

Determinants of the Uptake of Infrastructure Projects in Kenya: A Case of Mombasa County, Kenya

Catherine Karimi Njiru

Abstract: This research project was about the uptake of infrastructural projects in Mombasa County. Since the introduction of devolution in Kenya, a lot has changed in the way infrastructural projects development is undertaken, necessitating the undertaking of this study. The study was guided by four objectives: the influence of politics on uptake of infrastructural projects, the influence adequate funding, stakeholder involvement as well as the role of the county contractors. A survey of literature was done mainly on the existing publications regarding infrastructural projects both at the national and county level and it was evident the uptake of infrastructural projects in Kenya and all over the world has been impacted either positively or negatively by politics, funding, stakeholder involvement and the role of contractors as the implementing agencies. The literature review also brought out the need to ensure and source for adequate funding to ensure that the projects are completed within schedule and the standards of the project maintained. Previous literature also emphasized the need for stakeholder participation throughout the project process as well as ensuring that the contractors who implement the project have been selected through a fair process and they have the adequate technical and human resource capacity to undertake the project. A conceptual framework shows the relationship between the independent and the dependent variable. The major literature gaps is that counties have been in existence for a period of only five years. The research design used is descriptive research with a sample size of 123 respondents drawn from the county economic and planning department, the county transport and infrastructure department and the trade and investment ministry. The respondents also included members of the Mombasa County assembly both elected and nominated, the ward representatives as well as a selection of registered business community at the Portreitz ward in Mombasa County. The sampling techniques used was disproportionate stratified sampling. The study employed descriptive research design with open and closed ended questionnaires being the used as they are fast, convenient, and also help to eliminate the biasness of the researcher and provides the desired privacy. The data collection instrument was tested for validity and reliability before being used in the actual investigation. The data has been analysed using statistical packages for social sciences (SPSS) version 21 to generate frequencies, percentages, and standard deviations. From the data analysis it is evident that the four independent variables have an impact on the uptake of infrastructure projects in Mombasa County. Inferential statistics indicated there is a strong positive correlation between the independent variables with adequate financing, stakeholder's involvement and role of contractors being represented by $(r=0.825, p<0.05)$, $(r=0.774, p<0.05)$, $(r=0.867, p<0.05)$, respectively and politics obtaining a strong negative correlation of $(r=-0.878, p<0.05)$. The summarized finding and conclusions were as per the data obtained from the respondents and the recommendations were on the need to ensure that infrastructural projects are economic projects and therefore should be separated from negative politics, should be allocated enough budget at the county budget, should ensure that the contractors entrusted with the implementation are professionals and have the ability to deliver quality projects.

Keywords: uptake of infrastructural projects, politics, adequate funding, stakeholder involvement, contractors' competency.

Introduction

1.1 Background of the Study

Infrastructural development is important in increasing a nation's economic growth and the reduction of poverty. Studies ranging from Barro (1988) to, and Caselli (2015) and many other scholars analysed this relationships between infrastructural development and economic growth and a consensus was achieved around the idea that basic infrastructure facilities are significant features related to economic growth and performance of any county. There has been no rigidly defined definition of infrastructures, but they can be defined in a broad Socio-economic sense so as to encompass different systems such as airports, railways, power plants, social assets like hospitals, prisons, and schools. It can also be defined to include economic services such as electricity,

gas, telecommunications, and water and transport works all of which are important in the economic growth of a country.

With infrastructure development being termed as the sole feature that can spur the economic ability of a nation, the world most developed economies like Hong Kong and Singapore have for decades invested heavily in the development of their nations infrastructural network and this has made them to be considered as great economies with first class infrastructural facilities Ehlers (2014). These countries after achieving their infrastructural desired capacity have resulted to funding infrastructures in other countries that are less developed or developing like Asian and some African countries. Developing continents and more specifically Africa, has also undergone a quiet revolution in the development of soft infrastructures especially the information and communication technologies over the last ten years. The World Bank (2006) reported that investors have ingested over \$25 billion in the ICT sector only between the years 1995-2005 resulting in a rapid expansion of the ICT sector with Africa's use of ICT going up by over 20% ownership of a mobile phone within the 10 years compared to 1% in the 1991.

The World Bank (2006) further noted that the lack of and under development of infrastructure is a major obstacle to growth and development and resulted to low level of intra-African trade and trade with other regions. Considering that Africa accounts for 12% of the whole world population but is only able to generate a mere 1% of global GDP and only 2% of world.

In year 2006 the world bank group began to address some of the gaps and constraints in the communications infrastructure in Africa through policy investments with the goal to improve the quality and delivery of ICT across the region. Thus, improving the daily lives of the people of Africa and helping to support the continents industries and economic development. It is in regard to this that many governments in Africa have taken upon themselves the development of these infrastructural projects and even incorporating other development partners with the aim of eliminating the difficulties that were being faced by these citizens as a result of a lack of a well-developed infrastructural system. This has led to a speedy infrastructure transformation in the continent over the past years.

The uptake of these projects in the first world countries are quite high compared to the projects in Africa, South America and Asia. Kenya's like many developing countries around Africa top developmental challenges continues to be the lack of physical infrastructure, inefficient economic activities, inefficiency and lack of competitiveness due to inadequate and underdeveloped transport, communication, water and power infrastructure which are the major classes of physical infrastructures in a country that facilitates growth. Before the promulgation of the new constitution 2010, Kenya was implementing infrastructural projects using local authorities transfer fund LATF from the central government and several projects were implemented since inception of the fund. After the promulgation, the national and county governments in Kenya are currently providing the country infrastructures with few infrastructural projects being left the private sector. To try and curb its development deficiencies Kenya launched in 2008, the Vision 2030 strategy which ultimately aims to transform Kenya in to a industrializing, middle income country by year 2030 with an ambitious pace of 10% growth per year.

A report released by Chris heath core (2015) noted that Kenya must spend at least shillings 969 billion every year for it to meet its infrastructural needs. However, in 2017 the amount to be spent on infrastructure is shillings 520 billion against a need of the planned shillings 620 billion which are both below the annual infrastructural needs of sh.969 billion. At the county level, the county planning ministry for the year 2015 /2016 estimated that in year 2015/2016 Mombasa County infrastructural needs were approximately sh.1.4 billion against what was available approximately sh.490 million. The available amount is half of what was planned to be spent on the development of infrastructure approximately sh.828 million which is also below the county the annual county infrastructural needs (Mombasa County budget 2015/2016)

1.2 Statement of the Problem

Good infrastructures are important in providing economic services efficiently, promoting economic competitiveness thereby supporting high economic productivity Oyedele, (2012). The essential role of infrastructure is being rediscovered worldwide as a key component of a comprehensive development strategy. However, to be sustainable and deliver real benefits to the communities and the environment directly affected, infrastructure projects need good governance, meaningful civil society participation, and real accountability this is because infrastructure is an important component of an overall sustainable development strategy.

The most successful economies in the world have managed to attain this efficiency and competitiveness and this is what has made them a step ahead of their counterparts in the developing and underdeveloped economies. In Africa it is estimated that about \$93 billion is the annual over the next decade to overhaul the entire continent infrastructure. The allocations entailed that about two-thirds or \$60 billion of that is needed for entirely new infrastructure and \$30 billion for the maintenance of existing infrastructure. However, its only \$25-billion that is being spent annually on capital expenditure, leaving a substantial shortfall that has to be financed (World Bank 2010). The World Bank (1995) contends that the past growth of infrastructure in developing countries has been improved in some respects. The percentage of households and businesses served has increased dramatically, especially in power and telecommunications.

Infrastructure investments in African countries have often tended to be misallocated i.e too much to new investment, not enough on maintenance too much to low priority projects, not enough to essential services. Technical inefficiency and outright waste have hampered the delivery of services. Too few investments and delivery decisions have been attentive to meeting the varied demands of different user groups. According to the South African Poverty and Inequality Background Report (Abrahams & Goldblatt, 2007) infrastructural services such as communications, power, transportation, provision of water and sanitation are central to both the activities of households and the economic production of a nation. In Kenya the government has shown the willingness to tackle the infrastructural development challenge by making the development of infrastructure the core component of the vision 2030 plan, Government of Kenya (2014). In the plan which is keen on helping the country realize its economic potential.

It is very well articulated that the careful construction of a sustainable infrastructure can assist to turn the situation around Kenya in terms of economic growth and development since they are directly linked to infrastructure development. Infrastructures and infrastructural projects in many countries attract investors due to their high level of bankability. However, this is not the case for the Kenyan sector because the rate of uptake and has been reducing significantly annually. A report released by the ministry of transport and infrastructure cabinet secretary (2016) noted that there is decreased rate of sole bidding or lack of bids at all for infrastructural tenders advertised. This has made the government to re-advertise tenders of some of these projects as well as engage of rigorous awareness of the existence of the tenders to the public. In addition, there is also a reduced rate of unsolicited proposals at the ministry of transport and infrastructure and hence the study wanted to establish if politics, adequate finance, stakeholder involvement and the contractors had any impact on the uptake of infrastructural projects.

1.3 Purpose of the Study

The purpose of this study was to investigate the factors that influence the uptake of infrastructural projects in Kenya, the case of Mombasa County.

1.4 Objectives of the Study

The study was guided by the following objectives.

- i. To establish the influence of politics on the uptake of infrastructural projects in Mombasa County, Kenya.
- ii. To determine the influence of adequate funding on the uptake of infrastructure projects in Mombasa County, Kenya.
- iii. To examine the influence of stakeholder's involvement on the uptake of infrastructure projects in Mombasa County, Kenya
- iv. To assess the influence of contractors competency on the uptake of infrastructure projects in Mombasa County, Kenya.

1.5 Research Questions

The study sought to answer the following questions.

- i. To what extent does politics influence the uptake of infrastructural projects in Mombasa County, Kenya?
- ii. To what extent does adequate funding influence the uptake of infrastructure projects in Mombasa County, Kenya?
- iii. To what extent does stakeholder involvement influence the uptake of infrastructure projects in Mombasa County, Kenya?

- iv. To what extent contractors influence the uptake of infrastructure projects in Mombasa County, Kenya?

