



## USE OF MOTOR CYCLE: A SUSTAINABLE TRANSPORTATION SYSTEM IN ILORIN METROPOLIS, KWARA STATE, NIGERIA.

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### ABSTRACT

Efficient transportation system is core to any economic growth, development and success. It is a means of moving valuable variables such as labour, producers, middlemen, and customers from one place to another. The city of Ilorin is the capital of Kwara State the most populous city in the State. The use of Okada as means of transportation in Ilorin metropolis was as a result of many factors such as, influx of people into the city from rural areas to seek for greener pastures. Unfortunately, the traditional public transport supplies cannot cope and this created a big gap in transportation activities in the city. Also, the poor economy that leads to high unemployment among adults and poor infrastructural facilities made many trained artisans to venture into Okada riding. This paper discusses the use of Okada business as sustainable transportation system in Ilorin metropolis. This paper further discusses the positive contributions of Okada means of transportation to the economy and the people in Ilorin metropolis especially as an alternative to the traditional mode of transport of taxis and private cars. The use of questionnaire was employed to elicit relevant data and information from the respondents. A survey technique was used to access motorcycle transportation business in Ilorin metropolis covering (Ilorin West, Ilorin East and Ilorin South Local Government Council). Okada riders in the three Local Government Areas were randomly selected, interviewed and given questionnaire to fill. 10 sub-union of Okada riders were purposely selected from the study area out of which 100 Okada users (public) were randomly selected. Likert type scales mainly strongly agree (SD), Disagree (D), Agree, (A), and Strongly Agree (SA) was used. The criteria mean for significance was  $2.5000 (1+2+3+4)/4 = 2.5$ . From the findings, it is recommended that the use of Okada as means of transportation should be allowed but measures should be put in place to monitor its operation so as to reduce its hazards (especially incessant accident). Also, since it has been in operation to fill the gap created by the traditional mode of transportation, its use should be allowed to meet the needs of the populace.

### KEYWORDS

Sustainable, transportation, Ilorin, Metropolis, motor cycle.



## INTRODUCTION

Transportation is a system of moving goods, services, and human beings from one place to another. Badejo (2002) said, it is a key player in the transfer and distribution of goods from the inputs points through the manufacturing line to the customers. Transportation is one of the core variables that help in economic development of any developing nation. However, most political administration takes this sector for granted (Button & Hensher, 2001). Mumby (1968) emphasizes the importance of transport as a keystone of civilization. Pre introduction of motor cycle as mode of commercial transportation in Nigeria, movement of goods and human being has been through tradition use of road, rail air and water. Up till now, road means of transportation is still the most used method of moving goods, services and people in Nigeria. Train used to be the major means of transporting goods through rail before its collapsed in the last two decades (usually referred to as cargo train) while trailers took over as the alternatives with its attended hazard such as incessant accidents, destruction of life and properties. Aero plane is another mode of transporting both human beings and goods, however not available to the poor citizens because of the cost; it is mostly patronized by upper class of the country. There are airplanes that are purely for cargo or goods while others are passengers' plane.

Another important means of transportation is waterways, but this has not been fully exploited. Mostly used in the riverine areas and mostly in the inter land. Lagos is making use of boats, ferry as means of interland transportation. People living in the riverine areas such as in Niger Delta region use river transport as means of carrying out their fishing occupation and movement of people and goods. This is as a result of the geographical situation and location of their area that is mostly water log and swampy. Ogunsanya and Galtima (1993) said, the use of motor cycle has served as the common mode of inter-rural and rural-urban transport system in the dispersed settlement of the eastern states and areas where the conventional public transport system services were not available.

A developing nation like Nigeria that is endowed with many natural resources failed to invest heavily in water transportation system. The upsurge and overblown in our population without control and massive drift to urban centers after the oil boom created serious transportation problem in the urban areas and the traditional means of transportation could not cope with the numbers of the commuters. Badejo (2007) said the collapse of public transport and the concomitant suffering of commuter in urban centers were responsible for having alternatives, which led to the advent of motor cycle means of transportation. Also, the high cost of major mode of transportation makes it out of reach to the populace commuter whose economic power is below average and is affecting their economic activities. There is increase in demand

for public transport that has failed to meet up with the demand. The situation kept on worsening because of the increasing level of poverty of urban residents in Nigeria (Gbadamosi, 2006).

Despite the high risk associated with Okada business such as health hazard, high rate of accident and some social disadvantages such as armed robbery, kidnapping, etc., it has come to stay with us as a recognized means of transportation. Unfortunately many operators are untrained, uneducated; they operate under the influence of drugs, alcohols which times are responsible for the high rate of accidents on our roads, increase in mortality rate and civil disturbances. Some states in order to curb or reduce the risk involved in Okada business made legislations to restrict their operations to specific areas of the cities where population density is low. Though, this does not go down well with the operators because it affects their income generation and it rendered some unemployed. There is no doubt that Okada business has some benefits both to the operators as source of income, the government also benefit immensely from this business because it is another source of revenue generation to them. This they get through renewal of motorcycle papers, taxes, sale of new plate number and others. To the general public, it is very convenience, faster, cheaper, flexible, and it carry them to places where taxis cannot access.

