

An Assessment of Motorcycle Operation in Ado-Odo Ota Local Government Area of Ogun State, Nigeria

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Abstract: Motorcycles contribute significantly to the number of motorized transport on the roads in Ogun State, Nigeria. This development is attributable to poor public transport supply, urban sprawl and bad roads. The use of motorcycles in Ogun State is associated with high accident rate both on the side of the riders and the passengers. This study investigated the socio – economic effects of Okada riders in Ado-Odo Ota Local Government Areas of Ogun State, Nigeria. Questionnaire was administered on a randomly selected sample of 200 users in the area. Of the 200 questionnaires administered, 183 questionnaires were received for analysis using the Statistical Package for Social Sciences (SPSS). Questionnaire was also administered on a randomly selected sample of 100 operators in the area. Of the 100 questionnaires administered, 84 questionnaires were received for analysis using the Statistical Package for Social Sciences (SPSS). Secondary data was also sourced to serve as complement to the primary data, thus allowing for a robust research. Descriptive statistical tools such as percentages were adopted to present the socio - economic characteristics in the area. Findings showed that the majority of the commercial motorcyclists are adult between the aged 31 and 40 years. Most of them (72.9%) are married and are fairly educated. All are of male gender, 78.6% of 66 respondent are full-time operators and have been in operation for up to four years. The majority of the riders engaged in the business because of the pressing need to survive and sustain their families. Furthermore, most of the riders did not take the necessary safety precautions, they drank alcohol even during business hours and these reasons have been identified as major causes for their recklessness.

Keywords: Motorcycle, Passengers, Traffic, Accident

1. Introduction

Transport is an important element in economic development and it affords the social and political interaction that most people take for granted [4]. The provision of transport infrastructure has grown extensively across the globe through a range of networks of modes which have undergone technological improvements cutting across the motive power, the tracks as well as the means which serve as compartment for passengers and goods. It is also a key player in the transfer and distribution of goods from the input points through the manufacturing line to the customers [3]. Perhaps, this led to the assertion by [6], that there is no escape from transport since it is a key stone of civilization.

In Nigeria, road transport is the dominant mode of

movement for both freight and passenger traffic. The impact of the railway has been dwindling and it eventually collapses about a decade ago.

The introduction of motorcycle popularly called ‘OKADA’ as an alternative mode of transport in urban centres was prompted by the high cost and inevitable transport service provision which impacted negatively on economic activities and mobility of the urban populace. Of particular interest is the fact that increasing demand for public transport has not been able to match the level of provision of transport services. The situation is also worsened by the increasing level of poverty of urban residents in Nigeria [5].

The use of motorcycles for urban transportation is not a new phenomenon in Nigeria. It has been commonly used as intra-city and inter-city urban and rural transport services in riverine areas of the country for over three decades. It has

also served as the common mode of inter-rural and rural-urban transport in the dispersed settlement of the eastern states and areas where the conventional public transport system services were not available [8].

2. Statement of Research Problem

The rapid rate of urbanization in Nigeria has become an issue of serious concern to policy makers in the various sectors including transport.

Meeting transportation needs of man is the most difficult challenge of every environment. The situation becomes compounded with the increasing wave of human concentration in urban centres, leading to scrupulous and unorganized land use activities. Perhaps, one of the most important steps towards the realization of better urban transportation system for Nigerian urban centres is the effective management and coordination of motorcycle passenger transport services. The association of motorcycle operators must be reorganized to provide basis for dialogue and coordination. This must be supported by central legislation to regulate their operations at various level of governance in the country particularly at state and federal levels. However, the operations of motorcycles are without entry and quality controls, including safety. [2] point to the fact that riders' (operators) training and safety precautions are grossly inadequate or completely ignored. There is also lack of delineated transport infrastructure for this mode thus leading to motorcycle-motor vehicle-pedestrian struggle for road space. The resultant effect is high incidence of road accidents involving motor cyclists/ passengers. In the past, most states made attempt to ban this mode of public transport services but its role has now become inevitable, because of inadequate public urban transport supply, as the operators are issued with riders licenses and hackney permits thus legalizing this mode surreptitiously.

Invariably, national economic development policies should be designed in such that they can stimulate broad range of urban employment opportunities that are labour intensive coupled with the capacity to encourage effective utilization of natural and human resources.

In the last two decades mobility and accessibility problems appear to have been the main challenges facing Nigeria and her cities in the country's desire for development. In cities where transportation problems are acute and concentrated, 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 centres [12].

The foregoing makes it imperative to appraise the use of motorcycles as a mode of public transport and examine the operational modalities, the perception of the residents of Ado-Odo Ota, especially the users, the constraints and benefits; then proffer measures for alleviating the identified problems/deficiencies.

