EVALUATION REPORT

WARD K COMMUNITY FEEDER ROAD IN THE SAGNARIGU MUNICIPALILTY

COMPILED BY: SIMBA GHANA AND SUPPORTED BY CENTER FOR DEMOCRATIC DEVELOPMENT (CDD)-GHANA AND SAGNARIGU MUNICIPAL ASSEMBLY (SAGMA) WITH FUNDING FROM FLORA WILLIAM AND HEWLETT FOUNDATION.

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EXECUTIVE SUMMARY

This study was conducted by Toyibu Abdul Hamid, Municipal Planning Officer, Iddrisu Abukari, Municipal Statistics Officer, Awudu Rufai, Municipal Education EMIS Officer, Adam Wusuwe, Municipal Health MIS Officer, all at the Saganrigu Municipal Assembly, and Heskaya Suhuyini Salama and Sulemana Abdul basit; Programmes Coordinator, and Advocacy and Communications Officer respectively; whom formed part of a technical team of evaluators from the Community of Practice (CoP) at the Sagnarigu Municipal Assembly. The study sort to understand if the construction of the road project at Ward K, and two other initiatives in health and livelihood empowerment have led to increased service delivery outcomes and economic opportunities and measure the size of these effects on the various groups in different communities in the Sagnarigu Municipality of the Northern region.

A descriptive cross-sectional survey design was used to sample 50 respondents using simple random sampling method. Data collected were analyzed with the help of Statistical Package for Social Science (SPSS version 20) and Microsoft Excel.

The results indicated that the road has addressed travelling time; significantly improved access to social amenities;and positively impacted social events and gatherings.

Additionally it has contributed to socioeconomic development by creating employment. Evaluation of the Ward K road project aimed to assess its effectiveness, impact and efficiency on the community and nearby communities, and other road users.

1.0 INTRODUCTION

1.1 BACKGROUND

The **Evidence for Development (E4D)**-Project **Community of Practice (CoP)** at the Sagnarigu Municipal Assembly (SagMA), with the technical support of Center for Democratic Development (CDD)-Ghana, proposed to conduct an evaluation study of selected priority programs implemented by the assembly. The overall goal of the evaluation study was to generate evidence to support reporting and decision-making.

To this end, the CoP set-up a Team of Technical Evaluators comprising of Head of Departments and technocrats from the **Statistics**, **Health**, **Education**, **Development Planning**, and **Agricultural** Departments, as well as **Head of Programmes** at **Simba Ghana**, to co-create and evaluate the selected projects.

The exercise also contributed to the capacity development of the Assembly's Data Management and Information Officers in key Departments by strengthening their capacity to conduct and use evaluation for results-based management and promoting local ownership of the information generated through this process.

1.2 PURPOSE OF EVALUATION

The study seeks to understand **if** the implementation of the projects and initiatives has led to increased service delivery outcomes and economic opportunities and measures the size of these effects on the various groups in the communities.

This report focuses on the feeder road constructed at **Ward K**. The evaluation assessed the effect and impact of the Ward K Road and the perceived outcome. It also accessed project performance (in terms of effectiveness and efficiency) and determined the degree of patronage and impacts the project has had including sustainability.

1.3 PROJECT OBJECTIVES

I. To improve access to socio-economic facilities by 20% by December 2023.
II. To increase income and job opportunities by December 2023.
III. To reduce incidence of floods by 30% by December 2023.

1.4 EVALUATION METHOD USED

A cross-sectional descriptive survey was used to obtain data from respondent through questionnaires. Descriptive cross- sectional survey is a research method used to obtain information concerning the current status of a phenomenon and to describe what exists with respect to variables or conditions in a situation. It was necessary to gather data to assess how the road construction has helped improve socioeconomic activities for the people. And conclusions were drawn at the end. A descriptive cross- sectional study was the appropriate design to consider because it enabled us to gather data concerning the current phenomenon and make good use of the answers given by respondents. The evaluation activity was undertaken in the nearby communities and also targeted frequent road users of the ward K road.

1.5 STUDY POPULATION

This study required data information from people who uses the ward K road. The study population consisted of males and females residents

who live in the nearby commuities, business owners along the road, and passers-by who were willing to participate.

