

**ASSESSMENT OF COMMERCIAL MOTORCYCLISTS' MOTIVATORS INTO
CRIME INDULGENCE IN MALABA TOWN, BUSIA COUNTY, KENYA**

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**A RESEARCH PROJECT SUBMITTED IN PARTIAL FULFILLMENT OF THE
REQUIREMENTS FOR THE AWARD OF MASTER DEGREE OF ARTS IN
SECURITY STUDIES AND CRIMINOLOGY OF
MOUNT KENYA UNIVERSITY**

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DECLARATION AND APPROVAL

Declaration

This project is my original work and has never been presented for any academic award in any institution.

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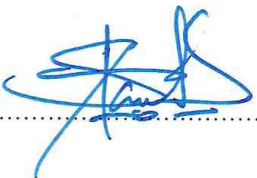
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Approval

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Signature.......... Date..... 5/07/2025

DEDICATION

Dedicated to my wife Evelyne and children Philip, Gerald, Mercy, Priscilla, and Angel,
whose unwavering love and support made this journey possible.



ACKNOWLEDGEMENTS

By God's unmerited favor and the gift of life, it has been a great privilege to undertake this study, for which I am truly grateful. I sincerely thank my supervisor, Rev. Sgt. Rtd. Dr. Elijah Onyango Standslause Odhiambo, Ph.D., for his patience, dedication, and unwavering commitment throughout the preparation of this project may God bless him always. I extend my gratitude to the Institute of Security Studies, Justice, and Ethics at Mount Kenya University for their invaluable guidance and support. Special thanks go to my beloved wife, Evelyne Ingaa, and children Philip Okuta Odima, Gerald Odima, Mercy Odima, Priscilla Angariamait, and Angel Pauline Odima for their love, encouragement, and ability to bring joy during challenging moments. I also appreciate my friends, classmates, and all who participated in this study. Their support and encouragement have been instrumental in the successful completion of this academic journey.

ABSTRACT

The factors influencing individuals to engage in criminal activities are a major global concern, with various elements contributing to such behavior. In Kenya, the increasing involvement of commercial motorcyclists in crime has raised alarm, particularly in Malaba Town, Busia County. While the boda boda sector provides vital employment opportunities, especially for the youth, it has also become associated with rising insecurity in the region. This study explored the key factors motivating criminal involvement among commercial motorcycle operators, aiming to inform policy interventions that can enhance public safety and reduce crime. It examined how socio-economic challenges such as financial hardship, lack of alternative employment, and limited education contribute to criminal behavior. These pressures may compel some operators to engage in crime as a means of survival. The study also assessed the influence of commercial motorcyclists on public perceptions of safety. Operators can shape trust among road users, particularly in high-crime zones, either enhancing or undermining the community's sense of security. Additionally, the study evaluated the effectiveness of law enforcement in deterring crime among boda boda operators. Weak policing, corruption, and delayed responses were found to reduce the impact of enforcement efforts. Grounded in Rational Choice Theory and Routine Activity Theory, the study adopted a mixed-methods approach, combining qualitative and quantitative data collection. Surveys, interviews, and focus group discussions were conducted with commercial motorcyclists, passengers, law enforcement officers, government representatives, and community leaders. Stratified and random sampling were used to select a representative sample, while purposive sampling identified key informants. Quantitative data were analyzed using SPSS, and qualitative data were coded and analyzed thematically using NVivo software. The findings revealed strong correlations between socio-economic status, public safety perceptions, substance abuse, and involvement in criminal behavior. Regression analysis confirmed that financial hardship and insecurity were significant predictors of crime. While effective policing could reduce criminal activity, its impact was weakened by systemic flaws, including corruption and limited law enforcement presence. The study concludes that addressing crime in the boda boda sector requires a multi-faceted approach. Recommendations include improving socio-economic conditions, expanding employment opportunities, increasing law enforcement visibility and integrity, and addressing substance abuse. These steps are critical in restoring public trust, reducing crime, and supporting sustainable urban development. The findings provide actionable insights for policymakers, security agencies, and community stakeholders. They underscore the importance of targeted interventions and institutional reforms to create safer communities and rebuild confidence in commercial transport services in Malaba Town.

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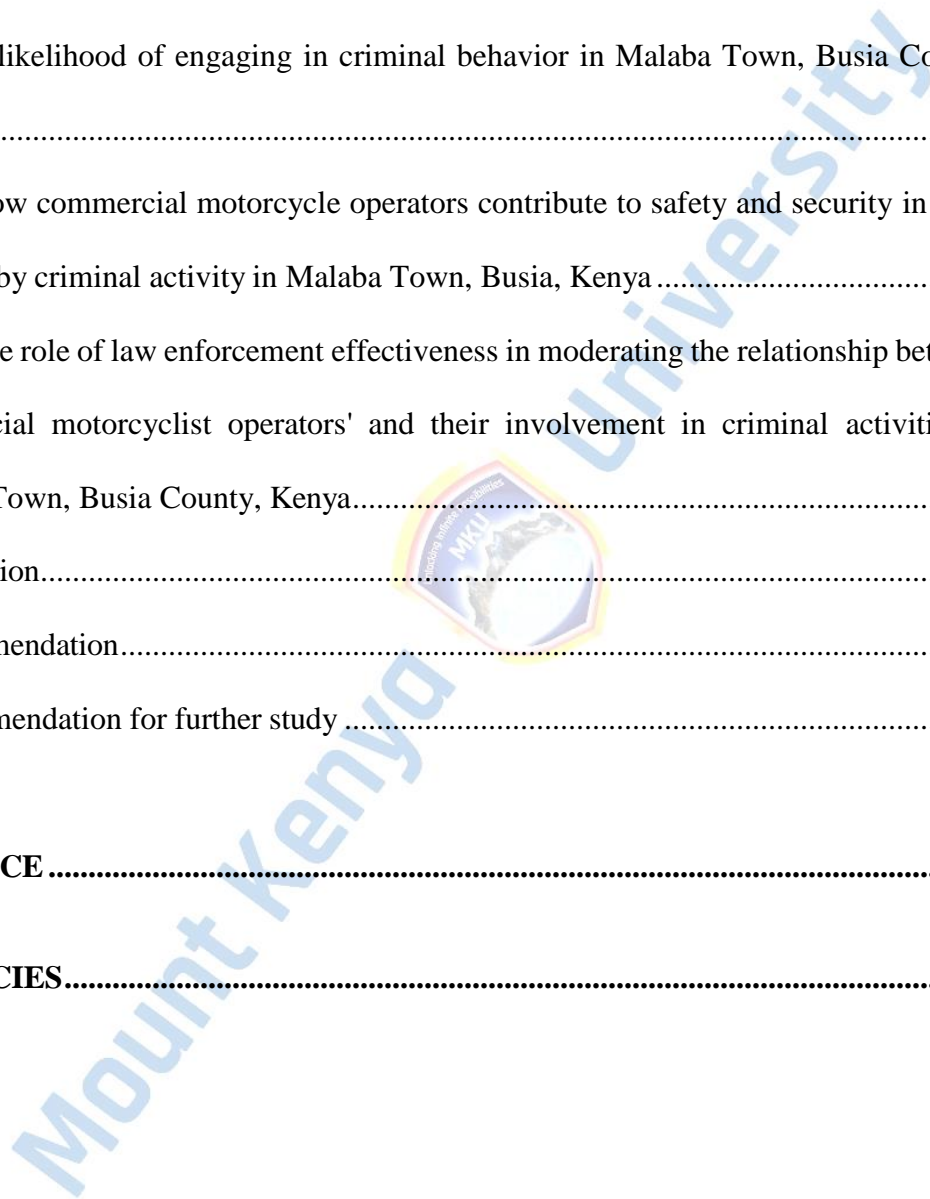
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ABBREVIATIONS AND ACRONYMS

GOK	Government of Kenya
KNBS	Kenya National Bureau of Statistics
NCRC	National Crime Research Centre
OMG	Outlaw Motorcycle Gang
SACCO	Savings and Credit Cooperative Organization
SPSS	Statistical Package for Social Sciences
ROK	Republic of Kenya
UHRC	Uganda Human Right Commission
UNDOC	United Nations office of Drugs Control
WHO	World Health Organization
CMO	Commercial Motorcycle Operators
RAT	Routine Activities Theory
DCC	Deputy County Commissioner
OCS	Officer Commanding Police Station
DCI	Directorate of Criminal Investigations
NIS	National Intelligence Services

OCPD Officer Commanding Police Division

SCCIO Sub-County Criminal Investigation Officer

NACOSTI National Commission of Science, Technology and Innovation

CCTV Close circuit television



CHAPTER ONE

INTRODUCTION

1.1. Background to the Study

There are approximately 200 million motorcycles, with a significant proportion found in East Asia and China. (Kenyan National Crime Research Report No. 14, 2004) Their well-developed public transportation systems offer various options, including rail networks, private vehicle ownership, and e-bikes. But despite these alternatives, motorcycles remain a popular and affordable choice for riders in middle-income countries and their numbers keep rising (Kumar & Barret, 2008). Widespread use of motorcycles has brought challenges. In 2001, two members of the “Hells Angel Motorcycle Club”, a notorious criminal gang that operated in Canada, were guilty and convicted for extortion. This case was not an isolated incident involving this group. A study by Vegas, (2023) found that criminal motorcycle gang organizations worldwide pose a significant threat as crime perpetrators, exacerbated by urbanization and population growth. In the Philippines, another study by Conde (2018) revealed numerous executions in various parts of the towns were conducted by individuals riding motorcycles with a pillion, this led authorities to ban motorcycles from carrying passengers.

In African countries, the transport crisis with a disorganized and inadequate public transport network has led to a rapid growth of CMO. Motorcycles proved to be a popular means of transport (Kumar, 2021). Rapid growth of CMO's in urban areas led to the increase of commercial motorcycle operators who have taken advantage of the situation to make an income Jones & Appiah-Opoku (2014) unemployed youths, earn a living thus improving their financial status. In Nigeria for instance, CMO popularly referred to as “Okada” Gambo, et al. (2017) generated income for unemployed people. However, the study also established that despite these huge

economic gains emanating from employment, most of the Okada operators both engaged in crime and in risky behaviours such as over speeding, drunk riding, smoking, and lots of reckless behaviour. It led to the eroding of the cultural and moral values much cherished by the people. Studies conducted at Nigeria, established that Okada operators constantly engaged in criminal acts, and the income they gained from that business never improved their living standards (Abdussalam & Wahab, 2014). In 2017, UHRC raised a red flag when there was a sudden surge of killings being committed by unknown assailants who got away on motorbikes or boda (Uganda Human Rights Commission, 2017, p.46). The motorbikes involved in these executions did not bear any registration number plates raising a sharp focus on the CMO's involvement.

Kenya's transport system is comprised by various modes. In the public sector, there are several modes of transport, these include, app-hailing for motor taxis and commercial motorcycles, buses, and privately owned motor vehicles which often carry passengers during peak seasons, these are used by wealthier individuals who do not want to go through the troubles coming the use of common public vehicles. Common people typically use CMO's, known locally as "boda boda" as well as walking or cycling. The boda boda in Kenya emerged due to chronic inefficiencies in public transportation modes (Gitonga, 2014).

The term "boda boda" originated from the bicycle transport along the Kenya-Uganda border, where ferried, sometimes smuggling them border (Howe, 2003). A taxes on significantly reducing their prices and causing majority of bicycle riders to switch to motorcycles, even though many were initially unqualified to ride them (Nyachiro, 2015).

CMO's significantly enhance Malaba Town's transportation network by connecting communities and facilitating trade. However, their involvement in crime poses a major security challenge for operators, passengers, businesspeople, and the community (Gambo et

al. 2017). While previous research had focused on accidents caused by the commercial motorcyclists, such as studies by. Building on the work of Mutiso and Behrens (2011) and the WHO (2012), this study seeks to address the existing gap by exploring the factors that contribute to the involvement of commercial motorcyclists (CMOs) in criminal activities. This research will provide key insights for crafting targeted interventions and policies to enhance safety and well-being in Malaba Town. By addressing a significant gap, the study seeks to improve community safety, support the welfare of commercial motorcyclists, and foster greater harmony in Malaba Town, Busia, Kenya.

1.2. Statement Problem

In Malaba Town, boda bodas have become an indispensable part of the local transportation system, providing affordable, flexible, and accessible mobility for residents and businesses. Their ability to navigate narrow, unpaved, or congested roads makes them the preferred mode of transport, especially in areas where conventional vehicles are impractical. However, the rapid expansion of the boda boda sector has coincided with a troubling rise in criminal activities involving some of its operators. Reports of theft, robbery, assault, and even kidnapping perpetrated by individuals using motorcycles have increasingly raised alarm among residents and law enforcement agencies. These incidents not only threaten public safety but also tarnish the reputation of the entire boda boda industry, which otherwise serves a critical economic function.

In addition to criminal offenses, many commercial motorcyclists (CMOs) regularly engage in unsafe practices that violate traffic laws. These include carrying multiple passengers, transporting dangerous or oversized goods, reckless riding, and operating under the influence of alcohol or drugs. Such behaviour not only endangers road users but also contributes to a broader environment of lawlessness and insecurity in the town. Despite these growing

concerns, the underlying motivators that drive boda boda operators to engage in criminal or high-risk behaviour remain poorly understood. This knowledge gap hampers the formulation of effective policies and interventions aimed at promoting safety and accountability within the sector.

While the economic and social importance of the boda boda sector is widely acknowledged across Kenya, there is a notable paucity of empirical research exploring its link to crime particularly in border towns like Malaba, which face unique security and socio-economic challenges. Most existing studies on informal transport and crime focus primarily on urban settings, overlooking the distinct patterns and drivers of criminality that emerge in frontier zones. Moreover, limited application of Routine Activity Theory to this occupational group restricts our understanding of how daily routines, target selection, and guardianship gaps facilitate crime. This study aims to bridge this gap by analysing the motivators of crime among CMOs in Malaba, contributing valuable insights to both academic literature and local crime prevention efforts.

1.3. Purpose of the study

Purpose of study was to establish motivating factors influencing crime among commercial motorcyclist operators Malaba Town, Busia, Kenya.

1.4. Objectives of the Study

The objectives of the study outlined scope and shaped the research methodology, thereby guiding the formulation of the research questions, and forming the basis for assessing the outcomes of the study.

1.4.1. General Objective

To identify and analyze key motivators driving commercial motorcyclists to engage in criminal activities in Malaba Town, Busia County, Kenya

1.4.2. Specific Objectives

The specific objectives of the study aim to.

- i. Examine influence of commercial motorcycle operators' socio-economic conditions implications on their likelihood of engaging in criminal behavior, in Malaba Town, Busia County, Kenya.
- ii. Explore how commercial motorcycle operators contribute to safety and security in areas affected by criminal activity in Malaba Town.
- iii. Evaluate role of law enforcement effectiveness in moderating relationship between commercial motorcyclist operators' and their involvement in criminal activities Malaba Town, Busia County, Kenya.

1.5. Research Questions:

The study aimed to answer the following research questions.

- i. How do socio-economic conditions of commercial motorcycle operators influence their likelihood of engaging in criminal behavior in Malaba Town?
- ii. In what ways do commercial motorcycle operators shape safety and security in crime-affected areas of Malaba Town?
- iii. How does effectiveness of law enforcement influence commercial motorcycle operators and their engagement in criminal activities in Malaba Town?

1.6. Significance of the Study

Assessment of crime among commercial motorcyclists in Malaba Town, Busia, Kenya, is crucial for the local community. Understanding these factors will help the community navigate while interacting with motorcyclists and enables the motorcyclists to protect themselves and address crime among their peers. This knowledge fosters a safer, more resilient, and harmonious community (Albert Jr, 1986).

Secondly, the study's findings will contribute to criminology, sociology, and transportation studies, offering valuable insights into crime among commercial motorcyclists. This research enhances the broader discourse on crime prevention and community safety, aiding in predicting future crimes and providing scholars with a useful reference for understanding this phenomenon.

Thirdly, the finding study findings will help local policy makers and law enforcement identify factors influencing crime among commercial motorcyclists in Malaba Town, Busia, Kenya. This will guide the creation of targeted policies, community awareness programs, economic empowerment initiatives, and tailored law enforcement strategies to address these challenges.

1.6.1 Justification

i. Academic Justification.

This research contributes growing of criminological how socio-economic, environmental, and behavioural factors influence crime among a specific occupational group, commercial motorcyclist operators. Applying Routine Activity Theory localized context of Malaba Town, the research provides context-specific insights that can help bridge gaps in empirical studies on informal sector crime in Kenya and other developing countries. The findings will be useful to scholars interested in urban studies, criminology, and informal economy dynamics.

ii. Policy Justification

The study offers critical evidence to inform and regulatory frameworks crime among boda boda operators in Malaba Town. By identifying key risk factors, the findings will assist local governments, security agencies, and policy-makers in designing data-driven strategies for crime prevention, youth employment, road safety, and social protection, ultimately supporting safer communities and sustainable transport systems in border towns

1.7. Scope of Study

Study conducted Malaba Town, located in Busia, Kenya, a border town known for originating the term "boda boda" to describe bicycle passenger and goods transport across the Kenya-Uganda border. The research will focus exclusively on commercial motorcyclist operators, examining the underlying factors influencing crime patterns among them. Malaba's unique socio-economic conditions, combined with its proximity to the border, create a distinct environment that may influence crime patterns, particularly among boda-boda operators. This makes Malaba a compelling case for studying the interplay between socio-economic factors and criminal behaviour.

The study will cover the period between 2013 and 2023. This period is significant due to economic growth driven by the devolution of government, increased transportation needs, and the growing affordability of motorcycles. During this time, Malaba has experienced a shift from bicycles to motorcycles, with boda-boda operators becoming a crucial part of the town's transportation system. The period also witnessed a rise in crime, particularly involving these operators, making it an ideal timeframe for examining the factors that influence criminal behaviour among them.

The researcher aims to examine how the socio-economic conditions of commercial motorcycle operators influence their likelihood of engaging in criminal activities. The study also explores how these operators shape perceptions of safety and security among road users in crime-affected areas. Additionally, it evaluates law enforcement effectiveness substance abuse criminal involvement riders. By analyzing these elements, the research seeks to uncover root causes of crime and provide evidence-based recommendations for improving safety and implementing targeted interventions in Malaba Town, Busia County, Kenya.

