

**THE CONTRIBUTION OF MOTORCYCLE BUSINESS TO THE WELLBEING OF  
OPERATORS IN KISUMU COUNTY, KENYA**

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## DECLARATION

This research project is my original work and has not been presented to any university or institution of higher learning for examination or any award.

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## **DEDICATION**

This project is dedicated to my lovely husband Washington Dinga, my mum Rose Atieno, and my sons John Kean and Michael Hillary.

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## ABBREVIATIONS AND ACRONYMS

<b>ACE</b>	Action in the Community Environment
<b>BBSAK</b>	Boda Boda Safety Association of Kenya
<b>CWB</b>	Community Wellbeing
<b>DCCA</b>	Division of Consumer and Community Affairs
<b>DFID</b>	Department for International Development
<b>FRAP</b>	Forest Range Assessment Program
<b>FRB</b>	Federal Reserve Board
<b>GDP</b>	Gross Domestic Product
<b>ILO</b>	International Labor Office
<b>KU</b>	Kenyatta University
<b>MAAK</b>	Motorcycle Assembly Association of Kenya
<b>MKUKUTA</b>	Mkakati wa Kukuza Uchumi na Kupunguza Umaskini Tanzania
<b>NACOSTI</b>	National Council of Science, Technology and Innovation
<b>NCPD</b>	National Council for Population and Development
<b>NESDB</b>	National Economic and Social Development Board
<b>NSGRP</b>	National Strategy for Growth and Reduction of Poverty
<b>NSE</b>	Nairobi Stock Exchange
<b>NTSA</b>	National Transport and Safety Authority
<b>NAYS</b>	National Adolescents and Youth Survey
<b>RAI</b>	Rural Assistance Information
<b>SDO</b>	Social Development Officer
<b>SPSS</b>	Statistical Package for Social Science

**USA** United States of America  
**WDR** World Development Report

## ABSTRACT

Motorcycle ownership and use in developing countries has increased dramatically over the past few decades. In many countries, the motorcycle business serves as a source of livelihood to many people and riders look up to it as a source of income for survival of their households. The pursuit for economic and social survival has made many young people and middle aged men get into a variety of jobs such as motorcycle operations. Thus this study aimed at investigating the contributions of motorcycle business to the wellbeing of operators in Kisumu County. In particular, the study sought to establish the socio-demographic characteristics of motorcycle operators, the contribution of motorcycle business to the socio-economic wellbeing of the operators, to determine its contribution to the community wellbeing, challenges experienced by the operators and to suggest ways of improving the wellbeing of motorcycle operators. The study was conducted in Nyakach Sub County among motorcycle business operators. It adopted a mixed method approach employing a descriptive survey research design. Motorcycle business operators were selected using stratified and simple random sampling while key informants were identified using purposive sampling technique. There were 122 respondents sampled for the study in total. To get information from the motorcycle operators, semi-structured interview schedules were used while for the key informants, interview guides were used. Focus group discussion guides were also used to gather qualitative data from the motorcycle operators. The information collected were coded, cleaned and analyzed by use of frequency counts, percentages, mean, and mode whereas thematic analysis was used for qualitative data. The findings revealed that the motorcycle business in Nyakach Sub-County was dominated by the youth with those below 35 years of age totaling to 69.6 percent. (96.7 percent) of motorcycle operators were male, with females at 3.3 percent. Most (56.6 percent) of the motorcycle operators had attained secondary education, 39.3 percent had attained primary education and below, and 4.1 percent had tertiary education. Majority (54.9 percent) of the motorcycle operators did not own motorcycles, while 45.1 percent owned the motorcycles they operated. Majority (89.3 percent) of the motorcycle operators reported that the motorcycle business had made them socially and economically better, while 10.7 percent were not sure. The motorcycle business provided the operators with a source of income that enabled them meet their daily subsistence needs. They also reported that through the business they were able to make investments and educate their children. It also enabled them interact with different persons in the community. Moreover, the study showed that the motorcycle business had contributed to the community wellbeing in areas of transport, health, education and security. The study also highlighted some of the challenges facing the motorcycle operators including diseases, insecurity such as theft of motorbikes, difficulty accessing and paying loans, police harassment, and some customers not paying which was least reported. Overall, the study revealed that the motorcycle business contributed to the wellbeing of the operators and that of the community. The study recommended a close working relationship between the security personnel and the industry to curb theft and ensure law enforcement. Other recommendations included sensitizations of industry operators on risk behaviours through the County's Health Department as well as financial training. Moreover, the study also recommended sensitization of community members regarding the motorcycle industry and its benefit to the community. Future studies on the industry are likewise recommended due to the ever changing developments in the industry and the present day economy.

## CHAPTER ONE: INTRODUCTION

### 1.1 Background to the Study

Commercial ‘taxi’ motorcycles are known by different names in the African continent; from *PikiPiki* (Swahili term) and *BodaBoda* (East Africa), *Okada* (Pidgin English – Nigeria), *Oléyiain* Togo, to *Bendskin* in Cameroon. The two-wheeled medium has become a very popular means of transportation in many African villages, towns and cities. In fact, it is estimated that motorcycles make up more than 40 percent of all the automobiles (including cars, buses, trucks and so on) (Iwuoha, 2013).

Globally, motorcycles have been the prime means of motorized transport. For example, the business of motorcycle taxis in London began in early 1990s to offer alternative means of transport to the upper class passengers who felt fed up of sitting in traffic snarlups on their way to and from the airport. Since then, the means has continued to offer cheaper, faster and convenient means of transport services compared to other modes of transport (Anon, 2014). In Taiwan, around one out of four people use automobiles while the ratio of motorcycles use is about 1:2. In Vietnam, the use of motorcycle is even higher because of lack of public transport and the available automobiles are out of reach for many because of low income levels (Nkede, 2012). In China, motorcycle taxis have played a very big role in supporting the lives of urban migrants subgroups from Taiwan, Vietnam and Asia (Qian, 2014).

In Nigeria, motorcycles serve as a means of living to many people (Taruwere, 2012). Motorcycle operators look up to it as a source of income for survival of their households (Arosanyin, 2011). In Northern Ghana, lives of many urban residents have improved significantly due to the high levels of motorcycle ownership and use (Dinye, 2013). With poor

roads and inadequate public transport systems, many urban residents can easily move even to the peri-urban areas because of the increase in use of motorcycles. The growth in use of motorcycles has also come along with a lot of employment opportunities to the operators. Motorcycle mechanics and motorcycle spare parts dealers have gotten employment and there has also been an increase in sources for revenue generation for the local government through licencing, motorcycle registration and levied taxes (Dinye, 2013).

In Kenya, motorcycle business (*boda boda*) has provided employment to many youths (Olawo W., Ochieng' I., Ombok B., & Achieng' F., 2014). Motorcycle riders, mechanics and spare-part dealers have earned daily income from motorcycle related activities to support their livelihoods (Nyachio, 2013) and as a result, the Government of Kenya made acquisition of motorcycles affordable to many in 2008 by zero-rating so as to promote jobs in the transport industry. The operators who adopted this business increased their incomes by 50 percent, thus leading to improvement in standard of living of people involved in motorcycle business. (Olawo et al. 2014). The Nairobi Stock Exchange Kenya (NSE) (2018) report indicated that approximately 600,000 commercial cyclists take home an average of Ksh. 1,000 daily.

The motorcycle business has been one of the rapidly growing sub-sectors in Kenya. Since 2010, it has opened up several opportunities for Kenyan youths, and it is assumed that it has led to reduction in criminal activities committed by the youths (Kangethe, 2015). In motorcycle business, an individual is sure of getting money enough to cater for the family needs (Kangethe, 2015). According to the Chairman of the Motorcycle Assembly Association of Kenya (MAAK), Isaac Kalua, about 99 percent of motorcycle riders earn about Ksh1,000 per day on average (Kangethe, 2015). This greatly exceeds the wages of those in the informal sectors with jobs that require limited skills like casual security, retail businesses, and construction. Motorcycle

business in Kenya is thus very competitive and to survive in this business, one has to be innovative, have good customer care, abide by the law, be reliable and maintain the motorcycle regularly (Iwuoha, 2013).

Many studies done on motorcycles in Kenya, for instance, Olawo et al. (2014), Nyachieo (2015) and Nyakundi (2015), have concentrated on the socio-economic activities, road traffic accidents and safety; a study by Mutiso and Berhens (2010) focused on the role played by motorcycle business in urban transport in creation of employment opportunities in Kisumu and Nakuru; Mbugua (2011) found out that, compared to the earlier sources of income of the operators, motorcycle taxis had improved the livelihoods of about 95.7 percent of the respondents. Nyachieo (2013) conducted a study on creating employment through transport. She studied how the youth in Kitengela - Kenya were using motorcycle transport to create employment. She found that motorcycle transport provided employment opportunities to many youths in Kenya.

Other studies have focused on motorcycle transport safety in terms of social cultural and economic determinants (Nyachieo, 2015), transport policies affecting motorcycle and tri-cycle growth (Chepchieng', 2011), critical success factors of the motorcycle motorcycle business (Mwobobia, 2011), and use of motorcycle transport in the urban areas (Dinye, 2013). Thus the current study focuses on the contribution of motorcycle business to the operators' socio-economic and community wellbeing.

According to Playford (2001), wellbeing represents a situation where people can access employment opportunities, quality housing, participate in social and civic activities and access community services and facilities; they are able to promote a healthy living environment and reduce opportunities for crime with respect to community values. Wellbeing depicts the

expression of the highest level of quality life measured in terms of; better living standards, healthy lives, conducive environment, united communities, high levels of education, availability of leisure time, political participation, and access to important elements in the community such as arts, and culture (Institute of Wellbeing Canada, 2012). Community development in a wider perspective involves people coming together to take collective actions aimed at improving their social, economic, physical, and environmental well-being, as they preserve the most important aspects of their culture (Flo & Smith, 2012). Thus, this study focused on the collective actions taken by motorcycle business operators to improve their living standards.

## **1.2 Statement of the Problem**

Before the zero rating of motorcycles in 2008, the lives of majority residents of Nyakach Sub-County, Kisumu County, was centered on fishing, subsistence agriculture and livestock keeping. They cultivated crops such as millet, sorghum, maize, groundnuts cotton, sugarcane and rice. Due to overfishing and unpredictable weather, there was a reduction in fish population thus returns from fishing and farming activities diminished (Abdi, 2004). As a result, majority of the youths became jobless thus their sources of wellbeing were lowered, making many to engage in alternative activities such as motorcycle business for 'survival'.

With most youth resorting to other means of survival, there was need to engage in activities that were economically manageable such as motorcycle business which gave hope and opportunities of improved wellbeing to numerous people due to the zero rating of the motorcycles. As a form of employment, the motorcycle business has created opportunities to many people, both young and old in Kenya (Nyachio, 2013) and because of this, the business has been encouraged continually in every part of Kenya including Nyakach Sub-County.

Despite the opportunities created, the operators continued to experience a number of problems: many riders operated the business in a contractual basis since majority of them did not own motorcycles and as a result, the income they got per day had to pay the owner of motorcycles (their employers) for them to secure the motorcycle for the following day. The agreement between the operators and their employers (owner of motorcycles) in most cases was not binding nor written down. As such, the operators faced the risk of frustrations and working for many hours a day and getting very little to cater for their needs while also taking to the employers' the required amount at the end of the day.

A number of motorcycle riders also resorted to taking alcohol in order to avoid or escape domestic obligations because the low income they earned was hardly enough to meet their daily basic needs due to the challenges associated with the business. Some operators rode the motorcycles during unfavorable weather conditions and engaged in dangerous practices to acquire more money to remit to the motorcycle owners and have some to take home thus affecting their health (Kageha, 2015).

Most studies conducted in Kenya have focused on the socio-economic activities, road traffic accidents and safety with limited information on the quality housing, participation in social and civic activities and access community services and facilities which make the operators able to promote a healthy living environment and reduce opportunities for crime with respect to community values. Due to the limited information on the social and community wellbeing of the motorcycle operators, this study thus sought to investigate how motorcycle business contributed to the wellbeing of operators with respect to the individual, social, economic and community wellbeing.