1.6 SAMPLE SIZE AND MARGIN OF ERROR

A population proportion of Fifty (50) respondents from an unlimited study population size were sampled. With a Margin of Error (MoE) of ±13.9%, the confidence level stood at 95%

1.7 SAMPLING TECHNIQUES

Simple random sampling method was used: this enabled the Technical Evaluation Team to gather reliable information whilst dealing with an unlimited population.

1.8 SAMPLING PROCEDURES

Lists of nearby communities were sampled. A traffic head count was conducted. Following the random sampling method explained above, a few passers-by were interviewed.

1.9 DATA COLLECTION METHODS

The evaluation focused on primary data which involved of the use of a semi-structured questionnaire developed using KOBO COLLECT TOOLBOX.

2.0 DATA COLLECTION INSTRUMENT

The tools that were used for the data collection included a checklist, self-administered questionnaire, which was completed by sampled participants who used the ward K road. It consists of open-ended and closed ended questions. The questionnaire was in three sections: **A**, **B**, and **C**.

2.1 DATA COLLECTION PROCEDURE

Collection of data was done by data collection Officers from different departments at the Sagnarigu Municipal Assembly (SagMA) whom received training on Monitoring and Evaluation, Data Collection Using KOBO tool box, and Data Analysis using SPSS. The training activity was organized Simba Ghana, with the support of CDD-Ghana.

Five data collectors were engaged, and led by the technical team comprising of CoP members and Staff of Simba Ghana, to ensure that questionnaires were filled correctly and responses had reflected on the kobo collect toolbox. Prior to the data collection, a one-day orientation and refresher training was held for the five data collection officers, consisting of 3 females and 2 males. This was anchored by the Head of Programmes at Simba Ghana and Statistics Officer at SagMA. The feature of the orientation was basically on the purpose of the evaluation, content clarity, and targeted population.

2.2 DATA ANALYSIS AND PRESENTATION

Data collected from the field survey was analyzed and presented in charts using descriptive statistics (percentages, frequency) with the help

of Statistical Package For Social Science (SPSS) version 20 and Microsoft Excel.

2.3 RESULTS

The findings of the data analysis as far as the study objectives are concerned; the analyses of the data are categorized into three sections. **Section A** consists **travelling time and socio-economic activities** and **section B consist** of **the impact of road project on businesses and job creation**. **Section C** highlights on **Disaster and Security and Hygiene improvements since the completion of the road**. These findings are represented in tables, line and pie charts as frequencies and percentages.

2.4 SECTION A: TRAVELLING TIME AND ACCESS TO SOCIOECONOMIC ACTIVITIES

Among the objectives of the project was to improve access to socioeconomic facilities by 20% by December 2023. This enabled us ascertain whether the construction of the road has reduced the travelling time pedestrians used in getting to their various destination, whether it has improved their access to social amenities like; potable drinking water, electricity, health care, sanitation and improved social cohesion among themselves. The study respondents affirmed that the

construction of the road had reduced the travelling time they used in getting to their various destinations. When asked the question; “before the construction of the road, describe the average time it took to travel from your homes to your destinations”, 47% indicated that it took them 15- 30 minutes to get to their various destinations whereas another 47% indicated that it took them 31-45 minutes to get to their various destinations. The remaining 6% however indicated that it took them 45-60 minutes to get to their various destinations. This suggests that, the respondents spent more time to get to their various destinations; therefore accessing social amenities took more time, and to some extent, was limited.

