

BUDGETING AND ROAD INFRASTRUCTURE MAINTENANCE IN UGANDA:

A CASE OF SELECTED SUB COUNTIES IN BUKONZO WEST

CONSTITUENCY KASESE DISTRICT

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DECLARATION

I do declare that this dissertation is my original work and affirm that it has never been produced and presented anywhere else for any award in any University or Institution of learning.

Signed.....Dates.....

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APPROVAL

This research report has been submitted for examination with our approval as University supervisors.

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Signed.....

Date.....

DEDICATION

I dedicate this dissertation to my dear parent Mbambu Josinta, whose efforts have enabled me to succeed in my academic struggle.

ACKNOWLEDGMENT

Carrying out this research study and coming out with this research report was not a one mans' under taking, it required a combined effort from my well-wishers. It is on this note therefore, that am greatly indebted to Mr Mbabazi Lawrence and Mr Kamusiime Jason's willingness to supervise me and their distinguished exposure, outstanding commitment, and positive criticism that led to my successful conclusion of this study,

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LIST OF ABBRIVIATIONS AND ACRONYMS

ACDO	Assistant Community Development Officer
BCPs	Budget conference papers
BTTB	Back Ground to the Budget
CaP	Chapter
CDO	Community Development Officer
CVI	Content Validity Index
e^2	Level of significance at 0.05
IBP	International Budget Partnership
LC III	local council three
LC	Local Council
LGBFP	Local Government Budget Frame work Paper
MAPAM	Master of Arts in Public Administration and Management
MDG	Millennium Development Goal
MDGs	Millennium Development Goals
MoLG	Ministry of Local Government
n	Sample size
N	Target population
NGO	None Governmental Organization
PEAP	Poverty Eradication Action Plan
S/C	Sub County
SPSS	Statistical Package for Social Scientist
UK	United Kingdom
WB	World Bank

ABSTRACT

The study was about Budgeting and road infrastructure maintenance in lower local Governments of Bukonzo west Kasese District. The study was carried out in the Sub counties of Bwera, Nyakiyumbu and Isango. The objectives of the study were to assess the role of budget process on road infrastructure maintenance in the Sub counties of Nyakiyumbu, Bwera and Isango, Bukonzo west Kasese District. To establish the effect of resource allocation on road infrastructure maintenance in Bukonzo west. To establish the effect of accountability on road infrastructure maintenance in Bukonzo west. The research was based on the effect of budgeting on road infrastructure maintenance in lower local governments of Bukonzo west.

The research design used was descriptive survey, and the study population comprised of the CDOs, ACDOs, LCIII Chair persons, Sub county Chiefs, Sub accountants, local residents, and the councilors totaling to 224, who were purposively , and randomly selected. Both qualitative and quantitative data was collected using the interview guide questionnaire guide, and documentary data source. Data was analyzed using Microsoft excel. Basing on the study objectives, it was established that Sub counties in Bukonzo west do plan for their road infrastructure maintenance which has helped them to monitor their Community Access Roads. It was also established that Sub counties of Bukonzo west do allocate resources to their road infrastructure maintenance, but the resources are not enough to maintain local roads as required. This has affected the quality of roads in Bukonzo west and caused recurring expenditures and costs associated leading to increased poverty levels in Bukonzo west and accidents to traffic movers and goods of trade along the poor road network. Poor accountability of resources allocated to road infrastructure maintenance has compromised the quality of roads in Bukonzo west leading to recurring expenditures and slowed development in the area. In addition, the budget cuts due to emergencies like floods, wars has caused virements and re-allocation of resources meant to maintain community access roads. However, there are other factors responsible for poor road network in Bukonzo west, among which are; delay in government releases for community access roads, Lack of owner ship of community

roads by the community members, bad politics, among others. To bridge the above gap, planners of road infrastructure maintenance at all levels of government should allocate enough resources to road infrastructure maintenance, widen tax base, local leaders should identify local resource base and mobilize more local revenue to supplement central government releases to lower local Governments, community ownership of community roads is also needed. There is need for multi sectoral- multi stake holder coordination in the monitoring and implementation of government projects and programs as well as influencing public accountability for public resources and empower anticorruption bodies.

CHAPTER ONE

INTRODUCTION

1.0 Introduction.

This chapter contains the background, problem statement, purpose of the study, objectives of the study, thesis questions, and significance of the study, conceptual framework and scope of the study.

1.1 Background to the study

This background highlighted the historical, theoretical, conceptual and contextual perspectives of the study.

1.1.1 Historical background

Worldwide, road maintenance was every ones' responsibility where community access roads were communally maintained as trunk roads were centrally maintained. The system of communal road maintenance was introduced in the eighteenth Century in Britain but some residents in could not participate in road maintenance voluntarily and roads became poorer. Anew innovation of budgeting was introduced in Britain in the 19th century by the Chancellor of the Exchequer Thomas Coryete during the Budget proposal presentation for the financial year 1974/1975. In his presentation, Thomas highlighted the need for budgeting for road maintenance and the budget process evolved. The word budget originated from the Latin, bulga, a little pouch or, Knapsack which may have come from a Gaulish a source that is related Irish bolg "bag" or wallet which was turned up in English for having travelled via the French budget to cater for community needs. Budgeting in the United Kingdom was first developed by a UK journalist in 1974 who mentioned a few details of tax exchange he was budgeting for, for road maintenance (Helge, 2005).

In India, road infrastructure maintenance became a big problem where most Indians participated in slave trade along the east Africa coast and left road maintenance to famers and other weak people who had no capacity to work on the roads. As the need for good roads a rose, the idea of budgeting for road maintenance was sought of where the first united

Indian budget was presented in 1969 by James Wilson who worked as finance controller and as a member of the Indian council that advised the Indian Victory on road maintenance. He was also the founder of the finance committee of the economist as described by Karl Marx as an economical mandarin of higher standing and follows the Indian united budget on road maintenance (Bird, and Vaillan, 2010)

Eventually road maintenance activities were developed in the United States of America, Great Britain and later spread to the states of Oregon in the 1970s and were finally introduced in the least developed countries in Africa, Uganda inclusive. Developed countries use community participatory approach to maintain their roads which system has promoted road ownership and sustainability. For national roads, improved machines and material are used for good quality roads. The roads are maintained periodically and used in line with traffic rules. The word road maintenance has been used synonymously with “programming and management” thus lower local governments agree that road maintenance is the key cornerstone for infrastructure development and various activities within an organization are correlated through the instrument of the budget and road maintenance (Rumki, 2014).

In California, road infrastructure maintenance was seen as a community obligation with some rules governing it where residents could choose to maintain roads or be forced to maintain roads. Eventually roads became poorer, because of this; state took over the maintenance of some trunk roads and left feeder roads to the community which had no funds to sustain the roads. In response to the demand for good roads, California adapted and specified in its constitution an executive budget process, which was proposed by progressive era reforms in the early part of century. This movement was widely spread by advocates like Woodrow with well-articulated objectives, which included advocates such as Woodrow Wilson, William Howard Taft and the noted historian (Woodrow, 2008)

Budgeting is concerned with the implementation of the long term plan for the year ahead. It is developed within the context of ongoing business and is ruled by previous decisions that have been taken within the long term planning process. (Colin Dury, 2004)

Willoughby, et al, (2000) advanced that budgets have been heavily criticized that budget bring more costs than benefits irrespective of the budgets the costs of budgeting systems not only include financial burden of lengthy budgetary processes but also negative influences on a company's culture, resulting into undesirable or unethical behavior of organizational members who are forced to deliver financial outcomes beyond their control. Budgets are 'fixed performance traps' because the budgeting processes bring about commitment towards resources, action and rewards. This commitment is made for the following year, which is too long period to ensure flexibility. In a 'beyond-budgeting' model line, managers are empowered and encouraged to change the plans when new opportunities and threats emerge (Willoughby, et al, 2000).

In Africa, road infrastructure maintenance was every man's issue to handle. People were using trade caravans with no defined ways to somewhere. As states grew, road maintenance was communally handled by community members as a sign of road infrastructure ownership that facilitated community development. However, this could not sustain the quality of all roads because some road components such as bridges and culverts require finance and were maintained by Government especially trunk roads. To solve that problem, the international road maintenance focused on government budget because they were the core of development. Budgets are the government most powerful tool to meet the needs of its people, especially those who are poor and marginalized especially road infrastructure maintenance; the most important public policy has little impact on poverty until it matches with the sufficient public resource. However, to revert this, there is need to establish accepted norms by engaging in wide range of international stake holders including donors, government institutions and international Non-Governmental Organization to play a great role in service delivery issues (Graves, 2004).

The majority of people live in countries which have inadequate systems for ensuring accountable budgets and provide insufficient information for civil society and the public to understand or monitor roads and only a small fraction of countries have appropriate mechanism for the public to participate in road maintenance (United Nations Human Settlement Program, 2007).

The international road maintenance and budget partnerships open budget survey is the only African independent, accountable measure of budget transparency, participation and oversight which examines 12 countries from around Africa measuring three aspects of how governments are managing public finance. In Africa, the World Bank emphasizes participatory budget of local infrastructure services through local committees, community score cards and citizen report cards, social accountability tools like sector service delivery, participatory budget, all at community level (Brown, 2016).

In Africa road maintenance is part of the effort to build capacity of local government partners in introducing participatory road maintenance and budgeting in local governments which was developed with a view to provide users with information, tool, methodologies , case studies , and tips on how participatory budgeting can be introduced to improve road infrastructure service delivery In Uganda, road maintenance became a challenge to develop where road maintenance was left to community members who could not have enough finance to maintain their roads. This increased poverty levels, accident rates and traffic operational costs. Presently, in Uganda, road maintenance is increasingly becoming one of the key development strategies in the quest to deliver goods and services effectively and efficiently to citizenry. There has been increasing reference to the term “road maintenance” as a way of increasing the public sector in both the developed and developing countries. All governments in the world no matter how centralized they are need at the very least to transfer responsibilities for the execution of their decided policies to regional or locally based organizations (United Nations Habitat, 2007).

Government finance has long been a wide spread concern in most developing countries simply because of the extremely unsatisfactory service delivery situations of local government of the high and over dependency on the central government. Its growing importance with recent years has however been spurred by a large scale re-appraisal of the role of government. This is occurring amidst trends in a number of developing countries towards road maintenance and the consequent re-allocation of functions of responsibilities among management levels of government. The World Bank emphasizes participatory expenditure tracking system to promote public expenditure and service delivery at district level (World Bank Report on tracking public expenditure in infrastructure delivery, 2004).

In Uganda, the legal basis for the preparation and approval of the national budget articles provides for the finance of local government where the budget is prepared through an open and transparent and widely participatory process to solicit the views of all stakeholders in the preparation of the budget and consequently ensure that the national budget reflects the views, aspirations and priorities of all stakeholders. In Uganda, each year and prior to the budget speech that minister of finance budget and economic development publishes the background to the budget (BTTB) which presents both a retrospective context for the budget of the year where the background to the budget provide the background information on the factors that influence key budgetary decision during a current financial year together with comprehensive report on the effect of such decisions on the Uganda economy and the governments' quest to eradicate poverty through infrastructure road maintenance (Drollery and Graves, 2001)

According to the National Budget Frame work Paper guidelines; Budget preparation is a very participatory process involving many stages and stake holders within and outside Government. It involves projecting domestic tax revenue basing on passed trends, efficiency gains, growth in real monetary GDP, growth in volume of imports, profits and corporations and elasticity of tax heads. It also involves determining resource envelope, setting National priorities, budget consultation, preparation of the budget estimates, budget implementation, budget monitoring and evaluation.

In Uganda, budgets are prepared every financial year, which is to provide services for the population, especially the poor. These services include road construction and maintenance services. This is supported by the Poverty Eradication Action Plan, (PEAP 2002), with its four pillars which are interlinked and seek to address all the dimensions of poverty within the country. The pillars include; rapid and sustainable economic growth and structural transformation through improved and well maintained roads, increased ability of the poor to raise their incomes and to enhance quality of life of the poor.

In Kasese district local government, road maintenance was started by the people having land along roads who could not maintain those roads uniformly and at the same time. Road maintenance was not paid for and roads remained poor. A system of communal work was

introduced by the local leader to maintain community access roads. However, due to high standards of living and the decentralization policy implementation, a system of budgeting for road maintenance was introduced in 1993 where the budget powers are laid down in the local government act, section 77 (1) which states that local government shall have right and obligation to formulate, approve and execute to their budget plans provided the budget shall balance. (Wodrich, 1999/2000)/Kasese District Budget Conference, 2014).

Bwera, Isango and Nyakiyubu Local governments are the institution of government closest to the everyday lives and problems of the citizens. They are the meeting places between citizens and the state where progress can be made in building broad forms of democratic government that is good governance (Rodriguez and Winchester, 2004).

Sub Counties are spheres of government closest to the people where officials, for example, local councilors, LC III, among others are elected by citizens to represent them and are responsible for ensuring that services are delivered to the community. A local government budget is the detailed plan of how a local government plans to spend funds in line with its objectives, needs and priorities. Local governments have discretionary planning and budgeting powers, but their plans and budgets need to reflect priorities and objectives set out in the national policies, plans and budget. Consequently, the local government planning and budget cycle has to fit into the national planning and budgeting cycle that starts in October and ends in June. Budgeting and road maintenance must be carried out within expected revenues over the medium term, as this helps local government prioritize programs and ensure that what is actually planned and budgeted for is realistically achieved and afforded. This is done through the preparation of the local government budget frame work paper (LGBFP, 2017).