### **1.3 Purpose of the Study**

This study aimed at determining the contributions of motorcycle business to the wellbeing of operators and that of community members in Nyakach Sub-County, Kisumu County.

### **1.4 Objectives of the Study**

The main objective of the study was to determine the contributions of motorcycle business to the wellbeing of the operators in Nyakach Sub-County.

The specific objectives were:

- i. To establish the socio-demographic characteristics of motorcycle business operators in Nyakach Sub-County
- ii. To establish the contribution of motorcycle business to the socio-economic wellbeing of the operators in Nyakach Sub-County
- iii. To find out the contributions of motorcycle business to the community wellbeing in Nyakach Sub County.
- iv. To identify the challenges facing motorcycle operators in Nyakach Sub-County.
- v. To suggest ways of improving the wellbeing of motorcycle perators in Nyakach Sub-County

### **1.5 Research Questions**

- i. What are the socio-demographic characteristics of motorcycle business operators in Nyakach Sub-County ?
- ii. In what ways does the motorcycle business contribute to the socio-economic wellbeing of operators in Nyakach Sub-County?

- iii. In what ways does the motorcycle business contribute to the community wellbeing in Nyakach Sub-County?
- iv. What are the challenges that face motorcycle operators in Nyakach Sub-County?
- v. What are some of the ways of improving the wellbeing of motorcycle operators in Nyakach Sub-County?

## **1.6 Justification of the Study**

Motorcycle business has played a vital role in improving the wellbeing of residents around lake region who over the recent years experienced challenges with the agriculture and fishing industry, which was their main economic activity. Due to the challenges in the wellbeing of the people, and the dwindling livelihood dependent on fishing and agriculture, most youths in this region resorted to the motorcycle business. Due to the huge presence of the business in the western regions of Kenya, the choice of Nyakach Sub-County, Kisumu County, provided a useful setting for the study to explore the wellbeing of the motorcycle operators.

Moreover, the motivation of choosing Nyakach Sub-County, Kisumu County as a study area was brought about by the fact that the area consisted of people with similar cultural background and who also faced similar problems of low levels of income and less access to public transport thus affecting their social, economic, and cultural setting.

The study significantly contributed literature to be used by other researchers. It also benefited the operators by enhancing different dimensions of their wellbeing. Results from this study could also be used by policy makers to create and develop policies that are aligned towards improving the wellbeing of motorcycle operators and the associated communities.

## 1.7 Scope of the Study

The study investigated the contributions of motorcycle business to the wellbeing of the operators in Nyakach Sub-County, Kisumu County. Although there are many dimensions of wellbeing, the study focused on social, economic, and community aspects of wellbeing.

## 1.8 Operational definition of terms

**Motorcycle business** – the business activities of the motorcycle riders

**Hired operator** – these are the riders who do not own the motorcycles they use, but use other people’s motorcycles at a fee. These will be referred to as riders.

**Owner operator** – motorcycle operators who own the motorcycle they use

**Stage** – where operators wait for, pick or drop their customers or where they shelter when they do not have customers

**Wellbeing** – the state of people’s life situation where people can access employment opportunities, quality housing, participate in social and civic activities and access community services and facilities

## **CHAPTER TWO: LITERATURE REVIEW**

### **2.1 Introduction**

This chapter provides literatures reviewed on the contribution of motorcycle transport business to the wellbeing of people in Kenya. It starts by looking at the general concept of wellbeing, global perspective on wellbeing and then looks into the contribution of motorcycle business into the economic, social wellbeing, community wellbeing and the challenges facing the motorcycle operators. The chapter also provides the theoretical and conceptual frameworks and finally looks into the gaps the study aims at filling.

### **2.2 The Concept of Wellbeing**

Scholars in a wide range of disciplines have attempted to define, measure and analyze wellbeing in various contexts: Pollard and Lee (2003) define well-being as an inherently positive state of happiness while McGillivray and Clarke (2006) posits that wellbeing involves good health or lack of illbeing, better living standards, a collective or shared understanding and sustainability. According to McGregor (2008), wellbeing is not just a matter of wealth alone since not all human needs can be met by use of money: issues like relationships between individuals, values and inspirations mean a lot to others and describe how satisfactory the quality of their lives might be (McGregor, 2008).

Surveys of wellbeing define wellbeing in three dimensions: 1) whether one is satisfied with his or her life; is in a good state of health or has a disability; and whether one can positively function in the community (Kahn & Juster, 2002). Wellbeing represents a situation where one coexist peacefully with others in the community, meet their daily needs, achieve their life goals and enjoy life satisfactorily (Jongudomkarn and Camfield, 2005).

Traditionally, people have measured wellbeing in terms of material possessions of wealth or amount of income one earns (Conceição & Bandura, 2008). However, there are some elements of quality of life that cannot be described in terms of money : Wellbeing depicts the ability of individuals to express the highest level of life enjoyment which is not necessarily described by having good living standards, good health, good education,, ample time for recreation and ability to participate in the political issues of the community. (Institute of Wellbeing Canada, 2012).

Wellbeing is a multidimensional concept which encompasses every aspect of human life (Concieacao & Bandura, 2014). It considers the psychological, physiological, social, cultural and economic needs of people and their communities (Wilkinson, 2013). It thus represents a situation where people can get employment opportunities, build good houses, participate in social and political activities and access services and facilities available in the community so as to promote a healthy living environment and reduce opportunities for crime with respect to community values (Playford, 2001).

The concept of wellbeing has been studied in different fields such as economics, psychology and sociology and scholars have come up with various theories and other factors related to it (Kreitzer, Delagran &Uptmor). A research done by Gallup Organization established five components of wellbeing as economic, social, professional, physical and community. They postulated that these elements were common across communities and that people sought various ways to increase their wellbeing (Rath and Hater, 2010).

### **2.2.1 Global Perspective on Wellbeing**

The enhancement of individual and community wellbeing is a central goal of virtually all modern societies and of many units within them. Much information about the scope and pace of

the economic recovery in United States of America (USA) describes the households well-being (Division of Consumer and Community Affairs (DCCA, 2015). According to Federal Reserve Board's (FRB's) report (2015), the overall wellbeing of individual's households measured in terms of level of income has improved slightly. However, they are still optimistic that there could be more changes in the future (DCCA, 2015). Financial challenges among other issues was cited especially by households with low levels of income. This was a clear indication that they were not prepared for further financial adversities, were more likely not to save, and less likely to stop working even at old age. The results from this report showed the economic wellbeing of households pegged on how well or comfortable the households lived financially but did not show the means to the wellbeing discussed. The use of motorcycles only depicted belonging to a certain social class and a way of enjoying a comfortable life (DCCA, 2015).

In South America, majority of the citizens of Peru were not happy with various aspects of their lives in as much as their economy had been performing well for more than fifteen years (Copestake and Camfield, 2009). The wellbeing of individuals in Thailand also remained a challenge (Jongudomkarn & Camfield, 2005). The physical and psychological wellbeing of the Thai people had gone down as a result of diseases and road traffic accidents some of which were caused by motorcycle operations (National Economic and Social Development Board (NESDB) Report, 2004).

In Western Africa region, majority of Liberians (63.8 percent) lived below the poverty index that is one dollar a day (World Development Report (WDR), 2012). Majority of their youths from urban centers have been unemployed and one of the important contributory factors has been the failure of the formal sector to absorb the unemployed working in the informal urban sectors (WDR), 2012). Much effort has been put by the Liberian government to create more

employment opportunities for youth and promote economic development but the economic reforms programs it put in place has had very minimal impact which has made those unemployed to have no other choice but to provide their own means of support by seeking for employment in the informal sectors such as commercial motorcycle taxis (Karweaye, 2013). The motorcycle taxi business in Liberia attracted even educated youths who did not have jobs as they were able to earn more than the minimum required wage level (World Bank Report, 2012).

In Sierra Leone, motorcycle business has contributed to national development. Through the activities the riders engage in, they have recuperated their nation from war. The operators have gained respect from the community members and in that way, their social wellbeing has improved (Fortune F., Olawale I., and Monica S., 2015)

In Tanzania, the Government has sought to create more employment opportunities as a way of improving the socio-economic status and reducing poverty state of the citizens through ‘decent work agenda’ as was suggested by the National Strategy for Growth and Reduction of Poverty (NSGRP) or *Mkakati wa Kukuza Uchumi na Kupunguza Umaskini Tanzania (MKUKUTA )* (International Labor Office (ILO), 2010). From this, the citizens were able to get income sufficient enough to cater for their social and economic needs and experience better working conditions (ILO, 2010).

In Kenya, Motorcycle business has created employment to many groups of youths who have been out of employment for a long period of time and have been looking for other ways of improving their living standards. They have resorted to venture into motorcycle business to transport people and luggages especially to short distances and thus the number of operators to increase rapidly (World Bank Road Research, 2009).

### 2.3 Motorcycle operators' Socio-demographic characteristics

The socio-demographic characteristics of motorcycle riders gives their general characteristics (Mugwe, 2018). Various studies revealed the characteristics of motorcycle operators in the perspectives of age, sex, marital status, education levels, prior job and number of years worked.

For instance, in the perspective of age, sex and marital status, a study by Taruwere (2012), in Kwara State, Nigeria reported that all the respondents were males. 65 percent of them were married while 35 percent were single. In Moshi, Tanzania, 100 percent of motorcycle operators were male with an average age of 28 years (Nguyen, Vissoci, Joelson, Pesambili, Haglund, Gerardo, Mvungi, Staton, (2018) and in Uganda, all operators in Kampala district were also males aged between 16 and 35 years; almost 50 percent of them were married and had children (Sentongo-Kibalama, Kisaalita & Josephat, 2007). In Kenya, a study conducted by Luchidio (2015) in Kakamega indicated that all respondents interviewed were male between 18 – 28 years (Mugwe, 2018). A study by Nyachieo (2015) also found out that majority of the riders in Kisumu were young adults aged between 25 - 31 years. More than two thirds (70 percent) were married and therefore had responsibilities and financial needs that they needed to take care of. Thus, they embraced *boda boda* business as a source of wellbeing.

With respect to level of education, experience and working hours, majority of riders (86 percent) in Kwara State, Nigeria operated on full-time basis while, only 14percent were operating on part-time basis (Taruwere, 2012). The operators had been in the business for 5 years on average and had an average household size of 3. In moshi Tanzania, the operators had an average of 2.7 years of experience and were working for about 85.23 hours per week

averagely (Nguyen T. D. *et al.* 2018). In Uganda, 49 per cent of the operators did not attend or had not completed primary school. Majority (76 percent) had done the business for between 1 to 3 years while 81 percent worked for between 10 to 15 hours each day in a week. In Kenya, about 83 percent of the operators had been on the business for between 1 to 5 years, working averagely 12 hours per day while hired operators working more hours, the maximum being 14 hours (Mutiso and Behrens, 2011). 54 percent had at least secondary education (Nyachieo, 2015).

With respect to ownership, the riders in Sierra Leone were operating the motorcycle for an owner with whom they had an operating agreement (Krijn P., Mokuwa E., Paul R. and Jack J., 2018). In Kenya, about half of the riders (56.2 percent) did not own the *boda bodas* they operated (Nyachieo, 2015).

In conclusion, the studies found out the the socio-demographic characteristics of the operators indicated that they were young men with no alternative means of employment and thus ventured into the *bodaboda* business to make a living (Mugwe, 2018).

## **2.4 Motorcycle Business and Socio-economic Wellbeing**

Socio-economic well being considers both the economic status and quality of life for people (Forest Range Assessment Program (FRAP), 2003). This cover themes such as income earning opportunities, the absence of poverty, educational quality, public safety, involvement in local civic and interest groups, and various aspects of a clean and enjoyable environment.

### **2.4.1 Income and Operators' Wellbeing**

The pursuit for economic and social survival has made many young people and middle aged men get into a variety of jobs such motorcycle operations (Olawo et al., 2014). According to Mutiso and Behrens (2013), motorcycle business has created employment opportunities and

thus contributed to socio-economic benefit. The motorcycle transport is therefore a form of employment to many young and even old people across the nations and for majority of operators, motorcycles is very rewarding since they can get a certain amount of money for income out of it.

