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 transports on the road in Ogun State, Nigeria. This development is attributable to poor public transport supplies, urban sprawl, and bad road conditions. The use of motorcycles in Ogun State is associated with high accident rates both on the side of the riders and the passengers.

The collapse of public intra-city transport systems paved the way for the rise of motorcycles as a means of public transportation in Nigeria. Popularly referred to as *Okada,* motorcycles are used for public transportation in most Nigerian towns and cities. In many places, they have displaced the use of motor cars for public intra-city transportation. This paper discusses the emergence of motorcycles as a means of commercial transportation. The challenges associated with its use are discussed and recommendations are given on how to regulate the activities of the *Okada* riders to make them contribute more positively to the society.

This study investigated effects of socio– economic effects of Okada riders in Ado-Odo Ota Local Government Areas of Ogun State, Nigeria. The study was carried out using the questionnaire method to elicit vital information from one hundred respondents who were randomly- selected from five Okada parks within Ado-Odo Ota. Simple percentage was used to analyze the data. The findings showed that a 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 accidents, traffic safety)

INTRODUCTION

Transport is an important element in economic development and it affords the social and political interaction that most people take for granted (Button and Hensher, 2001). 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 (Badejo, 2002). Perhaps, this led to the assertion by Mumby (1968), that there is no escape from transport since it is a keystone 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. Air transport is unavailable to the urban poor while the potentials of water for inland transportation have not been fully exploited. The mono transport mode nature of urban mobility in the country has been responsible for the collapse of public transport and the concomitant suffering of commuter in urban centers (Badejo, 2007).

The introduction of motorcycle popularly called 'Okada' as an alternative mode of transport in urban centers 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 (Gbadamosi, 2006).

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 (Ogunsanya and Galtima, 1993). Unfortunately, the rise of the Okada commercial enterprise has been accompanied by increased levels of high-risk behaviors and accidents on Nigerian roads.

As a result, both the riders and the business have come under heavy attack culminating in legislation restricting or prohibiting their operations in some Nigerian cities. Okadas, like all motorcycles elsewhere, have a far higher rate of causing crippling and fatal accidents per unit of distance than automobiles. Such accidents are usually caused by the fact that many Okada riders are either untrained or unlicensed. Additional a majority do not pay attention to road signs or other motorists on the road. Moreover, some of them operate their business under the influence of alcohol and they carry more than the stipulated number of passengers. Some law enforcement agents sometimes overlook their offences either passively, or after they have been bribed.

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. The growth pattern and variety of land uses in the state have also complicated transport demand situation in the state. Public transportation services within the metropolis have also been insufficient. Thus, inadequate and inefficient transport situation are issues of major concern in Ogun state.

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 centers, 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 centers 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. The current practice where anyone can just put motorcycle on the road for commercial services should be stopped. It might be necessary to empower individuals who are interested in running public transport to acquire serviceable vehicles as a way of reducing the influx of motorcycles and also to reduce the tendency of restricting urban commuters to motorcycle as the only available options.

However, the operations of motorcycles are without entry and quality controls, including safety. Adesanya (2004) points 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.

Another worrisome perspective to this problem is the use of motorcycles by men of the underworld to rob people of their valuables, dupe unsuspecting passengers, as well as practice kidnappings, rituals. There has also been an emergence of bag snatchers using motorcycles.

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

The situation with respect to the dangerous trend in the operation of motorcycles in urban centers calls for a radical approach towards finding effective solutions to the problem of loss of property and human life associated with motorcycles. The current situation calls for a better integration of the activities of motorcycle operators as part of the large urban transport system. It is important to make the operation of motorcycles more refined considering the poverty level of urban residents coupled with the restricting of their choice as result of own availability of reliable public transport service.

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 centers (Oni, 1999).

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.

The Emergence of Commercial Motorcycle Operations

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 healthy 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 (Okanlawon and Oni, 2010).

