

AN ASSESSMENT OF THE IMPACT OF ROAD CONSTRUCTION TO THE SOCIO-
ECONOMIC WELFARE OF THE PEOPLE IN UGANDA
A CASE STUDY OF SIRONKO-KAPCHORWA ROAD

BY

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DECLARATION

This dissertation is my original work and has not been presented for a degree or any other academic award in any university or institution for learning.

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APPROVAL

This is to certify that this research proposal has been done under my supervision and is ready to be submitted to the college of humanities and social sciences for examination with my approval.

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DEDICATION

This research work is dedicated to my beloved parents; Mr. Cheptai Ahmed and Mrs. Kasifa Cheptai, Uncle Mugoya James, Wunda Francis, Chebet Hadijah and my girl friend Nassali Brenda who overwhelmingly worked tireless in pushing me through these three year journey.

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Special thanks go to the Almighty God because this piece of work was basically due to his good will.

However, I am solely responsible for all the errors and mistakes in this piece of work.

LIST OF ABBREVIATIONS/ACRONYMS

W.B	:	World Bank
FHWB	:	Federal Highway Administration
UNCTAD	:	United Nations conference on trade and development
UNDP	:	United Nations Development Program
GDP	:	Gross Domestic Product
SPSS	:	Statistical Package for the Social Sciences
SSA	:	Service Support Administration

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OPERATIONAL DEFINITION OF THE KEY TERMS

ROAD: Is a thoroughfare, route or way on land between two places, which has been paved or otherwise improved to allow travel by some conveyance, including a horse, cart or motor vehicle.

IMPACTS: these are the long term effects as a result of the construction on all the spheres of life which include political, social and economic.

ABSTRACT

This research report is about the impacts of road construction to the socio-economic welfare of the people along the Sironko-Kapchorwa road

The study was conducted in Amukol sub-county Kapchorwa district eastern Uganda. The three villages of Chesongok, Kumoi and Kapnangore were purposively selected for the study. The targeted population comprised especially of those who lived near the constructed road and thus were directly affected. A final total of sixty (60) respondents were selected.

The study used both quantitative and qualitative methods. In order to come up with a more comprehensive information and data, a lot of observations and formal discussions in addition to the questionnaires were employed to collect primary data. Secondary data was also collected from text books, official documents, news papers journals etc.

From the findings, the study established that the construction of the road came along with various positive and negative effects on society. As per the area of study (Amukol), positive effects included easy access to the market, employment opportunities, increased tourism and other financial benefits such as the compensations among others. Negative effects among others include loss of valuable property, family breakups and other associated acts such as increased prostitution, crimes etc

CHAPTER ONE

INTRODUCTION

1.0 BACKGROUND

The assertion that the first pathways were the trails made by animals has not been universally accepted, since in many cases, animals do not follow constant paths. Others believe that roads originate from following animal trails.

According to the Relevant act of 1984 says “the land over which a public right of way exists is known as the highway and although many highways have been made up in to roads, the secretary of state shall prepare and keep a list of roads which he is for the time being liable to manage and maintain under the subsection (1) of powers and duties of secretary of state as roads authority.

The World Bank asserts that construction broadly encompasses the issues relevant to road construction and maintenance include; the design, contracting, implementation, supervision and maintenance of the roads and the related structures such as bridges.

Construction(public work) while the adoption of competitive bidding for road and others, civil works has been the norm of most countries of the world, most countries do not have the sufficient industry of dependent contractors and road networks are mostly done by force account or awarded state construction agencies on a negotiated basis. In many of these countries, not only is it costly but also low quality work is being done. It is common for suppliers of construction materials and services to have monopoly power, further increasing inefficiency and lowering quality. In this situation, it is a combination of transferring work from the public to the private sector and the introduction of competition into operations that is often the best way to decrease inefficiency and improve quality.

Introducing competitive bidding in to private work contracts is also an important first step to this goal.

Secondly, the contracting out of the work function requires the introduction of competition into the operation of road agencies themselves either by the greater use of private existing contractors or by allowing public sector agencies to compete with the private sector.

The federal high way administration (FHWA) recently announced the high way construction cost to have decreased by 4.2% in the first quarter of 2000 compared to the fourth quarter of 1999 with 5.7% compared to the first quarter of 1999.

World bank also earmarked N4.5 billion for the construction of rural roads, the world bank has approved this amount for the construction of rural roads in west Africa specifically Nigeria, four states in Nigeria were chosen which is intended to encourage agricultural activities in and outside the country.(Nicolas Pertiera 2013)

The east African federation in the month of June 2013 sat in Kampala to discuss the means of opening up the borders among these countries to boost trade and this is going to include road construction especially the Uganda-Kenya road via Bukwo district.

In the early 1950s East Africa jointly owned resources including its infrastructure. This downwards trend was aggravated by the collapse of the first East African Community and the jointly owned and operated services. Uganda as a member of the community got virtually nothing in terms of the assets of the former community as most of the resources were located to either Kenya or Tanzania.

Roads had deteriorated to the extent that some of them had become impassable; the railway track could not support the operation of increased number of trains and required reconstruction, inland water services ceased several years ago, vehicle fleets dropped to about one third by 1970's while other related structures such as maintenance and repair workshops were inadequate. Scarcity of foreign exchange the aging could not permit replacement of the aging fleets and supply spare parts to certain fleets. It was not only structures and equipments which experienced deterioration but according to Chilivumbo/editor, 1985, man power went down with them. The expulsion of the Indians by Idi Amin in 1979 left a gap of qualified technicians and entrepreneurs.

The political upheavals and the resulting insecurity led to a flight of the middle and top class personnel to other countries and therefore due to low remuneration and lack of incentives made it difficult for the highly qualified workers from other parts of the world to be attracted to the road sector.

From the above outline, it is clear that requirement for the rehabilitation and reconstruction of Uganda transport and communication sector are enormous. Certainly, national resources alone are not adequate to restore the sector to a desirable level of operation nor any single down agency or county provide sufficient resources to rehabilitate the road sector.

It's therefore a paramount to look at the challenges of transport on how it hinders development especially in Kapchorwa that is why the study looks at the impacts of road construction to the socio-economic welfare of the people.

1.2 Statement of the problem

The construction of the Sironko-Kapchorwa road is a considerable step towards development and roads are ranked as the leading services in triggering development.

Since independence up to late 90's, Kapchorwa has been characterized by the remoteness, isolation, inaccessibility, social and economic deprivation which this area suffered due to the inadequate transportation services.

Kapchorwa is a well known productive area especially in terms of agriculture; therefore, for it to transport its produce from either the farmlands to the market areas has been a serious problem hence affecting the quality and quantity of what is sold at the market. This negatively affects the incomes of the people and general development.

