondent understand community participation as contributing resource for road infrastructure, and others understand community participation as involvement in road infrastructure project the rest also consider community participation as take part in decision making process.

iii. Willingness of the community to participate on RID

While we see willingness of the community to participate on road infrastructure development majority of the respondent replied that they are willing to participate in the

road infrastructure development projects. But they have different reason to participate on road infrastructure development The reason behind this is explained as follows: Out of the 317 respondent who said they are willing and prepared to participate in the road infrastructure development 96(35.95%) of the respondents responded that for enhance and in order to improve the quality of infrastructural service rendered to them, While 60(22.5%) of the respondent stated that for efficient and effective utilization of resources, Another 93(34.7%) of the respondent said for getting attention to satisfy their pressing needs and priorities. And the rest 19(6%) of the respondent mentioned that to take part in decision making process.

iv. Decision making concerning RID

In terms of decision making concerning road infrastructure development the city administration was not participatory and city administration has a major decision making power in deciding road infrastructure development projects of the town. Accordingly, the respondents expressed their concerns regarding participation in decision making phase as they perceived that municipality was imposing the already made decisions (top down approach) those participants are needed at the stage of implementation of the project only for the sake of money. And the road sector by itself has no clear mechanism to participate the local community.

v. Community plays a very crucial role in improving RID

Most of the respondents were believed that the community plays a very crucial role in improving road infrastructure development, Majority of the respondents 147(45.9%) responded that community participation in road infrastructure development is important and valuable in terms of generating information about the community's needs and priorities, following that 98(30,6%) respond community participation is important due to it Improves effectiveness and efficiency of road infrastructure, and the rest Involving the community in the road infrastructural development projects leads to, increase Create the sense of cooperation between local communities and government.

The respondent believe that contribution made by the community enhance the understanding of cost sharing because; they could contribute various skills and abilities that could improve road infrastructure development.

vi. Current practice of road infrastructure

Participants were asked about their participation in road infrastructure development projects which are taking place in their area and majority of respondents do not participate in the road infrastructure projects. And while they answer the reason of them for non-participation out of 317 respondents 45(14.1%) replied that lack of awareness is the reasons. While 184(57.5%) of respondents answered that in effective communication is the major reason for not participating in infrastructural projects. The implication is that most of the time road infrastructural projects are undertaken without proper communication of the stakeholders or beneficiaries. I.e. the existence of in effective communication is the major challenging factor which obstructs the participation of community in the infrastructural projects.

While they answer about their feeling of the current practice of community participation in the road infrastructure development majority of respondent replied that community participation in road infrastructure development is increasing from time to time. Similarly, the key informant interview conducted in the municipality experts from different department and annual report of the municipality indicated that, there is a practice of community participation on road infrastructure development especially in the area of newly settled part of the town ,the local elders and influential peoples mobilize the communities and collect money and lease construction materials from private contractors and by using local resource (sand soil)and labor they try to construct roads of their section in which the local government cannot fulfill for them. And also there is a situation in which the local communities collect money and buy local sandy soil and cobble stones contribute their labor effort to build new way and ask the municipality to assist them construction materials like cars. This is common practice especially during summer season of each year around the slum and muddy areas and peripheral parts of the town in which new settlement are prevailing.

vii. The use of local material for road infrastructure

While we see the use of local material for road infrastructure, lime stone is the major preferred raw material that used for internal road construction by the local communities because it is most locally available raw material and cheaper in cost than coble stone and gravel. This data also

supported by a local resource-based approach applies a cost-effective use of local skills, enterprises, labor and materials in the infrastructure delivery process.

While they answer about their felling of the current practice of community participation in the road infrastructure development majority of respondent replied that community participation in road infrastructure development is increasing from time to time. Similarly, the key informant interview conducted in the municipality experts from different department and annual report of the municipality indicated that, there is a practice of community participation on road infrastructure development especially in the area of newly settled part of the town ,the local elders and influential peoples mobilize the communities and collect money and lease construction materials from private contractors and by using local resource (sand soil)and labor they try to construct roads of their section in which the local government cannot fulfill for them. And also there is a situation in which the local communities collect money and buy local sandy soil and cobble stones contribute their labor effort to build new way and ask the municipality to assist them construction materials like cars. This is common practice especially during summer season of each year around the slum and muddy areas and peripheral parts of the town in which new settlement are prevailing.

