

**COMMUNITY PARTICIPATION AND ROAD PROJECTS
IN BOSASO, SOMALIA**

BY

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**A RESEARCH REPORT SUBMITTED TO THE COLLEGE OF HUMANITIES AND
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DECLARATION

I, Basma Omar Jama, declare that this is my own original effort and that it has not been submitted to any other university of higher learning institution.

Signature 

Date..... 7 - NOV - 2017

APPROVAL

This is to certify that the research of Basma Omar Jama has been under my supervision and is now ready for submission to the college of humanities and social sciences for the award of the degree of Masters of Project Planning and management of Kampala international university.

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Signature

Date:


4/11/17

DEDICATION

I dedicate this work to my wonderful and supportive family, my mother Sahra Mahad Bulhan and my father Omar Jama Adeeb for their enormous contribution to my education, may the almighty Allah bless you.

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Finally, I express my immeasurable gratitude to whoever reads this paper.

LIST OF ACRONYMS

CD	Community Development
CDC	Community Development Committee
CSO	Civil Society Organization
CSR	Corporate Social Responsibility
NGO	Non-governmental Organization
USAID	United States Agency for International Development

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ABSTRACT

The study was set to assess the effect of community participation on the road projects constructions in Bosaso Somalia. The study problem was based on the poor roads network on the road projects in Bosaso. The study objectives included to establish the effect of community self mobilization on road projects, examine the effect of community monitoring and evaluation on road projects and to determine the effect community decision making on road projects in Bosaso, Somalia. the study used cross-sectional design based on both Qualitative and quantitative methods will be used because of the fact that a lot of information. The study population who were employees from Bosaso district, who constituted the sample of 142. The findings were attained through the questionnaire and interview guide who provided both quantitative and qualitative data. The findings were that community self mobilization had a higher bearing on the road projects operations in Bosaso district. The findings on objective two were that monitoring and evaluation by the community affected the road projects by 12% implying that other factors play much in affecting the monitoring and evaluation. On the third objective community decision making had a 44.7% effect on road projects in Bosaso district. The study conclude that community self mobilization had a higher bearing on the road projects. On the second research objective the researcher conclude that the state of community monitoring and evaluation was poor and didn't explain the road projects on the third objective was found prevailing providing that community involved themselves in decision making hence the success of the road projects. The study recommend for improving community self mobilization through local leadership sensitizing the community on the relevance of the road projects that will let the community self mobilize. There is need to concentrated and handle issues of land for the projects knee to ensure that those affected by the road projects.

CHAPTER ONE

INTRODUCTION

1.0 Introduction

This chapter is consisted of the background to the study, statement of the problem, objectives of the study, scope of the study, significance of the study and definition of key concepts.

1.1 Background of the study

1.1.1 Historical perspective

The growing increase in the demand for community participation in development projects is not in question, and the roads industry, which is at the forefront of development in the world economies today, needs to face up to and accommodate this demand. The countries across the globe especially from Europe and Americans. From this, guidelines can be developed for community participation in the future development process. It is useful as an introduction to stand back from the temporal issues of development and community participation, and to look at the underlying sociological processes involved through the fundamental processes of human communication and community life. These will set the course along which the industry issues will follow (Isham & Pritchett, 2015). There is a world-wide trend in society towards a de-bureaucratization of work and education, and the fundamental structures which have guided society in our history are changing accordingly. The reemergence of a sense of dignity and self assurance in people is leading to a revival of community life. In this, people will increasingly assert their right to participate in decisions that affect them. The directions that community participation will take, and hence the fundamentals of the community participation process that can be picked up by the roads industry in South Africa, are those directions that modify the parameters of everyone's choices (Khwaja, 2009).

In the broader international context, however, the disenfranchised have tended towards an "ends" approach to community participation. This had its roots in South America where it was a tool for the achievement of political power by the poor. The poor represented the majority of the population and access to land in a rapidly urbanizing society was a key issue. The political nature of the participation process and the negligible effect of specific projects on the process were seen in both South America and Asia. The issues that arose in the "ends" approach were: legitimacy of

the authorities and the impartiality of the professionals, their transparency and accountability, and the nature and ownership of the development.

On the African continent, the historical approaches to community participation in development of road infrastructure can be categorized into "means" or "ends" approaches. In the history of South Africa, development - for those who had been allowed to participate - has been based on a 'means' approach to community participation in which community participation was viewed as a method of achieving a specific, generally project-related, objective. Typical examples of this are the various public participation meetings that took place regarding the roads programs in various municipalities (Stiglitz, 2002). The problems that professionals faced in such situations were generally those of communication and transparency. It is argued that if communities participate in the maintenance of transport infrastructure, not only would this be more cost effective but it would have important developmental spin-offs. These would include improved cash income opportunities, skill development and a greater sense of ownership.

The community participation in the Somalia context for the local authorities are envisaged to facilitate the participation of the people in deciding on matters affecting their lives, planning and executing their development programs and fosters partnership with civic groups (Policy paper on Local Government Reform, 1998). Despite the long-lived intention by the government to enhance participation, in many parts of Somalia participation is still inadequate. Involvement of people in the development process usually results in lack of ownership and sustainability of development programs. This often causes the communities to lose interest in these programs, which in turn increases dependency on government resources. A number of questions need to be addressed to make participation effective, among them include the capacity of people to participate and their preferences in participation. With the ongoing local government reform, there is an indication that, people's participation in all planning and implementation might become a reality. Nevertheless, the local authorities and people are not capacitated in this effort (Khwaja, 2004). The participation provisions under the aspects of the road projects for provisions of the community in enabling the environment that support the work for execution of road projects in Somalia.

Many researchers, academicians and practitioners have provided various insights to understand

The concept of participation with a common definition. To find an ideal definition is difficult, as it is historically related with different ideologies, thus acquiring different meanings. While some view participation as a result of a bottom up empowering process, others see it more in a project context. The World Bank defines participation as a process through which stakeholder's influence and share control over development initiatives, decisions and resources. However the amount of literature and the popular widespread use of participatory methods make it difficult to give a definition of the concept that would cover all its different ways of conceiving and applying it (World Bank, 2005)

1.1.2 Theoretical Perspective

This study is premised on the ladders' participation theory by Arnstein(1969). In the theory, he explains that there are eight ranks in the ladder and each of the ranks represents the type of participation and degree of citizen control over development. In rank one and two participation takes the form of manipulation, in rank one and therapy in rank two. Three and four represent participation by informing and consulting respectively. These levels of tokenism allow have-nots hear and have a voice but hardly offer power to ensure that the powerful heed to their voices. There is neither follow through or assurance of changing status. The fifth is a graduation of participation from tokenism to placation. Placation allows the have-nots to advise the powerful continue to retain the right to decide. The sixth, partnership, the seventh, delegated, power and the eighth citizen control. These ranks stand for genres of participation that provide citizens with increasing degrees of decision making power. The ladder promotes the idea that participation should allow for, redistribution of power that enables the have not citizens presently excluded from the political and economic processes to be deliberately included in the future .Participation is the means by which citizens can include significant social reform which enables them to share in the benefits of the affluent society.

1.1.3 Conceptual perspective

Participation is the process through which stakeholders' input and share control over development initiatives, decisions and resources which affect them (Odhiambo and Taifa, 2009). Citing Gardiner (1995), Okello et al, (2008) further define it as a process whereby stakeholders influence policy formulation, alternative designs, investment choices and management of decisions affecting their communities. Participation is important because practical experience on the ground shows that it establishes the necessary sense of ownership. Generally, people tend to

resist new ideas if these are imposed on them. Participation has greatly contributed to the sustainability of development initiatives, strengthened local capacity, given a voice to the poor and marginalized and linked development to the people's needs. Citizen participation is an idea whose time has come. Throughout the world, and especially in Africa, citizen participation is seen as a means to enhance development and service delivery, improve governance and deepen democracy. This subject has attracted much attention from various scholars and researchers especially at this time when the country is going through a transition in the new political dispensation. Many studies have shown that public participation is an integral tool in an economy's development.

Awareness campaigns promote how people can get involved in the work being undertaken and the outcomes of the planning process. It would seek to ensure that information given about the planning process is accurate, relevant, accessible and regularly updated. Successful devolution requires citizens to be politically conscious, and have access to information. Citizens must not only be aware of their rights and responsibilities but also know the channels via which they can exercise their rights and responsibilities (Omolo, 2010). Citizen access to information is crucial as a right in its own regard and is central to the functioning of democracy and enforcement of other rights. Without freedom of information, State authorities or agents can selectively release good news whilst withholding damaging information. Such climates then breed corruption; any information held by a public body should in principle be openly accessible. This is particularly in recognition of the fact that public bodies hold information not for themselves but for the public good. (Omollo, 2011). This subsequently underscores the importance of citizen awareness of development programs.

1.1.4 Contextual perspective

There are two broad dimensions of citizen participation namely, indirect involvement and direct involvement. Indirect involvement acknowledges that electoral officials and professional administrators should act on behalf of the citizens in a representative democracy. Direct involvement suggests that citizens are the owners of the government and should be involved in the decisions of the State (Yang and Callahan, 2005). This paper therefore focuses on direct participation, which emphasizes the importance of citizen participation in formulation of service delivery plans. This dimension is administrative centric. This simply means that it focuses on the

role of the public in the process of administrative decision-making or their involvement in decision-making related to service delivery. It thus implies governmental efforts to involve citizens in administrative decision-making and management processes at the grassroots level.