Its believed that road construction comes with positive results especially in the economic sector (agriculture and business) to the general lives of the people were such activity is undertaken. This study set out therefore to assess the impacts of road construction to the socio-economic welfare of the people of Kapchorwa especially those along the Sironko-Kapchorwa highway.

1.3 General objective

The purpose of the study was to investigate the impacts of road construction to the socio-economic welfare of the people in Kapchorwa district.

1.4 Specific objectives

To examine the causes of poor road transport in Kapchorwa district

To assess the impacts of road construction to the socio-economic development of the people in Amukol sub-county, Kapchorwa district

To identify the solutions to the negative impacts of road construction on the people of Kapchorwa

1.5 Research questions

- What are the causes of poor road transport in Kapchorwa district?
- What are the impacts of road construction to the socio-economic development of the people Amukol sub-county Kapchorwa district?
- What are the solutions to the negative impacts of poor road construction to the people of Kapchorwa?

1.6 Scope of the study

1.6.1 Content scope

The study focused on the impacts of road construction to the socio-economic welfare of the people, it looked at also the causes poor road networks and means of reducing the existing negative effects of roads constructing on the welfare of the people of Kapchorwa. All the information presented rotates around the above mentioned areas.

1.6.2 Geographical scope

The study was carried out along Sironko-Kapchorwa road basing its study in Amukol sub-county Kapchorwa district, within the sub-county; three villages of Chesongok, Kumoi and Kapnongore were selected randomly and within each selected village, fifteen households were selected. These villages took priority because of their being crossed by the high way and the impacts were felt most by the people staying a long this road.

1.6.3 Time scope

The study was started early in 2013, data collection was supposed to take 8 months but the overall period of the research was carried out in one year.

1.7 SIGNIFICANCE OF THE STUDY

The findings of the study will be useful to the national economic planners, the ministry of works, planning and economic development while designing future modes of transport schemes.

To researchers, the study will reveal the new findings as regards to the contribution of road transport to the development of the economy, both economic and social benefits; this enables the country move towards industrialization. However, the study will also help highlight the unforeseen impacts of road construction to the affected people.

Furthermore, the study will act as a catalyst for other researchers to find out whether other means of transport are beneficial to the economy's development as roads have proved to be more beneficial

CHAPTER TWO

LITERATURE REVIEW

2.0 Introduction

This chapter presents the theoretical perspective or literature review. Its major objective is to discuss the findings of other scholars and various writers arising from their early studies on the subject of road transport and construction, these earlier studies have been contrasted with the findings of this research not to negate them but to close the gaps missing in them.

Rudyard Kipling From the story “as easy as ABC” a diversity of creatures’, this quotation sums up a very profound truth about transport, without transport and easy movement of people, there can be no development and civilization.

Our civilization today highly depends on the existence of modern transport facilities in order to carry out day to day activities. In fact, a very well known economist, Marshall described transport as “an all pervading industry” because it penetrates in all phases of production and distribution of goods while at the same time people depend on transport for movement (Mukwana 1982).

Transport facilities are pre-requisites for social development and political cohesion in any country. The construction and expansion of transport systems can induce social and economic development. In fact in both industrialized and developing countries, rural development is a vital component of the system necessary for the continued existence of dispersed settlements and less densely populated areas (Zamunuga 1978).

In most developing countries the road transport is the main mode available. Rail and inland water transport play a less important role within rural areas. However throughout these countries, the poor physical condition of the road network is one of the principle constraints upon plans for economic expansion and upgrading of social facilities.

According to Rodney et al (1960), in the mid 1960, the road network in most developing African countries except South Africa had less than 5% of their total length with sealed services and large populations of its minor feeder roads was and are still track beaten out by walker and animal carts.

The patterns of transport facilities in a particular time will have a very significant impact on the future economic and social development of a country. For example, the importance of road transport in Tanzania cannot be over emphasized for 90% of the population live in rural areas and the most important mode of transport they depend on is road. It is generally the policy of the government to be self sufficient in food and at the same time to promote the transaction from subsistence to market agriculture. The failure of the government to improve and expand the existing road transport facilities in the rural areas has serious repercussions to crop production and sales.

Poor road transport in rural areas e.g. Southern parts like Lindi, Mtwara, and Ruvuma etc tends to limit specialization in Agriculture and in general tends to drive farmers from the market to subsistence economy contrary to the government expectations.

There have been documentary cases in which crops have rotten in shambas or go-down because of lack of good transport. Also many companies have failed to give efficient services to the public because of lack of transport for example in 1976, the general manager of Ruvuma Region Trading Company lamented that his company was forced to pay highest charges on its bank loans because of delays in delivery of goods due to transport problems.

However, the fact remains, transport enterprises are capital intensive, heavy consumers of energy and demands the services of skilled labor. Most developing countries do not have all these inputs. Worse still, a greater part of the inputs requires the expenditure of foreign exchange, which is scarce. With these constraints therefore it is necessary to use the available scarce resources efficiently in order to avoid unnecessary expenditures or current costs, which indirectly imposes great strain on funds in other economic sectors.

Despite the problems apparent in road construction and maintenance, Uganda boasts some of the longest tarmac roads in east Africa, according to a report published on 27/October/2009, about 50% of the 20,000km of the national roads have been tarmacked and the remaining is dusty and muddy during the rainy season. (from march, April and October-November) during these seasons only four wheel vehicles can be trusted to make the journey with some ease. Among the roads which suffered the same problem was the Sironko-Kapchorwa before its improvement (Uganda's transport and communications act 1998)

According to Zamunuga (1977/78), road construction largely depended on the geographical factors, these factors include;

The type of the soil: these provides the basement for road construction especially feeder roads.

Extensive swamps especially in Buganda and western Uganda which have to be drained and fill the earth before the road can pass through.

Bridges have to be built where the roads crosses the river and this depends on the width of the river, a big problem arises where we have a seasonal rivers which can sweep roads if bridges are not constructed.

In most places especially in highland areas e.g. Kigezi, the relief is unfavorable and hence the gradient of roads is very much affected in areas which are high;

Rainfall in Uganda is a bit moderate in some parts but where rains are heavy like in Kapchorwa; this heavy downfall can destroy bridges and sometimes sweep away the roads or create some trenches on roads especially in low land areas. Some of the rains are unreliable hence very difficult when controlling erosion or perhaps when to begin constructing the roads; and some areas are difficult to clear because of dense forests partly in the western and Eastern parts of Uganda. Given the above factors, it is apparently that road construction is not an easy venture. However, this cannot retard the movement of people from one place to another.

