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THE IMPACT OF UGANDA SUPPORT TO MUNICIPAL INFRASTRUCTURAL DEVELOPMENT (USMID) ON THE DEVELOPMENT OF INFRASTRUCTURE IN UGANDA

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ABSTRACT

Infrastructure includes the economic infrastructure and social infrastructure. The theory of Infrastructure-Led Development is used to explain how developments of infrastructure is an engine to economic growth in a state. The program of Uganda Support to Municipal Infrastructure Development was designed to enhance the institutional performance of 14 Municipal Councils so as to improve urban service delivery. Though the program has been implemented for the last five years there is still low level of urbanization. The study is aimed at assessing the impact of USMID on the Infrastructural Development in Lira Municipality. The study conducted is a purely desktop research and a case study. Findings include the following the constructions of roads have contributed to the big boost in trade because of easy movement of people and roads, the street solar lights have made businesses to run for longer hours in the night in the area of study and most of the dark spots used by thugs or, street kids and men have been cleared and the installation of the rubbish cans on these streets have made it look smarter than before when the rubbish would be thrown on the streets. In conclusion, there is an agent need to develop all infrastructure in all division in order to meet equal development in Lira Municipality.

INTRODUCTION

Infrastructure refers to the basic services like transport and power supplies that a country or an organization uses in order to work efficiently and effectively. Infrastructure would include economic infrastructure (highways and water lines) and social infrastructure (schools and hospitals). (Wagenvoort, 2010). Therefore, Infrastructure is composed of public and private physical improvements such as roads, railways, bridges, tunnels, water supply, schools, hospitals, electrical grids and telecommunications (including internet connectivity and broadband speeds). First, the theory of Infrastructure-Led Development is considered to explain the impact of the development of infrastructure. The theory states that one of the main engines of growth is the development of the state of infrastructural facilities of every

economy (Agenor, 2010). As a result of the improvement in infrastructure it will contribute a lot to the impact of productivity level and human welfare by enhancing health service delivery. The theory furthermore proposes long-run development based on public infrastructure as the main engine of growth. The government, in addition to investing in infrastructure, spends on health services, which in turn raise labor productivity and lower the rate of time preference. Infrastructure affects the production of both commodities and health services.

The theory of Social Infrastructure and Economic Development is used with the aim to show how the development of infrastructure impacts on an economy. Therefore, the theory shows how social infrastructure might affect a Nation's economic growth and income distribution. (Wang, 2007). Social infrastructure affects two moments of the macro-economic performance which includes the growth rate and consumption distribution. A study by Wang (2007) indicates three key issues, namely: first, the endogenous of social structure and the resulted macro-economic performance which shows that more equal political power and labour productivity distributions will lead to more coalitions and hence higher growth rate. Coalitions are more likely to be formed between social groups with relatively equal political powers. Second, another minor change in the distribution of labour productivity is the adoption of advanced technology which could result in a dramatic and non-monotonic change in the coalition structure and the macro-economic performance. The third is the selfish ruling class in a non-democratic society, who might choose to extend their political powers and rights to other social groups in order to exploit them. Because of this it will lead to growth maximization in some areas. Four, the social coalition structure evolved as there was a change in the distribution of political powers, and hence contributing to the persistence in the economic growth rate and consumption inequality amongst the people. Hence the theory of Infrastructure Led-Development is considered in the study because it presents a theory of development which is based on public infrastructure as the main engine of growth (Ibid). In the theory it leaves out two powerful forces that are key in the development processes which includes human capital accumulation and technological progress. This way, the growth rates depend on interactions between infrastructure, health and savings. Infrastructure raises the economy's ability to produce better health services; in turn, greater access to health services enhance workers' productivity, and thus output will be increased and better.

Infrastructural development is one of the key elements to development in a society and most nations around the world. (Warner, 2014). In this way, many academic researchers have devoted their considerable efforts to theoretical, empirical analysis and outcomes of the contribution of infrastructural development to growth and productivity in an economy. Therefore, close attention has been put on the impact of infrastructural development in the reduction of poverty and inequality in most societies and nations around the world (World Bank, 2006). Therefore, the development of infrastructure has contributed greatly to growth and productivity in the following ways; Infrastructure investment makes a direct contribution to the Gross Domestic Product by increasing trade where taxes are got and foreign exchange is also earned, this make it, therefore, have a short and long term impact on investments in an economy and it also has all the necessary inputs in the production processes of other sectors like agriculture, tourism, mining, fisheries and many others, the availability of improved and better infrastructure influences the production costs of goods and services offered by a nation