Since it occurs primarily at the administrative-citizen interface, direct participation therefore differs from political participation. The latter includes but is not limited to voting in primaries and elections, contacting the elected and campaigning for political candidates (Yang and Callahan, 2005). The imperative for citizen participation is also drawn from their statutory duty to pay taxes for service delivery. This means that they are not only consumers of services but also essential financiers of government revenue.

Citizen participation in administrative decision-making is thus inclusive of goal setting, determination of strategies, policies, and monitoring and evaluating government services. Citizen participation activities would then relate to the techniques and mechanisms to arrive at these. The techniques include but are not limited to public hearings and sittings, citizen advisory councils and citizen panels, which constitute neighborhood or resident association meetings and citizen surveys. (Yang and Callahan, 2005)

In order to enhance participation, there is need for clear mechanisms for engagement and articulation of community interests. As such, the report recommended that the government through stakeholders' engagement is obliged to come up with a robust feedback mechanism of identifying the communities benefiting from various public projects. (Sande, 2012).

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1.2 Statement of the Problem

Road projects are constructed to enable the people in terms of transport and infrastructural development: A mechanism that has supported the development agenda for the institutional capacity and development (Isham & Pritchett, 2015). The road construction takes a series of interventions ranging from preparation to final implementation or construction of the road

projects in the countries. The road projects in the country provide means through which community development is attained. The roads are constructed to enable the functionality of the systems that support the development agenda for the communities (Stiglitz, 2002). Community participation for those matters on road projects of common interest are communally executed. To be effective, participatory initiatives must include a sharing of power, participation implies a more active form of public involvement, where decisions are taken jointly between the community and decision-makers. In Somalia, the number of public roads construction projects are increasing from time to time but with limited roads coverage. However, it becomes difficult to complete projects in the allocated cost budget and limited community involvement. Taking into account the scarce financial resources of the country, cost overrun is one of the major problems (World Bank, 2014) besides having an effective community participation in roads that has reduced the power and time of road projects completion. It is against this background that this study sought to fill the existing research gap by establishing the influence of stakeholders' participation on the performance of road projects in Bosaso.

1.3 Purpose of the Study

The purpose of the study is to assess the effect of community participation on the road projects constructions in Bosaso Somalia.

1.4 Objectives of the study

- 1) To establish the effect of community self mobilization on road projects in Bosaso, Somalia.
- 2) To examine the effect of community monitoring and evaluation on road projects in Bosaso, Somalia.
- 3) To determine the effect community decision making on road projects in Bosaso, Somalia.

1.5 Research Questions

- 1) What is the effect of community self mobilization on road projects in Bosaso, Somalia?
- 2) What is the effect of community monitoring and evaluation on road projects in Bosaso, Somalia?
- 3) What is the effect community decision making on road construction projects in Bosaso, Somalia?

1.6 Scope of the study

1.6.1 Content scope

The study focused on community participation and the construction of road projects.

1.6.2 Geographical scope

The study was conducted in Bosaso which is located in Somalia. Bosaso is situated in northeastern Somalia, on the Gulf of Aden coast. Nearby settlements include to the east Rehiss (2.0 nm), to the northeast Mareroo (7.5 nm), to the west Baalade Valley (1.9 nm), to the southwest Baalade valley (8.8 nm), and to the southeast Dureera. (19.5 nm). The largest cities in the country most proximate to Bosaso are Erigavo (212 km), Burao (442 km), and Berbera (465 km). Shimbiris, the highest peak in Somalia, is located some 220 km to the southwest in the Cal Madow mountain range. The study will be conducted in Bosaso because of the reasonable access by the researcher. As seen in appendix (iii)

1.6.3 Time scope

The study focused on the period between 2011 and 2016 since a lot of road construction projects had been carried out during this period. The period chosen is significant because it provides an utmost environment that supports the attainment of adequate information necessary for the study by the researcher.

1.7 Research hypothesis

There is no significant relationship between community participation and road projects in Bosaso Somalia.

1.8 Significance of the Study

The study helps Government and Development partners to understand the relationship of community participation to success and sustainability of projects. The understanding of community participation alerts the Government and Development Partners to mediate the situation in case the participation does not favor project success.

This study makes it clear that community is not necessarily be involved physically in developments project through free labour provision, material contribution, instead they can be involved through financial contribution to effectively meet project objective.

The study provides useful information for the Government and other Development Partners particularly those dealing with development projects designed to involve community. E.g. it reminds Government and other Development Partners that they need to understand community participations and its effects towards the intended interventions and the participatory approach before actual implementation; it also remind them to consider good governance in managing development project for the betterment of the community.

1.9 Operational Definitions

Corporate social responsibility: business practices involving initiatives that benefit society. A business's CSR can encompass a wide variety of tactics, from giving away a portion of a company's proceeds to charity, to implementing "greener" business operations.

Local governments: a form of public administration which, in a majority of contexts, exists as the lowest tier of administration within a given state.

Community projects: a term applied to any community-based project. This covers a wide variety of different areas within a community or a group of networking entities. Projects can cover almost anything, including the most obvious section of concern to any community, the welfare element.

CHAPTER TWO

LITREATURE REVIEW

2.0 Introduction

This chapter is concerned with review of information that different authors have advanced on the topic in regard to study objectives, it therefore looks at the theoretical review, conceptual framework, related literature and related studies.

2.1.1 Theoretical Review

The study was based on the ladder of participation theory of Arnstein (1969). Perhaps the seminal theoretical work on the subject of community participation was by Arnstein (1969). The particular importance of Arnstein's work stems from the explicit recognition that there are different levels of participation, from manipulation or therapy of citizens, through to consultation, and to what we might now view as genuine participation, i.e. the levels of partnership and citizen control.

The limitations of Arnstein's framework are obvious. Each of the steps represents a very broad category, within which there are likely to be a wide range of experiences. For example, at the level of 'informing' there could be significant differences in the type and quality of the information being conveyed. Realistically therefore, levels of participation are likely to reflex a more complex continuum than a simple series of steps. The use of a ladder also implies that more control is always better than less control. However, increased control may not always be desired by the community and increased control without the necessary support may result in failure

Since Arnstein, increasingly complex theories of participation have been advanced and new terminology added. In particular, there has been a shift towards understanding participation in terms of the empowerment of individuals and communities. This has stemmed from the growing prominence of the idea of the citizen as consumer, where choice among alternatives is seen as a means of access to power. Under this model, people are expected to be responsible for them and should, therefore, be active in public service decision-making. In this context, Burns et al (1994) modified Arnstein's ladder of participation and proposed a ladder of citizen power

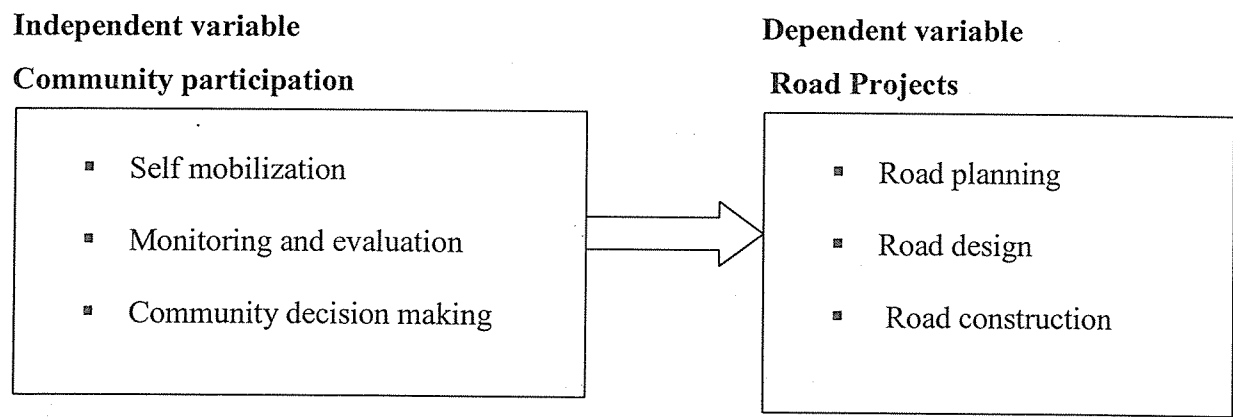
This is more elaborate than Arnstein’s ladder, with a further, more qualitative breakdown of some of the different levels. For example, a distinction is drawn between ‘cynical’ and ‘genuine’ consultation, and between ‘entrusted’ and ‘independent’ citizen control. The phenomena of ‘civic hype’, increasingly recognized during the 1990s (see, for example, Harvey, 1989), are incorporated at the bottom rung of the ladder. This essentially treats community participation as a marketing exercise, in which the desired end result is ‘sold’ to the community.

Wilcox’s work has arisen from the UK regeneration context and reflects a philosophical progression in thought around participation. That is that different ‘levels’ of participation are acceptable in differing context and settings, this progression recognizes that power is not always transferred in apparently participative processes, but that the processes still have value. As opposed to the common interpretation of Arnstien, that bring the thought that it is only acceptable to be striving towards citizen control. Within some contexts this move in philosophy has been further.

2.2 Conceptual framework

The conceptual framework gives a researcher’s conceptualization of variables of the study. The interaction between the independent variables and dependent variable that is the researcher identifies mechanisms under which the community participation and road projects can be displayed and measured.

Figure 1: Conceptual framework showing the relationship between community participation and Road Projects



Source: Aubel & Samba (2006).