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 (Gbadamosi, 2006). 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 (Olagunju, 2008). The megacity status of Lagos has caused urban mobility problems which have necessitated the use of motorcycle as a means of road transport, this as a result of congestion in Lagos. Motorcycles (Para-transit) provide direct longer distance services on routes where the formal sector supply is slower or infrequent. In Africa, it is the dominant mode of transport for the poor, (World Bank, 2002).

In many Nigerian cities, transport situations have reached a crisis point; the consequence of several years of neglect by succeeding administrations. Hence, there is nothing novel in stating that transportation in Nigeria is grossly inadequate (Oyesiku, 2002 and Odufuwa, 2008). Over three quarter of the households in most Nigeria cities earn income below poverty lines (Ademiluyi, 2004; Gbadamosi and Odufuwa, 2006). 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. The few people who have access to private motorized means; either for unavailability of spare parts or because of its prohibitive price of moving around, find it extremely difficult to maintain their vehicles. In other words, poor quality, unaffordable, unsafe and grossly uncomfortable means of mobility in Nigeria cities pose great threat to people.

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 (Oyesiku, 2001). Studies have shown that many city dwellers and the predominant private sector urban public transport operators found it

extremely difficult to acquire new vehicles and maintain their existing fleet. The steady decline in the level of motorization created crisis in the transportation sector of the economy. 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. The increasing use of motorcycles for urban public transport service, therefore, emerged to fill the gap in the demand and supply of public transport in most urban centres in the country (Adesanya, 1998).

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. He also discovered the unsatisfactory nature of the level of services provided by the motorcycle operators especially in respect of safety. The relevant aspects in this regard includes: absence of segregated lane for operators; unethical riding characteristics ; lack of adequate training; non-compliance with traffic rules and regulations; impatience and conflicts between motorists, pedestrians and motorcyclists.

In Nigeria the contribution of motorcycles to the total annual distance 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 (Olagunju, 2008).

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. Rietveid (2001) identified the following as the major factors that have attracted the use of motorcycle as major factors that have attracted the use of motorcycle as means of public transport in most location:

- Provision of door-to-door transport
- Biking and walking infrastructure usually has a very high spatial penetration
- Cycling does not lead to waiting at public transport stops.
- Cycling has encouraged environmental performance;
- Motorcycles are cheap transport modes;
- They complement the concept of multi modal transport chains.

On the contrary, in their study on the use of motorcycle in public passenger transport service provision, Ogunsanya and Galtima, (1993) in Yola observed that the efficiency of this mode is high and that apart from inefficiency of the taxi services, the structure of the roads makes door to door services preferred by the commuters impossible. Hence, the inevitable use of commercial motorcycles. 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.

Oni (2010) 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.

Fashina (2010) 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 behavior. 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 organized 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. The existing associations are the Amalgamated Commercial Motorcycle Riders Association of Nigeria (ACOMORAN), Motorcycle Owners and Riders Association (ANACOWA) and in the case of Lagos, there is also the Motorcycle Operators Association of Lagos State known as MOALS. ANACOWA is an affiliate of Road Transport Employers' Association of Nigeria (RTEAN).

METHODOLOGY

Research Design

This research is a descriptive survey on an assessment of motorcycle operation in Ado-Odo Ota Local Government Areas of Ogun State Nigeria.

Population and Sampling procedure

The targeted population of the study was the commercial Okada riders and the passengers in Ado-Odo Ota Local Government Areas of Ogun State Nigeria. Five Okada parks were purposively-selected from the study areas and one hundred (100) Okada riders who were randomly- selected from the five parks.

Research Instrument

The research instrument used was a set of questionnaire divided into two parts. Part one contains the demographic characteristics of the respondents, while part two reflects questions that bother on the ways and manner through which the Okada riders carry out their business activities and the users' perception.

Method of Data Analysis

Simple percentage was used to analyze the data on demographic information.