1.6 Research Hypothesis

- i. H₀: Politics does not significantly influence the uptake of infrastructural projects in Mombasa County, Kenya
H₁: Politics does significantly influence the uptake of infrastructural projects in Mombasa County, Kenya.
- ii. H₀: Adequate funding and budget allocations do not have a significant influence on the uptake of infrastructural projects in Mombasa County, Kenya.
H₁: Adequate funding has a significant influence on the uptake of infrastructural projects in Mombasa County, Kenya.
- iii. H₀: Stakeholders involvement does not significantly influence the uptake of infrastructural projects in Mombasa County, Kenya.
H₁: Stakeholders involvement does significantly influence on the uptake of infrastructural projects in Mombasa County, Kenya
- iv. H₀: Contractors do not significantly influence the uptake of infrastructural projects in Mombasa County, Kenya.
H₁: Contractors do significantly influence the uptake of infrastructural projects in Mombasa County, Kenya.

1.7 Significance of the Study

The research questions were answered and the necessary reports submitted to the different departments so as to act as a reference point for all the future researchers who would wish to investigate then same subject so as to get an extensive information about the problem or the researcher who would wish to use it as a reference point in a related field of study.

The national government is to use the report to create a favorable environment for the easy uptake of infrastructural projects in future, keeping in mind that infrastructural development is the key drive towards economic growth and prosperity. The Mombasa County government and the other county government can make a reference to the findings of the study and be able to forecast as well as adjust their current infrastructural development plan in regard to the findings and help in the increase in the uptake of the infrastructural projects as well as their successful completion.

1.8 Assumptions of the Study

The study was carried out with the assumption that the respondents especially at the county levels gave adequate and reliable information's to the researcher. There is also an assumption that politics, adequate financing, stakeholder involvement and contractors do influence the uptake of infrastructure projects in Kenya.

1.9 Limitations of the Study

It's a period of after elections and a lot of the county government officials who hold critical information in regard to the uptake of these projects are not as settled because there are major reshuffles that was undertaken during this new term. There is also the limitation of the lack of adequate information by the first-time members of county assembly as they are still familiarizing with the county operations. However critical information was obtained from the county files and important findings made.

The county government have only been in existence for only five years and during this period, especially the first two years all infrastructural developments were being carried out by the national government. Not all infrastructural projects have been devolved to the county governments though by the national government.

1.10 Delimitations of the Study

There are many infrastructural projects that are being implemented countrywide and in Africa as a continent at large. The study dwelt purely on the infrastructural projects that are being implemented in Mombasa County in Kenya. The sample size has also been limited to just the key players of the infrastructural sector considering that the county is at the state of settling for a new term which may include major staff reshuffles.

Therefore, just getting the people with the critical information regarding the ongoing and the concluded project is the best option.

The study was also limited to the four objectives which include politics and uptake of infrastructure, adequate financing, stakeholder involvement and the role of contractors in the uptake of infrastructural projects.

1.11 Definition of Significant Terms

Infrastructure-	Socio-economic sense so as to encompass a vast array of complex systems such as airports, railways, power plants, utility networks, resource extraction facilities, broadband networks, and social assets (hospitals, prisons, and schools)
Projects -	It is a temporary undertaking which is undertaken to create a unique product, service or result.
Community-	It's a group of people who interact with one another within a given geographical territory and share common values, beliefs or behaviours
Budget-	It is a statement of financial position of an organization or state within a defined period of time based on the estimates of the expenditures.
M & E-	Process of collecting, measuring and distributing performance information and accessing measurements and trends to effect process improvements. It's the systematic and objective assessment of ongoing or completed projects.

1.12 Organization of the Study

The study has been organized in five chapters with chapter one giving the background of the study, the research problem, the study objectives, study hypothesis, assumptions and the significance of the study, limitations and delimitation of the study as well as the definition of the significant terms used. Chapter two encompasses the literature review together with the theoretical reviews and the diagrammatic representation of the conceptual framework. Chapter three introduces the research methodology which encompasses the research design, target population the sample size and the sampling procedures, the methods of data collection, data analysis techniques and the ethical considerations during the study process. Chapter four introduces the data analysis, presentation, and interpretation. The data collected was analysed using the statistical program for social sciences (SPSS) and presented in frequency tables and the data was interpreted using inferential statistics. Chapter five concentrated on the summary of the findings of the study, the discussions of the findings, the conclusions drawn from the study as well as recommendations for further studies.

Literature Review

2.1 Introduction

This chapter introduces the related literature that has been used during the preparation of the study to understand the factors that influence the uptake of infrastructure projects across the world. Emphasis was on related research or documentation from different scholars, publications, and governments in relation to uptake of infrastructure projects in Africa and Kenya in particular. In this chapter the theories that are relating to infrastructural projects are also reviewed and a conceptual framework shown. The gaps that exist in the literature are also identified.

2.2 Role of Infrastructures in Economic Growth

The relationship between infrastructure expenditure and economic growth is generally not easy to establish. This is so because the causality between the two variables is not simple to empirically determine (Sutherland et al, 2009). It is difficult to verify with precision the effect of infrastructure projects has had on economic growth, as it is hard to disentangle these from other development expenditure that occur simultaneously in the economy. Infrastructures can be either economic or social infrastructures. Economic infrastructures comprises of investments and related services that raise the productivity of other types of infrastructures e.g transport, power, water systems, communications while social infrastructures comprises investments and services that raise the productivity of human capital e.g. education and health Perking's (2014). Physical infrastructure covering transportation, power and communication through its backward and forward linkages facilitates growth, social infrastructure including water supply, sanitation, sewage disposal, education, and health, which are in the nature of primary services and has a direct impact on the quality of life.

The performance of infrastructure is largely a reflection of the performance of the economy. Role of

infrastructure in economic growth can be seen either through reduction of costs of production or through structural changes that come with the development of infrastructures. Rao (2009) quoted that the link between infrastructure and economic growth is not a once off affair but a continuous process for progress. Development of infrastructural systems increases the flow of goods and raw materials from the production sites to the consumption areas therefore reducing shortages in the supply of raw materials and processed good. This in turn increases the rate of production which translates to lowered unit cost of production and better utilization of the organization production capacity.

As the rate of production increase the industries expand and operations are decentralized leading to opening of more branches thereby increasing the employment rate. The attractiveness of an area for investment is mostly determined by the demand for the products as well as the condition of the infrastructures in the country. A sound infrastructural system serves as a magnet for attracting additional investment in a nation thereby providing the state with a competitive edge with other states. There is a strong positive correlation between the developments of infrastructure in a nation and economic growth of that nation. e.g on the part of electricity, low-income countries generate and use low levels of power while high income countries (Stewart 2014). Good infrastructure raises productivity and lowers cost of production and ultimately leads to better standard of living. Therefore, infrastructure may be considered as the wheels of the economy growth. The relationship between infrastructure and economic development may be analysed by focusing on its impact on the basic determinants. Sher Singh Somra (2006).

2.3 Uptake of Infrastructure Projects in Africa

Africa is classified as a developing continent in the world and is also considered poorest. This is irrespective of the fact that majority of the resources that are used in the world for manufacturing by the developed continents are from Africa. On average, developing countries and the undeveloped countries need to spend 5% of their GDP annually purely on infrastructure capital expenditures in order to sustain and expand the current essential public infrastructure. Since year 2007 there has been great advocacy by the world and African leaders toward the intra trade amongst the African nations so as to increase their national income and this has made infrastructural development, Africa's top priority.

Considering that Africa has low levels of inter-regional economic trade and exchange and also has the smallest global trade, it becomes the world's least integrated continent. The lack of interregional trade has been attributed to the poor infrastructural network that makes it difficult to move goods and services from one African county to another (ADB 2011). It is these inefficiencies in the Africa's infrastructural sectors that are costing billions of dollars annually and stalling the continents economic growth. Throughout the annual meetings that are usually held by the African and global leaders what remained evident over the years is that the uptake of infrastructure projects in the continent is low and it is in this regard that the leaders decided to join hands in order to boost intra-Africa trade. The priority in achieving this was by first improving the status of the infrastructures in the continent. It is in this objective that led to the formation of programs like PIDA in collaboration with African union, ADB etc focusing on regional trans boundary projects by promoting economic integration and building mutually beneficial infrastructure and strengthening the abilities of African countries to trade amongst themselves and increase their competitiveness. PIDA is a program that was designed from bottom up and the priorities are consensual amongst the countries.

2.3.1 Political considerations and the Uptake of Infrastructure projects

Considering that infrastructural projects are long term ventures, political risks are major considerations for investors. Investors will be prepared to commit large sums of financing at long horizons only if they can trust the legal and political procedures in the country. In most African countries a lot of infrastructural projects are politicized because of the large amounts involved. Kamaraswami, (2006) noted that infrastructural projects are economic projects and therefore they should not be turned out to be political projects however this is something that is yet to happen in Africa. For a long time in Kenya infrastructure projects were undertaken by the public sector, but the government has now resolved to involve the private sector in a model of private - public partnerships at the national level. In most cases of private –public partnerships the role of the public in this case the government is providing a conducive environment while the role of the private sector is financing, and this requires a lot of support from the public sector. One of the key areas that many investors look at is the role of a host government and therefore it cannot be missed in any case where infrastructural projects are

involved Lomba, (2008). At the county levels most of the infrastructural projects being undertaken are either by the national or county government.

One of the major setbacks for the uptake of the infrastructure in Kenya in the most parts of Africa is the legislature, and this is applicable in both the national and county level. Government as responsible for operating licenses of the project consortium and setting foreign exchange policy as well as providing financial and non-financial incentives. Most of the processes of acquiring permits are lengthy and cumbersome especially when infrastructures are concerned. There are many permits required to engage in infrastructural departments in Kenya ranging from KRA, NCA, NEMA, and it only gets worse if it's a foreign firm Gathemia, (2016). For foreign investors to engage in local construction, the requirements are usually too high with the revenue authority requiring the pin certificate for and individual or company and for foreigners it can only be issued after a foreigner has stayed in Kenya continuously for three months without leaving the country (gazette notice 2012).

Infrastructural projects are characterized by political interference and the need to secure political interests is usually high at the county or national level. According to Torabi & Vafaerad (2012), the government needs to create a safe legal environment and limit cases of confiscation and expropriation so as to build and restore confidence to new and existing investors. In addition there is the fact that the county government operations are guided by the county government act, it allows the counties to have their own county assembly and formulate laws that are going to be used during the operations of the county governments (Kenyan constitution 2010). These laws formulated at a county level are passed by county assembly members who are also politicians and they have to ensure that the laws formulated favour their political interests. During her analysis of African development strategies (Kariuki, 2014) noted that it's difficult to separate infrastructure and infrastructural development, politics and politicians considering that the national and the county government are associated with the passing of bills that relate to budget allocations and implementations. It is in this perspective that Stillman (2010) described county budgets as political documents reflecting through the allocation of funds, the ultimate desires, interests and power of various groups within the body politic as expressed by elective legislative bodies.