Mc Covnark and Mimby (1963) noted that demand for transport arises from the existence of space, which some time has proved awkward to analyze and as a result has been neglected by economists. Mukasa (1995) added to this by stating that in the analysis of demand for transport, one would look beyond the facilities to provide the means of transport. Mukasa maintains that consideration should be put on the exploitation of the potential resources of the area for which transport is demanded.

Paul Isolo (2001) notes that the spread and enlargement of urban areas with a corresponding increase in population results in the need to extend transport services to the population, The growth not only generates more trips but also creates longer trips, a basic knowledge of the characteristics of urban travel, which is undoubtedly a necessary pre-requisite to proper planning, and development of transport system in the general framework of urban planning.

2.1 ROAD TRANSPORT IN COMPARISON TO OTHER MODES

Road transport plays a supplementary role, which is indispensable to other modes of transport.

Railway cannot exist without road, as without it, goods carried by rail cannot reach the distributing centers and final consumers. In Uganda the railway network is fed by the road transportation system.

Road transport also links airport, seaports and inland water transport route.

Other characteristics in comparison to other modes include

Transport costs; the fixed costs in road transport are negligible. Since it operates in small margins, the operating costs are high and therefore vehicle turnover is high.

Distance; in road transport, goods are hauled short distances. (Short hauls) hence less costly than rail hauls and this is wide area coverage. Therefore charges are low because roads have less capacity and terminals are specific to destination and type of road. Hence charges can be high if we consider rural roads and poor roads

Road transport has its own drawbacks, which include; inadequate capacity to move heavy volume, bulky materials, high cost of long hauls and high vehicle operating costs.

2.2 NEED FOR EFFICIENT ROAD TRANSPORT IN UGANDA

Given the nature of the economy, the efficient road transport can do a lot in influencing the performance of the economy. Uganda runs an agro-based economy so there is need for an efficient road transport system for the transportation of agricultural products from the farms to the processing centers (raw materials) and the markets. Agricultural products are bulky in amount and railway transport would be the most recommended but it can be accessible to a few numbers of farmers and the fact that agricultural products are seasonal; it would be uneconomical to construct a railway which would be used seasonally.

Efficient road transport is passenger conveyer thus facilitates the interaction of people and fosters unity in the country. It is also the backbone of both the domestic and international trade because it is either wholly or the long run one would require it to accomplish his transaction with a trader counterpart. Thus it can be said that directly or indirectly human activities require transport.

Efficient road transport in Uganda especially will play a big role in the pricing of the commodities since transport cost is over the major factors in determining prices. A good transport will also go a long way in improving the production level since finished goods need to be transported from the manufacturer to the consumer in order to avoid artificial shortages.

In contrast to other forms of transport, private motor vehicles on the road have increased dramatically of recent. This is mainly due to the failure in other means. Thus road transport has turned out to be a major source of revenue through payments for licenses and different forms of taxes. Improving the road transport would also increase its contribution to the gross domestic product GDP (Mugisha Charles). Consequently without efficient road transport system to coordinate other sectors of the economy, Uganda's economic problem is yet to perpetuate.

2.3. IMPORTANCE OF ROAD TRANSPORT

Road transport has both economic and social benefits

2.3.1. Economic importance of a good transport system

Transport is very crucial in the economic development of a society because it is a means of traveling from one place to another, transportation of commodities from area of production to markets and spread of new ideas especially new techniques of farming etc.

Tolley and Turnon (1995) argues that transport systems are the response to the ever growing need for contacts between individuals and societies and transportation of commodities past the national boundaries to other global economies, so in this area where there is serious need for regular contact, a good road network have to be established.

Cour (editor) 1985 pointed out that already access to urban markets is a major factor explaining the productivity of the farm community; in fact one can conceive road network of urban centers whose demand impact on farmers in any given locality/location is proportional to each country's size and inversely proportional to the difficulty of reaching it. Around major urban centers one usually finds a prosperous farm belt specializing in such perishables; high value to weight produce as vegetables and fruits as well as raising chicken and producing dairy products. In between, the degree to which farmers produce for sale will vary with state of local and inter-related transport links. This suggestion that both rural and urban development investment decisions are best undertaken in a coordinated fashion with transportation plans for each region.

Bryce son's (1984) in his study on Tanzania's agricultural sector, he seconds that improved rural production cannot be achieved without effective urban development policies on the other hand or manufactured goods and services on the other hand, nor can it be achieved without adequate rural infrastructure, part of which is provided by the urban dwellers and institutions and which boosts peasants productivity.

"The urban provisioned rural infrastructures would have to involve an improvement of transport as well as increased productivity in which urban manufacturing and services, these is followed by the lowering costs of consumers and producers of goods and social services for the rural population"

In Zimbabwe for example, a review of rural development (found a strong correlation existed between provinces access to the network of urban centers and its level of agricultural development more especially from rural areas), Chilivumbo, (1985) These shows that with the development of road network, the rest will follow, a health unit, a school, a market, water and a dairy and others like farming, Adam (1993), in his article about transport policy maintains that there is no need for discussion; the policy is now in place in Stoneham, local transport today has done a lot on town development. The development of road transport in the future will be conditioned by economic, social, political and environmental factors. Nevertheless despite an area being busy in terms of interactions, one cannot fail to see the desperate state of road network. It is common to find potholes even in town centers and poor roads in rural areas.

Riverson, Gavira and Thrisatts (1991) stated that the need for better transport infrastructure in SSA is pressing and obvious. The structural transportation and subsistence to the market economy is development on transport. The potential gain in agricultural outputs and incomes which is unlikely to occur without improved roads which would be sufficient to make the economical case for the level of expenditure, they further stress that the contribution of roads extends to all aspects of economical and social development of road communities therefore planners to remain in good conditions in order for these town and surrounding areas to grow quickly and expand.

In the journal "improvement of urban public transport in developing countries" (Duffield, 1994) stresses that it is well recognized that the process of urbanization and economical development

are inextricably linked in development countries while transport is a necessary condition for and catalyst to, town and rural development. It is transport that enables the production and exchange of goods and services which in turn contribute to economic growth in rural areas and towns. Road transport makes it possible for the expansion of towns and surrounding areas and provides their inhabitants with access to employment services, shelter and other opportunities, essentials for their economical and social advancement.

Furthermore, the contribution of transport to development was emphasized by Haltoray (1998). He contends that, since most services and productive activities involve moving people and goods, then the overall productivity can be increased by improving the means of transport that is employed. He is concerned with use of simple vehicles, which are not expensive to operate on narrow path and unmade path.