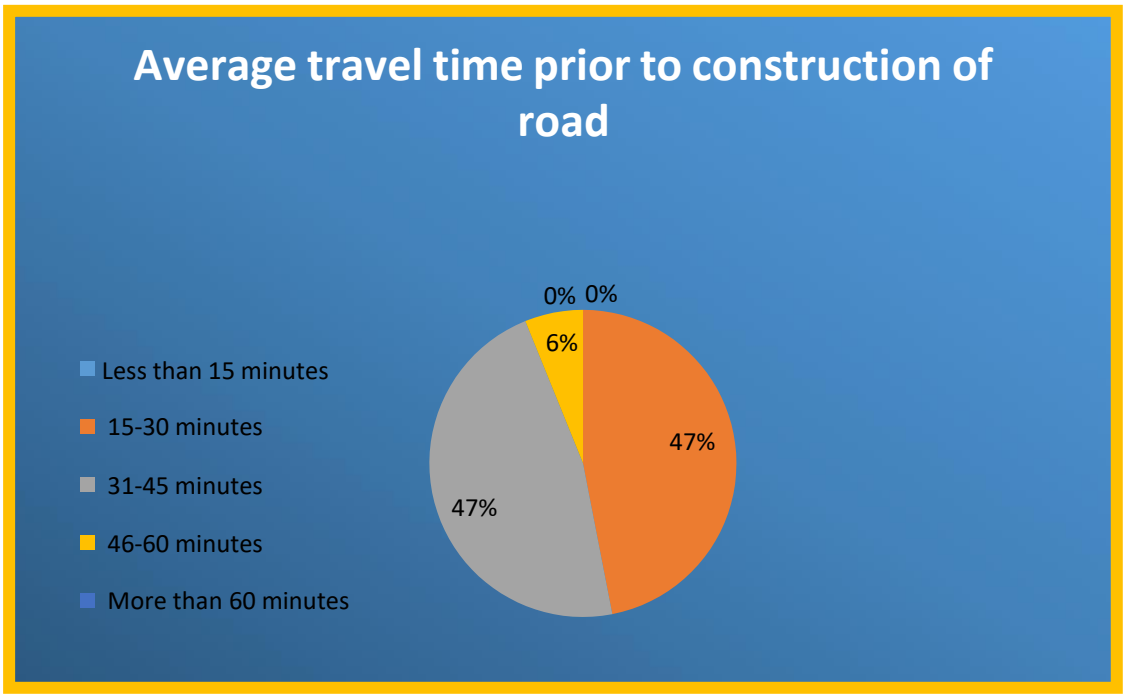
As to whether the construction of the road had reduced the travelling time, 90% of the respondent affirmed that less than 15 minutes is spent now to get to their various destinations, whilst the remaining 10% indicated that it now takes them 16- 30 minutes to get to their various destinations.

All respondents had affirmed that the construction of the road has improved their access to social amenities like education, health care, local markets and electricity. 34% of the respondents indicated that the current traffic flow was excellent. And another 64% indicated that the

current traffic flow was good whilst a little of 2% indicated that the traffic flow was fair. 100% of respondents indicated that the construction of the road had positively impacted on social gatherings.

See Fig 1 below:

Figure 1: Section A



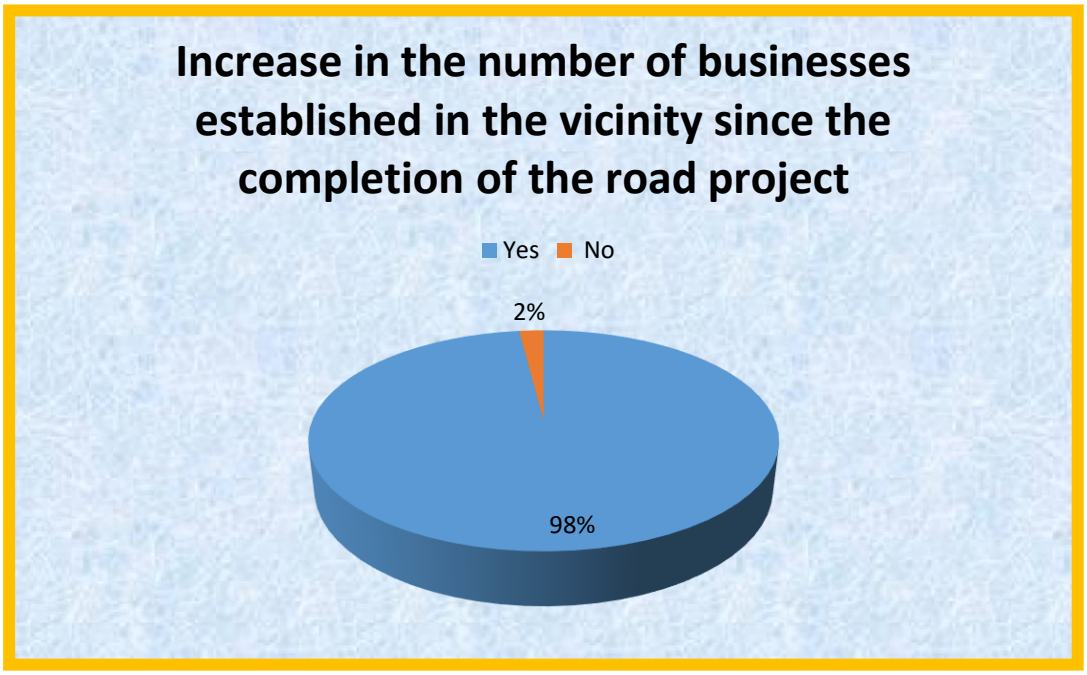
2.5 SECTION B: IMPACT OF THE ROAD PROJECT ON BUSINESSES AND JOB CREATION.

