

**INFLUENCE OF BODA-BODA TRANSPORT ENTERPRISE ON THE LIVELIHOOD
OF OPERATORS IN KITALE TOWN, TRANS-NZOIA COUNTY, KENYA.**

BY

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DECLARATION

This research project is my original work and has not been submitted to any other

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This research Project has been submitted for examination with our approval as the University Supervisors.

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DEDICATION

I would like to dedicate this work to my late mother, Mrs. Sabina Wacheke Gatoto, my husband Isaac and children Sidney, Luna and Alpha who have not only been a wonderful family to me but a great inspiration on this journey.

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ABBREVIATION AND ACRONYMS

ITDP Institute of transport and Development Policy

SMEs Small and Medium Enterprises

SPSS Statistical Package for Social Sciences

UN United Nations

CBS Central Bureau of Statistics

IMT International means of transport

ABSTRACT

This study sought to look into the influence of boda-boda transport business on the livelihood of boda boda operators, within Kitale Town, Trans-Nzoia County. The objectives analyzed included to determine the influence of fare charged on the livelihood of the operators, to establish the influence of the location of operation on the livelihood of the operators, to establish how the regulatory framework influence the livelihood of the operator and to establish the influence of availability of credit facilities on the livelihood of operators. The study adopted descriptive survey design because data from the study was used to describe the livelihood of the boda boda operators. Questionnaires were the instruments of choice and both qualitative and quantitative approaches were used. The target population was 210 operators and the sample size was 136 operators. Probability sampling techniques were used to identify the respondents within Kitale town. Analysis was done scientifically using frequencies and %s in tables. The findings revealed that the fares charged by boda boda were mainly between 500-1200 Shs. Depending on whether one was just an operator or an operator who was also the owner, and then it determined their livelihoods. Those who were hired operators earned less money and therefore low levels of livelihoods whereas those who were owners but also operators had higher levels of livelihoods. The operators in the urban areas had more improved livelihoods as they earned more compared to the peri urban operators. Lack of a regulatory framework on the boda boda operation has also played a role on the livelihood of the operators. It has led to many operators operating without training hence leading to many accidents and loss of property. Many of the boda boda operators did not access credit facilities from commercial banks. However they accessed credit facilities from the Sacco's and SMEs. There were others who did not access the credit facilities at all and consequently were unable to expand their businesses or being able to purchase their own for the hired operators. This implied that those with access to credit facilities realized an improved livelihood unlike those who did not. Consequently credit facilities were important for the improved livelihoods of boda boda operators. The researcher recommended that the operators should come up with better ways of setting prices that ensured that there are able to improve their livelihoods. They should also base their charges of millage so that all of them are able to improve their livelihoods regardless of where they are operating from. The regulatory framework should be put in place so as to promote order in the business and minimize on accidents. The operators should be sensitized on credit facilities to enable them benefit from them.

CHAPTER ONE

INTRODUCTION

1.1 Background of the study

A ‘boda boda’ is a bicycle or motorcycle taxi which transports both passengers and goods. The bicycle or motorcycle taxi has a padded cushion fitted onto a reinforced rear seat, in numerous cultures; motorbikes are the primary means of motorized transport. In the United States of America (USA), registrations increased by 51% between 2000 and 2005. This is mainly attributed to increasing fuel prices and urban congestion. However, they were also mainly used for individualized transportation as opposed to public transport hence not necessarily as a source of income. In Latin America, to the exception of the Moto Conchos of Dominican Republic which developed in the 1980s, motorbike taxis has been timid to see the day. In USA, public transportation is a shared passenger transport service which is available for use by the general public, as distinct from modes such as taxicab, carpooling or hired buses which are not shared by strangers without private arrangement. Public transport modes includes city buses, trolley buses, trams (or light rail) and passenger trains, rapid transit (metro/ subways/undergrounds etc) and ferries. Public transport between cities is dominated by airlines, coaches, and intercity rail. Most public transport runs to a scheduled timetable with the most frequent services running in every 5 minutes" as opposed to being scheduled for any specific time of the day). Share taxis offer on-demand services in many parts of the world and some services will wait until the vehicle is full before it starts. This is the case in Caracas where it

appeared in the mid 1990s, at Lima in Peru and in other small towns such as Sincelejo in Colombia.

According to the Taiwanese government, for example, "the number of mobiles per ten thousand populations is around 2,500, and the number of motorbikes is about 5,000." In places such as Vietnam, motorbike use is extremely high due to a lack of public transport and low income levels that put mobiles out of reach for many. The four largest motorbike markets in the world are all in Asia: China, India, Indonesia, and Vietnam. The motorbike is also popular in Brazil's frontier towns. Amid the global economic downturn of 2008, the motorbike market grew by 6.5%. Recent years have seen an increase in the popularity of motorbikes in other parts of the world.