1.8. Study limitations

This study faced three main limitations. First, the nature of commercial motorcycle work made it hard to organize group discussions. Many operators are constantly on the move, especially during market days, and often left meetings early or joined late based on customer demands. This made it difficult to gather consistent and uninterrupted data.

Second, limited funding restricted how much ground the study could cover, especially in terms of materials, time, and personnel. To mitigate this, I ensured that I have an emergency fund which was used to compensate for the lost financial opportunity by the respondents who participated in the discussions.

Third, accessing different areas of the study location was a challenge, as the locations were spread out. To address these issues, I worked with the local riders' association, used affordable data collection methods, and hired a motorbike for easy movement and reduced transport costs.

1.9. Delimitations

This study focused only on commercial motorcycle operators within Malaba Town, Busia County. It did not include other types of transport operators or riders from neighboring towns. The choice to focus on this group was deliberate, as they form a significant portion of informal transport workers and are often linked to various social and economic challenges, including crime.

The study also centered mainly on Commercial Motorcyclists' motivators into crime indulgence

as it focused on narrowing the focus to root causes within the operators' working and social environments, not crime outcomes or legal processes.

Additionally, only a sample of operators was selected to represent the entire group due to time and resource limitations. These boundaries helped ensure the study remained manageable, focused, and achievable within the available time and resources.

1.10. Assumptions

The study basically made an assumption that Malaba town would be best fit to provide required data and information gathered from sample population would provide an accurate representation of whole population. Also sample results will be sufficient to make a generalization and a conclusion regarding the entire population.

Also, participants will provide truthful information regarding subject under study and the data collected through surveys, interviews, or other methods will be accurate, truthful, and free from significant biases or errors.

Additionally, it is assumed that the socioeconomic background of commercial motorcyclists, including their income level, education, and employment opportunities, influences their likelihood of engaging in criminal activities.

1.11. Operational definitions of Key Terms

Operational key essential to ensure clarity and consistency in a research study. They provide specific meanings to terms or concepts, guiding researchers in on “Assessment of Commercial Motorcyclists’ motivators into crime indulgence in Malaba Town, Busia County, Kenya”, operational key definitions might include:

Crime Involvement	Any reported engagement in illegal or prohibited activities, such as theft, robbery, or assault, by commercial motorcyclist operators in Malaba town. Example: Instances where commercial motorcyclists have been arrested, charged, or reported for criminal activities in Malaba town
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Socio-Economic Factors	Economic and social characteristics influencing individuals' financial status and employment conditions. Example: Income levels, employment status, educational background, and financial stability of commercial motorcyclist operators in Malaba town
Cultural Influences	Shared beliefs, values, and customs within the community affecting the behaviour and perceptions of commercial motorcyclist operators. Example: Cultural norms regarding acceptable behaviour, attitudes towards law enforcement, and community expectations.
Environmental Factors:	Physical and geographical conditions that may impact crime rates among commercial motorcyclist operators. Example: Infrastructure quality, accessibility to potential crime locations, and overall urbanization of Malaba Town.
Regulatory Framework:	The established laws, regulations, and policies governing commercial motorcyclist operations in Malaba Town. Example: Licensing requirements, adherence to traffic regulations, and penalties for violations, response time to reported incidents, successful prosecution rates, and perceived effectiveness of law enforcement efforts.
Community Safety Perception	The subjective assessment of safety within the community, considering the presence of commercial motorcyclists and their impact on residents. Example:

Survey responses measuring how safe residents feel in areas with a high presence of commercial motorcyclists.

Commercial Motorcycle Operators: Individuals who offer transportation services using two or three wheelers' motorcycles for a fee in a commercial capacity, commonly known as "boda boda" riders in the East African region.

Law Enforcement Effectiveness The degree to which law enforcement measures contribute to preventing and addressing crime among commercial motorcyclist operators.

Matatus Privately owned Motor vehicle commonly found in low-income nations.



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CHAPTER TWO

LITERATURE REVIEW

2.1. Introduction

chapter includes an empirical, a theoretical analysis literature, an overview conceptual framework guiding the study, an identification of research gaps.

2.2. Empirical Literature review

The causes of crime have been a topic of interest worldwide. Globally, socio-economic, cultural, and environmental factors and the availability of legal and regulatory frameworks have a link with each other. However, there is no specific literature that examines the relationships between these factors and what influences crime among commercial motorcycle operators in Malaba town. This section will review scholarly and theoretical literature on the below listed thematic topics to identify a research gap.

2.2.1. The influence of commercial motorcycle operators' socio-economic conditions on their likelihood of engaging in criminal behavior in Malaba Town, Busia County, Kenya.

Socio-economic factors such as income levels, employment, educational background, and financial stability of a person have been known to influence the likelihood of someone engaging in crime. These issues affect any community worldwide. Community spaces are influenced by a complex interplay of factors, including socioeconomic conditions (Vargas, 2023). Review will analyse existing literature on crime motivators influencing crime among motorcycle operators focusing on Malaba town, Kenya. This review will attempt to establish if the Commercial Motorcyclists' motivators into crime indulgence within this context area of study.

Globally, Socio-economic factors have within any community. A study in Caribbean found that poverty and unemployment alone do not cause youth crime, but become significant when combined with factors like inequality, exclusion, lack of opportunity, easy access to drugs and firearms, and limited access to justice, education, and social capital (UNODC & World Bank, 2007). Similarly, Gambo et al. (2017) noted that poverty increases the likelihood of engaging in crimes such as theft and drug trafficking, as individuals may feel that legitimate opportunities for advancement are lacking. Motorcycles are widely used as a personal mode of transport in South and East Asia (Krishnan & Smith, 1994). In Spain, Buonanno and Montolio (2008) found a strong correlation between crime and unemployment, noting that poverty often drives individuals to pursue illegal means of earning a livelihood.

In parts of Africa, public transport was disorganized and unreliable as such it rapid growth of operators. In Nigeria, they were commonly referred to as "Okada Riders" or "Bike Men." Their rise played a significant role in addressing transportation issues and reducing unemployment in many cities. Youth who dominated the motorcycle riding jobs indulged in substance abuse from time to time which led to the loss of lives or becoming handicapped due to reckless driving (Akande, 2009).

According to Vargas (2023), limited financial resources heighten the risk of involvement in unlawful activities due to the perception of few viable legal opportunities for progress. Unemployment and greed were also identified as major factors motivating commercial motorcyclists into crime indulgence (Ukwayi et al., 2013). This has been collaborated by Freeman (1996) who established that more than two-thirds of incarcerated men in 1993 had not graduated with a college certificate.

Vargas (2023) observes that poverty heightens the chances of individuals engaging in crimes like theft, drug trafficking, and property-related offenses, as they often see few lawful avenues for advancement. This situation has contributed to a rise in kidnapping, militancy, civil unrest, violent crimes, and political intolerance (Omboi, 2020). As stated in the UN-Habitat study, youth involved in informal transport, including motorcycle taxis, were frequently driven to petty crime due to economic hardship and the absence of social support systems. (UN-Habitat, 2018) country have witnessed a rapid increase of boda boda riders which has been exacerbated by a rapid increase in unemployment levels. In Busia County, for instance, it was cited that the industry was dominated by youths as characterized in other areas within the country. Siegel (2005) found that many young men turned to the boda boda business as their sole employment option, often financing motorbike purchases by selling land or family assets. According to Kumar (2011), this venture provides a means of livelihood and helps keep them engaged.

Malaba Town, situated at the crossroads of Busia, Kenya, is a vibrant hub of economic activities and community interactions. At the heart of its dynamic landscape is a group of essential contributors to local transport who are commercial motorcyclist operators, commonly known as boda boda riders. The boda boda sector plays a pivotal role in connecting communities, facilitating trade, and ensuring swift mobility in this bustling town. However, an emerging concern shadows the positive contributions of these operators through the escalating rates of crime within their ranks.

2.2.2. How commercial motorcycle operators contribute to safety and security in areas affected by criminal activity in Malaba Town, Busia, Kenya

The underlying cultural factors that influence crime among commercial motorcycle operator's perception of crime, lack of social cohesion, cultural norms, and values among and family

structure influenced crime rates and Vargas (2023) further revealed that children growing up in unstable or dysfunctional families are at a higher risk of engaging in criminal behavior. This study was collaborated by Simpson et al. (2006) who revealed that those riders who were married caused fewer accidents because they were careful and more conscious of maintaining discipline on the road.

The boda boda industry has degenerated into a chaotic industry witnessed by impunity a culture dominated by the feeling of togetherness. This mostly benefited the members when faced with an adversary and needed help from the group which mostly operated like gangs. This problem has grown globally surmounting all social and economic factors without any barrier from religion, ethnic affiliation, creed, or educational background (King & Chassin, 2014). Oliha (2014) notes that many Nigerian youths unknowingly rely on various substances to cope with daily activities whether social, educational, political, or moral. The United Nations Office on Drugs and Crime (2005) reports that such substance abuse has led to the loss of lives among motorcycle riders. In certain spheres, organized groups have emerged due to the need to maintain and get access to specific opportunities. The groups emerged to control smuggling routes, control pickup, and drop points considered lucrative locking out members who were not part of their group. These groups were found dangerous, and their activities denied the country revenue (Ndege & Muhindi, 2023).

In many African countries, a culture of impunity is deeply rooted. Goodfellow (2015) characterized Rwanda's boda boda sector as largely unregulated and hazardous, with its participants often involved in robbery, theft, and violent crimes frequently acting as both perpetrators and victims.

Another study on a political economy perspective by Kumar (2011) established that in Lagos for instance, the numbers employed by commercial motorcycles was big and because of their

numerical strength. This created a culture of impunity as any trivial matter could be taken out of context.

In Kenya for instance, it has been noted that CMOs sometimes operate with impunity, they have been known to participate in criminal activities, exhibit gang behaviour, and behave in reckless manners which appeal to the people. Kisaalita & Sentongo-Kibalama (2007) established there existed a motorcycle culture among motorcyclists which represented a symbol of freedom and opportunity to individuals who used it. It was common to see these riders ganging up in support of their fellow in an event where one has had an accident or had a problem which needed rescue. This sometimes enabled them to evade justice whenever they committed an offence.

Globally, road crashes are the eighth leading cause of death overall and the top cause among young people (WHO, 2018). Establishing environmental issues that predispose commercial motorcycle operators is crucial in ensuring that security for Malaba residents is guaranteed. In this context, the environmental issues comprise infrastructure conditions including the road quality, transport hubs, geographical location, and layout of Malaba town, and accessibility to potential crime locations.

Raby and Jones (2016) identified multiple risk factors influencing male youth gang involvement, including individual, family, peer, and environmental influences. Similarly, Gambo et al. (2017), in a study conducted in Jigawa State, Nigeria, explored how commercial motorcycle transport serves as a source of income for many unemployed individuals in the region. From above, it was deduced that motorcycle (okada) users engaged a lot in risky behaviours like; speeding, frequency of alcohol intake, smoking tobacco etc. and lots of reckless behaviour that erodes cultural and moral values like; respect, it highlighted that motorcycle okada was used to perpetuate a lot of criminal acts which led to its ban in that

state. Since the ban on motorcycle okada, the rate of accidents and crime reduced drastically. (Gambo, 2017).

Lim (2010) stated that high intake of alcohol and other psychoactive substances was associated with negative health and social consequences such as engaging in crime.

In Douala, at least 60 per cent of moto-taxi drivers acknowledged flouting traffic rules by engaging in unsafe driving practices which have been a major cause of accidents (Kumar, 2011). With urbanization, youths who comprise a big chunk of the unemployed find themselves in so dire situations as to no longer be ignorable, the majority seek employment in the informal sector such as riding motorcycles to earn a living. These opportunities come by, but seldom do they provide enough finances, this leads to frustration which has led to indulgence of crime. (Sommers, 2012). Jones et al. (2014) opined that; motorcycle (Okada) has become a means of survival for most poor unemployed people whose livelihood depends heavily on the proceeds from the business.

The advantage of the use of a motorcycle is that despite the location and condition of the road, it is a fast means of transportation (Olaore, 2011). Due to rapid the growth of the town revenue collections Oladipo (2012) stated that some authorities have neglected to repair the existing infrastructure. With all these developments came an increase in criminal incidences involving CMOs. Although the CMOs play a pivotal role in connecting communities, facilitating trade, and enhancing accessibility within the town and beyond, there was a need to improve the road network.

The physical and geographical conditions of Malaba Town may also influence crime rates among commercial motorcyclist operators. Factors such as infrastructure quality, accessibility to potential crime locations, and the overall urban environment may play a role in shaping criminal studies directly associate CMOs with criminal behaviour. Mutiso and Behrens (2011)

highlighted the sector's economic value and argued that crime involvement is often misrepresented due to media bias or lack of concrete data. CMO's engaged in these ventures as a source of living not only for financial gains and thus were not hiding in them to commit crime. Therefore, studies sought uncover environmental crime within boda boda sector.

2.2.3. The role of law enforcement effectiveness in moderating relationship between commercial motorcyclist operators' and their involvement in criminal activities in Malaba Town, Busia County, Kenya.

Recent studies highlight the theoretical and practical advantages of concentrating police efforts on crime hot spots. However, scholars like Weisburd et al. (2006) caution that this strategy may lead to the displacement of crime and disorder to areas not covered by such interventions. Approach has been embraced by other countries like Kenya and Uganda which attempted to regulate the industry by establishment of Saccos. Howe (2003) noted that with the formation of these Sacco's, the operational discipline amongst the boda boda riders in various parts of Uganda improved very much. These Sacco's ensured that anyone who broke the set regulations was slapped with penalties which discouraged them from committing similar or new infringements. Save Life Foundation (2017) established that seven out of ten riders were not using helmets and used mobile phones while riding and had little regard for the laws which prohibited it.

Sreedharan et al. (2010) it was established that the use of helmets in the coastal cities of Western India was not consistent due to the humid weather conditions of the area, this manifestation of a lack of clear understanding of the regulations, laws and enforcement by the responsible parties increased the chances of getting injuries when the accidents happened amongst the riders.

Insecurity in the motorcycle taxi sector was sometimes approached with a heavy-hand approach by security. These crackdowns against these riders became violent and sometimes punitive. In certain cases, the police officers were found not to understand the laws and regulations under which they operated. In a separate study, Hassan et al. (2017) found that behaviors like speeding, riding under the influence, and neglecting protective gear are often deliberate choices, evidenced by the fact that many riders lack functional speedometers on their motorcycles. Commercial Motorcyclists & road safety measures compliance. (Nzuchi, 2022).

An increase in the number of CMOs if not managed properly, would lead to the corresponding increase in crashes which cannot be forestalled in advanced countries such as Australia as explained (Haworth, 2012). Solomon (2018) highlighted those commercial motorcyclists capitalized on the ease of negotiating. Motorcycles on the roads to engage in crime through armed robberies, kidnapping, rape, smuggling, mugging, snatching, and stealing valuables from passengers. This was further supported by indicating that, motorcyclists behaved as if they were the law unto themselves. In other words, they operated with little regard for the law (Ukwayi et al., 2013). The regulatory framework governing commercial motorcyclist operations in Malaba Town is a critical aspect of this study. An examination of the enforcement mechanisms is essential to determine their effectiveness in mitigating or exacerbating criminal activities among operators.

This research seeks to fill a crucial gap by exploring the complex factors that influence crime within this occupational group.

It is rooted in the recognition of these significant roles played by the commercial motorcyclist operators in Malaba Town and as such it is imperative to understand the underlying factors influencing crime within which this occupational group operates. By addressing this research

gap, the study aims to provide valuable insights that can inform targeted interventions, policies, and community engagement strategies to improve the safety and well-being of both operators and residents in Malaba Town.

2.3. Theoretical framework

Theory serves different purposes depending on the research approach. In quantitative studies, it helps explain relationships between variables, while in qualitative research, it guides inquiry or emerges from the data (Creswell, 2009). This study draws on criminological and sociological theories to understand the factors that influence crime among commercial motorcycle operators in Malaba Town, Busia County. Specifically, it applies Routine Activity Theory and Rational Choice Theory. Routine Activity Theory explains how crime occurs when motivated offenders encounter suitable targets in the absence of capable guardians. Rational Choice Theory focuses on how individuals weigh risks and rewards before acting. Together, these theories help explain how factors such as poor security, economic hardship, and personal decisions may lead to criminal behavior.

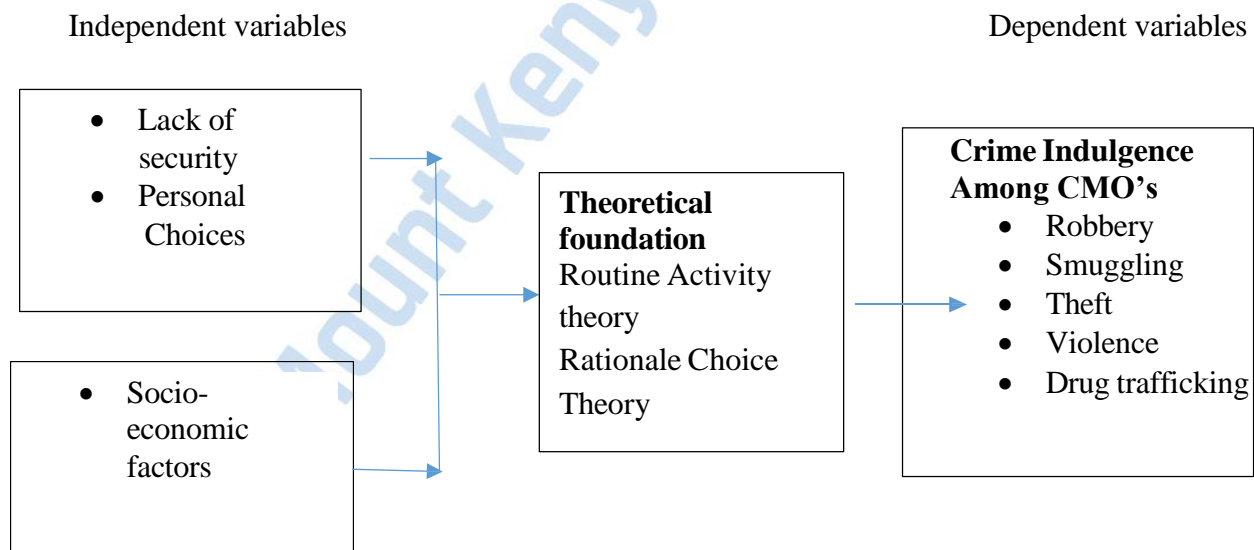


Figure 2.1 : Theoretical Framework Model

Source: Researcher, 2024

2.3.1. Routine Activity Theory (RAT)

This study, which assesses the motivators of commercial motorcyclists into crime indulgence in Malaba Town, Busia County, Kenya, is grounded in the Routine Activity Theory (RAT). Originally formulated by Cohen and Felson (1979), and later expanded by scholars such as Chen and Felson (1979), RAT proposes that crime is likely to occur when three conditions converge in time and space: a motivated offender, a suitable target, and the absence of a capable guardian. Rather than focusing solely on the disposition of offenders, this theory emphasizes how routine patterns of social interaction and environmental context create opportunities for criminal behaviour.