Taking a case of the selected sub counties under study, the budget processes are spearheaded by the CDOs starting with issuing of Indicative Planning Figures, pre-planning and planning meetings at village and parish levels, integration of village and of parish priorities, costing, budget conference, drafting of budget estimates, discussion of budget estimates in relevant committees, discussion of the budget by council, implementation, and monitoring and evaluation. The Sub County budget has to be nested with the National Development plan under the National manifesto of the ruling party. In this case, the National Resistance Movement whose core functions is infrastructure development and making Uganda into a

middle income state by 2020. However, implementation of the budget made at Sub County level do not depict the objectives set. For example, in Isango Sub County, the Kyempara - Kamukumbi road is ragged by running water falls from far north of the area yet the construction of water channels in Isango Sub County was budgeted for but not implemented (Isango Sub County Quarterly Budget Review Conference, 2015).

Abrasion et al (2008) and Pandey (2008) emphasizes service level budgeting. This model matches spending levels with services provided. For instance, it helps organizations to identify the priorities that are already covered or fulfilled by looking at the current years' service level and then the desired new programs are also considered. Sub Counties in Bukonzo West Kasese district do this because, before drafting the budget for the next year as regards to road infrastructure maintenance, the previous budget has to be revised and evaluated. However, in selected sub counties of Bukonzo west Kasese district, Road infrastructure maintenance has remained a challenge, because the budget figures presented are supposed to depict the services provided. The researcher therefore seeks to establish the effect of budgeting on road infrastructure maintenance in Bwera Isango and Nykiyumbu Sub County Bukonzo west.

Whereas the local government Act section 82 (i) provides that no appropriation of funds by a local government can be made unless approved in a budget by its council and stake holders, In Kasese district, stake holders have to develop public services as stipulated in their plans especially in area of road maintenance. This could prevent public outcry and demands over the deteriorating road infrastructures in the community. Most sub counties in Kasese district prepare their five year development plans from which they extract their annual budgets as required by the higher local level governments. (Speech to council by District Chairperson Kasese held in Kasese Council Hall, 2016).

1.1.2. Theoretical background

The study was based on the service level budgeting and road infrastructure theory developed by Pendey, (2008) who asserted that spending levels should match with services provided. This model helped the researcher to establish the effect of budgeting on road infrastructure maintenance in Bukonzo Western Sub counties, Kasese district, as opposed to the budgeting theory developed by Hansen et al (2003) who asserts that traditionally, it is claimed that

budgeting can be viewed as the most important tool for management process in organizations which left out the concept of road infrastructure maintenance.

1.1.3 Conceptual background

Road infrastructure maintenance is the practice of repairing worn out parts of the road and its features for the sustainability of the original road for development. Infrastructure is the physical component of interrelated systems providing important commodities and services to enable, sustain or enhance social living conditions. Infrastructure include roads, bridges, tunnels and other constructed facilities.

Maintenance is a periodic spending that sustains an asset's operation status without extending its life. It is the ability of a project to sustain its operations, services and benefits during its life span. Maintenance thus improves with significant cost to develop return and important value over time (Lewis, 2008).

Road maintenance is the practice of remedying defects such as Path holes that occur in the carriage way from time to time to aid continues functionality of roads as required. Road maintenance has contributed to more than a half of Africa's' improved growth and development as well as maintaining growth and tackle poverty. Feeder roads are small path ways/ roads joining trunk roads in the community which are mainly maintain it the community members and are usually opened up manually to link communities to other communities. Feeder road upgrading is the practice of improving on the quality of small community roads to make them trunk roads or sustain their functionality (McCauley, 2010).

For the purpose of this research, Road maintenance as Dependent variable (DV) was conceptualized by Bridge repair, Culvert repair, and Drainage channel excavation in which Bridge repair is the practice of maintain and improving the life span and functionality of the bridge. It involves replacing damaged parts and adding value to the whole bridge. Culvert repair is the practice of removing defects that occur along the water ways to aid functionally of culverts. It is the practice of improving the quality and functionality of culverts to aid long life span/return and important value over time. Drainage Channel excavation is the practice of removing blocks of soil, grass and other obstacles from the water channels to aid smooth flow of water falls through the laid water ways.

According to this research, Budgeting as an independent variable (IV), was conceptualized by budget process, resource allocation, and Accountability, in which Budget process are process held by a committee or general assembly to organize and allocate resources and scheduled activities to specific persons in a given time. It involves issuing of Indicative Planning Figures, pre-planning and planning meetings at village and parish levels, integration of village and of parish priorities, costing, budget conference, drafting of budget estimates, discussion of budget estimates in relevant committees, discussion of the budget by council, implementation, and monitoring and evaluation.

Resource allocation is the practices of securing /assigning available resources to perform a planned set of activity. In the Sub Counties of Bwera, Isango and Nyakiumbu, resources like revenue, materials, time, are mobilized and assigned to a potential Human resource out sourced to execute the project activities in line with the set goals and objectives of the project usually following the procurement process (Graves, 2004).

Accountability is the practice of explaining how resources were utilized in respect to planned activities. It may be public, social or private. In the selected Sub Counties of Bukonzo west, accountability of resources is done behind cat tens between persons holding key positions of the technical and political wing.

Budgeting provides an over view of the goods and services funded by the government and delivered by the government department and how these support the government's strategic objectives. Budget outlines the government's priorities for the services it provides and sets out the cost of the services for Victorians. It includes a breakdown of all output funding with association performance budgets. According to this research, budgeting is the estimate of income and expenditure. It entails budget, organizing, directing, controlling activities to achieve set goals. The word budgeting has been used synonymously with "programming and management" thus lower local governments agree that the budget as the key stone of financial administration and various activities within an organization are correlated through the instrument of the budget, (Rumki, 2000).

1.1.4 Contextual background

In Nyakiumbu Sub County, the 2015/2016 financial year Indicative Planning Figures was 89,582,520= of which 59,560,000= was under District Discretionary Equalization Grant, and 30,220,520= was under Graduated Tax compensation .However,9680,000= was allocated to Katholhu-Kayanzi road maintenance. However, that road and other feeder roads have deteriorated for the last eight years and are impassable especially during rainy season across Queen Elizabeth National Park to Kayanzi fishing ground. The 2016/2017 Indicative Planning Figures was 72,345,000= of which Shilling 6,000,000was allocated to Mushenene-Kibara road maintenance. In 2017/2018, the Indicative planning Figures was 70,345,000= where 5,500,000= was allocated to Kyabisoro- Katoho road maintenance.

In Bwera Sub County, the 2015/2016 Indicative Planning Figures was 78,950,000=, where 16,000,000= was allocated to Mithimusanju road maintenance. In 2016/2017, the Indicative Planning Figures was 73,870,000=, and 9,000,000= was allocated to Kalehe-Kasanga road maintenance. In 2017/2018, the Indicative Planning Figures was 73,008,000=, where 7,000,000= was allocated to Kasungu-Kisaka II access road maintenance. Since 2015, the Bwera–Mithimusanju road is poor, leading to difficulty of traffic moving across the hills yet Shs 16,000,000= was allocated for road maintenance (Bwera Sub County Budget Conference Report (2015).

In Isango Sub County, the Indicative Planning Figures for 2015/2016 was 54,000,000= of which 8,500,000= was allocated to Harukungu- Rusese road maintenance. The indicative Planning Figures for 2016/2017 was 49,270,000= of which 6,000,000= was allocated to Kyempara -Kamukumbi road maintenance which has been ragged by running water falls from far north of the area since 2001, yet the construction of water channels along that road was allocated 1000,000= but not implemented. The 2017/2018 Indicative Planning Figures was 49,000,500= of which 4,500,000= was allocated to Kabafu-Harukungu road maintenance. However according to Isango sub county budget review conference (2015). This fund was not enough to maintain such roads in Isango Sub County. In the selected sub counties of Nyakiumbu, Bwera and Isango, the officials for example local councilors, Chairperson LC III are elected by citizens to represent them and ensure that services are delivered to the community. But to the surprise these officials make decisions that benefit

them individually without favoring the citizens. A local government budget is the detailed plan of how local government plans spend funds in line with its objectives, needs and priorities. Local governments have discretionary budget and budget powers, but their plans and budgets don't reflect priorities and objectives set out in national policies evidenced by poorly maintained roads, un repaired bridges and culverts, and un excavated drainage channels in Bwera, Isango and Nyakiyumbu Sub County. Consequently, the local government budget and budget cycle has to fit into the national budget and budgeting cycle. However, in the selected sub counties of Nyakiyumbu, Bwera and Isango, planners plan and budget well but the implementation of those plans are never done or overlap the deadline which starts in October and ends in May. Budgeting and road maintenance are planned realistically to achieve the set objectives. In all the Sub Counties of Bukonzo west, budgeting is done by few politician and technocrats especially those in key positions, and it is done in favor of their personal demands. This is done through the preparation of the local government budget framework paper (LGBFP). (Kasese District Local Government Budget Conference, 2014).

However, according to the National Budget Frame work Paper guidelines; Budget preparation is a very participatory process involving many stages and stake holders within and outside Government. It involves projecting domestic tax revenue basing on passed trends, efficiency gains, growth in real monetary GDP, growth in volume of imports, profits and corporations and elasticity of tax heads. It also involves determining resource envelope, setting National priorities, budget consultation, preparation of the budget estimates, budget implementation, budget monitoring and evaluation.

1.2 Statement of the problem

Road infrastructure maintenance contributes to economic growth and development because when roads are well maintained, poverty levels will decrease or be eliminated by having improved community structures which allow easy transit of agricultural and industrial commodities (Works Department Report to Council Kasese district Local Government 2017). In Nyakiyumbu sub county, the total budget for the financial year 2015/2016 was 109,641,244= shillings but only 9,680,000= was allocated to road infrastructure maintenance, but roads have remained very poor as evidenced by un repaired bridges, bushy roads, muddy roads, un excavated drainage channels and many pit hales which has resulted

into many accidents on the roads for both boda boda and motor vehicles. Whereas in Bwera sub county the total budget for the year 2015/2016 was 92,847,500= where shillings 16,000,000= were allocated to road maintenance. And in Isango Sub County, the total budget for the year 2015/2016 was 167,266,250= of which 6,000,000= shillings was allocated to road maintenance.(Works and roads committee report to council 20th/September/2017) In spite of the fact that road maintenance is budgeted for in the selected sub counties of Nyakiumbu, Bwera and Isango in Bukonzo west Kasese district local government, road infrastructure maintenance is affected by corruption, budget cuts due to reduced IPF, politics, community attitudes towards road maintenance, mismanagement of resources, among others. However, roads would be made according to the budgeted funds because roads in those sub counties are poor and impassable especially during rain seasons where water rills hinder traffic movements (Kasese District Local Government Works Department Report, 2015).

Many scholars have researched on budgeting and performance but none of them has researched on budgeting and road infrastructure maintenance in Nyakiumbu, Bwera and Isango sub counties Bukonzo west Kasese district. If road infrastructure maintenance is not improved in the selected sub counties in Bukonzo west, government projects will collapse and resources will be under exploited hence poverty will strike the residents of the area and decrease their economic growth leading to deteriorating of living standards. Therefore the researcher established the effect of budgeting on road infrastructure maintenance in Bwera, Isango, and Nyakiumbu Sub County west constituency Kasese district local government.

1.3 Purpose of the study

The purpose of this study was to assess the effect of budgeting on road infrastructure maintenance in lower local government of Bukonzo west Kasese district.

1.4 Objectives of the study

- i. To assess the effect of budget process on road infrastructure maintenance in the selected sub counties of Nyakiumbu, Bwera and Isango sub county in Bukonzo west Kasese district.

- ii. To establish the effect of resource allocation on road infrastructure maintenance in Nyakiyumbu, Bwera and Isango sub county in Bukonzo west Kasese district
- iii. To establish the effect of accountability on road infrastructure maintenance in Nyakiyumbu, Bwera and Isango sub county in Bukonzo west Kasese district.

1.5 Research questions

The study was guided by the following questions

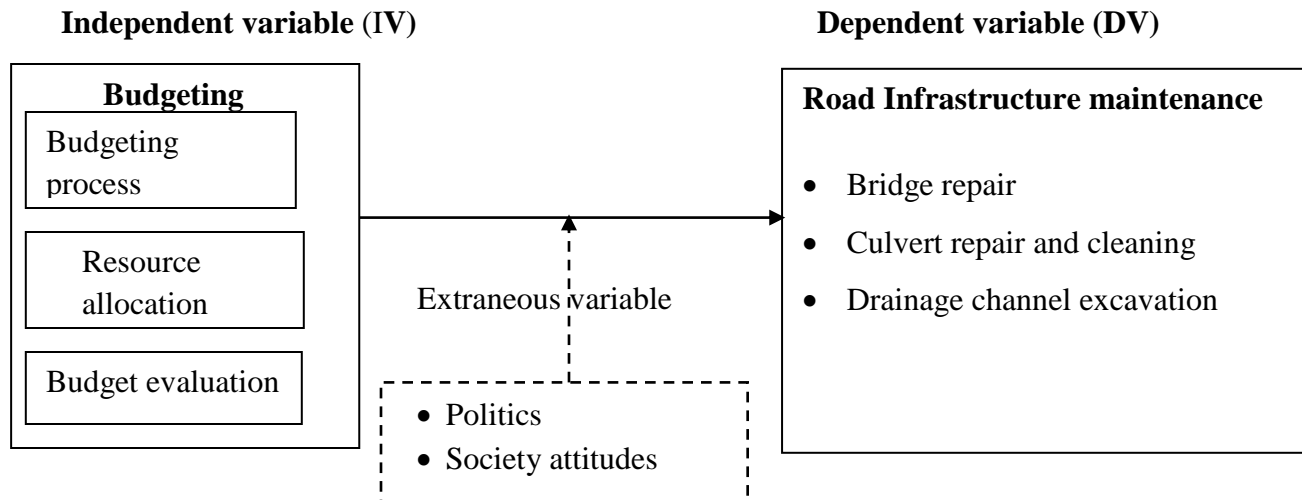
- i. What is the effect of budget process on road infrastructure maintenance in Nyakiyumbu, Bwera and Isango Sub County?
- ii. What is the effect of resource allocation on road infrastructure maintenance in Nyakiyumbu, Bwera and Isango sub-counties of Bukonzo West Constituency - Kasese District local government?
- iii. What is the effect of accountability on road infrastructure maintenance in Nyakiyumbu, Bwera and Isango sub-counties of Bukonzo West Constituency - Kasese District local government?

