

Assessment of socio-demographic characteristics of commercial motorcyclist in Akure, Nigeria

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Accepted 25 August, 2014

ABSTRACT

The socio-demographic characteristics of commercial motorcyclist in Akure are assessed. A total of 1530 respondent were served with questionnaires which represents 75% of the total population selected through triangulation of sampling methods and cuts across all the selected units from each parks. The calculation for sample size was based on the consideration to examine at least half (50%) of the total study population; 1343 questionnaires were retrieved for data analysis, which represent 65.8% of the total population and 87.8% response rate. The analysis show that 745 (55.3%) are between the ages of 21 and 30 years representing the predominant age group. There is also 1337 (99.62%) males and 6 (0.38%) are females, while 803 (59.8%), 497 (37.0%) and 27 (2.0%) single, married and divorced riders respectively. Studies also revealed that 429 (32.0%) possess primary school leaving certificate, 651 (48.5%) have secondary school certificate, 261 (19.4%) hold tertiary education. Since larger percentage of the riders hold primary school leaving certificate, this contributes to their bad behavioral attitude while many of them are prone to accidents since they find it difficult to interpret road signs which hinder them from maintaining various safety measures on the highways. Traffic education measure and traffic law enforcement that will encourage good driving behavior is recommended.

Keywords: Socio-demographic, commercial motorcyclist, traffic education, law enforcement.

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INTRODUCTION

A decline in organized public transport systems has led to rapid growth in non-conventional means of public transport, initially provided by minibuses and shared taxi/vans, and more recently by commercial motorcycles. The motorcycle is a motorized two-wheeled vehicle that is commonly used in developing countries like Nigeria as a mode of transportation. Over the past decade there has been a significant growth in the use of motorcycles as a commercial public transport mode. While offering certain transport advantages in the form of easy maneuverability, ability to travel on poor roads, and demand responsiveness, commercial motorcycle service growth has also led to an increase in road accidents, traffic management problems, pervasive noise and increases in local air pollution and greenhouse gas emissions

Motorcycles are relatively cheap to own and it provide convenient and relatively inexpensive alternative to automobiles. It is less regulated (in terms of licensing,

enforcement and insurance) and can be faster than other modes on very congested roads, by swerving and bypassing other vehicles. In Nigeria and Akure in particular, the use of motorcycle for private and public transportation cannot be overemphasized as numbers of motorcycles on Nigerian roads particularly in strategic urban centers and rural areas outshine that of motor vehicles. As revealed in the works of authors like Olobomehin (2012) and Arosanyin et al. (2011), motorcycles are an additional means of commercial transportation, employment generation and earnings in Nigeria. Also, Fasakin (2001) observed that motorcycles have many advantages over taxis and buses because it conveys passengers to places that taxis and buses cannot get to. Currently, motorcycle popularly referred to as "Okada" has become generally accepted as means of commercial transportation, also as possibly the best form of flexible public transportation system in Nigeria.

Oyesiku and Odufuwa (2002), affirm that the rise in the use of *okada* for public transportation in Nigeria pointing out that the decrease in the supply of new vehicles of all types since the 1970s contributed to the emergence of motorcycles "Okada" for commercial transportation. The commuter without a vehicle, who is the primary customer of public transport, may find it more convenient to use a motorcycle as soon he is able to afford it, particularly when the public transport is not competitive (Aderamo and Olatujoye, 2013).

The use of motorcycle as a mode of transportation increases tremendously due to the increasing level of poverty of urban residents (Olubomehin, 2012). In Lagos, for example, it was often difficult to get conventional means of transportation to move people into and out of many areas (Ikeano, 1991). The inadequacy of the transport system was handled with the emergence of motorcycles for commercial purpose in the streets of Lagos. Olubomehin (2012) examined the development and impact of motorcycles as means of commercial transportation in Nigeria. He identified rapid rate of urbanization in the face of inadequate means of transportation, high rate of unemployment prevalent in the country in the 1980s as a fall-out of the downturn in the Nigerian economy at this period and the relative lucrative nature of commercial motorcycle business as factors responsible for the growth of motorcycle business in Nigeria.

Ogunsanya and Galtima (1993) in their research conducted in Yola, Adamawa state, found that economic depression and inadequate transport facilities were factors giving rise to the use of motorcycles as means of public transportation. However, the pattern of registration of motorcycle operation reflects the magnitude of urbanization at various locations in the country. States with high level of motorcycle registration coincides with those with high urban population. Lower registration of motorcycle operators in some states can be explained by the presence of effective private public buses and taxi operation (Gbadamosi, 2006). According to Gbadamosi (2006), it is important to note that the registration of motorcycles in various states does not reflect the actual number of motorcycles in operation but to a large extent could serve as a yardstick for arriving at the level of motorcycles in operation.