3. Literature Review

The transport sector is the mover of the Nigeria economy and indeed of any economy. The importance of mobility to a nation's economic base cannot be overemphasized. Specifically, transport is central to the developmental process of a health economy and societal growth. This is due to the fact that transport influences and is influenced by other sectors that make up, not only the total urban system, but the entire human settlements as well [10].

Nigeria has been branded a country with an unenviable record of road traffic accidents in the world the contribution of road transport to the Gross Domestic product of the country has been adversely affected as a result of losses suffered from road traffic accidents and its attendant loss of property and human life.

The government's inability to provide conventional mode of transport has necessitated use of motorcycles and tricycles to move people, goods and services from one point to another under conditions considered to be unsafe and accident-prone [11].

In many Nigerian cities, transport situation has reached a crisis point; the consequence of several years of neglect by succeeding administration. Hence, there is nothing novel in stating that transportation in Nigeria is grossly inadequate [13]. Over three quarter of the households in most Nigeria cities earn income below poverty lines [7]. This has affected the rate of procedure of new vehicles, and it is obvious that this trend with the inevitable declining level of existing purchasing power has taken its toll on the mobility needs in Nigeria. In the last decade, most people in urban areas have depended heavily on motorcycle as a means of transport.

Two major issues which have dominated the development and growth of urban centres in Nigeria in the past two decades are the rapid rate of growth of the urban population and widening gap between transport demand and supply [15]. The inability to provide adequate motor vehicles for urban mobility has been responsible for the influx of used motorcycles for urban public transport into cities in Nigeria.

Some factors are also responsible for the emergence of this mode for public transport in the country. Some of these factors include: the poor economy; high rate of inflation which led to exorbitant prices of spare parts, as well as high rate of unemployment which compelled many people to seek other means of sustaining their livelihood.

In Nigeria the contribution of motorcycles to the total kilometrage travelled has increased over the years. By coincidence, the level of danger portends by its usage is also quite enormous judging from the wave of losses suffered as a result of accident arising from the conflict between motor vehicles and motorcycles in most urban centres in the country [11].

The share of motorcycle in the total number of trips made in most urban centres in the world is quite substantial particularly for low income households.

Further investigations indicate that the patronage of this service (commercial motorcyclists) cuts across all social status as most people will opt for it with the hope of reducing

the wear and tear of their private vehicles which will in the long term become more expensive to maintain.

[9] observed that motorcycles contribute significantly to the number of automobile on the roads in Nigeria. This development is attributable to poor public transport supply, urban sprawl and bad roads. The use of motorcycles in Ogun State is associated with high accident rate both on the side of the riders and the passengers. Passengers, both the rich and poor, use motorcycles purposely to beat traffic congestion, save time and enhance accessibility.

Adesanya [1] also observed that government inability to provide conventional mode of transport has necessitated use of motorcycles and tricycles to move people, goods and services from one point to another under conditions considered to be unsafe and accident-prone.

The attended neglect and gaps in Nigeria’s road traffic safety administration are great and are responsible for the high rate of traffic accidents. A chaotic situation has arisen from this unhealthy development. The major stumbling block has been identified as human factors. The problems include motorist driving culture, poor attitudinal and incompetence of many professional drivers and wide extensive indiscipline, corruption, enforcement, disobedience for law, institution gridlocks characterising the motoring behaviour. Hence, a well – founded and integrated road safety and behavioural education will serve as succour for this. Since, no matter the sophistication level of engineering ingenuity could resolve the problem except an integrated traffic education, attitudinal change, persuasion, reorientation and modification of drivers and road users’ minds and character.

Over the years, commercial motorcycle operators have organised themselves into various unions at the state and national level. It is compulsory for anyone willing to operate as a commercial motorcyclist to register with any of the affiliated associations of the transport unions.

4. Methodology

This research is a descriptive survey on an assessment of motorcycle operation in Ado-Odo Ota Local Government Areas of Ogun State Nigeria. The data was generated using the research instrument that was adopted for the study. The researcher constructed 2 questionnaires that sought the opinion of the operators and user of motorcycle in Ogun State. The number of questionnaire that was used for the analysis was 84 for the riders while the users of the motorcycle made up 183 respondents used for the research in that category.

Analysis of Responses

Table 1. Age of motorcycle rider.

		Frequency	Percent
Valid	18 - 30 years	26	31.0
	31 - 40 years	36	42.9
	41 - 50 years	12	14.3
	51 - 60 years	10	11.9
	Total	84	100.0

Source: Fieldwork, July 2016.