In the context of this study, Routine Activity Theory offers a valuable framework for analysing how economic conditions, spatial mobility, daily routines, and social structures may influence the involvement of commercial motorcyclists popularly known as boda boda operators in criminal activities. Malaba Town, situated along a major border point between Kenya and Uganda, presents a unique socio-economic environment characterized by cross-border trade, high population mobility, and informal economic activities. These factors collectively create conditions conducive to the elements described by RAT.

The first component of RAT motivated offenders is particularly relevant in this setting. Many commercial motorcyclists in Malaba operate in economically precarious conditions, with limited access to formal employment, unstable incomes, and, in some cases, prior involvement in crime or association with deviant peer groups. Economic deprivation and lack of viable alternatives may enhance the motivation to engage in opportunistic or organized criminal activities, such as smuggling, theft, or aiding violent crimes (Cohen & Felson, 1979; Felson & Boba, 2010).

The second element suitable targets can include goods in transit, unaware passengers, or properties observed during daily operations. Given their extensive knowledge of local terrain, people's routines, and cargo movement, boda boda operators are uniquely positioned to identify and exploit these targets. Their mobility and the relative anonymity provided by motorcycles further enhance their ability to act with speed and discretion, often eluding detection or capture.

The third condition the absence of capable guardians is particularly pronounced in Malaba Town. Inadequate police presence, poor street lighting, corruption within enforcement agencies, and a lack of community oversight create an enabling environment for crime. The boda boda sector itself is largely unregulated and operates informally, making internal accountability mechanisms weak or non-existent. This absence of both formal and informal guardianship increases the likelihood of crimes occurring without intervention (Felson & Boba, 2010).

By applying Routine Activity Theory, this study seeks to uncover the structural vulnerabilities in Malaba that contribute to increased crime risks among commercial motorcyclists. The theory allows for a detailed examination of how routine patterns such as route selection, time of operations, and interactions with passengers or clients combine with environmental factors to create crime opportunities. For example, boda boda operators who frequently work in isolated or poorly policed areas may be more susceptible to engaging in or being targeted for criminal acts.

2.3.2. Rational Choice Theory

Rational choice theory, introduced by Cesare Beccaria in the 18th century in his work *Crime and Punishment*, suggests that individuals make decisions based on a cost-benefit analysis. Before committing a crime, a person considers factors like the opportunity, potential rewards,

and the likelihood of being arrested and punished. The decision to commit the crime is then made rationally, as reinforced by Green (2002). This theory can help analyse why commercial motorcycle operators in Malaba Town engage in criminal activities, especially about financial hardship.

In Malaba, the surge in the number of motorcycles has led to increased competition among operators, reducing their earnings. This financial strain can motivate some to turn to crime as a means of survival. Moreover, the limited presence of law enforcement in the area allows opportunities for illicit activities such as smuggling, drug trafficking, and human trafficking, with minimal risk of arrest. The town's environment, where crime is more likely to go unchecked, encourages operators to engage in such illegal activities

Cultural beliefs within the community also play a role. In Malaba, crimes often considered illicit in other areas are normalized, with some seeing these activities as part of everyday life. These crimes are frequently carried out openly without fear of legal consequences. This cultural perception of crime creates a sense of toughness among motorcycle operators, who may engage in criminal activities simply because they are perceived as acceptable or even necessary for survival. For these operators, committing crime may appear to be a rational choice to make ends meet, particularly given the lack of strong legal enforcement.

These theoretical perspectives offer a useful framework for understanding crime, highlighting how various factors economic, cultural, and legal interact to influence criminal behaviour. A comprehensive study of crime in Malaba Town could apply these theories to better understand the motivations behind criminal behaviour among commercial motorcycle operators. This knowledge would be vital for developing targeted policies and interventions to reduce crime and improve public safety, benefiting the broader community.

While studies have shown that socioeconomic factors influence crime, no research has specifically addressed how these factors affect crime among commercial motorcycle operators in Malaba Town. The current situation calls for further investigation to determine if these socioeconomic factors significantly contribute to criminal activities and to inform the development of more effective crime prevention strategies in the area.

2.4. Conceptual Framework

Conceptual framework anchors research in theory while connecting it to practical inquiry, leading the selection and analysis of variables (Miles & Huberman, 1994). This study will present a conceptual framework solely based on independent, dependent, and intervening variable to be able to understand the leading factors influencing crime among commercial motorcycle operators in Malaba town, Busia, Kenya. It will highlight the relationship between the independent variables, which will include the commercial motorcyclists' operators and the dependent variable identified as crime indulgence and the mediating variables affecting the relationship between motives and crime involvement by commercial motorcycle operators. These variables will provide a foundation for understanding motivators into crime indulgence by commercial motorcyclists' in Malaba town, Busia County, Kenya including theft, robbery, and other illicit activities.

A combination of "Routine Activity Theory and Rational Choice Theory" will be used to explain the connection between crime motivators and the crime rate. Routine Activity Theory suggests that three elements converge to motivate the commission of a crime. These were a motivated offender, a suitable target, and an absence of a capable guardian. Rational Choice Theory proposes that individuals engage after considering the risks and rewards, especially when confronted with financial difficulties. This explains why certain individuals, pressured

by societal expectations, make rational decisions that lead to criminal acts, as they weigh perceived benefits over consequences (Kumar, 2011).

In this conceptual framework, there is a likelihood that the independent variable is the cause of crime within Malaba town, Busia, Kenya.

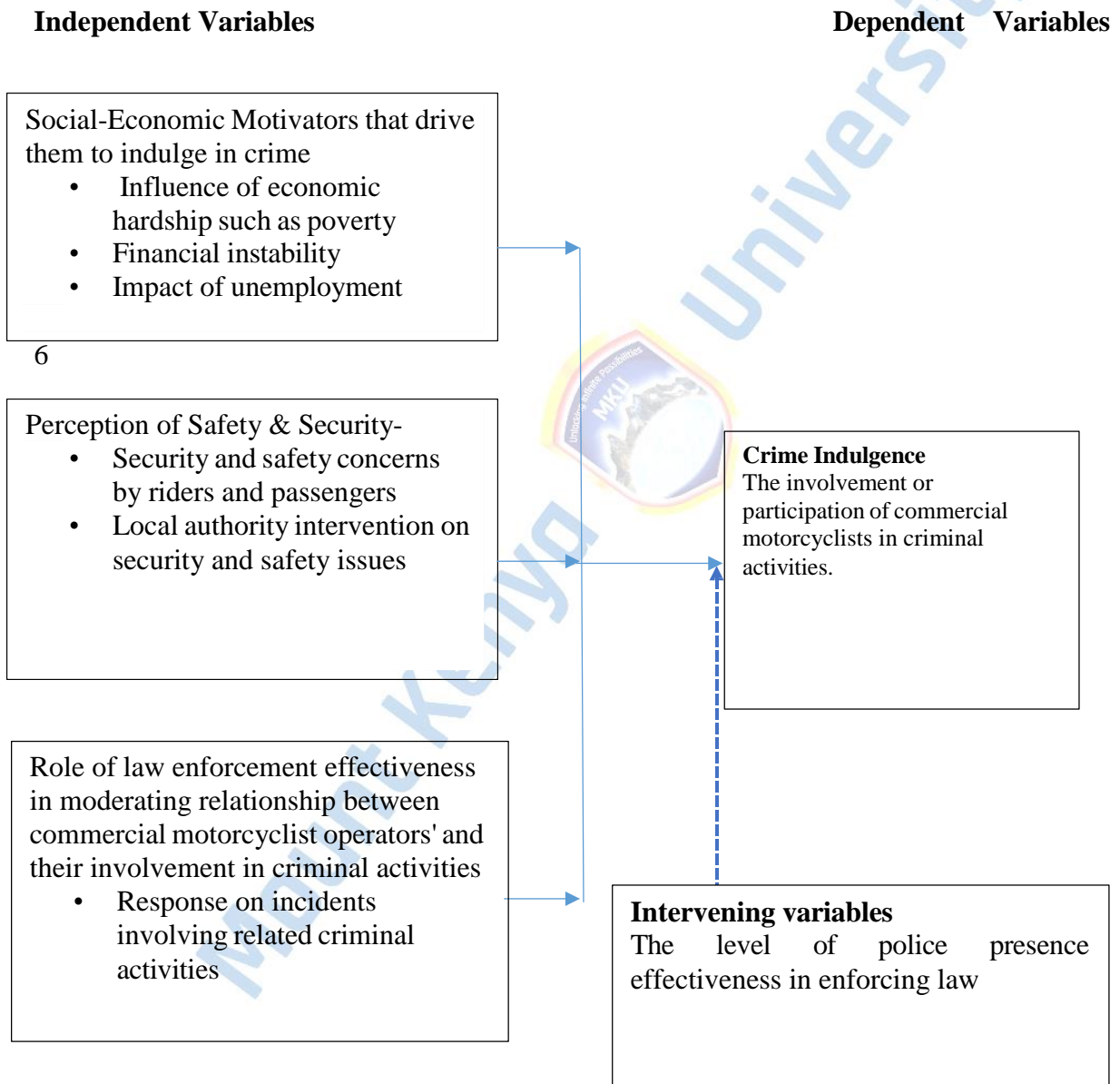


Figure 2.2: Conceptual Framework Model

Source: Researcher, 2024

2.5. Research Gap

Locating research gaps is essential for supporting the relevance of a study and expressing how it contributes new knowledge to the field (Creswell, 2014). In this study, there exists a gap in the literature review which has not incorporated the perspective and experiences of the local community, law enforcement or relevant stakeholders in understanding how community beliefs or perceptions influence criminal activities among commercial motorcycle operators presents a need to further investigate these impacts. By addressing this research gap, the study seeks to contribute valuable insights that will inform targeted interventions, policies, and community engagement strategies that will enhance the safety and well-being of both the operators and residents within Malaba Town.

2.6. Recap of Literature Review

From the literature review, it is apparent that the disparities created by social and economic factors contribute to the commission of crime. Individuals are drawn to crime due to factors such as financial instability, or unemployment. These factors could be related to Malaba Town including other urban areas in Kenya which grappled with socio-economic complexities. Commercial motorcyclist operators often navigate precarious financial conditions, which might influence their susceptibility to involvement in criminal activities. Among CMOs, cultural norms shaped the predisposition of individuals influenced to commit crimes. Malaba Town, with its distinct cultural landscape, demands a focused investigation into the intricate web of influences shaping the behaviours of commercial motorcyclist operators. This will enable unravelling the complexities surrounding crime within the boda boda sector.

The multifaceted challenges faced by commercial motorcyclist operators in Malaba Town have become increasingly evident, raising questions about the underlying reasons that influence them to commit crimes. The limited existing research fails to provide a

comprehensive understanding of the unique circumstances surrounding this occupational group thereby calling for a need to understand the factors that could be contributing to it.

The cultural norms and values have a profound impact on the behaviours of individuals within a community. Malaba Town, with its rich cultural diversity, demands an exploration of how cultural influences shapes the indulgence into criminal activities by the commercial motorcyclist operators. Understanding these cultural influences and the perception of crime is crucial for developing effective and robust crime prevention strategies.

The regulatory framework governing commercial motorcyclist operations in Malaba Town is a critical aspect of this study. An examination of the existing laws, regulations, and enforcement mechanisms is essential to determine their effectiveness in mitigating or exacerbating criminal activities among operators. An evaluation of the effectiveness of the regulatory framework governing commercial motorcyclist operations to understand its role in mitigating or exacerbating criminal activities.

This study is rooted in the recognition of these significant roles played by the commercial motorcyclist operators in Malaba Town and as such it is imperative to understand what is influencing the indulgence of crime within which this occupational group operates. Machi and McEvoy (2016) argue that in-depth literature review is crucial for identifying research gaps and affirming a solid foundation for the study.

This research has identified the following gaps such as limited localized studies specifically referring to Malaba town making it essential to explore context-specific factors influencing crime among commercial motorcycle operators in this geographical area. In addition to this, this literature review has shown that there is an absence of in-depth analysis of the socio-economic conditions of commercial motorcycle operators such as income disparities and financial policies.

CHAPTER THREE

RESEARCH METHODOLOGY

3.1. Introduction

This chapter details the research methodology, including the design, study location, target population, sampling methods and sample size, research instruments, procedures for validating and ensuring reliability of the instruments, data collection techniques, proposed data analysis methods, and ethical considerations to be observed.

3.2. Research Methodology

According to Kothari (2004), research methodology refers to the systematic process of collecting, analysing, and interpreting data to address research objectives. This study adopts a mixed-methods design, combining both quantitative and qualitative approaches to gain a comprehensive understanding of the factors influencing crime among commercial motorcycle operators (CMOs) in Malaba Town, Busia County, Kenya.

The quantitative component involves the use of structured surveys targeting boda boda operators. These surveys aim to collect numerical data on socio-economic characteristics, operational behaviours, and possible links to criminal activity. The qualitative component includes semi-structured interviews with key informants such as law enforcement officers, community leaders, and local residents. These interviews are designed to provide contextual insights into the nature and extent of crime and the underlying factors influencing CMOs' involvement.

Creswell and Plano Clark (2018) note that mixed methods enhance the quality of research by enabling triangulation, where data from different sources are compared and cross-validated. Qualitative data will be analysed thematically, following Braun and Clarke's (2013) approach,

while quantitative data will be cleaned and processed using statistical software to identify patterns and relationships.

3.3. Research Design

Kothari (2008) defines research design as a logical framework that enables researchers to infer causal relationships between variables. This study adopts a descriptive survey design to investigate the relationships among variables, utilizing both quantitative and qualitative approaches for data collection and analysis. Stratified sampling will be used to divide the population into distinct subgroups based on their location and socioeconomic status. Simple random sampling will then select participants from each subgroup to ensure fair representation. Key informants will be selected through purposive sampling due to their unique roles. This combination of sampling techniques will ensure a comprehensive and representative sample. Quantitative data will be analysed and presented through graphs and charts, while qualitative data will undergo sentiments analysis, coding and thematic analysis to extract key themes and patterns. Together, these methods will provide valid and reliable insights for the study.

3.4. Location of the Study

The study was conducted in Malaba Township, Teso North Sub-County, Busia County, along Kenya's western border with Uganda.

3.5. Target Population

To enable the research, arrive at a conclusion, a target population will be selected to represent the population in the study (Brinkmann & Kvale,2015).

The target population will be drawn from the group of CMO's, the OCPD, SCCIO, Immigration officers, NIS, Chief Malaba area, the Community leaders, the CMO association officials, the County enforcement officials, passengers, health officials.

Table 3.1 : Distribution of Study Population

Population Category	Frequency (n)	Percentage (%)
Commercial Motorcycle Operators	137	91.33
OCPD Malaba	1	0.66
SCCIO Malaba	1	0.66
OCS Malaba Police Station	1	0.66
Community Leaders	2	1.33
NIS Officers	1	0.66
Immigration Officers Malaba	1	0.66
CMO Association Staff	3	3.00
Chief Malaba	1	0.66
Health Official	1	0.66
County Official	1	0.66
Total	150	101.00

Note: The total percentage exceeds 100! % due to rounding.

Source: Government of Kenya, 2024

3.6. Sampling Procedure and Techniques

Sampling is the process of selecting a portion of an aggregate or totality to make a judgement or inference about the whole population (Kothari, 1990). Population of CMO's is not

homogeneous because of the separate locations the motorcycle stages are located, the socioeconomic status of these CMO's, we shall use Stratified Sampling technique to identify these distinct stages that will be grouped to form stratum or sub-group, this will ensure that there is a fair representation of every member. to achieve this, after identifying all the sub-groups, we shall conduct simple random sampling to pick those people who will participate in the study. Random selections will ensure that everyone will have an equal probability of being selected (Creswell, 2009). Because of the diverse backgrounds, profession and contribution of key informants who need to assist in the study within Malaba town, the investigators have deliberately identified certain individuals using purposive sampling technique, will be used to select specific people whose positions are unique and will help the researcher yield favorable results in his study. These will include the Teso North OCPD, Teso North SCCIO, Traffic Commander Malaba Police Station, Malaba Border Crossing immigration officer, community leaders, Malaba location chief, County official, health official. Combining these methods of sampling will assist to identify a sample population who will provide a valuable source of information that will assist the researcher identify the key contributing factors influencing indulgence into crime among CMO's in Malaba town.

Before the commencement of the study, scheduled meetings will be planned with the CMO leadership to organize when focused group discussions will be conducted, consent will be obtained from the participants.

3.7 Sample size.

The samples size for this study was drawn from commercial motorcyclists and key informants from Malaba town, Busia, Kenya. This group will include people who are over 18 years to form the sample size. To achieve this, stratified random sampling will be used to identify the

various pick-up points used by commercial motorcyclist operators to ensure that all relevant subgroups are adequately represented in the sample. This will ensure more accurate and reliable results. Random sampling will thereafter be used to pick the motorcyclist, this will ensure everyone has an equal chance in the selection. Purposive sampling will be used to pick key informants all these from a total population of two hundred and forty (240) To select a sample size, Yamane (1967) formula will be adopted which states:

$$n = N \div \{1 + N (e)^2\}$$

Whereas.

n = sample size

N= the population

e = the level of precision 20

To determine the sample size, the study used 95% confidence level (level of precision of 5%) and a sampled population size of 240 in Malaba town. Therefore; -

$$n = 240 / \{1 + 240(0.05)^2\} = 150$$

Therefore 150 respondents should be sampled.