Further analysis of infrastructural development of identified religion and religious conflict as part of the hindrance to major infrastructural development. Religion is an omnipresent and seamless part of daily life, taking an infinite variety of forms that are part of the distinctive quality of each community (Lisbon, 2007). Religion has an effect on many people's attitudes to everything, including such matters as savings, investment and a host of economic decisions. It influences areas we see as vital for successful development, like schooling, gender equality, and approaches to health care. It is considered to be an important driver of change, even as it could be a break to progress. Many politicians recruit the senior religious leaders as a way of ensuring that they remain in power. This does not always work in the favour of the country. For the case of Nigeria, the origin of Boko Haram was it being a religious sect in some parts of the North Eastern Nigeria. Pape (2006) recounted that sometimes from 2002 to 2003 the sect was recruited to help bring some governors to power. In the process they became part of the mainstream of the government. Some of their members became state commissioners and some became advisers. When they came into government, they wanted to push their own religious views through. They fell out with their governors along the line since. It did not take too long for an armed conflict to arise as a result of the different religious views held with the sect complaining about corruption, unemployment for youths and lack of development in their areas.

Political supremacy battles between the two levels of government have delayed to a great extent the many projects that have been planned for Mombasa County. With the inauguration of the Kenya constitution 2010 there was a provision for creation of 47 counties with their complete assemblies and their own budgets. This was the genesis for the supremacy battles between the national assembly and the senate and well as the supremacy battles between the senate and the county governments with the Senators fighting for supremacy and control over development funds with the Members of Parliament that populate the lower house (Cheeseman, 2015).

2.3.2 Stakeholder Participation and the Uptake of Infrastructure projects

Stakeholders could include the local communities and authorities, the donors, the volunteers' etc. (Johnes, 2008). Involving the stakeholders in the project process serves as a way of empowerment and also as a learning process for all the parties involved. It also ensures that there is sustainability of the project even after the project team are through with their work (Musomba, 2013). According to (Njukiet, *al.*, 2013), identifying the vital stakeholders to involve in a project has a great influence on the outcome and sustainability of the

project. During the initiation of the process of stakeholder's involvement, people are first brought to the table.

This involves the assessment of the situation; then identifying and inviting the stakeholders; after which the location of the necessary resources is done and then organizing and planning of the process (Susskind, 1999). In the current society set up, parties other than governments have obstructive power. They can resist or even block a decision or the implementation of a certain project or policy. The early involvement of stakeholders reduces the risk of the infrastructural project not being carried out. Stakeholder involvement, therefore, can be regarded as counteracting obstructive power (Renn, 1995; Healy, 1997). This usually slows down the project process especially in the early phases but will speed it up in a later phase.

Planning of infrastructure projects usually requires numerous and intensive scrutiny before being considered a viable project as this is a major consideration during the uptake of any project. How such projects are perceived by the wider public depends on the efficiency in community participations and communication of relevant information in the planning and development phase of the project by the government or the private sector involved (Gerrits, 2004). Community participation is the active process by which the beneficiary influences the direction and execution of a project (World Bank, 2011). This view contrasts with these groups merely being consulted or receiving a share of project benefits.

The impact of an all-inclusive infrastructure development extends beyond the improvement of service to include enhancing the capacity of community to manage locally their own affairs and interact more cordially with other authorities and partners. Participation during infrastructure development is a process whereby communities, as the consumers and the producers of infrastructure services, and as citizens of that political region, influence the flow and quality of infrastructure services available to them and this not limited to development projects. It is important that community involvement strategies be built upon existing informal processes and community-based infrastructure development, promoting them and linking them to formal systems.

This gives confidence to the investors who would have interests in the infrastructural related projects within that county or nation. In this case participation is inseparable from empowerment and sustainability of projects and the communities' at large (World Bank 2016). At the same time, inclusive management requires inputs of time, organizational capacities, and other skills, which need to be understood and supported by policy makers and infrastructure managers. Participation involves risks and costs as well as benefits. In the right circumstances, however, the benefits of participation can far outweigh the costs (Schiibeler, 2010).

Stakeholders are a source of knowledge to the project team or people who want uptake any project since they can give information on the project locality of the project team may have overlooked or didn't have prior knowledge about (Fisher, 2000). Involvement of stakeholders from the planning process to the project evaluation stage ensures fairness. The involvement of actors affected by a policy or project, gives them a say in the decision-making process. It serves in the sensitization of the project and creates support for the project. The importance of effective stakeholder and the community as a major stakeholder engagement during the process of identifying, planning and implementation of projects creates an understanding of dealing with the host communities as a key stakeholder, particularly those who are perceived as a threat to the infrastructural project (Billy Morrissey 2007).

2.3.3 Funding and the Uptake of Infrastructure projects

Good infrastructure helps in promoting a country's efficiency and economic competitiveness which in turn supports high productivity. The core function of any government is to provide infrastructures so as to create a conducive environment for commercial activities to take place. Traditionally, infrastructure investments have been financed by governments using public funds. Governments were the main actor in this field, given the inherent public good nature of infrastructure and the positive externalities often generated by such facilities.

However, public deficits, increased public debt to GDP ratios and, at times, the inability of the public sector to deliver efficient investment spending, have in many economies led to a reduction in the level of public funds allocated to infrastructure (World Bank report 2013.) Infrastructural projects are capital-intensive, long-term projects with a long term projection of returns (R.K. Banda & Pretorius 2016). This are some of the characteristics of infrastructure projects that makes their funding to remain a key challenge so long as uptake and development of these projects in Africa is concerned. It requires a firm with a high capital back up to undertake an infrastructural project development may it be a sort or hard infrastructure.

Most governments have infrastructural projects ranging from airports, roads, railways, sewage systems, subways, bridges, tunnels e.t.c that it cannot implement at the same time because of the initial costs that are associated with these projects. According to (khazae, khanzadi, & Afshar, 2012). It is for this reason that the government will invite other stakeholders to come and be part of the infrastructural development in the country to close the financial gap. Infrastructural development became the core agenda for the African development bank (ADB) with member countries of the region.

The bank recognized that lack of the necessary social and economic infrastructure as one of the major constraints to current and future poverty reduction in Africa and has thus been a major force in private & public sector infrastructure development by providing financial and technical resources (KEPSA, 2012). African governments have been financing a sizeable part of the continent's infrastructure development on balance sheet, and the rollout has thus been limited by the budgets of these countries. Majority prepare deficit budgets meaning that these governments have to seek additional finances from either direct foreign investor, foundations, faith organizations or from other governments with developed economies or adopt the most recent form of financing projects known as project financing.

The Africa infrastructure country diagnostic (AICD) 2013, estimates Africa's current infrastructure financing requirements at Us 19billion or about 15 % of Africa's GDP. Two thirds of this amount is need for investment in new infrastructure whereas the one third is needed in the maintenance of the already existing infrastructure. This necessitates the mobilization of both public and private sector financing resources that are critical for infrastructure development. World Bank (2013) stated that the main reason infrastructure development has suffered significant cuts in many developing countries is large fiscal deficits and unmanageable public debt. The continued accumulation of government debt has caused severe effects on the rate of investment and economic growth in these countries (Eaton, 1993).

High levels of debt lead to constrain the scope of fiscal policies resulting in higher volatility and further lower growth and this also causes a negative alarm to investors who would like to invest in the country projects (Aghion & Kharoubi, 2007). Financing of infrastructural projects goes hand in hand with good governance which ensures stability both economically and politically and reduces the level of risk associated with large and lumpy infrastructure investments

However, in Kenya and corruption and embezzlement of funds that are allocated for development has caused many foreign governments and organizations to have very strict restrictions on any amount that is availed for development and many foreign governments and organizations going to an extent of objecting some individuals or parastatals handling the cash that has been availed (Elbadawi, Abraham & Mwega (2000). A countries currency stability is greatly influence by the governance of the country as well as the political stability. With the local currency becoming weak in the state of high political instability and regaining its strength during political stability. However, for infrastructural projects currency fluctuations doesn't pose a great threat to the investor because of hedging, it can cause unpredictable losses or profits.

Many governments have now adopted the new method of financing infrastructural projects. The method is project financing which is defined as the raising of funds finance an economically separable capital investment project in which the providers of funds look primarily to the cash flow from the project as the source of funds to service their loans and provide the return of and a return on their equity invested in the project. In 1993 the 1st formal project finance was identified and reaching 1994 Project Finance Division was started. In 1998 comprehensive pre-completion coverage of project finance division was done in USA. In 1999 The Division was renamed as Structured Finance Division (SFD), the scope expanded to long-term corporate/structured deals. Finnerty (1996). Project financing focuses on the process and the content of finance. The process of financing takes many forms with some following a structured format others will take the format of the SPV, and others will take the unstructured format of third-party financing. In project financing security is fundamental aspect. The security structure is created individually with respect to individual infrastructural project and so to respect its commercial and economic nature. In infrastructural projects which presume full recourse, security is in assets that are provided and secured to guarantee for the financial resources.

In other infrastructural projects in which there is non-recourse clause, security is given in the form of contracts that guarantees the access to funding which is the case for SPVs Mwega (2000). In cases of pure project financing, the limited recourse principle is respected and therefore the security represented is usually by all assets of financed project. Depending on the kind of infrastructure project being undertaken, the ratio of debt and capital ratio will be defined so as to suit that particular infrastructure project. The lack of adequate knowledge on how project financing works is also a major setback especially for many developing countries.

2.3.4 Role of contractors in the uptake of infrastructural projects

Campbell (2012) defined a project contract can be defined as a written legally binding agreement between the parties identified in the agreement to fulfil the terms and conditions outlined in the agreement. The contracts are usually enforced in a court of law. The contractors are considered to be the main project implementers in the project process. Limodo (2011) attributed the success of any project on the following key factors, Quality of the project implementers, the performance of supervising agent and the proper design of projects.