The conceptual framework denotes a representation of the independent and dependent variable. It provides the measurable aspects of the independent variable. That is to say self mobilization, monitoring and evaluation and decision making as attributes of community participation- the mechanisms through which community provide and raise the contribution to the framework of the organization's stake and management. The dependent variable is road projects: the road projects are seen through road planning, road design and road construction (final construction). Therefore the prevalence of the independent variable traits in the order of positivity influences the dependent variable positively and cases of negative flow of the independent variable affect the dependent variable negatively.

Monitoring and evaluation affect the execution of road projects; the most important agencies. All these agencies are supposed to follow the common standards of the norms. These norms concern the Institutional framework and management of the evaluation function, the competencies and ethics, and the way to conduct evaluations and present reports.

The prevalence of the independent and dependent variables account to the development of the road projects in Mogadishu Somalia. The results presented shows that the variables for the interactions show that the Independent and dependent variables that improves the state of the roads.

2.3.0 Review of related literature

Review of the related literature of the related works will be done basing on objectives of the study.

2.3.1 Effect of community self mobilization on roads projects

Mobilization is one of the basic strategies of community development (C.D). According to Imhabekhai (2009), mobilization is the process of putting people into readiness for active service or of arousing the interest and consciousness of a group of people in a program, which would be of benefit to them. There is an assumption that the intended participants have not become aware of the existence, the objectives or the advantages to be derived from the program. Mobilization, therefore, is providing sufficient information about a program contents and objects in order to elicit the support and participation of the people in the program. Abiona (2009) noted that mobilization involves creating awareness of certain problems existing in the community and

which need urgent attention. Awareness might take a form of educating the people on what they do not perceive as a problem. It means they have to be informed of the problem and told at the same time that the solution lies in their hands as they have the capacity to do this. Moreover, they need to know and understand that there are benefits to be derived if the problem is solved.

Self mobilization people participate by taking initiatives independent of external institutions to change systems. They develop contacts with external institutions for resources and technical advice they need, but retain control over how resources are used. Such self initiated mobilization and collective action may or may not challenge existing inequitable distribution of wealth and power. These interpretations of participation outlined above have the weakness of being project oriented while others are a smoke screen to the community intended. Listing information giving a passive participation denies the community the ability to decide, implement and responsibility. Community members become passive recipients of decisions made by others. In this study we anticipate interactive participation for an education process (Heneveld & Craig, 2008).

This type of participation will increase efficiency in the use of available resources participation can for example, help minimize misunderstanding or possible disagreements and thus time and energy, often spent by professional staff explaining or convincing people of project benefits. Interactive participation is also cost effective since, if rural people are taking responsibility for a project less external resources will be required while highly paid professional staff will get tied down in the details of project administration. Participation, therefore allows for more efficient use of the resources available to a project (Ngowi, 2007).

A successful mobilization hinges on citizen participation in order to create new ideas and resources in the community for the road construction. This entails involvement of the local people in decision-making, planning and execution of the project. Mobilization helps in galvanizing the local people to participate in developing their community, using local initiatives. The active participation of the people will foster success in any project which they embark upon. It encourages self-help and utilization of human and material resources to utmost capacity for community development.

Anyanwu (2015) contend that at the grassroots level, the idea of self mobilization can only be achieved by stimulating active participation of the entire citizenry through different methods which include: face-to-face discussion, letters to the communities telling them what they suppose to do, addressing a group of people, formation of committee in which the masses in all shades of opinions are represented, formation of organizations or unions and launching of the projects in different phases.

Onabanjor (2011) supports that “the most effective system which has been adopted and used by Kwara State Ministry of Local government for effective mobilization is the committee system”. He maintained that, apart from its being a permanent forum for exchange of ideas, it is very instrumental in mobilizing the masses for self-help activities since members are the accredited representatives of the people to be mobilized. In the same vein, Abiona (2009) affirmed that communication network both internal and external is vital in mobilization. At every stage of mobilization, communication is the main tool of success, otherwise the program will not take off. It is through communication that community members can be involved in the mobilization process. For mobilization to be effective, members of the community must have access to information which they need to identify and solve problems.

The construction method can greatly affect the willingness of communities to participate in road maintenance. If a road has been worked on using large plant and machinery with a number of experts and imported labour, it disempowers the community and undermines its ability to conduct further works. In contrast, the use of labour-based techniques and manual tools reduces the organization and time scale of road construction at the community level and they can identify with and apply these techniques to their own activities.

Edmonds and Veen (2012) contend that community self mobilization have a relationship again the level of road infrastructure will make a difference to the level of community organization. For a trunk road the community may only be involved in the review meetings or for a path or track the community may organize contributions, labour, meetings and much more. At the planning and design stage it is good to set the parameters for implementation. Therefore, how many meetings are required at what intervals, how many people are required for how many days,

etc. Contributions in labour may have been conducted in the past and there may be a traditional system for mass mobilization. When planning works using community labour the following factors should be considered.

2.3.2 Effect of monitoring and evaluation on road construction projects

Monitoring is a continuous assessment that aims at providing all stakeholders with early detailed information on the progress or delay of the ongoing assessed activities. It is an oversight of the activity's implementation stage. Its purpose is to determine if the outputs, deliveries and schedules planned have been reached so that action can be taken to correct the deficiencies as quickly as possible (Khwaja, 2008).

Monitoring and evaluation (M&E) is a process that helps improve performance and achieve results. Its goal is to improve current and future management of outputs, outcomes and impact. It is mainly used to assess the performance of projects, institutions and programmed set up by governments, international organizations and NGOs. It establishes links between the past, present and future actions.

Monitoring and evaluation processes can be managed by the donors financing the assessed activities, by an independent branch of the implementing organization, by the project managers or implementing team themselves and/or by a private company. The credibility and objectivity of monitoring and evaluation reports depend very much on the independence of the evaluate or evaluating team in charge. Their expertise and independence is of major importance for the process to be successful.

Agrawal & Bata (2009) argued that many international organizations such as the United Nations, the World Bank group and the Organization of American States have been utilizing this process for many years. The process is also growing in popularity in the developing countries where the governments have created their own national M&E systems to assess the development projects, the resource management and the government activities or administration. The developed countries are using this process to assess their own development and cooperation agencies.

The road monitoring process enables citizen to ensure quality construction guidelines. However, a sound reporting strategy is needed to evaluate the performance, quantify targets achieved and

validate whether actions were carried out as planned. Quality reporting will help relay information from citizen monitors staff and to government officials. At present follows a manual ranking system based on guidelines in which monitors scores on each stage of road construction based on their general observation and using instruments. The scores are transferred to an Excel sheet for record and further analysis. However, to avoid delays on reporting multiple road projects, follow uniformity in reporting formats and ensure 100% reporting compliance, can leverage on mobile technology to collect data, collate them and produce reports in a timely manner (Batwel, 2008).

Cole (2004) argued that for this purpose, the parameters for ranking each stage of road construction can be listed in the mobile application, each entry accompanies for entering the scores. Citizen monitors' mobile phones can be registered with their corresponding names, designation and block details for identification of SMS submissions. Based on their observation on field, they could send the SMS to a mobile number through which all messages go to a central server, which stores all information from which SMS data can be processed and uploaded to an online database

Williams (2004) argued that after thorough training, citizen monitors are required to work on the field to check the status of roads through every phase of construction by directly interacting with contractors, workers and government officials. However, lack of proper identity cards prevents citizen monitors from approaching any of them with enquiries and complaints. Provision of identity cards requires approval of government officials who are not always forthcoming.

Holt (2003) contends that his common ground for monitoring and evaluation is that they are both management tools. For monitoring, data and information collection for tracking progress according to the terms of reference is gathered periodically which is not the case in evaluations for which the data and information collection is happening during or in view of the evaluation. The monitoring is a short term assessment and does not take into consideration the outcomes and impact unlike the evaluation process which also assesses the outcomes and sometime longer term impact. This impact assessment occurs sometimes after the end of a project, even though it is

rare because of its cost and of the difficulty to determine whether the project is responsible of the observed results.

Monitoring and evaluation affect the execution of road projects; the most important agencies of the United Nations have a monitoring and evaluation unit. All these agencies are supposed to follow the common standards of the United Nations Evaluation Group (UNEG). These norms concern the Institutional framework and management of the evaluation function, the competencies and ethics, and the way to conduct evaluations and present reports (design, process, team selection, implementation, reporting and follow up). This group also provides guidelines and relevant documentation to all evaluation organs being part of the United Nations or not (Fundi, 2005).

2.3.3 Effect of community decision making on road projects

Advocates of the policy argue that involving communities in project decision-making has multiple benefits: improving project targeting, by drawing on information available to the community but not to outsiders; increasing 'buy{in' and generating a 'sense of ownership' of the project, thereby improving long-term management and increasing maintenance of program assets; and promoting transparency and accountability in project delivery. However, programs in which communities participate in decision-making may be more susceptible to the 'capture' of project benefits by elite or influential community members.