3.8. Research Instruments

Both primary and secondary data collection methods were used in the study with the researcher employing tools such as interview guides, questionnaires, and document analysis checklists to gather necessary data. Questionnaires will be primary instruments utilized to gather quantitative data from CMO's and their association officials, while qualitative data will

be collected using interviews to the OCPD, OCS, SCCIO, the area Chief, Immigration official, NIS, Community leaders, health officials and county officials while information gathered from the focused group discussions and observations will be recorded during interviews. Document analysis template to collect secondary data.

i. Questionnaires for Commercial Motorcyclists Operators (CMO's) and their association officials

Questionnaires were chosen for their efficiency in collecting large amounts of data quickly (Creswell, 2009). This questionnaire gathers quantitative data through closed-ended questions using a standard five-point Likert scale ranging from strongly agree to strongly disagree. Advantages include simultaneous distribution to many participants, ensuring consistency, maintaining confidentiality, and enabling straightforward data analysis (Zohrabi, 2013; Kothari, 2004). Respondents can complete the questionnaire at their convenience, allowing thoughtful answers. However, questionnaires limit opportunities for detailed responses, may be ignored or refused, lack flexibility for additional input, and can pose challenges for those with limited language skills or comprehension of the questions.

ii. Interview schedules for Key informants.

This tool will be administered through face-to-face interviews using a prepared guide that outlines the interview process. The researcher will develop an interview guide with semi-structured, open-ended questions focused on the study variables. Questions will follow a set order, allowing respondents to provide detailed answers that explore their experiences, perceptions, and attitudes regarding factors influencing CMOs' involvement in crime. The semi-structured format also offers flexibility for additional insights (Mugenda, 2012).

Common drawbacks include the time-consuming nature, higher costs, and potential respondent bias due to the lack of standardized answer scales. Additionally, findings from this method may have limited generalizability beyond the study location.

iii. Observation

The utilization of observation as a research tool is based on the researcher directly gathering information through firsthand observation and recording, without relying on the respondents. In this study, a meticulously planned structured observation list will be developed, clearly outlining what is to be observed and recorded (Kothari, 2004). It will delineate the units of observation, the method of recording observation outcomes and the recording style, ensuring accuracy and maintaining standard conditions to be observed. The data collected through observation will be crucial in identifying the levels of compliance with regulations that impact criminal activities in Malaba town, Busia, Kenya.

Observation instruments offer advantages by mitigating limitations of interviews and questionnaires, which heavily rely on respondents. These instruments enable the collection of data from participants' natural behaviour unconsciously recording them. The field notes obtained provide crucial data to address inquiries about compliance levels and potential reasons for behaviour, gathering information that may not be obtained in a disinterested manner.

The drawbacks of using observation as a tool is its costliness since only one area can be observed at a time, limiting the amount of information the observer can gather from their point of observation, and interruptions by unseen matters. Another limitation is the potential

impairment of observer's objectivity and introduction of bias if observed phenomena do not align with the expectations of the observer affecting their personal emotions.

iv. Focused Group Discussions

Focus group discussions will be used to collect relevant data for this study (Kothari, 2004). An interview guide with open-ended questions based on the study's key variables will facilitate discussions. Key informants, including CMO association officials and community leaders, will be grouped in fours to encourage sharing of ideas, experiences, and emotions.

Qualitative data may also be gathered from related sources like newspapers and meeting minutes. Discussions will be recorded using interview guides and audio devices, with detailed notes taken afterward. Photographs may also be captured during these sessions.

3.9. Validity and Reliability

This section outlines the ground for ensuring that the research findings are accurate, consistent, and are trustworthy, which strengthens the credibility of the study and supports the sound conclusions and decision-making based on the results that will be obtained.

3.9.1. Validity

Validity refers to how well the results from data analysis represent the study's phenomenon. To ensure this, the researcher will submit the questionnaire to the university supervisor and field experts to review its content and identify any biases or weaknesses that could affect data accuracy (Mugenda & Mugenda, 1999).

The study's findings may not fully capture the complexity of factors like economic status or peer influence, as the instruments might be too narrow or incomplete. Additionally, since the research is limited to Malaba Town, the results may not be generalizable to other regions of Kenya or countries with different socio-economic contexts.

Furthermore, establishing a causal link between commercial motorcyclists and crime may be challenging, as other unmeasured factors such as police presence or community dynamics—could influence crime rates, potentially affecting the study’s validity.

3.9.2. Reliability

An instrument is considered reliable if it consistently yields the same results (Kothari, 2004). Inconsistencies may arise if different researchers interpret or record responses differently, posing a reliability challenge.

To ensure reliability, tools like surveys and interviews used to measure commercial motorcyclists’ involvement in crime must consistently capture the same constructs over time. Poorly structured or untested instruments can undermine the dependability and replicability of findings.

Additionally, if respondents withhold the truth due to fear of implication or social desirability the accuracy of the data may suffer, weakening the overall reliability of the study’s conclusions.

3.10. Data Collection Methods and Procedures

Ethical clearance was secured from the University’s departmental board, followed by an introduction letter that facilitated the acquisition of research approval from the National Commission for Science, Technology and Innovation (NACOSTI). Informed consent was obtained from all participants, who were assured that the information gathered would remain confidential and solely for academic purposes.

A mixed-methods approach was employed to investigate the factors contributing to criminal behaviour among commercial motorcycle operators (CMOs) in Malaba Town. Trained research assistants conducted structured interviews with key informants such as community leaders, law enforcement officers, immigration and county officials, and local chiefs. These interviews, recorded with participants' consent and later transcribed verbatim, provided rich qualitative data on local dynamics and CMO operations.

Quantitative data were gathered through questionnaires distributed to a representative sample of CMOs. These questionnaires collected demographic and operational data aligned with the study's objectives, offering broad-based insights that complemented the qualitative findings.

Structured observation was also undertaken to document the everyday interactions of CMOs with peers and passengers. Field notes were maintained to capture behavioural patterns in natural settings.

Additionally, focus group discussions (FGDs) were held with both CMOs and key informants. Participants were organized into small groups and guided through semi-structured discussions designed to explore personal experiences and perspectives on the drivers of crime among CMOs. Audio recordings and detailed notes ensured accurate data capture.

By integrating interviews, questionnaires, observation, and FGDs, the study gathered comprehensive data to support its objectives and inform practical recommendations regarding criminal behaviour among CMOs in Malaba Town.

3.11. Data Analysis Techniques and Procedures

Data collected in this study were analysed through a structured approach to effectively address the research questions. Quantitative data from the structured questionnaires were analysed using IBM SPSS Statistics (2019). Descriptive statistics—such as frequencies, percentages, means, and standard deviations—were used to summarize respondent demographics and key factors influencing criminal behaviour. Chi-square tests were conducted to examine associations between socio-economic variables and involvement in crime.

Qualitative data from interviews and focus group discussions were transcribed and analysed thematically. Thematic analysis focused on identifying key patterns related to socio-economic influences on crime, perceptions of safety among operators and passengers, and the role of law enforcement in moderating substance abuse and criminal activity. NVivo software was used to code and manage qualitative data from interviews, open-ended responses, and observations. Three focus group discussions were conducted, each comprising 6 to 12 participants, to ensure a comprehensive exploration of the study's key issues.

3.12. Ethical Considerations

The researcher will endeavor to comply with ethical requirements to achieve the intended objective of maintaining integrity. Mugenda and Mugenda (2003) stressed that ethical considerations are crucial for maintaining research integrity and preserving participants' rights. This guided the researcher to inform participants the importance and relevance of the study to allow them make well informed and autonomous decisions. The researcher will clearly explain to the participants the purpose, procedures, and any potential risks which may arise, respecting the participants' rights and promoting the required ethical standards. Emphasizing on the voluntary nature of participation of the study, along with the option to

withdraw at any particular time, in order to protect them. This process will ensure the study adheres to principles of respect, non-coercion, and ethical responsibility, fostering transparency and trust in the study by the researcher.

The maintenance of confidentiality will be upheld to safeguarding the participants' privacy and allow the building of trust throughout the research process. The researcher will ensure that personal identifiers are hidden or protected to avoid disclosing sensitive information. Data will be stored in a secured manner, and access will be limited only to authorized personnel, which will ensure participants' privacy will be protected. By not sharing identifiable information without prior consent, the researcher will uphold the participants' rights, minimizing the potential from harm and will foster a safe and ethical environment during the study.

Voluntary participation will ensure that participants freely choose to engage in the study without coercion, or any external pressure. The researcher will make it clear that participants have the right to refuse to participation or can withdraw at any stage of the study. This approach will allow participants to make decisions based on their comfort and independently. Emphasizing the absence of repercussions for withdrawing, creates a safe and ethical environment where participants feel respected, valued, and are in control of their own involvement.

Adhering to the law is vital for conducting the study in compliance with Kenya's ethical guidelines, laws, and regulations. The researcher will ensure that the legal framework governing research involving human subjects, protecting participants' rights and ensuring ethical practices will be followed. Securing an approval from the relevant ethics committees, university review boards, and local authorities will guarantee that the study meets the

necessary standards. This will ensure accountability, promote responsible conduct, and minimize any legal or ethical violations during the course of the study process.

Transparency and integrity are crucial for the ethical conduct of the research, and by ensuring that the study is carried out with honesty and openness, will provides participants with a clear, accurate information about the study's objectives, the methods, and potential outcomes. This will foster trust and understanding. By upholding integrity, the researcher will ensure that the data is reported truthfully and without manipulation. This approach will guarantee the credibility, reliability, and the ethical responsibility of the researcher, thereby fostering confidence in the results and the overall research process.



CHAPTER FOUR

RESEARCH FINDINGS AND DISCUSSION

4. Introduction

Chapter presents, discusses research findings on assessment of commercial motorcyclists' motivators into crime indulgence in Malaba town, Busia, Kenya. The analysis is structured according to the research objectives, providing a detailed examination of the influence of commercial motorcycle operators' socio-economic conditions on their likelihood of engaging in criminal behavior, how commercial motorcycle operators contribute to perceptions of safety and security among road users in areas affected by criminal activity and the role of law enforcement effectiveness in moderating the relationship between commercial motorcyclist operators' substance abuse and their involvement in criminal activities in Malaba Town, Busia County, Kenya.

The findings are based on are analyzed key factors contributing to crime within the commercial motorcycle sector in Malaba town.

4.1 Response Rate

The study attained a 96% response rate, with 144 respondents participating out of the targeted 150, leaving only 4% (6 respondents) unaccounted for. According to Patten (2016), a response rate of 60% or higher is considered sufficient for questionnaire-based research. Similarly, Mugenda and Mugenda (2003) classify response rates of 50% as adequate, 60% as good, and above 70% as very good. Therefore, the 96% response rate achieved in this study is exceptionally high, enhancing the reliability and validity of the data collected

4.2 Demographic Information

This section examines the demographic profiles of the respondents, focusing on gender, age, and educational attainment.

4.2.1 Age of respondents

The researcher aimed to determine the age range of the respondents involved in the study. The findings are presented in Table 4.2.

Table 4.2: Age Distribution of Respondents

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	15-20	13	9.0	9.0	9.0
	21-25	60	41.7	41.7	50.7
	26-30	31	21.5	21.5	72.2
	31-35	19	13.2	13.2	85.4
	36-40	10	6.9	6.9	92.4
	41-45	5	3.5	3.5	95.8
	Over forty-five	6	4.2	4.2	100.0
	Total	144	100.0	100.0	

Note. The table presents the age distribution of respondents who participated in the study.

Source: Field Data, 2025

The findings indicate that the largest proportion of respondents, 41.7% (60), were aged between 21 and 25 years. The next largest group was those aged 26 to 30 years, comprising 21.5% (31) of respondents, followed by the 31 to 35 years group at 13.2% (19). Respondents aged 15 to 20 years made up 9.0% (13), while those aged 36 to 40 years accounted for 6.9% (10). The 41 to 45 years group represented 3.5% (5), and respondents over 45 years old constituted 4.2% (6) of the sample. This indicates that the majority of the commercial motorcyclist operators in Malaba town are young, particularly between 21 and 30 years (a

cumulative 63.2% of the sample). The cumulative percentage confirms that by including older age groups, the total reaches 100%, ensuring a comprehensive representation. These findings suggest that the commercial motorcycle sector in Malaba town is largely dominated by young adults, which may be attributed to factors such as youth unemployment, ease of entry into the industry, and economic necessity.

The accompanying pie chart visually reinforces this trend, with the 21-25 age group occupying the largest segment, followed by the 26-30 age group. The smaller portions represent the older age groups, indicating lower participation of individuals above 35 years. This age distribution is significant in understanding crime trends among commercial motorcyclists, as younger individuals may be more susceptible to certain economic and social pressures that influence criminal behaviour.

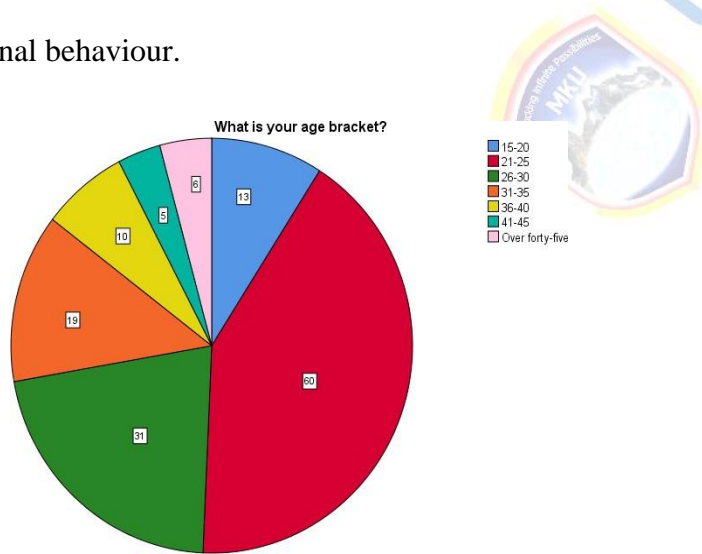


Figure 4.2: Age of the Respondents

Source: Field Data, 2025

4.2.2 Level of Education

Table 4.3: Level of Education

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Primary	50	34.7	34.7	34.7
	Secondary	59	41.0	41.0	75.7
	University	8	5.6	5.6	81.3
	College	14	9.7	9.7	91.0
	None of the above	13	9.0	9.0	100.0
	Total	144	100.0	100.0	

Source: Field Data, 2025

According to the findings, the majority of respondents had attained secondary education, with 41.0% (59) respondents falling into this category. The second largest group comprised those with primary education, accounting for 34.7% (50) respondents. This indicates that most commercial motorcyclist operators in Malaba town have at least some levels of formal education, with secondary education being the most common.

A smaller proportion of respondents had attained college education, representing 9.7% (14) of the respondents, while 5.6% (8) of the respondents reported having university education. Additionally, 9.0% (13) of the respondents indicated that they had no formal education or did not fit into the listed categories.

A smaller proportion of respondents had attained college education, representing 14 respondents (9.7%), while 8 respondents (5.6%) reported having university education. Additionally, 13 respondents (9.0%) indicated that they had no formal education or did not fit into the listed categories.

The cumulative percentage confirms that all respondents collectively make up 100%, ensuring a comprehensive representation of educational backgrounds. The findings suggest that the commercial motorcycle industry in Malaba town predominantly attracts individuals with basic to intermediate levels of education, with relatively few having higher education qualifications. This may indicate that many individuals join the sector due to limited opportunities in the formal job market, particularly for those with primary or secondary education. The accompanying bar chart visually represents this trend, showing that secondary and primary education levels dominate, while university graduates are the least represented. This distribution is crucial in understanding the socio-economic factors influencing crime among boda boda operators, as education levels may correlate with knowledge of legal frameworks, financial literacy, and exposure to alternative employment opportunities.

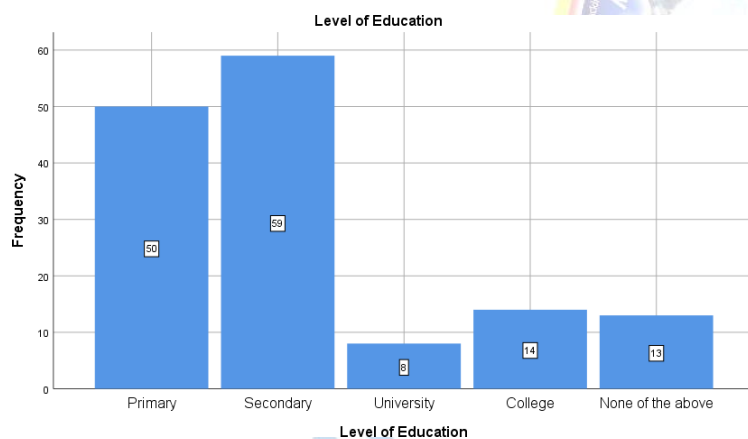


Figure 4.3: Level of Education

Source: Field Data, 2025

4.2.3 Length of service

Table 4.4: Length of service

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Less than 1 years	26	18.1	18.1	18.1
	Between 1-4 years	74	51.4	51.4	69.4
	Between 5-9 years	21	14.6	14.6	84.0
	Over 10 years	23	16.0	16.0	100.0
	Total	144	100.0	100.0	

Source: Field Data, 2025

According to the findings, the majority of respondents had worked in the commercial motorcycle sector for 1 to 4 years, with 74 respondents (51.4%) falling into this category. This indicates that over half of the commercial motorcyclist operators in Malaba town have moderate experience in the industry.

The second-largest group comprised those who had worked for less than 1 year, representing 26 respondents (18.1%). This suggests that a significant number of boda boda operators are relatively new to the profession, possibly indicating a high entry rate into the sector.

Additionally, 21 respondents (14.6%) reported having 5 to 9 years of experience, while 23 respondents (16.0%) had been in the industry for over 10 years. This distribution highlights that while there are long-term operators in the sector, a considerable proportion of riders have joined within the past few years.

The cumulative percentage confirms that all respondents collectively make up 100%, ensuring a comprehensive representation of work experience among boda boda operators in Malaba town.

The accompanying pie chart visually represents this trend, showing that most commercial motorcyclists have a work experience of less than five years, with relatively fewer having

long-term experience. This distribution is crucial in understanding crime-related factors in the sector, as less experienced operators may be more vulnerable to economic pressures that could influence criminal behaviour, while more experienced riders may have developed strategies to navigate security and legal challenges.