1.6 Significance of the study.

The study is hoped to help the researcher to acquire adequate knowledge regarding to road infrastructure maintenance in Bukonzo west as well as acquiring academic award.

The study has helped the future researcher to acquire adequate information on the effect of budgeting on road infrastructure maintenance of Nyakiyumbu, Bwera and Isango Sub-counties, Kasese District local government. And relate the information to their research findings, thus enabling them to fill the gaps in their related literature. The study findings have also provided community awareness of the importance of budgeting for their resources in their community. The study findings are hoped to help the Sub County staff to be equipped with the current information regarding to the effect of budgeting on road infrastructure maintenance in the sub counties of Bukonzo west, Kasese District local government.

1.7: The conceptual frame work



Source: self-developed model basing on Amboski, Ball et al, (1992).

A conceptual frame work is diagrammatic structure that visualizes how the researcher views interconnection between variables in the proposed study so as to achieve the study objectives, usually with reflected extraneous variables. According to this research, a conceptual frame work is a diagrammatic structure that summarizes the relationship between the dependent variable and independent variable and show how each variable can aid the achievement of the study objectives. It is an analytical tool with several variables and contexts that make conceptual distinctions and organize data (Barline, 2004).

A variable is an entity that can take on different values. Variables can be quantitative or numerical (William, 2006). William also asserts that a variable is anything that can on different values which may vary at various times for the same objectives and may assume different numerical or categorical values. Variables can be dependent, independent or extraneous. Where dependent variable is the presumed effect that is caused by other factors, for example road infrastructure maintenance result from budgeting. Dependent variable is therefore what is caused by the independent variable. Independent variable is the presumed cause of variations in the dependent variables. In this case budgeting is the independent variable and road infrastructure maintenance is the dependent variable because budgeting determines road infrastructure maintenance hence road maintenance depends on budgeting.

Whereas extraneous variable is a factor that interferes with the attainment of the dependent variable. Budgeting for road infrastructure maintenance is commonly practiced in Sub Counties of Bukonzo west constituency but most roads are poor. This could be due to little resource allocation to road maintenance and poor accountability of resources. According to this research, politics and community attitudes as the extraneous variables had great effect on road infrastructure maintenance, because politicians influence the location community projects with regard to political areas of their interest (William, 2006).

1.8 Scope of the study

The researcher based on the scope to determine the boundary of the research study in terms of time, content and Geographical.

1.8.1. Content scope

This study was limited to the effect of budgeting on road infrastructure maintenance in Nyakiyumbu, Bwera and Isango Sub-county Bukonzo west Kasese District Local Government. It was achieved through setting study objectives which include to assess the role of budget process on road infrastructure maintenance in the sub-counties of Nyakiyumbu Bwera and Isango Sub-county Bukonzo west- Kasese District Local Government, to assess effect of resource allocation on road infrastructure maintenance to establish the effect of accountability on road infrastructure maintenance in the selected sub counties of Nyakiyumbu, Bwera and Isango in Bukonzo west Kasese district local government.

1.8.2 Geographical scope

The study was limited to the selected sub-counties of Nyakiyumbu, Bwera and Isango in Bukonzo west- Kasese District Local Government because they are the most affected sub counties by poor road infrastructure development. These sub-counties are located in Bukonzo West in Western Uganda which is neighbored by Democratic Republic of Congo to the west, Munkunyu Sub-county to the East, Queen Elizabeth National Park to the South, and Mount Rwenzori National Park to the North. And are highly networked by the trans-Saharan high way of Bwera to Kasese road and the Republic of Congo. (Kasese District profile, 2000).

1.8.3 Time scope

The study was limited to the period scope of three years that is from February 2015 to 2018 because this period lies in the fiscal decentralization policy 1992 and the Local Government Act 1997 which operate within the fiscal decentralization policy that was undertaken since 1993 as an alternative to empower local government units to mobilize resources locally and use them for their own development. This scope was enough to provide literature about the study through relating deferent financial year budget review conferences.

CHAPTER TWO

LITERATURE REVIEW

2.0. Introduction to the chapter

In this chapter, related literature was reviewed thematically as the effect of budget process on road infrastructure maintenance, the effect of resource allocation on road infrastructure maintenance, the effect of accountability on road infrastructure maintenance in the selected sub counties of Nyakiyumbu, Bwera and Isango in Bukonzo west-Kasese district local government

2.1 The effect of budget process on road infrastructure maintenance in the sub counties of Nyakiyumbu, Bwera and Isango in Bukonzo west Kasese district local government

According to this research, maintenance is the ability of a project to maintain its operations, services, and benefits during its project life time. Road maintenance is the ability to cope when grant funding ends (Beard, 2012).

At Sub County level, budgeting starts with issuing of the Indicative Planning Figures where each lower local government is allocated money according to its size, population and revenue base. Pre-planning and planning meetings are also held at Village and Parish levels to identify community needs. The village and Parish priorities are integrated to come up with comprehensive planned priorities. The priorities are then costed and a budget conference is held to mark the beginning of drafting the budget estimates. The budget estimates are then discussed in relevant committees which later on submit the budget estimates together with the resolutions of the subcommittees to council for further discussion and approval or disapproval. Once council has approved the budget estimate, it is now called budget and ready for implementation, followed with monitoring and evaluation. This budget process is in agreement with the Ministry of Finance and Economic Development guide to the budget process 2009 which asserted that budgeting as a process should be made in an open and transparent and widely participatory process in order to solicit the views, aspirations and priorities of all stake holders.

In Nyakiumbu Sub County, the total budget for the financial year 2015/2016 was 109,641,244= shillings but only 9,680,000= was allocated to road infrastructure maintenance. Whereas in Bwera sub county the total budget for the year 2015/2016 was 92,847,500= where shillings 16,000,000= were allocated to road maintenance. And in Isango Sub County, the total budget for the year 2015/2016 was 167,266,250= of which 6,000,000= shillings allocated to road maintenance. (Nyakiumbu, Bwera and Isango Local Government budget estimate, 2015/2016) respectively.

Complex relationship between a good strategic implementation plan and the implementation needed enhance the road maintenance in the market place. Creating successful project is to have clearly defined project goals which reflect the needs of stakeholders in order to achieve overall vision of the project. Budget process ensures road maintenance through the application of capital budgeting concept to toy transportation or infrastructure development. Capital budgeting is the basis for selecting the best project that contribute to the increased profitability, while addressing sustainability issues and opportunities, such as forecasting issues that have a positive effect on the environment (Brigham and Ehrhardt, 2011)

Budgeting for services and projects provided by the government and local communities ensures road maintenance through the establishment and integration of such budgets during project programming phase. In the selected Sub Counties of Bukonzo west, the most problems related to donors supported infrastructure projects is their lack of maintenance once external assistance has ended. Projects are bound to remain for some time without an important instrument of development assistance. Therefore project managers, donors, agencies, recipient communities should be aware of the extent to which their projects are likely to be sustained in future and contribute to the viability of the whole infrastructure system by constructing a conceptual frame work to monitor the performance of internally and externally assisted infrastructure projects in building their own sustainability. Road maintenance depends on effective and efficient budget expenses and costs, projections, revenues, depreciations, where profit and loss statements have to be fully factored in (Marfaw, 2011).

The spectrum of road maintenance runs from local governments serving simply as the agent of central government to local government units having almost total independence in taxations and spending with little control by the central authorities. The main economic reason for pursuing budgeting is to increase efficiency in the use of economic resources like land for road construction. If budgeting improves upon efficiency then road maintenance increases output flow from given resource (Gazoi, 2004).

Good budget leads to improved road maintenance as reflected in improved state of roads in some parts of Bukonzo west. And poor budgeting on the other hands can diversely affect road infrastructure maintenance through spending public finance at source and miss allocation of funds meant to maintain feeder roads .It should be noted that the two variables “budgeting and road infrastructure maintenance” in Bwera, Nyakiumbu and Isango Sub County Bukonzo west would be affected by an intervening factors especially bad politics and attitude of community members, and the above variables had great effect on the study. This was in agreement with the District Chair person who asserted that most projects carried out at local level are influenced by the politician barked by the community members who elect them and give them political power, and the study was carried out to establish the effect of budgeting on road infrastructure maintenance in Bukonzo west Kasese district (Kasese District Chair Persons Speech to Council, 2006).

Public satisfaction with the condition of their roads was at the lowest level where 30% of the public may be satisfied with the condition of roads and the speed and quality of repairs in the last five years, but the stop-go approach to funding and budget for road maintenance in Bukonzo west in the last decade made it difficult for road authorities to maintain roads cost effectively. There has been too much reactive work in response to flooding and other events and not enough focus on preventive work that is less expressive in the long term. The unpredictable and fluctuating budget for road maintenance in Bukonzo west over decades puts value for money at risk. (Hon Magret Hodge MP’s Speech to Parliamentary Accounts Committee, 2008).

Routine maintenance is essential to deal with increasingly severe weather and to prevent long term damage to road infrastructure. But a fall in the proportion of revenue funding to capital project risks a reduction in the type of maintenance. A good understanding in the states of roads is absolutely essential for budget coast effective preventive maintenance yet there are too many gaps in local authorities, information on what road infrastructure assets they have and what conditions there are in. Better budgeting, better budget of funds and pro-active stance on road maintenance pleases road users. (Rt Hon Magret Hodge speech in the 15th report from department for transport 2010).

2.2 The effect of resource allocation on road infrastructure maintenance in the selected sub counties of Nyakiyumbu, Bwera and Isango in Bukonzo west Kasese district local government.

Local government is of primary concern to every citizen in the community because there is an expectation that all government resources are to be used efficiently in providing the highest level of public services. In turn, the local government has the responsibility to ensure that the programs it provides meet their stated objective. By measuring the level of efficiency, and outcome of a program's efforts, performance indicators can guide local government resource allocation decisions and communicate to the community the goals, objectives and effectiveness of public programs (Gareth, 2004).

Nayyer-Stone (2009) considered four primary types of performance indicators: input, output, outcome, and efficiency. In general, input indicators address the amount of resources used in providing a service whereas output indicators describe the activities undertaken in providing a service. An advantage in using input/output performance measures is that the data is readily available and they are generally easier to define. However, input/output indicator only provides limited insight into the question of whether the program is achieving the goal for goal for which it was designed. Outcome/effectiveness indicators are used to evaluate the quality and effectiveness of public services and are generally measured in terms of the number of people served and the quality of the service delivered. For example, a relevant outcome indicator is the number of crimes committed per capita. Outcome indicators provide an indication of how effectively community services are provided (James, 2012).

In 1993, the government of Uganda moved to a decentralized system of public sector management. A combination of political and administrative decentralization, where selective development of public sector management responsibilities, was adopted as the new structural system for governance. The stated aim of this restructuring was to improve the efficiency and effectiveness of service delivery in a number of areas, a key one being health care. Along with the move to devolution of budget responsibilities become an important mechanism for operationalizing the new health sector management structure (Nsibambi, 2008).

Despite the recognized importance of budgeting and its suggested linked to organizational structure, there has been little empirical exploration of how public sector budgeting has developed within increasingly decentralized frameworks of government. This is particularly the case for developing countries adopting decentralized structures, despite recognition that appropriate budgeting practices are consistent with all societies' legitimate expectations that public resources be employed efficiently and effectively (World Bank Report, 2008).

Pandey, (2008) emphasizes service level budgeting. This modal matches spending levels with services. For instance it helps organizations to identify the priorities that already covered or looking at the current years' service level and then desirable new programs are also considered for forming. Lower local government does this because, before drafting the budget for the next financial year, performance evaluation is always made to see what is done and as regards to service delivery to the people. The budget process in Uganda is coordinated by the ministry of finance budget and economic development estimates how much money as a resource will be available for government to spend, the citizens decide the priorities or spend on. They do this through the local councilors and through studies such as participatory poverty assessment and the national service delivery survey where they still express their views concerning service delivery (PEAP, 2002).

In Nyakiumbu, Bwera and Isango Sub Counties, local councilors submitted their Parish Development Plans to the sub county technical budget committees which formulate budgets for activities including road maintenance but still roads are poor. For example the Mundongo – Musyenene road in Nyakiumbu Sub County was spoilt by eroded wastes.

In Bwera Sub County, the Kasanga-Mitimusanju road was raged by running water making it impassable by traffic moves. In Isango sub county Kyempara-Kamukumbi road was spoilt by people digging along road sides. However, despite criteria that are followed, in Bukonzo west, poor roads have remained a challenge. Thus the study really established the effect of budgeting on road infrastructure maintenance in Nyakiyumbu, Bwera and Isango, sub counties Kasese district local government. (Kasese district local government budget conference, 2015/2016).

2.3 The effect of accountability on road infrastructure maintenance in the selected sub counties in Bukonzo west- Kasese district local government.

Effective accountability management can help sub counties to transform their local areas into a better place to live and work. Most councilors and members of the community know what sub-county services they would like to have in their areas. This dream of the ideas community is known as a “vision” for the municipality. One of councilor’s greatest responsibilities is approving and regularly monitoring a sub county’s budget is done in consultation and co-operation with the ward committee. The community should be involved as much as possible in deciding what should be the spending priorities for the areas they live in .parish councilor and the community should report to Parish Chiefs about the broad budget plans and consult the residents about programs and projects that will affect them. (District Public Accounts Committee speech to financial managers, Kasese District Local Government 2016).