Decision-making structures to communities who received an otherwise identical intervention, a package of subsidies and technical advice to provide up to three sources of safe drinking water. Many rural Bangladeshi communities currently use sources of water that are susceptible to arsenic or, less commonly, bacterial contamination. Arsenic-safe drinking water sources are relatively expensive and the vast majority of households cannot afford to obtain them for themselves. As a result, the sources must generally be provided at a community level. The random assignment ensured that the communities in which we implemented the project under different decision-making structures were comparable in terms of all other characteristics, allowing us to draw causal inferences about the impacts of the decision-making structures on project

The three decision-making structures assigned included a non-participatory decision-making structure and two participatory decision-making structures. In the non-participatory decision making structure, project took all decisions, based on information provided by the community. In the participatory decision-making structure, the community took all decisions using their own internal decision-making processes. This process was designed to approximate the way in which 'participation' is implemented by organizations which place a high value on minimizing interference with local institutions. In the second, we imposed rules on the decision-making process. Under these rules, the community took all decisions by unanimous consensus at a meeting organized by project with requirements imposed for representation of women and the poor. This process was designed to approximate the way in which other organizations implement 'participation', which actively aim to broaden participation and reduce elite influence in decision-making

Participation in decision-making does influence decisions taken or other outcomes, since changes in the participatory process alter these outcomes, they do not directly measure the effect of introducing participation in decision-making itself. By including a treatment group in which the project is implemented, under otherwise identical conditions, without community participation in decision-making, we are able to measure the effect of introducing community participation in decision-making. Second, the two participatory decision-making processes we compare from those that these studies consider; neither decision-making by consensus nor decision-making without any imposed rules have previously been explored. Finally, the preceding studies have so far only reported results on how changing the participatory process alters the decisions taken, while we are also able to report data on the project impacts.

Humphreys & van der (2012) argued that information gathering process consisted of participatory mapping of the village with members of the community, focusing on the locations of households and safe and unsafe sources of drinking water, cross-checking information with various community members. Projects then proposed sites for safe drinking water sources, prioritizing locations with the highest density of households not already served by safe drinking water sources, choosing public locations wherever possible, and convenient locations where no suitable public land was available then organized and publicized a community meeting at which

they presented the proposed locations. This model was designed to approximate the 'traditional' approach to decision making about local public goods in which decisions are taken by a centralized organization, such as local government or an NGO.

Imhabekhai (2009) contend that decision-making structures also included two participatory structures, in which decision making authority was devolved to the community. Under the 'pure' Community Participation model, project visited the community to arrange a meeting at a site and time of the community's choosing. At the meeting, road project explained the project rules and announced that they would return to the village after a few days to find out whether they wanted to participate in the project, and if so, which sites they had chosen. Sites that were not technically appropriate were rejected, but otherwise the community's decisions were conditional on raising the community contribution. We did not directly observe the decision-making process used, but communities reported to us that they took these decisions in a variety of ways including open meetings (sometimes but not always including women), meetings at a mosque, or closed-door meetings of village elites.

Stiglitz (2012) contend that community involvement in decision making affect the roads construction projects initially organized a series of separate small group meetings with men and women who the community identified as poor and non-poor. At these small group meetings, project explained the project rules and emphasized the right all individuals would have to participate in the decision making process and benefits from the interventions. These meetings were followed by a community meeting, at which both men and women, and poor and non-poor, had to be represented. The community proposed and selected water source locations by unanimous consensus at the meeting, in the presence of project and with their active facilitation. If the community could not reach a consensus at the meeting, a second and in some cases subsequent meetings were organized (Ngowi, 2007). This model was designed to approximate the way in which other organizations implement community participation, with project playing a strong facilitator role, and rules imposed that are intended to reduce the likelihood that influential groups or individuals co-opt the decision-making process.

2.4 Relationship between community participation and roads projects.

Lancaster (2002) points out the importance of community participation as follows: the approach helps the project to be sustainable as communities themselves learn how to adopt and correct changes resulting from the project; partnership or participation helps to protect interest of the people concerned; it enhances dignity and self reliance among people, that is, they are enabled to Obtain and do things by themselves; communities become aware of the project implementation as they have a great store of wisdom and skills. They understand their local needs and the nature of their environment better than outsiders; participation makes local people to act as multiplier of new project which they achieve. They can easily transmit the new knowledge they acquired to other communities, thus cause a rapid increase in growth of the new idea; participation promotes A sense of ownership among the community of equipment used in the project and even projects itself. For example, they will protect and maintain the project through their own means e.g. school buildings; it also enhances empowerment to community members by building their capacity to identify, define, solve and implement various social an economic issues that affect their lives; and participation creates sense and attitude of self reliance; this especially happens when the project developer leaves the project to the indigenous community.

It is believed that participation ensures success as people get involved when they have a sense of ownership of project and feels that the project meets their needs. This makes them willingly oversee construction and then take care of the facilities to ensure their sustainability. In addition it is suggested that participation can lead to greater community empowerment in the form of strengthened local organizations, a greater sense of pride and the undertaking of new activities. Community participation creates an enabling environment for sustainability by allowing users not only to select the level of services for which they are willing to pay, but also to make choices and commit resources in support of the choices made by the community.

Community participation in project initiation, implementation and management, apart from creating a sense of ownership and responsibility within communities, is an important factor in developing an effective and long-lasting project (Kaliba, 2002). As a means to an end, community participation in education is seen as way to increase resources, improve

accountability of schools to the community they serve, ensure the most cost-effective use of resources and importantly be responsive to local needs.

Cole (2004) asserts that decisions can range from those of a vital, once for all nature to those of a routine and relatively trivial in nature. He sees management as having three principal decision areas: strategic, operating and administrative. Strategic decisions are the basic long-term decisions which settle the organizations relationship with its environment. Operating decisions are the short term decisions which settle issues such as output level, pricing and inventory levels. These are programmed decisions which managers make in response to repetitive and routine Problems.

Zenter (2010) reveal that according to community empowerment can be misused; it can become a radical cloak hung around conservative ideas. Empowerment does not mean giving people facilities that were previously denied or were not available to them, or giving those skills that they lack. In its purest form, empowerment means the acquisition of centralization of decision-making is the concentration of authority and decision-making at the top of an organization. It is a structural policy in which decision-making authority is concentrated at the top of the organizational hierarchy uses the level of involvement in decision-making as a basis for classifying different types of participation and critical decision-making powers need to be transferred to communities.

Community participation has an effect on road projects. Making processes transparent is an effective way to encourage community participation as it can potentially change power relations between communities and development organizations and between interests within communities merely transferring funds to committees is not adequate to introduce community control, as communities need to be protected from the abuses of committees hastily assembled to present them. Further say that accountability of the actors can be increased if information on the roles and obligations of the government is made available by the media Colleta and Perkins, 2005)..

2.5 Related studies

Studies of project success factors are seen as one way to improve the effectiveness in projects. But different participations of project success complicate this process. When defining project

success, researchers have considered different project boundaries from the perspective of different stakeholders. The client is seen as the main person in construction projects and has attracted most attention regarding project success, but little research has been done from the contractor's perspective. Still, the relationship between the client and the contractor is seen as one of the most important necessities for successful projects (Bryde and Robinson, 2005, Toor and Ogunlana, 2008). With this in mind, it would be interesting to view what factors a contractor consider as important for a successful project.

Chandan (2003) provided that the role of the community participation on road projects argued that civil society is inherently pluralist. This is so, precisely because the ability of an organization to achieve its ideal objectives is constrained by other competing institutional interests. Modern societies are characterized by a complex array of non-government institutions, professional bodies, business associations, trade unions, housing associations, residents' associations and individuals. This host of non-government institutions is positioned between the political parties (or movements) and the State. Of crucial importance is that there exists an inter-connection between civil society, political society and ideology.

Batwel, A. (2008) established that community participation affect the construction projects, the professional team here is to empower the community with the technical knowledge needed to effectively participate through building skills linkages. This requires a very different mindset to that prevailing in the professional community at present. In the participation process, it is not adequate for the professional to simply announce decisions based on professional experience and judgment and couched in professional jargon; communications and reports have to be translated from 'Professional Speak' into 'Community English'. This involves no less complicated words or sentence construction, but rather explaining the proposals in a more understandable manner.

Holt (2003) argued that in building skills linkages, the professionals together with facilitator assist the community to understand its desires and to define its goals. In this process, the communities are informed of the relevant facts, shown the consequences of particular goals, and the conflicts and inequities which their development might create are itemized. This is particularly true when a project oriented development process such as upgrading gravel roads to

a surfaced standard is considered in relation to the broader community goals such as economic and social growth, urban and regional development.

Cole (2009) argued that Organizations of civil society may or may not articulate their immediate institutional interests for various reasons. They may emphasize political issues at the expense of their institutional interests as was the case with some black trade unions. They may even associate with the State as has been demonstrated by some churches in South Africa. This need not mean that they abandon their own interests. These positions may change with time as civil society is susceptible to political, economic, cultural and ideological influences.

Fundi (2005) argued that increasing community participation, it is more and more likely that alternate priorities will be identified, and the professional's ability to state these priorities and to influence decisions needs to be reinforce. However in reviewing the various projects discussed at the symposium on Labour Based Construction, there were all too few which considered either community participation or the adjuncts discussed here of a pre-feasibility report or skills linkages. The paradigm persisted that the decisions are made by local government or central government - "top-down" approach.

2.6 Gaps in Literature

The study is based on the community participation and road projects in constructions in Somalia. The focus of this study is on assessing the means through which community participation can translate into road constructions. The concept under the analysis has been done though the data available is not present in the Somalia environment especially in Bosaso district. The prevalence of the studies have been vested with lack of clear dimensions of community participation like decision making, monitoring and evaluation and community self mobilization including their effect on road projects. Therefore these studies intend to address the geographical, empirical and time gaps.

