

**INFLUENCE OF YOUTHS PARTICIPATION ON
COMPLETION OF ROADS INFRASTRUCTURE PROJECTS: A
CASE OF CHEPTIRET KIPCHAMO WARD, UASIN GISHU
COUNTY, KENYA**

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DECLARATION

This research project report is my original work and has not been presented to any other university.

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DEDICATION

This research project report is dedicated to my parents and my wife Joyline Sang and Son Noel Kipkalya for their moral support during my study

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ABBREVIATIONS AND ACRONYMS

AGPO	Access to Government Procurement Opportunities
CDF	Constituency development funds
ECDE	Early Childhood Development Education
GOK	Government of Kenya
KYVEO	Kenya Youth Voice and Empowerment Organization
KYEOP	Kenya Youth Empowerment Opportunities Programmes
KICC	Kenyatta International Conference Centre
M&E	Monitoring and evaluation
MCA	Member of county Assembly
NACOSTI	National Council of Science and Technology
NGO	Non Governmental organization
NYCI	National Youths Council of Ireland
SWOT	Strengths weakness Opportunities and Time
USAID	United State Agency for International Development
UGC	Uasin Gishu County Government
UN	United Nation
RM	Resource Mobilization
YEDF	Youths Enterprises Development Funds

ABSTRACT

Participation of the youths in road construction project is critical activity that requires constant review since it's an investment. The resident of Cheptiret Kipchamo ward, Uasin Gishu County especially the youths have long time experience lack of participation on roads infrastructure project within the ward and thus their influence is not felt at all despite large number of project being undertaken by both National and County Government. The purpose of this study was to investigate the influence of youth's participation on completion of roads infrastructure project in Cheptiret kipchamo ward, Uasin Gishu County, Kenya. The study was guided by the following objective, To establish how influence of procurement process, labor provision, Monitoring and Evaluation and resource mobilization by youths on completion of roads infrastructure project in ward. The study is significant to both National, County government and others institutional agencies likes NGO that may want to fund this project and contribute to its success. The finding was to reveal the influence the youth have on roads infrastructure project if given chance to participate at different level. Study was conducted through the use of a descriptive survey design. The target population of the study consisted of 180 respondents from the National and County Government funded roads infrastructure project in ward. Using Krejcie and Morgan table sample size was 123 picked. Stratified random Sampling was used to obtain 109 youths derived proportionally from various youth groups in sub location within the ward. Authorization to conduct the study sought from the University of Nairobi, the area administration and the respective project organizations that are targeted by the researcher and (NACOSTI). Researcher did use questionnaires with open and closed-ended questions which were delivered personally. Validity of the research instrument was ensured through careful examination of the content of the test, and consulted the supervisor. Content validity of the instrument was determined through piloting, where responses of the subjects were checked against the research objectives. On the other hand the test - retest method was used to test reliability of the research instrument. Data collected was analyzed using descriptive statistics and content analysis. Final results showed that youth participate in providing labor which contributes to completion of road projects within cost, time, quality and scope. Additionally majority of youths did not participate in monitoring and evaluation, resource mobilization and procurement. The study recommends that policies and frameworks to be instituted to engage youths into road infrastructure projects.

CHAPTER ONE

INTRODUCTION

1.1. Background of the study

Youths Participation in developing programmed process is the fundamental way toward enabling the community through infrastructure project to sustain them economically. Lately the youths are not recipients of development but also shareholders of the project in the community and significant people in the project implementation process and management of the projects. Engaging youths in project implementation and completion is challenging and also rewarding as it requires patient and tolerance (Chappell, 2008). The realization of government vision 2030 youths should be involved in infrastructure project implementation and completion. To understand the important of youths in implementation and completion of project, there is need to train the agents and engage as programmer's developers and policy planners in the community projects within their area, also important to know the benefit and opportunity that comes for youths through project participation (Behn, 2003).

Chappell (2008), young people in Netherlands are said to be contributing to development through labor provision and also monitoring the project to the end thus benefit their lives and the community at large and through participation the youths become the ownerships of the infrastructures project in the community. The success of the projects in Netherlands is due to the youths participating in technical and operative functions in projects. The country has put this into consideration that it has formulated policies that integrate youths through internships and apprenticeships. Every employer across the country is required to implement the policies as part of their strategic plans.

According to the USAID (2005), the Youth need to participate and be at the forefront in deciding their future. Therefore, youth involvement in infrastructure project implementation and community development projects will assist them to build and motivate upcoming young leaders to know, show, and also to earmarked place that may be of important for forthcoming endeavors it also present youths with self-esteems, positive self-identity which reduce crime rate in the community as youths are purely involve in project participation in the ward, The most successful youth implementation programs knowing these element and give youth an important role in planning and discharging community development programs with the advice and support of adult mentors and local leaders (Chappell, 2008).

In Merscoprs Nepal Programmed (2009), Youths designed project in Nepal, India are required to raise fund as resource for the project and their implement it to completion and maintain for it sustainability to the community. The country failure on certain projects is because the youths do not have enough resources that can be used to support the projects. Majority of the youths in India lack jobs and do not have the capacity to fund projects. By having youth's participation in all phase of the project it enable youths to see themselves as agent of change and guard the future and it also make youths develop different fields of skill and management knowledge. The youth will be able to develop good public relation with people and thus gaining confidence among the community members on project implementation and management (Behn, 2003).

In Nigeria, Youths have been seen for their aggressive participation in infrastructure project programs, better prosperity and creativity. The initiative of involving the youths is important to make use their physical strength for development change in the society by active and useful engagement in programs aiming at their project. Youth have benefited from such involvement practices they are empowered economically, and obtain the required experience in the industry.

The Government of Nigeria is advocating for youth aided policies to be implemented in different institutions and agencies to enable the youth be involved in development initiatives and reduce any other forms of challenges (Him berg et al., 2009).

Masanyiwa and Kinyashi (2008) in a research in Tanzania address the need for people to take part fully on the project that mostly deals with their immediate needs and prosperity, Further, Bhavnagar and Williams (1992) realize that community agree and take part in projects that further for their requirements and those who benefit, Previous research supports the area that engagement in community work us in line with behavior among youths directly to project to initiate their own social economic empowerment and capacity building.

Also what contribute to young people as affecting their need for and accepting to participate in projects, among them: impression of efficiency (Sherrod, Flanagan, &Youniss, 2002), being recognize and taken with seriousness within the society (Flanagan & Van Horn, 2001), grow their self confidence, and having a duty in the community by participating in a public task (Independent Sector, 2001). Youth should play part in project implementation especially in the local communities so that they can learn to function effectively and efficiently as responsible members of the community. Youth participation in infrastructure project implementation has been a major focus recently especially with the local leaders. Participation for infrastructure project for the youth focuses mainly on building the capacity of the youth and empowers them to identify the benefits and opportunities of change within and without the community the youth constitutes clear assets to infrastructure project implementation programs when they are empowered positively, active, and productive members of the community citizens. Youth involvement and support them in infrastructure project development processes is critical for several reasons.

According to the Kenya Youth Voice and Empowerment Organization (KYVEO) the youth today have various problems and challenges particular to them, and while they desire to have all participation the life of society, their voices tend to be neglected by the relevant authorities. The young people holds the key to coming up with strong, healthy and better communities in Kenya and in their professional endeavors which will be delegated to lead all areas of community. The challenges encounter by Kenyan young people is not only the present society but also generations to come. It is, therefore, important that young people be given a task and a voice in seeking to address these problems because they understand the challenges the face in their day-to-day lives. It is necessary for youth leadership currently and for Kenya's generation to come, that we come up youth voices by giving everyone with a avenue to convey their opinions.

According to Urdal (2004), unemployment seems to be the biggest issue facing the youth in Kenya today. They are surviving by the day without a constant source of income is a matter of concern for the Kenyan youth and the communities at larger. Most of the youth leave have migrated from rural areas to the urban centers with the hopes of getting employed but only end up doing casual work that pays less than Ksh. 400 per day if they are lucky. This therefore, means that the Kenyan youth has become vulnerable in joining crimes and others recruited in political sects and gangs. The formally educated also have found themselves is such scenarios and thus, live is not easy for them either.

Cheptiret Kipchamo ward is community set up, and youths are the key people for development within the community both socially, academically, politically and economically. By participation of youths in infrastructure project up to completion stage will not change and improve their own life but also that of the entire community in the ward, This involve the integration of rural population which they are the majority especially among developing countries national

(Silverman, 2003). In ward, there so many idle an unproductive youths due to lack of jobs, the government started Kazi Kwa Vijana that later collapse and it had benefit and change the lives of many youths, and for that youths need to be fully involve in the infrastructure project up to completion stage within the ward, Youths can be involve in various stage for example during procurement, provision of labor and also in management like to monitor and evaluate project (Chappell, 2008). The infrastructure work is expected to equip the youth in the ward with pertinent knowledge and understanding so as to enable them to monitor the performance of the county and national government project within their ward.

1.2. Statement of the Problem

Projects are measured according to the extent to which they are able to achieve the triple three constraints of time, scope and cost (Chappell, 2008). Completion of projects can be measured using the three criteria of time, scope and budget, which can be achieved using stakeholder participation. Him berg et al. (2009), state that youths represent more than 60% of the population in developing countries, and therefore are expected to be part of any development initiatives of a country. Youths can provide the required technical, operative and administrative support that can lead to effective completion of projects and therefore need not to be ignored. The 2010 Kenyan constitution highlighted very well that youths have legislative rights for 30 percent of procurement issues but that one has never been fully implemented as required. Participation in development projects in Kenya requires every member, age, and gender represented in steering communities this is according to the Kenyan CDF act. The Government of Kenya has done very small to promote and motivate youths to fully take part on infrastructure project within their ward level.

Several related research done to indicate importance of community participation or stakeholder participation in projects. William (2019) conducted a study on county participation M & E in delivery of ECDE infrastructure projects, and found participation to be successful in its delivery. The gap is that the study did not indicate the importance of the youth participating in projects. Njuguna (2014) carries research on shareholders involvement on implementing of water infrastructure project. The author established that success is achieved once the various stakeholders are engaged or involved in projects. The gap is that it focused on stakeholders in general and need not mention the importance of one specific stakeholder like the youths. Adesope (2007) admits that, many youths have been trained in one form of formal education or the other, but these young people who are formally educated still lack specific skills that can make them perform technical tasks in their locality and thus need to be given chance in the area of infrastructure project within their ward. in that finding youths will find it hard to meet their daily bread as there are not given chance to sharpen their skills.

There is a gap from various studies in which the aspects of completion of projects has not been fully addressed, and in particular linking youth participations. This research therefore was investigating the influencing youth participation on completion of roads infrastructure projects to completion. Despite the projects being undertaken by youths across the country there is has never been research touching on influence of youths participation on completion of roads infrastructure project specifically in Cheptiret Kipchamo ward, County Government of Uasin Gishu.

1.3. Purpose of the study

The purpose of the research was to investigate influence youths' participation on completion of roads infrastructure project within Cheptiret Kipchamo Ward.