DATA ANALYSIS AND PRESENTATION OF RESULTS

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. This occurred as 16 of the riders either did not return the questionnaire or it was not properly filled, the same happened to the 27 respondents that should have made the sample for users of motorcycle 200 respondents.

Presentation of the Items Analysis

In this section of the study, the frequency table will be employed to present the distribution and opinion of the sample on the issues raised in the questionnaire. The frequency table used will show the count (frequency) of respondents in each category, simple percentage, valid percentage and the cumulative percentage. All the explanation of the tables will be done using the simple percentage of the distribution

Table 1: Age of Motorcycle Rider.

Data	Frequency	Percent
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.

Data	Frequency	Percent
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.

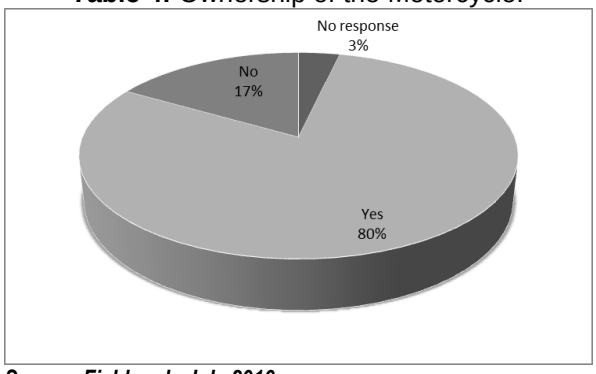
Table 3: Educational Qualifications of Riders.

Data	Frequency	Percent
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, though3.6% 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.

Table 4: Ownership of the Motorcycle.



Source: Fieldwork, July 2016

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 5: Are you a Registered Commercial Motorcycles Operator.

Data	Frequency	Percent
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.

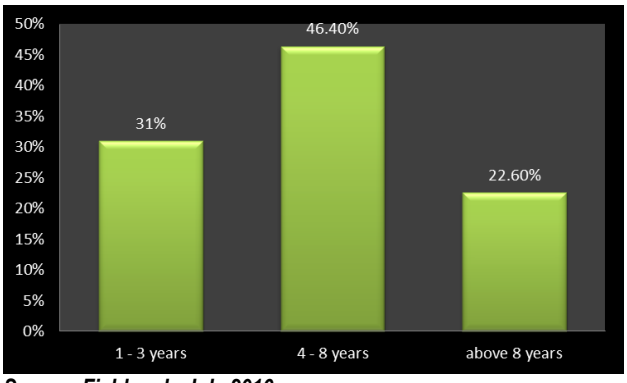
Table 6: Use of Motorcycle as Full-Time Occupation.

Data	Frequency	Percent
Yes	66	78.6
No	18	21.4
Total	**84**	**100.0**

Source: Fieldwork, July 2016

It was discovered that out of the 84 riders used for the study, 78.6% of them use the motorcycle business as their full time occupation while the remaining 21.4% use the business to augment their meager income. This reveals the level of unemployment that is apparent in Ogun State, hence the study would recommend that the government look into provision of adequate jobs in order to avoid cases where people who have not learnt to ride a bike to the business just to make ends meet.

Table 7: Years of Experience of the Rider.



Source: Fieldwork, July 2016

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 8: Riders Involvement in Serious Accidents since Operation of Motorcycle Business.

Data	Frequency	Percent
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 9: Daily Income.

Data	Frequency	Percent
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 10: Riders number of working days per week.

Data	Frequency	Percent
No response	6	7.1
5 days	15	17.9
6 days	42	50.0
7 days	21	25.0
Total	84	100.0

Source: Fieldwork, July 2016

From the above table, it is seen that out of the 84 riders used for the analysis, only 17.9% of them work 5 days a week, 50% of them said they work for 6days in a week while the remaining 25% work for 7days a week. This reveals that most of the riders work under stress as they are constantly in the road without adequate time for them to rest.

Table 11: Motivation of Rider to the Occupation.