Whereas parish councilors have reported community problems to sub county council, the road infrastructure development in the selected sub counties of Bukonzo west Kasese is still a problem where most roads are still poor yet budgets for their maintenance have been passed ,may be it could be due to low finance allocated to road maintenance or corruption. Without funds to implement the policies, councilors will not be able to “make a difference” or serve their communities well. Effective financial management ensures that there are funds available to implement council policies. This is a great responsibility as municipalities are responsible for managing large amount of money and delivering services that affect people’s lives every day. Councilors, committee members and other officials all have a duty to ensure that these monies are managed carefully, transparently and honestly. Good road

infrastructure maintenance is the key to local service delivery local activists and ward committee members should understand municipal finance and budgets so that can engage councilors on the bigger debates about spending and development priorities (Kagaire, 2007).

Every organization, whether small or large, governmental or none governmental faces one basic issue which relates to accountability simply because each organization has a limited amount of resources to accomplish its stated goals and objectives. For example, if an organization is to become largest airline in the world, it must realize that it only has a limited amount of funding available to do. So, funding in this case might include income from operation, funding from owners or funding form loans and other forms of debt. Additionally the management of the organization has the obligation to plan, organize, control and direct the use of limited resources in an efficient way, and this is where budgeting comes in (Uganda Budget Act, 2001).

Budget is a useful tool for budget, controlling, and directing one of the most important and vital resources and an organization, its cash management is critical to every organization and without the proper attention can quickly make a healthy organization un healthy. Why is cash management so important? To put it simply it is the lifeblood of an organization. If an organization does not pay its bills, then other organizations will no longer deal with it and the end for the organization arrives quickly (Mburu, 2003).

A budget is an estimate of or views into an uncertain future showing the peaks and valleys of cash flow and can also serve as a benchmark for evaluating actual or historical performance. A budget can show when an organization might want to consider obtaining cash from sources other than the normal operations. it can alert an organization as to when a plan is failing and changes are required and shows who is responsible for generation cash and who consumes cash. A budget can show when cash may be available to make the purchases of assets and if done properly can become one of the most important tools for management. Every organization must budget whether is goes through a formal or an informal process (Uganda Budget Act, 1997).

Budget is a sound vehicle in realizing good governance and fighting poverty. It is a mechanism that involves elected leaders, public officials, service providers and non state actors, civil society, private sector and development partners. It improves the efficiency and

effectiveness of public spending by systematically linking funding to result and making use of performance information to achieve that linkage (Africa's 8th Annual Seminar, 2012).

2.4 Summary of literature gap

Road maintenance are services which look after all public roads and foot paths in the society. Road maintenance preserves the road in its original constructed conditions and protect adjacent and user safety as well as providing efficient and inconvenience travel along the road, prevent or reduce damage to capital development, road, private property and other things. Road maintenance includes ditch maintenance, road surface maintenance, drainage system maintenance, Emergency storm response, abandonment and reclamation of road and bridge repair. However, all these are possible when there is a budget made for them in terms of budget process, resource allocations, motivation, accountability and evaluation. However despite the fact that all these practices are happening roads in Bukonzo west are still poor probably it is due to little resources allocated for road maintenance, rapid deterioration of roads due to incompetent and an experienced road works men used and corruption. The study therefore aims at establishing the role of budgeting on road infrastructure maintenance in Bukonzo west Kasese district.

CHAPTER THREE

RESEARCH METHODOLOGY

3.0. Introduction to the chapter

This chapter highlighted various methods and procedures that were employed in research process. Some of the issues highlighted were research design, Population size, methods of arriving at sample size, sampling techniques, data collection instruments, validity of data collection instruments, reliability of data collection instrument, data processing, data analysis, and appropriateness of tests.

3.1. Research design

Research design is the overall strategy that the searcher chooses to integrate in the different components of the study in a coherent and logical way so as to address the research problem effectively. The researcher used descriptive research design because it is a research design in which information is collected without the change of the environment. In view of this, it helped the researcher to develop and organize a research paper and to ensure that the researcher obtains evidence that helped him to effectively address the research problem logically. It also provided relevant research design based on the results from the questionnaires and interviews in order to provide relevant and appropriate views to the study. For example, cross sectional like observation, and longitudinal like visiting records. It involves a one-time interaction with groups of people. (Cross sectional. Study) or a study might follow individuals over time. It involves surveys, or interviews to collect the necessary information. (Cross section). Longitudinal involves observational study of people in the environment. It can be retrospective (looking back in time) for records or prospective (requiring collection of new data). It is used to describe the characteristics of population or phenomenon being studied. By addressing questions of “what”. The researcher used both quantitative and qualitative approaches to describe the population being observed or to describe the characteristics of sample population. The researcher described the characteristics of sample population by observation, case study and survey (interview). The researcher used a one – time face to face interaction with the group of respondents or

following over time. The research also interviewed and surveyed to collect data by administering close – ended questions to respondents to collect data (William, 2006)

3.2. Study Population.

A study population is the group of individuals in a study. It is large collection of individuals or subjects that is the main focus of a scientific query and allows the researcher to conduct the study to individuals from the population. The study population in the selected sub counties was estimated to be 100,887 where by 38,700 for Nyakiumbu Sub County, 27,437 for Isango and 34,750 for Bwera Sub County. The target population of the study was 510 which involved 3 LC III chairpersons, the 3 sub county chiefs, the 3 senior Accounts Assistants, the 3 CDOs, 3 ACDOs, 300 local residents, and 195 councilors, from which the sample size of 224 respondents was derived at in Bukonzo west, Kasese District local government as the main respondents who provided the real information concerning the study. The sub county administrators were selected because they were the implementers of local government programs and were regularly involved in budgetary and decision making processes. The local residents were included in the study because they are the beneficiaries of community projects and participate in community project implementation like communal road maintenance, among others .They therefore have data on community projects. Whereas the councilors were included in the studies because they are the policy makers and monitors of community projects and beneficiaries of services rendered by the local government civil servants and are able to judge the quality of service delivery (Population census 2014) and (Singleton and Straits, 2010).

The tables showing the composition of sample size break down.

Sub county	Total population	Category of targeted people	Target population	Sampling method
Nyakiumbu s/c	38700	Chairperson LCIII	1	Purposive sampling
		Senior Accountants Assistant	1	Purposive sampling
		Sub county chief /CAO	1	Purposive sampling
		CDO	1	Purposive sampling
		A CDO	1	Purposive sampling
		Councilors	65	Purposive sampling
		Local residents	100	Simplerandom sampling
Total			170	
Bwera sub county	34750	Chairperson LCIII	1	Purposive sampling
		Senior Accountants Assistant	1	Purposive sampling
		Sub county chief	1	Purposive sampling
		CDO	1	Purposive sampling
		A CDO	1	Purposive sampling
		Councilors	65	Purposive sampling
		Local residents	100	Simple random sampling
Total			170	
Isango sub county	27437	Chairperson LCIII	3	Purposive sampling
		Senior Accountants Assistant	1	Purposive sampling
		Sub county chief	1	Purposive sampling
		CDO	1	Purposive sampling
		A CDO	1	Purposive sampling

		Councilors	65	Purposive sampling
		Local residents	100	Simple random sampling
Total			170	
Grand total	100,887s		510	

Source: Self developed model basing on Sloven (1970)

3.3. Methods of arriving at Sample Size

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

Where n=sample size, N=target population, e=level of significance at 0.05

$$n = \frac{510}{1 + 510(0.05)^2}$$

$$n = \frac{510}{1 + 510 \times 0.0025}$$

$$n = \frac{510}{1 + 1.275}$$

$$n = \frac{510}{2.275}$$

$$n = 224$$

3.4. Sampling techniques.

Sample is a representative of the population from which it was withdrawn. Whereas sampling technique is the identification of the specific process by which the entities of the sample have been selected. Since the researcher was not able to meet everyone in the population of interest, cluster sampling technique was used for sampling sub-counties of

study where the whole district was divided into clusters based on constituencies and later into sub-counties where 3 sub-counties of Nyakiumbu, Bwera and Isango in Bukonzo west constituency was evenly selected to represent the population. For subject sampling, both purposive and random sampling was used, where purposive sampling techniques was used to select specific participants from the general public and administrators like the LC III chairman, Sub County Chefs, CDOs and the sub Accountants, councilors, ACDOs respectively. For the local residents, simple random sampling was used and each unit of the population got chance to be selected in order to avoid bias (Metadata, 2004).

3.5. Data source.

The researcher used primary data form, secondary data form and documentary data collection so as to gather data from several sources and come up with comprehensive research findings.

3.5.1 Primary data.

Primary data is the data observed or collected directly from first hand experiences. It is original research that is obtained through first hand investigations. It includes data collected using interviews, survey, questioners, experiments, focus group and measurements. Primary data is the original data that was right away being got from the field as specifically be generated for the research at hand and the data was collected from the real respondent by the researcher. It included both qualitative and quantitative data. Where qualitative data was obtained from the respondents using the interview guide, while quantitative data was collected using the close ended questionnaires. Primary data can be quantitative focused on numbers or qualitative focused on opinions and attitudes. This helped the researcher to collect first hand, accurate, and reliable information (Web finance Inc, 2016).

3.5.2 Secondary data

Secondary data is the data that have been collected by and readily available from other sources/ data collected by someone other than the user. And can be collected from published documents, records and documents of local governments and companies such as cash books, newspapers vote books, vouchers, journals, libraries, Journals, progress report, internet service and censuses. However, the researcher used secondary data because it was the most convenient and cost effective. It saved time that would otherwise be spent collecting data,

and was used for extended length of time like looking at records of 10 years ago (Hanze, 2016).

3.6. Data collection instruments.

These are tools that help the researcher to collect data from respondents basing on the purpose of the study. They include questionnaires, interviews and documentary sources (Harper, 2001)

3.6.1. *Questionnaires*

A questionnaire is a form containing asset of questions especially one addressed to statistically significant number of subject as a way of gatherings for a survey. The researcher prepared questionnaires comprising of questions requiring short answers of agree, disagree, strongly agree, strongly disagree, not applicable, which were relevant to the subject of the study. The questionnaires were physically administered by the researcher to the respondents so as to prevent non participants from filling the questionnaires for the participants, such as the LC III chairperson and Councilors, Sub County chief, sub accountant, the CDO and some councilors because they knew how to read and write. However in an event where some respondents were hesitating to disclose data, the researcher probed them and paraphrased the questions to find truth (Harper, 2001).

3.6.2. *Interviews*

An interview is conversation where questions are asked and answers are given. In this case, the researcher will conduct face to face interviews with respondents selected from public who may not be able to read so as to collect more views and opinions to supplement the data collected from questionnaires. The researcher asked oral questions read from the questionnaire to the sampled participants who don't know how to read and write and translated the questions in their local language while feeling in their responses. Interviews gave freedom of expression to respondents and helped to cover more aspects in short time than in the questionnaire method (Webste, 2016).

3.6.3 *Documentary source*

Documentary research involves the study of existing documents, either to understand their substantive content or to illuminate deeper meaning which may be recovered by their style and coverage. For example public documents like media reports and procedural documents

like process, financial accounts, and personal documents like diaries, letters and photographs (Toms, 2013).

The researcher also used documentary evidence to collect data because it discusses the history of events or experiences and public accounts. This helped the researcher to build a system of information that was accessible and helpful in comparing documents and cross-referencing through open achievements like sub county reports. Documentary research was quick and contained very rich materials to rely on because it would not be possible to engage in direct observation or questioning in financial fields and other confidential contexts (Novak, and Thomas, 1996).

3.7. Validity and reliability of data collection instruments

3.7.1. *Validity.*

Is how well a test measures what is purported to measure and sampling validity ensures that the measure covers the broad range of areas within the concept under study, so as to cover all the domains. It is the state or quality of being valid. In order to ensure validity of data collected, all instruments were submitted to experienced personnel in research in order to ascertain their validity. Items in the data collection instruments that were related as being valid or relevant were the only one considered. The content validity index (CVI) was calculated in the formula $CVI = \frac{N-n}{N}$ where n = the number of items related as quite relevant or very relevant by both rates (3or4), and N =Total number of items in the questionnaires. The items in both questionnaires and interviews were taken to be valid because the CVI for each instrument was 0.7 and above (Cozdy, 2001).

$$CVI = \frac{N-n}{N}$$

$$n=7$$

$$N=25$$

$$CVI = \frac{N-n}{N}$$

$$CVI = \frac{25 - 7}{25}$$

$$CVI = 18$$

$$\text{CVI} = 0.72$$

3.7.2 Reliability of data collection instrument

In order to establish reliability of instrument the researcher conducted a pilot study among sub-county administrators like the LC III chairperson, the sub county chief, the sub account, the CDO and councilors from the general public for their receptive data collection tool. Using the results of the pilot study, the reliability of the instruments was at 0.72 and above, the questionnaire was said to be reliable. Reliability is the degree which an assessment tool produces stable and consistent results (Phelan and Wren 2005).

3.8 Data processing.

Data was processed to make it ready and simple for analysis. This was done where filled questionnaires were edited one by one to correct errors in addition to assigning codes either in form of numbers or letters for consequent analysis. Data processing is the collection and manipulation of items of data to produce meaningful information's especially by a computer. (Aarons, 2009)

3.8.1. Data editing.

After collecting the responses from the respondents, the researcher physically/manually edited the work to check for completeness, and accuracy and also to correct errors and handle the would be blank responses using a pencil for the purpose of neatness and changes. In this case, some respondents were consulted on phone or physically. Data editing is the process involving the review and adjustment of collected survey data aimed at controlling the quality of the collected data (Waal, 2011)

3.8.2 Data coding

Data coding is an analytical process in which data in both quantitative form or qualitative is categorized to facilitate analysis. It is the transformation of data into a form understandable by computer software. The researcher were assigned numerals to responses to compress them into limited number of categories or classes after editing; all work was converted into numerical code by assigning each response category a particular code until the response in the document was coded. This enhanced efficient analysis and helped in computer tabulation. The corded data was presented in a systematical and statistical manner

summarizing all the results to guide conclusion and recommendations. In this study the researcher used spread sheets such as excel and SPSS to produce quality results (Hay, 2005).