Local Economic Development among the respondent population was also ascertained. One of the objectives of the project was to improve income and job opportunities by 15% by December 2023. When respondents were asked in respect to increases in the number of businesses established in the

vicinity since the completion of the road project, 98% affirmed that there has been an increase whilst 2% of the respondents said no; implying that there has been an increase in the number of economic opportunities and household incomes. According to the findings, 45% of businesses established were provision stores, 22% were food sellers, 11% were electrical stores, another 11% were internet cafes, and the remaining 11% were motor fitters. All of therespondents: 100% indicated that they had noticed an increase in the number of jobs created as a result of the construction of the road, suggesting that more jobs have been created, implying an improvement in household incomes.

Effective movement of goods and services implies improvement in economic activities and economic development. The data revealed that, 100% (50) of the respondents agreed that the road project has influenced the effective movement of goods and services into the Ward K community and other neighboring communities. Respondents were asked if they have personally experienced a change in their income level or economic well-being and all respondent 100% responded in the affirmative.

Figure 2: **Section B**



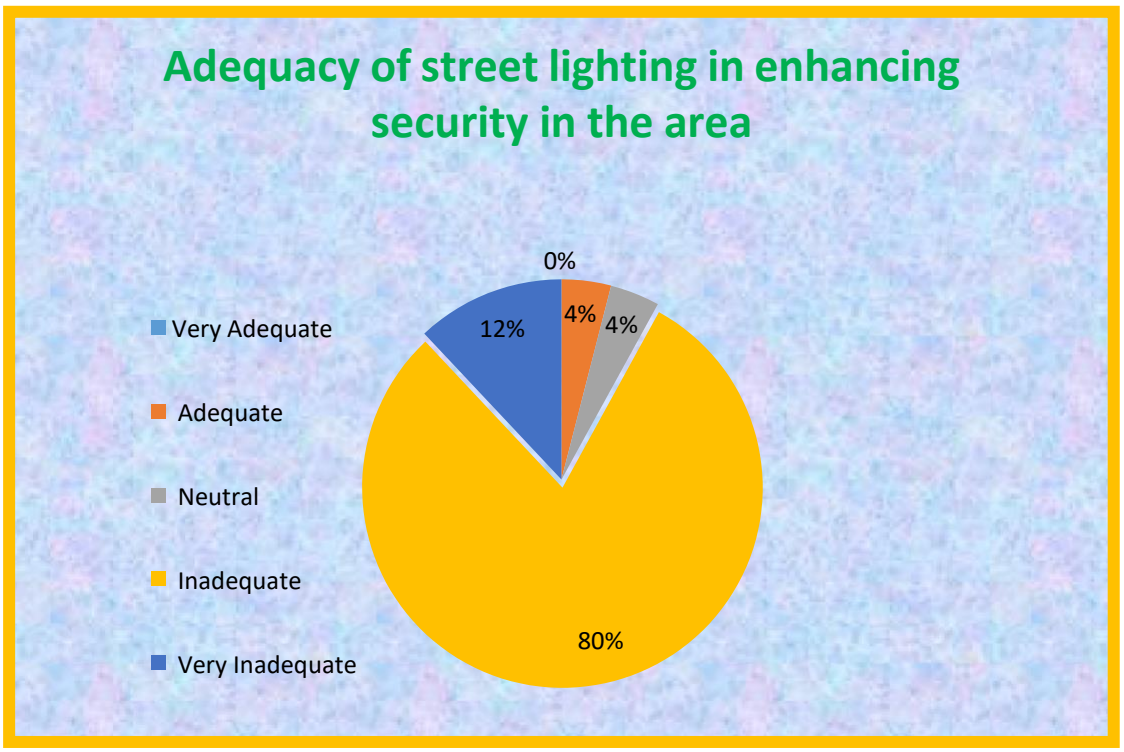
2.6 SECTION C: DISASTER AND SAFETY

Security and disaster management is one of the key result areas; especially, the case where the areas around this Ward K road was at a high risk flooding during the raining season, and also there were cases of armed robbery.

When asked to rate the adequacy of the street lighting in enhancing security, 12% indicated that it was very inadequate, whilst 80% indicated that it was inadequate, 4% affirmed that it was adequate whereas 4% were neutral. 94% of the respondents indicated they have observed

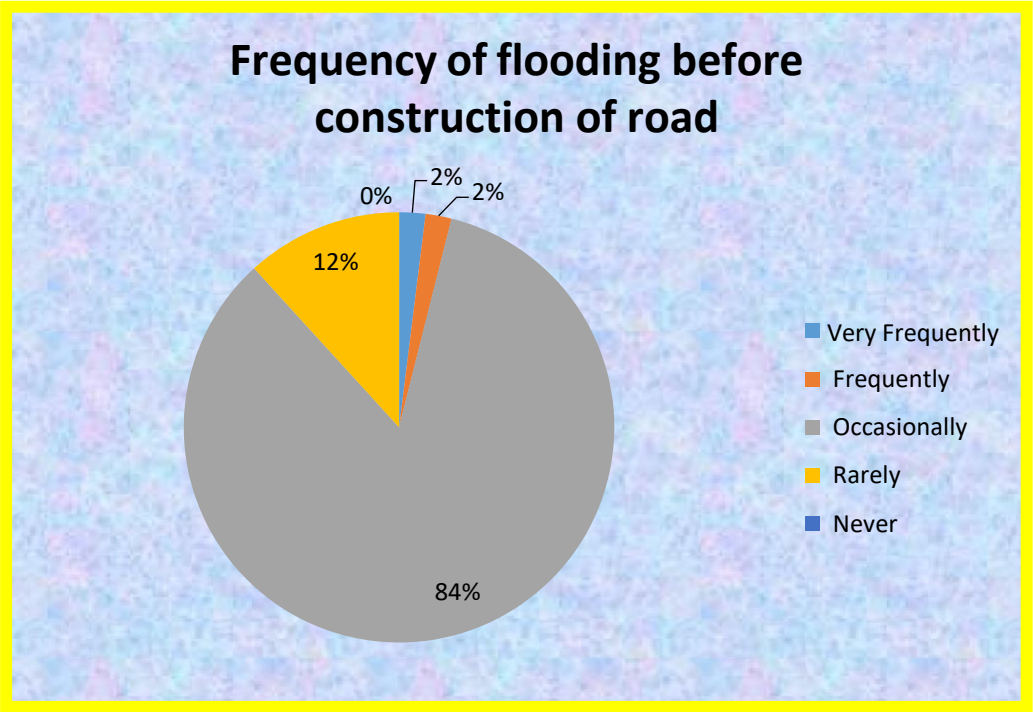
changes in the length and conditions of the pedestrian walkway whereas 6% did not notice any change.