1.3.2 Objective of the Study

The study was guided by the following objectives:

- i. To establish the Procurement process by the youths' influence completion of road infrastructure projects in Cheptiret Kipchamo ward.
- ii. To examine how Labour Provision by the youth influence completion of road infrastructure projects in Cheptiret Kipchamo ward.
- iii. To examine the influence of Monitoring and Evaluation by youth on completion of road infrastructure projects in Cheptiret Kipchamo ward.
- iv. To establish the influence of Resource mobilization by the youth on completion of road infrastructure projects in Cheptiret Kipchamo ward.

1.4 Research questions

The following were research questions:

- i. How does Procurement process by the youth influence completion of roads infrastructure project in Cheptiret Kipchamo ward?
- ii. How does Labour Provision by the youth influence completion of roads infrastructure project in Cheptiret Kipchamo ward?
- iii. How does Monitoring and Evaluation by the youth influence completion of roads infrastructure project in Cheptiret Kipchamo ward?
- iv. How does Resource mobilization by the youth influence completion of roads infrastructure project in Cheptiret Kipchamo ward?

1.5 Significance of the study

The achievement of youth projects is especially important in improving economic growth in insignificant areas of the country and offer employment chances for the ever growing population young people not employed. This study is critical to the National and County Government entities that work on roads infrastructure projects in the ward level. The results will show the influence of youths participation on project at different capacity among them labour provision, monitoring and evaluation, resource mobilisation and being involve in procurement process.

The findings of this research is significant to the Ministry of Public Service youths and gender whereby they can be in a position to know the importance of the youth in the participation of the completion infrastructure roads projects, the problems they face and challenges in trying to be part and parcel of the implementation of roads projects. Also, policy and law makers in government including the legislators can be in a position to make policies that conform to the requirements of the youth regarding their participation in the completion of community development projects

It's also paramount to the contributors as it show influence of youths to participate and completion of project and make planning effective before starting projects also assist partners like World Bank for funding purpose especially through KYEOP. Study will form relevant scholarly articles and literature review on factors influencing youth participation and completion of roads infrastructure projects. The research is hoped to assist the youth embrace their rights in participating in majority of the infrastructure projects in communities. Results from research study would also be useful in providing empirical data to both scholars and researchers and also Kenyans students.

1.6 Limitations of the Study

Study is an investigation of the influence of youth's participation on completion of roads infrastructure project and for this the research has to carry on a study to youths in Cheptiret Kipchamo ward. Some respondent didn't complete answering question during the study due to their busy schedule and fear to be victimize. The researcher should gave assurance of the confidentiality of the information given .Also some people being interview or given questionnaires were not providing clear response due language barrier. To address this limitation, the researcher translate question to local dialect for it to get maximum response from the respondents.

1.7 Delimitation of the Study

The study research was confined to roads infrastructure projects being carried on in Cheptiret Kipchamo ward in Kesses Constituency 25 kilometres from Eldoret town, Eldoret Nairobi Highway. The ward was chosen because it contains more youth groups than the other wards within the constituency, and due to its diverse population and majority of road projects are found there. The study was delimited to the youths in different groups and project officials found in the study location. This is based on the fact that they have firsthand information concerning the influence of youth participation on completion of roads infrastructure project in Cheptiret Kipchamo ward.

1.8 Assumptions of Study

The research assumed that the respondents were available and that they provided reliable and valid information and the sample to be selected will be good respondent of all resident of Cheptiret Kipchamo Ward. The study was further assumed that aspects outlined in intervening variable (weather, politics, Government road legislations) will remain constant in influencing the

dependent variable (completion of infrastructure projects). Also questionnaires used were precise and biasness was not arising during data collection, Respondent was expected to cooperate to the researcher to make study valid and reliable.

1.9 Definition of significant terms

Completion of road infrastructure project- it is used in this study to refer to the extent to which the roads which are part of infrastructure projects will be accomplished or measured within the required time period, cost and quality levels.

M&E: refer to the youth participation in the formulation of controls; surveys, inspections and a standard that ensures project work are accomplished within the set objectives.

Labor provision- it is involvement of the youth in providing human resources or providing technical, operative and administrative skills in completion of infrastructure projects.

Procurement process- it is the process in which the youths are involved in sourcing, tendering, storage and supplies of materials or inputs for infrastructural projects.

Resource and material mobilization- it is the extent to which the youth are providing any form of material support, funds, and resource person for the stated projects.

Youth participation: is an active engagement of young people in activities that's involve them in their communities and can benefit them in one way or the other.

Youth: The ages between 15 to 30 years old (Punt land National Youth Policy,2011), According to (Kenya Constitution 2010) policy define Youths as Person aged 18 years and who has not attained age of 35 years.

1.10 Organization of the study

The research was arranged into five chapters; Chapter one was introduction that did give. Background of study, statement of problem, purpose of study, objective of study, research question, limitation and delimitation of the study, Assumption of the study, definition of important terms and organization of the study. Chapter two did contain review of literature which was focusing on factors that's influence youths participation on completion of roads infrastructure projects at global, national and local levels. The chapter also contains the Knowledge gap and conceptual framework that show the variables and the indicators of the subject matter, while chapter three did focus on how the research was carried on; research design, target population, sample size, collection, analysis of data, data collection procedure, reliability, validity and ethical consideration in research. Chapter four presents a section of analysis, presentation, and interpretation of data. Chapter five, the study deals with summary, findings, discussions, recommendations, conclusion and suggestions for further studies to bridge the knowledge gap.

CHAPTER TWO

2.0 LITERATURE REVIEW

2.1 Introduction

This chapter examines the available literature about influencing youth participation on completion of infrastructure project from the international perspective, continental perspective and local perspective. The chapter also comprises the theoretical framework, conceptual framework and knowledge gap based on the study.

2.2. Concept of completion of road infrastructure projects

Completion means the end of project work, its fulfillment and Infrastructure is the essentials framework, systems, and services needed for management. Remember of infrastructure as the principle that all things are started upon. Behn, (2003), explain the concept of road completion to be the extent to which they are executed to the closure based on the constraints of cost effectiveness, budget compliance and quality satisfaction levels. Ondari and Gekara (2003), states that completions in projects are measured according to the levels in which specifications of quality, costs and scopes are achieved. Chappell, (2008), states that a project will be deemed complete if only is finished within the set budget or allocated resources. Several stakeholders would wish that road projects are completed within the set budget. Every stakeholder involved in budgeting and execution process would only tolerate a smaller percentage of variance of the actual versus the budgeted performance. The author states that stakeholder would be satisfied if the project is completed within the required quality and standards.

Completion of the roads project would be measured if the final outcome resembles the expected standards or list of requirements. Behn, (2003), mentions the need to have road projects completed within the required value of money. All these constraints are measures that can be used to measure final road project outcomes or results. Wambui et al (2015), states that road construction projects are deemed to be successful once they meet the customer's needs and satisfactions. In this study the concept of completion of road infrastructure projects was measured according to the extent in which they are completed within a specified time period, quality, scope and cost. The four constraints provide the basis in which the depended variables will be measured in this study.

2.3. Concept of youth participation

Youth Participation is very key area NYCI in its mission and vision where young people play critical role in contributing to decision that affect them and their development. Youths participation also guided by principle in their participation on project within their community among the principles. Youth participation refers to the youth taking part in development infrastructure projects in the ward. According to Armitage (2010), participation is defined as a process where people in the society involves themselves in management and decision making that affect them and thus take mandate for the changes that influence them and society at large. Young people involvement as per Chappell, (2008) youth's engagement might be due to cultural sense without power experience by the community mostly the young when they are needed to make decision procedure within government. There are various definitions for the youth therefore the definitions depend largely on the context and who is defining the term. A number of organizations have different definitions based on their contextual approach. United Nations (UN) explains youth being person who is between 18 to 35 years.

2.4. Concept of youth participation and completion of roads infrastructure projects

There is a dynamic pace on young people participation in the completion of communal infrastructure projects. Governments globally have increased support for youth ministries, youth programs, and currently there is much greater realization that the youth are the hope of their communities' and countries' growth. Despite introduction and formulation of legislations advocating for youth participation there is no much in ensuring that takes place. However, there is still a lot to be done to realize this potential chance among youths.

According to Him berg et al. (2009), defines participation to be the process in which stakeholders in a community are involved, and engaged in major activities, and decision making. Amenia et al., (2011), defines youth participation to be the process in which individuals aged between 30 years participate in making decision and task performance. Completion of roads infrastructure projects refer to the means in which building of the roads are met in terms of quality, cost and time. Projects are termed to have been completed once the stakeholders have felt it has met the various constraints.

Armitage (2010), states that the youth need to be engaged in design, execution, and controls of projects to obtain desired results. The writer mentions that project can be actualized by completing within the required timelines, resources and satisfaction. Majority of the projects in which the youth are engaged in technical, administrative and operative functions have been successful in the long run. The Government of Kenya has recognized the need to have the youth included in execution of projects works though the various legislations and policies executed by the form ministry of youth affairs.

2. 5. Procurement and completion of roads infrastructure projects

The Public procurement system in Kenya has grown from undeveloped system with no regulation to legally regulated procurement system in line with international standard. Since the start of millennium, Kenya has embarked effort to change and modernize its public procurement system. The evaluation was through system regulated by Treasury circular in 1970s, 80s and 90s and further to an orderly legally regulated procurement system since March 2001 under exchequer and Audit (Public Procurement) Regulation

Purchasing Insight (2013) posited that Procurement is process of sourcing the goods and service company needs fulfills through tendering or competitive bidding from external source. Accessing to Government Procurement Opportunity (AGPO) operation was started at the Kenya International Conference Centre (KICC) on 29 June 2012 by Directorate of Public Procurement under the Ministry of Finance. The initiative's aim is to assist the young people, women and disable people-owned business to be involves in government procurement process, (G. o. K, 2013) and is spearheaded by the Director of the Public Procurement.

The initiative's task at hand is to make young people; women and person living disability get 30% of Government Tenders. And this will be made accessible to those people thorough by executing Presidential Directive to set aside at least 30% of government procurement opportunities for the young people, women and people with disabilities enterprises without subjecting them to competition from existing enterprises, To get chance, Public Procurement and Disposal Regulations, 2011, shall be used to procurements by public organization when getting tenders from the following targeted teams: Disadvantaged Groups (young people, Women, and people are disable (Majale, 2008).

As per the Ministry of Finance Kenya (2012), the Kenyan young people encounter many problems including; little access to information, unemployment, lack of capital, insufficient skills and rare access to cheap loan facilities and not participating in making any decision. Former President, Mwai Kibaki during his talk directed the government to allocated at least one out of 10 government tenders for the young people and Small Medium Enterprises SME who main shareholders of Kenya's upcoming enterprises effectively giving business people access to a important market (Ng'ang'a, 2011). In 2013 a National Treasury issued circular in pursuant to presidential directive to all state organs and other public entities to allocate 30% of tenders advertise by the government to the young people, women and people living with disabilities.

2.6. Labor provisions on completion of roads infrastructure projects

Youths bulges have become global phenomenon and Kenya is not exceptional to this trend, youth bulges occur when more than 20% of country population is comprised of youths. The education system does channel thousands of potential graduates to the labor market every year and they are expected to contribute significantly to development initiatives in the country. Majority of the youths are expected to offer technical, administrative and operative labor provisions to the job market (Majale, 2008). In Kenya youths bulges present a number of challenges for both the youths and the country at large.