or companies and organizations. It is mostly witnessed in places where there is poor infrastructures there is always high cost of production of the goods and services being provided and produced and therefore has an impact on competitiveness with nations that have better infrastructure facilities, also infrastructure facilitates productivity gains in different sectors like education, health, agriculture, reduction in transaction costs and making possible more efficient and effective use of resources that are available, It also creates new opportunities for investment in an economy and therefore it will lead to an increase in the aggregate demand in the short run and it will promote economic diversification in the economy. Therefore, once the necessary infrastructures are available it will facilitate and promote access to customers and suppliers the basic services, due to this it will make other investments possible. The presence of good infrastructures will also facilitate economic interaction where the goods and services will move easily among nations due to the impact of globalization. Therefore, it contributes to increased trade and competitions, including in a transboundary trade among countries in different parts of the world (International Monetary Fund, 2016).

Infrastructural development contributes to economic development through an increase in productivity and provision of services, which improves the quality of life or standard of living. The services which is brought as a result of adequate infrastructure will mean there is an increase in outputs such as agricultural outputs from farmers through the use of improved roads, creation of ports, railway lines, electricity generations, transmissions and distributions to all places, Water and irrigation projects, which has helped to increase productivity and hence better quality life and Urbanization of different areas where there are improved infrastructures (Akinyosoye, 2010).

Many of the poor people live in rural areas where the infrastructures especially road networks are very poor. Due to the inadequate and poor roads, it has led to high cost of transportation, reduced access to high-quality inputs to be used for production, it has also limited the use of local markets for the sales of products produced (Oraboune, 2008). The road networks which is poor in nature has made constraints for rural poor people in terms of access to other social infrastructures such as education and health facilities because in the rural areas it is mostly covered by swamps, hills and other obstacles that may hinder easy movements to access these facilities. Therefore, improvement of both rural and urban road seems to be a clear means by which large numbers of people might acquire the opportunity to participate in the market economy and thereby raise themselves out of poverty.

The global infrastructure turn involves the emergence of a coordinated effort to stimulate infrastructure development at the national and global level via an array of international frameworks (Airold, 2010). The key elements of this shift are described and explained in the working out of contradictions within global capitalist urbanization. Therefore, there is a need by urbanists to attend to the global infrastructure turn as it has been emphasized, and also set elements to which close attention must be given to this discourse in terms of technical practices. As a global collaboration platform that is the Global Infrastructure Facility (GIF), it facilitates the preparation and structuring of complex infrastructure through Public-Private Partnerships (PPPs) to mobilize private sector and institutional investor capital and to help expand the pipeline of bankable projects (Sustainable Development Goals, 2015). This will be a key element for reducing poverty to the lowest

limit when there is development in the infrastructures worldwide. The infrastructure development lies at the nexus of economic growth, productive investments, job creation and poverty reduction (World Bank, 2019).

In Sub-Saharan Africa, the infrastructural network remains to be very poor on coverage, despite the Government efforts to improve it (Calderon, 2010). The Sub Saharan Countries are ranked at the bottom of all the developing countries in the world. According to the Global Competition Report (2007-2008): World Economic Forum (WEF's), this region has one-seventh of the world's population. Due to its geographical disadvantage of this region, there is high transport cost which tends to hinder intra and inter-regional trade (Behar, 2008). Infrastructures are public goods and services that go into the production process as Complementary inputs for traditional factors of production such as capital, labour and Entrepreneur. Without proper infrastructure the development is retarded. In East Africa, infrastructure is one of the least developed in Africa. Infrastructure development is thus paramount for the sub-region to reach its full potential and many 'mega' infrastructure projects that are currently underway in the region (White, 2015). East Africa is currently then becoming one of the fastest-growing sub-region on the continent, with its economic growth expected to expand by 5.6 per cent in the year 2019, well above the continental average of 4.5 per cent or Southern Africa's 3.1 per cent, investors and credit rating agencies are increasingly bullish about the region.