According Mkalawa and Haixiao (2014) , employment and hence income generation is the key factor in increasing the quality of an individual's life; motorcycle business operations has therefore contributed to the wellbeing of the operators by providing meaningful job opportunities and thereby improving their socioeconomic wellbeing.

In Ghana, motor-taxi has provided employment to thousands of youths who did not have jobs as a result of liberalization of the cash crop by the closure of the cocoa and coffee marketing board (Adams, 2002).

In Nigeria, motorcycle operations provided employment for millions of unemployed youths. The standard of living of 'okada' riders and their family improved; they used generator to watch films and listen to radio and television, drilled wells for portable water, had quality three square meals per day and assurance of having personal house in their community (Okonkwo, Ehemute, and Nwosu, 2010). Some government employees also engaged in the business to supplement family incomes by working after normal work hours (Kumar, 2011). In Kano, those who had been retrenched from civil service or retired and other business persons who were struggling with their business were also absorbed in the motorcycle taxi business either as owners or as riders (Meagher, 2013).

In Uganda Motorcycle business has had a great impact on the youths through creation of employment opportunities (Sentongo-Kibalama, Kisaalita & Josephat, 2007).. According to Howe (2002), the greatest impact that motorcycle business has had on the poor is through the

employment provided. He said that each motorcycle business directly employs six people and on average, each operator supports six people including themselves.

In Rwanda the 'moto' sector employed and supported a very large number of people. 10,486 motorcyclists were recorded in official databases (Rollason, 2012). A conservative estimate suggested that as many as 4.5 percent of the city's population, equivalent to 47,187 people depended on motorcyclists for their livelihoods and that motorcyclists were not poor but enjoyed relatively high and stable incomes (Rollason, 2012).

In Kenya a number of motorcycle business operators increase day by day (Olawo et al., 2014). Motorcycle taxi business provides employment opportunities to many unemployed youths and this has been a driving force to continuous encouragement of the kind of business in any part of the country, Nyakach Sub-County not exclusive. About 1.2 million Kenyans earn direct livelihoods from motorcycle business (Kalua, 2013). Apart from actual riders, other motorcycle business beneficiaries include motorcycle owners, mechanics, spare parts dealers, salespersons and producers. Kiosks vendors have also gotten opportunities to sell food items in the 'stages' where the operators park to wait for customers. Therefore, the motorcycle business has helped improve the economic and social standing of many youths in the communities (Mutiso and Berhens, 2013).

#### **2.4.2 Motorcycle Business Operations and Social wellbeing**

Social wellbeing refers to a final situation where people are able to meet their daily basic needs and live at peace with each member of the community as they develop themselves. It involves appraisal of one's functioning and circumstances in the community on the basis of social equality, social capital and social trust (Keyes, 1998) and it encompasses both individual and community wellbeing (Canberra, 2009). For individuals, social wellbeing entails being

physically healthy and energetic to do things, being loved in stable relationships, belonging to their communities, having a positive attitude towards others and having a feeling that they are contributing to society and engaging in a pro-social behavior (Canberra, 2009).

To further explain the concept of wellbeing, Keyes (1998) propose different possible dimensions of social wellbeing: social acceptance, social contribution, social integration, social actualization and social coherence.

**Social acceptance** refers to the the understanding of individuals in the society depending on their characters. People who socially accept others tend to develop more trust, have that attitude that other people also have the capacity to be kind and they usually take responsibility for both bad and good things they do (Keyes, 1998). In this way, they are belived to have good mental health.

**Social contribution** refersto the analysis of an individual's worth in social perspective.. It involves the conviction that an individual is an impertive member of community who has some valuable thing to give. Social contribution involves the feeling people have about the perception of others concerning their worth in the society.

**Social integration** – refers to the assessment of the value of an individual's relationship to members of his or her community; it expresses how much an individual feels a sense of belonging and the common things they feel they have with other members who form part of their social mileu. Keyes (1998) argues that people with social wellbeing have the sense of belonging to a society. This study therefore sought determine whether motorcycle business operations help the operators feel that they are part of the society by playing different roles.

**Social actualization** refers to the evaluation of the society's potential and trajectory with respect to growth and development. Keyes (1998) states that people who are socially health have

positive attitude toward the future conditions of their society and they appreciate the growth in their societies.

**Social coherence** involves looking at society as distinct, rational and conventional in a way that everything that happens in it can be easily understood Keyes (1998). Therefore, people with social wellbeing must care about their society and understand the activities around them.

From the perspective of these dimensions, the study sought to determine the contribution of motorcycle business to the operators' households and the entire community i.e. whether they are socially accepted as members of community who have a social function to contribute to the future betterment of their households and communities. To this effect, motorcycle business operators have organized themselves into different associations to ensure that they engage in activities that will give them the highest levels of acceptance and functionings in the community.

## **2.5 Motorcycle Business and Community Wellbeing**

Community wellbeing (CWB) differs with respect to societies and cultures and just as individual well-being, it does not have a universally conventional meaning.

Community wellbeing refers to the satisfaction of the desires of an individual and that of communities through self-determination, reciprocity, equality, safety, civic responsibility and democracy (Hay, 2003). Ensor and Berger (2009) consider community wellbeing in terms of personal wellbeing: they imply that wellbeing is considered from the point of view of individuals; a person's wellbeing depends to a large extent on success in socially defined and determined pursuits and activities. According to Prilleltensky and Prilleltensky (2006), community wellbeing consists of the economic, psychosocial, cultural, physical, geographical and environmental aspects of wellbeing where the needs of community members are met and therefore a very vital ingredient for development.

Motorcycle business has helped to secure wider community wellbeing in Kenya by providing access to essential services such as education and health which are very vital for the socio-economic wellbeing of the communities (Jenkinson, 2010). In rural areas where clinics are far away from homes, the mothers can afford to reach the clinics within the shortest time period thus able to get emergency medical assistance especially for those with maternal issues like deliveries or any other complications. The older persons who cannot walk are also supported by the motorcycles to reach the health centers. In the formal education contexts, parents who work or do businesses away from home have particularly benefitted from this mode of transport as with the help of mobile phone, they call the riders/operators to come pick their children to school and drop them back in the evening. As for the operators, the income they earn funds their children's school fee, meet other necessities of life thus improving their wellbeing in broader perspective. Those who live in the cities and work in the rural areas also utilize motorcycles to travel to their places of work to provide services to the rural residents (Porter, 2013).

## **2.6 Challenges Facing Motorcycle Operators**

Various studies reveal that the motorcycle business industry provides an array of challenges not just to motorcycle operators but also to the members of the public. According to Boda Boda Safety Association of Kenya (BBSAK), motorcycle operators are prone to accidents. It is difficult for them to access driving licenses because of low socio-economic status and which consequently leaves them inadequate in safety skills. A report aired by NBS Television (2012) revealed that many motorcycle operators find difficulties as far as affording driving school fees is concerned. Therefore, they opt for unlicensed training offered by other operators that are cheap but inefficient. The accidents experienced in the motorcycle business, as reported by Kisia (2010), has seen many hospitals in Western Kenya establish special wards for victims of

motorcycle accidents. The accidents have also been blamed on the increased competition in the industry that means that motorcycle operators have to make more trips a day to continue generating money which not only causes fatigue but also risky driving and therefore resulting accidents (Kitara, 2011).

Many of the motorcycle operators are attacked by merciless robbers who steal their motorcycles or even kill them while on duty (Mutiso & Behrens 2013). Across the country, there are very few designated areas for their operations and they are constantly harassed by law enforcement officers. In addition, the government has not fully recognized the industry despite its popularity (BBSAK Website).

On the use of helmet, a study carried out by Kitara (2011) revealed that not all operators understand the need of using helmet. The study also revealed that not all passengers would want to wear the helmet for safety purposes (p.98). This reality puts the operators in conflict with the law enforcement and cases of accidents are common. Many women passengers do not want to hold onto the drivers, they are reluctant to “spoil their hair” with the helmet. It makes passengers less secure and the motorcycle less balanced (Chelagat & Papai, 2012).

The motorcycle business has also faced several accusations from the general public. In Kisumu, motorcycle operators are accused by the public as far as all manner of crimes are concerned, for example, abduction, hit-men, and gangs for hire. Other studies have also observed that motorcycle operators are blamed for criminal activities such as rape and mob justice – they have killed innocent people who are suspected to be criminals without verification. Along the Lake Victoria belt, motorcycle operators are also blamed for spreading HIV/AIDS and causing

school drop-outs of young girls (Action in the Community Environment(ACE) Africa Report, 2017).

The challenges facing motorcycle operators were summarized in a study by Oino and Kuloba (2011), where they assessed the challenges and risk facing the motorcycle industry. The study highlighted the challenge of diseases such as pneumonia and HIV/AIDS. The motorcycle operators were exposed to strong winds, cold and dust while riding which put them at risk of respiratory infections such as pneumonia. The study also reported theft of motorcycles as a challenge where the motorcycle operators are hijacked and robbed of their motorcycles, sometimes leaving them injured or dead. The study also reported accidents and harassment by police.

## **2.7 Theoretical Framework**

A theory refers to a set of statements that explain why people behave as they do (Philips & Putman, 2013). It includes interrelated ideas which usually provide the basis for establishing the relationship between variables. Social capital theory was used in this study.

### **2.7.1 The Social Capital Theory**

The social capital theory was founded by Bourdieu, Coleman and Putman in 1960s but has grown rapidly since 1990's (Currie & Stanley, 2008). Putman (1995) defined social capital as the process of developing trust, social networks, and reciprocity in social relationships. Bourdieu (1986:17) described social capital as “state of affairs in which individuals benefit from being members of a group or a network.” Thus it is seen as a resource that was inherent in social actions which facilitated collective action. It was a product of group rather than individuals and

just like any other type of resource, it could increase the wellbeing and improve community functioning if well shared (Currie & Stanley, 2008).

According to Currie & Stanley (2008), Social capital could not stand alone without other forms of capital such as economic, human and cultural which in entirety describe the wellbeing of an individual or a group of people. Bourdieu (1986) posited that social capital was a prospective way of gaining prosperity.

According to Stone, Wendy and Hughes (2003), social capital are of three kinds: bridging capital, bonding capital, and linking capital. Bridging capital allows people to share with several networks in terms of resources and opportunities; linking capital connect individuals and community groups including leaders and the most powerful people in different institutions beyond the boundaries of their communities, thus make it possible for them to share ideas in the different networks created though the process. Bonding capital leads to the sustainability of the created networks so that the individuals and community members continue to interact in ways of improving the lives of each other

The idea of bonding capital was used to explain the meaningful relationships that motorcycle business operators seek while the idea of bridging and linking capital was used to show how the people around motorcycle operators influence their wellbeing. The kinds of networks and relationships within them were used to explain the socio-economic wellbeing of the operators (Rath and Harter, 2010).