A recent pilot study in Kenya shows that tea growing has been boosted up by road transport where tea leaves must be processed at the factory within 24 hours of harvesting and transported to market using roads.

Hunter (Ed) also observed a causal linkage low cost transport and economical development. The industrial revolution was successful because of a prior revolution in the transport technology. Therefore students of economic development should look for the transportation sector as a critical component. Owen supporting this argument suggests that a good case can be made for transportation as the key to National development on the ground that the widening of domestic markets is essential to economical growth.

Hawkins (1962) also observes that transportation improvements may release working capital, which can be used more productively as fixed capital elsewhere, but before any of this takes place; there must be suitable productive opportunities in potential markets.

Heads and Sturdnick Gizbert (1992) summarized that the second UNCTAD: A II stresses the importance of efficient and effective transport in economic development and identifies improved information systems as key objectives. The SSA transport program initiated by 1987 by the World Bank and the UNECA with support from the UNDP (United Nations development program) and donor countries has also stressed the importance of adequate transport data for the improvement of planning and management of transport sector. More still the success was greatly

dependant on the efficient performance and social activities as well as efforts towards economical integration and data efficient network is a social factor to the rapid economic growth of the African continent

The main economic function of a country's transport system is to eliminate the gap between producers and consumers, not in distance, but in terms of cost this depends on the geographical features of the country and on its economic structure.

Zamunuga (1977/78) stated that improved road transport brings about transformation of economic activities. E.g. vegetables growing in Kigezi (Uganda) have been facilitated by the road construction from Ntungamo to Kibale. There is an improved utilization of techniques of large scale production because improved transport system easily produces and distributes the products to the markets. Parallel to increased production is the increase in the living standards of inhabitants.

The immediate effect of improving transport facilities is to lower costs of transport and especially total cost of transport on agricultural products. Improving transport can be looked at in two dimensions, space and time.

Space; Improving transport enables goods to be moved cheaply through space from one point to another. It has the effect of widening markets with all the possibilities of economic growth that this entails.

Time; Better transport enables big economies to be made in the use of capital markets served on a large scale. Work in progress and finished goods can be turned over more quickly. This saving in time is more important than the growth of markets brought about by the mere reduction in the cost of carriage per unit distance.

Promotion of industrial development; A good road transport system greatly influences the location of industries. Decentralization of industries can take place and road transport facilitates the transportation of industrial raw materials and the distribution of their products to markets and consuming centers.

Development of agriculture; Agricultural development of any country depends on a good road network and road transport system. Hawkins (1962) noted that construction of roads and

extension of services to areas which never had them stimulates agricultural growth. He further noted that commercial farming could only be stimulated by the existence of a good road network and road transport system.

Haltoray (1998) draws a very strong correlation between Uganda's agricultural production and the road transport system. He noted that with the deterioration of the country road network in the 1970s, agricultural production also went down

Another issue that brings economic benefits as a result of road tarmacking is tourism. Areas with tourist attractions and with good roads can be able to fetch foreign exchange from tourism for example in Eastern Uganda; Sipi-falls has been able to register a large number of tourists because of the construction of the Sironko-Kapchorwa tarmac road since (2000-2013).

When transport system is improved, saving of capital is brought about by increased speed of transport, which implies that more and different types of investment are set up. This is very important in less developed countries because capital is the scarcest factor. Therefore low transport costs creates suitable productive opportunity related to wider markets and helps in use of capital also increases output created by higher volume of demand.

Another important advantage of road transport is that trucks excel door-to-door business, specialized traffic, with emphasis on the shorter haul. In her analysis of traffic flow both in a diagrammatic form and in figures of road transport in Uganda, Smith Dose (1990) indicated some uses and advantages of road transport.

Road transport is growing at a higher rate than any other mode of transport. It is easy to set up as long as there is space, which is the basis of road transport mode of construction.

It is cheap because it uses vehicles, motorcycles, bicycles and pedestrians which cannot apply to other modes.

Roads can easily be connected to other countries than any other modes.

Roads can reach any part of the economy be it hilly or lowland provided that there is enough capital to put up the structure.

Social Importance

A World Bank report (1996) stresses that transport is vital to development without access to jobs, health, education and other amenities, the quality of life suffers. Without access to resources and markets, growth stagnates and poverty eradication cannot be sustained. In appropriately designed transport programs can result in net services that aggravate the conditions of the poor, harm the environment, ignore the changing needs of users and exceed the capacity of public finances.

Bulyrick (1998) points out that effective road transport system is a powerful tool for improving efficiency and accessibility of the labor market, social services and schools. It is a key challenge therefore, to develop a reliable and affordable road transport system under satisfactory conditions of safety. He further argues that road transport sub sector is a powerful “engine” of development.

As Munby asserts “There is no escape from transport, even the most remote and least developed of the inhabited regions, transport in some form is the fundamental part of the daily rhythm.” Senior M.L et al also pointed out that transport allows people to travel for recreational purpose to sporting fixtures on Saturdays, to the sea on Sundays and to the mountains of foreign beaches for holidays. He also brought the strategic importance of road transport. The ability transport men and materials to a point where force is most effective was an age-old factor in warfare. The function of transport was therefore to close the spatial gap between a producer and consumer.

The size and distribution of population has been due to the available road transport where social and medical services in larger settlement have been strengthened by improving the level of accessibility from villages to towns for daily or weekly essentials. Also in these areas can be strengthened if the threshold of each facility is increased by concentrating population with easy access to key settlements along road networks.

According to transport and health study group in England, transport on health have been influenced and have contributed greatly on the nation due to access to places or facilities where recreational facilities , health care have all been influenced by road transport.

In developing countries the daily sequences made by members of African subsistence farmers, households tend to grow crops and livestock, collect water and firewood displays every simple pattern of movement when compared with the tightly programmed network of freight trips

within the retail distribution system of industrialized nation, but both illustrate how access to transport is such a dominant factor in development.

The statement in the first year of national development plan for Zimbabwe, published in 1986 that “adequate roads and transport services in rural and urban areas are prerequisite to continued economic and social development” so with the improvement of roads for economic and social motivation is often the first priority although the same road can of course serve the needs of farmers, children walking to school and women travelling to clinics for medical attention.

All in all, it strengthens unity among the people because of easy movement among the people from one place to another, and also facilitates easy access to hospitals for the sick, antenatal care for the expectant mothers and other facilities.

2.4 PROBLEMS FACING THE SECTOR

The issues facing freight transport by road in Uganda can be broadly categorized as

Economic, Regulatory and Man power issues.