CHAPTER THREE

METHODOLOGY

3.1 Introduction

In this chapter there is the presentation of how the study will be conducted and it includes research design, area and population of study, sample selection and size, data collection, data analysis and limitations of the study.

3.2 Research Design

The study used a cross sectional research design. The design was used because of it enabled the researcher collect and attain more detailed information about the topic and necessary for enhancing the study in a timely and critical manner. Both Qualitative and quantitative methods will be used because of the fact that a lot of information was attained out of it and the percentage of respondents who reported in a similar way was attained.

3.3 Population of Study

The study was carried out in Bosaso district in Somalia. It is the third most populous city in Somalia, and the most populous city in the state of Punt land. The study population included the government officials from Bosaso district (40), political leaders (50), donor agencies (30) and NGO officials (30) and the selected community members were (70) Bosaso who are 150 in total.

3.4 Sample Selection and Size

The formula for sample selection was Slovene formula which is $n = \frac{N}{1 + N(e)^2}$ for sample size determination. This number was arrived at by use of the Slovene's formula as illustrated below.

: Slovene's Formular

$$n = \frac{N}{1 + N(e)^2}$$

$$n = \frac{220}{1 + 220(0.05)^2}$$

$$n = \frac{220}{1 + 220(0.0025)}$$

$$n = \frac{220}{1.55}$$

$$= 142$$

142 Respondents

Categories	Total population	Sample size	Sample technique
Government officials	40	26	Purposive
Political leaders	50	33	Simple random sampling
Donor agencies	30	19	Purposive
NGO's officials	30	19	Simple random sampling
Community Members	70	45	
Total	220	142	

3.4.2 Sampling Procedure

The researcher used simple random sampling and purposive sampling techniques. The researcher used simple random sampling through rotary to select NGOs officials, donor agencies for this category. The researcher employed purposive sampling in the selection of government officials and political leaders. These were selected because based on the purpose the researcher selected the respondents suitable and having adequate information about community participation in road projects.

3.5 Sources of Data

The sources of data were both secondary and primary data sources.

3.5.1 Primary data

These included new facts about the variables under study that was collected directly from respondents.

3.5.2 Secondary data

These entailed the review of already existing literature from recognized journals, reports, publications, newspapers and articles that carries information the topic of the study.

3.6 Data Collection

3.6.1 Data Collection instruments

The researcher employed the questionnaire and the interview guide.

3.6.1 Questionnaire

This method were used in the study, since questionnaires are administered and interpreted to the respondents with the guidance of the researcher and a research assistant so as to obtain reliable data. Questionnaires were analyzed more 'scientifically' and objectively, data obtained can be used to compare and contrast other research and may be used to measure change and quantitative

data obtained from questionnaires can be used to create new theories and / or test existing hypotheses.

3.6.2 Interviews

Formal interviews were used to gather necessary information from some key informants selected from different categories of people. Formal interviews were done with the help of interview guides while taking into account the gender, age, education background and others issues. Since interviews enable detailed information and clarification on some issues of interest, they formed an important compliment to the information that was obtained through the use of questionnaires.

3.7 Validity and Reliability of the Instruments

3.7.1 Validity

To ensure the validity of the questionnaire and interview guide; some two experts in research were involved in instrumentation of the research instruments. In this regard, after formulating the questionnaires and interview guide, they were submitted to the two experts to ensure their validity through their duties' basis. This was based on the estimated alpha coefficient value of 0.7 and more. Thus, after the experts' judgment, the compilation of the resonances from raters was computed to determine the content validity index (CVI). The findings from the two experts were used to establish content validity index, The experts were the researchers, academician and one practitioner in project planning.

Table 3.7.1: Determination of the validity of the instrument

	Relevant items	Not relevant	Total
Rater 1	27	4	31
Rater 2	28	3	31
Rater 3	26	5	31
Total	81	12	93

$$CVI = \frac{81}{93} = 0.870$$

Thus, since the CVI computed was above 0.7, the standard cronbach alpha, the instruments were considered valid this is also in line with Amin (2005) who noted that the overall CVI for the

instrument should be calculated by computing the average of the instrument and for the instrument to be accepted as valid the average index should be 0.70 or above (Amin, 2005).

3.7.2 Reliability

To achieve accuracy or reliability, pre-testing of the instruments was done. This was done with similar telecommunication companies that do not form part of the study. Questionnaires were distributed to those categories of people as pilot test. The results from this pre-testing helped in rephrasing and adjustment of questions that were unclear so as to bring about clarity and reliability and the findings regarding these are presented.

Table 3.7.2: Reliability

Variable	Anchor	Cronbach Alpha Value
Self Mobilization	4	0.832
Monitoring and Evaluation	4	0.782
Decision making	4	0.750
Road projects	4	0.821
Mean Average		0.796

Source: Primary data

The table 3.7.2 above displays the reliability indices/coefficients for all constructs used in the study. All alpha reliabilities (α) for all scales computed and be above 0.5, ranging from meet acceptance standards for research (Nunnally, 1978).

3.8 Research Procedure

The researcher was given an introductory letter from Kampala international University and she presented it to the authority of Bosaso where the researcher carried out. This authority wrote an introductory letter to the lower authority and if the lower authorities grant permission then appointment is made to meet the selected respondents. Structured interviews were used.

3.9 Ethical considerations

The researcher will observe proper ethical aspects needed in carrying out research and clearly indicate to the respondents that this study is purely for academic purposes and their identity will not be revealed as a high level of confidentiality shall be exercised.

3.10 Data Analysis

Data was entered into SPSS statistical tool which is package that was developed for analyzing survey data and here the hypotheses was tested mainly considering relational statistics. The researcher designed a questionnaire on community participation and road projects on 4 point scale rating. Therefore, a 4 point likert scale self-administered questionnaire comprising of statements and responses ranging from 1=Strongly Disagree to 4=Strongly Agree was formulated. Questionnaires were designed to capture all the aspects of the objectives of the study. Data analysis on the first to the third objective took into consideration the analysis of the levels of the constructs of independents variables. That is evaluating the means, standard deviation on community participation against roads using SPSS and establishing the correlation between the variables.

Mean Range	Response	Interpretation	
		IV	DV
3.26 - 4.00	Strongly Agree	very effective	Very Good
2.51- 3.25	Agree	effective	Good
1.75 -2.50	Disagree	ineffective	Poor
1.00-1.74	Strongly Disagree	very ineffective	Very poor

Regression analysis was set to establish the relationship between the constructs of community participation on roads projects as for objective one to three.

CHAPTER FOUR

DATA PRESENTATION, ANALYSIS AND INTERPRETATION

4.0 Introduction

This chapter presents the findings from the study with specific emphasis the effect of community on the road projects constructions in Bosaso Somalia. The focus was on three objectives which included assessing the effect of community self mobilization on road projects, to establish the effect of community monitoring and evaluation on road projects and to determine the effect community decision making on road projects in Bosaso, Somalia. This chapter is organized based on the demographic traits of respondents, following by the analysis as per the research objectives presented objective by objective. The data is presented, analyzed and interpreted as shown in the sub-chapters below.

4.1.1 Response Rate

The study targeted a sample population of 142 respondents, the research achieved a response rate of 94.3 percent from the 134 respondents out of the 142 questionnaires that were administered and distributed to the selected respondents of the study. Therefore with this response rate, there is of high confidence that the responses received on the study are reliable. Mugenda (1999) as well as Saunders (2007) suggests that a response rate of 50% is adequate when quantitative data is manually collected. Table 4.1 below presents a breakdown of the response rate of the respondents by their categorization.

Table 4.1.1: Response Rate

Respondents Category	Sample Size	Actual returned	Percentage
All respondents	142	134	94.3

Source: Primary Data, 2017

Table 4.1 above presents the response rate of the responses to which the research instruments were administered. The findings presented show that out of 142 respondents targeted 134 responded giving a response rate of 94.3%. This implies that the response rate was high.

4.1 Demographic traits of respondents

This was based on the gender of respondents, gender, age, education and marital status. This was intended to attain a detailed understanding of the respondent's key characteristics influences the result of the study. The general information has an implication on the study variables. The different demographic characteristics are analyzed and presented in table 1 below;

Table 4.1.2: Demographic Characteristics of the Respondents

Categories		Frequency	Percentages
Gender	Male	87	64.9
	Female	47	35.1
	Total	134	100.0
Age	20-30	16	11.9
	31-40	25	18.7
	41-50	55	41.0
	Above 50	38	28.4
	Total	134	100.0
Education	Secondary	16	11.9
	Diploma	25	18.7
	Degree	55	41.0
	Post graduate	38	28.4
	Total	134	100.0
Time of respondents	1-3 Years	43	32.1
	4-6 Years	52	38.8
	7years and above	39	29.2
	Total	134	100.0

Source: Field Data, 2017

The study findings on the gender of the respondents reveal that majority of the respondents were male with 87(64.9%) of the respondents, the females were 47(35.1%) of the respondents. The results reveal that though the male dominated the study both genders provided the data, it further imply that data was collected from respondents across the gender grid

The study findings on the age of respondents revealed that that majority of the respondents were in the age brackets of 41-40 with 55(41.0%) respondents, the age group of above 50 38(28.4%) of the respondents, the one of 31-50 had 25(18.7%) of the respondents while 20-30 Years had 16(11.9%) of the respondents. The results reveal that the majority of the respondents were in the age section of understandable people so data was collected from reasonable people mature and understanding on the study.