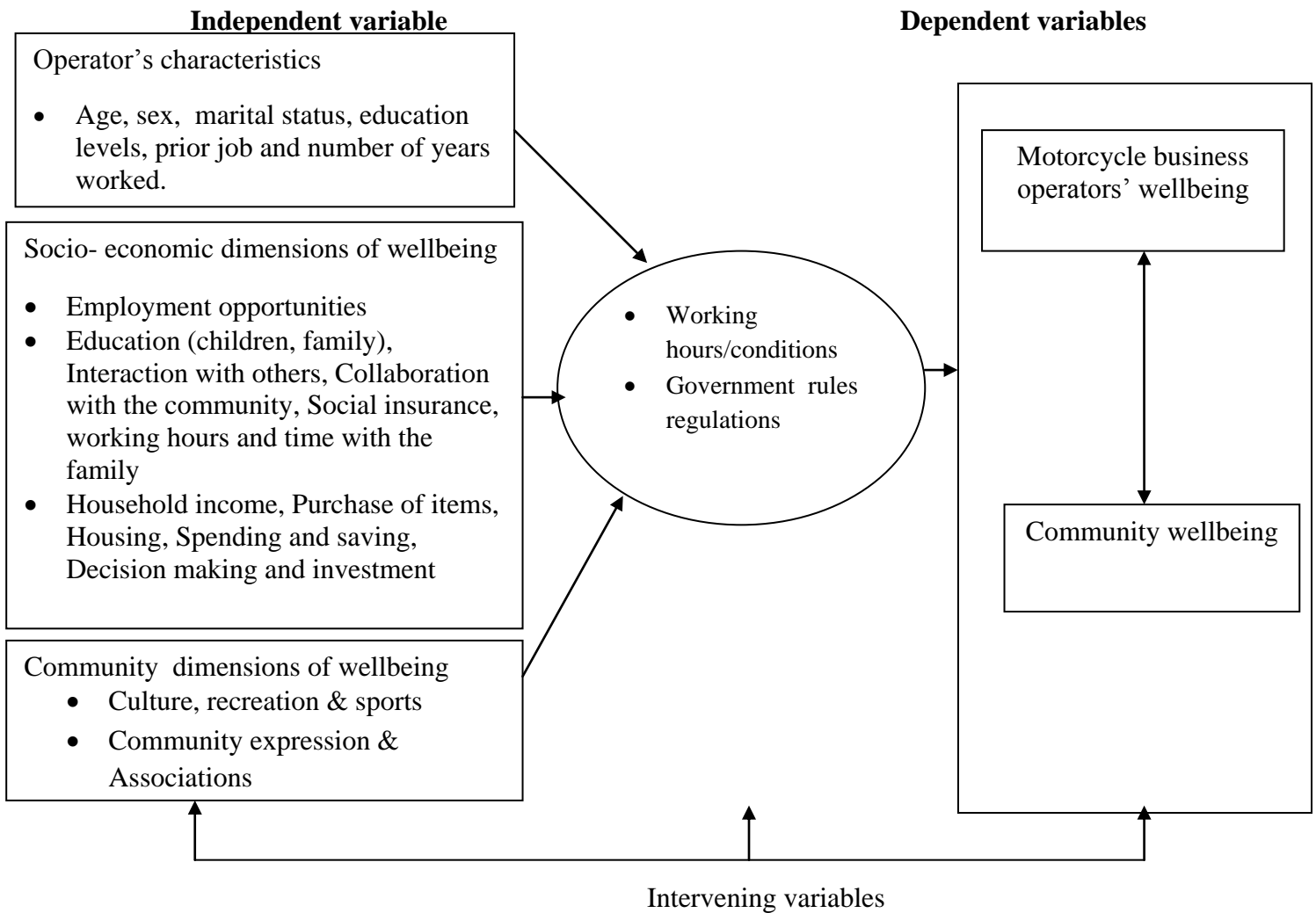
The main idea behind social capital theory is that individuals in a community satisfy their daily needs, live at peace with other members of the community and improve their lives. This involves appraisal of one's functioning and circumstances in the community on the basis of social equality, social capital and social trust (Keyes, 1998) and entails both the individual's and

community wellbeing. Thus social capital theory was used in this study to explain the operators' human, economic, and social wellbeing.

Social capital theory was also used to explain the wellbeing of the operators when instead of just buying material possessions they can spend their earning wisely to buy experiences, to help others and also to satisfy their daily needs. To further increase the social capital, the theory was used to encourage deeper social relationships, enhanced meaningful, purposeful and active lifestyle in the operators' communities when they connect with relevant groups and causes to share their interests and passions as a way of contributing to the community wellbeing.

## 2.8 Conceptual Framework

The analysis of contribution of Motorcycle business to the operators', socio-economic, cultural, and community wellbeing was shown by the interaction of the determinants motorcycles operators' wellbeing as illustrated in Figure 2.1 below



**Figure 2.1: Conceptual Framework**

The conceptual framework shows the interrelationships between the variables of the study which are important in understanding the dynamics of wellbeing in the study. The operators' wellbeing represent the dependent variable while the sociodemographic factors,

socio-economic and community factors represent the independent variables as shown in Figure 2.1.

The framework shows some of the characteristics of riders that could contribute to operators' wellbeing such as operator's gender, age, education levels, experience (number of years worked). Some individual characteristics could affect or be affected by some socio-economic factors in the study. For example, operators who had been in the business for lesser time could not have the capacity for buying their own motorcycles as opposed to those who have operated in the business for longer times. Therefore these people with few years of experience may not own motorcycles which in turn may affect their wellbeing when they do not get enough income to fend for their families. Marital status is another characteristic that may influence the social, economic and cultural dimensions of wellbeing. The operators who do not have families tend to involve themselves in irresponsible and deviant behaviors such as drinking alcohol, reckless riding and different forms of crime. While operators who are married could also engage in such kind of behaviors, the responsibilities they have at home such as taking time off the job to stay with their families, taking their children to school/ churches etc is assumed to take part of their time and make them behave more responsibly.

Socio-economic factors in this study included education (children, family), interaction with others, collaboration with the community, social insurance, working hours and time with the family, household income, purchase of items, housing, spending and saving, decision making and investment. Through education, operators can link with different networks which offer trainings on different development areas, such as investments or financial management. The operators can also afford to pay school fee for their children or siblings to get to a better career path in future and thus sustains development. They can also be exposed to different

environments which encourage further linkages and collaborations. The operators can also use the income they get from the business to purchase household equipments, to provide food security, health services, and spend on various things that will better or improve their lives.

The Conceptual framework indicates that Motorcycle business contribute to the wellbeing of operators and that of the community. Therefore, for any operator, whether owner or rider, there are high chances of improvement in their wellbeing despite the challenges.

## **2.9 Research Gap**

From the reviewed literature, studies on wellbeing have been cited. However, according to the results from a report done by DCCA (2015) in USA, the economic wellbeing of households was only pegged on how well or comfortable the households lived financially but did not capture the means to the wellbeing discussed. This study therefore goes further to discuss the means to the wellbeing of motorcycle operators in Nyakach Su-County.

## **CHAPTER THREE: RESEARCH METHODOLOGY**

### **3.0 Introduction**

This chapter presents the description of methods that were used to conduct the study. It also describes the design used, target population, procedures used to sample respondents, sample size, instruments and methods for data collection, the validity and reliability of the research instruments, procedure for data analysis and presentation, and ethical considerations.

### **3.1 Research Design**

This study employed a mixed method (embedded) approach which included both qualitative and quantitative data to answer a research questions and a descriptive survey design to establish the contribution of motorcycle business to the wellbeing of operators in Nyakach Sub-County, Kisumu County. A structured interview schedule was used to collect information from motorcycle operators so as to find out their status according to the variables of the study.

### **3.2 Site of the Study**

Nyakach Sub-County is one of the seven sub-counties in Kisumu County. It was formerly one of the constituencies of the former Nyando District but was later termed a Sub-county with the rise of Interim Electoral Boundaries Commission (IEBC). Nyakach Sub-County occupies a land area of about 358.6 sq km with a population density of 372 persons per kilometer square and population of around 133,041 persons (Republic of Kenya Population and Housing Census Report, 2010). With a fertility rate of 5.8, it is composed of a very young population, majority of whom are unemployed thus seeks alternative means of livelihood in the motorcycle business.

The topography of Nyakach Sub-county makes it suitable to motorcycle transport since most of its parts cannot be accessed by use of motor vehicles due to the escarpments, slopes and bushes that make manoeuvring to the Sub-county very uneasy.

Due to its increasing young population, the economy of Nyakach Sub-county is faced with challenges of high poverty. The Sub-County has an absolute poverty index of 60.5 percent (Republic of Kenya Population and Housing Census Report, 2010). Majority of its members practice subsistence farming, livestock keeping, and fishing as their main source of livelihood.

With the predominantly subsistence agriculture and a moribund fishing industry, the sub county is therefore faced with declining employment opportunities for the youthful population and to change the situation, there is need to develop an infrastructure that will support the economic foundation (National Council for Population and Development (NCPD), 2017). Transport industry is deemed necessary especially with the increasing rates of motorcycle registration. Thus, motorcycles become a better alternative means of transport since they can penetrate and navigate through paths and bushes despite the terrain.

### **3.3 Study Population**

The population in this study consisted of motorcycle business riders or operators in towns and centers of the three regions of Nyakach Sub-County – Upper, Lower and West Nyakach. According to the rules provided by the National Transport and Safety authority (NTSA) in 2014, it is compulsory for every operator to join an association. It is therefore assumed that every operator in the regions belongs to the association. According to the Chairperson of Nyakach Boda-boda Association, the records of registered operators in the association were estimated at 1220 members in the umbrella association: Upper – 650 members, West – 250 and Lower – 320 members (Nyambudha, 2018).

### **3.4. Sampling Methods**

#### **3.4.1 Sample Size**

The study adopted an argument by Gay (1992), based on representativeness which suggests that a good representation of the population would be at least 10 percent when the population is large or 20 percent when dealing with a smaller population. According to the information provided by the Chairperson of the Motorcycle Association in Nyakach, there were 1220 operators who had registered with the Nyakach Boda-boda Association. 10 percent of this population resulted to a sample of 122 operators.

#### **3.4.2 Sampling Procedure**

The study used stratified sampling to select the motorcycle business operators from the three regions of Nyakach Sub-County which were considered as strata. The strata consisted of motorcycle business riders, owners and users.

The researcher did a pre-visit to the area of study to get acquainted with the operations of Nyakach Sub-county motorcycle operators' representatives. It is upon this visit that the Chair of Motorcycle Association in Nyakach subcounty provided the information that due to the requirements by NTSA, all operators had joined the association.

According to the information provided, the operators were coming from three regions of Nyakach sub-county; Lower, Upper and Central Nyakach. This provided enough information to categorize the operators in three distinct strata. The chairperson also provided a list of registered members which was used as a sample frame. From the list provided, operators were selected from different regions using simple random sampling.

With the help of the Nyakach Boda-boda Association, the first respondents were selected from each stratum respectively. Thereafter, the other respondents were selected randomly from the groups of operators since the study was conducted on the days in which each group (that is from Lower, Upper and Central Nyakach) were having their association meetings and so they could be easily reached. The distribution of the samples is as shown in Table 3.1.

**Table 3.1: Distribution of Samples**

<b>Region</b>	<b>Population Size</b>	<b>Sample size</b>
Upper Nyakach	650	65
West Nyakach	250	25
Lower Nyakach	320	32
<b>Total</b>	<b>1220</b>	<b>122</b>

**Source: Nyakach Motorcycle Business Association Registration List.**

Three focus group discussions comprising of between six to twelve operators were selected purposively from the three regions in Nyakach Sub- County and operators who participated in the discussions were selected using convenient sampling; only those who were available after the operators' meetings participated.

Five key informants (one Social Development Officer (SDO), three area chiefs and one chairperson of the motorcycle association) were selected using purposive sampling.

### **3.5 Tools for Data Collection**

The key data collection tool for the motorcycle operators was semi-structured interview schedules which was administered in form of face-to-face interview to 122 respondents by the

and the responses recorded by the investigator due to the nature of the work the operators engage in which could not allow them sit and fill in questionnaires. The instrument had both open ended and closed questions to allow the researcher to probe further for information not addressed in the instruments. Interview guides were used with the key informants. Focus group discussion guides were also used to collect qualitative data for the study. Three focus group discussions, each composed of between six and twelve motorcycle operators, were conducted with motorcycle business operators from the three regions sampled and data from these groups was recorded by use of audio recorders and written notes.

### **3.6 Pre-Testing**

Pre-testing ensures that research instruments are clearly stated, that they have same meaning to the respondents, and measure the things it is intended to measure. The pre-test was done in Kisumu West Sub-County to avoid contamination of results. This was because the riders in Kisumu West Sub-County operate under the same environment as those within Nyakach Sub-County. Besides, the two areas had similar social cultural and infrastructural set up. 10 motorcycle operators were selected from two centers (Obambo and Kisian) and used to pre-test the semi-structured interview schedule. The riders for the pre-test were conveniently selected.

### **3.7 Validity and Reliability of the Research Instrument**

The study adopted content validity test with a pre-test to measure the extent to which the research instrument represented the collected data and items that could be easily misunderstood or misinterpreted were modified accordingly to increase validity.

To ensure reliability, the study adopted test-retest method with a three weeks separation time (between August and September 2018). This was determined by repeated trials that yielded steady results (Mugenda and Mugenda, 2003).