From the data collated on the operators of motorcycle used for the study, it was observed that 31% of them are of ages less than 18 years, 42.9% of said are of ages that span between 31 – 40 years, 14.3% indicated their ages to be between 41 – 50 years while the remaining 11.9% are of the ages between 11.9%. This goes to shows that most of the operators of motorcycle in this area are mostly people in their prime that have no other source of income or form of employment and as such have resorted to the use of the motorcycle to make a living.

Table 2. Marital status of rider.

		Frequency	Percent
Valid	No response	8	9.5
	Married	61	72.6
	Single	15	17.9
	Total	84	100.0

Source: Fieldwork, July 2016.

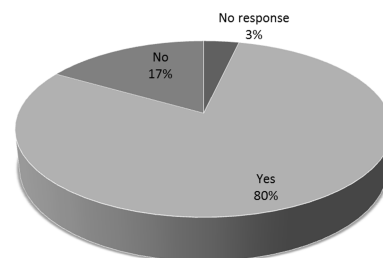
Out of the 84 operators of motorcycle used for the research, it was observed that 9.5% of them did not indicate their marital status, 72.6% of them are married while the remaining 17.9% are single. This result shows that marital status does not serve as hindrance for people who intend to take up motorcycle riding in Ogun state.

Table 3. Educational qualification of rider.

		Frequency	Percent
Valid	No response	3	3.6
	Primary education	28	33.3
	Secondary education	47	56.0
	ND / NCE	3	3.6
	HND / BSC	3	3.6
	Total	84	100.0

Source: Fieldwork, July 2016.

Evidence from the above table shows that the majority of motorcycle operators in Ogun state have secondary school level of education, accounting for 56% of the sample, 33.3% of them have primary education, though 3.6% of them did not indicate their level of education but the remaining respondents have some form of tertiary education. This reveals that more of the operators have secondary school education at the most, this could explain the nonchalant attitude that is displayed by the riders when issues that concern their safety is concerned hence the need for adequate awareness campaign for operators in Ogun state.



Source: Fieldwork, July 2016.

Figure 1. Ownership of the motorcycle.

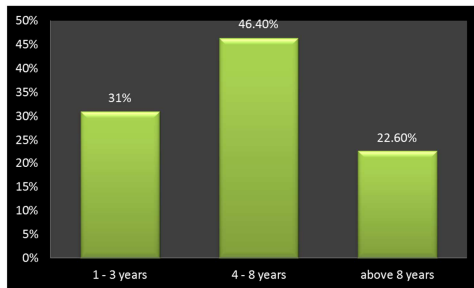
In terms of the ownership of the motorcycle been used for business, it was observed that 80% of the respondents said the bike belongs to them while 17% revealed that the bike they use is not theirs, though there is a 3% of the sample that did not reveal any information on the ownership of the motorcycle.

Table 4. Are you a registered commercial motorcycles operator.

		Frequency	Percent
Valid	Yes	73	86.9
	No	11	13.1
	Total	84	100.0

Source: Fieldwork, July 2016.

The above table reveals that the level of enforcement for the operators of motorcycle to register is highly functional in Ogun state, as 86.9% of the respondents are registered commercial motorcycle operators while the remaining 13.1% are not registered.



Source: Fieldwork, July 2016.

Figure 2. Years of experience of the rider.

The table above shows that 31% of the respondents have been on this job for a maximum of 3 years, 46.4% of them said they have been involved in the business for between 4 – 8 years while the remaining 22.6% said they have been operating motorcycle in Ogun state for more than 8 years.

Table 5. Riders involvement in serious accident since operation of motorcycle business.

		Frequency	Percent
Valid	Yes	46	54.8
	No	38	45.2
	Total	84	100.0

Source: Fieldwork, July 2016.

Out of the sample for the study, 54.8% said they have been involved in accidents since they started the business while the remaining 45.2% said they have never been involved in motorcycle accidents.

Table 6. Daily income.

		Frequency	Percent
Valid	Less than N1500	27	32.14
	N1500 – N3000	43	51.19
	More than N3000	14	16.67
	Total	84	100.0

Source: Fieldwork, July 2016.

The table shows that 32.14% of the riders earn less than N1500 daily, while 51.19% of them said the daily income is between N1500 – N3000 daily, though there is a section of the sample that said they earn more than N3000 daily and they account for 16.67% of the sample.

Table 7. Motivation of rider to the occupation.

		Frequency	Percent
Valid	The income	34	40.5
	No better Alternative	50	59.5
	Total	84	100.0

Source: Fieldwork, July 2016.

Evidence from the above table shows that 40.5% of the riders said they are motivated to go into the motorcycle business because of the income that they derive while the remaining 59.5% said they are motivated to the job because there is no better alternative.