Contractors are usually seen as the implementing parties and are tasked with the mandate to design the project, procure all the engineering works required and most importantly ensure that the projects meet their specifications which are cost, schedule and quality. The contractors usually is the implementing party and the government the supervising agency. Once the contractor selection process has been completed and a contractor selected, the selected contractor mobilizes the resources to commence the construction of the infrastructure facilities in the construction phase.

Araya (2015) noted that it is important for the government as the supervising agency in the infrastructural projects to use the services of a resident engineer who is responsible for management and supervision of the work during the construction phase rather than leave the implementing agency on its own so as to ensure that the construction is in conformity with the design specification and contractual conditions. Many infrastructural projects requires a high level of current technology and many contractors all over the world have turned to use technology to power processes of construction and people involved, minimize project delays, and measure project performance with confidence Dobbyn (2015).

The 21st century requires the embracing of technology so as to deliver a project on time and under budget. And this requires that the contractor has to efficiently manage the digital world i.e all the information, communication, and actions that support the physical asset building. During the annual report ADB (2014) strongly advocated for supervising agencies to ensure that they carry out technical appraisals for contractors during the contractor's selection process for infrastructural projects to ensure that the contractor has sustainable technologies to be used and the technology are favourable for local and national environmental conditions.

Infrastructural projects are complex projects and for any contractor to take them up requires the Individual contractor or organization be having a sufficient flow of financial resources so as to be able to deliver the project efficiently and effectively Caselli (2015). The financial position of the contractor undertaking the project greatly has an impact on the procurement arrangements, including availability and supply of raw materials and utilities Ehlers, (2014). The contractor has to have a sound financial base so as to ensure that the quality of the project as well as the schedule is not affected by financial constraints on the part of the contractor.

The role the contractor plays in implementation of the project is critical and therefore the human resource capacity of the contractor starting from responsibilities and duties of each member of the project team being well defined to ensure the activities can proceed without any problems and are within the project objectives Mohsini (2008). Contractors usually have to establish dynamic management systems that facilitates the coordination of activities and control the actions of their members so as to ensure that the staffs are adequate enough to handle the magnitude of the infrastructural project at hand.

One common scenario in many infrastructural projects is that there is often disconnect between contractual obligations and transparency about a contractor's ability to deliver. Management of the relationships between clients, suppliers, and subcontractors can be haphazard, and often this comes back to poor contractor selection and management in the early phases. The consequences usually are cost and budget overruns, and these can have a significant impact on a broader economy. Reliability of a contractor to an infrastructural project contractor's reliability can damage the value of the businesses it works with as well. When a contractor suddenly goes under, the owner of the project plans in most cases will come to a halt or be drastically altered. Plans for projects may be delayed until a new contractor is found, estimates may require revision, and project opportunities can be lost; all of this can lead to substantial financial loss for an organization. Those aren't the only ways additional costs can be incurred. In addition, Marcellino (2010) cited the extra resourcing costs incurred when a contractor goes under to include external loss of public goodwill and missed revenue opportunities as several ways value is lost. It is advisable for any government to have a review of the previous projects undertaken by the contractor and how well the project was delivered. The quality of the projects previously delivered as well as the integrity of the contractor during the previous undertakings.

2.4 Theoretical Framework

John Maynard Keynes during the 1930s came up with the Keynesian theory. John was a British economist, and he was attempting to understand the great depression. He advocated for increased government spending and lower taxes so as to stimulate demand and pull the global economy out of depression. He stated that the way to break the cycle is to increase government spending into the economy by building roads and bridges and other public works. Keynes argued that aggregate demand determines the level of economic activity.

In Keynesian macro-economic model, the income or output in the economy derives also from the level of investment made in the economy. It should be noted that out of all the four factors contributing to income of a nation, namely, consumption expenditure, investment expenditure, government expenditure and net income from abroad, income from investment comes from government spending. Though the income in the Keynesian model refers to short-term income, usually measured on annual basis, the investment made also includes long-term investment such as investment in basic infrastructural facilities.

Since the model is based on the notion that there is a direct positive correlation between income and the investment, investment in infrastructure is economically justified. The expansion and improvement of the infrastructure is a necessary pre-condition for capital formation and increase in the production and productivity. The development of agriculture to a considerable extent depends on infrastructure. Development of irrigation, power credit, transport marketing, education and training research and development and other facilities contribute a lot to the development of agriculture. Industrial development also to a large extent depends on the sound infrastructure base.

Infrastructure plays a significant role in the generation of employment opportunities. They improve mobility, productivity and efficiency of labour. Infrastructure facilities play a vital role in the development of trade and commerce. In fact, they act as a platform for the expansion of trade and other commercial activities at a rapid speed. Infrastructure contributes a lot for the development of backward regions and removal of regional imbalance. Infrastructure facilities act as an instrument of social change. Development of industry, transport facilities, education, science and technology, growth of towns and cities etc may change the very outlook of the society. The pressing need of keeping pace with the globalized scenario and the increasing progress of technological.

2.5 Conceptual Framework
Independent variables

Dependent variables

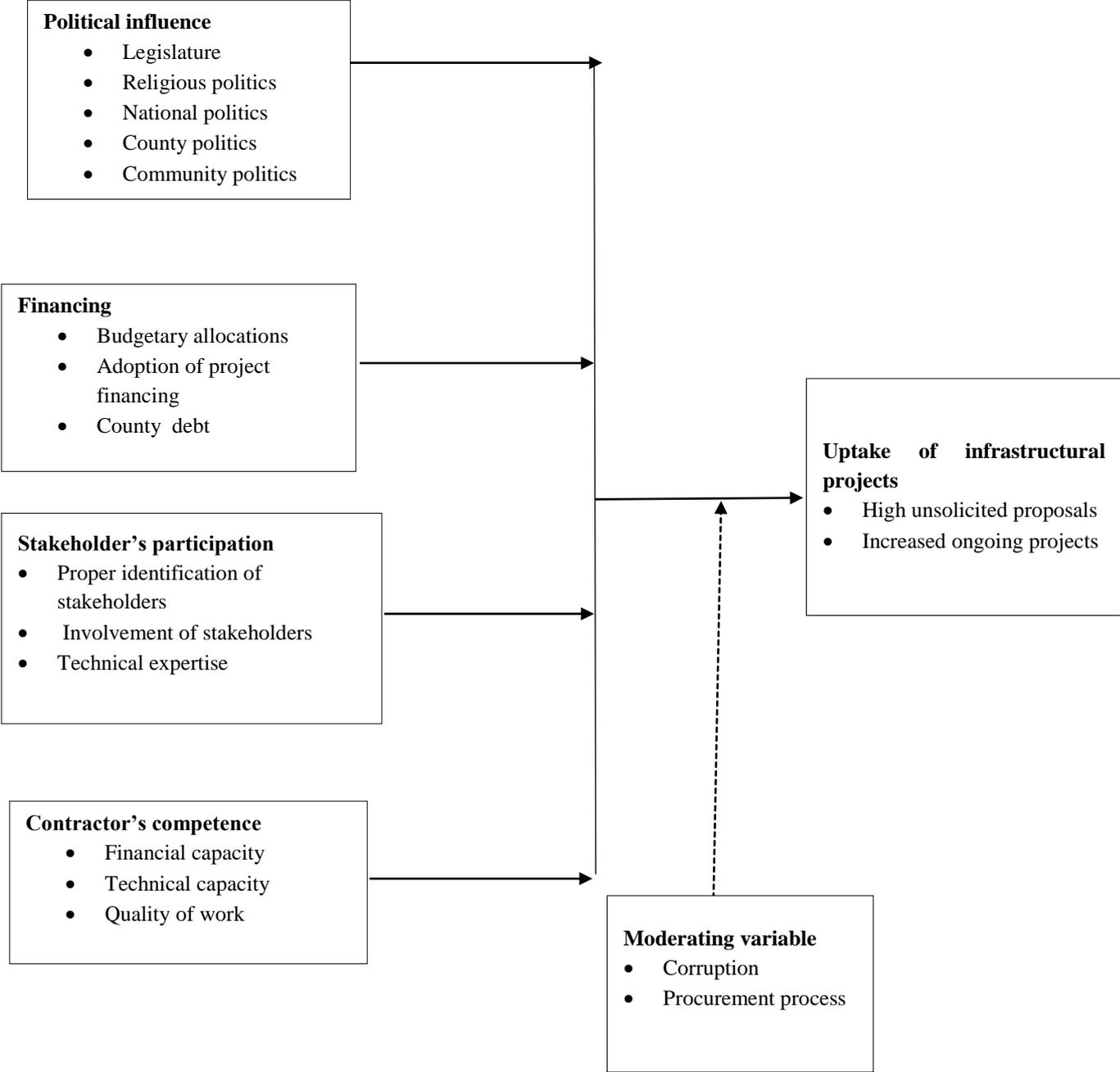


Figure 1 Conceptual framework

2.6 Knowledge Gaps

The literature reviewed from different sources in regard to infrastructural projects focused so much on the public sector as the major player in the development with the infrastructural project. major literature gap in regard to uptake of infrastructural projects at the county level exist because county are new administrative government units that have only been existent for five years and their functions have not be fully devolved from the national government

Variable	Author	Findings	Knowledge Gap
Political influence	(Oyedele, O A 2012)	There are a lot of political challenges during the infrastructure projects process in both democratic and autocratic economies.	Focused more on the negative influence leaving the positive aspect of political influence well analyzed.
Finance available	Patrick N. Osakwe (2006)	Finances are a major limiting factor in regard to development of infrastructures in Africa	The concept of project financing which has not been fully exhausted.
Stakeholder Participation	(Fred Obare 2014) (Karanja Ngugi 2014)	Stakeholder participation does have a great influence on the success or failure of infrastructural projects. There should be a clearly defined policy on the process of stakeholder selection, involvement, and management.	The studies covered infrastructural projects that are implemented by national government. The county government infrastructural projects were not covered.
Contractor competency	Muguiyu M. 2012	Access of credit for contractor, the quality of work, foreign contractors and technical capacity affects contractor's capacity in Kenya.	Focused on hard infrastructures mainly buildings and the part for soft infrastructure is missing.

2.7 Summary of chapter

Chapter two is a review of the previous studies that have been carried out in regard to the uptake of infrastructural projects. It is evident that the uptake of infrastructural projects is wanting in Kenya in general. The review dwelled on the four independent variables namely, politics, finances, stakeholder participation and the role of contractors on the uptake of infrastructural projects. The theories related to infrastructural theories were also reviewed and a conceptual framework showing the relationship between the variables and corruption and the county procurement process identified as the moderating variables of the uptake of infrastructural projects.