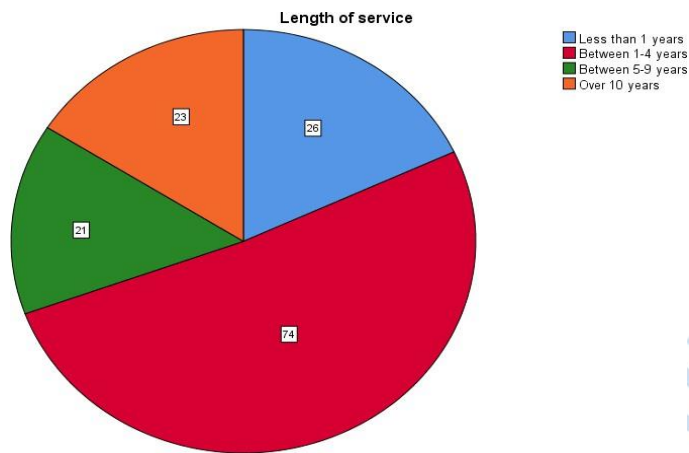


Figure 4.4: Length of service

Source: Field Data, 2025

4.2.4 Motorbike Ownership

Table 4.5: Motorbike Ownership Status of Respondents

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Are you the Owner	71	49.3	49.3	49.3
	Rider	73	50.7	50.7	100.0
	Total	144	100.0	100.0	

Note. The table summarizes the motorbike ownership status of the commercial motorcycle operators surveyed.

Source: Field Data, 2025

The study sought to determine the ownership status of commercial motorcycles among boda boda operators in Malaba town. The results indicate that 49.3% (71) of the respondents own the motorbikes they operate, while 50.7% (73) of the respondents are riders who do not own the motorcycles.

This near-equal distribution suggests that the boda boda sector is characterized by both owner-operators and individuals who lease or rent motorcycles for daily use. The fact that nearly half of the operators do not own the motorbikes may have implications for financial stability, control over earnings, and susceptibility to exploitation by motorcycle owners.

The pie chart visually represents this trend, showing a nearly 50-50 split between owners and riders. Understanding this distribution is crucial, as ownership status may influence operational decision-making, risk-taking behaviour, and involvement in criminal activities. For instance, non-owner riders might experience financial pressures that could make them more vulnerable to engaging in illicit activities compared to owner-operators who have greater control over their income and resources.

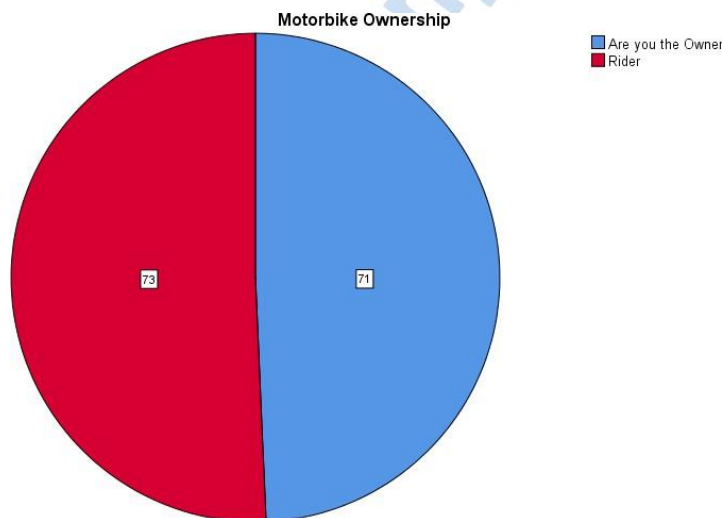


Figure 4.5: Motorbike Ownership

Source: Field Data, 2025

4.3 Descriptive Analysis

The study examined and analyze the key motivators driving commercial motorcyclists in Malaba Town, Busia County, Kenya to engage in criminal activities.

4.3.1. The influence of commercial motorcycle operators' socio-economic conditions on their likelihood of engaging in criminal behaviour in Malaba Town, Busia County, Kenya.

Respondents were asked to rate how much socio-economic status influences the likelihood of commercial motorcycle operators engaging in criminal behavior in Malaba Town, Busia County, Kenya. Responses were measured on a scale from 1 to 5, where 1 = strongly disagree, 2 = disagree, 3 = neutral, 4 = agree, and 5 = strongly agree. The results are presented in Table 4.6.



Mount Kenya

University

Table 4.6: The influence of commercial motorcycle operators' socio-economic conditions on their likelihood of engaging in criminal behavior in Malaba town, Busia, Kenya.

	N	Minimum	Maximum	Mean	SD
Commercial motorcyclist's operators	144	1.00	5.00	3.2153	1.59616
with lower socioeconomic status are more likely to engage in criminal activities					
Financial pressure and poverty contribute to the involvement of commercial motorcyclists in criminal activities	144	1.00	5.00	3.1389	1.32544
Limited employment opportunities for commercial motorcyclists increases the likelihood of engaging in criminal behaviour	144	1.00	5.00	3.5625	1.31542
The social economic status of commercial motorcyclists influences their ethical choice, including the decision to engage	144	1.00	5.00	3.4097	1.39636
Valid N (listwise)	144				

Note: SD= Std. Deviation

Source: Field Data, 2025

The findings reveal that commercial motorcyclists with lower socio-economic status are more likely to engage in criminal activities, as shown by a moderate mean score of 3.22 (SD = 1.60),

reflecting some variation in views among respondents. Financial pressure and poverty also contribute to criminal involvement, with a mean of 3.14 (SD = 1.33), indicating economic hardship as a factor, though opinions varied.

Limited employment opportunities stood out as the most significant factor, recording the highest mean of 3.56 (SD = 1.32), suggesting a strong link between lack of alternative jobs and criminal behavior. Furthermore, socio-economic status influences ethical decisions, including crime involvement, with a mean score of 3.41 (SD = 1.40), implying financial stability affects moral choices among operators.

Overall, the results emphasize that socio-economic challenges especially financial strain and scarce employment opportunities play a critical role in increasing the likelihood of criminal activities among commercial motorcyclists.

4.3.1.1 Chi-Square Tests: Examining the influence of commercial motorcycle operators' socio-economic conditions on their likelihood of engaging in criminal behavior in Malaba Town, Busia County, Kenya

Table 4.7: Chi-Square Tests. Examining the influence of commercial motorcycle operators' socio-economic conditions on their likelihood of engaging in criminal behavior in Malaba Town, Busia County, Kenya.

Test	Value	Df	Asymptotic Significance (2-sided)
Pearson Chi-Square	222.417 ^a	16	.000
Likelihood Ratio	180.187	16	.000
Linear-by-Linear Association	1.733	1	.188
N of Valid Cases	144		

a. 12 cells (48.0%) have expected count less than 5. The minimum expected count is 1.67.

Source: Field Data, 2025

The Pearson Chi-Square statistic was 222.417 with 16 degrees of freedom and a p-value of 0.000. Because the p-value is below 0.05, this indicates a statistically significant association between the variables studied. This suggests that the socio-economic factors analyzed have a meaningful impact on criminal behavior among commercial motorcycle operators in Malaba Town.

The Likelihood Ratio test also supported this finding, yielding a value of 180.187 with 16 degrees of freedom and a p-value of 0.000, confirming the significance of the relationship.

However, the Linear-by-Linear Association test showed a value of 1.733 with 1 degree of freedom and a p-value of 0.188. Since this p-value exceeds 0.05, it indicates that there is no strong linear relationship between the independent and dependent variables.

Based on 144 valid cases, the analysis confirms that socio-economic factors significantly influence criminal activities among commercial motorcycle operators, as shown by the Chi-Square and Likelihood Ratio results. Nonetheless, the absence of a strong linear trend suggests the relationship may be more complex than a simple direct correlation.

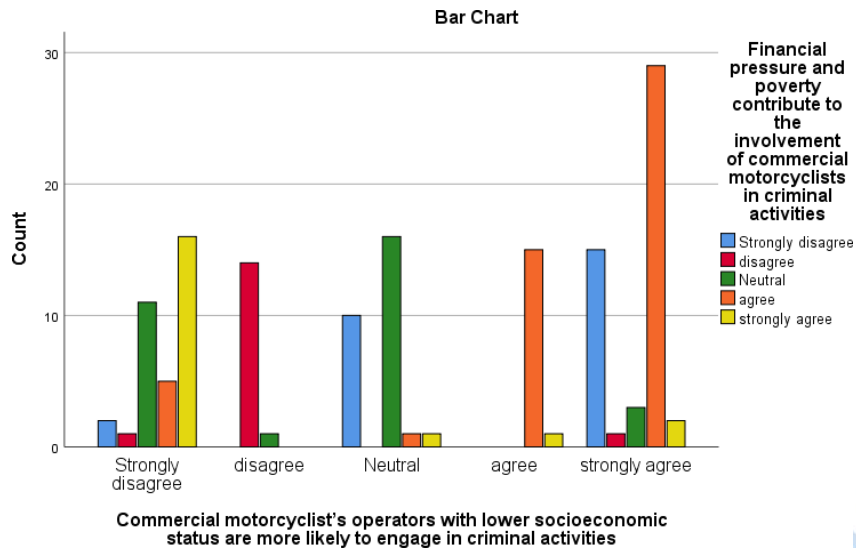


Figure 4.6: The influence of commercial motorcycle operators' socio-economic conditions on their likelihood of engaging in criminal behavior in Malaba Town, Busia County, Kenya

Source: Field Data, 2025

The bar chart illustrates the relationship between financial pressure, poverty, and the involvement of commercial motorcyclists in criminal activities. The distribution of responses suggests varying levels of agreement regarding the impact of socioeconomic factors on criminal behaviour.

A significant number of respondents strongly agreed that financial pressure and poverty contribute to criminal involvement, indicating that economic hardships may be a key driver of crime among commercial motorcyclists. A noticeable proportion of respondents were neutral, suggesting some uncertainty or variability in individual experiences regarding this issue. While some respondents disagreed or strongly disagreed, their numbers were lower compared to those who agreed, implying that although not universal, financial difficulties are widely perceived as influencing criminal activities. This trend aligns with the hypothesis that lower socioeconomic status increases susceptibility to crime due to financial desperation and lack of alternative opportunities.

4.3.2. How commercial motorcycle operators contribute to safety and security in areas affected by criminal activity in Malaba Town, Busia, Kenya.

The respondents were asked to rate the extent to the perception of safety and security among commercial operators and passengers in relation to reported criminal incidents in Malaba town, Busia, Kenya. The value of the mean indicated the level of agreement, ranging on a scale of 1 to 5, with 01 denoting strongly disagree, 02 disagree, 03 neutral, 04 agree, and 05 strongly agree. The findings are as indicated in Table 4.8.

Table 4.8: How commercial motorcycle operators contribute to safety and security in areas affected by criminal activity in Malaba Town, Busia, Kenya.

	N	Minimum	Maximum	Mean	SD
I feel safe when operating or riding a motorcycle	144	1.00	5.00	2.3958	1.53841
I feel secure when using motorcycle taxis	144	1.00	5.00	2.2431	1.25295
Local authorities are effectively addressing safety concerns	144	1.00	5.00	2.3819	1.59543
The reported criminal incidents have influenced operating areas	144	1.00	4.00	3.4167	1.11882
Valid N (listwise)	144				

Note. SD = Standard Deviation. Responses were based on a Likert scale from 1 (Strongly Disagree) to 5 (Strongly Agree), except the last item with a maximum of 4.

Source: Field Data, 2025

According to the findings, a large number of the riders generally strongly agreed that they felt insecure in the then-current state of safety and security when riding motorcycles within Malaba Town. This was indicated by a mean of 2.40 and a standard deviation of 1.5. Similarly,

passengers also felt insecure when using motorcycles, as indicated by a mean of 2.24 and a standard deviation of 1.25. Perceptions of insecurity were widespread, with many operators and passengers reporting feeling unsafe and expressing low confidence in local authorities' ability to address criminal incidents. This was indicated by a mean of 2.38 and a standard deviation of 1.59. Some respondents agreed that reported criminal incidents had influenced the areas they operated in, suggesting that crime had a tangible impact on their route choices or working conditions. This was indicated by a mean of 3.42 and a standard deviation of 1.11, which further suggested that crime was not only a perception but a reality that directly affected the working conditions and decisions of boda boda operators regarding the areas where they plied their trade.

4.3.2.1 Chi-Square Tests: How commercial motorcycle operators contribute to safety and security in areas affected by criminal activity in Malaba Town, Busia, Kenya.

To determine if the data follows a Chi-Square distribution, the study subsequently performed a Chi-Square test. Table 4.9 shows the final results of the Chi-Square analysis.

Table 4.9: Chi-Square Tests: How commercial motorcycle operators contribute to safety and security in areas affected by criminal activity in Malaba Town, Busia, Kenya.

	Value	Df	Asymptotic Significance (2-sided)
Pearson Chi-Square	375.471 ^a	16	.000
Likelihood Ratio	271.467	016	.000
Linear-by-Linear Association	61.761	1	.000
N of Valid Cases	144		

a. 15 cells (60.0%) have expected count less than 5. The minimum expected count is .73.

Source: Field Data, 2025

The p-value of 0.000 is statistically significant ($p < 0.05$), indicating a strong relationship between perceived safety and criminal activity. This implies that respondents' feeling about their safety is not random but is meaningfully associated with the frequency and nature of reported crimes in the town

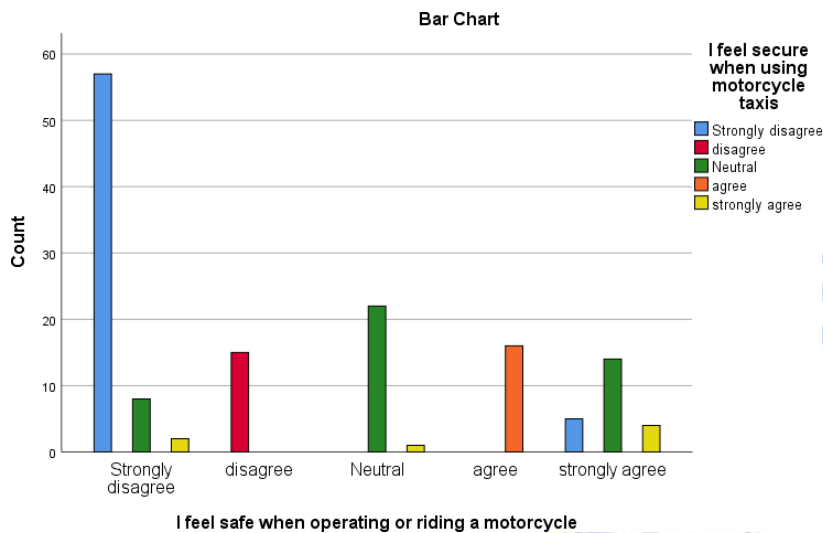


Figure 4.7: How commercial motorcycle operators contribute to safety and security in areas affected by criminal activity in Malaba Town, Busia, Kenya.

Source: Field Data, 2025

The bar chart illustrates respondents' perceptions of safety when using or operating motorcycle taxis. The distribution of responses indicates significant concerns about security, with a majority of respondents strongly disagreeing that they feel safe. This suggests that many commercial motorcyclists and passengers experience insecurity when using motorcycle taxis, which could be attributed to factors such as crime, reckless riding, or inadequate enforcement of traffic and safety regulations.

A notable proportion of respondents also disagreed, further reinforcing the perception that motorcycle transport is not entirely secure. Some respondents, however, were neutral,

indicating uncertainty or mixed experiences regarding safety, possibly due to variations in personal encounters or regional differences in security measures.

On the other hand, a smaller percentage of respondents agreed or strongly agreed that they feel secure when using motorcycle taxis. This suggests that while safety concerns are prevalent, there are still individuals who perceive motorcycle transport as relatively safe, potentially due to their familiarity with the operators, safer riding practices, or improved security measures in specific areas.

Overall, these findings suggest that safety and security concerns are significant challenges in the commercial motorcycle sector. The high levels of disagreement regarding safety perceptions may point to deeper issues such as rising crime rates involving motorcycle taxis, lack of regulatory enforcement, or ineffective policing. Addressing these concerns could improve confidence in the sector and enhance the safety of both operators and passengers in Malaba town, Busia.

4.3.3. The role of law enforcement effectiveness in moderating the relationship between commercial motorcyclist operators' and their involvement in criminal activities in Malaba Town, Busia County, Kenya.

The respondents were asked to rate the extent to the role of law enforcement effectiveness in moderating the relationship between substance abuse and addiction and criminal activities in Malaba town, Busia, Kenya. The value of the mean indicated the level of agreement, ranging on a scale of 1 to 5, with 01 denoting strongly disagree, 02 disagree, 03 neutral, 04 agree, and 05 strongly agree. The findings are as indicated in Table 10.

Table 4.10: Role of law enforcement effectiveness in moderating the relationship between commercial motorcyclist operators' and their involvement in criminal activities in Malaba Town, Busia County, Kenya.

	N	Minimum	Maximum	Mean	SD
Item					
Law enforcement effectively reduces criminal activities	144	1.00	5.00	2.5833	1.28738
The Police in Malaba are successful in preventing crime	144	1.00	5.00	2.8403	1.55848
I trust the law enforcement agencies in Malaba Town, Busia, to manage issues related to and linked to criminal activities effectively	144	1.00	5.00	1.7292	1.27493
Law enforcement in Malaba Town, Busia, responds promptly to incidents involving related criminal activities	143	1.00	5.00	1.7133	1.25946
Valid N (listwise)	143				

Note: SD= Std. Deviation

Source: Field Data, 2025

The findings from the table indicate mixed perceptions regarding the effectiveness of law enforcement in addressing substance abuse-related criminal activities in Malaba Town, Busia.

The responses were measured on a scale from 1 (Strongly Disagree) to 5 (Strongly Agree), with the mean values reflecting the overall sentiment of the respondents.

The statement "Law enforcement in Malaba Town, Busia, effectively reduces criminal activities related to substance abuse and addiction" received a mean score of 2.5833, indicating that respondents generally disagree with this assertion. This suggests that law enforcement efforts in controlling such crimes are perceived as inadequate or inconsistent.

Similarly, the statement "The Police in Malaba are successful in preventing crime associated with substance abuse and addiction" had a mean of 2.8403, showing a slightly more neutral stance but still leaning towards disagreement. This implies that while some respondents acknowledge law enforcement efforts, many believe that crime prevention in relation to substance abuse remains a challenge.