The results on the academic level of respondents reveal that many respondents were degree holders with 55(41%) of the respondents, post graduate had 38(28.4%) of respondents, diploma respondents had 25(18.7%) of the respondents while secondary respondents had 16(11.9%) of the respondents. The findings reveal that the consulted respondents were having an academic understanding so data collected cannot be doubted on education grounds.

The results on the time of service of the respondents reveal that majority were in the 4-6 years with 43(32.1%), 1-3 Years with the 43(32.1%) of the respondents while 7 years and above had 39(29.2%) of the respondents. The results indicate that majority of the respondents had been in the study area for a long period hence data collected is reliable from the respondents.

4.2 Effect of community self mobilization on road projects in Bosaso, Somalia.

The first objective of this study was to establish the effect of community self mobilization on road projects in Bosaso, Somalia. To achieve this objective, 7 questions were asked about the indicators of a community self mobilization and each question was based on a four points scale ranging between one to four, where 1= strongly disagree (meaning very ineffective); 2=disagree (meaning ineffective); 3=agree (meaning Effective) and 4= strongly agree (meaning very effective). For each question, respondents were asked to rate the effectiveness of community self mobilization in Bosaso Somalia by ticking one number from the four options. To help in the interpretation, mean ranges were used from 1.00-1.75 indicating very ineffective; 1.76-2.50 for ineffective; 2.51-3.25 for effective; and 3.26-4.00 for very effective. The responses regarding this are indicated in Table 4.2.1.

4.2.1 Community self mobilization in road projects in Bosaso, Somalia

Table 4.2.1: Community self mobilization in road projects in Bosaso, Somalia.

Community Self Mobilisation	N	Mean	Std. Dev	Interpretation
The community mobilize itself to participate in providing labour to the community projects	134	2.365	.969	Ineffective
There is mobilization of the people by local leaders on road projects	134	2.507	1.031	Effective
The people provide information on the required state of roads	134	2.567	.969	Effective
The community participate in resource mobilization for road projects	134	2.731	1.989	Effective
There are self commitments of the members on directing project continuity	134	2.701	1.040	Effective
The locals provide land at a cost or no cost for road projects to be done	134	2.925	.945	Effective
The local community leadership sensitize on the management of road projects	134	2.949	.953	Effective
Average mean		2.677	1.128	Effective

Source: Primary Data, 2017

Legend: Interpretation Scale

Mean Range	Response	Interpretation
3.26 - 4.00	Strongly Agree	Very effective
2.51- 3.25	Agree	Effective
1.75 -2.50	Disagree	Ineffective
1.00-1.74	Strongly Disagree	Very ineffective

The study findings established that community self mobilization was effective in the road projects at 2.677, SD=1.128. This result is supported by the responses on the individual aspects presented as there is mobilization of the people by local leaders on road projects with the mean of 2.507, Standard deviation of 1.031, the people provide information on the required state of roads with the mean of 2.56, the community participate in resource mobilization for road projects with 2.731, SD=1.989. The locals provide land at a cost or no cost for road projects to be done with 2.925 even the local community leadership sensitize on the management of road projects with the mean of 2.949 the results revealing that there is effective aspects on the self mobilization of the community while the community mobilize itself to participate in providing labour to the community projects with the mean of 2.365. The results indicate that community self mobilization in the road projects exist in the study area.

The interview results also revealed that the community mobilize themselves. We organize our selves under the management of the Local council who present the ideas of road construction that is followed and executed. The community is part and partial of the mobilization for others to provide required labour to the road projects. We are also mobilized on the provision of land that can be used for establishing the construction projects.

We are part of the team that provides labour to the road projects based on the day to day operations of the road projects. We provide labour upon self mobilization of the community on issues affecting the community.

4.2.2 Road projects in Bosaso Somalia

The dependent variable of the study was road projects performance in Bosaso Somalia. To achieve this objective, 10 questions were asked about the indicators of a good road project and each question was based on a four points scale ranging between one to four, where 1= strongly disagree (meaning very Poor); 2=disagree (meaning Poor); 3=agree (meaning Good) and 4= strongly agree (meaning very Good). For each question, respondents were asked to rate the effectiveness of ticking one number from the four options. Mean ranges were used to help in the interpretation of data thus, mean ranges from 1.00-1.75 indicated that majority of the respondents strongly disagreed with the item investigated thus road projects is very ineffective; mean ranges from 1.76-2.50 show that majority of the respondents investigated disagreed with the item

investigated thus the mean ranges from 2.51-3.25 show that majority of the respondents agreed with the items under investigation thus road is good; and 3.26-4.00 demonstrate that majority of the respondents strongly agreed with the items under investigation. The responses regarding this are indicated in Table 4.4.

4.2.2 Shows responses on the road Projects in Bosaso Somalia

Table 4.2.2 Shows responses on the road Projects in Bosaso Somalia

Road projects in Bosaso Somalia	N	Mean	Std. Dev	Interpretation
There is effective road construction planning before commencement	134	2.246	1.036	Poor
Project management teams participate in road planning for effectiveness	134	2.313	.929	Poor
The planning for roads is done by qualified construction personnel	134	2.619	.924	Good
There is timely road designs for adequacy and effectiveness	134	2.365	.946	Poor
The road designs suit the topography and nature of the geographical area	134	2.470	.978	Poor
The road projects constructions are done in a timely manner	134	2.679	.906	Good
The supervision for the road projects is done on an appropriate time frame	134	2.492	1.038	Poor
There is effective evaluation and progress reporting before the handing over of the road projects	134	2.485	.864	Poor
The state of the projects/ road evaluations methodologies are effective	134	2.410	.877	Poor
There is compliance to the legal framework on construction regulations on the roads	134	2.335	.933	Poor
Average mean		2.441	0.940	Poor

Source: Primary Data, 2017

Legend: Interpretation Scale

Mean Range	Response	Interpretation
3.26 - 4.00	Strongly Agree	Very Good
2.51- 3.25	Agree	Good
1.75 -2.50	Disagree	Poor
1.00-1.74	Strongly Disagree	Very Poor

The findings on the road Projects in Bosaso Somalia with the provisions of the average mean of 2.441, SD=.940. The responses reveal that aspects of the responses were that road projects management and performance was overall poor. The responses are supported by the responses provided as below.

The findings were that there is effective road construction planning before commencement the results also reveal that the mean responses were 2.246, the project management teams participate in road planning for effectiveness with the mean of 2.313. The results reveal that there are timely road designs for adequacy and effectiveness with 2.365, SD=.946 interpreted as poor. The road designs suit the topography and nature of the geographical area with the mean of 2.470, SD=.978 interpreted as poor.

The results reveal the supervision for the road projects is done on an appropriate time frame had the mean of 2.492 interpreted as poor. There is effective evaluation and progress reporting before the handing over of the road projects with the mean of 2.485 with the mean of .864 interpreted as poor. The state of the projects/ road evaluations methodologies are effective with the mean of 2.410 while there is compliance to the legal framework on construction regulations on the roads with the mean of 2.335 interpreted as poor.

The results also reveal that the planning for roads is done by qualified construction personnel with the mean of 2.619, SD=.924 interpreted as Good. The road projects constructions are done in a timely manner had the mean of 2.679, SD=.906 interpreted as good.

The road projects are conducted based on the guided framework, the execution of the projects is based on the timely manner though the funds provided are sufficiently undertaken in the organization setting. The road projects accomplishment in terms of quality time and cost is not adequate.

4.2.3 Regression (Effect of community self mobilization on road projects in Bosaso, Somalia)

Table 4.2.3 Regression (Effect of community self mobilization on road projects in Bosaso, Somalia)

Model Summary						
Model		R	R Square	Adjusted R Square	Std. Error of the Estimate	
1		.940 ^a	.883	.854	.03314	
a. Predictors: (Constant), Community self mobilization						
ANOVA ^b						
Model		Sum of Squares	df	Mean Square	F	Sig.
1	Regression	.033	1	.033	30.239	.005 ^a
	Residual	.004	4	.001		
	Total	.038	5			
a. Predictors: (Constant), community self mobilization						
b. Dependent Variable: Road Projects						
Coefficients ^a						
Model		Unstandardized Coefficients		Standardized Coefficients	t	Sig.
		B	Std. Error	Beta		
1	(Constant)	.917	.277		3.305	.030
	community self mobilization	.623	.113	.940	5.499	.005
a. Dependent Variable: Road Projects						

Source: Field data, 2017

The results on the effect community self mobilization on road projects in Bosaso, Somalia) reveals that the effect was shown by the adjusted R of .883 shows that community self mobilization has a 88.3% effect on road projects performance. The results further imply that community self mobilization had a higher effect on road projects performance in Bosaso Somalia.

On ANOVA Concerning the significance level the level of significance was .005 even the F statistics is 30.239 the sig the researcher conclude that there was a significant relationship effect community self mobilization on road projects in Bosaso, Somalia. It implies that self mobilization had a significant effect on the road projects success.

Concerning the coefficients, the self mobilization had the beta for .940 besides both the independent and dependent variables have significance values below the 0.05. This means the variable is very important to the model. The results further imply that self mobilization affect the growth of road projects was significant implying that self mobilization of the community accounted for high degree of road projects performance.