2.4.1 Economic issues

(a) State of the road network in the early 1970s, Uganda used to have one of the best road networks in East and Central Africa. The geo-political changes which have taken place in the country since independence, however brought in a period of political turmoil which led to the collapse of the economy.

This poor state of the road means a great hindrance to the flow of traffic. Agriculturally rich areas where almost inaccessible means of transport were damaged before their economic life expires. Vehicles operating costs were high and this ended up with a multiplier effect on the cost of other goods.

(b) Lack of financial resources, Due to the decline in Uganda’s economy, foreign exchange all became scarce. This was even made worse by unfavorable terms of trade against the developing countries.

The shortages of foreign exchange meant that ageing fleet could not be obtained easily, and supply was erratic workshop tools and equipments which were essential for maintenance and repair yet they could not be purchased.

(c) Lack of technology and low levels of industrialization, this meant that Uganda had to import the whole of the required transport inputs. Had Uganda got technology for body building, vehicles assembly, component manufacture and spare parts manufacture, there would be significant savings in foreign exchange.

2.4.2 Man power issues

There are two aspects concerning manpower;

a) Management

b) Technical and skilled workers

a) Management;

It has often been said that some of Uganda's economic problems stem from lack of competent management. Although other views differ from this, it would seem to be generally true that management is a problem in Uganda's enterprises. While Uganda has a reasonable level of basic education, sufficient skills in management are still lacking.

b) Technical and skilled workers.

As far as technical and skilled labor is concerned, there is acute shortage of this category of personnel who are essential for the development of the sector; this is true for both road construction personnel as well as vehicle maintenance. There is therefore need to train Ugandans in specific technical skills.

2.4.3 Regulatory Issues

The basic law on transport regulation in Uganda is the traffic and road safety Act (No.38) of the 1970. This provides the general framework upon which both economic and safety regulations are based. The Act also specifies which ministry is empowered to make regulations.

Most sections of the Act however, remain unimplemented. This is either because some sections have proved difficult to comply with under the Ugandan situations or due to weakness of Transport Licensing Board to tackle the issues. As a result there are a number of issues, which are adequately dealt with.

2.5 HOW TO IMPROVE UGANDA'S ROAD TRANSPORT SYSTEM

Prior to any talk about improving the road transport systems, it is important to observe the problems that have promoted its tremendous decline. It is in this area that the study of the major road transport system is important.

Among the problems that have led to the destruction of road transport system, has been mismanagement. Emphasizing this point, Cour (1985), remarks, "Even though we construct new roads and renovate the damaged ones, as long as our management capacity is still low, our efforts cannot be successful." It is like climbing an ant hill and begins claiming you are moved from the ground.

Due to increase in the volume of traffic, there is need for the government to improve on the road capacity to accommodate the daily increasing volume of traffic. Not only in terms of uses of the road but also weight (carriage capacity).

Constant political instability has done lot of damage in destroying the road structure since it is the roads that are always the battlefronts. Chain tanks are driven on the roads and land mines are shelled on the roads. All these tend to bring to halt otherwise good road transport system. As such, transport may have no future in some parts of the country such as the north, which have for over 25 years suffered terrible rebel insurgency. Thus, Ali Mazarui noted that the poor transport systems especially road and railway transports are largely a result of constant political armed conflicts. He cautions that during armed struggle, roads are made inaccessible, bombarded and they develop potholes. Railway lines are destroyed. All of which are done to cut communication and transportation of army personnel to and from the battlefields.

Another problem in the road transport system in Uganda is the unreliability which in turn makes road transport expensive. Most of the roads in Uganda are seasonal, and are therefore not reliable especially in rainy seasons. The poor roads systems, especially roads that have developed potholes mean constant mechanical breakdowns for user vehicles. The cost of repairing the vehicles gets transferred on to the passenger thereby inflating the costs of road transport. This has been more complicated by the ever-rising prices of fuels. Perhaps worse of all is that because of poor roads resulting into constant mechanical breakdowns, most of the vehicles are poorly

reconditioned and too old to move on roads. They release a lot of toxic substances into the atmosphere thereby causing serious air pollution and environmental degradations.

Corruption; Corruption among the traffic officers and among those charged with the responsibility of constructing and maintaining the roads has presented a real problem to the sector. In a number of cases, funds meant for roads constructions have always been diverted for personal gains for example the money meant to re-construct Northern Uganda was swindled at the prime minister's office, Briberies have also meant that tenders for road construction are awarded to incompetent construction companies leading to sub standard work. Traffic laws are always abused and yet the culprits go free. All these have resulted into deteriorating standards of road transport services.

CHAPTER THREE

METHODOLOGY

3.0 INTRODUCTION

This chapter presents the methodology. The methodology here involves the research design, area and population of study, sample selection and size, research instruments, the procedure involved and finally the data analysis.

3.1 RESEARCH DESIGN

This Research is interested in both men and women who are either directly or indirectly affected by the tarmacking of the Sironko-Kapchorwa road. Both qualitative and quantitative methods are used. The justification of using both methods was that, when one method proved insufficient, then the other complements. For example, qualitative method is used to obtain information on the issue of family break ups and fatherless children, which is very sensitive.

3.2 AREAS AND POPULATION OF THE STUDY

The study is conducted in three villages of Amukol Sub-County, Tingey County and Kapchorwa district in Eastern part of Uganda. It involves a cross section of respondents especially those who are living near the newly constructed road. It also involves an interview with the top managers of the construction company, Sarajevo.

Sixty key informants are selected randomly, eight more are selected from each village purposively; this involves those who are shifted during the construction and those who are affected by family breakups.

Amukol is an Area occupied by mostly Sabinys with few other tribes like Bagisu and a few people from neighboring Kenya especially in Kongasis County. The main languages of communication are Kupsabiny, Lugisu and Kiswahili.

3.3 SAMPLE SELECTION AND SIZE

Purposive and simple Random sampling techniques are used for respondents who are knowledgeable about the research topic and those who are directly affected by the construction of the road. For instance those whose families are broken and those who lose their loved ones to accidents; these included workers, local council officials, teachers, ex-employees of Sarajevo Company and members of the local community

Purposive sampling technique was applied in such a way that individuals of the population who were potentially or actually knowledgeable about the research topic are selected and included in the sample.

3.4 DATA COLLECTION TECHNIQUES

There are two basic sources used in this study. These are the primary and secondary sources.

3.4.1 Primary data

For primary data, structured interviews are administered and observations are used. Interview schedules, are administered by the researcher himself to collect primary data from sixty respondents using simple random and purposive sampling techniques. This is preferred for two main reasons;

First, because majority of respondents are illiterates or have very limited education and therefore cannot easily understand the questions.

Secondly, because they are administered by the principle researcher, he ensures that the responses are accurately recorded.