### **3.9. Data Analysis**

Descriptive statistics was used to analyze quantitative data while the collected data were organized into frequency distribution tables and presented in form of tables using generated percentages. The Statistical Package for Social Science (SPSS) version 21 was used to analyze the resultant information. Qualitative data were analyzed based on analysis of the meanings and inferences given by the respondents using content analysis and the audio recordings from the focus group discussions were listened to and transcribed into word, from where excerpts were drawn based on the relevance to the research questions

### **3.10 Ethical and Logistical Considerations**

Permission to conduct research was first sought from Kenyatta University Graduate School then from National Council of Science, Technology and Innovation (NACOSTI) and Kisumu County Education Office. The researcher sought informed consent from all participants after explaining to them what the study was all about so that participation in the study was voluntary. The participants were promised confidentiality and anonymity in the course of the research. After data collection, the researcher ensured confidentiality and privacy of the information generated. Questionnaires and computer data were stored in a secure location.

## CHAPTER FOUR: PRESENTATION AND DISCUSSION OF FINDINGS

### 4.1. Introduction

In this chapter are the discussions of information drawn from the field. It starts by presenting a summary of the socio-demographic characteristics of the operators and then discusses the findings according to the study objectives.

### 4.2. Socio-Demographic Characteristics of the Operators

The study sought to establish the socio-demographic characteristics of the operators in terms of age, gender, education level, marital status, household size, employment status before joining motorcycle business, motorcycle ownership, experience level and number of hours worked in a day. The results for age, gender, education level, marital status and numbers household size were as shown in Table 4.1 below:

*Table 4.1: Socio-demographic Characteristics of Operators*

Variable	Categories	Frequency (n)	Proportion (percent)
Age (years) N=122	Less than 20	2	1.6
	20-34	83	68.0
	35-49	29	23.8
	50 and above	8	6.6
Gender N=122	Male	118	96.7
	Female	4	3.3
Education Level N=122	Primary and below	48	39.3
	Secondary school	68	56.6
	Tertiary	5	4.1
Marital Status N=122	Single	33	27.0
	Married	89	73.0

Household Size	Five (5) and below	65	53.3
N=122	Six (6) and above	57	46.7

From these findings, the age range of most operators (68 percent) was between 20-34 years. Those between 35-49 years were 23.6 percent, while 6.6 percent were above 50 years and the least (1.6 percent) were aged less than 20 years. As can be observed, the motorcycle business in Nyakach Sub-County is dominated by the youth with those below 35 years of age totaling to 69.6 percent. This finding concurred with that by Olawo et al. (2014) which opined that the motorcycle-based transport provided employment opportunities to a lot of youths.

Looking at gender, most (96.7 percent) of the respondents were males, with females standing at 3.3 percent. This shows that the motorcycle business in Nyakach Sub-County is largely dominated by males and with only few females. In terms of education, majority (56.6 percent) of the motorcycle operators, had attained secondary education, 39.3 percent primary education and below, and 4.1 percent had received tertiary education. Majority (73 percent) of the respondents were married, while 27 percent were not. With regard to the household sizes of the motorcycle operators involved in the study, majority (53.3 percent) of them had five and below members in their households, while the rest (46.7 percent) had six or more member in their households.

#### **4.2.1 Status of Employment Before Joining Motorcycle Business**

The study tried to establish the income generating activities of motorcycle operators in Nyakach Sub County before joining the motorcycle transport business. From the study, it was found that most (57.7 percent) of the respondents were previously employed before joining the motorcycle business, while the remaining (42.3 percent) were unemployed before joining the

motorcycle transport business. The operators' various sources of income before joining the motorcycle business were as presented in Table 4.2

**Table 4.2: Source of Income of Respondents Before they joined the Motorcycle Business**

<b>Status of Employment</b>	<b>Nature of employment before joining motorcycle business</b>	<b>Frequency (n)</b>	<b>Proportion (percent)</b>
Employed	Carrying people on a bicycle	16	13.1
	Construction	11	9.0
	Fishing	9	7.4
	Untrained teacher	8	6.6
	Electrician	7	5.7
	Décor	6	4.9
	Farming	5	4.1
	Jua kali/plumbing	4	3.3
	Butcher	3	2.5
	Construction	2	1.6
	Shoe maker	2	1.6
Security guard	2	1.6	
Unemployed	N/A	54	44.3
<b>Total</b>		<b>122</b>	<b>100</b>

As can be seen from Table 4.2 above, majority of the respondents were previously engaged in various activities such as using bicycles to carry people, construction, fishing, teaching (as untrained teachers), electricals, décor, shoemaking, security guard, and selling in butchery before joining the motorcycle business which did not offer them enough means for survival. So, they decided to join motorcycle business because it provided them with better employment opportunities than the activities they previously engaged in. Nearly half of the respondents ( 44. 3 percent) who were not employed before the business also got some job to do.

This result is congruent with the study by Mutiso and Berhens (2013), which indicated that motorcycle business had helped to solve the problem of youth unemployment.

#### 4.2.2 Respondents' Length of Experience in Motorcycle Business

Respondents length of experience was also one of the elements the researcher looked at in the socio-demographic characteristics. Concerning how long the respondents had been in the motorcycle business, the responses were as shown in Table 4.3 below.

*Table 4.3: Length of Experience in Motorcycle Business*

<b>Length of experience (years)</b>	<b>Frequency (n)</b>	<b>Proportion (percent)</b>
Less than 3years	32	26.2
3 years and above	90	73.8
<b>Total</b>	<b>122</b>	<b>100</b>

Based on the responses obtained, most (73.8 percent) of the operators, had worked for three years or more while remaining 26.6percent had worked for less than three years. This was a probable indication that the motorcycle business was sustainable to the respondents thus they would engage in the business for a longer period of time.

#### 4.2.3 Ownership of Motorcycle

The study also tried to determine whether the respondents owned the motorcycles they were operating or not in the socio-demographics. The results indicated that majority (54.9 percent) of the respondents did not own the motorcycles they were operating – they were just hired riders as presented in Table 4.4

**Table 4.4: Ownership of Motorcycle**

<b>Ownership of motorcycle</b>	<b>Frequency (n)</b>	<b>Proportion (percent)</b>
Owens motorcycle	55	45.1
Does not own motorcycle	67	54.9
<b>Total</b>	<b>122</b>	<b>100</b>

Only 45.1 percent of the respondents owned the motorcycle they operated. This showed that majority of the operators hired the motorcycles they used and this was in line with the findings by Meagher (2013) that a significant proportion simply operated the motorcycles as riders even though some of the motorcycle operators owned the motorcycles they ride.

#### **4.2.4 Respondents' Engagement in Motorcycle Business**

Majority (51.6 percent) of the respondents, as shown in Table 4.5 below, were in motorcycle business on a full-time basis, while 48.4 percent were engaged on part-time basis. This was an indication that to majority of respondents, the motorcycle business was the main source of livelihood. This was consistent with the findings by Arosanyin (2011), that motorcycle operators took the business as the main economic activity to earn them income for the survival of their families and dependants.

**Table 4.5: Engagement in Motorcycle Business**

<b>Engagement in Motorcycle Business</b>	<b>Frequency (n)</b>	<b>Proportion (percent)</b>
Full-time	63	51.6
Part-time	59	48.4
<b>Total</b>	<b>122</b>	<b>100</b>

The 59 operators working part-time in motorcycle business were involved in a range of activities including farming, fishing, part-time teaching, construction, electrical works, security, shoemaking, décor, brick making, and touting in matatus and used the motorcycle business to supplement the income they got from the different activities as in (Table 4.6). This was a clear indication that the income they got from the other activities was not enough for their wellbeing thus they engaged in a mix of commercial activities including motorcycle business operations.

**Table 4.6: Current Job Involved in Other than Motorcycle Transport Business**

<b>Current job involved in other than motorcycle transport business</b>	<b>Frequency (n)</b>	<b>Proportion (percent)</b>
Livestock keeping	18	30.5
Part-time teaching	12	20.3
Farming	9	15.3
Electrician	9	15.3
Construction	9	15.3
Fishing	5	8.5
Shoemaking	4	6.8
Décor	3	5.1
Burning charcoal	2	3.4
Brick making	2	3.4
Security guard	2	3.4
Tout (Matatu conductor)	2	3.4
<b>Total</b>	<b>59</b>	<b>100</b>

#### **4.2.5 Hours a Day Worked in the Motorcycle Business by the Motorcycle Operators**

The study further sought to establish the number of hours a day the operators worked in the motorcycle business. From the results, as shown in Table 4.7 below, the least hours a day worked by the respondents in the motorcycle business was three hours, while the highest number of hours worked a day was 14 hours. A majority (51.6percent) worked more than eight hours a

day, while the rest (48.4 percent) worked eight (8) hours a day or less. This showed that most operators were working overtime and the result was similar with what Kageha (2015) found out; that the operators faced the risk of frustrations and working many hours so as to get the required amount to take to the owners of the motorcycles at the end of the day.

**Table 4.7: Hours a Day Worked in the Motorcycle Business by the Respondents**

<b>Hours a day worked in the motorcycle business</b>	<b>Frequency (n)</b>	<b>Proportion (percent)</b>
3 hours	24	19.7
6 hours	24	19.7
8 hours	11	9.0
10 hours	10	8.2
11 hours	5	4.1
12 hours	8	6.6
13 hours	20	16.4
14 hours	20	16.4
<b>Total</b>	<b>122</b>	<b>100</b>

### **4.3 Contribution of Motorcycle Business to the Socio-economic Wellbeing of the Motorcycle Operators in Nyakach Sub-County**

To explore the contribution of motorcycle business to the socio-economic wellbeing of the motorcycle operators, the study sought to determine the amount of income earned by the motorcycle operators and how they spent the money received, compare the income of the operators to the income they got from the previous job, and the contribution of motorcycle business to the social and economic wellbeing of operators in Nyakach sub-county.

### 4.3.1 Income of the Motorcycle Operators in Nyakach Sub-County

The researcher asked the operators to estimate how much money they made from the motorcycle business on a good day and how much they made on a bad day. The findings are were as indicated in Table 4.8.

*Table 4.8: Motorcycle Operators' Daily Income*

<b>Nature of Day</b>	<b>Gross Income Earned (Ksh)</b>	<b>Frequency (n)</b>	<b>Proportion (percent)</b>
Income on a good day N=122	800 – 1200	65	53.2
	1000 – 1500	39	32.0
	1200 – 2000	18	14.8
Income on a bad day N=122	300 – 500	21	17.2
	500 – 700	75	61.5
	800 – 1000	26	21.3

As shown in Table 4.8 above, on a good day, that is when business is at its peak, majority (53.2 percent) of the motorcycle operators earned Ksh. 800-1200, 32 percent earned Ksh. 1000-1500, and 14.8 percent earned Ksh. 1200-2000. On the other hand, on a bad day, that is when the business is at at its lowest, majority (61.5percent) of the respondents earned between Ksh. 500-700, 21.3 percent earned Ksh. 800-1000 and the least (17.2 percent) earned Ksh. 300-500. The incomes earned by the respondents in this study highlighted the benefits obtained directly by the engagement of the motorcycle operators in the motorcycle business, just as was pointed out by Mutiso and Behrens (2013) that the motorcycle business provided an opportunity for the operators where they can get a certain amount of money for income.

### 4.3.2 Expenditure of the Motorcycle Operators in Nyakach Sub-County

Out of the amount of income earned a day from the motorcycle business, the motorcycle operators did indicate their expenditure as shown in Table 4.9 below. The spending was categorized into three basic categories: owner (the amount surrendered to the owner of the motorcycle), fuel, and daily household expenditure for the operator mainly in the form of food.

**Table 4.9: Daily Expenditure of the Motorcycle Operators**

Expenditure	Amount (Ksh.)	Frequency (n)	Proportion (percent)
Owner	300	67	54.9
N=122	N/A	55	45.1
Fuel	100	13	10.7
N=122	150	35	28.7
	200	74	60.7
HouseholdConsumption	200	66	54.1
N=122	300	32	26.2
	400	24	19.7

As shown in Table 4.9 above, the expenditures of the respondents are as follows:

Since 54.9percent of the respondents are basically riders and not owners of the motorcycles, they submit a standard Ksh. 300 to the owners of the motorcycles on a daily basis regardless of whether it is a good or bad day. This finding was consistent with that of Meagher (2013) and Nyachieo (2015), where it was pointed out that those motorcycle operators who did not own the motorcycles but were simply riders had to daily return to the owners of the motorcycle. In the case of Nyakach, the average daily remittance to the owners was Ksh. 300. The remaining 45.1

percent are owners and therefore don't incur this expenditure from their income. All the respondents incurred the fuel cost. A majority (60.7 percent) report spending Ksh. 200 a day on fuel, 28.7 percent spend Ksh. 150, while the remaining 10.7 percent spend Ksh. 100.