3.8.3 Data Analysis

Data Analysis is a process of inspecting, cleaning, transforming and modeling data with the goal of discovering useful information, suggesting conclusion, and supporting decision making. On objective one, “role of budget process on road infrastructure maintenance”, the researcher corrected spelling mistakes, and modeled data into useful information using the computer and other devices like pencils and rubbers. On objective two, “effect of resource allocation on road infrastructure maintenance”, the researcher inspected the responses from the respondents and cleans, inspect, model and transform it into useful information. On objective three, “effect of accountability on road infrastructure maintenance”, the researcher sorted the relevant data got from the respondents and inspects it to discover useful information in order to come up with conclusion (Takey, 2011).

3.8.4 Qualitative data analysis

The analysis of interview responses will be edited according to the themes developed in the objectives of the study. The information from the open ended questions and interview responses will be analyzed by listing all respondents’ views under each category or questions. In this case the tally mark method/frequency table will be used to group similar views expressed by more one respondent. The total number of tally marks will be used to construct tables for interpretation and quotes will be used where necessary to strengthen the interpretation.

3.8.5 Quantitative data analysis

Quantitative data analysis is systematic approach to investigation during which numerical data is collected or the researcher transforms what is collected or observed into numerical data. (Learn Higher and MMU, 2008).

Data was collected mainly from the close-ended type of questions where the researcher ensured that data is coded and categorized into useful and relevant data and entered into a computer and analyzed using Microsoft excel. This package helped the researcher to generate the intended results in form of pie charts tables, graphs,(Ruben, 2015).

3.9 Limitations

Anticipated study limitations and Delimitations. During research, participants especially some administrators were suspicious over disclosure of poor financial management information which if publicized negatively may lead to public outcry and loss of Jobs. This was likely to lead to hiding of desirable information to the study. However, the researcher created a rapport with participants and confessed for confidentiality and encouraged them to disclose all problems affecting the improvement of road infrastructures in their areas.

The research was interfered with bad weather conditions especially rainy weather which made poor access roads impassable hence halted research progress. In this event, the research was equipped with bad weather protective like gum boats, sweaters, and umbrellas which enabled him to travel along muddy roads and under rainy weather to meet the study deadline.

The researcher was also interfered with political and cultural influences especially when some participants were displaced due to the previous civil wars between Government and the Bakonzo Cultural leader, which upheavals negatively affected the research through displacement of participants and damage of historical and local documents. However, the researcher followed them to their neighborhood and conducted an oral interview with them in which he probed for answers required by the study and requested for Securiko guards to guard him against political attack in some areas associated with after election and cultural upheavals especially in Bwera Sub County.

3.10 Ethical considerations

Aims of the study; The purpose of this study was to establish the effect of budgeting on road infrastructure maintenance in the selected Sub Counties of Bukonzo west constituency Kasese District local Government.

Confidentiality The researcher kept secret of participant's responses and promised to disclose it to responsible personnel for a purpose with permission.

Potential hazards/risks predicted. The research study would lead to cause loss of jobs for administrators if information about miss use of resources is disclosed. The research study would lead to refusal of research study results and arrest of the researcher if he provided false results.

Anticipated benefits; The study findings has helped the research participants identify the effect of budgeting on road infrastructure maintenance and suggest ways of improving road infrastructure maintenance at the same time helping the researcher to acquire experiences in problem solving strategy as well as acquiring his academic award. The study findings also provided awareness of the importance of resources to the community. The study benefited both the researcher and the entire population of the study by bridging the gap identified by the researcher

Balance risks with benefits. Although it was tiresome to travel long distances to search for responses from respondents, the researcher achieved his objectives by accomplishing the research work. The research created a rapport with the participants to erase suspicion from them and also put on bad weather protective like gum boats, Umbrellas, polythen overall to mitigate weather problem. The research also requested for Securicor guards in areas of civil wars and requests the participants to voluntarily participate in research study by answering the questionnaires, attend interviews and provide relevant documents.

Protection of human research participant's right. The research did not intimidate participants for failing to provide the required information and also for not participating in the study. *Involvement of the community.* The researcher involved the community in his research by explaining the purpose of the study and the significance of the study to the community

Methods and procedures involved. The participants used the questionnaire guide or interview guide, and documentary sources to obtain data from the participants.

Discomforts. The research was almost not contented with the information provided by the participants. However, he probed for more proof and use cross-referencing technique to come up with relevant information from respondent.

Further references. The information was obtained on internet, in books, diaries, minute books, and other research findings so as to gather comprehensive information about the study.

CHAPTER FOUR

PRESENTATION, ANALYSIS, AND INTERPRETATION

OF FINDINGS

4.0. Introduction.

This chapter presented, analyzed and interpreted results got from the field following a sequence based on study objectives. The analysis and presentation was aided by both qualitative and quantitative methods

being facilitated by Microsoft excel to generate tables and charts to add value on data and make it more meaningful. This chapter initially began by highlighting the bio data of respondents by looking at respondent's, gender, age differences, marital status, level of education, position held and experience in office held. These were analyzed to assess the role of budget process on road infrastructure maintenance in the sub counties of Bukonzo west Kasese district local government. This chapter further brought out issues relating to the effect of resource allocation on road infrastructure maintenance in sub counties of Bukonzo west. Finally, this chapter analyzed and presented views regarding to the effect of accountability on road infrastructure maintenance in the sub counties of Nyakiumbu, Bwera and Isango in Bukonzo west –Kasese district.

4.1. Bio data of respondents

4.1.1: Gender distribution of respondents.

The gender variable was so important to the study because it had implications on the issues to do with budgeting in relation to road infrastructure maintenance. The women were generally regarded as being transparent & trust worthy. Hence their views were based on and compared to those of men to establish the truth about road infrastructure maintenance in their sub counties. According to the study findings, the gender distribution of respondents was un equal with males outnumbering females as shown in table 4.1.

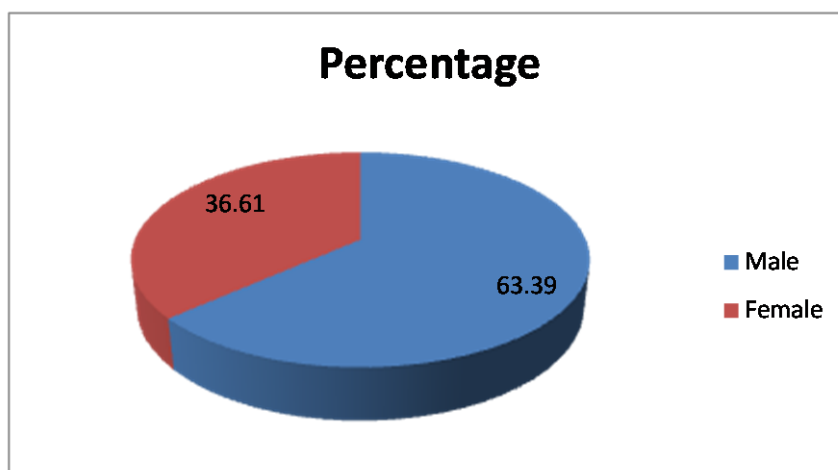
Table 4.1. Gender distribution of respondents.

Gender	Frequency	Percentage
Male	142	63.39
Female	82	36.61
Total	224	100.00

Source: field data 2018

Basing on the study findings in table 4.1, most respondents constituting 142 respondents (63.39%) were males while 82 respondents (36.61%) were females. The unequal gender distribution of respondents could partially be attributed to the fact that women are still less involved in politics and leadership positions hence having limited opportunity to participate in decisions making and policy formulation. However this unequal gender distribution did not constrain the generation of relevant information about the study.

Chart 4.1 . Gender distribution of respondents

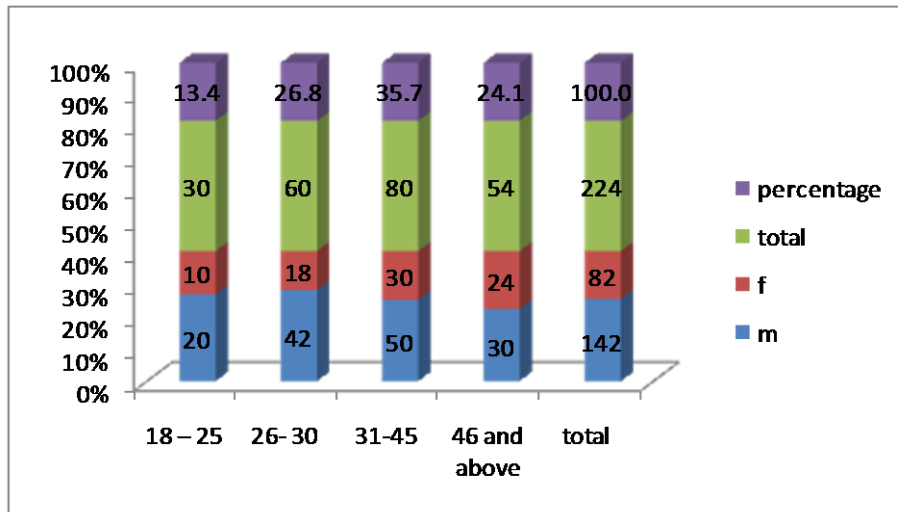


Source: field data 2018

4.1.2 Age distribution of respondents

The age distribution of respondents was analyzed and presented to enable generation of views according to different age categories regarding to road infrastructure maintenance in Bukonzo west constituency. The different age distribution of respondents is presented in graph 4.1.

Graph 4.1.Age distribution of respondents.



Source: Field data 2018.

As shown in graph 4.1, most respondents totaling to 80 respondents (35.7%) were aged 31 – 45. these were old enough to understand issues transpiring in local government and communities in view of road infrastructure maintenance. Basing on the graph4,1, 60 respondents (26.8) were aged 26 – 30. These were relatively young compared to these above 30 years and were likely to give information needed by the study depending on their level of involvement in local government activities and programs. More so, 54 respondents (24.1%) were aged 46 and above and were old enough to provide the required information to the study without imagining. The other 30 respondents (13.4%) were aged 18-25, and were the youths who frequently use community access roads to transact business and participate in active politics; hence their input was relevant to the study basing on their political positions. From the above findings, it has been discovered that the youths below 26 years are less involved in politics compared to the youth above 26 years. This has been due to the universal primary education and the universal secondary education policy that allow pupils' sustainability in schools.

4.1.3.Marital status of respondents.

The marital status of respondents comprised of the married, single, divorced, widowed, widower, and the never married. The marital status of respondents was so important because different marital status implied different interests and knowledge about road infrastructure

maintenance in their Sub Counties; hence, they helped in generating relevant views to the study.

Table 4.2.Marital status of respondents.

S/N	Marital status	Male	Female	Total	Percentage
1	Married	100	53	153	68.30
2	Single	10	5	15	6.70
3	Divorced	24	10	34	15.18
4	Widowed (ers)	3	4	7	3.15
5	Never married	5	10	15	6.69
	Total	142	82	224	100.00

Source: Field data 2018

According to the findings in table 4.2, respondents constituting 153 respondents (68.30%) were married. these had many responsibilities in the society including participating in decision making and were able to share information about road infrastructure with the researcher. the relevancy of their information to the study enriched the study. The higher number of married respondents is attributed to many factors among which was lack of employment, poverty leading to school dropout, early marriage and teenager pregnancy, among others.

Further findings also revealed that 34 respondents (15.18%) had divorced .This was due to domestic violence or poor road network, among others. However, this status did not constrain them from providing responses to the study in regard to road infrastructure maintenance. Respondents totaling to 15, (6.70%) were single. Some of them were in active service and others were politicians and their response about infrastructure road maintenance was vital to the study.

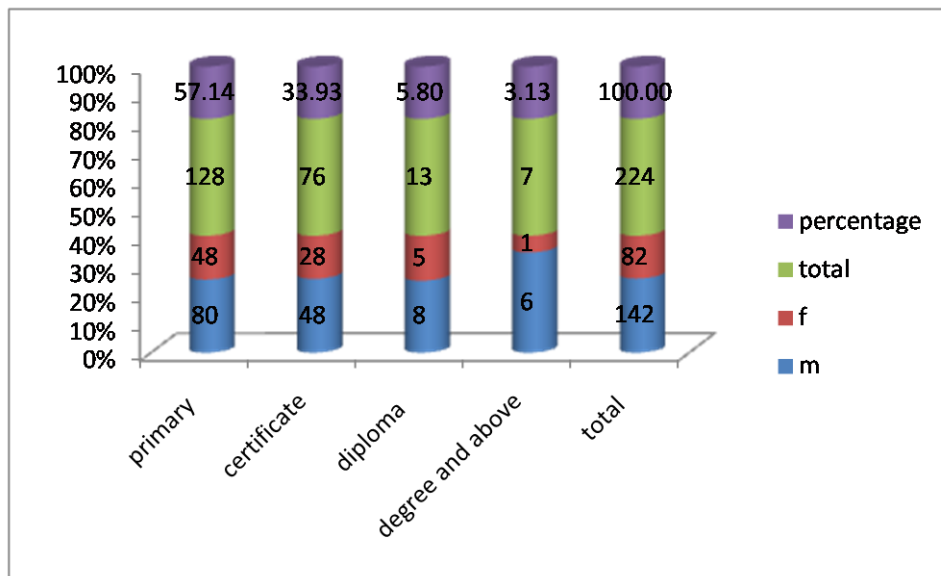
Other 15 respondents (7%) had never got married irrespectively of their ages. This was due to fear of providing basic needs to their dependents, and failure to get their best partner.