4.3 Effect of community monitoring and evaluation on road projects in Bosaso, Somalia

The second research objective assessed the effectiveness of community monitoring and evaluation in the road projects in Bosaso Somalia. To achieve this objective, 7 questions were asked about the indicators of a good community monitoring and evaluation and each question was based on a four points scale ranging between one to four, where 1= strongly disagree (meaning very ineffective); 2=disagree (meaning ineffective); 3=agree (meaning effective) and 4= strongly agree (meaning very effective). For each question, respondents were asked to rate the effectiveness in community monitoring and evaluation by ticking one number from the four options. Mean ranges were used to help in the interpretation of data thus, mean ranges from 1.00-1.75 indicated that majority of the respondents strongly disagreed with the item investigated thus very ineffective; mean ranges from 1.76-2.50 show that majority of the respondents investigated disagreed with the item investigated thus monitoring and evaluation is ineffective; mean ranges from 2.51-3.25 show that majority of the respondents agreed with the items under investigation thus community monitoring and evaluation is effective; and 3.26-4.00 demonstrate that majority of the respondents strongly agreed with the items under investigation thus community monitoring and evaluation is very effective. The responses regarding this are indicated in Table 4.3.1 below.

4.3.1 Community monitoring and evaluation of road projects in Bosaso, Somalia

Table 4.3.1 Community monitoring and evaluation of road projects in Bosaso, Somalia

Community Monitoring and Evaluation	N	Mean	Std. Dev	Interpretation
The community monitors the performance of the road projects	134	2.246	1.014	Ineffective
The community participating in reporting progress of the road projects	134	2.410	.967	Ineffective
There is community leadership evaluation of project progress	134	2.440	1.051	Ineffective
There is participation by community in monitoring the projects implementations	134	2.343	1.004	Ineffective
There is consultations to the community by the road constructors	134	2.686	1.043	Effective
The system of project reporting is done by the local community leadership	134	2.925	.970	Effective
The community provide guidance on the desired completion of the projects	134	2.216	.912	Ineffective
Average mean		2.466	.994	Ineffective

Source: Field data, 2017

Legend: Interpretation Scale

Mean Range	Response	Interpretation
3.26 - 4.00	Strongly Agree	Very effective
2.51- 3.25	Agree	Effective
1.75 -2.50	Disagree	Ineffective
1.00-1.74	Strongly Disagree	Very ineffective

The Community monitoring and evaluation of road projects in Bosaso was overall ineffective. The responses were with the mean of 2.466, SD=.994. these findings are because of the results attained such as the community monitors the performance of the road projects with the mean of 2.246, The community participating in reporting progress of the road projects with the mean of 2.410. There is community leadership evaluation of project progress with mean of 2.440; there is participation by community in monitoring the projects implementations with the mean of 2.342.

The community provides guidance on the desired completion of the projects the mean was 2.216, SD=.912 which was ineffective all these dimensions provided that the community monitoring and evaluation was ineffective. Though findings consultations to the community by the road constructors was found available with the mean of 2.686 and the system of project reporting is done by the local community leadership with 2.925 which is effective. Never the less the overall results reveal that community monitoring and evaluation was on average and required improvement.

The interview responses also provided that” There is involvement of people in the monitoring and evaluation in the roads; local leaders always report issues in the road construction that are not properly done. The road environment is supported by the people whose operations are fundamental and guide the day to day operations.

The community Clarifies program objectives, Links activities and their resources to objectives, Translates objectives into performance indicators and sets targets, Routinely collects data on these indicators, compares actual results with targets and Reports progress to managers and alerts them to problems

The community demonstrates progress to internal management and to external stakeholders. Internally, measurable results can justify continued funding and clarify the return on investment of community development efforts to managers and shareholders. Externally, the results of M&E can demonstrate commitment to and competence in community development, and thus help a company maintain its social license to operate. This makes the companies to make sound decisions concerning major projects undertaken and to know where to invest.

4.3.2 Effect of community monitoring and evaluation on road projects in Bosaso, Somalia

Table 4.3.2 regression on Effect of community monitoring and evaluation on road projects in Bosaso, Somalia

Model Summary						
Model		R	R Square	Adjusted R Square	Std. Error of the Estimate	
1		.109 ^a	.012	-.235	.09637	
a. Predictors: (Constant), Monitoring and evaluation						
ANOVA ^b						
Model		Sum of Squares	df	Mean Square	F	Sig.
1	Regression	.000	1	.000	.048	.837 ^a
	Residual	.037	4	.009		
	Total	.038	5			
a. Predictors: (Constant), road projects in Bosaso, Somalia						
b. Dependent Variable: road projects in Bosaso, Somalia						
Coefficients ^a						
Model		Unstandardized Coefficients		Standardized Coefficients	t	Sig.
		B	Std. Error	Beta		
1	(Constant)	2.637	.897		2.939	.042
	Monitoring and evaluation	-.079	.358	-.109	-.220	.837
a. Dependent Variable: Road projects in Bosaso, Somalia						

Source: Field data, 2017

The findings through the regression analysis shows that community monitoring and evaluation affect the road projects in Bosaso, Somalia, the rate of effect was 0.012 implying that monitoring and evaluation by the community affected the road projects by 12% implying that other factors play much in affecting the monitoring and evaluation.

Concerning the ANOVA, the findings suggest that the significance level of .837^a was above the threshold of 0.05. The calculated F-Statistic of .048 is lower compared to significance of the study. This fact provides evidence to the fact that the effect is not significant

Concerning the coefficients, the community monitoring and evaluation had the beta for -.109 besides both the independent and dependent variables have significance values above .837 and 0.837 respectively. This means the variable is not very important to the model and can be removed

The road monitoring process enables citizen to ensure quality construction guidelines. However, a sound reporting strategy is needed to evaluate the performance, quantify targets achieved and validate whether actions were carried out as planned. Quality reporting will help relay information from citizen monitors staff and to government official.

Citizen monitors are required to work on the field to check the status of roads through every phase of construction by directly interacting with contractors, workers and government officials. However, lack of proper identity cards prevents citizen monitors from approaching any of them with enquiries and complaints

4.4 .1 Effect of community decision making on road projects in Bosaso, Somalia.

Table 4.4.1: Shows the responses on community decision making on road projects in Bosaso

Community decision making	N	Mean	Std. Dev	Interpretation
The community take decisions on planning for the nature of roads	134	2.552	.905	Effective
There is participation in road design through advising on the required road safety	134	2.932	.747	Effective
The community sufficiently undertake decisions on the road implementation	134	2.850	.880	Effective
The community take decisions on the route/ direction of the road	134	2.48	.978	Ineffective
There is community emphasis and participation as to quality of the road	134	2.61	1.032	Effective
The community participate in effective decision making concerning effect of road construction	134	2.492	.947	Ineffective
Average mean		2.652	.914	Effective

Source: Field data, 2017

Legend: Interpretation Scale

Mean Range	Response	Interpretation
3.26 - 4.00	Strongly Agree	Very effective
2.51- 3.25	Agree	Effective
1.75 -2.50	Disagree	Ineffective
1.00-1.74	Strongly Disagree	Very ineffective

The community decision making on road projects in Bosaso, Somalia was effective on overall 2.652, SD=.914 this was because of the responses provided in the data collected above.

The community take decisions on planning for the nature of roads had the mean of 2.552; There is participation in road design through advising on the required road safety with the mean 2.932 while The community sufficiently undertake decisions on the road implementation with the mean of 2.850. The results also reveal that there is community emphasis and participation as to quality of the road with the mean of 2.61 which was effective.

The results were also ineffective in that the community was ineffective in taking the decisions The community take decisions on the route/ direction of the road with the mean of 2.48. The community participate in decision making concerning effect of road construction is ineffective. The results therefore imply that mechanisms for improving the management of the community focus are minimal.

Even the interview results reveal that the community participates in ensuring that ownership goes beyond a few select persons to include as many stakeholders as possible. For this reason, monitoring and evaluation activities and the findings, recommendations and lessons from ongoing and periodic monitoring and evaluation should be fully owned by those responsible for results and those who can make use of them.

4.4.2 Effect of community decision making on road projects in Bosaso, Somalia.

Table 4.4.2 shows regression on the community decision making on road projects in Bosaso, Somalia.

Model Summary						
Model		R	R Square		Adjusted R Square	Std. Error of the Estimate
1		.669 ^a	.447		.309	.07207
a. Predictors: (Constant), Decision making						
ANOVA ^b						
Model		Sum of Squares	df	Mean Square	F	Sig.
1	Regression	.017	1	.017	3.239	.006 ^a
	Residual	.021	4	.005		
	Total	.038	5			
a. Predictors: (Constant), Decision making						
b. Dependent Variable: Road projects in Bosaso						
Coefficients ^a						
Model		Unstandardized Coefficients		Standardized Coefficients	t	Sig.
		B	Std. Error	Beta		
1	(Constant)	1.672	.428		3.905	.017
	Decision making	.312	.173	.669	1.800	.006
a. Dependent Variable: Road projects in Bosaso						

Source: Field Data, 2017

The effect of community decision making on road projects in Bosaso, Somalia reveals that the effect was shown by the adjusted R of .447 shows that community decision making has a 44.7% effect on road projects. It implies that other factors much affect the road projects success.

Concerning the significance level the level of significance was .006^a even the F statistics is 3.239 than the sig the researcher conclude that there is significant effect of community decision making on road projects in Bosaso, Somalia. It implies that community decision making affect the road projects.

Concerning the coefficients, the community decision making had the beta for .669 besides both the independent and dependent variables have significance values above .146 and .017 respectively. This means the variable is not very important to the model and can be removed.