Akinboye et al. (2007) studied the causes of youth involvement in community growth projects in upcountry in Nigeria. The utilized primary data and employed descriptive statistics in their analysis. The results were that lack of togetherness from community peoples, parental effects, and lack of help from national government at the grassroots level and no appreciation of the young people as a main who providing large labor in the community, access to information, youth occupation, and level of education were the significant factors.

Majale (2008) researched on job creation by involvement in upgrading slums and giving proper urban planning in Kitale, Kenya. He investigated the impact of participatory planning approach in accessing and addressing the challenges faced by poor urban dwellers through slum upgrading. The research was based on case studies of three slums in Kitale. According to the findings, urban poor participation and especially the marginalized groups like the youth and women were key to project identification; planning and implementation. Community participation was significant in slum upgrading interventions. The study is however criticized on the grounds that it did not investigate the factors affecting participations of the marginalized groups.

Him berg et al. (2009) investigated the benefits and constrains of participation in forest management in Taita Hills, Kenya. They used primary data obtained using structured Questionnaires. Participatory rural appraisal, SWOT and correlation analysis were employed too. The findings showed that motivational factors like the will to conserve, access to forest products, Income and employment were the major benefits of participation. Men considered income source and employment to be the major reasons for engagement in forest management. Conservation of The forest, the values and dependency that the people attach to the forest were found to be significant motivators for community participation. The findings also indicated that fewer youth Participated in forest activities. Water was the one significant reason why both women and men Participated in forest management. Men were however motivated more by income generation to Participate in forest management. The study however did not investigate the factors that influence youth participation in roads infrastructure project work.

2.7. Monitoring & evaluation and completion of roads infrastructure projects

Monitoring and Evaluation (M&E) has become a greatly very important instrument in the world trial in getting social, environmental and economic continuity. From national and global levels, the durability standard and measures for monitoring and evaluation are vital in giving meaning to, monitoring and report on social, economic and ecological pattern, following progress towards objectives and policy influence and habits.

Behn, 2003. Monitoring and evaluation (M&E) assist people participating with projects work to check if ongoing work is being followed in line with goals. Monitoring is the regular observation of work taking place or ongoing in project, and its entails routinely gathering information on all aspect of project. Evaluation is process of making judgment, at mostly like results from some degrees of analysis and giving prediction of impact. Africa, young people lack of job is part that's bigger of lack employment and no development several countries are still struggling to get solution of it. Main problems lie on the fact their population is largely young people and this is where crisis come in.

In Kenya, young people encounter serious problems due to poverty, lack of jobs and underemployment. These difficulties prevent their social and economic growth. The all unemployment proportion for the young people is twice the adult. The issues of youth unemployment are becoming a matter of pressing policy about in the nation (Amenya et al., 2011). Therefore, the Youth Enterprise Development Fund was created in 2006 to iron out the issue of young people luck of jobs. Young people account for about 61% of the unemployed in Kenya (YEDF 2006). The money aims young people aged 18-35 years whose in total population number is 13 million. Its goals are to make more opportunities for and involvement by Kenyan young people in country development by economic growth and strategic association.

The young people are motivated to commence new business and activities to create employment and properly monitor and evaluate its progress all along. However, there is limited information on how better projects started and ended are able to maintain the giving of the services for long. There is even no information on the length to which the projects are able to give their targeted results. The need for this information has developed yearly, for the many stakeholders in the projects activities e.g. governments, sponsors entities and organizations (Greer, 2002). The growth of YEDF, like any other sector, is seen to be performing poor always.

2.8. Resource and material mobilization and completion of roads infrastructure projects

Mobilizing resource include; getting financial resources, planning for human resources, acquiring of tangible resources, society engagement and engagement, accountable and transparent, financial accounting and proper leadership. (Densford, James and Ngugi, 2018). Financial resources is the money that are needed by project managers and workers to purchase the useful tools and machinery for running of projects activities, also cater expenditure incur in the project e.g., salaries and wages for the employees (Miller & Lessard, 2011).

Physical Resource mobilization (PRM) includes things done to get in possession of latest realized resources in an organization and to grow organization income. Resources using the present in better way. Batti (2014) reveal that RM is an element of great use for making an institution strong. Resources sometimes better or make organization poor; and because of that they are to be used efficiently and effectively, this is because getting resource is hard and thus need to be utilize well to improve organization growth. RM can have a more effect or influence on project completion. And for that youths participation on resource mobilization will greatly influence the completion of roads infrastructure project in the ward,

2.9. Knowledge gap

The knowledge gap addressed the relationship between variable gaps. Literature reviewed reflects high level of education among the youth as well as high number of infrastructure projects whereby youth involvement levels are low. There are several related studies that are used to explain the relationship between the variables. The gaps are presented in table 2.1.

Table 2.1 Knowledge gap

Research objectives	Related studies	Findings	Gaps	Fulfillment of the gaps
To establish how procurement process by the youth influence completion of roads infrastructure project in Cheptiret Kipchamo ward	Majale (2008) conducted a study on factors influencing youth participation in procurement activities in Kenya. Ng'ang'a (2011) conducted a study to establish the extent work performance is influenced by youth participation in contracting in public entities	The study found that lack of awareness, politics, and lack of resources affect the youth in procurement process The study found that majority of work performance is hindered by the youth delayed contracts delivery.	The study only focused on factors influencing participation of the youth in procurement and not completion of projects The study focused on the gaps that come from the youth participating in contracts.	The current will focus on the youth participation in projects that will be integrated in research questions. The gap will be addressed to be part of the indicators of the study.
To examine how labor provision by the youth influence completion of roads infrastructure project in Cheptiret Kipchamo ward	Akinboye et al. (2007) studied the causes of youth involvement in community growth projects in upcountry in Nigeria. Him berg et al. (2009) investigated the benefits and constrains of participation in forest management in Taita Hills, Kenya.	The study established that majority of the youths are found to offer manual work, and not part of decision making. The study outlined the importance of the community participating in management of projects, and found that conservation initiatives are improved	The gap of the study is that it only focused on general view of youth participation in several projects. The gap is that the study only dealt with general participation of the community.	The gap is that the study will focus specifically on road projects and 4 dimensions of participation in study objectives. The study will limit itself with youth.
To examine the	Behn (2003) did a study on	The study found that	The gap is that it shows	The study will seek to

influence of Monitoring and Evaluation by the youth on completion of roads infrastructure project in Cheptiret Kipchamo ward	the youth participation in monitoring and evaluation in agricultural sponsored projects.	majority of the youths is found in advocacy of the projects.	that the youths are only whistle blowers.	review wide aspects of youth participation in M& E.
	Greer, (2002) conducted a study to establish the effect of monitoring and evaluation of youth sponsored projects.	The study established that monitoring and evaluation is important in ensuring that controls and standards in projects.	The gap is that it focused on the importance of monitoring and evaluation in projects	The study will seek on the aspects of monitoring and evaluations in projects
To establish the influence of resource mobilization by the youth on completion of roads infrastructure project in Cheptiret Kipchamo ward	Miller and Lessard (2011) did a study that sought to establish the influence of community resource mobilization on performance of projects.	The study found that if the community mobilizes its resources it enhances sustainability of projects.	It did not focus on how the youth participate in resource mobilization or provisions in projects.	The current study will focus on aspects of resource mobilization among the youth.
	Batti (2014) did a study to establish the effects of resource mobilization on delivery of community projects.	The study established that delivery of the community projects can be actualized if resources are provided by the community.	It only focus on community participation in general rather than the youths	The study will focus on the youths.

2.10. Theoretical framework

This study did adopt the Arnstein's theory of communal involvement (1969) and social system theory compounded by Luhmann (1984), Theory of communal involvement come out from the clear distinction that there are different stages of contribution from controlling of the public members, discussion into real participation, which is the stages of involvement and directing of the society members. Arnstein's theory portray staircase of engagement in the society (Choguill, 1996). He indicated that some of elements, which consist of authority centers, processes issues, ability, management, and feelings of the people taking part affecting participation in the community. He claims that there is a direction towards knowing young people involvement in issues of empowering youth and the society at large (Arnstein, 1969). This is gotten from the development influence of the concept of a society member as the eaters where there are options among substitute, seen as a way by which authority can be entered. In this theory, people are needed to be accountable for them and should, therefore, participate fully in the decision-making procedure especially about the execution of public development projects. This theory will fits this research, as there are a some of issues that influenced youth participation in the carrying out of roads infrastructure projects in the ward level, which are connected to the factors alighted by Arnstein's theory of community or public involvement.

The social systems theory to be used for this research, theory was used to breakdown the present state of the young people in the society and several sub-section including family, peer team, school and other social amenities. The outcomes scenario on self or behavior of the individual youth which influence their engagement and involvement in the execution of infrastructure projects will be breakdown using the system theory. System is defined as a hard of elements or

components that are connected directly in a certain network such that each element is connected to at least some others in a more or less static way within a period of time.

A social system is the best order of system in that it is comprises of persons or groups of peoples who engage and change each other's traits or character. By these order households, organizations, societies and cultures are included. The social system type therefore can be clearly used to all forms of the engagement of human. It is, however, important to indicate that this research will follow on social system theory, which checks by the way the young people individual social life is put in order and change for better. It ask the normal explanation that sharpen personal lives and show issues as the breaking up of power, distinction, knowledge and human experiences as pre modern, current or future aspects. It acts as an area of vital inquiry which is integrative, and handles the several social and human issues. Social system theory provides a different option of subjects showing complication of social human traits.

There have mostly been allied participants in the society, but aged, like the families are seriously being change by new, purposively constructed corporate participant. The present of these new enterprise actors brings forth the problems of how to ensure their communal adequacy. And for that, social system theory stresses the association process and a near relation among the personality and community because it influences participation of individual in the participation of teamwork. This finally impact the implementation of infrastructure projects of the youth Organizations' productivity, involvement and their worthiness within the social system in the society.

The reflection of the two theories to the current study is that communally youths are encouraged to be part of the working system as manifested by the by Arnstein's theory of community involvement. Furthermore, youths are expected to engage socially to development process in

their society this is explained by the social system theory. The engagement among the institutional and human actors and their area communities in Cheptiret Kipchamo ward would imply if the stages of youth participation and completion of their roads infrastructure projects in the ward activities is high, medium or low. This depicts the youth productivity and maturity in the society.