Table 8. Gender of the User of Motorcycle operators.

		Frequency	Percent
Valid	Male	116	63.4
	Female	67	36.6
	Total	183	100.0

Source: Fieldwork, July 2016.

After collating the data generated from the survey on users of motorcycle, it was discovered that 63.4% of the users of motorcycle in Ado-Odo Ota are males while the remaining 36.6% are females.

Table 9. Age of the respondent.

		Frequency	Percent
Valid	Below 18 years	11	6.0
	18 - 30 years	69	37.7
	30 - 40 years	51	27.9
	40 - 50 years	36	19.7
	50 - 60 years	12	6.6
	Above 60 years	4	2.2
	Total	183	100.0

Source: Fieldwork, July 2016.

In terms of the age of the user of motorcycle in Ogun state, it was observed that 6% of them are of ages less than 18 years, 37.7% are of the ages between 18 – 30 years, 27.9% are of the ages between 30 – 40 years, the age range of 19.7% of them is 40 – 50 years, 6.6% said their ages is between 50 – 60 years while the remaining 2.2% said they are more than 60 years.

Table 10. Reasons for patronizing motorcycle operators.

		Frequency	Percent
Valid	No response	16	8.7
	Cheapness or affordability	16	8.7
	Comfort	7	3.8
	Reliability	10	5.5
	Reduced waiting time	106	57.9
	No alternative means	28	15.3
	Total	183	100.0

Source: Fieldwork, July 2016.

The reason for patronizing the motorcycle operators is shown in the table above, it reveals that 8.7% of the sample did not answer, 8.7% said it is because it is affordable, the comfort is given as a reason for patronage by 3.8%, 5.5% said the reason is its reliability, a majority of the sample said the reason is that it reduces waiting time while the remaining 15.3% said its because there is no other alternative means of transportation.

Table 11. Purpose for using motorcycle as a mode of transportation.

		Frequency	Percent
Valid	No response	16	8.7
	School	21	11.5
	Work	117	63.9
	Social activities	9	4.9
	Others	20	10.9
	Total	183	100.0

Source: Fieldwork, July 2016.

On collation of results, it was discovered that 63.9% of the users of motorcycle operators use it for the purpose of going to work, 11.5% said it is used when going to school, only 4.9% of the sample use it for social activities, 8.7% of the sample did not answer the question while the remaining 10.9% said it is used for other purposes.

Table 12. Users involvement in motorcycle accidents.

		Frequency	Percent
Valid	no response	3	1.6
	Yes	35	19.1
	No	145	79.2
	Total	183	100.0

Source: Fieldwork, July 2016.

In terms of involvement in accidents, the table reveals that 79.2% of the respondents said they have never been involved in motorcycle accident, 19.1% said they have been involved in motorcycle accidents, though 1.6% did not answer the question.

Table 13. Users' assessment of the quality of service provided.

		Frequency	Percent
Valid	Good	32	17.5
	Poor	51	27.9
	Highly risky	96	52.5
	Below expectation	4	2.2
	Total	183	100.0

Source: Fieldwork, July 2016.

In terms of the quality of service that the motorcycle operators provide, it was observed that 17.5% of them ranked the quality as Good, 27.9% of them said the quality level is poor, 52.5% of the users see the level of quality as highly risky while the remaining 2.2% said it is below expectation.

5. Recommendation

One of the most important steps towards the realization of better urban transportation system for Nigeria urban centres

is the effective management and coordination of motorcycle passenger transport services.

National economic development policies should be designed such that they can stimulate broad range of urban employment opportunities that are labour intensive coupled with the capacity to encourage effective utilization of natural and human resources.

In some areas where buses are completely absent, efforts should be made to encourage the use of tricycle which provides more protection than motorcycles.

If the motorcycle as a mode of public transport must exist, adequate infrastructure facilities in addition to through screening of the motorcycles for roadworthiness and testing of the operators for efficiency, standardization of motorcycle to be used among others should be done. The cost of providing this will no doubt be higher than the cost of adding a few buses to the existing ones to alleviate the problems of commuters and mitigate the incessant road carnage occasioned by motorcycles.

6. Conclusion

The objective in this study examines the use of the motorcycle as a mode of public passenger transport, through the study of the operators, users, and the efficiency or otherwise of this mode. The result so far indicates that the adverse economic situation of the country has forced the operators into this business, and not the interest of meeting the demand created by inadequate transport facilities. On the other hand, the users are constrained to use this mode in the absence of alternatives.

The study also shows with reasons that the motorcycle is not in any way a mode to be used for intra-urban public transport.

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