Figure 3: **Section C**



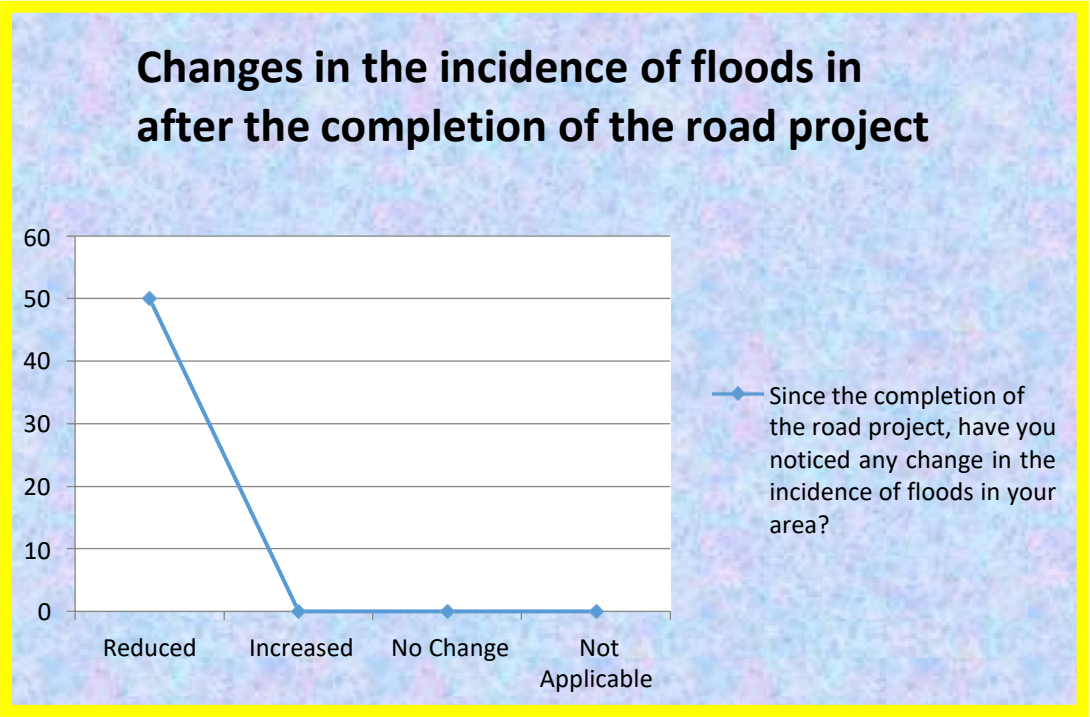
Respondents were also asked about their experiences on the frequent flooding situation before the construction of the road, and 84% indicated that they experienced flooding occasionally, 2% indicated they experienced flooding very frequent, another 2% indicated that they experience flooding frequently whilst the reaming 12% rarely experience flood.

Figure 4: **Section C**



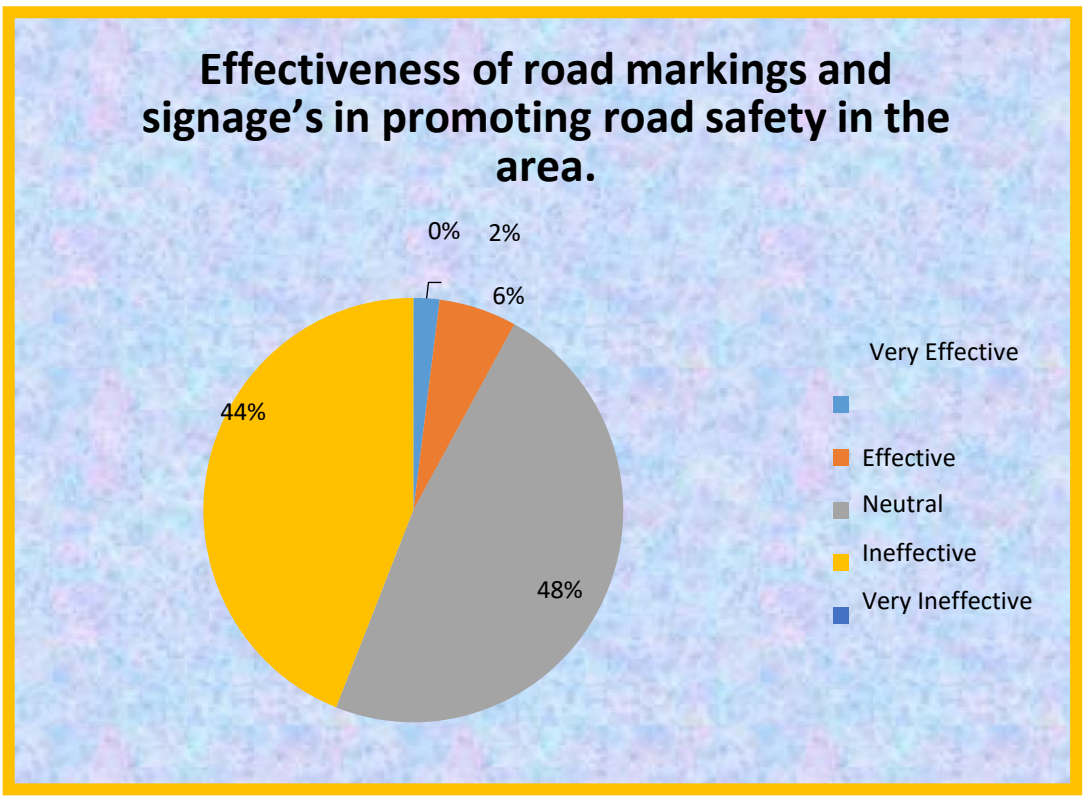
As to whether they have notice any change in the incidence of flooding since the completion of the road all 50 respondent affirmed that the incidence of flooding had declined. The data has it that, 100% of the respondent had agreed that drainage's were constructed as part of the road project. When asked whether the newly constructed drains help in preventing flooding, 18% responded that it was very effective whilst the remaining 82% said it was effective. These findings reveal that, the road project has reduced the number of accidents on the roads, proper drainage's are available; which has helped in reducing floods and sanitation in the community.