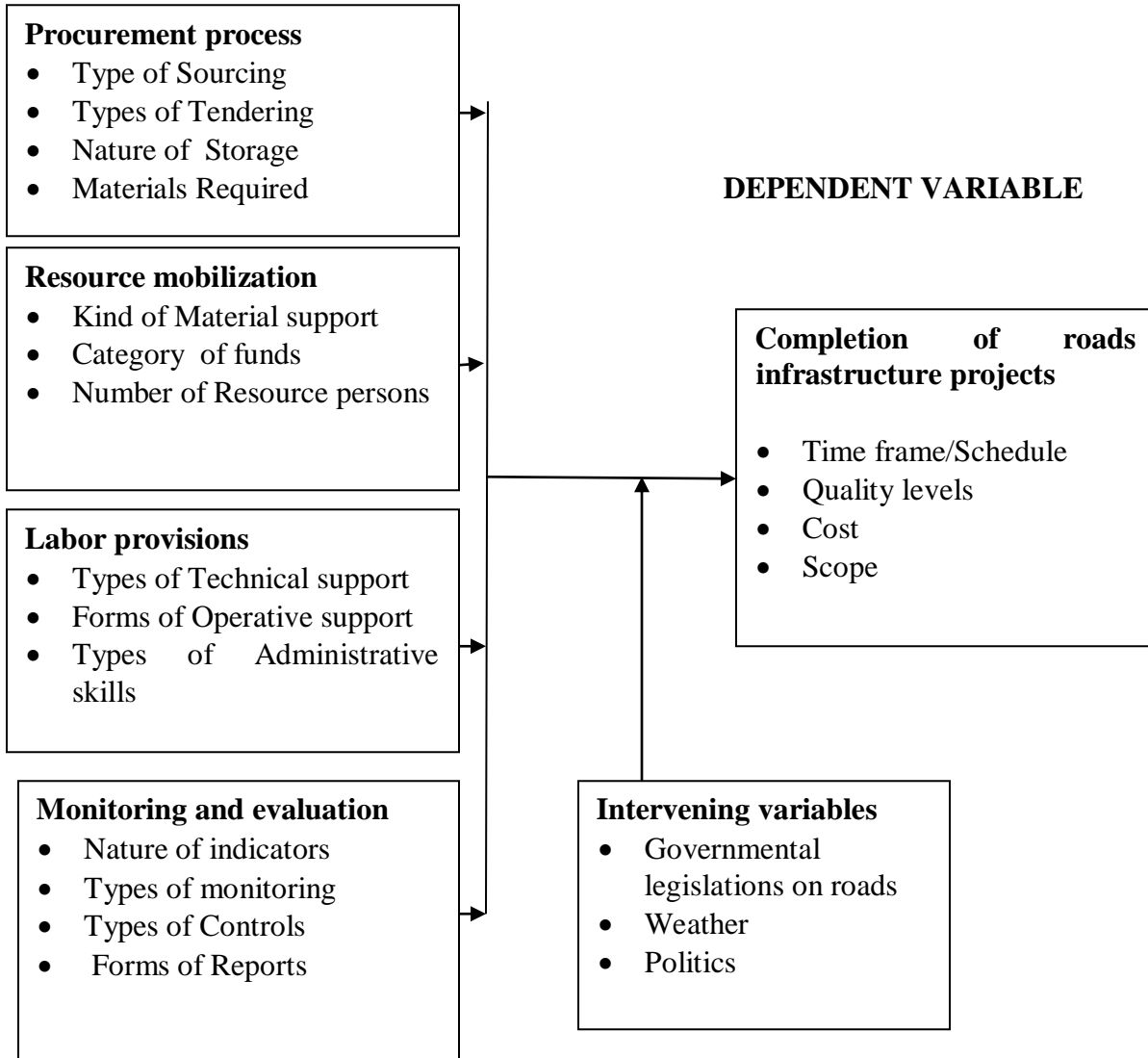
It will be pertaining on the reflection of the outcomes of young people participation in the execution of their roads infrastructure work in the ward that were operated with the help of development classification which are agricultural growth, political, social, economic, and education growth programs. Background of this research is made to establish the influence of youth's participation on completion of roads infrastructure project in Cheptiret kipchamo ward, Kesses constituency.

2.11. Conceptual framework

This research did anchor on the conceptual framework developed. A conceptual framework defines the interrelationship between variables considered crucial in study. According to Kothari (2004), it presents the researchers view about the concept being presented in the study. It's therefore model used in study to show ways of action or present better way to an concept or thought.

Figure 1 Conceptual framework

INDEPENDENT VARIABLES



CHAPTER THREE

RESEARCH METHODOLOGY

3.1. Introduction

This chapter comprises of methodology considered and its comprises the following areas, design used, target population, sample size and sampling procedure, instrument for research, validity, reliability of instrument use, collection and analysis of data methods. For this the choice of study method influences the inference drawn from analysis of data.

3.2. Research design

Research design refers to overall strategy that is chosen to integrate the different elements of the study in logical manner, ensuring you will effectively address the problems in research. It's the blue print for data collection, measurement and analysis. The research design was conducted using descriptive survey. As it portray descriptive profile of person, even and situation (Kothari, 2000). Descriptive survey design is the best strategy to fulfill the objective of this study. Descriptive research fits this research because the population in question was large and it was be difficult to observe the behavior of each youth's participation in the completion of roads infrastructure projects. It's also help in collecting original data on youth's participation on completion of roads infrastructure project.

3.3. Target population

Target population is also known as unit of observation and it refers to the large collection of all subjects from where a sample is derived from. (Zikmund, Babin, Carr and Griffin, 2012). Its define as entire group of individuals or objects to which researchers are interested in generalizing the conclusions. It usually has varying traits and it is also known as the theoretical population. Target population was 180 respondents. The youth population was drawn from 13 registered

youths groups spreads across the ward, officials from Ward level, Constituency. According to the department of social services in the county a total of 12 members are required to register a youth group which a total of 166 youths was target from the youth groups.

From the County and National government there is 1 Ward administrator, 1MCA, 2 Project ward committees’ members, 2 Chief,1 Cdf fund manager, 2 County public works officers, 2 National public work officers, and 2 Government procurement officers. Table 2 shows the tabulation of the target population.

Table 3.1. Target population

Target group	Frequency	Source
Youth members (12 members in 13 groups)	166	National: Department of social services (Dec 2019)
Administrators:	5	Uasin Gishu County service (2019, Dec) and Regional Interior government office (2019, Dec)
<ul style="list-style-type: none"> • 1 Ward administrator • 2 Chiefs • 1 member of county assembly 		
Project staff:	3	Uasin Gishu County service (2019, Dec)
<ul style="list-style-type: none"> • 2 Project committee ward representatives • 1 CDF fund manager 		
Government staff:	6	Uasin Gishu County service (2019, Dec)
<ul style="list-style-type: none"> • 2 county public works officers • 2 public work officers • 2 procurement officers 		
Grand totals	180	

3.4. Sample size and sampling procedure

3.4.1. Sample size

Sample Size represents the number of respondent in the population that did serve to represent the entire Target population during the study. According to Krejcie & Morgan (1970) table (attached in appendix VI) the sample size of 123 respondents were picked from population of 180.

3.4.2. Sampling procedure

Kombo and Tromp (2006) refer to sampling procedure as the technique employed by the researcher to gather people, places or things to be included in the research. The research did employ purposive and stratified simple random sampling technique. For the 14 respondents representing county staff, administrators and project staff were sampled using purposive sampling technique. This is biased approach because they provide certain information that other population cannot provide. The 109 (123 sample size –14 purposive target group) youth's sample members were picked from youth's groups existing from two locations in CheptiretKipchamo ward, sample using stratified sampling technique and random sampling. To have equal representation of each group samples was proportionally divided from the various youth groups (102 members divided by the number of groups). 8 members were sampled from each group to have unbiased process.

3.5. Research instruments.

Research instruments of the study refer to tools use to collect the needed information from population to be used in study,(Mugenda and Mugenda 2003).in this research structured questionnaires was used in sample group of youths because of its large population and also did

interview for wards and project officials or leaders. The use of questionnaires was preferred because the ease with which it collects information and ease of analysis as they are standardized. Moreover, questionnaires are convenient in saving time and cost, the questionnaires were administered to the targeted sample and it provided a disclaimer for utmost confidentiality of the respondent's views thus enhancing their honesty in answering the questions. Interview guide was prepared for ward and project leaders and the purpose of this is to get supplementary information about youths participations on infrastructure project to completion stage and its structured according to objective of the study.

3.5.1. Pilot testing

Kothari (2004) claim that before giving the questions, it's recommended to carry pilot study to test research instruments i.e. the questionnaires and interview as this was like rehearsal for the main study. The research did conduct pilot research in the next ward of TulwetChuiyat ward in Kesses constituency Uasin Gishu County. It was conducted in this ward because of its proximity to Cheptiret Kipchamo ward and they are from same constituency of Kesses thus having common working environment and condition. The questionnaires were administered to 50 youths and interview was done 5 project leaders from the ward. This did enable the research to identify shortfall in the instruments like ambiguity, unclear direction and insufficiency space for respondent and its comfort in answering questions. The results from the pilot test were not part of the final analysis. Consequently, their feedback was used to revise the instruments after assessing the validity and reliability of the study instruments.

3.5.2. Validity

As per Mugenda and Mugenda (2003), validity of research instrument is the exactness, correctness, and significant of inferences, depicted by the desired outcomes of the study. Content validity will check validity of instruments. Research Supervisor used to check the instrument validity before was being subjected for use. The procedure ensured that the questions and interview guide was ready for study.

3.5.3 Reliability

Reliability is gauge the extent to which research or study instruments consistently measure whatever it's measuring repeatedly. (Kombo & Tromp 2011) or it's the actually about the accuracy of the results obtain by use of research instruments and not about instrument itself. Questionnaires and interview guided first tested in five randomly selected infrastructure projects not in the study sample. The test re-tests method to assist gauge how reliable instruments is. After the inquiry the two pair of scores was corrected using Pearson moment correlation coefficient, and a score value of more than 0.65 was reliable. This involved giving the same inquiry two times to the same people of respondents who was selected for the study.

3.6. Data collection procedure

Before commencing on collecting data, authority was sought from relevant authorities. An introductory letter was obtained from University of Nairobi and permits to do research from National Commission for sciences Technology and Innovation (NACOSTI). Consent letter was given to people who were participating in the filling questionnaire and participation on interview prior to date of really study.

3.7. Data analysis

Kothari (2004) define analysis of data as the process of adding of some indices or measure in conjunction with looking for pattern of attachment that is there among group of data. Mugenda and Mugenda (2003) sum that information or data must be encrypted, clean and scrutinize from the outcomes that will be obtain. Descriptive statistic was used to analyze data as it will represent the distribution of data and explain the respondent characteristic while Content analysis was used to analysis of qualitative data the content being obtain from interview responses.

Descriptive statistics was useful in describing and summarizing data into useful deductions. Examples included: mean, standard deviation, frequency and percentage. Content analysis involved arranging the various responses into logical statements. The final data was presented in form of frequency tables and statements.

3.8 Ethical Consideration

Creswell, (2009) indicate that the aim of research study ethics or norms is to defend the concern of research participant and it's mostly deal with scientific conduct and also plagiarism. Respondent were promised of their safety and secrecy of the data given. Before the really research start the researcher visited the respondent and make prior appointment with for questionnaires and interview time (Polit & Hungler 1995) Scientific honest is regarded as essential consideration when carrying research and untruthfulness involve control of design methods and keeping of data(Brink 1996) Last, research finding was presented objectively and honesty

3.9. Operationalization of variables

As reported by Mugenda and Mugenda (2006) this involved to description of operations used in measuring the study variables. This included research goals or objectives, variables, indicators,

measure, and scale level use, collecting and analysis data methods which are put in a diagram to show how they interact with the variables. Table 3.1 shows operationalization of variables.