In west and central Africa, it's really in the 1980s that the motorbike taxis were introduced in Niger, Nigeria and Cameroon. In countries such as Benin, it's as a result of evolution in the bicycle taxi used in the transport of goods and men in rural areas since the colonial era. Agossou: (2004), in Nigeria, the name (Okada) refers to commercial motorbikes. The name is borrowed from the then popular Airline in Nigeria, the Okada Air. This was a local airline that was not popular for its comfort but remained the most used local airline in the country; Okada was an iron name for the motorbike. It is one of the chief modes of transport in Nigeria and the most common form of informal transport system in that country. In Benin, transport by road was done by bicycle or motorcycle known as kèkèkannan. Tossou: (1993).

In East Africa, Kenya and Uganda developed the boda-boda in the 1960s. The boda boda taxis are part of the African bicycle or motorcycle; they started in the 1960s

and 1970s and are still spreading from their origin on the Kenyan - Ugandan border to other regions. The name originated from a need to transport people across the "no-man's-land" between the border posts without the paperwork involved with using motor vehicles crossing the international border. This started in southern border crossing town of Busia (Uganda), where there is over two kilometers between the gates and quickly spread to the northern border town of Malaba (Kenya). In Kenya and Uganda, the bicycle or motorcycles are more and more replaced by motorbikes. The motorbike taxis have taken the name boda-boda as well, though in much of Uganda, the Swahili term for motorbike, ‘‘piki-piki’’ and it is used to describe motorbike boda-boda. (Howe, Mander2004).

In Kenya, boda boda transport has rapidly spread starting from western Kenya to cover the rest of the country including the capital city Nairobi. Consequently, Public transport has undergone a profound change in recent decades as a result of an overwhelming development of informal sector with its wide variety of operators. The changing face of informal transport is indicative of a more general structural crisis that has affected the provision of urban public services since the 1980s. A decline in organized public transport systems has led to rapid growth in non-conventional means of public transport, initially provided by minibuses and shared taxi vans.(Mutiso2011).

1.2 Statement of the problem

Despite the fact that many lives have been lost through boda boda accidents. Boda boda transport enterprise is sustainably growing and playing a vital role on the livelihoods of the operators. The institute of transport and development policy ITDP,

(2009), argues that in most developing countries in Asia, motorized two wheeled have initiated and led the process of mass motorization as they are cheap to buy, operate and repair as compared to cars. White (2002) echoes the same sentiments by noting that informal minibuses have become the common form of urban transport in many African cities, Njagi (2014). Doubtful findings on economic gained in the business prompts the researcher to investigate the extent to which such investment influence boda boda operators livelihoods. It is with this in mind that the researcher decided to find out the influence of boda-boda transport enterprise on the livelihoods of the operators in Kitale town.

1.3 Purpose of study

The purpose of this study was to investigate the influence of boda- boda transport enterprise on the livelihoods of the boda boda operators in Kitale town of Trans-Nzoia County, Kenya.

1.4 Objectives

The following were the objectives that guided this study:

- i. To determine the influence of fares charged on the livelihoods of the operators.
- ii. To establish the influence of location of operation on the livelihoods of the operators.
- iii. To establish how regulatory framework influence the livelihood of the operators.
- iv. To establish the influence of availability of credit facilities on the livelihoods of operators.

1.5 Research Questions

The study seeks to answer the following questions:

- i) How does the fare charged by boda boda operators influence their livelihoods?
- ii) In what ways does the location of boda-boda operation influence the operator livelihoods?
- iii) How does the regulatory framework influence the operator's livelihood?
- iv) To what extent does availability of credit facilities influence the livelihoods of boda boda operators?

1.6 Significance of the Study

This study is of importance to a number of stake holders. First and foremost the study will provide information on the state of boda boda investment in Trans Nzoia County. Hence it will act as a source of information to all the stake holders. Secondly the study will enable the operators identify their strengths hence build on them, to identify weaknesses and mitigate against them so as to improve their livelihoods. Lastly, the government will use the research findings to come up with policies aimed at boosting this transport sub-sector. This in turn will enable the government to set up policies and regulatory frameworks to streamline operations and even enable the operators to pay some tax to the government as they achieve the dream of creating employment as outlined in the Vision 2030.

1.7 Basic Assumption of the Study

The researcher assumed that the respondents would provide unbiased response which would enhance instruments' validity and reliability.

1.8 Limitations of the study

The respondents for one reason or another may have withheld information from the researcher. Others may have not been willing to participate in the exercise for fear of the unknown. Some of the operators may have found it difficult to discuss financial matters. In this regard a questionnaire and an interview guides were used to ensure adequate data were obtained. To reduce resistance from the operators from giving information the researcher established a rapport with the respondents beforehand.

1.9 Delimitations of the Study

The study focused on influence of Boda-boda transport enterprises on the livelihoods of the operators in Kitale town. Whereas most of the operators hire the boda boda from the owners at a fee, the researcher only focused on the operators irrespective of whether it was hired or not. The researcher also delimited herself to the boda boda enterprise as opposed to any other. She also chose to focus in Kitale town as opposed to other areas in Trans Nzoia County.

1.10 Definition of Significant Terms Used in the Study

Livelihoods -.Something that provides income especially paid work. It may be a job or a source of income

Boda boda – a motorcycle taxi which transports both passengers and goods.

Regulatory Framework – A model people can use to reform and enact regulations effectively. Boda boda associations are used to regulate activities of boda boda operators

Employment – State of having a job hence being financially stable.