3.4.2 Secondary data

Secondary data constitutes a lot to the study

Here the sources of data are books, documents, official government publications and unpublished dissertations.

3.5 RESEARCH INSTRUMENTS

During the research study, the instruments used included Questionnaires and Interview guides and these are accompanied by observations, which is the critical use of the eye to identify and record the non-verbal physical expressions from the respondents.

The researcher uses two categories of instruments. These include the interview schedule for the structured questions and interview guides for the key informants.

The researcher uses various other tools in the study such as research questionnaires together with quantifiable data for individual respondents and interview guide is purposively to obtain qualitative data. Other tools like books, pens, pencils are used to help record the findings.

3.5.1 Procedure

The researcher got an introductory letter from department humanities and social sciences (Kampala International University). The letter was used to introduce the researcher to the lower authorities. For the case of this research, from the managers Sarajevo Company to the village level, appointments were made in a number of cases which made the process easier especially because of the fact that respondents were readily willing to share information having prepared for a long time.

3.6 DATA ANALYSIS

Both qualitative and quantitative data analyses are used.

3.6.1 Quantitative Data Analyses

Data is edited before leaving the respondents. The researcher is checking for uniformity, accuracy, consistency, legibility and comprehensibility. It is coded and tabulated using SPSS program.

3.6.2 Qualitative Data Analysis

Data is analyzed before, during and after the collection. Tentative themes and code categories are either confirmed or new ones formulated during data collection. After data collection, information of the same code is assembled together and a report is written. Responses to questions and interviews are coded under specified themes

Editing

This is done immediately after the interview with the respondents. The process is carried to ensure that information given by respondents is accurate and consistent. Editing is done by the researcher himself before coding. The researcher checks the inconsistency in the interview schedule and ensures that all questions in the structured interview are complete so as to facilitate the coding process.

Coding

The next step after editing is the sub-process of coding. Coding in research is to ensure that various responses are classified into meaningful forms so as to bring out their essential pattern (Mosser and Taltonc, 1979)

Responding

The principle researcher prepares summarize of the information from the field, he organizes for writing, presentations followed with discussions by use of statistical methods. Some useful quotations of respondents are used to illustrate some ideas.

3.7 LIMITATIONS TO THE STUDY AND SOLUTIONS

The researcher meets both practical and methodological limitations. There is a lot of suspicion especially from the management of the company (Sarajevo) claiming that the information got would be published in the media. This needs a lot of explanation to them pointing out the fact that the information is confidential and strictly for academic purposes.

On top of that, there is suspicion from the local community who demands for money and other favors claiming the researcher is going to use the data they give for his own benefit. Here the researcher has to use persuasion and good language about the importance and purpose of the research.

It also involved a lot of expenses especially in terms of transport given the fact that the research is carried out far from the University in Kapchorwa at the extreme East of Uganda.

There are some respondents who give wrong and inadequate information, which to some extent is not necessary for the topic of the study. Here the researcher used probing to get the relevant information.

Lack of privacy is yet another problem. Family members and sometimes friends who interfere with the process disturbs some interviews, this can delay the process and even sometimes interfere with the respondent's opinion.

However, in most cases the researcher can request the respondent for some privacy.

CHAPTER FOUR

FINDINGS, DISCUSSIONS AND INTERPRETATIONS

4.0 Introduction

This is the main body of the research project. The chapter mainly deals with the findings from the field and their clear interpretations in accordance with the research objectives. The findings relate to the views put forward by the people of Amukol sub-county regarding the construction and tarmacking of Sironko-Kapchorwa road. This is also the ultimate goal of the study. The study is based on the sample of 60 respondents selected at random.

In order to facilitate accurate interpretations and analysis of data, information obtained was first edited and coded, tabulation was used to make data easily comprehensive and numerical figures and percentages were calculated and presented in table to explain the relevant interpretations and making comparisons.

However, some findings are not new though they have different trends and dimensions from the existing knowledge. At the same time, some findings will seem quite different from the previous researchers as may be reflected in the review of the literature presented in chapter two.

The whole chapter is highly statistical and descriptive in the presentation. Observations have been used on the social economic conditions and the findings could be guidelines for policy makers and future researchers.

4.1 The background information

Table 1: Distribution of respondents according to sex

Sex	Number	Percentage
Male	36	60%
Female	24	40%
Total	60	100%

Source: primary data

Out of the total of sixty respondents, thirty six were male respondents and twenty four female respondents as shown by the table above, this means in terms of gender representation, the sample were fairly well balanced.

Table 2: distribution of respondents by age

Age bracket	Number	Percentage
20-30	10	16.7%
31-40	6	10%
41-50	24	40%
51-60	12	20%
61-above	8	13.3%
Total	60	100%

Source: primary data

As noted from above, 10 respondents were drawn from the age group of twenty-thirty, six from the age of thirty-one to the age of forty and the highest number of respondents was got from this age group of forty-one to fifty. From the age group of fifty-one to sixty and sixty-one and above, twelve and eight respondents were got respectively. In terms of representation by age, nearly all the adult persons who were considered knowledgeable either potentially or actually were therefore represented

4.2 FINDINGS ON THE IMPORTANCE OF THE TARMACKED SIRONKO-KAPCHORWA ROAD TO THE PEOPLE OF AMUKOL SUB-COUNTY

The findings here answered one of the research questions as to “what are the social and the economic importance of road transport as applied to the constructed Sironko-Kapchorwa road”. The findings of this subject of road importance are divided into two (economic and social Impacts)

4.2.1. ECONOMIC FACTORS

Peoples Occupations and the constructed road

Respondents were asked the question as to what they thought was the importance of the newly constructed road to them. The responses of this question are represented in the table below. As the table indicates, it's clear that one's occupation determines to what extent the road is important to him or her. This is because respondent's occupation determines how often he/she uses the road.

Table 3: responses on the economic importance of the road

Economic importance	Frequency	Percentage
Tourism	10	17%
Access to small scale business	13	22%
Easy access to markets	12	20%
Improved agriculture	20	33%
None of the above	5	8%
Total	60	100%

Source: primary data

From the above table, it is evidenced that like most of Uganda which depends on agriculture, most of the respondents (33%) from Amukol sub-county overwhelmingly depended on agriculture.

The tarmacking of the road was regarded by the community as very significant for its social-economic wellbeing. It enables them transports their products which include maize, beans, coffee, Irish potatoes to the market with ease contrary to the previous situation when the road was too bad and some of these produce could rot in the gardens.

This view is supported by Zamunuga (1977/78) that there is an improved utilization of techniques of large scale production because improved transport easily distributes the products to the market. He continues to state that parallel to increased production is the improvement of the living standards of inhabitants.