For domestic purposes (household consumption), a majority (54.1 percent) of the respondents spend Ksh. 200 a day, followed by 26.2 percent who spend Ksh. 300 a day, and finally 19.7 percent of the respondents who spend Ksh. 400 a day. This was above the global poverty index of one dollar a day thus indicated that the motorcycle business contributed positively to the wellbeing of the operators.

### **4.3.3 Comparison of Income from Motorcycle Business to Income from Previous Employment and Other Current Job**

The study sought to compare the income obtained from the motorcycle business to that of the previous jobs the motorcycle operators were involved in. All the motorcycle operators (100 percent) previously engaged in other jobs before venturing into the motorcycle transport business reported that the income earned from the motorcycle business was higher compared to the earnings from their previous jobs. This finding was consistent to a study conducted by Mbugua (2011) which found that compared to their earlier sources of income, virtually all (95.7 percent) of motorcycle operators had improved livelihoods.

For all the 59 motorcycle operators who were engaged in other jobs aside from the motorcycle business, they were all of the opinion that the motorcycle business was a better income generator than their other jobs. However, as shown in Table 4.10 below, there were of diverse opinions as to how this was exactly true.

**Table 4.10: Comparison Between Motorcycle Business and Other Jobs**

<b>Category</b>	<b>Frequency (n)</b>	<b>Proportion (percent)</b>
Pays better	36	61.0
Provides constant and consistent cash	23	39.0
<b>Total</b>	<b>59</b>	<b>100.0</b>

Majority (61.0 percent) of the 59 operators with other jobs said the motorcycle business paid better than the other jobs they were doing, while 39.0 percent were of the response that the motorcycle business, unlike the other businesses they were engaged in, provided them with constant cash which flowed consistently.

#### **4.3.4 Contribution of Motorcycle Business to the Social and Economic Wellbeing of Operators in Nyakach Sub County**

The study sought the views of the motorcycle operators to whether they were doing better socially and economically since they started the motorcycle transport business. Table 4.11 shows their responses as below.

**Table 4.11: Motorcycle Operators' Views on the Contribution of the Motorcycle Business to their Social and Economic Wellbeing**

<b>Social and economic wellbeing since starting motorcycle business</b>	<b>Frequency (n)</b>	<b>Proportion (percent)</b>
Better socially and economically	109	89.3
Indifferent (not sure)	13	10.7
<b>Total</b>	<b>122</b>	<b>100</b>

As shown in Table 4.11 above, most (89.3 percent) of the respondents were of the opinion that their social and economic wellbeing had improved while the remaining 10.7 percent were not sure. Table 4.12 shows multiple choices from which the motorcycle operators gave responses of as to how their involvement in the motorcycle business had contributed in their social and economic wellbeing.

Moreover from the discussion with the operators, there was a general agreement that the motorcycle business had made their lives better. This finding on the contribution of motorcycle business to the social and economic wellbeing is consistent the findings of a study by Mbugua (2011) that motorcycle taxis had improved the livelihoods of about 95.7 percent of the respondents.

***Table 4.12: Multiple choices from which the Motorcycle Operators gave Responses on how Motorcycle Business contributes to their Lives***

<b>Responses of the Motorcycle Operators on how the Motorcycle Business contributes to their Lives</b>	<b>Frequency (n)</b>	<b>Proportion (percent)</b>
Built a house	91	74.6
I pay school fees	73	59.8
My family can have three meals a day	72	59.0
Bought livestock	65	53.3
Been able to connect electricity	41	33.6
It has assisted me contribute towards medical insurance cover	16	13.1
Been able to invest (bought motorcycle)	11	9.0

From Table 4.12 above, 74.6 percent of the motorcycle operators reported to have built a house, 59.8 percent could pay for their children's school fees, 59.0 percent afforded their children three meals a day, 53.3 percent had bought livestock, 33.6 percent had connected electricity to their homes, 13.1 percent contributed towards medical insurance cover, and 9.0 percent had bought motorcycles, thanks to the income obtained from the motorcycle business.

These findings were also congruent with responses from the FGDs held with the operators. From one of the FGDs, a discussant said,

*“... As for me, in the while I have been in the bodaboda business, I have constructed a good house for myself and also connected electricity through the Stima loan. I have also been able to save some of the money I get and with the help of the banks acquired three motorcycles. I have people who ride them and bring me money every evening. Nowadays, my mother, wife and children eat very well without any worries.*

Another discussant from the FGDs said,

*“With the little I get from the motorcycle business, I have bought a few cows, goats and chicken and also constructed a house.”*

Another discussant also said,

*Now that I am in the motorcycle business, my family is sure of eating three meals a day. I also save money and with that I pay for my younger sister who is in secondary school. And again there is this medical insurance that came that targeted small income earners like the bodaboda people. I joined it and with the income I get from the bodaboda*

*business, I am able to pay them and I rest knowing that I am covered from any medical expenses should I fall sick.*

From the findings above, it is clear that the motorcycle business had left the motorcycle operators socially and economically better. The findings are similar with those of Okonkwo Emehute, and Nwosu, 2010) that the ‘*okada*’ (motorcycle) business improved the standard of living of the riders as they were able to among other things use generator to watch television, films and listen to radio, drill wells and eat three quality meals a day.

#### **4.4 Contributions of Motorcycle Business to the Community Wellbeing in Nyakach Sub-County**

To establish how motorcycle business contributes to wellbeing in Nyakach Sub County community, the researcher sought the views of the key informants including those of the local administration (the Chiefs), the Social Development Officer, and the Chairperson of Nyakach Motorcycle Business Association on ways in which the motorcycle business contributed to the community wellbeing. The motorcycle operators were also asked some of the community activities they were involved in to find their contribution to the wellbeing of Nyakach community. From the responses obtained, the contribution of the motorcycle business to the community wellbeing can be grouped under the themes of general transport, security, health, and education as in the following discussion.

##### **4.4.1 General contributions of Motorcycle Business to the Transport Sector**

To begin with, the motorcycle business was reported to have contributed to the general transport sector in Nyakach by easing the movement of people and goods within the Sub

County by providing cheap, easily available, faster, reliable and flexible transport system.

According to one Key Informant:

*“... It (the motorcycle business) has eased transportation due to its high mobility compared to any other means. If you compare it to the other rampant means, that is the Probox one, or even the bicycle transport, the flexibility is good... It is very flexible and can penetrate to places inaccessible by other means. We see people and goods moving to and from places where the roads are steep, narrow and almost impassable even to the probox guys and even those other guys still operating bicycles.”*

According to another Key Informant,

*“They (motorcycles) are available almost everywhere and at almost every point in time, even at night. They can move you anywhere you want to go at any time and they are cheap in terms of cost.”*

#### **4.4.2. The contributions of Motorcycle Business to the security in Nyakachh Sub-county**

The motorcycle business was also reported to have contributed to the community wellbeing in terms of providing better security. It was reported that the operators knew their customers so well and so could easily identify and monitor strangers. They could also apprehend criminals through the security groups they were selected to man. For instance, one Key Informant reported that,

*“The bodaboda operators help to identify suspicious people in the community since they know the people they carry daily. When they meet a strange person they signal each other and probably the government officers in charge. The motorcycle operators have registered groups with certificates. In these groups they elect leaders responsible for different issues including security. The security group deals with security of customers*

*including their luggage. They also pin out and discipline members who do not align with the rules and regulations of the group in their midst. In areas where they operate they also act as detectives; especially in cases where there are reported cases of theft and they report to the authorities. Also when a motorbike is stolen somewhere and I am given a call as the Chief, I give them the motorbike's plate number and use them to get information on that and catch such kinds of things and people. And we have done that."*

Another Key Informant, also a Chief, reported that;

*The motorcycle operators have been a key pillar in our efforts to improve security in the area. We work with them to help us trail criminals in the area. Also, given that they start working early and sleep late, they are in that way contributing to security in the area as criminals thrive where there are no active population especially at the odd hours... The criminals also fear them because they know if the bodaboda people catch them they may even be killed by these people. Their mere presence instill fear in existing criminals in the area. The bodaboda guys are also victims of crime where these criminals steal their motorbikes and so they help form the first line of security. Among themselves they even work to track someone who stole or beat up their fellow bodaboda rider. In such cases though they always end up beating such people badly, without even considering to first report the case to the relevant authorities"*

Another Key Informant, the Chairperson of Nyakach Motorcycle Business Association, also echoed this contribution of the motorcycle business to the security of Nyakach community. He reported that;

*"As a people (motorcycle operators), we help ensure the security of the areas we operate in. We work with the local area Chiefs to ensure that crime is reduced in the area. Since*

*we work in these areas, we know the people who come from the community. We are able to know when a stranger steps in. We monitor these people and report any funny and suspicious incidences to the chiefs. Sometimes we also, at our own level, apprehend thieves in the area. Though at other times we have gone to extremes and taken the law into our own hands and seriously beaten up some of them... ..”*

#### **4.4.3. The contribution of Motorcycle Business to Community Health in Nyakach Sub-County**

The motorcycle business was also reported to contribute to the community health by helping ferry the sick in the community to the health facilities. As reported by one Key Informant, the Social Development Officer,

*“The motorcycle operators play a very important part in the health sector in Nyakach sub county. Majority of our people are not financially well-off and getting affordable means to health facilities for their people who get critically ill at their homes is a problem. In such cases, the motorcycles have come in handy as they help these people reach hospitals fast and cheaply. The motorcycles are readily always available in the neighbourhoods.”*

Moreover,

*“Some of the groups have gone as far as getting appointed by health sectors on the ground. These health sectors are such as community health workers... the network of community health workers. They have partnered with them so that in case they take someone to the hospital they can be paid some little token.”* Added the Key Informant.

This contribution of motorcycle business to health in the community was also echoed by another Key Informant (one of the chiefs) who reported that,

*“There are times when someone can fall sick and be needing emergency medical attention and the only available means of transport to take this person to the hospital is bodaboda... .. I am also aware that these motorcycle operators are always sent to buy medicine for their clients. I have also in person ever sent a bodaboda guy to buy me some medicine from the chemist. This way they contribute to the health of people.”*

#### **4.4.4. The contribution of Moocycle Business to education in Nyakach Sub-County**

The motorcycle business was also reported to contribute to education in the area. According to one Key Informant (a Chief);

*“Quite a number of our children, from those in nursery, to those in primary and even secondary are transported to school by bodaboda.”*

Another Key Informant (a Chief) reported that,

*“Some of our teachers and children here are transported to school by bodaboda people.”*

Another Key Informant reported that,

*“Some of our guys are contracted by parents to take their children to school everyday from Monday to Friday and take them back home in the evening. They are paid either weekly or monthly by these parents. So for them they wake up knowing by this time they sould take the children of so and so to school and also pick them by a certain time. Some of them even take for them lunch in school”*

These reports indicate that motorcycle business contributes positively to the wellbeing of members of Nayakach community. The findings are consistent with those of studies by Jenkinson (2010) and Porter (2013) which found that motorcycle business contributed to the

wellbeing of communities by providing improved access to health centers and education institutions.

Concerning community activities motorcycle operators were involved in, their responses were as in Table 4.13 below:

***Table 4.13: Community Activities Motorcycle Operators are Involved in***

<b>Community activities operators are involved in</b>	<b>Frequency (n)</b>	<b>Proportion (percent)</b>
Fundraising, benevolence (funerals)	92	75.4
Sports	41	33.6
Demonstrations	24	19.7
Work with community health workers	5	4.1

Majority (75.4 percent) of the respondents reported involvement in fundraising activities including in funerals or for other benevolence purposes, 33.6 percent reported participating in sporting activities, 19.7 percent reported participating in demonstrations, while 4.1 percent report working with community health workers (Table 4.13).