Kenya's Standard Gauge Railway (SGR), a new rail track that will stretch from Mombasa to Nairobi, is the most ambitious infrastructure project in the country since independence. The 609 km-long line is expected to cost \$3.6-billion, with China's Exim Bank footing 90 per cent of the bill and the Kenyan government providing the other 10 per cent. Therefore, the technology which is being used in the standard Gauge Railways impacts a lot on the performance of the railway in the region (Chege, 2019). The Standard Gauge Railway is part of the grand trans East African railway project, one of many 'mega' infrastructure projects currently underway in that region. It is a direct effort to connect East Africans and their economies, and in so doing build economies of scale, lower the cost of doing business, attract foreign investment and it will ultimately accelerate growth and development. In Kenya, there is a fundamental change which is taking place in the physical, economic and political landscape of Kenya. This is because the Northern part of Kenya was excluded from the previous National Development Plan, but in the Development Plan for the vision 2030, the part has been included and some roads such as Isiolo-Moyale road are under constructions (Kochore, 2016).

1.1 Infrastructural development in Uganda

Uganda is beginning to develop its infrastructure in order to attain sustainable development in all sectors like Agriculture, Health, Education, and Tourism. Therefore, Uganda has adopted a program called the Uganda Support to Municipal Infrastructure Development (USMID) since 2013 when the program was implemented. The program itself is being implemented by the Ministry of Lands, Housing and Urban Development. The program which is being implemented is called the Uganda Support to Municipal Infrastructure Development (USMID). This program is being funded by the World Bank and the Government of Uganda. The first phase started from 2013-2018 through which a loan of

US \$ 150 Million was advanced for a period of five years (Report of the Committee on National Economy, Parliament of Uganda, 2018). The program was designed to enhance the institutional performance of 14 Municipal Councils so as to improve urban service delivery. The 14 include the Municipalities of Arua, Gulu, Lira, Soroti, Moroto, Mbale, Mbarara, Masaka, Kabale, Tororo, Jinja, Entebbe, Fort Portal and Hoima. So that these Municipalities are in position to generate own sources of revenue, improve urban planning, strengthen financial management, procurement, environmental and social systems (Obbo, 2016).

One of the main visions of the implementation of Uganda Support to Municipal Infrastructure Development is to attain smart cities and/or smart Municipalities as a mission towards attaining the Sustainable Development Goal by Uganda in 2030 (Mwesigwa & Mubangizi, 2018). This program has really made these municipalities and cities look so smart as compared to it in the past years since Uganda attained its independence. Since the program has been launched in the area of study constructions on roads like Oyet Ojok Lane, Imat Maria Road, Maruzi Road, Aduku Road, Ambobhai Road, Awange Mola Road has been worked on until 2019. This project costed Ushs. 10.8 Billion. In 2017, Lira Municipal Council signed Ushs. 21.6 Billion for the constructions of three roads in the municipality which includes Obote Avenue (1.38 km) Kwania Road (0.85 km) and Soroti Road (0.533 km) and the beautification of the Coronation Park. This work was done by the China International Construction Company Limited (CHICO) under the supervision of ILISO Consultant Limited (Apunyo, 2019).

2. STATEMENT OF THE PROBLEM

While the Uganda Support to Municipal Infrastructure Development program has been implemented for the last five years, there is still a low level of urbanization in the area of study. The program itself is supposed to help develop all the infrastructures that exist within Lira Municipality, it is only a few divisions that have benefited from the program and this includes Central Division and Ojwina Division only. The other divisions like Adyel Division, Railways Division have not benefited from the program that has been implemented. More still, while Uganda still has low level of urbanization (18.2 per cent) it has a high urban growth rate of 5.2 per cent per annum. Most of this growth has been in secondary towns such Lira, Hoima (10.7 per cent), Mbarara (8.6 per cent) and Mukono (10 per cent). (Uganda Bureau of Statistic, UBOS, 2014)

3. PURPOSE AND OBJECTIVES OF THE STUDY

This study aims to find out the impact of the Uganda Support to Municipal Infrastructure Development (USMID) program on the development of infrastructures in Lira Municipality. This can be in a negative or positive impact in terms of development which has been brought by these infrastructures. The objectives of the study are three, namely: (a) To find out the impact of Uganda Support to Municipal Infrastructure Development from the constructions of roads in the development of Lira Municipality. (b) To find out the impact of Uganda Support to Municipal Infrastructure Development from the installation of street solar lights in

the development of Lira Municipality. (c) To find out the impact of Uganda Support to Municipal Infrastructure Development from the installation of garbage cans on the streets in the development of Lira Municipality.