Table 3.2. Operationalization of variables

Objective	Types of Variable	Measuring Indicators	Collection of data	Scale	Data analysis method
To establish how procurement process the youth influence completion of roads infrastructure project Cheptiret Kipchamo ward	Procurement process(Independent variable)	<ul style="list-style-type: none"> • Type of Sourcing • Types of Tendering • Nature of Storage • Materials Required • Kind of Material support 	Questionnaire -Interview	Nominal Ordinal	Descriptive statistics and content analysis
To examine how labor provision by the youth influence completion of roads infrastructure project in Cheptiret Kipchamo ward	Labor provision (Independent variable)	<ul style="list-style-type: none"> • Category of funds • Number of Resource persons 	Questionnaire Interview	Nominal Ordinal	Descriptive statistics and content analysis
To Establish the influence of resource mobilization by the youth on completion	mobilization (Independent variable)	<ul style="list-style-type: none"> • Types of Technical support • Forms of Operative support • Types of 	Questionnaire Interview	Nominal Ordinal	Descriptive statistics and content analysis

of roads infrastructure project in Cheptiret Kipchamo ward			Administrative skills			
To examine the influence of Monitoring and Evaluation by the youth on completion of roads infrastructure project in Cheptiret Kipchamo ward Completion of roads infrastructure project	Monitoring and evaluation (Independent variable)	and	<ul style="list-style-type: none"> • Nature of indicators • Types of monitoring • Types of Controls • Forms of Reports 	Questionnaire Interview	Nominal Ordinal	Descriptive statistics and content analysis
	Completion of roads projects(Dependent Variable)		<ul style="list-style-type: none"> • Time frame/Schedule • Quality levels • Cost • Scope 	Questionnaires Interview	Nominal Ordinal	Descriptive statistics and content analysis

CHAPTER FOUR

DATA ANALYSIS, PRESENTATION, DISCUSSION AND INTEPRETATION

4.0. Introduction

This particular outlines finding obtained after analysing data using descriptive statistics, and content analysis for the quantitative and qualitative data respectively. Data was presented based on the themes of the study inform of statements and frequency tables.

4.1. Response rate

The research sampled 123 respondents representing the youths from the groups within the ward, project, government, and administrative staff. A total of 98 youths responded positively to the questionnaires which represented an 89.9% questionnaire response rate. Only 12 out of 14 of the project, government, and administrative staff were interviewed. The study was unable to find the one project staff and the member of the county assembly. These interviews represented an 85.7% response rate.

The researcher was unable to get a response rate of 100% this is because some of the youths did not return some of the questionnaires while some of the key informants were not available for interview in their place of work during the study. But the study was justified to continue because according to Creswell (2009) an average of 75% response rate in both instruments is sufficient for the study to be executed.

4.2. Background information

These represented information related to the gender and education levels of the respondents. In addition it represents information on whether the youths have participated in road infrastructural projects. These add scientific knowledge on the demographic diversity among the youths in projects.

4.2.1. Demographic of the respondents

The respondents were asked to state their gender and education levels shown in table 4.1. The gender question was to establish the representation of sex in youth groups while level of education was to ascertain the qualifications of the youth participating in roads projects.

Table 4.1 Demographic information

Aspect	Response	Frequency (n=98)	Percent (%)	Valid Percent	Cumulative Percent
Gender of respondents	Male	63	64.3	64.3	64.3
	Female	35	35.7	35.7	100
Education level	Primary and below	16	16.3	16.3	16.3
	Secondary level	48	49.0	49.0	65.3
	Diploma level	22	22.4	22.4	87.8
	University & above	12	12.2	12.2	100

Source: Author 2020.

Findings based on gender the study established that 63(64.3%) of the youths were male while 35(35.7%) of the youths were female illustrated in table 4.1. The finding illustrates dominance of the male in groups and infrastructural projects. Chappell, (2008) confirms that in developing countries the male are found to be dominant in projects that require physicality. In terms of education the study established that 16(16.3%) and 48(49%) of the youths had primary & below and secondary level of education respectively while 22(22.4%) and 12 (12.2%) of the youths had diploma and university & above level of education respectively. Majority of the youths estimated at 71.4% have secondary and diploma level of education. There were more youths in primary and secondary level of education.

4.2.2. Participation in road infrastructural projects

Generally, the study ought to find out whether the youths are participating in road infrastructural projects, how often they do so, and which form of participation. This was useful in ascertaining their participation levels a mandated by the formation of youth groups. Finding to the questions were summarized in table 4.2.

Table 4.2 Participation in road infrastructural projects

Aspect	Response	Frequency (n=98)	Percent (%)	Valid Percent	Cumulative Percent
Participation in road infrastructural projects	Yes	59	60.2	60.2	60.2
	No	39	39.8	39.8	100
	Total	98	100	100	
Period of participation in road infrastructural projects	Less than a year	41	41.8	69.5	69.5
	Between 2-5 years	11	11.2	18.6	88.1
	More than 6 years	7	7.1	11.9	100
	Total	59		100	
Nature of participation in road infrastructural projects	Planning	8	8.2	13.6	13.6
	Providing resources	10	10.2	16.9	30.5
	Performing tasks	39	39.8	66.1	96.6
	Nothing at all	2	2	3.4	100
	Total	59		100	

Source: Author 2020

The findings shown in table 4.2 shows that 59(60.2%) of the youths in groups agreed to have participated in road infrastructural projects while 39(39.8%) of them stated that they have never participated. Armitage (2010), agrees with the findings by mentioning that a significant number of the youths are left behind when it comes to development projects in various sub-Saharan

countries. Among those who had participated the study established that 42(69.5%) had participated less than a year in those projects, 11(18.6%) had participated in a period ranging between 2 to 5 years, and 7(11.9%) of the youths had participated more than 6 years.

Based on the kind of participation the study established that 8 (13.6%) and 10(16.9%) of the youth participate in planning and providing resources respectively while 39(66.1%) of the youth performed tasks in projects. A few number 2(3.5%) of the youth stated they do nothing in those road projects. Chappell, (2008) confirms the finding by stating that more of the youths are involved in providing labor in projects. Qualitative findings from the interviews of the administrative, project and government staff was summarized qualitatively using statements categorized in table 4.3.

Table 4.3 Staff and youth participation

Question	Staff	Qualitative responses:
How are the youth participating in road infrastructure road projects?	Administrative staff (chief, ward administrators)	3 of the 4 administrative staff agreed that the youth are engaged in offering labour and are part of public participation in road projects.
	Project staff (Committee reps, CDF fund manager)	5 of the 6 project staff stated that the youth are part of the planning committees and additionally they provide the required human resources.
	Government staff: (Public workers, county staff,	They stated that the youths are engaged in early stages during the tendering process and during the implementation stage by providing the

procurement staff) required labour.

The qualitative findings summarized in table 4.3 shows that most of the youths are engaged in planning through public participation, labour provisions during execution and sourcing of materials through tending processes.

4.2.3. Role of staffs and youth participation

The study sought to establish the role that administrative, project and government staff provide regarding youth participation in infrastructural road projects. This was important in assessing their contribution in ensuring that the youth participate in projects. The findings of this question were summarized qualitatively using table 4.4.

Table 4.4 Role of staff and youth participation

Question	Staff	Qualitative responses:
What is your role in ensuring youth participate in infrastructure road projects?	Administrative staff (chief, ward administrators)	They stated that they participate in mobilizing youth and disseminating information to the various youth groups. They are engaged that youth policies are enforced in terms of representations in projects.
	Project staff (committee reps, CDF fund manager)	They stated they are involved with engaging the youths in planning, implementation, execution and closing stages of the projects.
	Government staff: public workers, county staff, procurement staff	They stated that they are engaged in identifying potential youths in provision of work, services and materials. They further ensure youth are registered into groups to exploit opportunities.

Source: Author 2020.

The findings in table 4.5 show that majority of the staff take a major role in ensuring youth participate in projects. They mobilize, enforces, register and identify potential youths to participate in projects. Armitage (2010) agrees that with the statement by stating that government officials are required to be present to ensure that youth participate fully in projects.

4.3. Procurement and completion of road infrastructural projects

The first objective of the study addressed the extent to which the youths participate in procurement activities in ensuring completion of road infrastructural projects. Participation in procurement involves youths engaged in tendering, sourcing, and supplying material, works and services for road projects. The youths were asked whether they participate in any form of procurement activities in road infrastructural projects, and if they do so how often do they participate. Table 4.5 shows findings to these questions.

Table 4.5 Youth participation in procurement

Questions	Response	Frequency	Percent (%)	Valid Percent	Cumulative Percent
Do you participate in procurement in road infrastructural projects?	Yes	43	43.9	43.9	43.9
	No	55	56.1	56.1	100
	Total	98	100	100	
If Yes, how frequent do you participate in procurement?	Frequently	7	7.1	16.3	16.3
	Often	4	4.1	9.3	25.6
	Occasionally	14	14.3	32.6	58.1
	Rarely	18	18.4	41.9	100
	Total	43		100	

Source: Author 2020

The study established that 43(43.9%) of the youth participate in procurement while 55(56.1%) of the youths do not participate in procurement of infrastructural projects. Access to Government Procurement Opportunity (AGPO) (2012) report confirms that a few number of youths participating in procurement is due to the 30% government legislation encouraging the youth to participate.

Out of those who participated in procurement the study further established that 7(16.3%) and 4(9.3%) of the youths participate frequently and more often respectively while 14(32%) and 18 (41.9%) of the respondents stated that they occasionally and rarely participate in procurement in road infrastructural projects respectively.

4.3.1. Influence of procurement on completion of infrastructural road projects

The respondents were asked to state their level of agreement with a number of statements that outlines the relationship between participation in procurement and completion of infrastructural projects. Findings to these statements are shown in table 4.6.

Table 4.6 Procurement and completion of infrastructural road projects

Statements	Frequency	Mean	SD
Youth participation in the different types of sourcing have helps in quality completion of road infrastructure project	98	3.3776	1.4179
Youth participation in types of tendering is helpful in cost management of road infrastructure project	98	2.8571	1.4214
Youth participation in all form of storage of materials enhances budget compliance in road infrastructure project	98	2.9184	1.3748
Youth participation in supplying of materials enhances completion of road infrastructure project	98	3.6327	1.5018
Composite mean: 3.2127 (SD:1.429)			

Source: Author 2020

Findings as per table 4.6 shows that youth with a mean of 3.3776 (SD= 1.4179) stated that occasionally youth participation in the different types of sourcing helps in quality completion of road infrastructure project. Majale, (2008) confirms with the finding by stating that average number of youths are engaged in projects when it comes to sourcing of materials. Furthermore, the study established that youth with a mean of 2.8571(SD=1.4214) stated that occasionally

youth participation in types of tendering is helpful in cost management of road infrastructure project. On whether youth participation in all form of storage of materials enhances budget compliance in road infrastructure project the study found that youth with a mean of 2.9184 (SD=1.3748) stated that it occasionally does so. Lastly, the study established further with youth response mean of 3.6327 (SD= 1.5018) that youth participation in supplying of materials in a moderate amount enhances completion of road infrastructure project. Ng'ang'a (2011) agrees with the finding by stating that supply of materials in projects highly contributes to completion of projects.

Qualitative findings from the interview on supply of material in projects were as follows:

The procurement staff stated that the youths participate in tending process where 30% of all tenders are reserved for them, additionally majority of the youths allowed to supply materials, works and services to the road projects (Interview schedule: Administrative, and project staff).