viii. Main challenge for the development of road infrastructure

The main challenge for the development of road infrastructure were rated by the sample respondents of experts from different office are as follows out of total 29 respondent 11 (37.9%) reflected as mainly due to financial problem of municipality, 6(20.7%) excess demand for the road subsector, 5(17.2%) responded that topographical problems of the town,4 (13.7%) replied excessive office bureaucracy,2 (6.9%) luck of community participation and1(3.6%) responded that lack of public-private collaboration system are as a challenge. From these responses we can infer that both response i.e. the response of the community and the response of those experts have something in common among these majority of the community had responded that they doesn't participate in road infrastructure development of the town the experts also answered that the main challenges are luck of community participation and financial problem therefore the municipality should mobilize the local community and use this unutilized financial source. Beside these creating common vision or strategic framework, commitment in leadership, availability of potential revenue source, political willingness, coordination and management are

the key elements in financing of urban road infrastructure development (Magidu, N. & Abu,M., 2009)

5.2. Conclusion

Community participation in the road infrastructure projects of Jimma town is low. Because, most of the time road infrastructural projects are undertaken without proper communication of the stakeholders or beneficiaries or there is unstructured communication system in relation to proposed road projects going to implement by the municipality. But in relation to the previous time community participation increase from time to time due to the challenge that face the community in their day to day activity specially from topography of the town which is to dust at winter and muddiness at summer season. In relation to this findings reveals that the local communities have higher interest to participate on road infrastructure development.

5.3. Recommendations

5.3.1. For municipality or city administration

- a. The road sector was deficient in resource mobilization and lacking transparency. Therefore the concerned government body should create transparent system and able to participate the community to fill the above gap. Hence, critical resource mobilization and strategic plan based infrastructure provision has to be in place. In other word future of the sector can be improved if the governance system is improved.
- b. There is unutilized potential of the community since majority of respondent are non-participant in road infrastructure projects development due to lack of information. To use that the administrative bodies should able to participate the community in planning and decision making process of each projects through creation of awareness to the mass and effectively communicate the prioritized projects to the community.
- c. The municipality should give community members a chance to identify their needs and also be given an opportunity to raise their views freely regarding infrastructure development of their locality.
- d. There are greater demands for the road subsector (demand supply gap of road infrastructure) in the town. To minimize the gap between excess demand and supply of urban road the municipality should apply plan based performance in each year and follow-ups in every road projects conducted in the town to improve the quality of buildings. This can improve technical capacity of road infrastructure.
- e. Identification and prioritization of the problems of the community and preparation of the necessary standards, designs and evaluation of the performance are also the major tasks that are expected from the town's administrative bodies.
- f. Cumbersome office bureaucracy is also another challenge of road sector so to solve these administrative bodies should create transparent system and different organizational structures at various levels of the administration with identified responsibility for the several functions.

5.3.2. For the local communities

- g. The experience of using local lime stone for the construction of internal road should continue by mobilizing the mass communities. Because it is difficult to conduct any activity especially during rainy season and impossible to solve this problem only by government budget.
- h. The local community should seek any information concerning road infrastructure development of the town and endorse every road project.
- i. The youth part of the community should support local elders who lead the community during campaigns

5.3.3. For concerned bodies

- j. The Ethiopian road authority southwest region, business men, and NGOs should support the local communities to solve this critical problem.

5.3.4. For policy formulators

- k. They should create sustainable national framework that support the community participation on different infrastructure development at grass root level.

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APPENDIX

Appendix 1

Jimma University Business and Economics College Department of Management
Graduate Thesis in Partial Fulfillment of the Requirement for the Degree of Masters in
Public Management

Dear respondents,

I am postgraduate student in Jimma University Business and Economics College Department of Management. The purpose of this questionnaire is to collect data on the community participation for road infrastructure development with specific reference to Jimma Town for the partial fulfillment of master's degree in Public management.

Dear respondents, the information you will provide is very important for successful accomplishment of this research.

Furthermore, the information you give will be used for only the academic research. Therefore, you are kindly requested to read all the questions and fill honestly without any hesitation and all the data gathered will be held confidential.

Thank you in advance!