Moreover, the trust in law enforcement agencies is notably low, as seen in the statement "I trust the law enforcement agencies in Malaba Town, Busia, to manage issues related to substance abuse and its link to criminal activities effectively," which had a mean score of 1.7292. This low score suggests a strong lack of confidence in the ability of law enforcement to handle substance abuse-related crime effectively.

Additionally, the statement "Law enforcement in Malaba Town, Busia, responds promptly to incidents involving substance abuse and related criminal activities" received an even lower mean of 1.7133, reinforcing the perception that the police response time to such incidents is inadequate.

Overall, these findings highlight significant concerns regarding the effectiveness, trust, and responsiveness of law enforcement in addressing substance abuse-related crime in Malaba Town, Busia. The low mean scores indicate that many commercial motorcyclists and community members perceive law enforcement as ineffective in controlling such crimes, which may contribute to the persistence of criminal activities in the area. Addressing these

concerns may require improved policing strategies, stronger community engagement, and more proactive interventions to curb substance abuse and its related criminal activities.

4.3.3.1 Chi-Square Tests: Role of law enforcement effectiveness in moderating the relationship between commercial motorcyclist operators' and their involvement in criminal activities in Malaba Town, Busia County, Kenya

To determine if the data follows a Chi-Square distribution, the study subsequently performed a Chi-Square test. Table 4.11 shows the final results of the Chi-Square analysis.

Table 4.11: Chi-Square Tests: Role of law enforcement effectiveness in moderating the relationship between commercial motorcyclist operators' and their involvement in criminal activities in Malaba Town, Busia County, Kenya.

	Value	Df	Asymptotic Significance (2-sided)
Pearson Chi-Square	171.333 ^a	16	.000
Likelihood Ratio	184.611	16	.000
Linear-by-Linear Association	23.950	1	.000
N of Valid Cases	144		

a. 12 cells (48.0%) have expected count less than 5. The minimum expected count is .61.

Source: Field Data, 2025

The Chi-Square test results provide insights into the relationship between law enforcement effectiveness and substance abuse-related criminal activities in Malaba Town, Busia.

The Pearson Chi-Square value (171.333, $df = 16$, $p = 0.000$) indicates a statistically significant relationship between the variables examined. Since the p-value is less than 0.05, it suggests that law enforcement effectiveness has a significant impact on crime linked to substance abuse among commercial motorcyclists.

Similarly, the Likelihood Ratio (184.611, $df = 16$, $p = 0.000$) further confirms the strong association, reinforcing the reliability of the Pearson Chi-Square test results.

The Linear-by-Linear Association value (23.950, $p = 0.000$) also supports the presence of a significant trend, meaning that as the effectiveness of law enforcement changes, there is a measurable impact on the level of substance abuse-related crimes.

With 144 valid cases, the results demonstrate that respondents generally perceive a clear connection between law enforcement performance and crime prevention efforts related to substance abuse. These findings emphasize the need for stronger, more effective policing strategies to curb substance abuse-driven crimes within the commercial motorcyclist sector in Malaba Town, Busia.

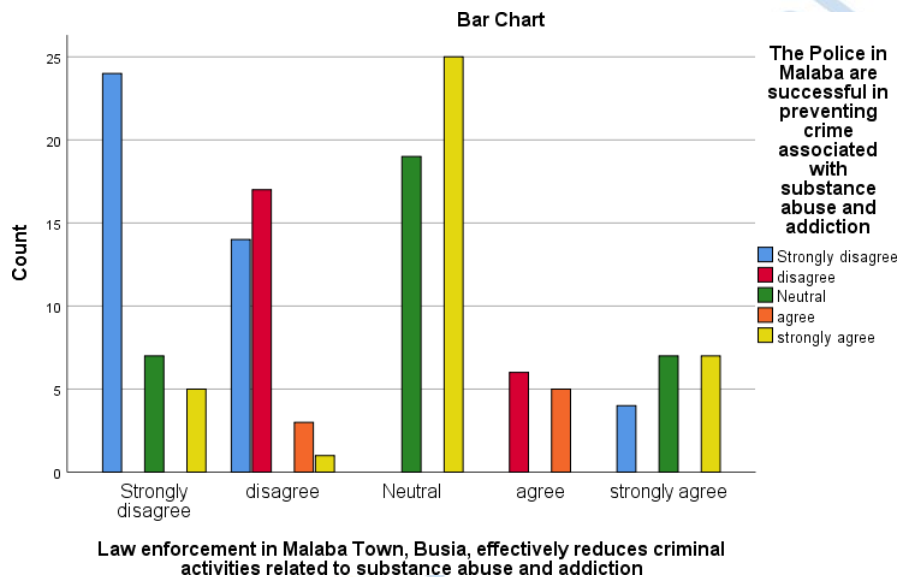


Figure 4.8: The role of law enforcement effectiveness in moderating the relationship between commercial motorcyclist operators' and their involvement in criminal activities in Malaba Town, Busia County, Kenya.

Source: Field Data, 2025

The bar chart illustrates respondents' perceptions of law enforcement effectiveness in reducing criminal activities related to substance abuse and addiction in Malaba Town, Busia. The distribution of responses suggests mixed opinions regarding police efficiency in handling substance abuse-related crimes.

A significant proportion of respondents strongly disagree or disagree that law enforcement is effective in addressing these issues, indicating a lack of confidence in policing efforts. However, a notable number of respondents remain neutral, suggesting uncertainty or a perception that law enforcement efforts are inconsistent. A smaller portion of participants agree or strongly agree that the police successfully prevent crimes linked to substance abuse, reflecting some level of approval but not widespread confidence.

Overall, the findings suggest that while some individuals acknowledge law enforcement's role in crime prevention, a significant portion of commercial motorcyclists and residents believe that more effective strategies are needed to address substance abuse-driven criminal activities in Malaba Town, Busia. Strengthening policing efforts, improving community trust, and implementing targeted interventions could enhance the effectiveness of law enforcement in mitigating these issues.

4.4 Inferential analysis

4.4.1 Reliability

Table below shows the Reliability of the study.

Table 4.12: Reliability

Cronbach's Alpha	Cronbach's Alpha Based on Standardized Items	N of Items
.856	.857	3

Source: Field Data, 2025

The Reliability Statistics table presents the Cronbach's Alpha value, which measures the internal consistency of the items used in the study. In this case, the Cronbach's Alpha is 0.856, and the standardized Cronbach's Alpha is 0.857, with three items analysed.

A Cronbach's Alpha value above 0.7 is generally considered acceptable, while values above 0.8 indicate high reliability. The result of 0.856 suggests that the three items used in the study have strong internal consistency, meaning that they effectively measure the same underlying concept.

This high reliability score indicates that the survey items related to the construct being measured: such as law enforcement effectiveness, crime involvement, or safety perceptions, are well-designed and provide consistent responses across participants. Thus, the instrument used in the study is statistically sound and reliable for further analysis.

4.4.2 ANOVA^a

The table below, represents the ANOVA^a

Table 4.13: ANOVA^a

Model		Sum of Squares	Df	Mean Square	F	Sig.
	Regression	28.54	4	6.193	100.308	.000b
1	Residual	8.444	173	.1002		
	Total	36.498	171			

a. Dependent Variable: Crime indulgence among commercial motorcyclist operators in Malaba Town, Busia, Kenya.

b. Predictors: (Constant), Socio-economic status, Perception of safety and security, Law enforcement effectiveness, Substance abuse and addiction.

Source: Field Data, 2025

The results of the Analysis of Variance (ANOVA) indicate a statistically significant relationship between the selected independent variables: socio-economic status, perception of safety and security, law enforcement effectiveness, and substance abuse and addiction, and the dependent variable, which is crime among commercial motorcyclist operators in Malaba Town, Busia, Kenya. The regression model yielded a sum of squares of 28.54 with 4 degrees of freedom, leading to a mean square value of 6.193. The residual sum of squares was 8.444 with 173 degrees of freedom, indicating the portion of variance not explained by the predictors. The total sum of squares amounted to 36.498, representing the overall variance in crime among commercial motorcyclists within the study area.

Furthermore, the F-statistic for the model was found to be 100.308, with a significance level of $p = .000$, suggesting that the predictors collectively have a strong and statistically significant effect on crime levels among commercial motorcyclist operators. The significance level being below 0.05 implies that the independent variables contribute meaningfully to the variance observed in the dependent variable. This means that factors such as socio-economic conditions, safety perceptions, effectiveness of law enforcement, and substance abuse play a crucial role in shaping the crime dynamics among commercial motorcyclists in Malaba Town. The findings suggest that addressing socio-economic hardships, enhancing public safety measures, strengthening law enforcement responses, and mitigating substance abuse and addiction among commercial motorcyclist operators could significantly reduce criminal activities within this sector. The strong statistical significance of the regression model highlights the importance of targeted policy interventions in addressing crime among commercial motorcyclists, emphasizing the need for a multi-faceted approach involving economic empowerment, improved security measures, and strict law enforcement to mitigate criminal tendencies within the boda boda industry in Malaba Town.

4.4.3 Correlations

Provides investigation of the correlation analysis.

Table 4.14: Correlations

Correlations		Socio-economic Status	Safety and Security	Law Enforcement
Socio-economic Status	Pearson Correlation	1	.710**	.648**
	Sig. (2-tailed)		.000	.000
	N	207	207	207
Safety and Security	Pearson Correlation	.710**	1	.643**
	Sig. (2-tailed)	.000		.000
	N	207	207	207
Law Enforcement	Pearson Correlation	.648**	.643**	1
	Sig. (2-tailed)	.000	.000	
	N	207	207	207

Source: Field Data, 2025

The correlation analysis examines the relationships between socio-economic status, safety and security, and law enforcement in relation to crime among commercial motorcyclist operators in Malaba Town, Busia, Kenya. The Pearson correlation coefficients indicate strong and statistically significant relationships between these variables, as all correlations have p-values of .000, meaning they are highly significant at the 0.01 level (2-tailed).

The correlation between socio-economic status and safety and security is 0.710, suggesting a strong positive relationship. This means that improvements in socio-economic conditions are associated with better perceptions of safety and security among commercial motorcyclists. Conversely, poor socio-economic conditions may contribute to insecurity, potentially leading to an increase in crime.

Similarly, socio-economic status and law enforcement effectiveness show a positive correlation of 0.648, indicating that as socio-economic conditions improve, law enforcement is perceived to be more effective in maintaining security. This could suggest that areas with better economic conditions have stronger law enforcement presence and engagement, while economically deprived areas may experience weaker enforcement and higher crime rates.

The correlation between safety and security and law enforcement effectiveness is 0.643, also signifying a strong positive relationship. This implies that when law enforcement is perceived to be effective, there is a greater sense of safety and security among commercial motorcyclists. It highlights the importance of a well-functioning law enforcement system in reducing crime and ensuring a safer operating environment for motorcyclists and passengers.

Overall, the findings emphasize the interconnected nature of socio-economic status, safety and security, and law enforcement effectiveness. Improvements in one factor are likely to positively influence the others, contributing to a reduction in crime among commercial motorcyclist operators. Therefore, policymakers and stakeholders should adopt an integrated approach that focuses on economic empowerment, enhanced security measures, and strengthening law enforcement agencies to create a safer environment in Malaba Town.

4.4.4 Model summary

Table 4.15: Model summary

Model	R	R Square	Adjusted R Square	Std. Error of the Estimate
1	.698 ^a	.487	.482	3.52935

a. Predictors: (Constant), Socio-economic Status, Perception of safety and security

Source: Field Data, 2025

The regression model summary provides a comprehensive analysis of the relationship between selected independent variables, socio-economic status and perception of safety and

security and the dependent variable, which is crime among commercial motorcyclist operators in Malaba Town, Busia, Kenya. This statistical model is crucial in understanding how these socioeconomic factors contribute to criminal activities among motorcycle operators, a sector that has seen a surge in crime-related incidents.

The correlation coefficient (R) of .698 indicates a strong positive relationship between the independent variables and crime among commercial motorcyclists. This suggests that variations in socio-economic status and perception of safety and security are significantly associated with fluctuations in crime levels. A high R value implies that the selected predictors have a meaningful influence on the dependent variable, though it does not necessarily establish causation.

The R Square value of .487 means that 48.7% of the variance in crime among commercial motorcyclist operators can be explained by the two independent variables in the model. This implies that socio-economic status and perception of safety and security play a significant role in influencing crime among commercial motorcycle operators in Malaba Town. However, it also means that 51.3% of the variance remains unexplained, indicating that other unmeasured factors also contribute to crime levels. These could include factors such as substance abuse, law enforcement effectiveness, peer influence, and the availability of alternative employment opportunities.

The Adjusted R Square value of .482 refines the model's explanatory power by accounting for the number of predictors included. It ensures that the model does not overestimate its ability to explain crime levels due to the inclusion of multiple independent variables. The fact that the adjusted R Square is only slightly lower than R Square suggests that the predictors in the model are relevant and contribute significantly to the explanation of crime among motorcycle operators.

The standard error of the estimate (3.52935) represents the average deviation of actual crime levels from the predicted values. A lower standard error indicates a more precise model, while a higher value suggests variability in crime rates that the model does not fully account for. The relatively moderate standard error in this study indicates that while the model is fairly reliable, crime patterns among commercial motorcyclists are still influenced by additional factors that may not be captured in this analysis.

Overall, the findings suggest that socio-economic status and perception of safety and security are critical determinants of crime among commercial motorcyclists in Malaba Town. Individuals with lower socio-economic status may be more susceptible to engaging in criminal activities due to financial pressure and lack of alternative employment. Similarly, if commercial motorcyclists and the community perceive a low level of safety and security, it may contribute to a climate where crime is more likely to occur.

However, since the model accounts for only 48.7% of the variation in crime levels, additional research should focus on other influencing factors, such as law enforcement effectiveness, substance abuse, community policing strategies, and urban planning policies. Understanding these additional elements will help policymakers and law enforcement agencies implement more effective crime prevention strategies tailored to the unique challenges faced by commercial motorcyclist operators in Malaba Town, Busia, Kenya.

4.5 Discussion of findings

In the discussions and findings, we shall review the interpretation of the research results, linking them to the objectives and the existing studies, highlighting the implications, acknowledging limitations, and demonstrating the overall contribution and significance of this study.

4.5.1 The influence of commercial motorcycle operators' socio-economic conditions on their likelihood of engaging in criminal behavior in Malaba Town, Busia County, Kenya.

The study sought to examine the impact of socio-economic status on the likelihood of engaging in criminal behaviour among commercial motorcycle operators in Malaba Town, Busia, Kenya. Socio-economic status refers to the financial and social standing of an individual, which includes factors such as income level, employment opportunities, and access to essential resources. The commercial motorcyclist sector in Malaba Town is dominated by young men seeking financial stability, yet many of them face economic hardships that can push them toward criminal activities. Given that commercial motorcycle operations provide employment to many individuals with limited formal education and job opportunities, understanding the influence of socio-economic status on crime within this industry is critical for policy formulation and law enforcement.

The study findings revealed that socio-economic status significantly affects the likelihood of commercial motorcyclists engaging in criminal activities. Respondents were asked to rate the extent to which financial constraints, poverty, and limited employment opportunities contribute to crime among commercial motorcyclists. The results, measured using a five-point Likert scale, provided insightful data on the economic struggles faced by riders and how these struggles influence their ethical decisions. The study found that commercial motorcyclists with lower socio-economic status are more likely to engage in criminal activities, as indicated by a mean score of 3.2153 and a standard deviation of 1.59616. This suggests that financial instability and lack of alternative sources of income push some riders towards unlawful activities such as robbery, drug trafficking, and extortion. Many respondents expressed that their inability to meet basic needs often led to desperation, increasing their vulnerability to engaging in crime as a survival mechanism.

One respondent noted:

"Sometimes, you get an offer to transport illegal goods. You know it's wrong, but if you refuse, someone else will take the job. The need for money makes you take risks."

Key Informant KI01

Source: Field data, Malaba. March, 2025

Additionally, financial pressure and poverty emerged as strong contributing factors, with a mean score of 3.1389 and a standard deviation of 1.32544. This implies that commercial motorcyclists experiencing economic difficulties may be more likely to commit crimes such as theft and fraud in an attempt to improve their financial situations. Many riders indicated that their daily earnings were inconsistent and barely sufficient to cover expenses such as fuel, motorcycle maintenance, and personal needs. Such economic struggles can create frustration, making some riders susceptible to criminal activities, particularly those that offer quick financial gains.

Another rider narrated his victimization experience:

"I was hired by a customer to take him to the border. When we reached a dark place, two other men came from the bushes, beat me up, and took my motorcycle."

Key Informant KI04

Source: Field data, Malaba. March, 2025

Furthermore, the study established that limited employment opportunities increase the likelihood of engaging in criminal behaviour, as evidenced by the highest mean score of 3.5625 and a standard deviation of 1.31542. This finding highlights the fact that many individuals enter the commercial motorcycle business due to a lack of formal employment options. However, when earnings from motorcycle operations become insufficient to sustain a decent livelihood, some operators may resort to illegal means to supplement their income. Crimes such as snatch-and-run thefts, aiding criminals in getaway rides, and engaging in illicit

transportation of contraband were identified as common offenses associated with commercial motorcyclists struggling financially.

Moreover, the study found that socio-economic status influences the ethical decision-making of commercial motorcyclists, with a mean of 3.4097 and a standard deviation of 1.39636. This suggests that those in financial distress may be more willing to compromise their moral standards and participate in criminal activities as a means of economic survival. Many respondents admitted that they had witnessed or heard of fellow riders being recruited into crime networks due to the promise of better financial rewards. These findings align with Robert K. Merton's Strain Theory, which postulates that individuals who experience economic hardship are more likely to engage in deviant behaviour due to the strain of achieving societal expectations through legal means.

Another officer explained the role of motorcycles in criminal activities:

"We have seen cases where criminals commit robberies and escape using motorcycles, making it hard for us to catch them."

Key Informant KI03

Source: Field data, Malaba, March, 2025

To further validate these findings, a correlation analysis was conducted to examine the relationship between socio-economic status and crime among commercial motorcycle operators. The results indicated a strong positive relationship between financial hardship and criminal involvement, with the Pearson correlation coefficient ($r = 0.710$, $p < 0.001$). This suggests that as financial instability increases, so does the likelihood of engaging in criminal activities. Additionally, the correlation between socio-economic status and law enforcement interaction was found to be significant, indicating that individuals with lower economic standing were more likely to have encounters with the police, whether as suspects or victims of crime.