This research will assess the social-demographic characteristic of the commercial motorcyclist in Akure, Ondo State, Nigeria.

METHODOLOGY

Study area

Akure is a traditional Nigerian city and like other traditional Yoruba towns in the country, it existed long before the advent of British colonial rule in the country. The city

is located within Ondo State in the South Western part of Nigeria. Akure with the provisional census figure of 387,087 people according to 2006 national population census, is located on latitude 70 20"N and longitude 50"E. The natural pattern of development is linear along its main roads viz Oyemekun-Oba Adesida road and Arakale-Oda road. The existing land use is characterized by a medium density of structure within the inner core areas. Akure is mostly residential areas forming over 90% of the developed area but additional activities such as warehousing, manufacturing, workshops and other commercial uses are commonly located within the residential neighborhoods. The present traffic composition of Akure is dominated by taxis, Okadas and minibuses. Figure 1 is the geographical map of Akure.

Methods

Reconnaissance survey of the study area was conducted to assess the socio-demographic characteristics of commercial motorcycle riders. The population of the study covered all classes of registered commercial motorcyclist, both full-time and part-time operators. The calculation for sample size was based on the consideration to examine at least half (50%) of the total study population. A total of 1530 respondent were served with questionnaires which represents 75% of the total population selected through triangulation of sampling methods and cuts across all the selected units from each parks. The needed data was obtained through primary source and this involved the use of both questionnaire and in-depth interview. The questionnaire consist of questions with options from which respondents are expected to pick response as applicable (close-ended) and questions which allow respondents to freely express their opinion on the subject matter (open-ended), both univariate analysis (that is, frequency distribution and percentages) and content analysis to complement the survey findings was employed for this study. Only one thousand, three hundred and forty three (1,343) questionnaires were retrieved for data analysis, which represent 65.8 % of the total population and 87.8% response rate. Table 1 shows the list of coded registered motorcycle parks in Akure.

RESULTS AND DISCUSSION

Demographic characteristics of the respondents

Age of motorcycle rider

Results of socio-economic and demographic characteristics of the respondents as presented in Table 2 shows that 745 (55.3%) respondents are between the ages of 21 and 30, 260 (19.3%) are between 31 and 40

MAP OF NIGERIA SHOWING THE STUDY AREA

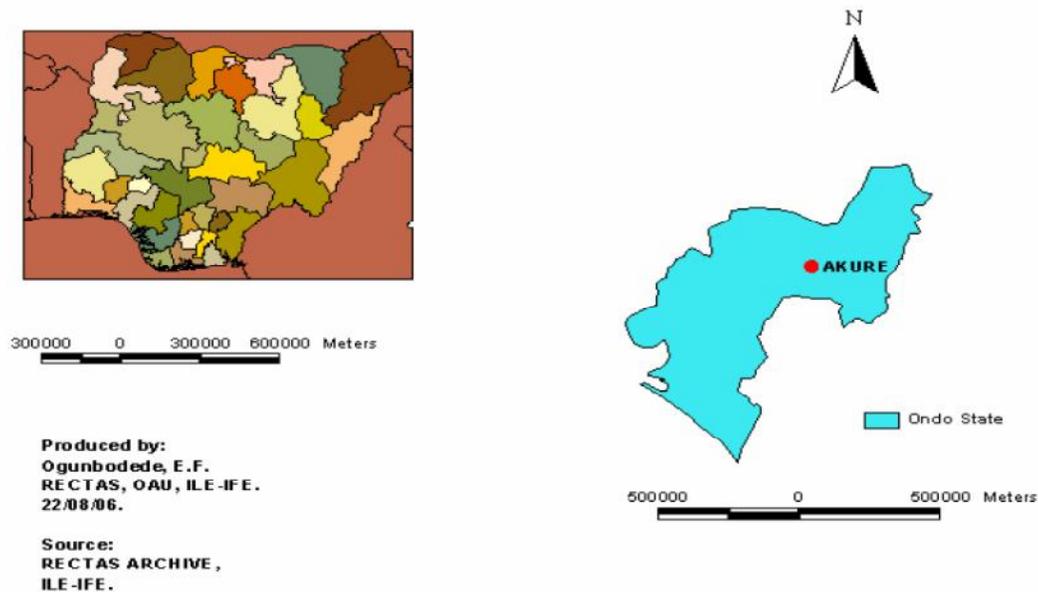


Figure 1. The map of Ondo State showing the study area.

Table 1. List of registered motorcycle parks in Akure.