Twenty two percent of the respondents were in support of the view that improvement of the road was significant for their businesses. They noted that Amukol generally had no major business. But with the road construction, many small scale businesses have been set up along the road.

The proprietors supported the view that the road was influential because they can easily and cheaply transport their merchandise from the markets in the nearby towns especially Mbale, Tororo and Malaba town to their different areas of business

“The researcher interviewed Mr.Bullahu one of the large scale businessmen in Chesongok on how he felt about the road construction, he says that there has been a dramatic boost in his business since early 2000. That sometimes he does not need to travel to Mbale to buy his goods, the distributors come up to his doorsteps. This saves a lot of money and time.

However he said that there has been a lot of competition and rivalry from other small scale businessmen who have set up a number of shops along the road and in turn have reduced his sells”.

Eight percent of the respondents felt a slight impact of the road. In other wards they did not mind whether the road was constructed or not. They were neither businessmen nor farmers. These were mainly the youths. The little support they gave was due to the fact that the constructed road helps them move from one place to another mainly to access recreational centers and educational facilities especially in Mbale town.

The above findings according to the research suggest that the majority of the people or respondents were in need of a good transport system to help them in Agriculture and business activities, as already noted earlier, therefore a good road network and transport system is of paramount importance to Agriculture and industrial development.

Construction of the road and employment

An interview with the former management of the construction company(Sarajevo) indicated that there was expansion of employment opportunities not only to Ugandans and Sabiny's but also people from other countries and other tribes for example according to the report journals, one of the interviewees were Mr. Fredrick Adumbo who was the site engineer. He was from Kenya but came to Uganda to work with the company. This is a clear indication that the company did not only provide employment opportunities to only one section of the population but a variety of them from other countries and tribes.

According to the engineer, the company had a total number of 350 both skilled and unskilled employees, 80 of whom where skilled labor. They among others include managers, engineers and field supervisors. Out of the 270 unskilled personnel, 150 where from Kapchorwa while the rest were recruited from among other tribes and countries that included the Bagisu, Basoga, Bagwere and the Luo and Kikuyu of Kenya among others

The 150 workers from Kapchorwa are also a clear indication that the Sabin's did benefit a great deal not only from the constructed road passing through their land but also through employment which raised their incomes

On the other hand, although the women did not get an upper hand in accessing employment from this company, they were able to set up small businesses along the road. These were mainly food joints where these unskilled employees would eat as they went along with the road construction. They managed to raise their incomes and improved the standards of living of their families.

Tourism and the constructed road

Tourism has been regarded as one of the greatest contributors of the GDP in Uganda. When one is to point out the areas in the country where tourism is boosting, Kapchorwa cannot be exceptional. The tourist sites and scenes in Kapchorwa include Sipi falls which is internationally recognized, the mountainous nature and the forest areas like Ngasirai

During the research, 17 percent of the respondents supported the view that Tourism has greatly boosted as a result of the construction of the road. The numbers of both local and international tourists who visit the area have greatly increased.

Contrary to the years when the road was too bad and many of the tourists could not make it to the sites. The tourists especially international tourists do not only pay some money on the national level, they also extent this to the district level for example in terms of accommodation. They have also provided employment opportunities to the local population who in most cases act as guides.

Above all it has not only brought the above, it has also exposed Kapchorwa not only on the Ugandan map but also earned pride to the Sabiny's and the country at large.

4.2.2. SOCAIL FACTORS

In order to find out the social benefits derived from the road construction, sixty respondents were asked questions relating to social benefits and their responses are given below

The resettlement process and compensation

To give way to the construction of the Sironko-Kapchorwa road, the people were shifted from their residences. And to resettle them, some compensation was made. According to the research, some were not happy or unsatisfied with the process while some people on the contrary were satisfied.

Table 4: showing reactions to compensations made

Reactions	Number	Percentage
Very satisfied	10	17%
Satisfied	18	30%
Unsatisfied	32	53%
Total	60	100%

Source: primary data

From the above table, it is clear that most of the respondents (53%) where unsatisfied with the compensation made to them. Respondents noted that the compensations made were not equivalent to the property and valuable assets lost during the shifting. They reported loss of farmlands, farm implements such as hoes, pangas, fertilizers etc and food stuff. Some

respondents reported loss of buildings and livestock. In fact one Amida a widow of 80 years from Chesongok village had this to say;

“.....Sarajevo Company did not only forcefully shift me, they also gave the so called compensation package to my step son Kadara who did not even show the money to me. So I have not been able to build myself another house”

Another mama Safi was a victim and had this to say;

....it's true that Sarajevo Company gave me some compensation, but the money was not good enough to build a good house compared to the one I had before”.

This shows clearly how the majority of those who were shifted were unsatisfied though they were generally happy for the constructed road. Their claims seem to dilute their earlier claims that construction of a good road system brings about both social and economic benefits. But it is important to note that everything has both a positive and a negative side. And therefore to gauge the real social benefits of a social project, social costs need to be weighed against the social benefits. Such benefits could not accrue to every individual in society, but as long as the social benefits are more than the social cost then the project is considered beneficial. At this level of the argument, we can concur with Smith's (1990) position that a good road transport system has a number of social benefits.

This was supported by the thirty percent of the people who were shifted and were actually satisfied with the compensation made to them. Mmeta was one of those who were happy and in his own words he had this to say;

“I have been able to build a nice house and on top of that, I set up a small shop, long live Sarajevo”

In general it is clear that although the majority of those who were shifted were unsatisfied with the compensation the company gave them, some like Mmeta benefited a great deal.

To establish from the respondents who the constructors where

A question was put to the respondents in order to establish their views and knowledge about who constructed the road. As table five shows, like other variables, there were as different opinions on who they thought constructed the road in question.

Table 5: Respondents views on who constructed the road

Constructor	Number	Percentage
Sarajevo company	40	66.7%
Members of parliament	15	25%
Museveni	5	8.3%
Total	60	100%

Source: primary data.

From the above table, the implication of that sixty seven percent of the respondents who were the majority knew exactly who the constructors were.

The reason was because they had knowledge about it and they were exposed to it. Also these were the main respondents who worked with the company. Therefore they knew who the employers were.

Twenty five percent of the respondents thought it were the members of parliament who constructed the road this was because it was mainly because it was during the parliamentary elections when the construction process was taking root and most of the politicians who were competing for the sit used the road to solicit for votes from the population and therefore some people believed them.

Also this people seemed to have no knowledge about the road and who were constructing it could have been because they did not participate as employees or they simply ignored the whole thing.