Research Methodology

3.1 Introduction

This chapter introduces the research design, the target population under investigation, the sampling procedures and the methods used during the study. It also includes the validity and reliability of the research instruments used during the study process. It also in this chapter that the data analysis techniques used are described as well as the ethical considerations upheld during the study and the organization of the variables.

3.2 Research Design

The study is highly descriptive, and a descriptive survey design was used for this particular study so as to give room for fast collection of data and explain the reason the dependent variable is the way it is. With the study objectives pre-determined it was possible for only the necessary data collected and therefore bulky unnecessary information was avoided.

3.3 Target Population

The study targeted Mombasa County which is one of the 47 counties in Kenya. The county is divided in to four sub-counties which are further divided in to six constituencies and a total of 30 wards. The study was zoned to Portreitz ward at Changamwe constituency. At the county level the main area of interest was 3 county ministries out of the 10 believed to be directly linked to the uptake of infrastructural project, members of the county assemblies both elected and nominated, and since the focus was at Portreitz ward the study also incorporated the ward administrators, the contractors and business owners at Portreitz.

Table 3.1 Target Population

Respondent	Population
Mombasa county planning & economic department	15
Mombasa county trade & investment ministry	10
Mombasa county of transport & infrastructure ministry	18
Members of county assembly	30
Nominated members of county assembly	12
Contractors	26
Ward administrators	30
Port Reitz Business community (registered business owners)	80
Total population	221

3.4 Sample Size and Sampling Techniques

This case each member of the sample was referred to as a respondent. The identified number of respondents used was 123 all drawn from the different sections identified. The population groups were sampled per stratum and a disproportionate stratified random sampling was used.

Table 3.2 Sample Size

Respondent	Population	Sample Size
Mombasa county planning & economic department	15	5
Mombasa county trade & investment ministry	10	5
Mombasa county of transport & infrastructure ministry	18	15
Members of county assembly	30	30
Nominated members of county assembly	12	12
Contractors	26	10
Ward administrators at Port Reitz	30	6
Port Reitz Business community (registered business owners)	80	40
Total population	221	123

3.5 Data Collection Methods

Both the primary and secondary data collection methods were used with the questionnaire being the main method for the primary data collection. The questionnaire was preferred as a method of data collection because of its ability to be administered to many people within a short period of time, giving a respondent time to think through the question, it is more confidential and objective.

3.5.1 Pilot Testing of the Instruments

Winter (2001) noted that pilot testing is conducted to detect weaknesses in design of the instruments and also for the provision of the date of selection of the sample. In this case questionnaires were presented to a section of the respondents so as to be able to understand some of the challenges that come with the questionnaire as a method of data collection and how viable it was. The reliability of the questionnaire was confirmed from the responses obtained from the response on the uptake of infrastructure projects in Kenya.

3.5.2 Reliability of the Instruments

Reliability is the consistence of the results (Mugenda and Mugenda 2003). Reliability is concerned with the consistency, stability and dependability of the test. This was tested by conducting a retest technique of questionnaire during a different time within a span of one month to the same respondents. There was a high level of consistency between the initial test and the retest result. With both tests resulting to almost similar results.

3.5.3 Validity of the Instruments

Validity is the degree to which an assessment tool produces stable. The assessment of whether the tool is able to measure what it is intended to. This was accessed during the process of pilot testing of the instruments. The questionnaires were reviewed by the researcher and two other assistants to ensure that they are meaningful. The basis of the review was to ensure that the questions are easily comprehensible, clear and simple to the respondent.

3.6 Data Analysis Techniques

Data analysis assist with making the data more useful both to the researcher and the desired users of the data. The study utilized the quantitative data analysis technique which was used alongside the qualitative techniques so as to ensure that all data obtained is effectively analysed.

Quantitative data obtained from the questionnaire were entered into the statistical program for social sciences for computer computation of descriptive statistics. The statistical program for social sciences is used to run descriptive statistics such as percentages so as to present the quantitative data in form of tables. Data was analysed using Pearson Correction Coefficient test and the findings.

3.7 Ethical Considerations

The researcher ensured that there is informed consent on the part of the respondents by introducing and briefing them on the importance of participating in this research. The response given by the respondents was purely be used for research purposes and at no one time will the response put the respondent at risk. The cultural and religious considerations was familiarized with and was strictly observed.

3.8 Operationalization of the Variable

Operationalization definition of the independent and dependent variables is as shown in table 3.3 below.

Table 3.3 Operationalization of the Variables

Objective	Type of variable	Indicators	Data collection tool	Data analysis
Uptake of infrastructural projects in Mombasa County	dependent variable	Increased unsolicited proposals Increased ongoing projects	Questionnaires	Descriptive statistics
To examine the influence of politics on the uptake of infrastructural projects	Independent variable Politics	Favourable legislature Political stability Smooth transition of regimes	Questionnaire	Descriptive statistics

To examine the influence of adequate financing on uptake of infrastructural projects	Adequate financing	Increased budget allocations Reduced government debts Adoption of project financing	Questionnaire	Descriptive statistics
To examine the influence of stakeholder participation in uptake of infrastructural projects	Stakeholder participation	Proper identification Increased involvement	Questionnaire	Descriptive statistics
To examine the role of contractors in the uptake of infrastructural projects	Contractors	Competence Quality projects Timely deliverables	Questionnaires	Descriptive statistics

Data Analysis, Presentation and Interpretation

4.1 Introduction

This chapter presents the data analysis, interpretation and presentation. The data analysis was in line with the objectives of the study where patterns were examined, interpreted and conclusions were drawn. The general objective of the study was to examine the determinants of the uptake of infrastructural projects in Mombasa County Kenya. The specific objectives that guided the study were; to examine the influence of politics on the uptake of infrastructural projects in Kenya, to determine the influence of adequate finance on the uptake of infrastructure projects, to examine the influence of stakeholders involvement in the uptake of infrastructure projects and to access the role of contractors on the uptake of infrastructure projects in Kenya.

4.2 Questionnaire Return Rate

Table 4.1 Response Rate

	Questionnaires issued	Questionnaires returned
Mombasa County planning & economic department	5	4
Mombasa County trade & investment ministry	5	3
Mombasa County of transport & infrastructure ministry	15	12
Members of County assembly	30	25
Nominated members of County assembly	12	10
Contractors	10	8
Ward administrators at port reitz	6	6
Port Reitz Business community (registered business owners)	40	35
Total population	123	103

The researcher targeted a sample of 123 respondents at Mombasa County of which 103 responses were obtained. Therefore, the study represented 83.7% response rate. According to Mugenda and Mugenda (2003) any response rate of 50% and above is adequate for analysis thus 83.7% is was impressive.

4.3 Demographic Characteristics of Respondent

In every study it's important to note that the characteristics of the respondents have a great influence on their opinions on the issue being studied. it influences their attitudes and perception towards the thoughts on the

uptake of infrastructural projects. Demographic factors that were considered in this study included age, gender, level of education, work experience and job positions of the respondents.

Table 4.2 Demographic Information

Age	Frequency	Percent	Valid Percent	Cumulative Percent
Below 20	9	8.0	8.2	8.2
20-30	13	12	12.2	20.4
30-40	16	16.0	16.3	36.7
40-50	61	58	59.2	95.9
50-60	4	4.0	4.1	100.0
2. Gender				
Male	61	58.0	59.2	59.2
Female	42	40.0	40.8	100.0
3. Level of Education				
Secondary	25	22.0	24.4	24.4
Diploma	36	34.0	35.8	60.2
Degree	34	30.0	33.3	93.6
Masters	4	4.0	4.4	98.0
PHD	2	2.0	2.0	100.0

The age of the respondents is as shown in table 4.1 above. Majority of the respondents were between 40-50 years representing 58% while others included the age below 20 years representing 8%, the age between 20-30 was represented by 12%, 30-40 were 16% and 50-60 representing 4% of the respondents. The study sought to know about the gender of the respondents, and it is also as shown in table 4.1. 59% of the respondents were male females were 41% which was quite a well-balanced gender representation. Although there was dominance at the by the males, from the respondents is its quite clear that at least the 2/3 public act on gender representation is complied with in Mombasa County projects. Regarding the levels of education of the respondents table 4.1 shows that the majority of respondents were university graduates followed by college graduates while high school leavers and others composed less percentages. This shows that most respondents of the county are educated hence county should focus more on less educated respondents who need constant adequate financing to build their knowledge and skills.

4.4 Politics Influence and Uptake of Infrastructure projects

According to the findings 42% of the respondents agreed that politics has a great role on the uptake of infrastructural project in the county and a 5% strongly disagreed. Also most of them said that political leaders have great influence on the uptake of infrastructural projects. The extent to which the respondents agreed with the statements on politics and infrastructural projects were coded using the liker scale of 1. Strongly agree (SA) 2. Agree (A) 3. Disagree (DA) 4. Strongly disagree (SD)

Table 4.3 Politics Influence on Uptake of Infrastructure

	N	SA	A	DA	SD	Mean	Std. Dev.
Politics has a great influence on the uptake of infrastructural projects	103	42%	28%	25%	5%	1.874	.1846
There is adequate legislature to influence uptake of infrastructural projects	103	14%	18%	38%	30%	2.757	.2717
Community politics do influence the uptake of infrastructural projects	103	37%	34%	15%	14%	2.000	.1971
The County current political situation is favorable for the uptake of infrastructural projects	103	7%	18%	41%	34%	2.932	.2888

Political interests do influence the rate of uptake of infrastructural projects	103	33%	42%	15%	10%	1.961	.1933
National politics do affect the uptake of infrastructural projects at County level	103	38%	24%	18%	20%	2.136	.2105
Political leaders do influence the uptake of infrastructural projects	103	46%	33%	12%	9%	2.609	.1760

In regard to how politics influences uptake of infrastructural projects at Mombasa County. Table 4.3 above shows the rating of the respondents on the various statements on influence of politics on uptake of infrastructural projects. The respondents were requested to respond on items reflecting on politics. From table 4.3 above majority of respondents agreed with an average mean of 1.874 and standard deviation of 0.1846 that politics has a great influence on the uptake of infrastructural projects in Mombasa County. 38% of the respondents disagreed with an average mean of 2.757 and standard deviation of 0.2717 that there is adequate legislature to influence uptake of infrastructural projects at Mombasa County. Also, respondents agreed with an average mean and standard deviation of 2.000 and 0.1971 respectively that community politics do influence the uptake of infrastructural projects.