Operation of boda boda –Provision of boda boda services on short distance and from a stage to stage

1.11 Organization of the study

This study was laid out in form of chapters, with chapter one giving the background to the study, problems statement, the purpose of the study, objectives, research questions, significance of the study, limitation and delimitations, assumptions of the study and definition of significant terms. Chapter two highlighted the literature review relevant to the objectives from other scholars, theoretical and conceptual frame work and knowledge gap. Chapter three focused on the description of research methodology, operational definition of variables and ethical consideration pertaining to the study. Chapter four presents analysis, interpretation and discussion while chapter five presented the summary of findings, conclusion, recommendations and suggestions for further research.

CHAPTER TWO

LITERATURE REVIEW

2.1 Introduction

This chapter entailed a critical review of literature on the analysis on influence of Boda-boda transport enterprise on the livelihood on the operators from other scholars. The chapter also analytically looked at the theoretical framework, gaps to be filled, conceptual framework and the summary of the literature review. The sources of information gathered included text books, dictionary, journals, periodicals, magazines and websites.

2.2 Concept of boda boda transport

Although motorcycles are typically characterized as an Asian phenomenon, it is a mode of transport that can be found all over the developing world and Tanzania. Since motorcycles are such a common sight in most South and Southeast Asian states the question rises why it is such a popular mode of transport in this part of the world. When comparing these Asian countries, it seems that several factors explain the spread of motorcycles as a mode of transport. Firstly, the climate plays an obvious role; all countries with a large fleet of motorcycles have tropical or sub-tropical climates.

The lack of -motorcycles in Central Asia and Northeast Asia (although in China they can be found, but usually not for passenger transport) can be explained by their colder climates. Secondly, all the major motorcycle states are developing countries. The fact that Malaysia, Singapore and Brunei have virtually no -motorcycles on their roads can be related to the higher level of development these states have reached. Thirdly, all states generally have high population densities and are experiencing a process of

urbanization (although exceptions are Laos, Cambodia and Nepal). A motorcycle is a typical form of urban transport and urbanization consequently contributed to the emergence of -motorcycles Shimazaki (1996). However, as discussed by Hilling (1996), motorcycles are sometimes seen as a 'backward' or 'non-modern' type of transport, so when countries are modernizing and developing, how do motorcycles fit in that? Does this type of transport form a constraint or an opportunity for further development and, to put the question more broadly, how important are -motorcycles for Asia? Another question is how the state deals with this enormous business. Motorcycles are an informal type of public transport, generally characterized as disorganized, unregulated and sometimes it is even associated with illegal activities. However, since it is an informal economy, it is difficult for states to get control over the millions of operators, particularly because there are so many of them. How do states try to regulate motorcycle operations and are such regulations effective? And how do motorcycle operators regulate themselves, is there already a self-regulating system?

According to Kumarage (2010), as much as 5 per cent of the Sri Lankan households are dependent on the income generated from motorcycles which indicates that the business is not only important for the transport sector but for the country as a whole. Specifically, he discussed regulation of the motorcycle business, in the context of a mid-sized city in Southern Sri Lanka. Over the decade, there has been a significant growth in the use of motorcycles as a commercial public transport mode in countries in sub-Saharan Africa, Latin America and Asia. Every day, millions of motorcycles are bringing people from place to place. This is due to a decline in organized public transport systems and hence has led to rapid growth in non-conventional means of public transport, initially

provided by minibuses and shared taxi vans. However, over the past decades there has been significant growth in the use of motorcycles as a commercial public transport mode, Mutiso (2011). In Latin America they are a common sight as well, like the coco-taxis in Cuba. But above all, the largest fleets of -motorcycles are cruising the roads of South and Southeast Asia and each country has a different name for them.

In difficult economic settings access to the city and its amenities (jobs) education, health care facilitates, markets, social networks etc is essential Diaz Olvera(2017). The boda boda has made this possible over the decades. The 1990,s based carriers were complete with motorcycles and motorbikes thus greatly extending the range and local carriage of services. Confusingly both bicycle and motorbikes services are known by the same boda-boda Leyland (1999).

2.3 The influence of fare charged on the livelihoods of the boda boda operators

Because of their limited capacity travel costs per km are 2-7 times those of large capacity buses, but cheaper than sole hire taxis. However, to date there has been only limited investigation on fares and affordability in the study corridor. Studies in Mpigi District, Iga (1999). Stated earnings for motorcycle operators differed for owners and hirers. These findings were cross checked by SLAM spot enquires in February 2001. It showed that, charges are normally levied for a particular stage, or distance; however, there may be the same charge for stages varying slightly in length. As would be expected motorcycles charged higher fares than bicycle for the same stage, but the difference varies with the distance travelled. Motorcycle costs per km vary in the range with the lower rates

applying to the longer trips up to 16 kms. Comparable inter-urban bus fares per passenger are around the same as those on paved routes and on unpaved routes. Benmaamar, (2001).