Ministry of Finance Kenya (2012), ascertains this finding by providing the legislations that governs how the youth can access procurement opportunities. The project managers stated that performance of the road projects is depend on the quality of materials supplied by the youths thus determining the quality of the final project. Majale (2008) affirms the finding by stating that the quality of projects executed depends on the type and nature of resources supplied to actualize the project deliverables. The study established with a composite mean of 3.2127 (SD: 1.429) that youth participation in procurement occasionally influences completion of road infrastructural projects.

The study established qualitatively from the key informants that:

Some of staff stated that the greatest challenge facing the youths is lack of finances to access tenders and provide goods and services once the contract is issued while a small significant number of respondents stated that awareness contributes to lack of youth participation in procurement in some of the road infrastructural projects. A significant number of administrative and project staff mentioned that corruption in government have discouraged majority of the youths to participate in road infrastructural projects (Interview schedule: Administrative, and project staff).

The qualitative finding obtained from the interview on corruption was supported by a report by access to Government Procurement Opportunity (AGPO) (2012) which mentioned corruption to be one of the major problems that hinders procurement activities in the country.

4.4. Resource mobilization and completion of road infrastructure projects

The second objective of the study tends to establish the length to which the youth participation in resource mobilization contributes to completion of road infrastructure projects. Resource mobilization participation involves youths providing materials, funds, mobilizing efforts and being resource persons in road infrastructure projects. The youths were asked to state generally if they had ever participated in resource mobilization in some of the road infrastructure projects, and if so, how often have they participated. The finding to these questions was summarized in table 4.7.

Table 4.7 Youth participation in resource mobilization

Questions	Response	Frequency	Percent (%)	Valid Percent	Cumulative Percent
Do you participate in resource mobilization of road infrastructure project in your locality?	Yes	42	42.9	42.9	42.9
	No	56	57.1	57.1	100
	Total	98	100	100	
If Yes, how often do you participate in mobilizing resources for road infrastructure project?	Frequently	8	8.2	19	19
	Often	5	5.1	11.9	31
	Occasionally	11	11.2	26.2	57.1
	Rarely	18	18.4	42.9	100
	Total	42	42.9	100	

Source: Author 2020

Table 4.7 shows that 42(42.9%) of the youths participate in resource mobilization while 56(57.1%) of them do not participate in resource mobilization of road construction projects in their areas. The finding shows that a few numbers of the youths are participating in resource mobilization. Batti (2014) agrees with the finding stating that majority of the youths do not participate in resource mobilization. Furthermore, youths who participate in resource mobilization 8(19%) and 5 (11.9%) stated that they frequently and often participate in resource mobilization while 11(26.2%) and 18 (42.9%) of the youth stated that they occasionally and rarely participate in mobilizing resources for road infrastructure projects respectively.

4.4.1. Influence of resource mobilization on completion of road infrastructure projects

The youths were asked to state the extent to participation on resource mobilization contributes to road infrastructure projects. Finding indicating these links is shown in table 4.8.

Table 4.8 Resource mobilization and completion of road infrastructure projects

Statements	Frequency	Mean	SD
Participation in provision of kind of material support has helped to complete the road infrastructure project within the budget	98	3.591	1.368
Participation in providing categories of funds has helped in completing road infrastructure project with the required time frame	98	3.387	1.418
Participation as resource person has enabled the road infrastructure project to be completed as per required quality	98	3.530	1.451
Participation in mobilization of resources has enabled completion of road infrastructure project?	98	2.612	1.503
Composite mean: 3.28 (SD:1.435)			

Source: Author 2020

Findings as per table 4.8 shows that participation in provision of kind of material support has helped to complete the road infrastructure project within the budget this is according to youth responses with a mean of 3.591 (SD=1.368), the finding shows that material support is essential in completing the project within the required budget. Miller and Lessard (2011) confirms the finding by stating that material support in projects is essential in completing projects within the constraint of costs. Furthermore youth with a mean of 3.387 (SD= 1.418) stated that occasionally participation in providing categories of funds has helped in completing road infrastructure project with the required time frame . This finding shows that averagely provision of funds contributes to completion of projects. The study did establish that respondents with a mean of 3.530 (SD=1.451) stated occasionally participation as resource person has enabled the road infrastructure project to be completed as per required quality. Densford, James and Ngugi (2018)

agree with the finding by stating that resource person is important in completion of projects. Lastly, the study found that respondents with a mean of 2.612 (SD=1.503) did state that in rarely that participation in mobilization of resources have enabled completion of road infrastructure project. The study established with a composite mean: 3.28 (SD: 1.435) that occasionally youth participation in resource mobilization influences completion of road infrastructural projects.

Qualitative findings from the interviews indicate that;

A larger number of the staff agreeing that the youth are chosen to become resource persons in projects. They further stated that youths are enjoined in projects to provide ICT expertise in majority of the road projects. A few number of the staff stated that the youth do not have enough resource that they can use to fund or contribute to projects. The key informants further stated that competition among the unemployed youths, lack of capital and poor resource management and mobilization frameworks and policies are some of the challenges that affect the youths in participating in resource mobilization in ensuring projects are completed successfully (Interview schedule: Administrative, and project staff).

The qualitative findings stating that majority of youths are enjoined to provide ICT expertise in projects was supported by a study conducted by Batti (2014) who stated that majority of ICT aided projects are controlled by 98% of the youths as resource persons.

4.5. Labour provision and completion of road infrastructure projects

This objective seeks to establish the extent to which youth participation in offering labour provision contributes to completion of infrastructure projects. Provision of labour involves offering technical, operative, and administrative support. The youths were asked to state whether they participate in provision of labour in some of the road infrastructure projects, and additionally how often are they engaged with such projects. The findings to these questions were illustrated in table 4.9.

Table 4.9 Youth participation in provisions of labour

Questions	Response	Frequency	Percent (%)	Valid Percent	Cumulative Percent
Have you participated in providing labor for road infrastructure project in your locality?	Yes	69	70.4	70.4	70.4
	No	29	29.6	29.6	100
	Total	98	100	100	
If Yes, how often have you provided labor for the road infrastructure project?	Frequently	36	36.7	52.2	52.2
	Often	18	18.4	26.1	78.3
	Occasionally	9	9.2	13	91.3
	Rarely	6	6.1	8.7	100
	Total	69		100	

Source: Author 2020

Table 4.9 shows that 69(70.4%) of the youths participate in labour provision in road infrastructure projects while 29(29.6%) of youths refuted not to have participated. Majale (2008) agrees with this finding by stating that majority of the projects engage the youth to provide labor services. Among those who agreed 36(52.2%) and 18(26.1%) of youths stated that they frequently and often participate in projects respectively while 9(13%) and 6 (8.7%) stated that they occasionally and rarely participate in projects respectively.

4.5.1. Influence of labour provision on completion of road infrastructure projects

The study sought to establish the association between youth labour provision and completion of road infrastructure projects. Finding to this association is shown in table 4.10.

Table 4.10 Labour provision and completion of road infrastructure projects

Statements	Frequency	Mean	SD
Provisions of the types of technical support for road projects have helped to complete road infrastructure project within the required budget.	98	3.949	1.195
Provision of various form of operative support for road projects has enabled road infrastructure project to be completed within the required timeframe.	98	3.7551	1.094
Provision of the types of administrative skills have been effective in completing project within road infrastructure project	98	3.6939	1.365
Labor provision has been critical in completion of road infrastructure project	98	3.9796	1.276
Composite mean: 3.844(SD:1.2325)			

Source Author: 2020

According to findings in table 4.10 the study established that respondents with a mean of 3.949 (SD=1.195) stated that in a moderate amount provisions of the types of technical support for road projects have helped to complete road infrastructure project within the required budget. Majale, (2008) supports the findings by stating that youths are useful assets in providing technical advices in projects. Further the study established respondents with a mean of 3.7551 (SD=1.094) stated in a moderate amount provision of various form of operative support for road projects has enabled road infrastructure project to be completed within the required timeframe. Akinboye et

al. (2007) did a study that shows that youth contribute significantly in coordination and organizing functions in projects. Provision of the types of administrative skills have been effective in completing project within the required costs this was according to respondents with a mean of 3.6939 (SD=1.365). Lastly, the study established with respondents with a mean of 3.979 (SD=1.276) agreed in a moderate amount stated that Labour provision has been critical in completion of road infrastructure project. The study established with a composite mean: 3.844(SD: 1.2325) that in a moderate amount youth participation in provision of labour influences completion of road infrastructural projects. Him berg et al. (2009) agrees that the youth are important resources that enable projects to be completed within required constraints. Qualitative analysis from the interview schedule indicated that:

A large number of the staff agreed that the youths are engaged in providing labour to road projects. The project staff stated that the employees are engaged and majority of them are offering technical, administrative and operative functions in projects. But they were in agreement that majority of the youths lack the capability to become resource persons in projects (Interview schedule: Administrative, and project staff).

This finding that illustrates youth providing support to projects was supported by Him berg et al. (2009) who agrees with the finding by stating that youths provide necessary supports in projects.

The study found from the key informants that:

A significant number of interviewed staff agreed that some of the challenges facing the youths in providing labour is that they are not provided with the opportunity and majority of them lack bargaining power in projects. In addition, the study found that a slightly number of the staff stated that the youths have distant themselves from

providing work with the fear of not being paid due to corruption. Other challenges identified during the interview included dominance by the aged, and requirement of experience in work environment (Interview schedule: Administrative, and project staff).

The finding on the challenges facing the youths obtained from interviews was supported by Akinboye et al. (2007) stated that majority of the youth are not provided with required space of existing opportunities that is available to them.

4.6. Monitoring and Evaluation in completion of road infrastructure projects.

The fourth objective of the study was to establish the extent to which youth participation in monitoring and evaluation enables completion of road projects. Participation involves formulation of indicators, reporting, monitoring and setting up controls. The youths were asked to state whether they have participated in monitoring and evaluation, and often they have participated in it in road projects. The findings of the two questions are presented in table 4.11.

Table 4.11. Youth participation in monitoring and evaluation

Questions	Response	Frequency	Percent (%)	Valid Percent	Cumulative Percent
Do you participate in monitoring and evaluation of road projects?	Yes	36	36.7	36.7	36.7
	No	62	63.3	63.3	100
	Total	98	100	100	
If Yes, how often do you participate in monitoring and evaluation of road projects?	Frequently	2	2	5.6	5.6
	Often	4	4.1	11.1	16.7
	Occasionally	9	9.2	25	41.7
	Rarely	21	21.4	58.3	100
	Total	36		100	

Source: Author 2020

Findings as per table 4.11 shows that 36(36.7%) of the youths agreed to have participated in monitoring and evaluation of road infrastructural projects while 62(63.3%) of youths disagreed to have participated. Majority of the youths have not participated in monitoring and evaluation of projects. Greer (2002) affirms the finding by stating that majority of the youths is not aware of their key role of monitoring and evaluating project performance. Those who participated 2(5.6%) and 4 (11.1%) stated they have participated frequently and often in monitoring and evaluation respectively while 9(25%) and 21(58.3%) have participated occasionally and rarely in monitoring and evaluation respectively.

4.6.1. Influence of monitoring and Evaluation on completion of road infrastructure projects

The study sought to establish the extent to which youth participation in monitoring and evaluation contributes to completion of road infrastructural projects. Findings indicating relationship between these variables is shown in table 4.12.