Figure 5: **SECTION C**



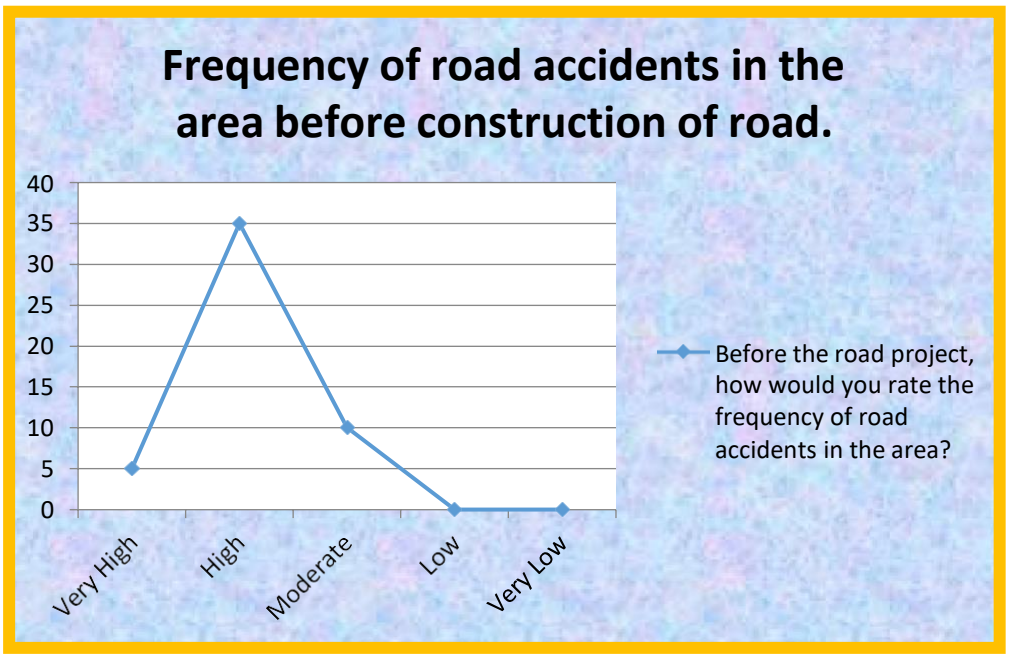
Road markings and signage's are part of road safety measures, when asked to rate the effectiveness of road markings and signage in promoting road safety in the area, 44% said it was ineffective, whist 6% affirmed it was effective the remaining 48% were neutral.