In Lagos Nigeria, There were found to be no fare controls set or enforced by government and fares were charged arbitrarily. Any increase in operating costs (fuel, lubricants, etc.) was passed on to passengers in the form of higher fares with higher profit margins. Limited control was mainly exercised by unions but in the interest of the operators, not the users. This accounts for the exponential growth in motorcycles taxis in the past decade which is not the result of a strategic plan to address the mobility needs but rather an indigenous response to growing, unmet demand and commercial opportunity. Estimates of financial viability suggested that the scale of profit margin is large, money transfers were substantial, mostly unaccounted for and untaxed. Thus, motorcycle boda bodas were 2-7 times more expensive than bus fares. However, they were cheaper than sole hire taxi services, which realistically are their most likely competitors in cities.

The time sensitivity of passengers, shown by their willingness to pay higher fares for motorcycle than bicycle or hire taxi services influenced the fares charged Didier (2012). This also reflected in the fares charged by buses for various stages in Uganda where riders seemed to be doing relatively well in terms of earnings than the owners. However the money was not enough to allow them good livelihoods. According to Michael Wilkerson (2010), in Kampala Uganda confirmed that majority riders do not own the motorcycle but rented from landlords on fixed lease, leading to job insecurity and making it hard to build savings and control their own future. This contributed much to the poor livelihoods of the boda boda operators.

2.4 The influence location on livelihoods of boda boda operators

The emergence of informal transport is closely related to urbanization Cervero & Golub (2007), Shimazaki (1996), Kumarage (2010), Hilling (1996). Urbanization in the developing world is fuelled by rural-urban migration and the influx of migrants, along with the natural growth of the urban population. All these have put pressure on the job market, which causes growth of the informal sector Potter (2004). Consequently there is an increased demand for public transport, which is also caused by the rise of the urban population. The study of Padam & Singh (2001) explores the effects of urbanization on urban transport in India. They show that the Indian urban population has been rapidly increasing since the 1960s and it is accompanied with an enormous growth of motorized vehicles (but also a growth of non-motorized vehicles, like bicycle or motorcycles). However, urban public transport systems did not keep pace with the rapidly increasing demand, which explains the emergence of alternative, informal types of public transport. Motorcycles fill the gaps in the generally weak networks of conventional public transport in urban areas of the developing world and for many people; motorcycles are indispensable for their mobility Cervero, (2000).

In the developing world, the road network is generally under developed and in poor conditions, the few good roads that exist are in the centers and on the main routes between the centre and the periphery. Generally, boda boda operate where more conventional services are uneconomic or physically impossible (Arosanyin, (2011). Boda bodas are found in urban and rural areas where they act primarily as feeder services to the towns or major public transport routes. Their popularity derives from the convenience they offer and ability to meet demands that other services cannot. Whilst the poorest

make only occasional use of boda boda, due to low income and high cost constraints, for many they provide identifiable ways of enhancing income by extending the range and intensity of productive activities.

The greatest impact on the poor is through the employment provided which enhances their livelihoods albeit not satisfactory. Operators are drawn mostly from the least educated classes and each is shown to support an average of 6 dependants including themselves. With an estimated national fleet of 200,000 bicycle or 70,000-motorcycle boda boda, about 1.6 million, or 7% of the population, depend for part of their livelihood on the industry. The livelihoods of a further 100,000 are supported from the repair and sustenance services the industry needs. Howe J. (2010). Peri-urban areas yield substantially lower earnings compared to the urban operators for the motorcycle operators. This is due to reduced earnings as a result of the town centre ban in both Kisumu and Nakuru towns according to Cox, and Mazuri (2010).

2.5 Influence Regulatory framework and on their livelihoods

It has proven difficult for the government to regulate the boda boda industry. However, some operators discipline is provided by the association to which the majority of boda boda operators belong, although most have only a local jurisdiction. Attempts to form a national organization have been defeated by the chronic instability that plagues most associations. In the long term, public policies must make a more positive contribution to cities by attempting to bring about socially inclusive, sustainable, urban development. The public authority travel needs of the urban population have a central

goal. In the best possible outcome for the community, it is urgent to implement “top-down” regulation that includes all transport mode Diaz Olvera, (2012).

The emergence of motorbike taxis was also facilitated by shortcomings in local public transport regulations. When the first motorbike taxis appeared, motorized two-wheelers were thought of exclusively as a personal transport mode. In some cases, depending on the characteristics of the vehicle, there was no obligation either to register the vehicle or hold a driving licence. At the time, the administrative and regulatory texts did not even envisage their use for public transport purposes.

The increasing role of motorbike taxis in public transport gradually led the authorities to take more notice of them. Initially, ignorance, indifference and tolerance held sway Godard and Ngabmen, (2002). In a context where there was a shortage of transport supply, the authorities often tolerated this mode of transport, considering it just as a temporary situation or as a means of reducing the effect of strikes called by the opposition, the “villes mortes” campaigns Ngabmen, (2000); Konings, (2006). Subsequently, the growing number of motorbike taxis has changed the relationship between the different stakeholders in the transport sector. In a short gap of time, motorbike taxis came to be demonized by the general public and the local authorities because of several reasons: their competition with other operators, their power as a pressure group acting on the authorities, other operators and the rest of the population, their aggressive behavior and driving and the negative externalities (accidents, air pollution, security) they generate.