Table 4.12 Monitoring and evaluation on completion of road infrastructure projects

Statements	Frequency	Mean	SD
Participation in developing different indicators helps in road infrastructure project completion quality rates	98	3.061	1.470
Frequency of participation in forms of reporting increases efficiency in road infrastructure project	98	3.265	1.425
Participation in types of monitoring reduces costs of the road infrastructure project	98	3.591	1.565
Participation in developing different types of controls is useful in increasing satisfaction levels	98	3.734	1.312
Composite mean: 3.413(SD:1.443)			

Source: Author 2020

Findings outlined in table 4.12 shows that youths with a mean of 3.061(SD=1.47) stated that occasionally participation in developing different indicators helps in road infrastructure project

completion quality rates. Greer, (2002) states that majority of the youths lack knowledge of developing project indicators to measure project outcomes. Youths with a mean of 3.265 (SD=1.425) stated that occasionally frequency of participation in forms of reporting increases efficiency in road infrastructure projects. This shows a slight number of the youths participate in reporting some of the happenings of the projects. Further the study established with a mean of 3.591 (SD=1.565) stated that occasionally participation in types of monitoring reduces costs of the road infrastructure project, and lastly youths with a mean of 3.734 (SD=1.312) stated that in a moderate amount participation in developing different types of controls is useful in increasing satisfaction levels. The study through a composite mean of 3.413(SD: 1.443) showed that occasionally youth participation monitoring and evaluation influences completion of road infrastructural projects. Behn (2003) agrees with the finding by stating that monitoring and types of controls is important in managing costs in projects.

Qualitative analysis obtained from the interviews reports that;

A smaller number of administrative, project and government staff stated that a few of the youths are engaged with reporting of the status of projects through suggestions, and complains. Furthermore majority of the government and project staff stated that majority of the youths are not involved with any form of monitoring and evaluation in road infrastructural projects. The staff mentioned some of the challenges that face the youth not participate in monitoring and evaluation of road projects include; lack of knowledge and training in monitoring and evaluation, youths are not given the opportunity to monitor and evaluate projects, and there is no clear channel of making reports on various happenings in road projects (Interview schedule: Administrative, and project staff).

The finding from interview schedule that showed few number of youths participating in monitoring and evaluation was supported by YEDF (2006) report which states that majority of the youths are not part of the project monitoring and evaluation committees in many projects in the country.

4.7. Completion of road infrastructural projects

The study sought from the youths to provide responses on the extent to which road infrastructural projects are completed. This was importance in measuring completion of road infrastructural projects. Completion of road projects is measured using time, quality, scope and cost criteria. The youths were asked based on scale to state whether the road projects were able to be completed within the four criteria's. Findings to the responses were presented in table 4.13.

Table 4.13 Completion of road infrastructural projects

Statements	Frequency	mean	SD
The project activities are completed within time	98	2.704	1.574
The project deliverables are of quality levels	98	2.479	1.493
The project was completed within the required scope	98	3.479	1.527
Level of costs is being managed by the road infrastructure project	98	3.734	1.312
Composite mean: 3.099(SD:1.4765)			

Source: Author 2020

Table 4.13 shows that youths with a mean of 2.704(SD=1.574) stated that rarely the project activities are completed within time. Respondents with a mean of 2.479(SD=1.493) stated that rarely does project deliverables completed within required quality levels. Respondents with a mean of 3.479 (SD=1.527) stated that occasionally the project was completed within the required scope. Lastly, youths with a mean of 3.734 (SD=1.312) stated that in a moderate amount level of costs is being managed by the road infrastructure project. The composite mean: 3.099(SD: 1.4765) showed that occasionally road infrastructural have been completed. These findings show according to the responses of the youth various road projects are not completed within the constraints of time, cost, and quality in the study location.

CHAPTER FIVE

SUMMARY OF FINDINGS, CONCLUSION AND RECOMMENDATION

5.0. Introduction

The section reviews a summary of the findings that was obtained in the previous chapter. It further outlines the conclusion based on the main findings, contribution to the body of knowledge, recommendations and suggestions of future studies.

5.1. Summary of findings

The findings in this section are summarized based on the key themes of the study. This is based on a response rate of more than 75% that was obtained from the interview schedule and questionnaires provided to sampled population. The measurement of the depended variable showed that occasionally road infrastructural have been completed. These findings show according to the responses of the youth that various road projects have not been completed according to the constraints of time, cost, and quality in the study location.

5.1.1. Background information of the respondents

The study established among the sampled youths that there were more male respondents than the female in youth groups. Majority of these youths reported to have secondary and primary level of education. It was further established that at least 60% of these youths have participated in road infrastructure projects in the ward, and this mainly through performing tasks allocated to them. Qualitative findings affirmed this where the administrative, government and project staff stated that a number of youths are mainly engaged in road infrastructure projects. The staff mentioned that they are involved with registering the youths, mobilizing, reinforcing youth policies, and identifying suitable youths in projects within the ward.

5.1.2. Procurement and completion of road projects

The study established that a few number of the youths are found to have participated in procurement and they do so occasionally. Some of the few youth members are involved with sourcing of materials that are used to support completion of the road projects. It was further found that about 36% of the youths are engaged in tendering, and storage but this does not significantly contribute to cost management of projects. But the study established that provision of materials by youth enhances completion of projects. Qualitative findings show that the administrative, government and project staff agreed that a few number of the youths participate in procurement activities in road infrastructure projects. They identified some of the challenges facing their participation to include: corruption in awarding procurement contracts, lack of procurement awareness, and inadequate finances.

5.1.3. Resource mobilization and completion of road projects

The study established that a few number of the youths have participated in resource mobilization, and they do in a rare occasion. Study shows that provision of material support among the youth in an occasional situation contributes to completion with timely projects. The use of resource persons enables projects to be completed within the required quality and youth disagreed that participation of mobilizing the resources does not enable completion of road infrastructure projects. The qualitative findings show that majority of the administrative, government and project staff shows that the youths are engaged as resource persons, and they are affected with poor policies, frameworks, and inadequate capital in effecting youth participate in resource mobilization in road construction of road infrastructure projects.

5.1.4. Labour provision and completion of road projects

The study established that majority of the youth have participated in labour provision in road infrastructure projects in the ward. The participation according to the youths usually occurs frequently where they offer technical support in road projects. The study further found that the youths are offering operative and administrative support that ensures that project is completed within budget, cost and timeline. Qualitative findings show that the respondents agreed that the youths offer technical, administrative and operative support in road infrastructural projects. The study further found that none payment of labour services as the main hindrance facing the youths to participate in projects.

5.1.5. Monitoring and evaluation and completion of road projects

The study established that a few of the youths have participated in monitoring and evaluation of road infrastructure projects in the ward. It was further established that a few of youths are engaged with reporting happenings in road projects to the relevant authorities. Majority of the youths have never developed indicators that are used to measure road project performance likewise they stated further that monitoring of projects helps in cost management of road projects and this goes hand in hand with developing several types of controls. Qualitative findings showed that a few of the youths are engaged in monitoring and evaluation of projects this is represented by some of their suggestions and complains reported in relevant offices. The interviewees reported that youth lack of knowledge and lack of involvement are some of the challenges facing the youths in participating in monitoring and evaluation of road projects.

5.2. Conclusion

The study concludes according to the first objective on influence of youth participation in procurement on completion of road infrastructure that majority of the youths do not participate in

procurement. A few of the youths participate in the tendering process due to the government policy of 30% of the tenders to be preserved for the youths. The second objective sought to establish the influence of the youth's participation labour provision on completion of road infrastructure projects. The study concluded that majority of youths participate in provision of labour in road infrastructure projects in the ward. These labour provisions are technical, operative and administrative support and this takes place frequently. Based on the third objective of the study which sought to examine the influence of youth participation in monitoring and evaluation on completion of road infrastructure projects the study concludes that: youths do not participate in monitoring and evaluation. Additionally a few number of youths are making suggestions, ideas and reports which are part of monitoring and evaluation initiatives. The fourth objective of the study sought to establish the influence of youth participation in resource mobilization on completion or road infrastructural projects. The study concluded that a few number of youths do participate in resource mobilization. Furthermore, the few youths form part of resource persons in some of the projects.

There are a number of challenges that are facing the youths not to participate in these three areas which include: inadequate capital, lack of knowledge in certain aspects of monitoring and evaluation, lack of knowledge of availability of opportunities, and corruption in some of the infrastructural projects. Lastly the youths were not given the chance to exploit or participate in some of the road infrastructure projects. The study the generally concludes that the youth participation in road infrastructure projects has been only actualized in labour provisions which significantly contributes to completion of infrastructural projects.

5.3. Contribution to the body of knowledge

The following table 4.13 illustrates contribution to the body of knowledge based on the objectives of the study.

Table 5.1 Contribution to the body of knowledge

Objectives:	Main contributions
To establish how procurement process by the youth influence completion of roads infrastructure project in Cheptiret Kipchamo ward.	That less than 30% of the youths participate in procurement activities. Youth participation in procurement can lead to quality completion of road projects. Lack of knowledge and corruption are main challenges that hinder youth participation in procurement.
To examine how labor provision by youth influence completion of roads infrastructure project in Cheptiret Kipchamo ward.	The study established that majority of the youths have participated in provision of labour in road infrastructure projects. Youth participation in road projects has led them to be completed within budget, cost and time. Lack of payment is the main hindrance that affect the youths in participating in road infrastructural projects.
To examine the influence of Monitoring and Evaluation by the youth on completion of roads infrastructure project in Cheptiret Kipchamo ward.	The study established that majority of the youth did not participate in monitoring and evaluation of road infrastructure projects. Youth participation in monitoring and evaluations enables the project to be completed within cost. Lack of knowledge and youth involvement is the main challenges facing them to participate in monitoring and evaluation of road projects.

To establish the influence of resource mobilization by youth on completion of roads infrastructure project in Cheptiret Kipchamo ward. The study established that majority of the youths do not participate in material and resource mobilization in road projects. Youth participation in resource mobilization is important in accomplishing project within the required scope. But poor policies and frameworks, inadequate capitals are some of the challenges facing youths to mobilize resources for road projects.

5.4. Recommendations

The following are some of recommendations to various stakeholders and institutions based on the findings of the study.

- The National and County government under the respective departments that deal with youth affairs need to engage and ensure that youths participate in procurement (tendering), resource mobilization and monitoring and evaluations.
- The project county and administrative staff should put initiatives and awareness programs that would be useful in ensuring that youths are informed of existing opportunities and aware of their role in projects conducted in their region.
- Youths need to take major initiatives in capitalizing on some of the opportunities that is available to them. They should utilize the registered groups to seek for opportunities and seek for jobs in some of the projects.

5.4.1. Recommendation for policy and practice

The ministry concerned with youth affairs and social services should formulate suitable policies and framework that will fully integrate the youths to various functions in projects. The policies would enable the youth participate fully in infrastructural projects. Management of respective

infrastructural projects need to formulate project management policies and frameworks that will enable the youths to be integrated in project performance.

5.5. Suggestions for further research

Future studies need to be conducted in a wider scope in other regions within and outside the county to ascertain the research aim. In addition future studies can be conducted in other types of youth projects and using different methodologies.