4. METHODOLOGY

According to the study, the research is purely desk research that is used to come up with the information that is in this paper. The methodology that is used is the analysis of secondary data from different sources, it is thereby conducted through the use of qualitative and quantitative data set. This was being done through the study and analysis of data that has already been published for use. Also the kind of research design that was used as the case study, where out of the 14 municipalities that are benefiting from the Uganda Support to Municipal Infrastructural Development program, Lira Municipality was picked for the study to be carried out. It, therefore, represents the other municipalities, this was because of lack of enough time and resources to visit all the 14 Municipalities in Uganda that are benefiting from the program.

5. OUTCOMES OF THE STUDY

It was established that since the implementation of Uganda Support to Municipal Infrastructure Development in 2013, Lira municipality has got a face uplift in terms of its road systems within the urban areas. The roads that have benefited from the program of Uganda Support to Municipal Infrastructure Development includes the following; Oyet Ojok Lane, Imat Maria Road, Maruzi Road, Aduku Road, Ambobhai Road, Awange Mola Road, Obote Avenue (1.38 km) Kwania Road (0.85 km) and Soroti Road. On these roads it has created the easy movement of the pedestrians because the walkway pavements have been created which has minimized the high risk of accidents, also the roads have been widened with so many parking lots which in return has raised the revenue base of Lira Municipal Council from the collections which are made from the street parking, also the existence of the good roads have contributed to the easy movements which have boosted trade within Lira Municipality. Also the water channels have been well built which has reduced flooding of roads and shops within the town areas. Along these roads tarmacked by the program there is a lot of business boom and above all the value of the land and houses along these roads have increased greatly as compared to the past 20 years. Lira Municipality collected over 2.3 billion Shillings during the 2016/2017 financial years, up from about 1.8 billion Shillings that was collected during the 2015 and 2016 financial year. Before Uganda Support to Municipal Infrastructure Development program implementation, Lira Municipality had been recording low revenue collection figures ranging between 1.5 and 1.8 billion Shillings every financial year (Independent News Paper, 2019).

It was revealed that solar street lights have also caused a lot of impact on the development of the Lira Municipality. In the past 20 years, businesses in Lira town would close as early as 6:00 pm in the evening. But with the installation of the solar street lights nowadays' businesses almost go up to midnight and at times businesses run throughout the night like on Oyam Road. Therefore, areas like Cuk Atat, Oyite Ojok Lane, Oyam road that

was occupied by street children and men with deteriorated night security have since turned into prominent commercial centres operating all night through. There has been a reduction in the crime rate within the town area like burglary and theft this is because everywhere at night is always very bright has day. This has made the thieves move to the outskirts of town.

It was established that with the installations of the garbage cans or bins on the streets of Lira Municipality that have benefited from the program of Uganda Support to Municipal Infrastructure Development, it has helped to reduce on the large volumes of garbage that would litter around the streets. Even before the implementation of the Uganda Support to Municipal Infrastructure Development program in Lira Municipality they had a truck that would collect rubbish from the streets to deposit it elsewhere but still rubbish would litter. With the coming and implementation of Uganda Support to Municipal Infrastructure Development program, Rubbish cans were installed on all the roads where rubbish is put in there and thereafter it is collected and deposited elsewhere leaving the streets to look clean. The findings tend to agree with the study done by Mwesigwa (2018) on the Implementation of the Uganda Support for Municipal Infrastructural Development for A Smart Municipality. Most of these municipalities where this program has been implemented look very smart starting from the design of the roads, cleanness of the streets.

The study also identified some challenges in the implementation of the Uganda Support to Municipal Infrastructure Development in the area of study. One there is no proper guideline on who is in charge of the program in terms of its implementation and management of some resources like money when it enters the account of the Municipal Council. This is because of the influence of the politicians in the implementation of the program. This comes about because of the constant fights between the political and technical personal which was witnessed in 2019 at the Lira Municipal Council. This was witnessed in the area of study where the mayor and the town clerk were fighting over issues of finances. The money had entered the account, so the political wing was blaming the Town Clerk for not releasing the money, where it prompted the Minister for Land, Housing and Urban Planning, Hon. Betty Amongi, to intervene by coming for a mediation between the two leaders at the Council offices.