However, this did not stop them from providing information about road infrastructure maintenance to the study. 3 respondents (1%) were widowed and 4 respondents (2%) were widowers. however, their experiences in their life styles in terms of transport and communication helped the researcher to generate views on road infrastructure maintenance as required by the study. The involvement of different marital status categories helped to generate different data that was latter processed and analyzed to provide the required information to the study.

4.1.4. Level of education of respondents.

According to the study findings, the education level of respondents comprised of primary, certificate, diploma, and degree and above. Different levels of education implied different levels of perception and exposure to various interventions, thus helping in providing relevant information about road infrastructure to the study.

Graph 4.2 .Education level of respondents.



Source: Field data 2018.

As shown in the graph 4.2, a big number of respondents constituting 128 respondents (57.14%) never educated beyond senior three. This low level of education is attributed to poverty and the long distance moved by students to and from school along poor road network which all lead to high school dropout. Since most school drop outs were not employed by government, politics was their last options. However, they were able to share

ideas about road infrastructure maintenance with the researcher hence enriching the study. Other 76 respondents (33.93%) had acquired Uganda Certificate of Education and their reasoning about road infrastructure maintenance depicted their position in politics and their effectiveness to participate in decision making and monitoring of government projects.

Respondents totaling to 13 respondents (5.80%) had attained diploma in different fields of study including the ACDOs and some LC iii chairpersons, among others. Their level of education helped them to understand the purpose of the study and disclosed relevant information to the study. The other 7 respondents (3.13%) had attained bachelor's degree and above. this placed them to top level and middle level of management especially the sub-county chiefs and community development officers and were able to use their knowledge and skills of budget, monitoring to provide relevant information to the study.

Findings of education level of respondents revealed that the targeted categories of respondents determined their level of education. For example most councilors had low level of education and outnumber the CDOs and the sub county chiefs. Research also showed that most low educated people are not in active civil service as in politics. However, all categories of respondents provided critical information about road infrastructure maintenance to the study.

4.1.5. Position held by respondents.

Different positions and responsibilities were also presented to establish respondent's level of involvement in government interventions including road infrastructure development as shown in table 4.3.

Table 4.3.Positions held by respondents.

Position	Male	Female	Total	Percentage
Top management	5	1	6	2.68
Middle management	7	2	9	4.02
Lower management	130	79	209	93.30
Total	142	82	224	100.00

Source: Field data 2018.

Basing on the study findings in table 4.3, 209 respondents (93.30%) were lower managers (councilors). This big number resulted from the many parishes involved in the area of study, and their view about road infrastructure maintenance was comprehensive and vital to study. 9 respondents (4.02%) were the middle managers such as the CDOs, ACDOs and the sub accountants. This small number resulted from the positions and offices they occupied at sub-county level. Since the CDOs are the planners at sub county level, their views about road infrastructure development in the area of study enriched the study. Another significant position was the top management which constituted 6 respondents (2.68%) mainly the sub county chiefs, LC iii chairpersons from the three sub counties (Nyakiumbu, Bwera and Isango). These respondents provided technical information relevant to the study.

4.1.6. Experience of the respondents.

Research has disclosed that the experiences of different respondents vary according to the office and position held, for example politicians have got political power term limit (7 years) and it may be difficult to be in power for four to five terms, unlike the civil servants who are pensionable and permanently appointed.

Table 4.4. Experiences of respondents in their office

Number of years	Male	Female	Total	Percentage
0-5	113	78	191	85.27
06-09	28	3	31	13.84
11-15	1	1	2	0.89
16-20	0	0	0	0.00
21 and above	0	0	0	0.00
Total	142	82	224	100.00

Source: Field data 2018:

As shown in the table 4.4, research has disclosed that 191 respondents (85.27%) have less than six years in their offices and their number is the biggest. this could be due to the nature of their term of office especially councilors who are elected very after five years, and the newly employed civil servants. However, their views about road infrastructure maintenance were so relevant to the study. A total of 31 respondents (13.84%) had stayed in office for at most 10 years, especially the hard working, trust worth and transparent councilors, and civil servants. Their experiences in implementing government programs help them to generate s relevant views to the study. Only 2 respondents (0.89%) had served for at most 15 years and these were senior assistant secretaries (sub county chief) from two of the selected sub counties in Bukonzo west and their expertise in implementing government programs and policies especially road infrastructure maintenance provide the required information to the study.

Summary of bio data

S/N	Variable	Consonants	Male	Female	Total	Percentage
1	Gender		142	82	224	100.00
2	Age	18-25	20	10	30	13.4
		26-30	42	18	60	26.8
		31-45	50	30	80	35.7
		46and above	30	24	54	24.1
	Total		142	82	224	100.00
3	Marital status	Married	100	53	153	68.30
		Single	10	5	15	6.7
		Divorced	24	10	34	15.18
		Widowed	3	4	7	3.15
		Never got married	5	10	15	6.69
	Total		142	82	224	100.00
4	Education level	Primary	80	48	128	57.14
		Certificate	48	28	76	33.93
		Diploma	8	5	13	5.80
		Degree and above	6	1	7	3.13
	Total		142	82	224	100.00
5	Position in office	Top management	5	1	6	2.68
		Middle management	7	2	9	4.02
		Lower management	130	79	209	93.30
	Total		82	142	224	100.00
6	Experience	0-5 years	113	78	119	85.27
		6-10 years	28	3	31	13.84
		11-15 years	1	1	2	0.84
		16-20 years	0	0	0	0.00
		21 and above	0	0	0	0.00
	Total		142	82	224	100.00

Source: field data 2018.

Objective one:

4.2 The role of budget meeting on road infrastructure maintenance.

To address this research question, four questions were posed to respondents to assess the role of budget process on road infrastructure maintenance and their responses were as in table 4.5.

Table 4.5. Sub counties conduct budget meeting for their road maintenance.

S/n	Response	Male	Female	Total	Percentage
1.	Strongly disagree	0	0	0	0.00
2.	Disagree	0	0	0	0.00
3.	Agree	100	22	122	54.46
4.	Strongly agree	42	60	102	45.54
5.	I doubt	0	0	0	0.00
	Total	142	82	224	100.00

Source: Field data 2018:

As shown in table 4.5, 122 respondents. (54%) agreed that their sub counties conduct budget process for their road infrastructure maintenance implying that road maintenance is budgeted for; in addition, 102 respondents (46%) strongly agreed that their sub counties conduct budget process for their road infrastructure maintenance. Basing on table 4.5 above, none of the respondents neither doubted nor disagreed that her/his sub county conduct budget process for its road maintenance.

Table 4.6. Budget processes for road maintenance promote roads sustainability in my Sub County.

S/n	Response	Male	Female	Total	Percentage
1.	Strongly disagree	4	1	5	2.23
2.	Disagree	6	3	9	4.02
3.	Agree	80	2	82	36.61
4.	Strongly Agree	44	70	114	50.89
5.	I doubt	8	6	14	6.25
	Total	142	82	224	100.00

Source: Field data 2018:

In an oral interview conducted by the researcher, a bigger section of 114 respondents (50.89%) strongly agreed that budget process for road infrastructure maintenance promotes road sustainability in their sub counties because it involves community participation in setting priorities, hence owning the project for sustainability. The other 82 (36.61%) of the respondents agreed that budget process for road infrastructure maintenance promotes roads sustainability in their sub county. However, 9 respondents (4.02%) disagreed that budget process for road infrastructure maintenance promotes road sustainability in their sub county. And 5 respondents (2.23%) strongly disagreed, that budget process for road infrastructure maintenance promotes road sustainability in their sub county. Finally, 14 respondents (6.25%) doubted that budget process for road maintenance promotes roads sustainability in their sub county. They narrated that priorities are set by the people in power and the rich who budget in favor of their demands. It was therefore established from the study findings that most respondents are aware of the effects of budget meeting towards road sustainability in their sub county.

Table 4.7: Budget process for road maintenance reduce poverty in my sub county.

S/n	Response	Male	Female	Total	Percentage
1.	strongly disagree	0	0	0	0
2.	Disagree	8	10	18	8.04
3.	Agree	50	20	70	31.25
4.	Strongly agree	70	50	130	58.04
5.	I doubt	4	2	6	2.68
	Total	142	82	224	100.00

Source: Field data 2018.

According to the study findings in table 4.7, 30 respondents (58.04%) strongly agreed that budget process for road infrastructure maintenance reduces poverty in their sub county. Other 70 respondents (31.25%) also agreed that budget process for road maintenance reduce poverty in their sub county. all the above analysis revealed that road infrastructure maintenance is a tool for development in the area, hence roads should be maintained.

Some respondents totaling to 18 respondents (8.04%) disagreed with the statement that road maintenance reduces poverty in their sub county. while other 6 respondents (2.68%) doubted that road maintenance reduces poverty in their sub county, an indication that there are other factors responsible for poverty in their sub counties rather than road maintenance. However, in an oral interview conducted by the researcher, majority of the respondents constituting 200 respondents (89.29 %) disclosed that if roads in their sub counties are well maintained, poverty will reduce because during their participation in the community budget process, they do prioritizes road maintenance as a media of transporting goods of trade and agriculture produce.

Table 4.8.Budget process for road maintenance enhances road monitoring and evaluation in my Sub County.

S/n	Response	Male	Female	Total	Percentage
1.	Strongly disagree	0.00	0.00	0.00	0.00
2.	Disagree	0.00	0.00	0.00	0.00
3.	Agree	44	10	54	24.11
4.	Strongly agree	86	64	150	66.96
5.	I doubt	12	8	20	8.93
	Total	142	82	224	100.00

Source: Field data 2018.

Respondents constituting to 150respondents (66.96%) strongly agreed that budget process enhances road monitoring and evaluation in their Sub County, and 54 respondents (24.11%) agreed that budget process for road infrastructure maintenance enhances road monitoring and evaluation. While 20 respondents (8.93%) doubted whether budget process for road infrastructure maintenance enhances monitoring and evaluation.

Table 4.9.My Sub County plans for periodic road maintenance.

S/n	Response	Male	Female	Total	Percentage
1	Strongly disagree	0	0	0	00
2	Disagree	28	10	38	16.96
3	Strongly agree	50	28	78	34.82
4	Agree	60	42	102	45.54
5	I doubt	4	2	6	2.68
	Total	142	82	224	100.00

Source: Field data 2018.

Respondents constituting 102 respondents (45.54%) agreed that their Sub County plan for periodic road maintenance and 8 respondents (34.82%) strongly agreed that their Sub County plan for periodic road maintenance. While 38 respondents (16.96) disagreed that

their Sub County plan for periodic road maintenance, 20 respondents (8.93) doubted whether their Sub County plan for periodic road maintenance. This disagreement and doubt could have been due to lack of participation of community in the budget process.

Objective two:

4.3 The effect of resource allocation on roads infrastructure maintenance.

Table 4.10. Sub Counties allocate resources to its road infrastructure maintenance

S/n	Response	Male	Female	Total	Percentage
1.	Strongly disagree	0	0	0	0.00
2.	Disagree	0	0	0	0.00
3.	Agree	118	64	182	81.25
4.	Strongly agree	23	18	42	18.75
5.	I doubt	0	0	0	0
	Total	142	82	224	100.00

Source: Field data 2018.

In an oral interview, respondents were happy to be asked question related to their resources whose outcome will benefit them in future, and were able to reveal to the researcher. Basing on table 4.10, 82 respondents (81.25%) agreed that their sub counties allocate resources to its road infrastructure maintenance. Other 42 respondents (18.75% strongly agreed that their sub county allocates resources to its road infrastructure maintenance. None of the respondent neither disagreed nor doubted that their sub county allocates resources to road infrastructure maintenance. In view of the above, sub counties of Bukonzo west allocate resources to road infrastructure maintenance as revealed by all respondents.

Table 4.11.Sub Counties allocate enough resource for its infrastructure road maintenance.

S/n	Response	Male	Female	Total	Percentage
1.	Strongly disagree	90	50	140	62.50
2.	Disagree	30	20	50	22.32
3.	Agree	12	10	22	9.82
4.	Strongly agree	10	2	12	5.36
5.	I doubt	0	0	0	0
	Total	142	82	224	100.00

Source: Field data 2018.

Respondents were asked whether their Sub County allocates enough resources to road infrastructure maintenance, and different views were given as shown in table 4.11. Research findings showed that bigger section of respondents constituting 140 respondents (62.5%) strongly disagreed that sub counties allocate enough resources to road infrastructure maintenance. Most respondents narrated that when Local Government send money to lower local Government, planners use most of the money in projects that benefit them as individuals and allocate little money to road infrastructure maintenance. 50 respondents (22.32%) disagreed that their sub counties allocate enough resources to their road infrastructure maintenance. However, 22 respondents (9.82%) agreed that Sub counties allocate enough resources to their road maintenance. Other 12 respondents (5.36%) strongly agreed that their sub counties allocates enough resources to its road maintenance.

Table 4.12. Funds allocated to road maintenance in my sub county are properly used.

S/n	Response	Male	Female	Total	Percentage
1.	Strongly disagree	20	10	30	13.39
2.	Disagree	56	24	80	35.71
3.	Agree	40	30	70	31.25
4.	strongly Agree	16	10	26	11.61
5.	I doubt	10	8	18	8.04
	Total	142	82	224	100.00

Source: Field data 2018.

As shown in table 4.12, 80 respondents (35.71%) disagreed that funds allocated to road maintenance in their sub county are properly used. Other 30 respondents (13.39%) strongly disagreed that funds allocated to road maintenance in their sub county are properly used. However, 70 respondents (31.25%) agreed that funds allocated to road infrastructure maintenance in their sub county are properly used. Other 26 respondents (11.61%) respondents strongly agreed that funds allocated to road infrastructure maintenance in their sub county are properly used. Respondents totaling to 18 respondents (8.04%) doubted whether funds allocated to road infrastructure maintenance in their sub county are properly used.