Asked, from the FGDs, ways in which the motorcycle business contributed to their community wellbeing, the motorcycle operators were generally of the opinion that the business enabled them meet and connect with different people while also helping them maintain a good relationship with the community through their transportation services.

#### 4.5 Challenges faced by Motorcycle Business Operators in Nyakach SubCounty

The study sought to identify the challenges experienced by Nyakach Sub County motorcycle operators. All (100 percent) the operators reported experiencing or having experienced various kinds of challenges in the motorcycle business. The challenges were reported as shown in Table 4.14.

*Table 4.14: Challenges Experienced by the Motorcycle Operators*

<b>Challenges experienced</b>	<b>Frequency (n)</b>	<b>Proportion (percent)</b>
Diseases such as pneumonia, HIV, and malaria	91	74.6
Accidents and insecurity such as theft of motorbikes	76	62.3
Low income and associated challenges such as that of paying motorbike owner and repaying finance (lending) institutions and meeting other personal needs	46	37.7
Bad weather	33	27.0
Accessing motorbike loans due to lack of security on loans	15	12.3
Lack of respect from community members	14	11.5
Police arrests/Harassment	13	10.7
Some customers not paying	4	3.3

As can be seen in Table 4.14, the challenges faced by motorcycle operators included diseases such as pneumonia, HIV, and malaria (reported by 74.6 percent of the operators), accidents and insecurity such as theft of motorbikes (reported by 62.3 percent of the operators),

low income and associated challenges such as that of paying motorbike owner and repaying finance (lending) institutions and meeting other personal needs (reported by 37.7 percent of the operators), bad weather (reported by 27.0 percent of the operators), accessing motorbike loans due to lack of security on loans (reported by 12.3 percent of the operators), lack of respect from community members (reported by 11.5 percent of the operators), police arrests and harassments (reported by 10.7 percent of the operators), and some customers who do not pay (reported by 3.3 percent of the operators).

The discussions with the motorcycle operators in the FGDs also elicited responses that confirmed these findings with the operators highlighting challenges such as diseases, accidents and insecurity, bad roads, police arrests, and income fluctuation and associated difficulties such as payment of owners and servicing loans which sometimes led to their motorbikes being repossessed. They also highlighted the negative reviews by some community members. One discussant from the FGDs summarized the challenges faced by motorcycle operators in Nyakach as follows:

#### **4.5.1. Low income**

*“... Here in Nyakach we face a number of challenges as motorcycle operators. First is the fluctuating incomes that we get from this business. There are days you make so much and there are days you end up making so little. If you are an owner operator, you are always relatively lucky. But if you are just a rider and the owner at the end of the day wants his/her Ksh. 300 then you are pressed because it sometimes leaves you with so little for your own. Or sometimes you may end up losing your motorcycle as the owner will always reposses it. But for us who have been in the business for quite a while we know how to get through such – we save from the days we make much and use the extras*

*to compensate the days we don't make enough. But again, some of the motorcycle owners are good, they will give you one day free in a week where you don't give them the Ksh 300. With this you can always balance the days."*

#### **4.5.2. Bad State of Roads and Accidents**

The discussant from the FGDs also cited bad state of roads and accidents as challenges motorcycle operators in Nyakach Sub-county face. His points were cited as below:

*"Another challenge that we face is the bad state of roads especially when it rains and a lot of accidents. Some roads are so bad and when it rains it is a big problem going to some areas especially with the river and streams around... .."*

#### **4.5.3. Insecurity**

Insecurity also came up as a problem and the discussant in the FGD stated the following:

*"Insecurity is also a problem. Thugs ambush us on the roads, beat, and steal our motorbikes.... .."*

#### **4.5.4. Diseases**

The discussants in FGDs also posited diseases as a major challenge they experience. One of them said;

*"Then there is also the problem of pneumonia caused by the nature of our job which requires that we wake up early in the morning when it is cold and so we tend to get pneumonia.... .."*

#### **4.5.5. Harrassment from Police**

He also mentioned police harassment as follows:

*"... and without forgetting, we also have the police; but this is for people without licences and the necessary gadgets like the helmets and reflector jackets... also insurance."*

#### 4.5.6. Lack of Respect from Community Members

The key informants also reported some challenges which could be contributing to the lack of respect by community members that was reported by some of the operators. One Key Informant (a Chief) reported that,

*“We have had conflicts. At the initial stage they (the motorcycle operators) were destroying girls. There were cases of early pregnancies among girls they carry, their customers, especially with the school-going girls. There were also few reported cases of rape.”*

Another Key Informant (the SDO) also reported,

*“One thing known with the bodaboda is promiscuity. They have been reported to lay some of their customers and even the school girls with some of them even marrying or impregnating the school girls.”*

Other reported challenges included drugs and alcohol abuse and school drop out of boys joining the motorcycle business. According to a Key Informant, a Chief,

*“... .. Others also came in and started smoking bang. This we have dealt with. Rate of school drop outs was also high because most of the boys were joining bodaboda to make money and leaving school. Some of the parents were complaining. Before that one we had illicit brews, apart from bhang. In my area, we have eradicated this and now we have second generation. We organized a raid and flashed out all the illicit brews. So on the idea of pupils dropping out of school to join bodaboda, we introduced the rule that everyone must have an ID or the Chief's letter that allows you to be a rider.”*

The challenges pointed out in this study, particularly diseases (such as pneumonia and HIV/AIDS), motorcycle theft, and police arrests, are consistent with the findings reported by Oino and Kuloba (2011) which reported such incidences and experiences as some of the challenges facing motorcycle operators and those reported by Mutiso and Behrens (2011) which revealed that many of the motorcycle operators are attacked by merciless robbers who steal their motorcycles or even kill them while on duty.

#### **4.6 Ways to Improve the Wellbeing of Motorcycle Operators in Nyakach Sub County**

Finally the study sought to determine ways to improve the wellbeing of motorcycle operators in Nyakach Sub County. The motorcycle operators suggested a number of ways to improve their wellbeing as shown in Table 4.15.

***Table 4.15: Ways to Improve the Wellbeing of Motorcycle Operators***

<b>Ways to improve the wellbeing of the operators</b>	<b>Frequency (n)</b>	<b>Proportion (percent)</b>
Giving loans for investment	81	66.4
Encouraging savings	21	17.2
Providing training/licencing	2	1.6

As shown in Table 4.15 above. The suggested ways to improve their wellbeing included being provided with loans, particularly motorbike loans, and improved terms for loan repayment (suggested by 66.4 percent of the operators), encouraging savings (suggested by 17.2 percent of the operators), and being provided with training/licence (suggested by 1.6 percent of the respondents).

Further, in a bid to find out their satisfaction with their jobs as motorcycle operators and whether an improvement in their wellbeing could be occasioned by a change in their jobs, they were asked whether they would consider doing a different job other than the one as motorcycle operators. On this, majority (53.3 percent) respondent affirmatively, that is, that they would consider taking an alternative job to operating as motorcycle riders. The remaining (46.7 percent) respondent that they would not consider taking an alternative job to the motorcycle business.

**Table 4.16: Alternative Jobs to be Considered Instead of Motorcycle Business**

<b>Would you consider an alternative job to motorcycle business</b>	<b>Job Considered</b>	<b>Frequency (n)</b>	<b>Percent (percent)</b>
Yes, I would consider taking an alternative job	Business	26	21.3
	Driving	24	19.7
	Mechanic	8	6.6
	Masonry	7	5.7
No, I wouldn't consider taking an alternative job	N/A	57	46.7
<b>Total</b>		<b>122</b>	<b>100</b>

As shown in Table 4.16 above, for those who would consider taking an alternative job to that of motorcycle operator, the jobs they would consider included starting up a business (reported by 21.3 percent of the operators), driving (reported by 19.7 percent of the operators), mechanic (reported by 6.6 percent of the operators), and masonry (reported by 5.7 percent of the operators).

## **CHAPTER FIVE: SUMMARY, CONCLUSIONS AND RECOMMENDATIONS**

### **5.1 Introduction**

The purpose of this study was to determine the contributions of motorcycle business to the wellbeing of motorcycle business operators in Nyakach Sub-County, Kisumu County. The summary, conclusions and recommendations per objectives were as below:

### **5.2 Summary of Findings**

#### **5.2.1 Socio-Demographic Characteristics of the Respondents**

Out of the 122 respondents sampled for the study, majority were male at 96.7 percent, and in the age of youth, that is below 35 years, at 69.6 percent. Majority (53.3 percent) of the respondents had five members and lower, while 46.7 percent had more than six members in their households; a general indication that they had people who depended on them for some of their daily needs.

With concern to the years of experience and terms of engagement in the motorcycle business, most of the respondents (73.8 percent) had been in the business for more than three years, a period long enough and sufficient for one to engage in a business and get to know its contribution to one's wellbeing; majority (51.6 percent) of the respondents were engaged in the motorcycle business on a full-time basis with the remaining 48.4 percent engaged as part-time operators, having engagements in other jobs apart from the motorcycle business.

Majority (54.9 percent) of the respondents did not own the motorcycles they operated, they were simply riders who had to remit an average amount of Ksh. 300 to motorcycle owners each day. However, quite a huge proportion of the respondents (45.1 percent) also owned the motorcycles they operated.

## **5.2.2 Contribution of Motorcycle Business to Socio-economic Wellbeing of the Motorcycle Operators in Nyakach Sub-County**

The study found that the motorcycle business contributed to the socio-economic wellbeing of operators: 89.3 percent of the operators reported that they were doing better in socio-economic terms as a result of their involvement in the motorcycle business, while 10.7 percent were indifferent about the contribution of the business to their social and economic wellbeing. The business provided the operators with an income that enabled them meet their daily needs. On a good day, they were able to make at least 800/- a day, on a bad day they made 300-500 for the lowest earners. For those who engaged in other business apart from motorcycle business, they generally agreed that the motorcycle business was better than their previous job with 59.3 percent reporting that it paid better and 39.0 percent reporting that it provided them with constant and consistent cash. The motorcycle operators highlighted some of the contributions of the motorcycle business to their socio-economic wellbeing as being able to: build a (good) house; buy livestock including cows, goats and chicken; educate their children or pay fees; afford their families three meals a day; connect electricity to their homes; obtain and contribute to medical insurance cover; and invest in other projects including the purchase of motorcycles.

## **5.2.3 Contributions of Motorcycle Business to the Community Wellbeing in Nyakach Sub-County**

The motorcycle business also contributed to the community wellbeing by providing easy movement of the people through cheap, easily available, faster, reliable and flexible transport system. It also contributed to the security, health, and education sectors in the community allowing transportation of people to the hospitals and even children and teachers to schools. The

operators also participated in community activities including in sporting activities, fundraising events including in funerals, and in demonstrations.

#### **5.2.4 Challenges faced by Motorcycle Business Operators in Nyakach Sub-County**

Despite the contributions to socio-economic wellbeing of operators and wellbeing of community at large, there were a number of challenges experienced by the motorcycle operators. These challenges include: diseases such as pneumonia, HIV, and malaria; accidents; insecurity acts such as theft of motorbikes; low income and associated challenges such as that of paying motorcycle owner and repaying loans for those who had taken their motorbikes on loan or some not being able to get loans because of inadequate securities; bad weather; some community members who do not respect them; police arrests; and some customers that don't pay.

#### **5.2.5 Ways to Improve the Wellbeing of Motorcycle Operators in Nyakach Sub-County**

In order to improve the wellbeing of motorcycle operators in Nyakach Sub County, it is suggested that motorbike loans be provided to the operators; operators be given loans for investing in other businesses; banks to improve loans terms to suit the motorcycle operators; encouraging the operators to save part of the income from the business; encouraging motorcycle operators to undergo formal training in driving school hence getting licensed

### **5.3 Conclusions**

#### **5.3.1 Contribution of Motorcycle Business to Socio-economic Wellbeing of the Motorcycle Operators in Nyakach Sub-County**

The study revealed that the motorcycle business contributed to the socio-economic wellbeing of the operators and the wellbeing of the community. This is seen from the finding that the motorcycle business provided the operators with a source of income that enabled them meet

their daily subsistence needs, while they also were able to make some significant investments such as building their houses, buying livestock, educating their children (paying school fees), connecting electricity to their homes, contributing towards medical insurance, and some even engaging in other investments such as buying other motorcycle(s).