The oil boom of the 70's led to sporadic drift of many people from rural areas to urban areas. Also, the oil boom led to explosion of Nigerian population. The challenge that goes along the increase in urbanization in most Nigerian cities has become a great task for the government to handle. One of such challenge is feasible in the transportation sector especially in the urban areas. In view of urbanization, traditional public transport services within Ilorin metropolis became grossly inadequate. Effective, efficient and adequate transportation is a major concern for the growth and development of any economy. Movement of goods and men from one place to another is the only means by which economy can grow. It therefore become worrisome to the government, therefore, an alternative that will complement and cope with the challenges must be sort. Another challenge is ineffective management of the business. A situation where anybody can just jump into the road operating Okada business without control is not good. A good process and management procedure must be put in place to checked, and reduce the hazard associated with its operation. Adesanya (2004) pointed out that Okada operators training and safety precautions are grossly inadequate. High and constant incidence of accidents is a challenge that needs to be addressed since Okada means of transport has become inevitable. The use of motor bikes in committing various form of crime constitutes another challenge. Okada is commonly used to do armed robbery, to snatch items like bags, cars, valuables and kidnapping. It will therefore be an understatement that most cities Ilorin inclusive have been facing acute shortage of means of transportation in the past decades. In cities

where we have such acute mobility problem, achieving a maximum level of urban mobility is seen as a very crucial ingredient for the enhancement of the standard of living of inhabitants and the economic base of the urban centers (Oni, 1999). A more proactive approach needs to be adopted to maximize the merits derived from Okada business and minimize the hazard associated with its use.

The general objective of this study is to access the use of Motor Cycle as mode of commercial transport in Ilorin metropolis while the specific objectives include:

1. To highlight the emergence of Motor cycle as mode of commercial transport
2. Advantages associated with the use of motor cycle as mode of transportation
3. Socio-economic effects of using motor cycle as mode of transport
4. To proffer solutions to various hazards associated with the use of motor cycle as mode of commercial transport.

### **Literature review**

Transportation has been defined as the movement of humans, animals and goods from one location to another (Wikipedia, 2020). Transportation is an act, process, or instances of transporting or being transported. Transportation is the act of transporting, or the state of being transported; conveyance. Transport system is moving people, or goods and people from place to place and various means by which such movement is accomplished. The five most common modes of transport are railways, roadways, airways, waterways and pipelines. <https://www.yourarticlelibrary.com>.

### **Brief history of old system of transportation**

The transportation system in Nigeria has witnessed a rapid development from the colonial times to the present day. In ancient and medieval times, elephant tusks, cart pull by buffaloes and cows, use of horses, camels, and use of wooden boats, are common mode of transportation etc.

<https://nigerianinfopedia.com.ng>.

Civilization brought about the use of various, automobile as means of transportation. Vehicles such as cars, big Lorries, etc. The use of motor cycle was only common with the colonial masters' escort and with the missionaries to travel to the interlands to preach the gospel and deliver food and gospel materials to the missionaries on the field. The use of sea means of transportation was restricted to ships used to transport slaves, while in the riverine areas; local canoe made of wood was prominently used. The use of Ferry engine and Canoe engine was developed and put into use. Places like Lagos, Port- Harcourt, and Lokoja still use these modes of transportation till today. Towards the second half of 19<sup>th</sup> century, the use of motor cycle became prominent not in a commercial capacity but for an individual mode of movement especially for those who could not afford to buy a car because of their low purchasing power.

### **The Emergence of Motor Cycle as Commercial means of Transportation**

No nations develop without good transportation system. It is the prime mover of any economy. Goods, services and men needs to be transported from place to place. This allows for economic flows of goods and services. The totality of the economy needs to be mobile (private or public), urban and rural settlements inclusive (Okanlawon & Oni 2010). Oyesiku (2007) stated that, there are two major issues that dominated the growth and development of Nigeria economy in the last two decades which are rapid rise in urban population and gap between transport demand and supply. The sudden drift to urban areas was as a result of many factors such as for employment purpose, to have better standard of living, to enjoy some infrastructural facilities not available in the rural areas (Oni, 1999). In view of this, the inability of the government to provide conventional mode of transport has necessitate the use of motorcycles and tricycles to move people, goods and services under the condition considered to be unsafe and accident-prone(Olagunju, 2008). It becomes the dominant mode of transport for the poor (World Bank, 2002).

Adesanya (1998) is of the opinion that the increasing use of motor cycle as a commercial means of transportation is to fill the gap between demand and supply of public transport especially in urban cities.

The unstable economy affected the people's purchasing power, thus, their inability to buy a vehicle, inability to maintain the existing ones because of high cost of spare parts; therefore, they resort into buying motor cycle that cost less. Most artisan such as mechanics, rewire, panel beater, etc. who depend on power and other infrastructure to function left their trade to become Okada rider because those sectors are not functioning and yet they need to make ends to meet. Some other factors that can be said to be responsible for the influx of the use of motor cycle and tricycle in Nigeria are – poor economy, unemployment that compel many to seek for other means of livelihood and inflation that drastically increase the people cost of living and reduce their standard of living.

### **Advantages associated with the use of Motor cycle as commercial mode of transportation.**

Rietreid (2001) highlighted some factors that attracted the use of motor cycle as a commercial mode of transport in Nigeria. The factors includes:-

- It allows for door-to-door transportation
- Cycling does not need to be waiting at public transport stops
- It serves as compliment to the concept of multi modal transport chains.

Other factors include:

- Easy services to rural areas
- It allow for flexibility in service

- Suitable for short distance journey
- It requires less capital investment compared to other means such as motor vehicles, etc.
- It can penetrate nooks and corners of the cities
- Helps carry emergency that may be stocked in hold-up or traffic when vehicle is used
- It helps to beat traffic congestion, thus, time is safe and enhance accessibility (Oni, et al,2010).
- Economical, not only in cost but in maintenance.