Table 4.13.Resource allocation to road infrastructure maintenance promotes road sustainability in my sub county

S/n	Response	Male	Female	Total	percentage
1.	Strongly disagree	10	5	15	6.70
2.	Disagree	20	18	35	15.60
3.	Agree	70	40	110	49.11
4.	Strongly agree	39	18	57	25.40
5.	I doubt	3	4	7	3.13
	Total	142	82	224	100.00

Source: Field data 2018.

Respondents constituting 110 respondents (49.11%) agreed that resource allocation to road infrastructure maintenance promotes road sustainability in their sub counties. Other 57 respondents (25.40%) strongly agreed that resource allocation to road infrastructure maintenance in their sub county promotes road sustainability. Research findings showed that 35 respondents (15.6%) disagreed that resource allocation to road infrastructure maintenance promotes road sustainability. However, 7 respondents (3.13%) doubt whether resource allocation to road maintenance promotes roads sustainability in their sub county.

Table 4.14. My Sub County allocates road infrastructure maintenance to skilled personnel

S/n	Response	Male	Female	Total	Percentage
1.	Strongly disagree	30	18	48	21.43
2.	Disagree	15	14	29	12.95
3.	Agree	60	40	100	44.64
4.	Strongly agree	35	10	45	20.09
5.	I doubt	2	0	2	0.89
	Total	142	82	224	100.00

Source: Field data 2018.

Basing on table 4.14, 100 respondents (44.64%) agreed that road maintenance in their sub county is allocated to skilled personnel. This was revealed by the local people and councilors who witnessed the advert for bidding or apply for contract to rehabilitate access roads in their Sub Counties, because the tender system/bidding allows the selection of the best tenderer basing on experiences and other good qualities. However, 48 respondents (21.43%) disagreed that roads maintenance is allocated to skilled personnel. this was revealed basing on the bad condition of roads in the sub counties of Nyakiumbu, Bwera and Isango. On the other hand, 45 respondents (20.9%) strongly agreed that road maintenance in their sub county is allocated to skilled personal. Other 29 respondents (12.95%) strongly disagreed that road maintenance in their sub county is allocated to skilled personal. In another way, 2 respondents (0.89%) respondents doubt whether roads maintenance in their sub county is allocated to skilled personal. maybe they are not included in budget for road maintenance. In view of the above, the majority of the allocated to skilled personal.

Table 4.15. My sub county diverts money meant for road maintenance

S/n	Response	Male	Female	Total	Percentage
1.	Strongly disagree	60	40	100	44.64
2.	Disagree	40	35	75	33.48
3.	Agree	22	7	29	12.95
4.	Strongly agree	20	0	20	8.93
5.	I doubt	0	0	0	0
	Total	142	82	224	100.00

Source: Field data 2018.

According to table 4.15, 100 respondents (44.64%) strongly disagreed that their sub county divert money meant for its road maintenance. in other words money is used according to its activity. In addition, 75 respondents (33.48%) respondents disagreed that money meant for road maintenance in their sub county is diverted to other activities.

However, 29 respondents (12.95%) agreed that money meant for road maintenance in their sub county is diverted for other purposes. And the other 20 respondents (8.93%) strongly agreed that money meant for road infrastructure maintenance is diverted to other activities in their sub county. In the general analysis, respondents showed that money meant for road maintenance in sub counties is properly used.

Objective three:

4.4 The effect of accountability on road infrastructure maintenance.

To address the above research question different responses were given in view of accountability and road infrastructure maintenance as shown in the table below.

Table 4.16. Road contractors in my sub county properly account for funds allocated to road maintenance.

S/n	Response	Male	Female	Total	Percentage
1.	Strongly disagree	58	24	82	36.61
2.	Disagree	32	20	52	23.21
3.	Agree	30	20	50	22.32
4.	Strongly agree	10	10	20	8.93
5.	I doubt	12	8	20	8.93
	Total	142	82	224	100.00

Source: Field data 2018.

In an oral interview submitted to respondents by the researcher, a bigger section of 83 respondents (36.61%) strongly disagree that road contractors accounts for funds allocated to road maintenance their sub counties. In view of this, respondents narrated that the do witness the launching of some projects but their commissioning and hand over is not done or done behind cattens. In addition, 52 respondents (23.21%) disagreed that road contractor's account for funds allocated to road maintenance i their sub county. However, 50 respondents (22.32%) agreed that road contractors in their sub county account for funds allocated to road maintenance in their sub county. Respondents totaling to 20 respondents (8.93%) strongly agreed that road contractors properly account for funds allocated to road maintenance in their sub county.

The least number of respondents constituting 20 respondents (8.93%) doubted whether contractors if roads maintenance in their sub county properly account for funds allocated to road maintenance or not. In general, basing on findings in table 4.15, the majority of the respondents at least disagreed that road contractor's accounts indication that roads may be poor through they are budgeted for.

Table 4.17. Sub counties allocated little money for road maintenance.

S/n	Response	Male	Female	Total	Percentage
1.	Strongly disagree	0	0	0	0
2.	Disagree	14	6	20	8.93
3.	Agree	40	19	59	26.34
4.	Strongly agree	85	55	140	62.50
5.	I doubt	3	2	5	2.23
	Total	142	82	224	100.00

Source: Field data 2018.

As shown in table 4.17, respondents constituting 140 (62.5%) strongly agreed that their sub county allocates little money to road maintenance. most of these could be councilors who only see or look into the sub county development plan during council sessions. In addition, 59 respondents (26.34%) out of 224 agreed that road maintenance is allocated little money by their sub county. However, 20 respondents (8.93%) disagreed that little money is allocated to road maintenance by their sub county. these could be the top managers who fear to be reprimanded. In another way, 5 respondents (2.23%) bdoughted the allocation of enough money road maintenance by their sub county.

Table 4.18: Proper Accountability for funds for road maintenance promotes road maintenance in my sub county.

S/n	Response	Male	Female	Total	Percentage
1.	Strongly disagree	0	0	0	0
2.	Disagree	0	0	0	0
3.	Agree	90	70	160	71.43
4.	Strongly agree	38	9	47	20.98
5.	I doubt	14	3	17	7.59
	Total	142	82	224	100.00

Source: Field data 2018.

Research finding showed that 160 respondents (71.43%) agreed that proper accountability for funds allocated to promotes road maintenance in their sub county. In addition, 47 respondents (2.98%) strongly agreed that proper accountability for funding allocated to road maintenance promotes road maintenance in their sub county However, 17 respondents (7.59%) doubted whether it is proper accountability that promotes road maintenance. Furthermore, none of the 224 respondents disagreed with the question that proper accountability promotes road maintenance. In view of this, it evident that proper accountability for funds allocated to road maintenance for funds allocated to road maintenance promotes road sustainability.

Table 4.19. Corrupt road contractors in my sub county are reprimanded by my sub county authority.

S/n	Response	Male	Female	Total	Percentage
1.	Strongly disagree	80	50	130	58.04
2.	Disagree	30	20	50	22.32
3.	Agree	7	4	11	4.91
4.	Strongly agree	5	3	8	3.57
5.	I doubt	20	5	25	11.16
	Total	142	82	224	100.00

Source: Field data 2018.

From the study findings, it was strongly established by 130 respondents (58.04%) that corrupt road contractors are not reprimanded the sub county authorities. in addition, other 50 respondents (22.32%) also disagreed that corrupt road contractors are reprimanded by their sub county authority. this disagreement may disclose that there may be connivance of road contractors with sub county top managers to embezzle funds allocated to road maintenance. However, 25 respondents (11.16%) doubted whether corrupt road contractor care reprimanded by their sub county authority. Respondents totaling to 11 respondents (4.91%) agreed that corrupt road contractors are reprimanded by their sub county authority. More so, 8 respondents (3.57%) agreed that corrupt road contractors are reprimanded by their sub county authority. The fact that most respondents have urged that corrupt road contractors authority corruption as a vice exist amongst road contractors.

Summary of objectives' findings:

Objective one: The role of budget process on road infrastructure maintenance.

Items.	strongly disagree		disagree		agree		strongly agree		i doubt	
	total	%	total	%	total	%	total	%	total	%
My sub county conducts	0	0	0	0	122	54.46	102	45.54	0	0

budget process for its road maintenance.										
Budget process for road maintenance promotes road sustainability	5	2.23	9	4.02	82	36.61	114	50.89	14	6.25
Budget process for road maintenance reduces poverty	0	0.00	18	8.04	70	31.25	130	58.04	6	2.28
My Sub County plan for periodic infrastructure road maintenance.			38	16.96	78	34.82	102	45.54	6	2.68
Objective two: The role effect of resource allocation on road infrastructure maintenance.										
My sub county allocates resource for its road maintenance	0	0.00	0	0.00	182	81.25	42	18.75	0	0.00
My sub county allocate enough resource for its road maintenance	140	6.25	50	22.32	22	9.82	12	5.36	0	0.00
Funds allocated to road maintenance in my sub county are properly used.	30	13.39	80	35.71	70	31.25	26	11.61	18	8.04
Resource allocate to road maintenance promotes road sustainability.	15	6.70	35	15.60	110	49.11	57	25.40	7	3.13
My sub county allocates road maintenance to skilled personnel	48	21.43	29	12.95	100	44.64	45	20.09	2	0.89
Objective three the effects of accountability on road infrastructure maintenance.										
Road contractors in my sub county account for funds allocated to road	82	36.61	52	23.21	50	22.32	20	8.93	20	8.93

maintenance										
My sub county allocate little money for its road maintenance	0	0.00	20	8.93	59	26.34	140	62.50	5	2.23
Proper accountability for funds for road maintenance promotes road maintenance in my sub county	0	0.00	0	0.00	160	71.43	47	20.98	17	7.59
Corrupt road contractors in my sub county reprimanded by my sub county authority.	130	58.04	50	22.32	11	4.91	8	3.57	25	11.16

CHAPTER FIVE

DISCUSSION, CONCLUSION AND RECOMMENDATIONS

OF THE FINDINGS.

5.0. Introduction.

This chapter presented a number of pertinent issues regarding discussion, conclusion and recommendations from the study findings in chapter four. the proceeding section of this study report dealt at length with addressing study questions basing on the study objectives namely, to assess the role of budget process on road infrastructure maintenance, to establish the effect of resource allocation on road infrastructure maintenance, to assess the effect of accountability on road infrastructure maintenance.

5.1 Discussion of the findings.

Objective one: the role of budget process on road infrastructure maintenance in the Sub Counties of Bwera, Nyakiyumbu and Isango

Basing on study finding, it has been evident that sub counties in Bukonzo west conduct budget process for their road infrastructure maintenance, which is a good budgetary decision to a dress gaps in the transportation of goods and services in lower local governments. This is in agreement with the Local Government Act (1997) which asserts that the Uganda's fiscal decentralization policy devolves a number of functions, roles and responsibilities to district and other lower levels of local government, among these responsibilities are budgeting for projects and programs aiming at enabling leaders to improve the level of service delivery.

Basing on Marfaw (2011),who asserts that project managers, Agencies and recipient communities should construct a conceptual frame work to monitor the performance of internally and externally-assisted infrastructure projects in building their own sustainability, It has been established that budget process for road maintenance promotes road

sustainability in Sub counties of Bukonzo west. To a bigger extend, analysis has shown that road sustainability can be achieved by observing traffic rules and regulations. Further depth analysis showed that budget process for road maintenance enhances participatory monitoring and evaluation of roads and other interventions, multi sectoral-multi stakeholder's linkage and co-operation towards road infrastructure maintenance. This clearly showed the role of budget process on road infrastructure maintenance.(Local Government Act, 1997).

Research findings have revealed that budget process for road infrastructure maintenance reduces poverty among community members. This was testified by the majority of respondents constituting 130 respondents (58%) who strongly agreed that budget process for road infrastructure maintenance influences trade in the community leading to and reduced household poverty. This was in agreement with the Brigham and Ehrhard (2011) who asserts that complex relationship between a good strategic implementation plan and the implementation needed enhances road maintenance in the market place. Research has also found out that unless there are periodic budget process for road maintenance by both councilors and sub county technical staff, roads will remain poor, and poverty will strike the citizens. This matches with the PEAP (2002) which emphasizes participatory poverty assessment and the National service delivery which emphasizes estimating how much money/resource will be available for local Governments to spend. In regard to the above, a community participatory meeting was conducted to plan for Bwera- Mithimusanju road maintenance.

As shown in plate 1 below, the bad state of Bwera- Mithimusanju road reflects most roads in Bwera Sub County

Plate 1, State of most roads in Bukonzo west, a case of Kasanga –Mithimusanju road.



Plate 2. Communal road maintenance on Bwera- Mithimusanju road



As shown in plate 2 above, a system of communal road maintenance is implemented on Bwera-Mithimusanju road which has been damaged by running water falls that has hindered the transportation of Agricultural produce to the market centers.

Objective two: The effect of resource allocation on road infrastructure maintenance in Bukonzo west.