### **5.3.2 Contributions of Motorcycle Business to the Community Wellbeing in Nyakach Sub-County**

The motorcycle business has contributed to the community wellbeing by providing a cheap, reliable and flexible transport system making movement of people easy. The motorcycle business has also contributed to an improvement in the security situation, improvement in healthcare access by providing easily available and quick means of transporting the sick to the hospital, and an improvement in the access of education services by enabling easy movement of pupils and teachers to school. Involvement in the motorcycle business has also helped improve the wellbeing of the operators in Nyakach by providing them with a resource that has enhanced their interactions with the other members of the community and improving how others see them. Motorcycle operators have also had personal advancements in meeting their needs and their households too.

### **5.3.3 Challenges experienced by Motorcycle Operators in Nyakach Sub-County**

The challenges faced by motorcycle operators included diseases such as pneumonia, HIV, and malaria, accidents and insecurity such as theft of motorbikes, low income and associated challenges such as that of paying motorbike owner and repaying finance (lending) institutions and meeting other personal needs, bad weather, accessing motorbike loans due to lack of security on loans, lack of respect from community members, police arrests and harassments, and some customers who do not pay.

## 5.4 Recommendations

To help ensure that socio-economic and community wellbeing of operators is enhanced, the study recommends the following:

- i. Motorcycle operators to work closely with the police and the County Commissioner's office through the Chiefs so as to help them pursue those engaging in motorcycle thefts and apprehend them through law enforcement and improve the state of security in Nyakach.
- ii. Motorcycle operators be sensitized on risk behaviours associated with and prevention of diseases such as HIV, pneumonia and malaria through the County's Health Department in order to address the health challenges they experience.
- iii. Financial training be availed to the motorcycle operators to equip them with skills on how to save and even invest. This will help them to overcome some of the challenges related to income
- iv. Motorcycle operators be sensitized on the traffic rules and the expectations of the law enforcers through the office of their Chairman so to reduce the cases of police arrests.

On the issue of lack of respect from some community members, the following were recommended:

- i) The community members to be advised to respect motorcycle operators - they should look at the business positively and see it just like any other business worth respect.
- ii) The community should also be sensitized on the roles the motorcycle business plays in the community.

- iii) The motorcycle operators should be advised on the need to go about their business in a disciplined manner, making sure to act in ways that earn them respect from the community members. This way the business will be respected and will make it stand a chance to thrive even more to earn them and the community greater and maximum socio-economic benefits.

The study makes the following recommendations to curb some of the challenges posed by the business and hence enhance respectful relations between the operators and the community:

- The motorcycle operators in their registered groups, develop and tighten their disciplinary rules and processes to see that their members who breach the rules face disciplinary action.
- The groups work closely with the community, Chiefs and police officers to ensure that the motorcycle operators involved in cases of sexual relationships with the school-going girls, face disciplinary action in the group and also attract appropriate punitive legal action from the relevant authorities. This will curb cases of school-going girls having affairs with motorcycle operators and the unexpected pregnancies among these young girls.
- The groups should also work closely with the community, Chiefs and police to ensure that there are no boys dropping out of school to join the motorcycle business. The ongoing mode of operation with the Chiefs to see that only those persons of legal age or with Chief's letter engage in the motorcycle business should be strengthened and seen enforced to the letter.

## **5.5 Suggestion for Further Research**

The study recommends that further research be carried out on:

- i) The prevalence of HIV among the motorcycle operators.
- ii) Motorcycle operators' level of knowledge on traffic laws.
- iii) Establishing the number of operators who have undergone formal training in a driving school and have driving licenses.

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**Appendix I: Informed consent**  
**The Researcher**

I am **EuphraciaAdhiamboOwuor**, a student at Kenyatta University pursuing a Masters Degree in Community Development. My research project is **“Contributions of Motorcycle Business into the well-being of operators in Kisumu County, Kenya”**.

In order to gather data for the research, I want to conduct interviews on Motorcycle business operators in Nyakach Sub-county. I kindly request your assistance in this academic endeavor. You are free to give your responses and in the event that you do not feel comfortable with any question, you may ask not to repond. All the information you provide will be treated in anonymity and confidentiality for purposes of this study alone. If you agree to participate in this study, you may pend your signature below.

Regards!

**Signature:** ..... **Date:** .....

**Appendix II: Interview schedule for the motorcycle operators**

**SECTION A: DEMOGRAPHICS (Tick (√) where applicable)**

- Q1. Sex:  
 Male  
 Female
- Q2. Age: \_\_\_\_\_
- Q3. Level of education  
 Primary school and below  
 Secondary school  
 Post secondary school
- Q4. Current Marital status:  
 Single  
 Married
- Q5. Household size \_\_\_\_\_
- Q6. When did you start operating as a rider? -----
- Q7a. Were you employed before joining motorcycle business?  
 Yes  
 No
- Q7b. If yes in (7) above which one \_\_\_\_\_ ?
- Q8. Do you own the motorcycle yourself?  
 Yes  
 No
- Q9. Do you ride motorcycle full time?  
 Yes  
 No
- Q9b. If No, what other Job do you do? -----

**SECTION B: Contribution of motorcycle business to the Socio-economic well-being**

- Q1. How many hours do you work as a motorcycle rider in a day? -----
- Q2. On average, how much income do you earn in:  
 A Good day -----  
 A Bad day -----
- Q3. How do you spend the money you make in a day?

Use	Amount
Owner	
Fuel	
Food	
Savings/Sacco/investments	
Fee	
Others	

- Q4. How do you compare your income in the previous employment to the income you get from motorcycle business? **(For those in previous employment)**

- Higher
- Same
- Lower

Q5. How do you compare motorcycle business with the other job you do? (**For those engaging in part time riding**) -----  
-----

Q6. Since you started the motorcycle business are you doing better socially and economically?

- Yes
- No

Q7. If yes in (6), above how -----

Q8. If no, how -----

***SECTION D: Contribution of motorcycle business to the community wellbeing***

Q1. Since you started the motorcycle business, has it influenced your interaction with other members of the community?

- Yes
- No

Q2. If yes in (1), how? -----  
-----

Q3. Are you involved in any community activities?

- Yes
- No

Q4. If yes, which one? -----

Q5. How has being on motorcycle business influenced your involvement in the activities listed above?

***SECTION D: CHALLENGES***

Q1. Do you face any challenges in this business?

- YES
- NO

b. If YES, list them: -----  
-----  
-----

***SECTION E: Suggested ways to improve wellbeing***

Q1. In your opinion, what could be done to improve your wellbeing as an operator? Suggest any way. -----

Q2. Given an opportunity would you consider another job? -----

***CONCLUDING REMARKS***

***Thank you for taking time to participate in this study. Do you have any question that you would want me to answer?***

## **Appendix III: Interview Guide for Key Informants**

### **Social Development Officer**

1. How long you have worked in this region?
2. how do you go about your day to day work activitties?
3. In what instances do you get to engage with the Motorcycle business operators?
4. How concerned are you with the increasing use of Motorcycle business in your region?
5. What activities/services do you have in your department for Motorcycle business operators and how do you encourage them to participate so as to contribute to their wellbeing?
6. In what ways do you build the capacity for Motorcycle business operators to allow them share knowledge and resources they have to effecttively contribute to their wellbeing?
7. Have you had any cases of conflicts between the Motorcycle business operators and any member of the community that jeopardize their wellbeing? Your contribution in this?
8. Any reported challenges you have observed with the Motorcycle business operators?
9. In what ways do you think Motorcycle business operators can contribute more to their wellbeing?
10. Do you want to add something or make a correction?

**Thank you!**

## **Appendix IV: Chairperson for Motorcycle Business Operators Association**

### **A: General information**

1. What is the name of your association?
2. For how long have you been the chair person of this association?
3. How does one become a member?
4. What is the total number of Motorcycle business operators in this association?

### **B: Activities**

5. What kind of development activities do motorcycle business operators engage in as members of this association?
6. Would you say the motorcycle business has contributed to the social and economic wellbeing of the motorcycle operators? Please`explain.
7. In your opinion, how does the motorcycle business contribute to the wellbeing of Nyakach Community
8. Are there any challenges that you experience as motorcycle operators? Please`mention some of these challenges, if any
9. In what ways do you think motorcycle business operators can contribute more to the wellbeing of their households?
10. Do you want to add something or make a correction?

## **Appendix V: Focus Group Discussion Guide**

1. How would you say motorcycle business has contributed to your living standard?
2. In what other ways would you say motorcycle business has contributed to your wellbeing?
3. What role do you play in improving the wellbeing of your community?
4. What challenges do you face in the course of your business as motorcycle operators?
5. What, in your opinion, could be done to improve your wellbeing as motorcycle operators?

**Appendix VI: Letter of Approval from the Graduate School**



**KENYATTA UNIVERSITY  
GRADUATE SCHOOL**

E-mail: [dean-graduate@ku.ac.ke](mailto:dean-graduate@ku.ac.ke)

P.O. Box 43844, 00100

Website: [www.ku.ac.ke](http://www.ku.ac.ke)

NAIROBI, KENYA  
Tel. 020-8704150

**Internal Memo**

**FROM:** Dean, Graduate School

**DATE:** 27<sup>th</sup> July, 2018

**TO:** Ms. Euphracia Adhiambo Owuor  
C/o Department of Sociology

**REF:** C50/CTY/PT/24482/13

**SUBJECT:** APPROVAL OF RESEARCH PROPOSAL  
=====

We acknowledge receipt of your Research Proposal after fulfilling recommendations raised by the Graduate School Board of 4<sup>th</sup> July, 2018.

You may now proceed with your Data collection, subject to clearance with the Director General, National Commission for Science, Technology & Innovation.

As you embark on your data collection, please note that you will be required to submit to Graduate School completed Supervision Tracking Forms per semester. The form has been developed to replace the Progress Report Forms. The Supervision Tracking Forms are available at the University's Website under Graduate School webpage downloads.

Thank you.

**JULIA GITU**

**FOR: DEAN, GRADUATE SCHOOL**

CC. Chairman, Department of Sociology

**Supervisors:**

1. Dr. Daniel M. Muia  
C/o Department of Sociology  
Kenyatta University
2. Dr. Samuel M. Mwangi  
C/o Department of Sociology  
Kenyatta University

JG/aww



KENYATTA UNIVERSITY  
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P.O. Box 43844, 00100  
NAIROBI, KENYA  
Tel. 020-8704150

Our Ref: C50/CTY/PT/24482/13

DATE: 27<sup>th</sup> July, 2018

Director General,  
National Commission for Science, Technology  
and Innovation  
P.O. Box 30623-00100  
**NAIROBI**

Dear Sir/Madam,

**RE: RESEARCH AUTHORIZATION FOR MS. EUPHRACIA ADHIAMBO  
OWUOR – REG. NO. C50/CTY/PT/24482/13**

I write to introduce Ms. Euphracia Adhiambo Owuor who is a Postgraduate Student of this University. She is registered for M.A. degree programme in the Department of Sociology.

Ms. Owuor intends to conduct research for a M.A. thesis Proposal entitled, “The Contribution of Motorcycle Business to the Well-Being of Operators in Kisumu County-Kenya.”

Any assistance given will be highly appreciated.

Yours faithfully,

**MRS. LUCY N. MBAABU  
FOR: DEAN, GRADUATE SCHOOL**

JG/oww

## Appendix VIII: Permission to Conduct Research from NACOSTI

**THIS IS TO CERTIFY THAT:  
MS. EUPHRACIA ADHIAMBO OWUOR  
of KENYATTA UNIVERSITY, 10552-100  
NAIROBI, has been permitted to conduct  
research in Kisumu County**

**on the topic: THE CONTRIBUTION OF  
MOTORCYCLE BUSINESS TO THE  
WELL-BEING OF OPERATORS IN KISUMU  
COUNTY - KENYA**

**for the period ending:  
17th August,2019**

  
.....  
**Applicant's  
Signature**

**Permit No : NACOSTI/P/18/71749/24572  
Date Of Issue : 18th August,2018  
Fee Received :Ksh 1000**



  
.....  
**Director General  
National Commission for Science,  
Technology & Innovation**