Secondly, the other challenge is that there are no available laws that are in place to support the implementation of the Uganda Support to Municipal Infrastructure Development program. We should be having the USMID Act that will help support the program legally. In fact, there is no policy that is developed by the Ugandan Government, they mostly depend on the guideline from the World Bank pertaining the USMID though Uganda has some policies on infrastructure development. This means it's a big failure for Uganda since they cannot make their own policies, this comes about because most of the findings comes from World Bank. Thirdly, there is corruption tendencies at the district level, inadequate transparency and above all the community is not involved in the implementation of the program. The way the contracts is awarded is not clear since the procedures are not well known. The community is not involved in the implementation of the Uganda Support to Municipal Infrastructure Development programs, they only see the structures which are put in place. Corruption

undermines development by siphoning off resources for infrastructure and public services and by weakening the legitimacy of the state (Robinson, 2012).

Fourthly, the finances tend to take long to be put into the Municipal accounts this is because the long procedures which is being followed in order to clear the money from the World Bank, then when the money comes there is clearance from the Ministry of Lands, Housing and Urban Planning. On the issue of finances, there is no money which is put aside in order to help renovate and make some replacements in the structures that have been put in place. This comes about because of the high pressure which is put on the infrastructures due to high population growth rate which tends to put a lot of impact on the infrastructures. Fifthly, another major challenge is the design issues of the road infrastructure, for instance, Obote Avenue was redesigned. So when the road is not designed well then it is meant to be redesigned that will result in the delay in the implementation of the program. While the designs were developed centrally by a consultant recruited by Ministry of Lands, the coordinating Ministry for the strategy, it appears that the consultant ignored the impact of such design on economic livelihoods.

On the issue of whether Uganda Support to Municipal Infrastructure Development has improved on the institutional performance in giving service delivery like health services, education and other social services like entertainment (Spath, 2011). Uganda Support to Municipal Infrastructure Development program has not been in a position to benefit all the divisions that are within Lira Municipality. That is part of the two divisions that is Ojwina and Central divisions that have benefited from the program are not fully covered. Most of the roads still remain very poor living no much impact of the programs in the two divisions, this is because the program has covered a very small portion. Above, all the other two divisions that is Adyel Division and Railways division have not benefited in the program. Which gives a zero impact of the program in the last two divisions. Due to the development of infrastructure in Lira Municipality, there has been an increase in their revenues from street parking (Adengugba, 2013). Most of the roads within have been upgraded with so many parking spaces, pavements for ways and the drainage systems improved greatly. Also because of street solar lights, businesses now open for longer hours and more jobs have been created. Apparently even street workers are happy because customers can easily notice them when they are selling their products. In Lira town plots of land which were very low in terms of the price for purchase has gone high in areas where the roads upgraded because of the program of Uganda Support to Municipal Infrastructure Development has passed.

6. CONCLUSION

In Uganda, there is agent need for the improvement and development of infrastructures not only in the 14 Municipalities that are benefiting from the program of Uganda Support to Municipal Infrastructure Development. In fact, if it could be possible that the fund base could be widened by the Government of Uganda, all the districts in Uganda can benefit from the program. As the theory of Infrastructure Led-Development puts it that one of the main engines of growth is the development of the state of infrastructural facilities of every

economy. More still, since from the area of the study it was discovered that the program has not covered all divisions within the municipalities yet the World Bank and the Government of Uganda keep spending large sums of money in the program there is need to cut cost so that other roads within the division equally benefit so that there is equal development in the divisions that are supposed to benefit from the program.

7. RECOMMENDATIONS

According to the study done, there are some recommendations that have been put in place to help address the challenges for the implementation of the Uganda Support Municipal Infrastructure Development. This includes the following;

1. The Government of Uganda through the parliament of Uganda should come with laws that will help in the implementation of the Uganda Support Municipal Infrastructure Development program. This is because Uganda is using the guidelines and policies which has been drafted from the World Bank. States tend to interpret laws in their own way, thereby enacting laws and policies that suit them (Stuart- Cassel, 2011).
2. Proper supervision of the program by the authorities who are supposed to implement the program. This can be done through the involvement of the community in the implementation of the program that will help minimize the cost. This can be done by using certain applications to provide statistical data while carrying out the program (Kawai, 2013). The ultimate goal of monitoring is protection that is, ensuring that the short-term and the long term risk are minimized, by the providing sufficient information to judge the remedy is effective, or to adapt site management to optimize the remedies of performance to achieve risk-based objectives.
3. Also, the World Bank and the Government of Uganda should put aside finances that will help in the renovation, replacements and maintenance of the infrastructures that has been up by Uganda Support to Municipal Infrastructure Development program like the solar street lights, broken pavements.

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