The local authorities have gradually attempted to control the activities of the motorbike taxis by taking account of them in public transport regulations. There has generally been a considerable disparity between contents of regulations and their application but the situation varies greatly from one country to another or even from one city to another in the same country. In Cameroon, even though the decree that set out the conditions and terms for operating motorbike taxis was issued in November 1995, most operators still do not have the necessary licences and administrative documents and do not comply with other formalities such as the need for the driver and passenger to wear a helmet or the need to paint the vehicle yellow Sahabana, (2006). A study of motorbike taxis conducted in 2008 in Douala found that 17 % of the drivers did not hold a driving license and that 34 % of the vehicles were without registration documents Breit Consulting, (2008). Even worse, only 73 % of the drivers had at least two of the seven necessary administrative documents, and only 40 % had three.

The ability of motorbike taxi drivers to organize themselves and engage in protests to defend their common interests, as observed in Douala Konings, (2006), Kampala Goodfellow, Titeca, (2012), may explain why the regulations that apply to them are so lax. In a context of political decentralization and opening to multipartism, and because of their electoral visibility, their number in the streets, and their central place in daily life of many citizens, motorbike taxis have become a strong political force, as shown by Goodfellow and Titeca (2012) for Kampala. The Kampala City Council, under the opposition party, introduced a tax on the *boda-boda* taxi license in 2002, which raised 95 million Ugandan Shillings in 2003. However, this measure was soon abandoned in

2004, after the mobilization of *boda-boda* drivers and the intervention of the central government. The implementation of other measures failed for the same reasons, as the obligation for *boda-boda* to operate outside the city-centre in 2009 or to have two helmets, reflective jackets, gloves and a driving permit in 2010 Goodfellow, Titeca, (2012).

In some exceptional cases, application of the regulations soon proved more successful. In Calabar, in Nigeria near the Cameroonian border, the enforcement of regulations started in early 2007. One year later, there was a clear tendency for both the driver and passenger to wear helmets and for the driver to wear a reflective jacket, even though these accessories were not always worn correctly Mahlstein, (2009).

This brief description of the factors that have led to the existence and development of motorbike taxis reveal close similarities with the other forms of informal public transport that preceded them in Sub-Saharan cities: they appeared as a reaction to shortages in public transport supply and shortcomings in the content and implementation of public transport regulations. Similarities are also apparent in their operating conditions, such as drivers renting the vehicles, the sharing of operating costs between the driver and the vehicle owner and the demanding nature of the work.

2.5.1 The traffic act on Boda boda

The proliferation of *boda boda* demanded that helmet use was a major piece of legislation as amended in traffic (Amendment) Act, (2012). The law (cap 405 section 103B (1) states that a person, including a passenger, shall not ride on a motor cycle of

any kind, class or description without wearing a helmet and a reflection jacket. The penalty for violating this law is stiff (Sh 10,000). Unfortunately a non-scientific investigation with the boda boda shows that very few (<20%) riders use helmet and almost none has helmet (s) for the passengers. The few who use helmet do so to share themselves from the weather elements especially rain and wind, and from bugs interfering with the vision. A much smaller number of those who wear helmet do so for safety and legal reasons

2.6 Influence of availability of credit facilities on the livelihoods of boda boda operators

The lack of structured systems made it impossible for the boda boda operators to access credit facilities from financial institutions. Potter, (2004). The operators then resorted to self help associations as a form of getting soft loans from the members. In some cases the associations also had a semi-banking (savings) and credit role for members. Howe & .Annabell (2010). Many used the term association in their title, but in other cases they used the term ‘‘a club’’. All function in effect as unions or co-operatives. Defeated by the chronic instability that plagues most associations they would soon fall apart and taking the operators back to their financial problems.

In Uganda a self help organization, Tugende stepped in to help drivers own their own motorcycles via an affordable payment model, with weekly costs similar to renting resulting in a huge financial and mental gain when ownership is earned after 18 months. According to Michael (2012) having already enabled boda boda operators to own their own motorcycles, with the extra income, these drivers had invested in their homes, sent

their children to schools and even started side businesses to generate future income leading to an improvement in their livelihoods.

In his study, M.O Tom (2010) recommended to the policy makers the need to bring on board the 'boda-boda' entrepreneurs as primary stakeholders in the local intermediate means of transport (IMT) initiatives through sensitization and provision of credit facilities. This small and micro-enterprise sector should be looked at as a very important strategy of livelihood diversification especially in the rural and semi-urban areas. This was a clear indication that five years ago access to credit facilities was a farfetched idea by the boda boda operators. This is why it was important to find out if the government and SMEs have done anything as pertains offering the credit facilities.

2.7 Theoretical Framework

Several theories have been put forward by scholars to explain the field of entrepreneurship. These theories have their roots in economics, sociology/ anthropology, and management. These are,

2.7.1 Economic Theories

Economic entrepreneurship theories date back to the first half of the 1700s with the work of Richard Cantillon, who introduced the idea of entrepreneurs as risk takers. The classic, neoclassical and Austrian Market process schools of thought all pose explanations for entrepreneurship that focus, for the most part, on economic conditions and the opportunities they create. Economic theories of entrepreneurship tend to receive significant criticism for failing to recognize the dynamic, open nature of market systems,

ignoring the unique nature of entrepreneurial activity and downplaying the diverse contexts in which entrepreneurship occurs.