The major risks or hazard associated with motor cycle as public transport is:-Prone to incessant accident, this is due to factors like:

- Recklessness of the riders
- Use of drugs to extra-ordinarily enhance their performance
- Lack of education. Many riders cannot read roads signs, etc.
- Use of old and unserviceable machines ( motor cycle)
- Lack of formal training on how to ride motor cycle
- Plying of the bad roads

#### **Social-economic effects of using motor cycle as mode of commercial transport**

- Health challenges. Incessant involvement in accident that often leads to sudden death, some becoming disables or paralyzed.
- Armed robbery. Many riders because of money use their vehicles for robbery, kidnapping, terrorism, carrying of drugs, etc.
- Political tugs and evil activities such as ballot box snapping, political disorderliness through the use of tugs during campaigns, rallies and election period for the purpose of rigging.
- Burden to the family. Sudden death and serious wound suffered by riders have seriously affected them by not able to fulfill their responsibilities as bread winner at home.
- Culturally, it has degraded the norms, values and ethical behaviour of the society. This is because many operators use it for evil practices.
- Wasting active labour providers of the economy because most operators are young and able bodied people who could have been involved in economic production of goods and services.
- Inflationary implication. There is scarcity of consumable products such as food items, the cost increased seriously because those who are supposed to engage in active production are operators of motor cycle. This has led to high cost of living and lowers the citizens' standard of living.

### **How to improve the operation of okada business in Ilorin metropolis**

Since the use of Okada mode of operation has become evident and legally accepted in Nigeria despite the hazards associated with its use and operation. It is therefore imperative that its operations be monitored and control to allow for sanity and reduce the challenges associated with it. The following are some steps that can be taken to improve Okada business operation in Ilorin metropolis. This includes:

- The organization saddled with the responsibility of managing the use of Nigeria road such as VIO, Road Safety Officials, etc. should rise up to their responsibilities to monitor and control the operations of road users.
- Motor cycle riders needs orientation and education to improve their driving culture, attitude and incompetence.
- The indiscipline attitude of the road security agents such as extortion, corruption must be checked. They often aid and abet with the operators.
- Legislation on their operations. Some states like Lagos, Rivers, etc. restricted the use of Okada operations to specific areas of the city. They are banned from operating in highly density area.
- Formation of unions. This will force anyone willing to operate Okada business to join the union. The intention is to be able to control, educate, and monitor members. It also aimed to allow efficient performance and reduce the risks associated with its operation. Among the notable unions are amalgamated Commercial Motor cycle Riders Association of Nigeria.(ACOMORAN), Motor cycle Owners & Riders Association, Lagos state motor cycle operators Association, Kwara Okada Rider Association, Ilorin, etc.
- Driving school. Operators should been forced to attend training as done for, motor vehicles drivers.
- Provision of soft loan for the operators so that they can afford to buy good and quality machines for operation.
- The regulatory body should enforce maturity of age for any operators. Any one below age 18 years should not be allowed to ride Okada as we see happening today
- Improve our road conditions. Most Nigeria roads are dilapidated. This has led to increase in accident rate.

### **Empirical review**

This section tends to highlight some notable scholars research outcome on this subject matter which is aimed at strengthening the objective of this work.

Olagunju (2008) in his research concluded that the level of danger accompany the issue of motor cycle as public mode of transportation is enormous judging from the wave of losses suffered as result of accident arising from conflict between motor vehicle and motor cycles in most urban centers in the country.

Ogunsanya and Galtima (1993) in their research carried out in Yola on the operations of taxi drivers. It was discovered that it was the inefficiency of the taxi drivers that made motor cycle mode of transportation more desired. They also concluded that the inevitable use of motor cycle is as result of inability of motor vehicle owners to maintain their vehicles due to high prices of the vehicles spare parts. Etc.

Oni (2010) concluded in his research on the use of motor cycle as mode of transportation that, motor cycle contributed significantly to the number of automobile on the roads in Nigeria. This is as a result of poor performance of public transport and some advantages associated with the use of Okada such as flexibility, cheapness, avoidance of traffic congestion, save time and enhance accessibility.

Fashina (2010) in his research observed that government inability to provide conventional mode of transportation has necessitated use of motor cycle and tricycles to move people, goods and services from one point to another.

### Methodology

The research employed survey techniques to assess motor cycle transportation business in Ilorin metropolis covering Ilorin West, South and East local government area of Kwara State. Okada riders in this three local government council were randomly selected, interviewed and given questionnaire to fill. Okada riders have many parks that represent part of the Union that registered with the State Government. 10 of such sub-union were purposefully selected from the study area out of which 100 Okada riders and 100 Okada users (public) were randomly selected. Out of the 200 questionnaire drawn for Okada operators, 160 were returned well filled and were used for the analysis. The structured questionnaire was made up of close-ended items for the respondents. The first part of the questions centers on their demographic life while the second part is based on their operation activities as a business entity. Some of the questions contain 16 items using the four Likert-type scales namely Strongly Disagree (SD), Disagree (D), Agree (A), and Strongly Agree (SA). The criteria mean for significance was  $2.5000 \left( \frac{1+2+3+4}{4} = 2.5 \right)$ . The data collected were analyzed using descriptive statistics such as mean, standard deviation, percentage and chart.