Data	Frequency	Percent
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 12: Gender of the User of Motorcycle Operators.

Data	Frequency	Percent
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 13: Age of the Respondent.

Data	Frequency	Percent
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 60years.

Table 14: Occupation of Respondents.

Data	Frequency	Percent
Self employed	43	23.5
Civil servant	51	27.9
Private employment	56	30.6
Student	29	15.8
Others	4	2.2
Total	**183**	**100.0**

Source: Fieldwork, July 2016

The questionnaire used to gather information also measured the occupation of the users of motorcycle in Ogun State, it was discovered that 23.5% of the users are self-employed, 27.9% said they are civil servants, 30.6% of them work in private organizations, 15.8% are students while the remaining 2.2% have other forms of occupation.

Table 15: Reasons for Patronizing Motorcycle Operators.

Data	Frequency	Percent
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 reasons for patronizing the motorcycle operators are 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 it 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 16: Purpose for using Motorcycle as a Mode of Transportation.

Data	Frequency	Percent
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 17: Users Involvement in Motorcycle Accidents.

Data	Frequency	Percent
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 18: Users' Assessment of the Quality of Service Provided.

Data	Frequency	Percent
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.

SUMMARY OF FINDINGS

Commercial Motorcycle Operators

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. Their main reason for going into the business is to generate income especially when better alternatives are lacking. Their operations are also not restricted to a particular area of the city.

Most of them use Bajaj type of motorcycle due passengers' preference with others. However, majority of the operators own their motorcycles, most of which are on the average aged between 1 and 4 years from the date of purchase. Mode of acquisition of these motorcycles could be by full payment (for the majority) and hired purchase (for some).

58.3% of 84 operators are registered either with the State Motor Licence Office or the Union, while most of them have updated particulars and 71.4% were not tested before licence was issued. Most of them work for between 6 and 7 days per week with average daily number of passenger ranging from 21 to 40 persons. Quite a number of them were not involved in accidents. Frequency of accidents for those that had experienced it ranged from between 1 and 4 times. Most of them also claimed they wear protective materials like helmet and goggles and, would not carry two passengers for a single trip.

Younger operators tend to be more involved in accidents. Similarly, those who are relatively new in the operation are more prone or involve in accidents. Some of the serious problems facing the operators include extortion from law enforcement agents such as police, the union, bad roads, high cost of fuel and high cost of spare parts, among others. Suggestions offered for improvement include: provision of good motorable roads, reduction in fuel and cost of spare parts, ban of union activities, among others.

Commuters

65.6% of 183 numbers of the commuters interviewed are aged between 18 and 40 years. Most of them (55.2%) are married while 42.1% are single. The rest are either divorced or widowed. Their education level ranges from secondary to tertiary qualification. Their prevailing occupation ranges from private employment to civil service. Majority of them are found among the low and medium income earners.

Most of them patronise commercial motorcyclists with the reason that it reduce waiting time and there is no existence of alternative means. They patronise these operators mainly for journey to work, social activities, school and shopping in that order. The waiting period for most of them ranges from between less than one minute and three minutes. Most of them had experienced

accidents with motorcycles hence their rating of the safety standard of commercial motorcyclists as poor and highly risky. In spite of this, the quality of services of these operators was on the average rated as good by some of the commuters, especially door to door service.

Some of the problems identified as confronting commercial motorcycle operators by the commuters include too many passengers having a particular preference to a brand, (Bajaj), occurrence of accidents, bad road among others in their order of seriousness. To improve their services, the suggestions offered by the commuters include: enlightenment campaign/traffic education; construction and rehabilitation of roads; provision of safety control measures; introduction of mass transit, among others.

RECOMMENDATIONS

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.

The current practice where anyone can just put a motorcycle on the road for commercial services should be stopped. It might be necessary to empower individuals who are interested in running public transport to acquire serviceable vehicles as a way of reducing the influx of motorcycles.

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.

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