One commercial motorcyclist shared:

"When you have no money, but you have responsibilities, you start thinking of ways to survive, even if it means engaging in illegal activities."

Key Informant KI05

Source: Field data, Malaba. March, 2025

The implications of these findings are critical for policymakers, law enforcement agencies, and local authorities seeking to address crime among commercial motorcyclists in Malaba Town. One of the key recommendations is to introduce financial support programs and economic empowerment initiatives aimed at improving the livelihoods of commercial motorcyclists. Providing access to alternative employment opportunities, vocational training, and microfinance loans could help reduce the financial strain that pushes some riders toward crime. Additionally, strengthening community policing initiatives and promoting collaboration between law enforcement and commercial motorcycle associations can help build trust and improve security.

Moreover, crime prevention strategies should be designed with an understanding of the economic realities faced by commercial motorcyclists. Addressing socio-economic disparities by creating job opportunities, enforcing fair regulations in the motorcycle sector, and supporting small businesses can help mitigate the risks associated with financial desperation. Furthermore, targeted awareness campaigns on ethical decision-making and crime prevention should be implemented to educate commercial motorcyclists on the legal consequences of criminal activities and the importance of maintaining ethical business practices.

The study confirms that socio-economic challenges significantly contribute to crime among commercial motorcycle operators in Malaba Town, Busia, Kenya. The findings underscore the need for a holistic approach that combines economic empowerment, law enforcement, and social support systems to reduce crime in this sector. By addressing the root causes of financial

instability and providing viable alternatives, stakeholders can help curb criminal activities among commercial motorcyclists, ultimately fostering a safer and more secure environment for both riders and the general public.

4.5.2. How commercial motorcycle operators contribute to safety and security in areas affected by criminal activity in Malaba Town, Busia, Kenya.

The study sought to explore the perception of safety and security among commercial motorcyclist operators and passengers in relation to reported criminal incidents in Malaba Town, Busia, Kenya. Safety and security are critical factors that influence the effectiveness of the boda boda (motorcycle taxi) sector, as both operators and passengers rely on a secure environment for their daily activities. However, the industry has increasingly been associated with criminal activities such as robbery, drug trafficking, and violent crimes, raising concerns among stakeholders about the safety of riders and the general public.

The findings of the study indicate that the perception of safety and security among commercial motorcycle operators and passengers is significantly influenced by the prevalence of criminal incidents in Malaba Town. Respondents were asked to rate the extent to which they felt secure when operating or using motorcycle taxis, as well as their views on the frequency of crime-related incidents. The results, measured using a five-point Likert scale, revealed mixed perceptions regarding safety in the sector.

Many commercial motorcyclists expressed concerns over their vulnerability to criminal attacks, with a substantial number reporting instances of theft, assault, and harassment by both criminals and rogue passengers. The findings revealed that some motorcycle operators fall victim to organized crime groups that target them for their motorcycles or daily earnings. In some cases, criminals pose as passengers and, upon reaching isolated locations, attack and rob the riders of their motorcycles and other valuables. Additionally, some passengers reported

feeling unsafe due to incidents of reckless riding, harassment, and overcharging by boda boda operators. The perception that some motorcyclists engage in crime has also contributed to public distrust, making passengers cautious when choosing boda boda transport services.

A community leader shared:

"Some boda boda riders are involved in crime, while others are victims. The challenge is that criminals hide among genuine operators, making it hard to differentiate between them."

Key Informant KI02

Source: Field data, Malaba. March, 2025

The study further examined the relationship between safety perception and actual crime occurrences by analysing crime reports and personal experiences of respondents. Many operators acknowledged that crime within the motorcycle sector is fuelled by a lack of proper regulation, weak law enforcement, and limited coordination among motorcycle riders. Some boda boda operators admitted that criminal elements had infiltrated the sector, with certain riders actively participating in crimes such as robbery, drug peddling, and aiding criminals in quick escapes. The findings also highlighted concerns that passengers often fall victim to muggings and violent attacks by riders who collaborate with criminals to rob unsuspecting customers.

One passenger shared her experience:

"One night, I took a boda boda, but instead of taking me home, the rider diverted to a dark road where two other men were waiting. They robbed me of my phone and money."

Key Informant KI06

Source: Field data, Malaba. March, 2025

The statistical analysis of the study showed a strong correlation between perceived safety and reported crime incidents, with a Pearson correlation coefficient of 0.710 ($p < 0.001$). This indicates a significant relationship between the fear of crime and the actual experiences of insecurity among motorcycle operators and passengers. Furthermore, R-square analysis

showed that safety perceptions explain 48.7% of the variance in crime-related experiences among boda boda operators and passengers. This finding reinforces the notion that increased crime in the sector directly impacts public confidence in motorcycle transportation.

Another passenger added:

"I always check the rider's face before getting on a motorcycle. If I feel uncomfortable, I look for another one."

Key Informant KI2

Source: Field data, Malaba. March, 2025

Additionally, qualitative data collected from interviews and open-ended survey responses revealed that law enforcement agencies are perceived as ineffective in addressing crime in the boda boda sector. Many respondents reported slow police response to crime incidents, lack of follow-ups on reported cases, and alleged corruption among law enforcement officers. Some commercial motorcyclists claimed that criminal cases involving their stolen motorcycles or attacks on riders were often not prioritized by the police, leading to frustration and reduced trust in law enforcement agencies.

To address the security challenges in the motorcycle sector, respondents suggested several measures to improve safety. These include enhancing police patrols in high-crime areas, implementing digital registration of boda boda operators, and promoting community policing initiatives. Many commercial motorcycle operators also expressed willingness to cooperate with law enforcement to curb crime by forming security groups within boda boda associations, reporting suspicious activities, and advocating for better security policies.

The findings underscore the need for a multi-stakeholder approach to improving safety and security in the commercial motorcycle sector. Law enforcement agencies, local government authorities, and boda boda associations must work together to develop crime prevention strategies that ensure a safer operating environment for riders and passengers. This can be

achieved through the introduction of rider identification systems, stricter law enforcement on criminal elements within the sector, and the implementation of structured training programs for motorcycle operators on safety and ethical practices.

The study confirms that safety and security remain major concerns among commercial motorcyclists and passengers in Malaba Town due to the increasing cases of crime within the sector. The perception of insecurity is largely influenced by actual experiences of crime, inadequate law enforcement response, and the presence of criminal elements within the boda boda industry. To enhance safety, there is a need for stronger security measures, better policing strategies, and enhanced collaboration between law enforcement and boda boda associations. By addressing these challenges, stakeholders can foster a safer and more secure environment for both riders and passengers, ultimately improving public trust in motorcycle transport services.

4.5.3. The role of law enforcement effectiveness in moderating the relationship between commercial motorcyclist operators' and their involvement in criminal activities in Malaba Town, Busia County, Kenya.

The study sought to examine the role of law enforcement effectiveness in moderating the relationship between substance abuse, addiction, and criminal activities among commercial motorcycle operators in Malaba Town, Busia, Kenya. Law enforcement plays a crucial role in crime prevention by enforcing laws, maintaining order, and deterring criminal activities. However, its effectiveness in addressing crime related to substance abuse largely depends on resource allocation, policing strategies, and community engagement. The informal nature of the boda boda sector, coupled with its association with economically vulnerable groups, creates a complex dynamic in which substance abuse and crime are intertwined, necessitating targeted law enforcement interventions.

A police officer admitted:

"It is difficult to control boda boda crime because many operators are unregistered, and tracking criminals among them is not easy."

Key Informant KI07

Source: Field data, Malaba. March, 2025

The findings reveal that substance abuse and addiction significantly contribute to criminal activities among commercial motorcyclists in Malaba Town. Many operators admitted to using substances such as alcohol, marijuana, and other illicit drugs while on duty, which impairs their judgment and increases the likelihood of engaging in unlawful behaviour. Substance abuse among motorcyclists was reported to be closely linked to reckless driving, violent altercations, and more serious crimes such as robbery and drug trafficking. The ease of access to illicit substances, combined with the financial struggles experienced by many boda boda riders, further exacerbates the problem. Peer influence was also identified as a major driver of substance use, as many riders work in groups where drug use is normalized. Once dependent on drugs, some operators resort to crime to sustain their addiction, further contributing to the rising crime rates in Malaba Town.

A police officer admitted:

"It is difficult to control boda boda crime because many operators are unregistered, and tracking criminals among them is not easy."

Key Informant KI08

Source: Field data, Malaba. March, 2025

Another officer explained the role of motorcycles in criminal activities:

"We have seen cases where criminals commit robberies and escape using motorcycles, making it hard for us to catch them."

Key Informant KI10

Source: Field data, Malaba. March, 2025

The study also assessed public perceptions of law enforcement effectiveness in addressing crime associated with substance abuse. Respondents were asked to rate the extent to which

police interventions had been successful in curbing criminal activities linked to drug use. The results indicated a generally low level of confidence in law enforcement, with a mean response of 2.5833 (on a scale of 1 to 5), suggesting that most respondents viewed the police as only somewhat effective in addressing the issue. Many participants expressed concerns that law enforcement efforts were reactive rather than proactive, meaning that police typically respond to crimes after they have occurred rather than implementing preventative measures. A significant number of respondents reported that law enforcement officers often fail to take decisive action against known offenders, allowing crime to persist unchecked.

One rider commented:

"Sometimes when we report crimes, the police don't act unless you give them something small. This discourages people from reporting cases."

Key Informant K111

Source: Field data, Malaba. March, 2025

Further analysis revealed that corruption within the police force is a major impediment to effective law enforcement. Several respondents highlighted instances where police officers were allegedly bribed to release suspects involved in drug-related crimes. This perception of corruption undermines public trust in the police and discourages commercial motorcyclists and the wider community from reporting criminal activities. The lack of trust in law enforcement not only weakens crime prevention efforts but also emboldens offenders who feel they can evade justice through bribery. Additionally, respondents pointed to inadequate police resources as a limiting factor in crime prevention. A lack of patrol vehicles, insufficient personnel, and limited surveillance infrastructure make it difficult for law enforcement agencies to respond swiftly to criminal incidents involving commercial motorcyclists.

The statistical analysis supports these qualitative findings, as the Pearson correlation results indicate a moderate but significant relationship between law enforcement effectiveness and

crime reduction ($r = 0.648$, $p < 0.001$). This suggests that when law enforcement is effective, it has a notable impact on reducing crime among boda boda operators, particularly those influenced by substance abuse. However, the regression analysis shows that while law enforcement contributes to crime reduction, it is not the sole determinant, as other factors such as socio-economic conditions and community policing initiatives also play a role. The adjusted R square value of 0.482 indicates that law enforcement effectiveness, along with socio-economic factors and safety perceptions, explains only 48.2% of the variance in crime rates, implying that other underlying issues must also be addressed to create a comprehensive solution.

Respondents also raised concerns about the lack of structured intervention programs aimed at addressing the root causes of substance abuse among motorcycle operators. Many participants emphasized that arresting individuals without offering rehabilitation or alternative livelihood programs does little to solve the problem, as many offenders return to drug use and criminal activities upon their release. The findings suggest that law enforcement agencies, in collaboration with community organizations and government institutions, should implement more sustainable approaches such as drug rehabilitation programs, vocational training, and awareness campaigns to address the issue effectively.

Moreover, the study highlights the need for greater collaboration between law enforcement agencies and boda boda associations. Many respondents noted that while some commercial motorcycle operators engage in crime, the majority are law-abiding individuals who want a safer working environment. Strengthening partnerships between the police and boda boda riders could enhance intelligence-sharing, making it easier to identify and apprehend criminals within the sector. However, the study also found that a lack of organized structures within the

boda boda industry poses a challenge in crime control efforts, as many operators operate independently without clear regulatory oversight.

The findings further indicate that law enforcement responses to crime in Malaba Town are often inconsistent. While some areas benefit from regular police patrols, others experience minimal law enforcement presence, creating crime hotspots where substance abuse and criminal activities thrive. Respondents from high-crime areas reported feeling particularly vulnerable due to the lack of visible police intervention. Additionally, the study found that commercial motorcyclists who operate at night face a higher risk of criminal activities, both as perpetrators and victims, due to reduced police presence during late hours.

The study demonstrates that while law enforcement plays a vital role in moderating the relationship between substance abuse and crime among commercial motorcyclists, its effectiveness is currently hindered by challenges such as corruption, inadequate resources, and limited community engagement. The findings suggest that improving police accountability, increasing patrols in high-risk areas, and fostering stronger collaboration between law enforcement and boda boda associations could enhance crime prevention efforts. Addressing these issues requires a multi-faceted approach that combines law enforcement strategies with social interventions to create a safer and more regulated working environment for commercial motorcycle operators in Malaba Town.

One community leader emphasized:

"If boda boda riders are well organized, registered, and monitored, crime will reduce because criminals will have nowhere to hide."

Key Informant KI09

Source: Field data, Malaba. March, 2025

CHAPTER FIVE

SUMMARY, CONCLUSIONS AND RECOMMENDATIONS

5.1 Introduction

Study aimed to assess the commercial motorcyclists' motivators into crime indulgence in Malaba Town, Busia, Kenya. Specifically, it examined the influence of commercial motorcycle operators' socio-economic conditions on their likelihood of engaging in criminal behaviour, how commercial motorcycle operators contribute to perceptions of safety and security among road users in areas affected by criminal activity, and the role of law enforcement effectiveness in moderating the relationship between commercial motorcyclist operators' substance abuse and their involvement in criminal activities. By synthesizing the study's findings, this chapter provides actionable insights that can inform policy formulation, improve crime prevention strategies, and enhance the overall security environment for commercial motorcycle operators in Malaba Town.

5.2 Summary

5.2.1. The influence of commercial motorcycle operators' socio-economic conditions on their likelihood of engaging in criminal behavior in Malaba Town, Busia County, Kenya.

Guided by the first objective, which aimed to examine the influence of commercial motorcycle operators' socio-economic conditions on their likelihood of engaging in criminal behavior in Malaba Town, Busia County, Kenya the study findings demonstrate that motorcyclists with lower socio-economic standing were more susceptible to engaging in criminal acts. The quantitative data revealed that respondents agreed to a significant extent that socio-economic conditions influence criminal behaviour, with a mean score of 3.22 and a standard deviation of 1.60. The pressure of financial instability and poverty was noted as a key driver, scoring a mean of 3.14 with a standard deviation of 1.33, indicating a substantial agreement among respondents. Additionally, limited employment opportunities were cited as a major factor

increasing the probability of engaging in crime, as evidenced by a mean of 3.56 and a standard deviation of 1.32. The data also showed that the socio-economic status of the motorcyclists directly influenced their decision-making processes and ethical considerations regarding criminal activities, with this aspect receiving a mean score of 3.41 and a standard deviation of 1.40. Qualitative insights from interviews further reinforced these findings, as many operators admitted that the struggle to meet basic needs sometimes compels them to participate in petty crimes such as transporting stolen goods, aiding criminal suspects, or illegal fuel trading. These results strongly suggest that socio-economic deprivation plays a central role in shaping criminal tendencies within the commercial motorcycling sector in Malaba.

5.2.2. How commercial motorcycle operators contribute to safety and security in areas affected by criminal activity in Malaba Town, Busia, Kenya.

Guided by the second objective, which explores how commercial motorcycle operators contribute to perceptions of safety and security among road users in areas affected by criminal activity in Malaba Town, Busia, Kenya, the findings reveal a strong link between perceived safety and actual criminal activity. Most respondents disagree or express dissatisfaction with the current state of safety and security, indicating that their perception of safety is significantly compromised. At a mean of 2.40 and a standard deviation of 1.54, operators strongly disagree that they feel safe while operating motorcycles. Similarly, passengers also report feeling unsafe when using motorcycle taxis, with a mean of 2.24 and a standard deviation of 1.25. Both groups express low confidence in the ability of local authorities to effectively address safety concerns, as reflected in the mean score of 2.38 and a standard deviation of 1.60. This lack of trust in law enforcement contributes to a sense of vulnerability and may discourage reporting or cooperation with authorities. Interestingly, some respondents agree that reported criminal incidents influence the areas in which they operate, with a mean of 3.42 and a

standard deviation of 1.12. This suggests that crime has a direct impact on route choices and working conditions. Interview narratives support these statistics, highlighting that some operators deliberately avoid certain areas perceived as dangerous. This avoidance potentially limits service coverage and reduces income. These results strongly suggest that perceptions of insecurity remain widespread, with many operators and passengers reporting feeling unsafe and expressing low confidence in local authorities' ability to address criminal incidents.

5.2.3. The role of law enforcement effectiveness in moderating the relationship between commercial motorcyclist operators' and their involvement in criminal activities in Malaba Town, Busia County, Kenya.

Guided by the third objective, which aimed to evaluate the role of law enforcement effectiveness in moderating the relationship between commercial motorcyclist operators' substance abuse and their involvement in criminal activities in Malaba Town, Busia County, Kenya, the study revealed that the effectiveness of law enforcement is a critical mediating factor in the link between substance abuse and crime. Pearson correlation results showed a moderate positive relationship between law enforcement and socio-economic status ($r = 0.648$) and between law enforcement and safety perception ($r = 0.710$), suggesting that better law enforcement could improve socio-economic outcomes and public perceptions of safety. The ANOVA test indicated that socio-economic status, perception of safety, and law enforcement effectiveness significantly influence crime levels, with an R-Square value of 0.487, meaning that these three variables collectively explain 48.7% of the variance in criminal behaviour among commercial motorcyclists. Regression analysis further confirmed these findings, showing that socio-economic status, safety perception, and law enforcement effectiveness significantly predict the level of criminal activity ($F = 100.308, p < 0.05$). The qualitative data echoed this statistical evidence, with several interviewees identifying

substance abuse, particularly alcohol and bhang, as major contributors to criminal behaviour. Participants noted that substance users among the boda boda operators were more likely to engage in violent confrontations, theft, or disregard for traffic rules. However, respondents emphasized that law enforcement agencies often lack the resources or commitment to respond adequately to substance-related crimes. This ineffectiveness allows substance abuse and crime to flourish unchecked in the town.