Data analysis and discussion of findings

Table 1: Demographic Variables

Gender	Frequency	Percentage	Educational Status	Frequency	Percentage
Male	145	90.61	FSLC	35	21.88
Female	15	9.39	Secondary	45	28.13
<b>Age (Years)</b>			ND/NCE	40	25
18-25	45	28.12	HND/B.Sc	30	18.75
26-35	70	43.75	M.Sc and above	10	6.25
36-50	30	18.75			
50 Above	15	9.37			
<b>Marital Status</b>					
Married	110	68.75			
Single	50	31.25			

Source: Author's Fieldwork, 2020

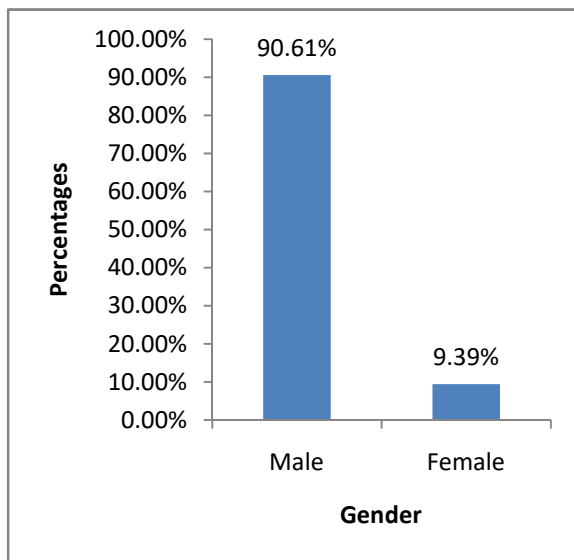


Figure 1: Gender of the operators

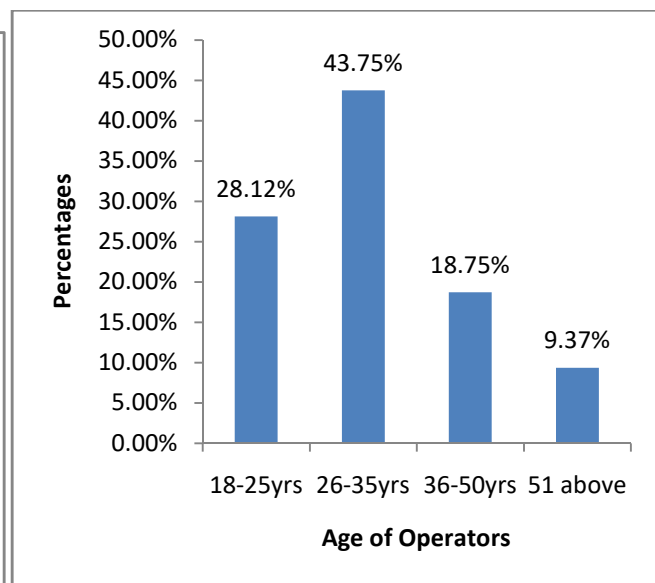


Figure 2: Age of the operators

Table 1 and figure 1 above shows that 145 respondents representing 90.61% are male leaving only 9.39% for female. This indicates that more males engage in Okada riding business than females because it more strenuous and the hazard involved. Also, figure 2 shows that majority of Okada riders are between ages 18 -50, representing 90.63% of the total respondents. The implication is that most of the able bodied

men who could have been useful in more productive sector are Okada riders which are not good for a developing nation like Nigeria.

Figure 3 below shows that 68.75% of the total respondents are married. Figure 4 below shows that 50% of the respondents are primary and secondary school leavers. This result can be attributed to the unruly behaviour of some of the Okada riders. Also, 43.75% of the respondents are ND/NCE and HND/B.Sc holders. The government and private enterprise need to engage more of the youth after their graduation in gainful employment.

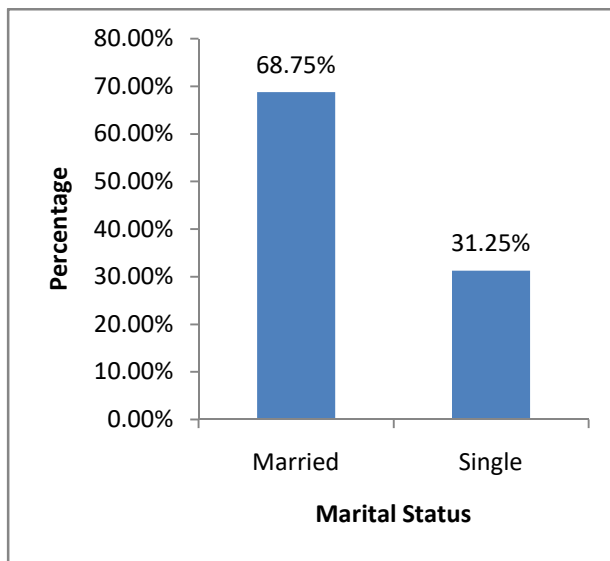


Figure 3: Marital Status

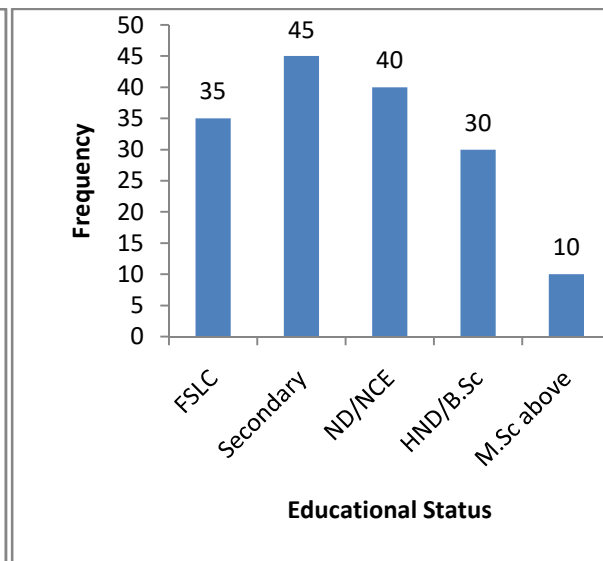


Figure 4: Educational Status of operators

**Table 2: Responses of other factors associated with Okada riding business**

Full time Okada rider	Frequency	Percentage	Other Professions	Frequency	Percentage
Yes	105	65.63	Yes	120	75
No	55	34.37	No	40	25
<b>Duration in Business</b>			<b>Accident occurrence</b>		
1-3yrs	55	34.37	Yes	55	34.38
4-10yrs	62	38.75	No	95	59.38
11-20yrs	38	23.75	Indifferent	10	6.24
21yrs above	5	3.13	<b>Need for training</b>		