Figure 6: **SECTION C**



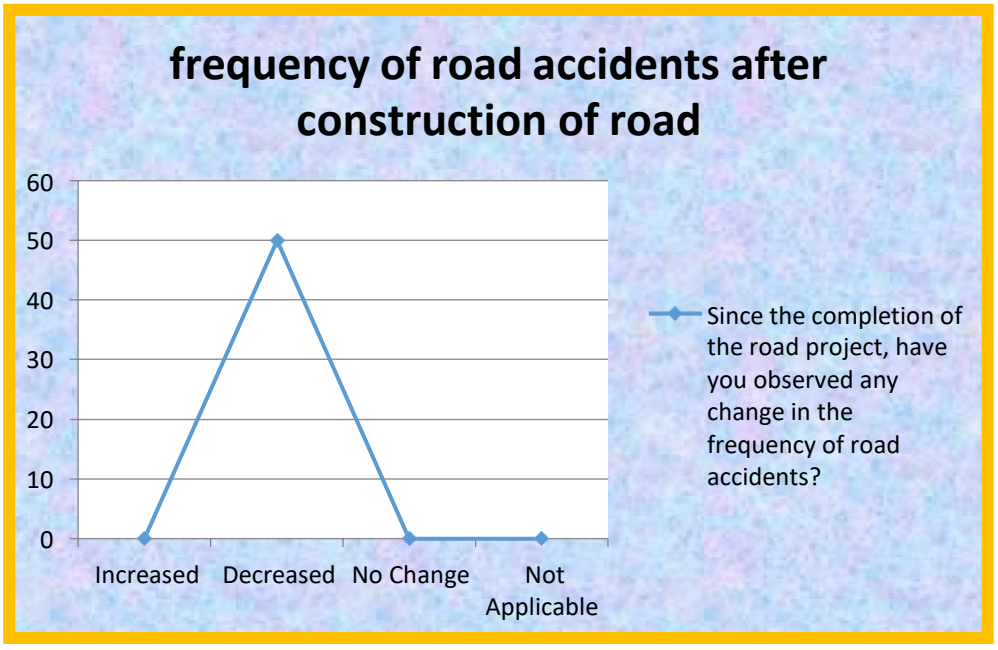
When ask to rate the frequency of road accidents, before the construction of the road, 10% of the respondents indicated that it was very high, 70% indicated that it was high whilst 20% indicated it was moderate.

Figure 7: **SECTION C**



As to whether they have observed changes in the frequency of accidents since the completion of the road project, the data indicates that all 50 (100%) respondents affirmed that, the frequency of road accidents have decreased.

Figure 8. **Section C**



2.7 OBSERVATIONS AND RECOMMENDATIONS

In light of the evaluation findings, the Technical Evaluation teamobserved that:

I. The Ward K road construction has met the objectives for which it was constructed.

II. That the road has opened up and increased economic opportunities and household incomes for people living in the Ward K community and other near-by communities.

III. That the road has linked the communities of Kalipohini, Tishigu, Sangani, Kalipohini Estates, and has significantly reduced traveling time for commuters.

IV. That the road has connected neighboring communities in the Sagnarigu Municipality along the Ward K area to communities in the Tamale Metropolitan area. Eg..: Tishegu and Sakasaka, and the Central business district located in the Tamale Metropolis.

V. That the road project has improved access to social and economic activities like: Education, Health, Local markets, Electricity, and Sanitation facilities.

However, the Technical evaluation team recommends that:

I. The findings showed that the street light are not functional

therefore the SagMA should explore and work with other stakeholders, including community members, to address challenges with the lighting systems.

II. Road markings and signage are not effective and almost not in use, and that the SagMA should collaborate with Assembly members, the Drivers and Vehicle License Authority (DVLA), to educate the citizenry on the use of sign marking and how to effectively use them.

2.8 CONCLUSION

This study has provided insights into effectiveness, efficiency and impact the road project has had on various stakeholders. Key findings from the evaluation indicate that the road has addressed travelling time, access to social amenities have significantly improved, positively impacted on social events and gatherings. Additionally it has contributed to socioeconomic development by creating employment. However, the street lighting systems have been identified as an area that requires improvement. The lighting systems and markings on the road need to be addressed.