These findings collectively highlight that weak law enforcement mechanisms, in conjunction with socio-economic hardships and low perceptions of public safety, significantly contribute to the prevalence of crime among commercial motorcyclist operators in Malaba Town. The evidence from both quantitative and qualitative analyses underscores the need for comprehensive strategies, including: strengthening law enforcement capabilities, enhancing public trust through community policing, providing economic empowerment opportunities to boda boda riders, and instituting substance rehabilitation programs. Addressing these structural and systemic challenges could help reduce the crime rates within the sector and improve the overall safety and socio-economic stability of the operators and the broader Malaba community.

5.3 Conclusion

This study aimed to assess the motivators that led commercial motorcyclists in Malaba Town, Busia County, Kenya, to engage in criminal activities focusing on three key areas on the influence of commercial motorcycle operators' socio-economic conditions on their likelihood of engaging in criminal behavior, how commercial motorcycle operators contribute to safety and security among areas affected by criminal activity and the role of law enforcement effectiveness in moderating the relationship between commercial motorcyclist operators' and

their involvement in criminal activities and highlight the urgent need for policy interventions and enhanced security measures.

The study found influence of commercial motorcycle operators' socio-economic conditions on their likelihood plays a significant role in of engaging in criminal behavior among commercial motorcyclist operators. Financial struggles, unemployment, and limited economic opportunities were found to increase the likelihood of engaging in criminal activities. Commercial motorcyclists experiencing financial hardship were more prone to criminal behaviour as a means of survival. These findings emphasize the importance of economic empowerment programs, such as business support and financial literacy initiatives, to mitigate crime in this sector.

Commercial motorcyclists' contribution to perception of safety and security among road users in areas affected by criminal activities was found to be a key determinant of criminal incidents. The study revealed that many operators and passengers felt unsafe due to high crime rates and ineffective security measures. Weak law enforcement, poor surveillance, and a lack of trust in the justice system contributed to heightened insecurity. Strengthening community policing initiatives and increasing security patrols in crime-prone areas could help improve safety perceptions and reduce crime.

The role of law enforcement effectiveness in moderating the relationship between commercial motorcyclist operators' and their involvement in criminal activities was found to play a crucial role in moderating the relationship and criminal activities among commercial motorcyclists. Weak enforcement mechanisms, slow response times, and limited police intervention contributed to high levels of crime. Furthermore, there was a strong correlation between substance abuse and engagement in criminal activities, highlighting the need for stricter regulations on drug use and trafficking within this sector. Enhancing law enforcement

strategies, such as increasing police visibility, self-regulation by the sacco, improving crime-reporting mechanisms, could help address this challenge.

The study concludes that indulgence on crime among commercial motorcyclist operators in Malaba Town is significantly influenced by socio-economic hardships, safety perceptions, and law enforcement effectiveness. Addressing these issues through economic empowerment, improved security measures, and enhanced law enforcement strategies will be critical in mitigating crime and ensuring the safety and well-being of both operators and passengers. A collaborative approach involving law enforcement agencies, policymakers, and the local community will be essential in developing sustainable solutions to combat crime in the commercial motorcycle sector.

5.4 Recommendation

To bring down crime among the boda boda, the study recommends implementing economic empowerment initiatives. These include access to affordable loans, savings programs, business training, and financial literacy support. By enhancing financial stability, such measures address the root causes of criminal behaviour and reduce the incentive for operators to engage in crime as a means of survival.

The study recommends boosting security through increased patrols in high-crime areas, installing CCTV cameras, and creating secure parking zones. Strengthening community policing and collaborating with Boda boda operators can improve trust, enhance safety perceptions, and reduce criminal activity. These measures, along with better sector regulation, aim to restore public confidence and deter crime.

The study recommends improving law enforcement by increasing police presence, enforcing stricter measures against drug abuse and trafficking, and working together with local motorcycle Saccos for self-regulation. Launching widely available rehabilitation and counseling services, along with safe and anonymous local crime-reporting systems, will support affected riders, reduce drug-related crimes, and promote a safer operating environment for commercial motorcyclists within Malaba town.

5.5 Recommendation for further study

While this study has provided valuable insights into the Commercial Motorcyclists' motivators into crime indulgence in Malaba Town, Busia, Kenya, several areas require further research to deepen the understanding of crime dynamics within this sector. Future studies could explore the following:

Longitudinal Study on Crime Trends Among Commercial Motorcyclists: Assessing the Impact of Socio-Economic Changes and Security Intervention.

- i. A longitudinal study on crime trends among commercial motorcyclists could be conducted to assess how socio-economic changes, security interventions, and law enforcement strategies influence crime rates over time. This would provide a better understanding of the long-term impact of crime prevention measures.
- ii. **Evaluating the Role of Boda Boda Association in Crime Prevention and Self-Regulation.**

An evaluation of the role of boda boda associations in crime prevention could examine how these groups regulate their members, enforce discipline, and collaborate with law enforcement agencies to curb crime. This would help in understanding the effectiveness of self-regulation within the industry.

iii. Informing Intervention Strategies Through Analysis of Psychological and Behavioral Drivers of Crime Among Commercial Motorcyclists

An investigation into the psychological and behavioural factors contributing to crime among commercial motorcyclists could provide insights into personal motivations, peer influences, and social pressures that lead to criminal activities. Such a study would help in developing targeted rehabilitation and intervention programs.



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APPENDICIES

Appendix I:Letter of Introduction

Dear Respondent,

I am a master's student in Security Studies and Criminology at Mount Kenya University, conducting research titled, "Assessment of Commercial Motorcyclists' Motivators into Crime Indulgence in Malaba Town, Busia County, Kenya." You are kindly invited to participate in this survey by completing a questionnaire. Your responses are important to the study and will be kept confidential. Participation involves no risk, and the information you provide will be used solely for academic research purposes.

Kind Regards,

FENSWA

Admin no. MASSC/2023/44454

Phone: 0706171719

Email: fenswao@gmail.com



Appendix II: Informed consent form

Name of study: “ASSESSMENT OF COMMERCIAL MOTORCYCLISTS’ MOTIVATORS INTO CRIME INDULGENCE IN MALABA TOWN, BUSIA COUNTY, KENYA”.

Name of Researcher : FENSWA ODIMA OKUTA

Date:

I _____ understand the objectives upon which this study is being carried out on and I understand its details. I agree to participate, knowing it may involve oral and written responses. My personal information will remain confidential and not be shared without my consent. My responses may be used in publications, websites, and reports.

I accept to transfer the copyrights of my contributions to Mr. FENSWA ODIMA OKUTA. I understand that I can refrain to respond to any questions put across to me and that I may withdraw from the study at any time.

Signature of the participant _____ Date: _____

Signature for the Researcher: _____ Date: _____

Appendix III: Questionnaire for commercial for commercial motorcycle operators

General Instructions:

The questionnaire will be used to collect data on Commercial Motorcyclists' Motivators into Crime Indulgence in Malaba Town, Busia County, Kenya. Please read instructions before you answer and provide your response in the format requested, for questions with boxes, please tick the correct answer appropriately. Confidentiality on all the information collected from this survey and will be used only for the purpose of research.

Section A: Demographic information

Commercial motorcycle operators

(Please tick appropriately)

What is your age bracket?

15-20	<input type="checkbox"/>	21-25	<input type="checkbox"/>	26-30
	<input type="checkbox"/>			
31-35	<input type="checkbox"/>	36-40	<input type="checkbox"/>	41-45
	<input type="checkbox"/>			
Over forty-five	<input type="checkbox"/>			

Level of Education

Primary	<input type="checkbox"/>	Secondary	<input type="checkbox"/>	College	<input type="checkbox"/>
University	<input type="checkbox"/>	None of the above	<input type="checkbox"/>		

Length of service

For how long you have worked as a commercial motorcycle operator

Less than 1 years {} Between 1-4 years {} Between 5-9 years
{}
Over 10 years {}

Motorbike Ownership

Are you the Owner {} Rider {}.

B The influence of commercial motorcycle operators' socio-economic conditions on their likelihood of engaging in criminal behavior in Malaba Town, Busia County, Kenya.

1-Strongly disagree 2-Disagree 3-Neutral 4-Agree 5- Strongly Agree

	1	2	3	4	5
Commercial motorcyclist's operators with lower socioeconomic status are more likely to engage in criminal activities					
Financial pressure and poverty contribute to the involvement of commercial motorcyclists in criminal activities					
Limited employment opportunities for commercial motorcyclists increases the likelihood of engaging in criminal behaviour					
The social economic status of commercial motorcyclists influences their ethical choice, including the decision to engage					

C. How commercial motorcycle operators contribute to safety and security in areas affected by criminal activity in Malaba Town, Busia, Kenya

	1	2	3	4	5
I feel safe when operating or riding a motorcycle					
I feel secure when using motorcycle taxis					
Local authorities in Malaba Town are effectively addressing safety concerns of motorcyclists and passengers related to criminal incidents					
The reported criminal incidents in Malaba Town, Busia, have influenced certain areas while operating or riding a motorcycle taxi					

D. The role of law enforcement effectiveness in moderating the relationship between commercial motorcyclist operators' and their involvement in criminal activities in Malaba Town, Busia County, Kenya.

	1	2	3	4	5
Law enforcement in Malaba Town, Busia, effectively reduces criminal activities					
The Police in Malaba are successful in preventing crime					
I trust the law enforcement agencies in Malaba Town, Busia, to manage issues related to criminal activities effectively					
Law enforcement in Malaba Town, Busia, responds promptly to incidents involving and related criminal activities					

Appendix IV: In-depth interview guide with key informants/ focused group discussion

1. How are commercial motorcyclist's operators with lower socioeconomic status more likely to engage in criminal activities in Malaba Town, Busia, Kenya.
2. Describe how financial pressure and poverty contribute to criminal activities involvement by the commercial motorcyclists in Malaba Town, Busia, Kenya.
3. How do motorcycle taxi riders contribute to safety and security in areas affected by criminal activities in Malaba Town?
4. What types of crime is committed against CMO's in Malaba Town, Busia, Kenya?
5. What types of crime is committed against motorcycle passengers in Malaba Town, Busia, Kenya?
6. Do you feel secure when operating or riding a motorcycle?
7. What factors do you see contributing to motorcycle taxi riders getting involved in crime?
8. Can you describe how local authorities in Malaba Town are effectively addressing safety concerns of motorcyclists and passengers related to criminal incidents?
9. How can safety and security be improved for both motorcycle taxis riders and the community?
10. Explain how incidents of criminal nature can be reduced?

Appendix V:ERC Approval Letter



REF: MKU/ISERC/4817
TO: FENSWA ODIMA OKUTA

Date: 27 February 2025

REG: MASSC/2023/44454

Dear Sir/Madam,

RE: PREDISPOSING FACTORS INFLUENCING CRIME AMONG COMMERCIAL MOTORCYCLIST'S OPERATORS IN MALABA TOWN, BUSIA, KENYA

This is to inform you that **Mount Kenya University** has reviewed and approved your above research proposal. Your application approval number is **3539**. The approval period is **27/02/2025 - 26/02/2026**.

This approval is subject to compliance with the following requirements:

- i. Only approved documents including informed consents, study instruments, MTA will be used
- ii. All changes including amendments, deviations and violations are submitted for review and approval by **Mount Kenya University**
- iii. Death and life-threatening problems and serious adverse events or unexpected adverse events whether related or unrelated to the study must be reported to **Mount Kenya University** within 72 hours of notification
- iv. Any changes, anticipated or otherwise that may increase the risks or affect the safety or welfare of study participants and others or affect the integrity of the research must be reported to **Mount Kenya University** within 72 hours
- v. Clearance for export of biological specimens must be obtained from relevant institutions
- vi. Submission of a request for renewal of approval at least 60 days prior to expiry of the approval period. Attach a comprehensive progress report to support the renewal
- vii. Submission of an executive summary report within 90 days upon completion of the study to **Mount Kenya University**

Prior to commencing your study, you will be expected to obtain a research license from National Commission for Science, Technology and Innovation (NACOSTI) <https://research-portal.nacosti.go.ke> and also obtain other clearances needed.

Yours sincerely,

Dr. Alfred Owino, PhD
Chairman, Mount Kenya University ISERC



Appendix VI: Introduction Letter



DIRECTORATE OF GRADUATE STUDIES

MASSC/2023/44454

28th February, 2025

*National Commission for Science Technology & Innovation (NACOSTI)
Off Waiyaki Way, Upper Kabete,
P.O Box 30623- 00100
NAIROBI, KENYA*

Dear Sir/Madam,

RE: FENSWA ODIMA OKUTA - REGISTRATION NO. MASSC/2023/44454


The purpose of this letter is to introduce the above named student who is pursuing **Master of Arts in Security Studies and Criminology** in the **Institute of Security Studies, Justice and Ethics** in the **School of Social Sciences**.

The title of the research is **"Predisposing Factors Influencing Crime Among Commercial Motorcyclist's Operators in Malaba Town, Busia, Kenya."** It has been cleared by the University's Ethics Review Committee (Certificate attached) and now has to proceed to the field to collect data between **March, 2025 and May, 2025**.


Any assistance accorded to the student will be highly appreciated.

Thank you.

Mount Kenya University
P.O. Box 342 - 01000 THIKA
Office of the Director,
Graduate Studies



Dr. Samuel M. Karenga, Ph.D
Director, Graduate Studies
Enc.

Appendix VII:NACOSTI Research Permit


REPUBLIC OF KENYA
National Commission for Science, Technology and Innovation

Ref No: 372215

RESEARCH LICENSE




This is to Certify that Mr. FENSWA ODIMA OKUTA of Mount Kenya University, has been licensed to conduct research as per the provision of the Science, Technology and Innovation Act, 2013 (Rev.2014) in Busia on the topic: PREDISPOSING FACTORS INFLUENCING CRIME AMONG COMMERCIAL MOTORCYCLIST'S OPERATORS IN MALABA TOWN, BUSIA, KENYA for the period ending : 11/March/2026.

License No: NACOSTI/P/25/416796

372215
Applicant Identification Number

Director General
NATIONAL COMMISSION FOR SCIENCE, TECHNOLOGY & INNOVATION

Verification QR Code:

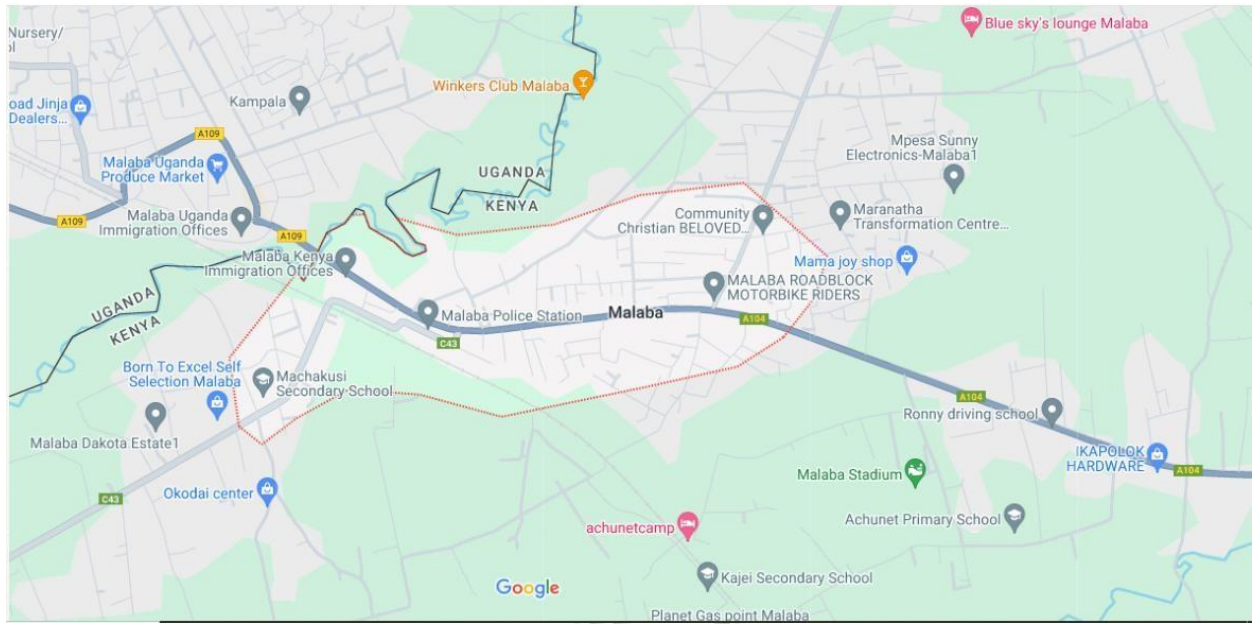


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See overleaf for conditions

Appendix VIII:Map of Malaba Town

<https://maps.app.goo.gl/pFVbACdYypS3oYDo7>



Appendix IX: Busia County Commissioner Research Authorization

REPUBLIC OF KENYA



OFFICE OF THE PRESIDENT

MINISTRY OF INTERIOR AND NATIONAL ADMINISTRATION
State Department for Internal Security and National Administration

ccbusia@gmail.com

When replying please quote

COUNTY COMMISSIONER'S OFFICE

BUSIA COUNTY

P.O. BOX 14

BUSIA (K)

13th March, 2025

Ref. No. ADM 15/27 VOL./229

Deputy County Commissioner

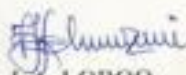
TESO NORTH SUB-COUNTY

RE:RESEARCH AUTHORIZATION - MR. FENSWA ODIMA OKUTA

Following research authorization vide Director General National Commission for Science Technology and Innovation (NACOSTI) letter, Ref. No. 372215 dated 11th March, 2025 authorizing research on "**Predisposing Factors Influencing Crime among Commercial Motorecyclist's Operators in Malaba Town, Busia ,Kenya**".

This is to inform you that **Mr. Fenswa Odima Okuta of Mount Kenya University** has been authorized to carry out research in Malaba, Teso North Sub County for the period ending 11th March, 2026.

NB: Visit Deputy County Commissioner's Offices - Teso North Sub County for further instructions and guidance.


J.A. LORO

FOR: COUNTY COMMISSIONER
BUSIA COUNTY



Copy to:

Mr. Fenswa Odima Okuta

✓ **MOUNT KENYA UNIVERSITY**

Appendix X: Similarity Index

Fenswa Odima Okuta Project for Examination with Corrections.docx

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