<b>Formal driving Training</b>			Yes	40	25
Yes	40	25	No	100	62.5
No	120	75	No response	20	12.5
<b>Average daily income</b>			<b>Govt. legalize Okada riding business</b>		
2000-5000	65	40.63	Yes	100	62.5
6000-10000	80	50	No	50	31.25
11000 above	15	9.37	No response	10	6.25
<b>Motor cycle ownership</b>					
Yes	110	68.75			
No	50	31.25			

Source: Author's Fieldwork, 2020

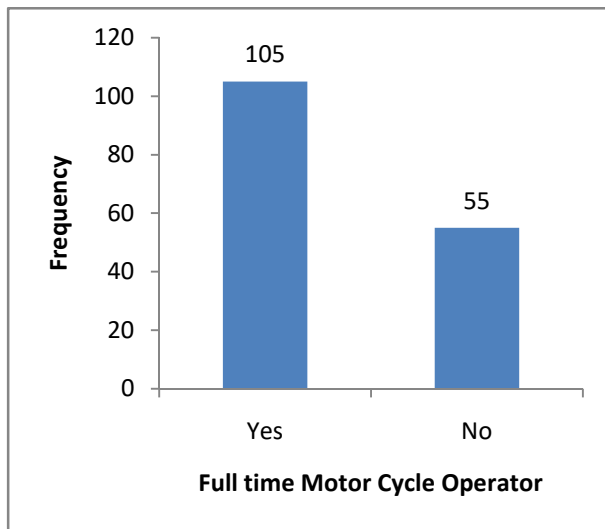


Figure 5: Full time Motor cycle Operators

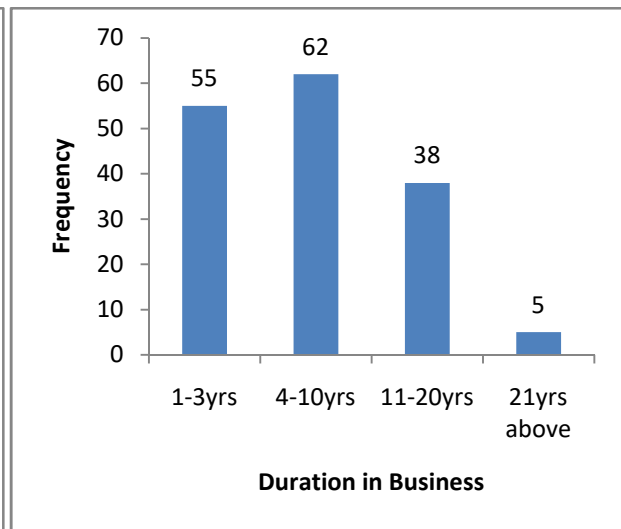


Figure 6: Duration in Business

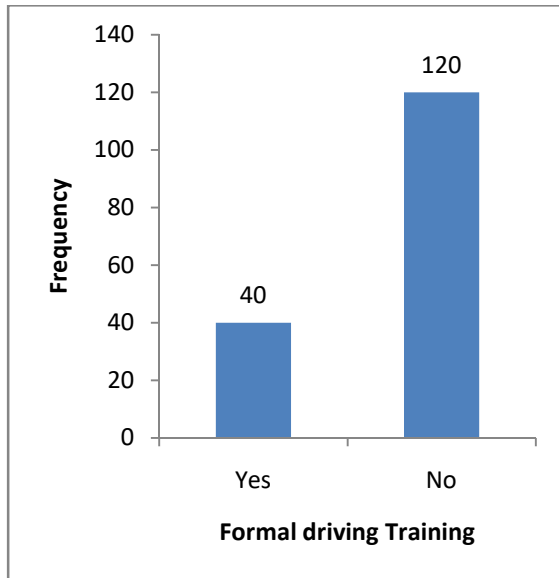


Figure 7: Formal driving Training

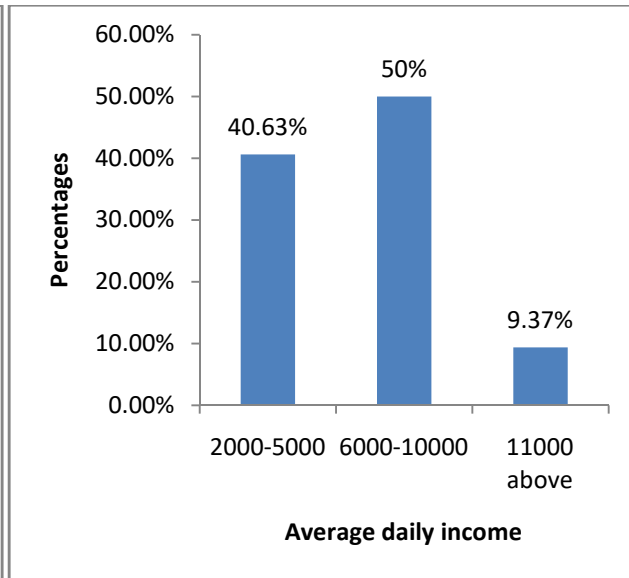


Figure 8: Average daily income

Table 2 and Figure 5 above shows that 65.63% of the total respondents are full time Okada operators while 34.37% have other work doing. This shows that many operators must have left their profession for Okada riding basically for economic reason. Figure 6 above shows that majority of the respondent has been in the business between 3 to 20 years representing 96.87% of the total respondent. It means that most of the economic problem like unemployment, economic instability, poor infrastructural facilities, etc. has been in existence in Nigeria for a long period. Figure 7 reveals that 75% of the total respondent did not attend any formal driving training before engaging in Okada business. It means most operators lack basic ideas and experience of how to ride Okada. This is likely to have contributed greatly to incessant accident that has led to sudden death and others becoming incapacitated. Figure 8 also reveals that 40.63% of the respondents claimed to be making between 2000 and 5000 naira daily, while 50% claimed to be making between 6000 and 10,000 per day. It means that a reasonable amount is being made daily, the supposed reason why many people engaged in the business. It looks lucrative.