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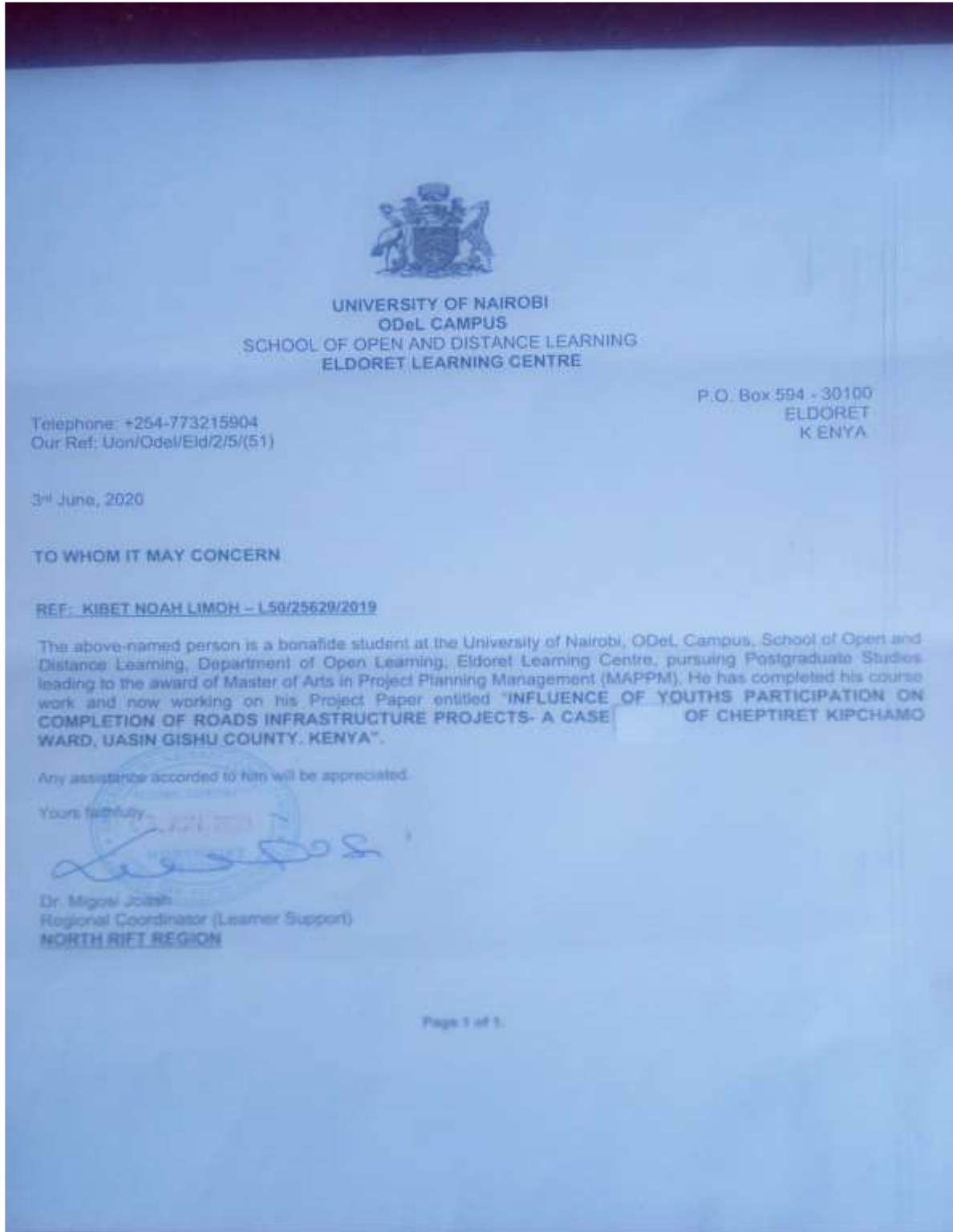
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APPENDICES

APPENDIX I: LETTER OF TRANSMITTAL



APPENDIX II: QUESTIONNAIRE

Participant code: [] [] []

Please answer the following questions either by ticking an appropriate box or by providing an appropriate answer where no box is provided. The questionnaire has a liker scale whose measurement scale is as follows:

KEY: 1=never, 2=rarely, 3=occasionally, 4=moderate amount, 5=A great deal

Place a tick [] against the relevant number

N/B Skip to your appropriate part.

Please mark the number that best reflects your level of agreement with the following statements.

PART A: PERSONAL INFORMATION			
1	Gender	Male Female	[] []
2	Education level	Primary & below Secondary Diploma University & above	[] [] [] []
3.a	Have you participated in road infrastructure projects	Yes No	[] []
b	If yes long have you been participated with projects within your area?	Less than 1 year Between 2 – 5 years More than 6 years	[] [] []
4	How are the youths participating in road infrastructure project?	Planning Providing resources Performing tasks Nothing at all Any mention	[] [] [] []

PART B: PROCUREMENT PARTICIPATION

5. A. Do you participate in procurement activities in road infrastructure project? **(If no skip to question 6)**

Yes () No ()

B. If Yes, how often do you participate in procurement activities in road infrastructure project

Frequently () often () occasionally () rarely ()

C. Mark the number that best reflects your level of agreement with the following statements.

KEY: 1=never, 2=rarely, 3=occasionally, 4=moderate amount, 5=A great deal

Place a tick [] against the relevant number

Statements	1	2	3	4	5
Youth participation in the different types of sourcing have helped in quality completion of road infrastructure project					
Youth participation in types of tendering have helped in cost management of road infrastructure project					
Youth participation in all form of storage of materials have enhanced budget compliance in road infrastructure project					
Youth participation in supplying of materials have enhanced completion of road infrastructure project					

SECTION C: RESOURCE MOBILIZATION

6. A. Do you participate in resource mobilization of road infrastructure project in your locality?

(If no skip to question 7)

Yes () No ()

B. If Yes, how often do you participate in mobilizing resources for road infrastructure project?

Frequently () often () occasionally () rarely ()

C. Please mark the number that best reflects your level of agreement with the following statements.

KEY: 1=never, 2=rarely, 3=occasionally, 4=moderate amount, 5=A great deal

Place a tick [] against the relevant number

Statements	1	2	3	4	5
Participation in provision of kind of material support has helped to complete the road infrastructure project within the budget					
Participation in providing categories of funds has helped in completing road infrastructure project with the required time frame					
Participation as different form of resource person has enabled the road infrastructure project to be completed as per required quality					
Participation in mobilization of resources has enabled completion of road infrastructure project?					

PART D: LABOUR PROVISIONS

8. A Have you participated in providing labor for road infrastructure project in your locality? **(If no skip to question 9)**

Yes () No ()

B. If Yes, how often have you provided labour for the road infrastructure project?

Frequently () often () occasionally () rarely ()

C. Please mark the number that best reflects your level of agreement with the following statements.

KEY: 1=never, 2=rarely, 3=occasionally, 4=moderate amount, 5=A great deal

Place a tick [] against the relevant number

Statements	1	2	3	4	5
Mobilization initiatives					
Provisions of the types of technical support for road projects have helped to complete road infrastructure project within the required budget.					

Provision of various form of operative support for road projects has enabled road infrastructure project to be completed within the required timeframe.					
Provision of the types of administrative skills have been effective in completing project within road infrastructure project					
Labor provision has been critical in completion of road infrastructure project					

PART D: MONITORING AND EVALUATION

10. A Do you participate in monitoring and evaluation of road projects? **(Skip to question 11)**

Yes () No ()

B. If Yes, how often do you participate in monitoring and evaluation of road projects?

Frequently () often () occasionally () rarely ()

C. Please mark the number that best reflects your level of agreement with the following statements.

KEY: 1=never, 2=rarely, 3=occasionally, 4=moderate amount, 5=A great deal

Place a tick [] against the relevant number

Statements	1	2	3	4	5
Participation in developing different indicators helps in road infrastructure project completion rates					
Frequency of participation in forms of reporting increases efficiency in road infrastructure project					
participation in types of monitoring reduces costs of the road infrastructure project					
Participation in developing different types of controls is useful in increasing satisfaction levels					

SECTION E: COMPLETION OF ROAD INFRASTRUCTURE PROJECTS

11. Please mark the number that best reflects your level of agreement with the following statements.

KEY: 1=never, 2=rarely, 3=occasionally, 4=moderate amount, 5=A great deal

Place a tick [] against the relevant number

Statements	1	2	3	4	5
The project or activities are completed within time					
The project deliverables are of quality levels					
The project was completed within the required scope					
Level of costs is being managed by the road infrastructure project					

THANK YOU FOR YOUR TIME

APPENDIX III, INTERVIEW SCHEDULE

1. What is your role in road infrastructure projects within the specified locality?
2. How are the youth participating in completion of road infrastructure projects?
3. How does the youth participate in procurement in road infrastructure projects?
4. What does factors that hinder or inhibit youth procurement participation in road infrastructure projects?
5. How does the youth participate in resource mobilization in road infrastructure projects?
6. What does factors that hinder or inhibit youth resource mobilization participation in road infrastructure projects?
7. How does the youth participate in labour provision in road infrastructure projects?
8. What does factors that hinder or inhibit youth labour provision participation in road infrastructure projects?
9. How does the youth participate in monitoring and evaluation in road infrastructure projects?
10. What does factors that hinder or inhibit youth monitoring and evaluation participation in road infrastructural projects?

APPENDIX IV: RESEARCH PERMIT


REPUBLIC OF KENYA
 National Commission for Science, Technology and Innovation


NATIONAL COMMISSION FOR SCIENCE, TECHNOLOGY & INNOVATION

Ref No: 724558 **Date of Issue: 09/June/2020**

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APPENDIX V: SAMPLE DETERMINATION FORMULA TABLE

Table 3.1.

Table for Determining Sample Size of a Known Population

N	S	N	S	N	S	N	S	N	S
10	10	100	80	280	162	800	260	2800	338
15	14	110	86	290	165	850	265	3000	341
20	19	120	92	300	169	900	269	3500	346
25	24	130	97	320	175	950	274	4000	351
30	28	140	103	340	181	1000	278	4500	354
35	32	150	108	360	186	1100	285	5000	357
40	36	160	113	380	191	1200	291	6000	361
45	40	170	118	400	196	1300	297	7000	364
50	44	180	123	420	201	1400	302	8000	367
55	48	190	127	440	205	1500	306	9000	368
60	52	200	132	460	210	1600	310	10000	370
65	56	210	136	480	214	1700	313	15000	375
70	59	220	140	500	217	1800	317	20000	377
75	63	230	144	550	226	1900	320	30000	379
80	66	240	148	600	234	2000	322	40000	380
85	70	250	152	650	242	2200	327	50000	381
90	73	260	155	700	248	2400	331	75000	382
95	76	270	159	750	254	2600	335	1000000	384

Note: N is Population Size; S is Sample Size *Source: Krejcie & Morgan, 1970*

APPENDIX VI: PLAGARISM REPORT

INFLUENCE OF YOUTHS PARTICIPATION ON COMPLETION OF ROADS INFRASTRUCTURE PROJECTS: A CASE OF CHEPTIRET KIPCHAMO WARD, UASIN GISHU COUNTY, KENYA

ORIGINALITY REPORT

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