2.7.2 Resource-Based Theories

Resource-based theories focus on the way individuals leverage different types of resources to get entrepreneurial efforts off the ground. Access to capital improves the chances of getting a new venture off the ground, but entrepreneurs often start ventures with little ready capital. Other types of resources entrepreneurs might leverage include social networks and the information they provide, as well as human resources, such as education. In some cases, the intangible elements of leadership the entrepreneur adds to the mix operate as resource that a business cannot replace.

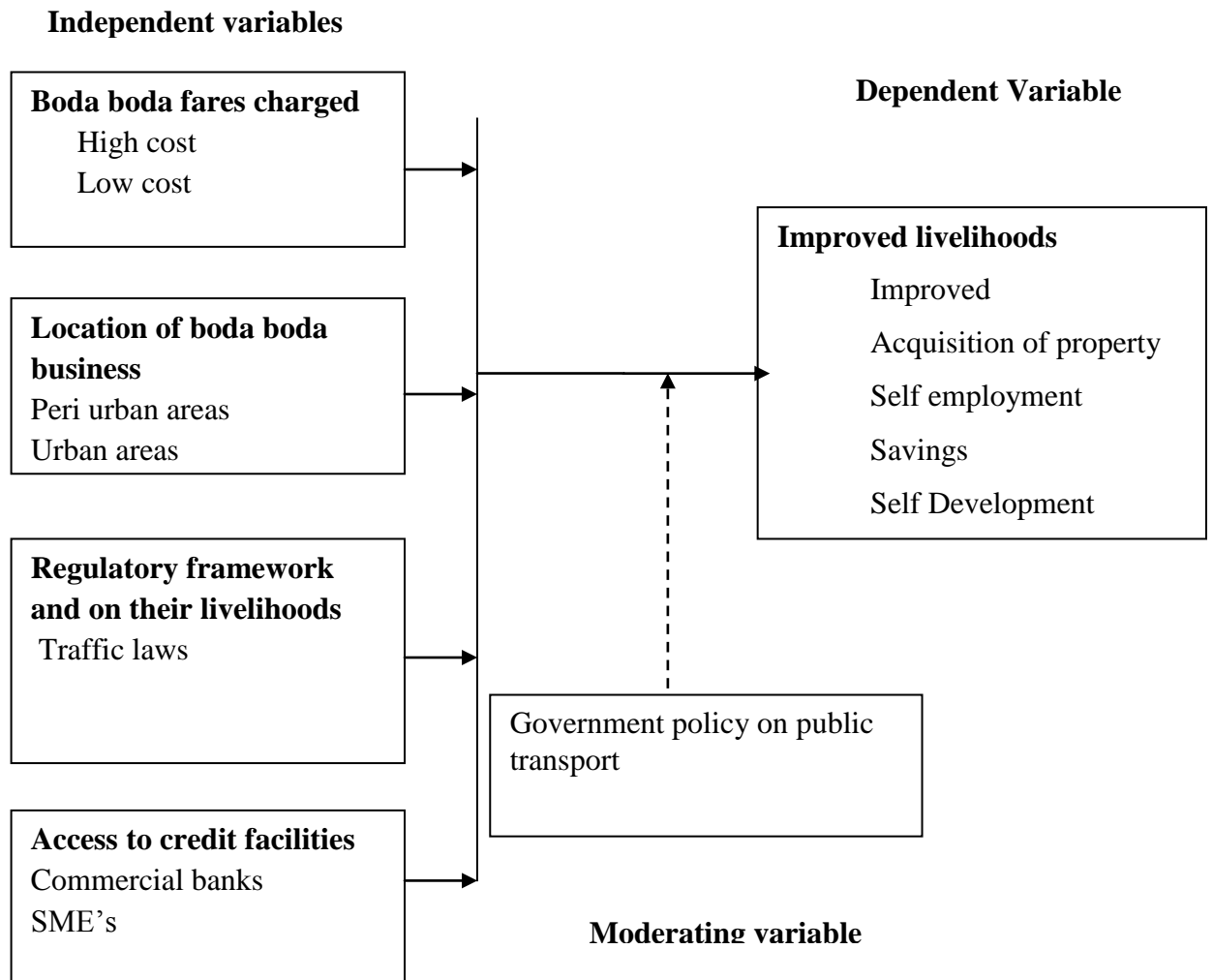
2.7.3 Sociological/Antropological Theories

The sociological theory centers its explanation for entrepreneurship on the various social contexts that enable the opportunities entrepreneurs leverage. Paul D. Reynolds, a George Washington University research professor, singles out four such contexts: social networks, a desire for a meaningful life, ethnic identification and social-political environment factors.

2.8 Conceptual Framework of the study

The conceptual framework of this study is based on four independent variables namely; Fares charged location, attitudes and access to credit facilities.