Majority of respondents disagreed with an average mean of 2.932 and standard deviation of 0.2888 that the County current political situation is favourable for the uptake of infrastructural projects at Mombasa County. On the influence of political interest's majority agreed with an average mean and standard deviation of 1.961 and 0.1933 respectively that political interests do influence the rate of uptake of infrastructural projects. Most of the respondents agreed with an average mean and standard deviation of 2.136 and 0.2105 respectively with the statement that national politics do affect the uptake of infrastructural projects at County level. Finally, majority of respondents agreed that political leaders do influence the uptake of infrastructural projects with an average mean and standard deviation of 1.786 and 0.1760 respectively. From the table response obtained from the respondents in regard to politics, it is evident that politics indeed do influence uptake of Infrastructure projects at Mombasa County.

4.5 Adequate Financing on Uptake of Infrastructure Projects

The study sought to examine how adequate financing influences the uptake of infrastructural projects at Mombasa County. Table 4.4 shows below the rating of the various statements on influence of adequate financing on uptake of infrastructural projects. The respondents were asked to respond on items reflecting on adequate financing.

The extent to which respondents agreed with the statements were coded using the liker scale of 1. Strongly agree (SA) 2. Agree (A) 3. Disagree (D) 4. Strongly disagree (SD) 5. Not sure (NS)

Table 4.4 Adequate Financing and Infrastructural Projects

ADEQUATE FINANCING	N	SA	A	DA	SD	NS	Mean	Std. Dev.
There is adequate finance to influence uptake of infrastructural projects	68	10%	12%	40%	38%	0%	2.971	.2927
The current outstanding of county debt has an impact on the uptake of infrastructural projects	68	46%	38%	8%	5%	3%	1.757	.1731
Project financing has been fully adopted as a method of financing infrastructural project	68	10%	12%	38%	34%	6%	3.049	.3004
There is enough budget allocations towards infrastructural projects	68	10%	16%	48%	22%	4%	2.854	.2533
The process and procedures of funds allocation are adequate fair and just	68	13%	10%	46%	21%	10%	2.961	.2917
There is good management of finances allocated to infrastructural projects	68	8%	15%	42%	35%	0%	2.915	.2908

From table 4.4 majority of respondents were in disagreement that there is adequate financing with only 10% and 12% agreeing that that there is adequate finance and 40% and 38% in disagreement that there is adequate finance to influence uptake of infrastructural projects at Mombasa County. Majority of respondents strongly agreed with a 46% and followed closely by 38% who agreed that the current outstanding of county debt has an impact on the uptake of infrastructural projects at Mombasa County and only an insignificant 3% of the respondents were not sure of the impact. 38 % of the respondents disagreed that in Mombasa County project financing has been fully adopted as a method of financing infrastructural project and a 34% of the respondent portraying a strong disagreement of this statement. This represented an average mean and standard deviation of 2.097 and 0.1971 respectively.

Only 10 % of the respondents agreed that there is enough budgetary allocation towards the infrastructural projects this is an average mean and standard deviation of 2.854 and 0.2888 implying that majority disagreed. Majority of respondents disagreed that the process and procedures of funds allocation are adequate fair and just at Mombasa County with an average mean and standard deviation of 2.961 and 0.2917 respectively. Finally, 35% of respondents strongly disagreed that Mombasa County has good management of finances allocated to infrastructural projects. The mean score of good management of county infrastructural finances was 2.951 with a standard deviation of 0.2908. The score of adequate financing is above 3 and high among the independent variables. This indicates there is no adequate of financing of infrastructural projects at Mombasa County.

4.6 Stakeholder Involvement and the Uptake of Infrastructural Projects

The study sought to find out the influence of stakeholder involvement on uptake of infrastructural projects at Mombasa County. Table 4.5 shows the rating of the various statements on influence of stakeholder involvement on uptake of infrastructural projects at Mombasa County.

The extent to which respondents agreed with the statements were coded using the liker scale of 1. **Strongly agree (SA) 2. Agree (A) 3. Disagree (D) 4. Strongly disagree (SD) 5. Not sure (NS)**

Table 4.5 Stakeholder Involvement

STAKEHOLDER INVOLVEMENT	N	SA	A	DA	SD	NS	Mean	Std. Dev.
The process of stakeholder identification is inclusive and transparent	103	7%	7%	30%	48%	8%	3.330	.3251
The stakeholders are involved in the identification of projects	103	8%	8%	40%	42%	2%	3.126	.3098
Stakeholders have adequate knowledge of infrastructural projects and factors that influence their uptake	103	0%	8%	40%	46%	6%	3.398	.3301
There is effective consultation and communication between the stakeholders and the county government	103	18%	6%	38%	30%	8%	2.951	.2889
Infrastructural projects undertaken are based on the needs of the county residents	103	7%	23%	35%	35%	0%	2.893	.2843
The stakeholders/community feel like part of the county planning process	103	7%	15%	44%	30%	4%	3.000	.2956

From table 4.5,48% of the respondents strongly disagreed with the statement that the process of stakeholder identification is inclusive and transparent at Mombasa County. This is a representation of average mean of 3.330 and standard deviation of 0.3251 respectively. The table also shows that there is a disagreement in regard to the involvement of stakeholders with the majority of respondents with an average mean of 3.126 and standard deviation of 0.3251 respectively. 46 % of the respondents were of the opinion that in Mombasa County stakeholders do not have adequate knowledge of infrastructural projects and factors that influence their uptake. This represented an average mean and standard deviation of 3.398 and 0.3301 respectively.

Most of respondents with an average mean of 2.951 and standard deviation of 0.2889 shows that there is disagreement that there is effective consultation and communication between the stakeholders and the county government. Majority of respondents also disagreed with the statement that infrastructural projects undertaken are based on the needs of the county residents at Mombasa County with an average mean and standard deviation of 2.893 and 0.2843 respectively. Finally, majority of respondents disagreed that Mombasa County stakeholders/community feel like part of the county planning process. this was represented by a mean average of 3.000 with a standard deviation of 0.2956. The score of stakeholder involvement is almost 3 and high among the independent variables. This indicates there is no stakeholder involvement in the uptake of infrastructural projects at Mombasa County.

4.7 Contractors competency and the Uptake of Infrastructural Projects

The study sought to find out the influence of role of contractor on uptake of infrastructural projects at Mombasa County. Table 4.6 shows the rating of the various statements on influence of role of contractor on uptake of infrastructural projects at Mombasa County.

The extent to which respondents agreed with the statements were coded using the liker scale of 1. **Strongly agree (SA) 2. Agree (A) 3. Disagree (D) 4. Strongly disagree (SD) 5. Not sure (NS)**

Table 4.6 Role of Contractor

Role of Contractor	N	SA	A	DA	SD	NS	Mean	Std. Dev.
The process of contractor selection are free and just	103	0%	4%	15%	23%	58%	4.350	.4321
Most of the contractors in mombasa county are professionals	103	12%	8%	34%	30%	16%	3.300	.3356
Contractors have adequate financial capacity to undertake the projects	103	8%	10%	42%	28%	12%	3.268	.3204
Contractors have the adequate human resource capacity to undertake the projects	103	5%	10%	45%	40%	0%	3.254	.3199
Contractors have the technical capacity to undertake projects	103	10%	20%	38%	30%	2%	3.041	.2978
The quality of projects undertaken by contractors is satisfactory	103	5%	18%	47%	25%	5%	3.213	.3174

While examining the role of contractor and their influences uptake of infrastructural projects in Mombasa County response is shown by table 4.6 above. The respondents were asked to respond on items reflecting on role of contractor. From table 4.6 above 58% which forms the majority of the respondents were sceptical about the process of contractor selection being free and just with a mean of 4.350 and standard deviation of 0.4321.

In terms of professionalism of the contractors a mean of 3.300 and standard deviation of 0.3356 were obtained meaning that the professionalism of the contractors is highly questionable. Regarding contractor's financial capacity to undertake infrastructural projects, majority of respondents were in disagreement that contractors have adequate financial capacity to undertake the projects with a mean and standard deviation of 3.268 and 0.3204 respectively. Majority of respondents disagreed that contractors have the adequate human resource capacity to undertake the projects with a mean and standard deviation of 3.254 and 0.3199 respectively.

Also, majority of respondents were in disagreement that contractors have the desired technical capacity to undertake projects with a mean and standard deviation of 3.041 and 0.2978 respectively. While responding to a statement about the quality of projects that had been carried out by the contractors there was a disagreement that the quality of projects undertaken by contractors is satisfactory with a mean and standard deviation of 3.213 and 0.3174 respectively. The response about the role of contractors in the uptake of infrastructural projects the mean score is close to 3 and high among the independent variables.

Table 4.7: Correlations between the Independent and Dependent Variables

Correlations		Politics	Adequate financing	Stakeholders' involvement	Role of contractors	Uptake of infrastructural projects
Politics	Pearson Correlation	1	-.724	-.814	-.817	-.878
	Sig. (2-tailed)		0.000*	0.000*	0.000*	0.000*
	N	103	68	103	103	103
Adequate financing	Pearson Correlation	.811	1	.823	.842	.825
	Sig. (2-tailed)	0.000*		0.000*	0.000*	0.000*
	N	68	68	68	68	68
Stakeholders involvement	Pearson Correlation	.821	.746	1	.755	.774
	Sig. (2-tailed)	0.000*	0.000*		0.000*	0.000*
	N	103	68	103	103	103
Role of contractors	Pearson Correlation	.934	.811	.855	1	.867
	Sig. (2-tailed)	0.000*	0.000*	0.000*		0.000*
	N	103	68	103	103	103
Uptake of infrastructural projects	Pearson Correlation	-.878	.825	.774	.867	1
	Sig. (2-tailed)	0.000*	0.000*	0.000*	0.000*	
	N	103	68	103	103	103

*. Correlation is significant at the 0.05 level (2-tailed).

Results from the correlation analysis revealed strong positive correlation between adequate financing, stakeholders' involvement, and role of contractors on uptake of infrastructural projects. But there was a strong negative correlation between politics on uptake of infrastructural projects. The correlation coefficients between politics, adequate financing, stakeholder's involvement, role of contractors on uptake of infrastructural projects were; -0.878, 0.825, 0.774 and 0.867 respectively. These results indicate good correlation between the dependent and independent variables as they were significantly different from 0 since the p values < 0.05.