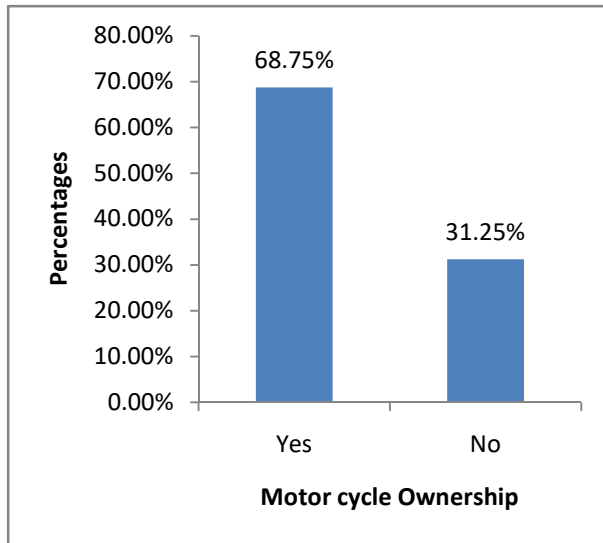


Figure 9: Motor cycle Ownership

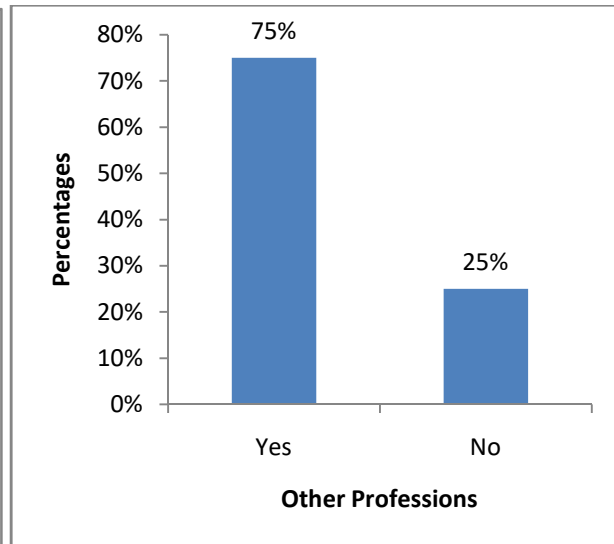


Figure 10: Other Professions

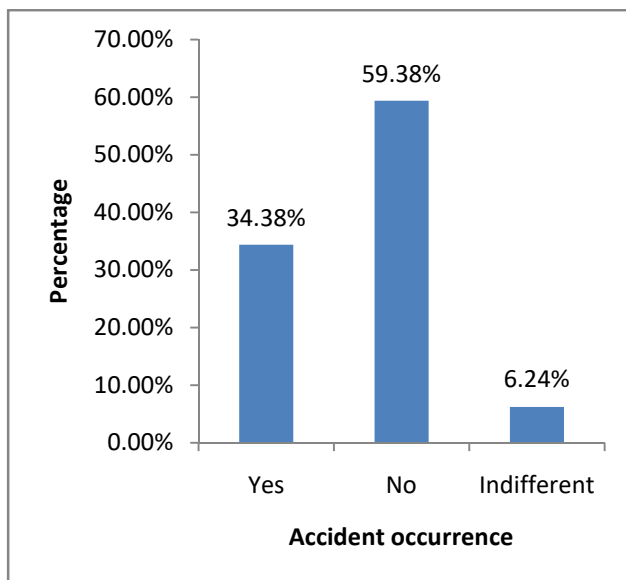


Figure 11: Accident occurrence

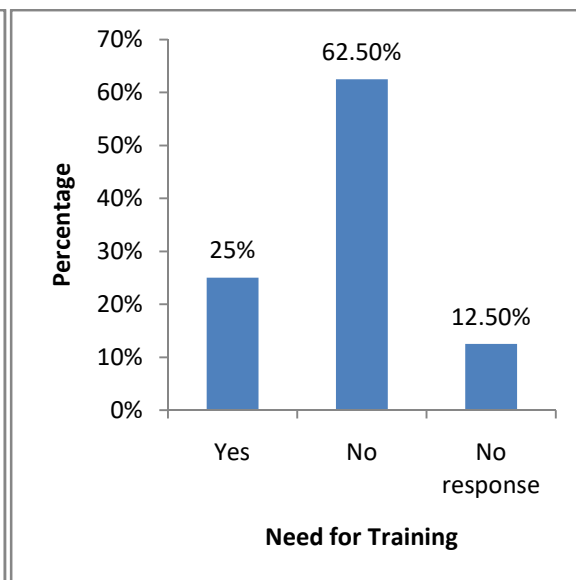


Figure 12: Need for Training

Figure 9 above shows that 68.75% of the total respondent has their own motor cycle. Figure 10 also shows that 75% of the respondents are trained in other profession such mechanics, rewire, panel beater, etc., but they have abandon their profession due to poor power and absence of other infrastructures needed to be able to operate in their chosen field of work. Figure 11 reveals that 34.38% claimed that they have been involved in accident, while 59.38% said; they have not been involved in accident. Figure 12 reveals that 62.50% did not support any formal training before engaging in Okada riding. This indicates that most

operators felt that riding Okada does not require serious training. This might be one of the reasons why most Okada operators involved in frequent accident. Finally, figure 13 below reveals that 62.50% of the operators supported that government should legalize the use of Okada as a mode of transportation while 31.35% did not support the idea.