Figure 2.1 Conceptual framework



2.9 Summary of Literature review

This chapter analyzed the factors that influence the livelihoods of Boda-boda Motorcycle Transport Enterprises on operators in other parts of the world. The review was occasioned by the fact that despite an increased interest in the small and micro-enterprises (SMEs) in Kenya, very little empirical research has been done in Boda-boda Motorcycle industry, especially from the perspective of entrepreneurship.

The issues discussed in the literature review were therefore very critical in the determination of financial performance of Boda-boda Motorcycle business enterprise. The chapter endeavored to review the extent to which fare charged, location of the business, regulatory framework and access to credit facilities influenced the livelihoods of Boda-boda operators. The literature review therefore formed the basis for data collection, analysis and presentation in the successive chapters. The review leaves no doubt that all the factors that influence livelihoods of Boda-boda Motorcycle Transport Enterprise should be perceived as a unit. What is apparent is that the factors that influence the livelihoods are many but the researcher focused only on the four mentioned above.

2.10 Knowledge gap

Table 2.1 Knowledge Based Gap

Variable	Source	Finding	Gap
Boda boda fares charged	Didier, (2012).	The time sensitivity of passengers, shown by their willingness to pay higher fares for motorcycle than bicycle or hire taxi services influenced the fares charged	It looked at the influence of fares charged by the boda boda operators in relation to their livelihood
Location of boda boda business	Howe J. (2010).	Peri-urban areas yield substantially lower earnings for the motorcycle operators	It looked at the earnings of operators in the Peri urban areas as compared to the urban areas.
Regulatory framework	Mahlstein, (2009).	He found out that the enforcement of regulations started in early 2007 in Nigeria where, there was a clear tendency for both the driver and passenger to wear helmets and for the driver to wear a reflective jacket, even though these accessories were not always worn correctly	It looked at what had been achieved so far in the regulatory frame work of boda boda operation. The researcher wanted to find out if the same had been achieved in Trans Nzoia

Access to credit facilities	M.O (2010)	Tom	Recommended to the policy makers the need to bring on board the 'boda-boda' entrepreneurs as primary stakeholders in the local intermediate means of transport (IMT) initiatives through sensitization and provision of credit facilities.	He looked at the need to sensitize stake holders to provide credit facilities Looking at how credit facilities from banks would enhance the livelihoods of the operators.
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This study tried to provide answers to the following knowledge gaps. Mutiso,

(2010). In his recommendations for further research suggested that since majority of the riders were turning to Motorcycle taxis for boda boda operation, there was need to focus on influence of its general performance and its relation to the owners and operators social livelihoods. Furthermore, nearly all of the studies conducted particularly in Kenya; concentrated so much on Boda-boda bicycle or motorcycles and very little if any has been done and published on Boda-boda Motorcycle Transport Enterprise in Kenya Khayesi, (2010). Consequently the researcher decided to focus on boda boda enterprise

and looked at the operators as employees in the enterprise, focusing on their livelihoods as employees in the industry.

This study therefore sought to fill the missing gap in the body of knowledge for the policy makers to use in order to regulate and support Boda-boda Motorcycle business in order for the operators to achieve good livelihoods and general good financial performance of Boda-boda Motorcycle enterprise in terms of fares charged, the location of enterprise, regulatory framework and availability of credit facilities.

CHAPTER THREE

RESEARCH METHODOLOGY

3.1 Introduction

This chapter provided research design, target population, sampling strategy, data collection techniques, reliability and validity, pilot study, data analysis and presentation.

3.2 Research Design

Descriptive survey research design was used in the study. According to Mugenda (2000) descriptive survey design allows description of the behavior of a subject in its unchanged natural environment. It helps in providing a general overview of the subject under study. Descriptive survey research design was used in the current study to provide a synopsis of the boda boda transport enterprise on the livelihoods of the operators this is because data from the study will be used to describe the livelihoods of the operators.

3.3 Target Population

According to Ngechu (2004) a population is a well-defined set of people, services, elements and events, a group of things of households that are being investigated. The target population shall comprise of all the 210 registered Boda-boda Motorcycle operators and their Sacco leaders, within Kitale town. This shall be according to a record provided by the chairman of Kitale Boda-boda Sacco Society limited by Jan 2015.

3.4 Sampling Procedure and Sample Size

The main factors considered in determining the sample size is the need to keep it manageable, Mugenda (1999). Probability sampling technique was used in this study, mainly on the boba boda operators. The sample size was determined by the use of Kreijce and Morgam table and a total of 126 boba boda respondents were administered with questionnaires and 10 of their leaders were administered interview guide. This was based on group lists of boba boda operators kept by their stage leaders as illustrated below in the sample frame. (Table 3.1 below).

Table 3.1: Sampling Frame

Stage area	Number of Boda-bodas	Sample Size
Boda boda operators within town	30	19
Boda boda operators in Peri urban area	25	14
Total	210	136

3.5 Research Instruments

3.5.1 Questionnaire

Data collection sources were primary data. The study therefore used both open and closed ended questionnaires to collect the data. The structured questionnaires (closed- ended) with contingency questions were used in order to obtain uniform responses from respondents Wilson J, (2010). The structured questionnaires were accompanied by a list of all possible alternatives from which respondent's selected

suitable answers that best described the situation at hand by simply ticking (Mugenda, and Mugenda (2003).