Summary of Findings, Discussions, Conclusions and Recommendations

5.1 Introduction

This chapter presents the discussion of summary of the findings, conclusion drawn from the findings and recommendation made from the study. The conclusions and recommendations drawn were focused on addressing the four specific objectives and the research questions of the study. This chapter also includes the suggested areas for further research.

5.2 Summary of Findings

The instrument for data collection used was questionnaires and out of the 123 questionnaires given, only 103 were returned and thus valid for the research. From the response given by the respondents in regard to the first objective which was politics and its influence on the uptake of infrastructural projects, it is evident that indeed it has with 42% of the total respondents strongly agreeing with the statement. Regarding the county legislature and its influence on the 38% of the respondents disagreed and a smaller a high percentage of 30% also strongly disagreeing with the adequacy of the county legislature while a small fraction of 14% felt that the legislature was adequate.

Item three on community politics and their influence on the uptake of infrastructural projects 37% of the respondents held the opinion that community politics do affect uptake of these projects followed closely by a

34% when combined the two percentages can be said that 71% agreed community politics affect uptake. Only a slight 7% of the respondents find the current political situation favourable for the uptake of infrastructural projects. While responding to the statement on political interests and influence the rate of uptake of infrastructural projects the highest percentage of 42% agreed with the fact that these interests do influence uptake. Finally, political leaders do influence the uptake of infrastructural projects with 38% of the respondents holding a strong opinion that they do influence followed closely by 24% who also hold the opinion that leaders affect uptake.

On the second objective to determine the influence of adequate finance on the uptake of infrastructure projects the response had only 10% and 12% making up to only 22% when combined who felt that there is adequate finance to influence the uptake of infrastructural projects in Mombasa County. A significant 46% of the respondents felt that the current county debt had an impact on the uptake of infrastructural projects while a significant 3% were not sure whether there was any impact. Majority of respondents disagreed that in Mombasa County project financing has been fully adopted as a method of financing infrastructural project with only a 10% of the respondents feeling that it has been adopted.

On the part of county budget allocations towards infrastructural projects, 48% of the respondents held the opinion that the county budget is not adequate. 10% of the respondents were not sure whether the process and procedures of funds allocation are adequate fair and just while 46% disagreed with the process being fair and just. Majority of respondents disagreed that Mombasa County there is good management of finances allocated to infrastructural projects. This response was represented by a disagreement of 42% closely followed by a strong disagreement of 35%. The score of adequate financing is above 3 and high among the independent variables. This indicates there is no adequacy of financing the uptake of infrastructural projects at Mombasa County.

The third objective sought to establish stakeholders' involvement and 48% of the respondents who went for a no answer on the idea that stakeholders 'identification is inclusive and transparent while regarding stakeholders being involved in the process for project identification had only 8% of the total respondent agreeing with the statement and 42% strongly disagreeing. Majority of the stakeholders do not have adequate knowledge on the infrastructural projects and factors that influence it with 46% of the respondents confirming their lack of knowledge. In regard to consultation and communication 38% of the respondents strongly felt that there is no effective consultation and communication between the county government and the stakeholders in regard to the uptake of infrastructural projects followed closely by the 30% who disagreed and only 8% of the respondents not being sure of any existence of communication or consultations. Also 7% of the respondents said that the projects pursued were based on the needs of the community.

The fourth objective sought to establish contractors influence the uptake of infrastructure projects, majority of respondents were not sure that the process of contractor selection which is represented by 58%. About the professionalism of the contractors in Mombasa, most of respondents were somehow in disagreement with 34% and 30% representing a disagreement and strong disagreement and just a 12% feeling that the contractors are professionals. Financial capacity of the contractors as per the respondents is not adequate enough with 42% of the respondents holding an opinion that the financial capacity is not adequate.

Only 8% of the respondents felt that the contractors have adequate financial capacity to undertake the projects. In regard to human resource capacity and capability of the contractors only 5% of the respondent felt that the contractors have adequate human resource capacity and 45% and 40% of the respondents disagreeing and strongly disagreeing on that contractors have the adequate human resource capacity to undertake the projects. The technical capacity of the contractors is adequate for only 10% of the respondents and a 2% not sure about the technical capacity of the county contractors. In regard to the quality of projects undertaken by the county contractors only 5% and 18% agree that the quality is satisfactory and a 47% feeling dissatisfied with the quality.

5.3 Discussion of Findings

The study was set to determine the factors that influence the uptake of infrastructural projects in Mombasa County. Findings from the field show that responses in relation to the first objective that touched on politics influence. A hypothesis on the same was set to determine whether indeed there is any relationship between politics and the uptake of infrastructural projects. From the response obtained it is evident that there is a strong correlation between politics and the rate of uptake of infrastructural projects Mombasa County.

It is also evident that projects are usually selected and framed as the expression of political government as part of their commitment to the people. Ideally, it is assumed that infrastructural projects at the county level

should be selected based on local people's urgent need and demands and not to facilitate the ruling party, local political leaders or elected representatives and their cronies. But in essence powerful stakeholders, who are politically, socially and economically dominant, for their own interests influence the participation of their counterparts and influence the selection and planning of projects to favour their personal interests. In fact, in most of the cases, interests of the political elites and administrators, who run the regime, penetrate the arena and shape the outcomes thus influencing the success of projects (Samad, 2002; UNDP, 2010).

With most of the respondents holding the opinion that national politics, community politics and the county politics were negatively affecting the uptake of infrastructural projects in Mombasa County. Most arguments on politics were argued from the point of governance considering that the county is a political unit and therefore the governed by a political leader. Most of the respondents were for the opinion that there should be an understanding as cited by Kamaraswami (2006) that infrastructural projects are economic projects and they should therefore should not be converted to political projects if they are to be successfully identified, implemented and maintained.

On the second objective that sought to establish the influence of adequate financing on uptake of infrastructural projects in Mombasa County. it is evident that there is a positive relationship between adequate financing and increased uptake of infrastructural projects in Mombasa County. Infrastructural projects are capital-intensive, long-term projects with a long-term projection of returns (R.K. Banda and Pretorius 2016). This requires any company or government to ensure that there is adequate financing during the implementation process of the projects. The budgets that are drawn by many African governments have a deficit balance and therefore the need to embrace other development partners in the process of infrastructural development will ensure that the financial gap is closed (World Bank 2012). This can be well done by adopting the process of project financing as a means of developing infrastructural projects.

The third objective sought to establish the influence of stakeholders' involvement in the implementation of infrastructural projects in Mombasa County and results were as follows: 15.4% of the respondents felt that stakeholders' involvement has no influence in the uptake of infrastructural projects while the remaining 84.6% did support the idea that it has an influence. In relation to the literature Njuki (2013), identifying the vital stakeholders to involve in a project has a great influence on the outcome and sustainability of the project. Susskind (2009) noted that the first step in the process of involving stakeholders is often getting people to the table. This consists of assessing a situation; identifying and inviting the stakeholders; locating the necessary resources; and organizing and planning of the process. This particularly is what is missing because of the lack of inclusiveness and transparency during the process of stakeholder identification and project implementation. In relation to the final objective that sought to establish the role of contractors on uptake of infrastructural projects in Mombasa County. There was an agreement that as the implementing party of the infrastructural project, the role of the contractor is critical in the uptake of the infrastructural projects. The hypothesis was tested and it is indeed evident that there is indeed a relationship between the contractors financial capacity, human resource capacity and the technical know-how and the rate of uptake of infrastructural projects in Mombasa county.

5.4 Conclusions

From the findings of the study, it is evident that the rate of uptake of infrastructural projects in Mombasa County is low. It is also evident that there is indeed a great influence of the dependent variable by the four independent variables of the study Mombasa County and Kenya as a nation need to ensure that there is a workable framework that will build confidence to both the local and foreign investors and ensure that the infrastructural development laws as to attract more of the local and foreign investors.

Regarding politics the study concludes that indeed there is a great role that politics play in the uptake of infrastructure projects. As most of the projects in the county must be carried out within the county laws and county budgets which has to be approved by the county assembly. The county assembly is composed of members of county assembly who are political appointees. These political appointees oversee the formulation of legislation that is desired to protect investors and in turn increase the rate of the uptake of infrastructure projects. The political class does interfere with project prioritization, and this causes the projects being implemented not to reflect the needs of the communities involved. There is a lot of political tension at the county level as well as a lot of interference by the national government and this has created a very unfavourable environment for the uptake of infrastructural projects.

Having adequate finance is important especially if the county government is the party providing funds. However, the county government receive funds for use from the national governments and therefore

there are many procedures to be followed before the funds are released by the national treasury to the county governments. The county government in turn has to prepare budgets in regard to what has been received. From the response obtained it is clear that the funds obtained from treasury is not enough to finance the county government activities and as a result the amount allocated towards the development of infrastructures. Therefore, the county should not be banking on national government for development of infrastructure but involve more development partners by embracing project financing.

Stakeholder involvement is critical for any project planning, implementation, and project evaluation. It is very important that the process of stakeholder be embraced as early as at when the process of project planning and identification starts. It is also noted that the process of identification of stake holders needs to be inclusive and transparent. There are not programs for sensitization of stakeholders on the available infrastructural projects and what infrastructural development is all about and therefore most of the respondents felt that they are not rely part of the process.

When dealing with infrastructural projects, due its capital-intensive nature, it is important that the contractors be critically vetted and evaluated based on the quality of the work that they may have done before. From the response obtained, it is evident that this doesn't happen so long as infrastructural projects in Mombasa are concerned. The selected contractor has to process adequate financial, technical and human resource capacity so as to ensure that high quality products are produced.

5.5 Recommendations

Based on the findings of the study that has come from the respondents in the field and the literature review, the researcher makes the following recommendations:

First the researcher recommends that the county and national government leasers adopt a development-oriented approach so long as the county is concerned. Instead of politicizing the process of infrastructural development of infrastructure, they take an economic approach and formulate legislature that will safeguard the interest of the investors who would like to be part of the count infrastructural development process. it is also important that political leaders shun divisive politics and adopt am more constructive manner of handling conflict when it arises. It is also important that the national and county government act like one government instead of acting like two different authorities and encourage the uptake of these infrastructural projects.