It has been established from the research findings that sub counties in Bukonzo west allocate resources to road infrastructure maintenance. These good practices are geared towards promoting road maintenance. This findings is in agreement with Gareth,(1994) who asserted that communities expect that government resources are to be used efficiently in providing the highest levels of public services. In this view, 182 respondents (81.25%) agreed that their sub counties allocate resources to road infrastructure maintenance. According to financial records from Isango sub county development plan, three million one hundred forty seven thousand fifty five shillings (3,164,755=) was allocated to road maintenance for 2016/2017, and the same amount for 2017/2018 financial year. In Bwera sub county,

records showed that for the year 2016/2017 financial year, three million fourteen thousand four hundred fifty six shillings (3,014,456=) only was budgeted for road maintenance as it was uniform for 2017/2018. Whereas in Nyakiumbu sub county, road infrastructure maintenance was allocated shillings five millions only (5,000,000=) for 2016/2017 financial year, and shillings five million five hundred thousand shillings only (5,500,000=) for 2017/2018 financial year. It has been evident that although sub counties allocate resource to infrastructure maintenance, money allocated to road infrastructure maintenance is not enough as cited by 140 respondents (63). This was made clear even in an interview where respondents orally disclosed that road contractors in their sub counties always leave roads half way maintained or 75% complete due to limited funding. Another finding was established during survey of Kalehe – Kasanga and Kasanga – Kisaka II foot bridge in Bwera Sub County where the researcher witnessed an incomplete bridge on river Kalehe and river Kyanzi respectively which resulted from the little money allocated to its construction (Three million shillings only) (3,000,000=). After establishing financial records for road maintenance in Bwera sub county. In Nyakiumbu sub county, a survey was conducted on Katholhu –Kyanzi fishing ground road, and observed that the five million five hundred thousand shillings only allocated to that road maintenance was so little that the road was not completed. Field survey further established that the funds allocated to Kyampara – Kamukumbi road maintenance (1,200,000=) was not enough to construct water channels and bridge across river Mpondwe to link the two villages. In view of the above, it has been established that sub counties allocated little money to road infrastructure maintenance leading to shoddy work done by road contractors and poor road network. However, this could have been due to limited funding from central government and the conditions attached to grants, limited revenue base in Sub Counties, and poor prioritization of aids to trade and development.

Plate 3. Community Access Road in Nyakiyumbu Sub County manually maintained by local residents



The delay and re- allocation of funds meant for road maintenance in Nyakiyumbu Sub County has influenced community members to communally use manual tools to maintain their access roads.

Plate 4, Incomplete, small, curved bridge on river Kalehe-Bwera Sub county.



As shown in plate 4 above, the researcher, visited the bridge on River Kalehe Bwera Sub County which was half way constructed as a measure to replace the weaker, wooden bridge shown in plate 5 below.

Plate5,The weak ,spoilt bridge on river Kalehe Bwera Sub County.



Objective three: The effect of accountability on road infrastructure maintenance in the Sub counties of Bukonzo west.

Documentary source has revealed that unless financial managers at the Sub County spend money and other resources allocated to road infrastructure maintenance according to financial regulations, roads in Bukonzo west will remain poor and poorer. This was in agreement with the District Public Accounts Committee Kasese District Local Government audit reports for the last three financial years which pointed out several financial irregularities especially under works, management and production among which were;- source spending, a qualification audit report given to sub County Chiefs ,with corrective hints. Research findings showed that resource allocation to road maintenance promotes road sustainability. This was cited by 110 respondents (49.11%) who compared budget estimates and roads of Mpondwe Town Council with that of their sub county where big budgets of Town Council made good quality roads where as small sub county budgets have failed to maintain and sustain community access roads.

It has been established that however little money sub counties allocate to road infrastructure maintenance, no monies is diverted to other activity by the planners. This could be the reason why 100 respondents (44.64%) strongly disagreed that money meant for road maintenance in their sub counties is diverted for other projects. May be it could have been during the implantation of the project by the road contractors. This research study has found out that road infrastructure maintenance in sub counties is allocated to skilled personnel. This was revealed by the records of procurement process and contract award documents where potential bidders applied for road maintenance in sub counties and the best bidder was awarded contracts basing on expertise and qualifications (Majeruda contractors and Bwaka company limited). This documentary source was also supported by 100 respondents (44.64%) during research study. Basing on Kagaire (2007), effective financial management ensures that there are funds to implement the policies made. In this regard, research study has revealed that road contractors in sub counties of Bukonzo west don't account for funds allocated to road maintenance. This was cited by 82 (36.61%) respondents who claimed that road contractors don't publically launch and commission road construction. The evaluation of work done/road quality remains a no one's question. a case in Nyakiyumbu Sub County where community Access Infrastructure Improvement Program contractors did not co-

ordinate with councilors in implementing road construction project and the work done was of low quality. Whereas in Bwera and Isango sub counties, the case was the same with the Majeruda contractors. Hence leaving a gap in road infrastructure maintenance.

Research findings have revealed that proper accountability for funds allocated to road maintenance promotes road maintenance in sub counties. This was cited by 160 respondents (71.43%) who testified that when proper accountability is made, the public is motivated to participate in maintaining their projects as well as convincing the funders to add more support to road maintenance. This is in agreement with Ritu (2007) who asserted effective accountability management help Lower Local Governments to transform their local areas into a better place.

Study findings disagreed with the World Bank Report (2004) on tracking public expenditures in road infrastructure service delivery which admits that participatory expenditure tracking system promotes public accountability and service delivery both at District and at lower local government levels. To disagree with this theory, It has been established that corrupt road contractors in Bukonzo west are not reprimanded by the sub county authorities who usually monitor them. This was disclosed by 130 respondents (58.04%) who asserted that even when the contractors publically embezzle resources meant for road construction like fuel, cement, iron bars among other, and are reported to the top managers at the sub county, no response is made. There is suspected connivance of top managers with the contractors. This bad practice has compromised the quality of roads infrastructure in Bukonzo west Kasese District. The same findings was in disagreement with the Uganda Budget Act (2001) which admits that management of Organizations has the obligation to plan, organize, control and direct the use of limited resources in an effective and efficient way.

Plate 6, the researcher and the Sub Accountant Assistant of Isango Sub County establishing how much was allocated to road maintenance in the Sub county Development Plan.



5.2 Conclusion.

Objective one: The role of budget process on road infrastructure maintenance

From the study findings in sub counties of Bwera, Nyakiumbu and Isango, it has been concluded that periodic budget process for road infrastructure maintenance enhances road monitoring and evaluation, road sustainability and reduces house hold poverty in Bukonzo west. This was in agreement with Moris (2006) who asserts that budget for services and projects provided by local communities ensures road infrastructure maintenance and sustainability through the establishment and integration of such plans during project programming phase.

Objective two: The effect of resource allocation on road infrastructure maintenance.

Allocating enough resources to road infrastructure maintenance promotes road maintenance. However, it has been concluded that Sub counties of Bukonzo west do allocate little resources to their road infrastructure maintenance; this bad practice has compromised the quality of roads. This is in agreement with Ehrhard (2001) who asserts that having clear defined project goals supported with enough resources reflect the needs of stake holders to achieve overall vision of the project as well as creating a successful project.

Objective three: The effect of accountability on road infrastructure maintenance

Proper accountability for resources allocated to road maintenance in sub counties of Bukonzo west promotes road sustainability, employee retention, and influences community road ownership and more support to road maintenance. This is in agreement with Kagaire (2007), who admits that councilors and other officials have a duty to ensure that monies and other resources are managed carefully, transparently and honestly because good road infrastructure maintenance is a key to service delivery. However, the delay in release of funds for road maintenance from central government, allocation of little money to road infrastructure maintenance, poor accountability for funds allocated to road maintenance and failure to reprimand corrupt road contractors has compromised the sustainability of road infrastructure in Bukonzo west, Kasese District.

Although many sub counties in Kasese district are likely to retain fairly centralized in the near term, few imaging realities have collectively generated a growing interest in developing or reviewing Local Government's economic budget where local governments have not been successfully in promoting adequate road infrastructure maintenance. Although there has been periods of strong performance in Bukonzo west during the past decades, many sub counties were un able to implement their budget to deliver their services (World Bank, 2000 Cap 5).

Hypothetically, it has been established from the study findings that there is strong relationship between budgeting and road infrastructure maintenance. In other words budgeting has to a large extent promoted road infrastructure maintenance in Bukonzo west Kasese District. Therefore, the hypothesis is alternative.

5.3 Recommendations

On the basis of study findings, the researcher recommended the following.

Objective one: The role of budget meeting on road infrastructure maintenance.

The researcher recommends that Sub counties in Bukonzo west should sustain conducting periodic budget process for local projects and implement the resolutions made in those meeting for effective and efficient grass root service delivery. This is in agreement with Moris, P(2006) who admitted that budget for services and projects provided by the local communities ensures road infrastructure maintenance and project sustainability through the establishment and integration of such plans during project programming phase.

Objective two: The effect of resource allocation on road infrastructure maintenance.

The Sub county Technical Budget staff and the politicians in Bukonzo west should jointly participate in identifying resource base and mobilize resources to supplement the little resources allocated to their road infrastructure maintenance as well as implementing other projects and policies. This matches with PEAP,(2002) which emphasizes participatory poverty assessment and the National service delivery survey which emphasizes estimating how much resources will be available for local governments to spend. In the same way,

Kagaire, (2007) asserts that without funds to implement policies and project activities, Councilors and implementers will not make a difference or serve their communities well.

Objective three: The effect of accountability on road infrastructure maintenance.

There is need for a malt sect oral-malt-stake holder linkage geared towards strengthening institutions and organization to effectively monitor and evaluate all levels of public projects as well as advocating for public accountability for public resources and reprimand of corrupt officials. Financial managers at sub county level should be given capacity building in areas of modern finance management techniques so as to keep a breast with international standards in financial management and for efficient and affective road infrastructure maintenance as well as promoting faithfulness in all did and bottlenecking source spending. This is in agreement with Kagaire, (2007) who asserts that councilors and other officials have a duty to ensure that monies and other resources are managed carefully, transparently and honestly

5.4 Suggested areas for further study

The researcher suggested that further study should be made on resource allocation and road infrastructure maintenance, corruption and road infrastructure maintenance in Bukonzo West Constituency; because research findings disclosed that even though money was allocated to road maintenance in sub counties of Bukonzo west, roads are still poor. This could have been due to road contractors misusing road funds or money being so little that it could not accomplish road maintenance.

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APPENDIX 1

QUESTIONNAIRE

I am Masereka Kayugha Asasio, a student of Kampala international university, offering a degree of master in public administration and management. I am carrying out a research on budgeting and road infrastructure maintenance in the selected sub counties of Nyakiumbu, Isango and Bwera in Bukonzo west Kasese district local government in partial fulfillment of the award of a degree of master in public administration and management.

This study is carried out for academic purposes and all data you will give will be treated with a lot of confidentiality and may only be released on demand with permission.

I therefore request you to voluntarily participate in this research by answering the questionnaire provided to you in time. Your responses will be appreciated.

Thank you very much.

SECTION A: Bio data:

Instructions: May you please tick appropriately where applicable.

1. Gender:

Male ☐, female ☐,

2. Age brackets: 18-25 ☐, 26-30 ☐, 31-45 ☐, 46 and above ☐

3. Marital status:

Married ☐, single ☐, divorced ☐, widowed ☐, widower ☐ never married ☐ .

4. Level of education: primary ☐, certificate ☐, diploma ☐, degree and above ☐

5. Religion: catholic ☐ , protestant ☐ , Muslim ☐ , ☐A , ☐gain ,
others..... specify ☐

6. Position/occupation; top level management ☐ , middle level management ☐ , lower level management ☐

7. Experience: 0-5 years ☐ , 6-10 years ☐ , 11-15 years ☐ , 16-20 years ☐ 21 and above ☐

8. Instructions. May you please answer the questions below by choosing from the rating scale below and tick appropriately the corresponding number in the box provided against the question

9. The rating scale is:

5- I doubt

4-Strongly agree

3-Agree

2-Disagree

1-Stringly disagree

S/n	Items	1	2	3	4	5
10.	SECTION B: Objective one: The role of budget process on road infrastructure maintenance.					
11.	My sub county conducts budget process for its road maintenance.					
12.	Budget process for roads promotes road sustainability in my sub county.					
13.	Budget process for road maintenance reduces poverty in road maintenance.					
14.	. Budget process for road maintenance enhances road monitoring and evaluation in my sub county.					
15.	My sub county plan for periodic road maintenance					
	Objective two. Objective two. The effect of resource allocation on road infrastructure maintenance.					
16.	My sub county allocates resources for its road maintenance.					
17.	My sub county allocates enough resources for its road maintenance					
18.	Funds allocated to road maintenance in my sub county are properly used.					
19.	Resource allocation to road maintenance promotes road sustainability in my sub county.					
20.	My sub county allocates road maintenance to skilled personnel					
21.	My sub county diverts money meant for road maintenance.					
	SECTION D-----: Objective three. The effect of accountability on road infrastructure maintenance.					
22.	Road contractors in my sub county account for funds allocated to road maintenance.					
23.	My sub county allocates little money for road maintenance					

24.	Proper accountability for funds for road maintenance promoter's road maintenance in my sub county.					
25.	Corrupt road contractors are reprimanded by my sub county authority					

Thank You Very Much.

APPENDIX 2

AN INTERVIEW GUIDE

Objective one: the role of budget process on road infrastructure maintenance in Bukonzo west Kasese.

1. How often do you meet for road maintenance?
2. Does your Sub County invite you for budget process?
3. Why do your sub county plan for it's road maintenance?
4. Which category of people are considered in budget for road maintenance in your sub county?

Objective two: the effect of resource allocation on road infrastructure maintenance in Bukonzo west Kasese District.

5. How much money does your sub county allocate to it's road maintenance?
6. What projects do your sub county plan for?
7. What is the condition of roads in your sub county?
8. In your own opinion, why do you think roads in your sub county are poor yet money is allocated for it's road maintenance?
9. In your opinion, why do you think money allocated to road maintenance in your sub county does not accomplish road maintenance?

Objective three: the effect of accountability on road infrastructure maintenance in Bukonzo west Kasese.

10. What is your role in road infrastructure maintenance in your sub county?
11. Who monitor and supervises roads in your Sub-County?
12. What do you do when your roads are poorly repaired and maintained?
13. What may happen if roads in your sub county are not maintained?
14. Why do people poorly use and damage roads in your sub county?
15. Which agency is used to maintain roads in your sub county?
16. Why does your sub county allocate resources for it's road maintenance?
17. In your own opinion, why is accountability for money necessary in road maintenance?

18. How is accountability for road maintenance done in your subcounty?

Thank you very much may God bless you.