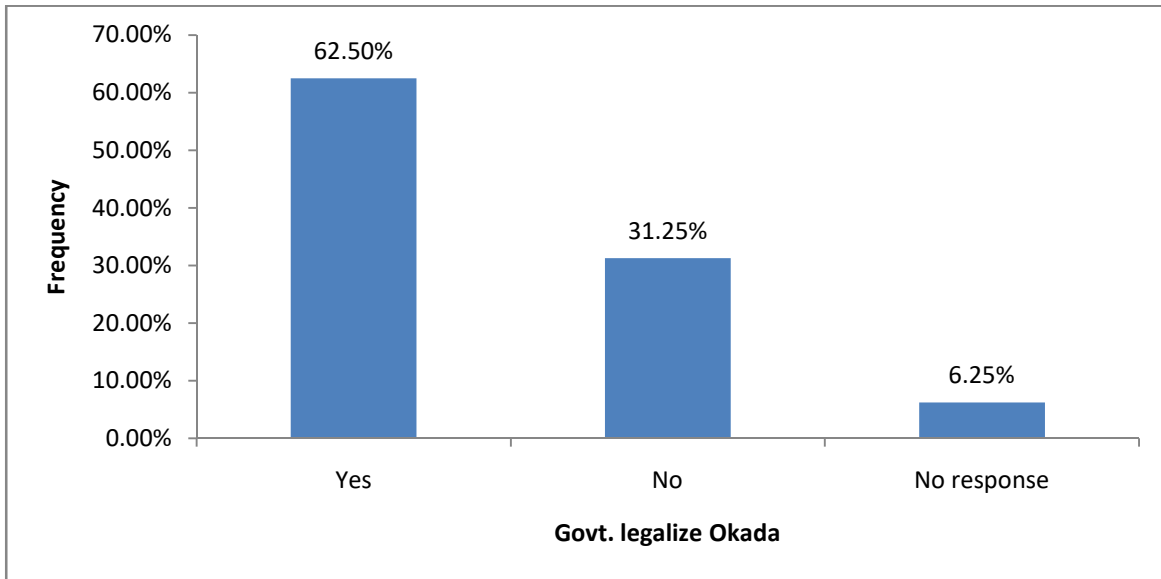


Figure 13: Government legalize operation of Okada Riding Business

**Table 3: Reasons that Influence going into Okada Riding Business (Cross tabulation)**

		Responses				Total
		SA	A	D	SD	
Unemployment	Count	65	55	25	15	160
	%	40.6%	34.4%	15.6%	9.4%	100.0%
Economic Situation	Count	70	55	15	20	160
	%	43.8%	34.4%	9.4%	12.5%	100.0%
Lack of Transport facilities	Count	60	45	30	25	160
	%	37.5%	28.1%	18.8%	15.6%	100.0%
No Alternatives	Count	55	50	35	20	160
	%	34.4%	31.3%	21.9%	12.5%	100.0%
To provide for the family	Count	70	50	30	10	160
	%	43.8%	31.3%	18.8%	6.3%	100.0%

Easy way of making money	Count	85	30	30	15	160
	%	53.1%	18.8%	18.8%	9.4%	100.0%
Total	Count	405	285	165	105	960
	% within Reasons	42.2%	29.7%	17.2%	10.9%	100.0%

**Table 4: Weighted Means of the reasons that Influence going into Okada Riding Business**

Reasons	N	Mean	Std. Deviation	Std. Error	95% Confidence Interval for Mean		Decision
					Lower Bound	Upper Bound	
1. Unemployment	160	3.2188	.96265	.07610	3.0684	3.3691	Significant
2. Economic Situation	160	3.2813	.89844	.07103	3.1410	3.4215	Significant
3. Lack of Transport facilities	160	3.1188	1.00547	.07949	2.9618	3.2757	Significant
4. No Alternatives	160	3.0438	1.03003	.08143	2.8829	3.2046	Significant
5. To provide for the family	160	3.3563	.90663	.07168	3.2147	3.4978	Significant
6. Easy way of making money	160	3.3500	1.00439	.07940	3.1932	3.5068	Significant
Total	960	3.2281	.97360	.03142	3.1665	3.2898	Significant

Table 3 above shows the cross-tabulation of the reasons that influence going into Okada riding business. Table 4 above shows the weighted means for the respondents on the reasons that influence going into Okada riding business. The respondent response to the reasons has a weighted mean of 3.2188, 3.2813, 3.1188, 3.0438, 3.3563, and 3.3500 respectively. These means were significant as they were greater than the criteria mean of 2.5000. The aggregate weighted mean of 3.2281 shows that the reasons has a significant effect on why people go into Okada riding business.

**Table 5: Preference for the use of Okada to other mode of transport (Cross tabulation)**

		Responses				Total
		SD	D	A	SA	
1. Convenience	Count	10	30	50	70	160
	%	6.3%	18.8%	31.3%	43.8%	100.0%
2. Cheapness	Count	25	30	45	60	160
	%	15.6%	18.8%	28.1%	37.5%	100.0%
3. Availability and Flexibility	Count	15	30	60	55	160
	%	9.4%	18.8%	37.5%	34.4%	100.0%
4. Does not waste time	Count	10	30	55	65	160
	%	6.3%	18.8%	34.4%	40.6%	100.0%
5. No Alternative	Count	20	40	40	60	160
	%	12.5%	25.0%	25.0%	37.5%	100.0%
Total	Count	80	160	250	310	800
	%	10.0%	20.0%	31.3%	38.8%	100.0%