Secondly the county governments need to adopt the process of project financing so as to ensure that the rate of infrastructural uptake is increased. There is need for the count to avoid engaging in more debts so as to maintain a good balance sheet so long as the county financial statues is concerned. This will act as an attraction to the investors knowing that the county financial status is stable. The count government also needs to scale down on the recurrent expenditures and allocate more funds to the development of infrastructure projects. There also has to be a more effective way of budget allocations so as to ensure that these budgets are available to the public for scrutiny in due time.

In addition, the county government need tom ensure that the process of stakeholder involvement is taken seriously. A constructive stakeholder identification and involvement strategy must be adopted especially in relation to the process of project identification. There is also needed to carry out trainings on the stakeholders so as to synthesize them on the new development in the infrastructural sector.

Finally, the researcher recommends that the contractor selection process be a rigorous one and all the processes be open to the public for scrutiny. The technical, financial, and human resource capabilities of the contractors must also be well analysed, and the workman ship previously done evaluated to establish whether indeed the contractor has the capacity to implement the project at hand.

5.6 Suggestions for Further Research

Due to the number of county projects adopted by the newly established county governments, the researcher suggests that research can be done focusing on uptake of infrastructural projects in the other all ministries in the county governments so as to establish whether the determinants are similar or different. Also, this can be extended to different ministries at the national government level.

References

- [1]. A., & Lam, P. L. (2004). *Electricity consumption and economic growth in China*. *Energy Policy*, 32, 42-54.
- [2]. African Development Bank. (2013). *The Africa Infrastructure Development Index (AIDI)*:
- [3]. Agbola t. (1998). *The implications of community leadership for rural development planning in Nigeria*. *Community development journal*
- [4]. Ahmed, V., Abbas, A., & Ahmed, S. (2013). *Public Infrastructure and economic growth in Pakistan: A dynamic CGE micro simulation analysis*. Partnership economic policy, Working Paper
- [5]. Ansari, M. I., Gordon, D. V., & Akuamoah, C. (2010). *Keynes versus Wagner: public expenditure and national income for the three African countries*.
- [6]. Aschauer, D. (1989). Is public Expenditure Productive? *Journal of Monetary Economics*, 23, 177-200.
- [7]. Babatunde, O. A., Afees, S. A., & Olasunkanmi, U. I. (2012). Infrastructure and economic growth in Nigeria: A multivariate approach. *Research Journal of Business Management and Accounting*, 1(3). 30-39.
- [8]. Banerjee, A., Duflo, E., & Qian, N. (2012). *On the road: Access to transportation infrastructure and economic growth in China*.
- [9]. Barro, R. (1990). Government spending in a simple model of exogenous growth. *Journal of Political Economy*,
- [10]. Ben Hammouda, Hakim, and Patrick N. Osakwe (2006). *Financing Development in Africa: Trends, Issues and Challenges*.
- [11]. Boardman, A., Greenberg, D., Vining, A. and Weimer, D., *Cost Benefit Analysis: Concepts and Practice*, Prentice Hall, 1996; 3rd end, 2006
- [12]. Buhr, W. (2003). *What is Infrastructure?* Department of Economics, School of Economic Disciplines, University of Siegen
- [13]. Calderon, C., & Serven, L. (2008). *Infrastructure and economic development in Sub Saharan Africa*.
- [14]. Canning, D., & Pedroni, P. (2004). *The effects of infrastructure on long run economic growth*. Congressional Budget Office. (2015). *Public Spending on Transportation and Water Infrastructure*. Congress of the United States.
- [15]. Cartier-Bresson, J. (1997). *Corruption Networks, Transition Security and Illegal Social Exchange*.
- [16]. Caselli S., Corbetta G., Vecchi V. (2015). *Public Private Partnership for infrastructure and business development*, Palgrave Macmillan, New York.
- [17]. Cohen, J. P. and C. J. Morrison Paul (2004). *Public Infrastructure Investment, Interstate Spatial Spillovers, and Manufacturing Costs*.
- [18]. Ecoter (1999). Fiscal policy and economic growth an empirical investigation. *Journal of Monetary Economics*
- [19]. Ernst and Young Global Limited. (2014). *Bridging the Gap: Ensuring Execution on Large Infrastructure Projects in Africa*. Ernst and Young Global Limited
- [20]. Estache, A. (2006). Institutions, Infrastructure and Economic Growth. *Journal of Development Economics*
- [21]. European Investment Bank (2014). *The Europe 2020 Project Bond Initiative– Innovative Infrastructure Investment Financing*,
- [22]. Everaert, G. and F. Heylen (2004). *Public Capital and Long-Term Labour Market Performance* in Belgium.
- [23]. Fedderke, J., & Garlick, R. (2008). *Infrastructure development and economic growth in South Africa: A review of the accumulated evidence*. University of Cape Town, Policy paper No 12.
- [24]. Fernald, J. (1999). *Assessing the Link between Public Capital and Productivity*.
- [25]. Ferrara, E. L. and M. Marcellino (2000). *TFP, Costs, and Public Infrastructure: An Equivocal Relationship*
- [26]. Fitch (2014). *Private Infrastructure Investment in Developed Economies*, Special Report, Fitch Ratings, December 2014
- [27]. Gatti, S. (2014). *Private Financing and Government Support to Promote Long-term Investments in Infrastructure*, OECD Publishing, Paris.
- [28]. Hellowell M., Vecchi V. Caselli S. (2015). *Return of the State? An Appraisal of Policies to Enhance Access to Credit for Infrastructure-based PPPs*, Public Money Management

- [29]. Helm, D. and Tindall, T. (2009). *The Evolution of Infrastructure and Utility Ownership and its Implications*, Oxford Review of Economic Policy.
- [30]. Inderst, G. (2009). *Pension Fund Investment in Infrastructure*, OECD Working Paper on Insurance and Private Pensions No. 32, OECD Publishing, Paris.
- [31]. Inderst, G. and Stewart, F. (2014). *Institutional Investment in Infrastructure in Emerging Markets and Developing Economies*. PPIAF, World Bank Group
- [32]. Kerote O. A., (2007). *The Role of the Local Community in the Management of Constituency Development Funds*. University of Nairobi, Kenya.
- [33]. Kholif, W., Hosny, H., & Sanad, A. (2013). *Analysis of time and cost overruns in educational building projects in Egypt*
- [34]. Layard, R. and Glaister, S., *Cost-Benefit Analysis*, 2nd ed, Cambridge University Press, 1994
- [35]. Mathison, S. 1994, *partnerships between organizations and evaluators*, *Evaluation and Program Planning*,
- [36]. Mimeo. Evans, P. and G. Karras (1994). *Infrastructure. A Survey of Recent and Upcoming Issues*. World Bank.
- [37]. Mohan, G. (2008)., Participatory Development". *The Companion to Development Studies*.
- [38]. Moszoro M. Araya G., Ruiz-Nuñez F., Schwartz J. (2015). *What Drives Private Participation in Infrastructure in Developing Countries?*
- [39]. Mwangi, K., (2005). *Efficiency and efficacy of Kenya's Constituency Development Fund: Theory and Evidence*.
- [40]. Njuki, J., Kaaria, S., Chetsike, C., & Sanginga (2013). *Participatory monitoring and evaluation for stakeholder engagement, and institutional and community learning*
- [41]. OECD (2008). *Public-Private Partnerships In Pursuit of Risk Sharing and Value for money*
- [42]. Oladinrin, T. O Adeniyi O & Eboime, (2013). *Analysis of non- excusable delay factors influencing contractors' performance in Lagos state, Nigeria*.
- [43]. Onyejekwe, O. (2010). *Governance Issues in Infrastructure Development Issues: Strategic Sustainable*.
- [44]. Oronje, D. O., Rambo, C. M., & Odundo, P. A. (2014). *Agency Level Management of Roads Maintenance Levy Fund: Evidence from Kenya*.
- [45]. Oyedele, O. A. (2012). *The Challenges of Infrastructure Development in Democratic Governance*.
- [46]. Research report no. (2001). *the housing of Nigerians: a review of policy development and implementation*.
- [47]. Roy, A., *Cost-Benefit Analysis: Theory and Application*, Johns Hopkins University Press, 1984
- [48]. Sahin, O., Can, N., & Demirbas, E. (2014). The effects of infrastructure determinants on Economic growth: European Union sample. *Eurasian Journal of business and economics*, 7(13). 11-27
- [49]. Sahoo, P., & Dash, K. R. (2009). Infrastructure development and economic growth in India. *Journal of the Asia Pacific Economy*, 14(4). 351-365.
- [50]. Schwartz, J. Z. Ruiz-Nuñez, F., & Chelsey, J. (2014). *Closing the Infrastructure Finance Gap: Addressing Risk*. Financial Flows Infrastructure Financing.
- [51]. Serven, L. (2010). *Infrastructure and Growth*. World Bank: Development Research Shiu,
- [52]. Smith, G. L., & Da Lomba (2008). *Addressing Africa's Infrastructure Challenges*. Deloitte Corporate Finance Ltd.
- [53]. Srinivasu, B., & Rao, P. S. (2013). *Infrastructure development and economic growth: Prospects and perspective*. *Journal of business management and social sciences research*,
- [54]. Standard & Poor's (2011). *How Europe's Initiative to Stimulate Infrastructure Project Bond Financing Could Affect Ratings over the next Decade*, Credit FAQ. (London: Standard & Poor's).
- [55]. United Nations. (2000). *The Millennium Development Goals project*.
- [56]. Vecchi V. Gatti S. Hellowell, M. (2015 forthcoming). *Government Policies to Mitigate the Risks of Infrastructure Projects: A Framework for reclassification and Analysis*.
- [57]. WEF (2010). *Paving the Way: Maximizing the Value of Private Finance in Infrastructure*.
- [58]. WEF (2013). *Strategic Infrastructure Steps to Prepare and Accelerate Public-Private Partnerships*
- [59]. World Bank, (2003). *Participation in development Assistance: Précis number 209, fall 2003*. World Bank, Operations Evaluations Department OED. World Bank.
- [60]. World Bank. (2010). *Monitoring and Evaluation. Some Methods, Tools, and Approaches. 'Rethinking the evaluator role:*

- [61]. World Economic Forum, *Mitigation of Political and Regulatory Risk in Infrastructure Projects*, February 2015.
- [62]. Zaki, E., (2000). *Analysis of IFAD experience on the evaluation of the monitoring and evaluation systems*