The results reveal that *community decision making in terms of the providing information to the respondents. The findings also provided that the means of enhancing the road projects successfully enable the development agenda for the execution of the projects.*

CHAPTER FIVE

DISCUSSION OF FINDINGS, CONCLUSION AND RECOMMENDATION

5.0 Introduction

This chapter focused on the findings, conclusion and recommendation of the study that were presented in chapter four. Firstly, it discussed the major finding as expressed in objectives, research question. Secondly, conclusion was drawn to the findings of the study and lastly, recommendations were given, and areas for further research were made.

5.1 Discussion of findings

The discussion of the findings was done based on the objective by objectives

5.1.1 Effect of community self mobilization on road projects in Bosaso, Somalia

The results provided that community self mobilization had a higher bearing on the road projects operations in Bosaso district. The results reveal that community roles in mobilization fundamentally contribute to the degree of the success of the projects for the roads in Bosaso district, even the field findings are in line with the findings for example Abiona (2009) noted that mobilization involves creating awareness of certain problems existing in the community and which need urgent attention. Awareness might take a form of educating the people on what they do not perceive as a problem.

Heneveld & Craig (2008) contend that self mobilization people participate by taking initiatives independent of external institutions to change systems. They develop contacts with external institutions for resources and technical advice they need, but retain control over how resources are used. Such self initiated mobilization and collective action may or may not challenge existing inequitable distribution of wealth and power.

Anyanwu (2015) contend that at the grassroots level, the idea of self mobilization can only be achieved by stimulating active participation of the entire citizenry through different methods which include: face-to-face discussion, letters to the communities telling them what they suppose to do, addressing a group of people.

5.1.2 Effect of community monitoring and evaluation on road projects in Bosaso, Somalia.

The community monitoring and evaluation of the road projects was found in dire need the community did little in monitoring and evaluating the road projects, never the less the effect on the success of the road projects prevailed but was not significant in explaining the road projects

success. The findings on the road projects in Bosaso provided the results that had some resemblance with the other researchers like Anyanwu (2015) contend that at the grassroots level, the idea of self mobilization can only be achieved by stimulating active participation of the entire citizenry through different methods which include: face-to-face discussion, letters to the communities telling them what they suppose to do, addressing a group of people

Cole (2004) argued that for this purpose, the parameters for ranking each stage of road construction can be listed in the mobile application, each entry accompanies for entering the scores. Citizen monitors' mobile phones can be registered with their corresponding names, designation and block details for identification of SMS submissions.

Holt (2003) contends that his common ground for monitoring and evaluation is that they are both management tools. For monitoring, data and information collection for tracking progress according to the terms of reference is gathered periodically which is not the case in evaluations for which the data and information collection is happening during or in view of the evaluation.

5.1.3 Effect community decision making on road projects in Bosaso, Somalia

The community decision making in the road projects was found existing, the researcher established that community decisions affected the road projects positively. The community participated in the decisions leading to the success of the road projects. The study findings were in commonality with those of Humphreys & van der (2012) argued that information gathering process consisted of participatory mapping of the village with members of the community, focusing on the locations of households and safe and unsafe sources of drinking water, cross-checking information with various community members.

Imhabekhai (2009) contend that decision-making structures also included two participatory structures, in which decision making authority was devolved to the community. Under the 'pure' Community Participation model, project visited the community to arrange a meeting at a site and time of the community's choosing.

Stiglitz (2002) contend that community involvement in decision making affect the roads construction projects initially organized a series of separate small group meetings with men and women who the community identified as poor and non-poor

5.2 Conclusion

The conclusion was based on the objectives

5.2.1 Effect of community self mobilization on road projects in Bosaso, Somalia

The study findings reveal that community self mobilization had a higher bearing on the road projects operations in Bosaso district therefore to improve the road project performance there is need to encourage community self mobilization

5.2.2 Effect of community monitoring and evaluation on road projects in Bosaso, Somalia.

On the second research objective the researcher conclude that the state of community monitoring and evaluation was poor and didn't explain the road projects success therefore the researcher conclude that there is need for improving the state of community involvement in roads monitoring and evaluations.

5.2.3 Effect community decision making on road projects in Bosaso, Somalia

The decision making on the third objective was found prevailing providing that community involved themselves in decision making hence the success of the road projects. The study concludes that more focus is needed on the decision making to realize value for the road projects in Bosaso Somalia.

5.3 Recommendations

The recommendations are based on objectives of the study

5.3.1 Effect of community self mobilization on road projects in Bosaso, Somalia

On the objective one there is need for improving community self mobilization through local leadership by the local area authorities sensitizing the community on the relevance of the road projects that will let the community self mobilize. There is need to concentrated and handle issues of land for the projects knee to ensure that those affected by the road projects are adequately compensated to attain full community mobilization.

5.3.2 Effect of community monitoring and evaluation on road projects in Bosaso, Somalia.

On the second objective there is need for community emphasis on the monitoring especially by the local leaders in the bid to establish project worthiness. This will streamline the development agenda and enhance evaluation for better road projects completions. The community monitoring need to be done by the roads authorities in the district and the district management in order to improve performance for the roads projects.

5.3.3 Effect community decision making on road projects in Bosaso, Somalia

The third objective requires that community be fully involved in pre-road construction phase in order to have their views provided on the required nature and the effect of the projects. There is need to have a strong focus on the means through which the value of the organizations are attained to the community through effective decision contributions. There is need for establishment of the participation mechanisms by the government institutions in the district necessary for enhancing the community decision making for the projects.

5.4 Areas of further research

The results presented in this report may not be conclusive and should be treated as being preliminary. Further analysis of the survey data on community participation and road projects construction needs to be done to validate these findings and provide greater confidence in explaining the influence of financial reporting on decision making. Therefore based on these there is need for further study to be conducted on the following.

- Community Financial planning and road projects
- Community Risk management and road projects

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APPENDICES

APPENDIX 1: QUESTIONNAIRE TO RESPONDENTS

Dear respondent,

I am a student of Kampala International University, pursuing Master Degree in project planning and management. You have been purposively selected to participate in this study titled: **Community Participation and road projects in Bosaso, Somalia**; a study which is being carried out as part of an education research in partial fulfillment of Master of project planning and management of Kampala International University. Your cooperation in filling this questionnaire will lead to the success of the survey. All responses shall be for academic purposes only and will be treated with confidentiality. Thus you do not need to write your name. Please fill this questionnaire and the research assistant will pick it within 5 days.

Thank you.

.....

PART I: FACE SHEET: Profile of Respondents (Please tick any which applies)

1. Gender:

☐ Male
☐ Female

2. Age:

☐ 20- 39
☐ 40- 49
☐ 50- 59
☐ 60 and above

3. Education level:

☐ Secondary
☐ Diploma
☐ Bachelors
☐ Masters and above

4. Years of Experience

☐ 1-3 Years
☐ 4-6 Years
☐ 7 Years and above

Part 2: Questionnaire to Community participation in Road projects

Direction: Please write your preferred option on the space provided before each item. Kindly use the rating guide below:

Response Made	Rating	Description
Strongly Agree	4	You agree with no doubt at all.
Agree	3	You agree with some doubt
Disagree	2	You disagree with some doubt
Strongly Disagree	1	You disagree with no doubt at all

	Community self Mobilization	SA 4	A 3	DA 2	SDA 1
1	The community mobilize itself to participate in providing labour to the community projects				
2	There is mobilization of the people by local leaders on road projects				
3	The people provide information on the required state of roads				
4	The community participate in resource mobilization for road projects				
5	There are self commitments of the members on directing project continuity				
6	The locals provide land at a cost or no cost for road projects to be done				
7	The local community leadership sensitize on the management of road projects				
	Community Monitoring and evaluation				
8	The community monitors the performance of the road projects				
9	The community participating in reporting progress of the road projects				
10	There is community leadership evaluation of project progress				
11	There is participation by community in monitoring the projects implementations				
12	There is consultations to the community by the road constructors				
13	The system of project reporting is done by the local community leadership				
14	The community provide guidance on the desired completion of the projects				

	Decision Making				
15	The community take decisions on planning for the nature of roads				
16	There is participation in road design through advising on the required road safety				
17	The community sufficiently undertake decisions on the road implementation				
18	The community take decisions on the route/ direction of the road				
19	There is community emphasis and participation as to quality of the road				
20	The community participate in effective decision making concerning effect of road construction				

Part 3: Questionnaire on Road projects in Bosaso Somalia

	Road projects	SA 4	A 3	DA 2	SDA 1
1	There is effective road construction planning before commencement				
2	Project management teams participate in road planning for effectiveness				
3	The planning for roads is done by qualified construction personnel				
4	There is timely road designs for adequacy and effectiveness				
5	The road designs suit the topography and nature of the geographical area				
6	The road projects constructions are done in a timely manner				
7	The supervision for the road projects is done on an appropriate time frame				
8	There is effective evaluation and progress reporting before the handing over of the road projects				
9	The state of the projects/ road evaluations methodologies are effective				
10	There is compliance to the legal framework on construction regulations on the roads				

Appendix ii: Interview Guide

- 1) What is the nature of the road projects in Bosaso Somalia?
- 2) What is the nature of the self mobilization in road projects in Bosaso?
- 3) What is the effect of self mobilization on road construction projects?
- 4) How is the community involved in road project monitoring?
- 5) What is the effect of monitoring and evaluation on road projects?
- 6) How is community involved in decision making of the roads projects?
- 7) What is the effect of community decision making on the road projects?

Appendix iii: Map showing location of Bosaso

Map of Africa Showing Location of Somalia