Eight percent of the respondents saw Museveni (the president) as the constructor of the road and like the above; it coincided with the presidential elections and the movement government was promising to tarmac the Sironko-Kapchorwa road. Also they may have knowledge about who might have constructed the road.

Generally the researched showed that the population had different opinions regarding the construction of the road. However the majority knew who the real constructors were.

Number of Accidents after the completion of the constructed road

It was hypothesized earlier that the number of accidents drastically increased as a result of the tarmac king of the road. An interview with the respondents showed different opinions.

Table 6: Responses on improved road and incidences of Accidents

Accidents	Number	Percentage
Increased	50	83%
Reduced	10	17%
Total	60	100%

Source: primary data

From the above table, eighty three percent of the respondents reported cases of increased accidents. Seventeen percent said the accidents were reduced instead. By the way of ranking, it is clear that the number of accidents increased which was supported by 83% of the respondents. One of the reasons given is that with good road, drivers tend to drive at a very high speed leading to a number of accidents one of the respondents Mamdhan in his own wards had this to say;

“I lost a 7 year old boy immediately after the completion of the road during Christmas. He was hit by a double cabin, which belonged to Kapchorwa local government; it was in a very high speed that the wind only was able to pull the kid. He died on the spot, unfortunately the driver never stopped but he was trapped later and some compensation was made, but life can never be compared to money”.

Death did not only happen to the local population, in the year 2007, the Uganda people’s defense forces truck that was travelling from Bukwo towards Sironko lost control from Kapchoko village and around 150 soldiers lost their life’s. Also in October 2002, the company employees had a fatal accident along the road (Towe cliff) which left a number of them dead. All this was blamed on high speed.

On the other hand, accidents and deaths did not only affect human life but also a number of respondents complained of losing their livestock like goats, hens, cows but focus was mainly on human lives.

In summary therefore, it's good to have a well tarmacked road given the good things it comes along with. But the price one pays sometimes is very high because it even involves losing the loved ones as noted earlier.

CHAPTER FIVE

SUMMARY, RECOMMENDATIONS AND CONCLUSIONS

5.0 INTRODUCTION

This chapter presents the summary of the findings discussed in chapter four and it puts forward the recommendations and conclusions. Areas of further research are also included in this chapter.

This study attempted to find people's views on the constructed road of Sironko-Kapchorwa road in Amukol sub-county, Kapchorwa district.

The information provided here is very important to policy makers.

The identification of people's views towards the road is not only crucial to the transition and development of Kapchorwa district but also Uganda as a whole.

5.1 SUMMARY OF THE STUDY

The study was aimed at finding the impacts of the Sironko-Kapchorwa road and people's views towards the construction of the road. The research was conducted in Amukol sub-county, respondents included both men and women especially those who had much knowledge about the road. Local councilors, teachers, the ex-employees of Sarajevo company, local men and women composed the study.

The simple lottery method or random sampling was used to select samples, for data collection and structured questions.

5.2 RECOMMENDATIONS

The research was not a comprehensive one to cover all aspects of the newly constructed roads and therefore only a small portion was tackled in this research. As a researcher I recommend further research to cover all aspects of the road for example social service delivery, agricultural products etc.

The local institutions should revitalize the local government to develop its own road networks; this is done through financing the local budgets therefore leading to ideal road development.

Furthermore the researcher recommends a district wide research to find out people's views towards the road, as the reader may realize the research consisted of very few respondents and individual respondents were asked different questions.

There should be well laid down policies regarding the compensation of the people to be shifted; this will avoid problems of dissatisfaction by some people as noted at some point. The law enforcing body especially the police should be available and active to help the people during the compensation process to reduce on the cases of corruption.

5.3 CONCLUSSIONS

From the study, the contribution of the road to the general welfare of Amukol people, it can be concluded that most (90%) of the respondents agreed to the fact that the road was very important in improving the welfare both economically and socially as noted in chapter four.

However there were some areas where the respondents had different opinions, for example regarding who they thought were the constructors, the extent to which those who were affected by the shifting process were satisfied or unhappy with the compensation made to them by the company.

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APPENDIX

RESPONDENTS QUESTIONNAIRES

Dear respondent

I am carrying out a research study on the “effects of road construction to the socio-economic welfare of the people in Amukol sub-county kapchorwa” this study is meant to complement my study towards the completion of a bachelor’s degree in development studies.

I write to you to request you to be one of my respondents in this very important study. I intend to keep your information confidential.

Yours faithfully,

Cheptai Salim

Researcher

QUESTIONNAIRES

Village.....

Sub-county.....

District.....

Age.....

10-20years ☐

21-30 years ☐

31 -40 years ☐

41 and above ☐

Education level

Primary level ☐

Secondary level ☐

Tertiary level ☐

None of the above ☐

Marital status (tick where applicable)

Single ☐

Married ☐

Widow ☐

Separated/divorced ☐

a. Social contribution

- i. Who were the
constructors.....?

ii. What impact did they have on your family.....
.....?

iii. In your own opinion, have accidents increased or reduced as a result of the construction of the road?

Yes ☐

No ☐

iv. If yes, were you and your family affected

Yes ☐

No ☐

v. If yes did you register any deaths?

.....
.....
.....

vi. Were you resettled during the construction process?

Yes ☐

No ☐

If yes, were you compensated?

a. Yes ☐

b. No ☐

vii. Were you satisfied with the compensation?

Yes ☐

No ☐

viii. If no, then why?

.....
.....
.....

b. Economic contribution

i. Do you practice any of these?

Farming yes ☐ no ☐

Business yes ☐ no ☐

Tourism yes ☐ no ☐

ii. How important has this road been to you economically?

.....
.....
.....

iii. What impact has the construction of the road had on you occupation?

.....
.....
.....

iv. How has the tourism industry been affected by the construction of this road?.....

.....
.....

- v. In general, what other positive and negative effects has the road brought to the area especially in terms of employment?.....

.....
.....

Thank you sir/madam

COLLEGE OF HUMANITIES AND SOCIAL SCIENCES
DEPARTMENT OF DEVELOPMENT STUDIES

Date: 12/06/2013

To: Whom it may Concern

This is to introduce to you CHEPITA SARIM Reg. No. BDS/32615/102/DU who is a bonafide student of Kampala International University. He/She is working on a research project for a dissertation, which is a partial requirement for the award of a Degree. I here by request you, in the name of the University, to accord him/her all the necessary assistance he/she may require for this work.

I have the pleasure of thanking you in advance for your cooperation!

Yours Sincerely,

20 AUG 2013

Ms. Bakyaata Grace
Head of Department

Development Studies and Conflict Resolution