**Table 6: Preference of Okada to other mode of transport**

	N	Mean	Std. Deviation	Std. Error	95% Confidence Interval for Mean		Decision
					Lower Bound	Upper Bound	
					1. Convenience	160	
2. Cheapness	160	2.8750	1.08593	.08585	2.7054	3.0446	Significant
3. Availability and Flexibility	160	2.9688	.95445	.07546	2.8197	3.1178	Significant
4. Does not waste time	160	3.0938	.91663	.07247	2.9506	3.2369	Significant
5. No Alternative	160	2.8750	1.05658	.08353	2.7100	3.0400	Significant
Total	800	2.9875	.99427	.03515	2.9185	3.0565	Significant



Table 5 above shows the cross-tabulation on what made people prefer the use of Okada to other mode of transport such as taxi. Table 6 above shows the weighted means for the respondents on the preference of Okada to other mode of transport. The respondent response to the preference shows a weighted mean of 3.1250, 2.8750, 2.9688, 3.0938, and 2.8750 respectively. These means were significant as they were greater than the criteria mean of 2.5000. The aggregate weighted mean of 2.9875 was also significant and this shows why people prefer to use Okada to other mode of transport such as taxi. The result also shows that more people seems to prefer Okada to other mode of transport due to his convenience and time management (weighted mean of 3.1250 and 3.0938)

**Table 7: Ways of minimizing accidents associated with Okada riding business(Cross tabulation)**

		Responses				Total
		SD	D	A	SA	
1. Enforcement of formal Training	Count %	37 23.1%	62 38.8%	27 16.9%	34 21.3%	160 100.0%
2. Enforce use of quality and good Okada	Count %	20 12.5%	30 18.8%	60 37.5%	50 31.3%	160 100.0%
3. Restricting their operation to specific areas	Count %	20 12.5%	25 15.6%	60 37.5%	55 34.4%	160 100.0%
4. They should belong to registered union	Count %	15 9.4%	55 34.4%	40 25.0%	50 31.3%	160 100.0%
5. Enforce safety techniques (use of Helmet)	Count %	31 19.4%	66 41.3%	36 22.5%	27 16.9%	160 100.0%
<b>Total</b>	Count %	123 15.4%	238 29.8%	223 27.9%	216 27.0%	800 100.0%

**Table 8: Ways of reducing accident associated with Okada**

	N	Mean	Std. Deviation	Std. Error	95% Confidence Interval for Mean		Decision
					Lower Bound	Upper Bound	
					1. Enforcement of formal Training	160	
2. Enforce use of quality and good Okada	160	2.8750	.99527	.07868	2.7196	3.0304	Significant
3. Restricting their operation to specific areas	160	2.9375	1.00118	.07915	2.7812	3.0938	Significant
4. They should belong to registered union	160	2.7813	.99478	.07864	2.6259	2.9366	Significant
5. Enforce safety techniques (use of Helmet)	160	2.3688	.98173	.07761	2.2155	2.5220	Not Significant
Total	800	2.6650	1.03519	.03660	2.5932	2.7368	Significant

Table 7 above shows the cross-tabulation on ways of minimizing accidents associated with Okada riding business. Table 8 above shows the weighted means for the respondents on the ways to reduce accidents associated with Okada. The respondent response to the ways shows a weighted mean of 32.3625, 2.8750, 2.9375, 2.7813, and 2.3688 respectively. The weighted means of enforcement of formal training (2.3625) and enforcement of safety techniques (use of Helmet) (2.3688) were not significant as they were less than the criteria mean of 2.5000. This implies that people do not support the use of these factors as a way to curb accident associated with Okada. The weighted means of other ways considered in the research were significant as they were greater than the criteria mean of 2.5000. The aggregate weighted mean of 2.6650 was significant as it was greater than the criteria mean. The result also reveals that the best way to curb accident associated with Okada is to restrict their operation to specific areas (weighted mean of 2.9375).

## Discussion of Findings

The research work revealed that the introduction and the use of motor cycle as commercial mode of transport arose as a result of many factors such as inadequacy of the traditional commuters to meet the population explosion especially in the urban areas, and poor infrastructural facilities like power that made some artisan to abandoned their profession that compel them to seek for other source of revenue to meet up with their daily needs such as feeding the family; children school fees, house rent and some other necessities of life. The study reveals higher percentage of school leavers and graduate engaging in Okada business because of unemployment situation, see table 3 and table 4. Other reasons deduce includes easiest and cheapest way of making money, no other alternatives, and economic hardship. For the commuters who prefer the use of Okada rather than using Taxi's and other automobile, the reasons they deduced includes flexibility, convenience, availability, does not waste time, while some have no alternative base on the areas where they reside. See table 6 and 7. The research also shows that most operators do not have formal training; they are inexperienced and are not even willing to be trained with the believed that riding of motor cycle is not difficult. See table 2. Despite the widely proclaimed hazard associated with Okada business, greater percentage still claim that they have not been involved in any accident whether minor or major.

Finally, the research revealed suggestions from the respondents on how to reduce the motor cycle incessant accidents which include enforcement of formal training, restrict their operations to areas of lows population density. Also, they should be compelled to join their Union so that they can be monitored and controlled. Finally, safety techniques should be enforced such as the use of helmet. See table 8.

## Recommendations

- All Okada operators should compulsorily register with the appropriate and approved Government Authority.
- Operators should be compelled to take some safety measures such as wearing helmet to reduce accident injuries.
- Operators should belong to a recognized Union to allow for effective control and monitoring
- Government should improve the situation of Nigerian roads
- Operators should be constantly educated either by occasional workshop, short informal training and sensitization about the hazard associated with their business.
- Operators should be restricted to specific areas of the cities especially less population density areas.

- The use of tricycle should be encouraged because it is safer than motor cycle.

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