S/No.	Motorcycle park	S/No.	Motorcycle park	S/No.	Motorcycle park
1.	Alagbaka First Bank (P1)	19.	Obanla (P19)	37.	Texaco (P37)
2.	Nepa North (P2)	20.	Isolo (P20)	38.	Isikan Market (P38)
3.	Nepa south (P3)	21.	Odokoyi (P21)	39.	Bypass (P39)
4.	Continental (P4)	22.	Plaza (P22)	40.	Ijapo (P40)
5.	Sijuade (P5)	23.	Araromi (P23)	41.	Oke-ijebu (41)
6.	Osinle (P6)	24.	Adegbola (P24)	42.	Cathedral (P42)
7.	Sunday Bus Stop (P7)	25.	Orita-Obele (P25)	43.	Stadium (P43)
8.	Olukayode (P8)	26.	Onyearugbulem (P26)	44.	Maronu/new Stadium (P44)
9.	Ijomimo (P9)	27.	Lafe (P27)	45.	ShagariVillage (P45)
10.	Commercial (P10)	28.	Leo (P28)	46.	Edo-lodge (P46)
11.	Abiodun (p11)	29.	Champion (P29)	47.	Futa-stateline (P47)
12.	Idanre Garage (P12)	30.	Danjuma (P30)	48.	Fadaka (P48)
13.	IloroMarket (P13)	31.	Ajipowo (P31)	49.	Old-Garage Oke-Aro (P49)
14.	General Hospital (P14)	32.	Army Barrack (P32)	50.	Oluwatuyi Roundabout (P50)
15.	LAO (P15)	33.	Adebowale (P33)	51.	Odole (P51)
16.	Adedeji Market (P16)	34.	Awule (P34)		
17.	Oja-alakara (P17)	35.	Car Street (P35)		
18.	Post office (P18)	36.	Fanibi (P36)		

Source: Amalgamated of Motorcycle Owners and Riders Association of Nigeria Akure Branch.

years, 216 (16.0%) are under 20 years of age, while 88 (6.5%) were in the age bracket of 41 to 50 years and a small fraction of respondents fall within 51 years and above which is 34 (2.5%). Thus, commercial motorcycle riders between the ages of 21 to 30 years represent the predominant age group of commercial motorcycle riders

in the study area.

Sex distribution of the motorcycle rider

Analysis of the sex distribution of the respondents

Table 2. Socio-demographic characteristics of respondent.

Group	Age (years)	Sex		Marital Status			Educational Status		
	Proportion/ Percentage	Male	Female	Single	Married	Divorce	Primary	Secondary	Tertiary
< 20	216 (16.0%)	1337 (99.62%)	06 (0.38%)	803 (59.8%)	497 (37.0%)	27 (2%)	429 (32.0%)	651 (48.5%)	261 (19.4%)
21-30	745 (55.3%)								
31-40	260 (19.3%)								
41-50	88 (6.5%)								
51 and above	34 (2.5%)								

showed that the commercial motorcycles riders are male dominance with a total of 1337 (99.62%) while 6 (0.38%) are females.

Marital status of motorcycle rider

The distribution of the marital status of the respondents shown in Table 2 revealed that there were 803 (59.8%), 497 (37.0%) and 27 (2.0%) single, married, and divorced riders respectively; thus, care free attitude of the riders can be attributed to the facts that larger percentage of them are single with little or no responsibility.

Education status of the motorcycle rider

Analysis revealed that 429 (32.0%) of the rider possess primary school leaving certificate, 651 (48.5%) have secondary school certificate, 261 (19.4%) hold tertiary education as shown in Table 2. Since larger percentage of the commercial motorcycle hold primary school leaving certificate, this contributes to bad behavioral attitude of the riders and many of them are prone to accidents since they find it difficult to interpret road signs which hinder them from maintaining various safety measures on the highways.

Income level of motorcycle riders in Akure

Table 3 shows the average daily income of the commercial motorcycle riders in the study area. The amount made per day depends on the efficiency of the motorcycle, aggressiveness of the riders and the period of operation. However, the commercial motorcycle riders made good income from this mode of transportation which account for why the business is attracting many people especially the drop-out and young school leavers.

CONCLUSION

The study on socio-demographic characteristics on

Table 3. Average daily income.

Average income (₦)	Percent
500 - 1,000	4.0
2,600 - 3,000	30.8
1,100 - 1,500	16.0
1,600 - 2,000	13.3
3,100 - 3,500	12.0
3,600 - 4,000	4.5
4100 and above	5.0

commercial motorcycle riders in Akure metropolis has been appraised. Findings show that majority of them are have primary school leaving certificate, while some of them were apprentice in one skill or the other like auto mechanics and vulcanizer among others. The business is attractive and lucrative since it is a ready source of daily income. However, stringent measure and traffic law enforcement that will encourage good driving behaviour should be in place. Adult literacy classes should be provided by the government for those who cannot read or write this will enable them interpret various road signs. Though, motorcycle riding business serves as a means of livelihood for unemployed youth especially those with tertiary education, Nigerian government should provide skill acquisition centres with proper incentives and setting small scale industries for the teeming youth.

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