Sintayehu seboka

Instructions:

1. Please, read the question carefully before providing your response,
2. Answer the whole questions,
3. Circle your appropriate response and kindly write your opinion briefly for the short answer questions on the space provided.

I: General Information of respondents

- A. Name optional: - _____
- B. Sex: A, Male B. Female
- C. Age: A, 18-25 B, 26-45 C, over 45
- D. Kebele: _____
- E. Educational status:
- A, No formal education B, Primary education (1-8) C, Secondary education (9-12)
- D, Certificate E, Diploma F, Degree G, Professionals
- F. Marital Status: A, Married B, Unmarried C, Widowed D, Divorced
- G. Length of period living in the area A. 1 – 10 years B. above 10 years
- H. Job Status: A, Self-Employee B, Government Employee C, Students D, Unemployed
- E, Others _____

II. Measures of Community Participation and Road Infrastructure

Development

1. Do you have an all-weather road access from your house to the different service centers in the town? A. Yes B. No

2. Do you have understanding about community participation for road infrastructure Development?

A. Yes B. No C. No answer

3. If your answer for question number 2 above is yes

What is your understanding of community participation in road infrastructure projects development?

A. Involvement in road infrastructure projects

- B. Contributing of resources
 - C. Take part in decision making process
 - D. No answer
4. Do you adequately willing and prepared to participate in the road infrastructure development?
- A. Yes B. No
5. If your answer for question number 4 above is yes, please justify your reason
- A. To improve the quality of infrastructural service
 - B. For efficient and effective utilization of resources
 - C. To getting attention to satisfy pressing needs and priorities
 - D. To take part in decision making process.
 - E. No comment
6. Do you attend community meetings which intend to take decisions about road Infrastructure development?
- A. Yes B. No
7. If your answer for question number 6 above is no, what is your reason?
- A. Do not know when the meetings held
 - B. Not interested in attending meetings
 - C. Views were not taken into consideration
 - D. The dominance of Top-down approach (anti-participatory) approach
 - E. Others
8. Who were the key decision makers in the road infrastructure development? (Note: more than one responses is possible)
- A. City administration C. All are equally involved
 - B. Community leaders D. Other specify: _____
9. In what way does the community participate in road infrastructure development programs?
- A. Planning process C. Implementation process
 - B. Decision making process D. Not at all
 - E. Other _____

III: Community Participation and its practice

10. Do you participate in road infrastructure development projects which are taking place in your area?

- A. Yes
- B. No

11. If your answer for question number 10 above is no, what is the reason behind?

- A. Lack of awareness
- C. Lack of project sustainability
- B. Poor communication
- D. Time constraint
- E. Financial constraint

12. Do you think that the community has role in road infrastructure development? If you say yes please explain

13. Do you think community participation is important to bring tangible road infrastructure development?

- A. Yes
- B. No

14. If your answer for question number 13 above is yes, what are those please identify the importance?

- A. To generate information about the community needs and priorities and the same time dissemination of information easily to communities
- B. Improve the communication and relationships
- C. Create the sense of cooperation
- D. Citizens empowerment
- E. Improve effectiveness and efficiency
- F. Others

15. Do you made contributions in the road infrastructure projects which take place in your area?

- A. Yes
- B. No

16. If your answer for question number 15 above is yes, what are the kinds of contributions you made?

- A. Money
- B. Labor
- C. Others

17. Do you think that community participation in road infrastructure development lead to efficient and effective utilization of public resource?

- A. Yes B. No C. I don't know

18. What do you think about the current practice of community participation in the road infrastructure development?

- A, Increasing B, Decreasing C, I don't know

19. Based on your answer for Q18, rate the ranges of community participation in road infrastructure development in Jimma Town?

- A, High B, Very high C, Moderately High D, Low E, Very low

IV. Challenges of community participation and road infrastructure development

20. What challenges does the community face when participating in road infrastructure development?

- A. Absence of representative community groups in the decision-making process
- B. Lack of access to information
- C. The existence of in effective communication
- D. Lack of resource
- E. Others

21. Many factors hinder the community involvement in the road infrastructure development projects. In light of this the following question were prepared to differentiate the main contributing factors affecting community participation in Jimma town road infrastructure development projects based on the perception of respondents. Please insert (X) marks while providing your response.

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

Disagree

No.	Item	SA	A	SA	DA	SD
1	Structural factors					
2	Lack of resource					
3	Absence of strong community organizations					
4	Regulations and technical standards of city administration					
5	Non- participatory planning methods					

IV. Solutions to promote community participation and improve road infrastructure development

22. In your opinion, what the communities and other stake holders could do to solve the Problem of road infrastructure development?

23. What strategies does the municipality should use to ensure meaningful participation in road infrastructure development?

- A. Participatory or bottom–up approaches
- B. Providing training
- C. Building effective communication channels
- D. Designing different motivational mechanisms
- E. Others

24. In what ways do you think community participation for road infrastructure development can be improved?

V. More information

25. If you may have more information with regard to Jimma's Town community participation in the road infrastructure development, please don't hesitate to state

Appendix 2:

Jimma University Business and Economics College Department of Management
Graduate Thesis in Partial Fulfillment of the Requirement for the Degree of Masters in
Public Management

Interview Questions to Key Informants

Dear respondents,

I am postgraduate student in Jimma University Business and Economics College Department of Management. The purpose of this questionnaire is to collect data on the community participation for road infrastructure development with specific reference to Jimma Town for the partial fulfillment of master's degree in Public management.

Dear respondents, the information you will provide is very important for successful accomplishment of this research.

Furthermore, the information you give will be used for only the academic research. Therefore, you are kindly requested to answer all the questions honestly without any hesitation and all the data gathered will be held confidential.

Thank you in advance!

Sintayehu seboka

- 1) When was community participation initiated in the town?
- 2) What was the status of road infrastructure at the beginning when community participation Initiated?
- 3) What are the preconditions you set to ensure community participation in the road infrastructure development?
- 4) Does the community members have access to information in integrating their role in the road infrastructure development?
- 5) What do you think about the Community participation efforts and its current practice in road infrastructure development?
- 6) What are the main factors that affect community participation in the road infrastructure development?
- 7) What procedures are followed in attaining road infrastructure development through community participation?
- 8) What challenges are faced during the implementation of participatory road infrastructure development?
- 9) What mechanism does the municipality use to make community participation effective and sustainable?
- 10) Suggestions about what has to be done in the future to promote the participation of the community in the road infrastructure development.

Appendix 3:

Jimma University Business and Economics College Department of Management
Graduate Thesis in Partial Fulfillment of the Requirement for the Degree of Masters in
Public Management

Dear respondents,

I am postgraduate student in Jimma University Business and Economics College Department of Management. The purpose of this questionnaire is to collect data on the community participation for road infrastructure development with specific reference to Jimma Town for the partial fulfillment of master's degree in Public management.

Dear respondents, the information you will provide is very important for successful accomplishment of this research.

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Thank you in advance!

Sintayehu seboka

Secondary data from respective offices

1. Name of the Institution _____
2. Name and position of information provider _____
3. Are there road infrastructure projects under implementation through community participation? Yes /No _____
4. Amount of the project finance annual budget for the last 5 years:
Yr1 _____ Yr2 _____
Yr3 _____ Yr4 _____ Yr5 _____
5. Budget sources last five years:
 - Government on average percentage _____
 - Community contribution % on Average _____
 - Other organization% _____
6. Total population of the area getting the service _____
7. Total demand for the service at hand _____
8. Gap in percentage _____
9. Does planned expansion of the road infrastructure through community participation exist? Yes/No _____
10. Does planned road infrastructure maintenance system through community participation exist? Yes/No _____
11. By how much % does the demand for the service increase every year? _____
12. By how much % does the service coverage on average expanding every year?

13. Does the institution have strategic plan to participate the community in provision of road infrastructure? Yes/No _____
14. Does the institution have annual plan for expansion of road infrastructure by involving the community? Yes/No _____
15. Does the institution have stakeholder's forum? Yes/No _____
16. Does the institution have community participation manual/mechanism?

Yes/No_____

17. If yes, is there any framework governing the functioning? Yes? No_____

18. List major constraints in the provision of the road service to Jimma town:

19. Give order of importance to the following category of challenges in the service provision

(Give 1 for the most challenging factor):

_____Financial

_____Administrative/governance

_____Technical

_____Topographic

_____Legal (Property rights)

_____Other inputs for infrastructure building

_____limited community participation

_____other related factors

Thank you so much!

Sintayehu seboka