A few open-ended questions were included in order to allow the respondents to give their personal views concerning the questions being asked. The data collection instruments were administered through personal visits on appointment by both the researcher and research assistants.

3.5.2 Interview Guide

Interview guide is a method of collecting data that involves presentation of oral verbal responses, Oson and Onen (2005). The semi structured interview was employed. This method of data collection enabled the researcher to get more information and in greater depth. This technique was to supplement the questionnaire technique since it enabled the researcher to collect information that could be directly observed and difficult to put in writing.

3.6 Reliability and Validity of Research Instruments

Reliability is a measure of the degree to which a research instrument yields consistent results or data after repeat trials. To achieve reliability in this study, the test-retest method was used Mugenda and Mugenda (2003).

Validity refers to the degree to which a research study measures what it is intended to measure Wilson, (2010). In this case, content validity was applied to ensure that the questions in the questionnaire provided adequate coverage of the investigative questions. Content validity was tested by use of expert opinion. My supervisor and a

Boda-boda official were used to examine the instrument to ensure that the concepts used are valid.

3.6.1 Pilot Study

The questionnaire was tested in a pilot test with 10 respondents randomly selected from the study area. According to Backer (1994), a sample size of 10-20% of the sample size for the actual study is a reasonable number of participants to consider enrolling in a pilot study. The 10 respondents involved in the pilot study were not to form part of the sample for the actual study. Reliability of the questionnaire was then done through pre-testing upon collection of the data from piloted areas. The procedure that was used in pre-testing the questionnaire was identical to the procedure used during the actual data collection. This allowed for more meaningful observations.

3.7 Data Analysis and Technique

Analysis of the data was done based on data collected using questionnaires administered to a sample size of 136 respondents. The data collected was descriptive in nature. Upon receipt of the filled questionnaires, the Statistical Package for Social Sciences (SPSS 17.0) was used to code the data, and then entered into the computer. The data was then analyzed by means of descriptive statistics such as %s and frequency tables where applicable. This enabled the data to be presented in an organized and meaningful manner, and data simplified so that general trend could be seen Orodho, (2005) while Qualitative data was categorized according to themes and objectives in relation to the opinion, views and perceptions of the respondents. This method is also faster when

applied in analyzing transcripts of oral interviews and interview schedules as well as questionnaires which are the major instruments in data collections for the study.

3.8 Operationalization of Variables

Operational definition of variables is operationally defining a concept to render is measurable. Measures can be objective or subjective Polit and Hunger, (1997). To ensure that the objectives of the study were measurable, they were operationally defined as shown by Table 3.2.

Table 3.2 Operationalization of Variables

Variables	Indicators	Measurements	Data Analysis Techniques
Influence of Fare charged on the livelihoods of boda boda operators	Amount range, payment willingness, investments, other businesses	Nominal Ordinal	Descriptive statistics
Location of boda-boda transport and influence on their socio-livelihoods.	Urban or Peri urban, Housing, Savings livelihood of Operators	Nominal Ordinal	Descriptive statistics
Regulatory frame works and influence on boda boda on operators livelihoods	Availability of licensing Investments	Nominal Ordinal	Descriptive statistics
To establish the influence of availability of credit facility on operators livelihoods	Availability of credit facility on social livelihoods of boda operators Houses, savings ,investments,	Nominal Ordinal	Descriptive statics

3.9 Ethical Considerations

Permit for the study was obtained before data collection began. Information consent detailing the nature, purpose, duration, procedure, benefits, and possible risks of the research was obtained from all participants. Each participant was informed that the research was voluntary and they could quit in the process. They were also informed that the information was only to be used for the purpose of the research. Total confidentiality was assured and observed in handling the findings.

CHAPTER FOUR

DATA PRESENTATION, ANALYSIS, INTERPRETATION AND DISCUSSION OF FINDINGS

4.1 Introduction

This chapter involves presentation, interpretation and discussion of findings. In this chapter of the research report, the researcher presented the data from the field and the data analysis procedures employed, the research questions that guided the study were to determine the influence of fares charged on the livelihood of the operators, to establish the influence of location of operation on the livelihood of the operators, To establish how the regulatory framework influence the livelihood of the operators and to establish the influence of availability of credit facilities on the livelihood of operators. Discussions were also formed to help assess the contribution of the data collected to the body of knowledge

4.2 Response rate

Out of 136 (100%) questionnaires given out to the respondents in the study area to fill. 121 (91%) were returned for analysis. However, 11 (8%) questionnaires were incomplete and therefore could not be analyzed. The remaining 110 questionnaires account for 85% response rate. According to Mugenda and Mugenda (1999) a response rate of 70% and above is sufficient and hence it allowed for data analysis.

4.3 Background Characteristics of Boda boda operators

Information about background characteristics of respondents of boda boda operators in Kitale town Trans-Nzoia County was presented in this section. The researcher found it necessary to analyze this data. It includes gender, age, education level and working experience. In the first instance, the study was conducted among 130 (100%) respondents from in urban and peri urban areas within Kitale town and its environs. Of the 130 questionnaires that went out to the respondents, only 110 were considered for use in the study as the other 21 were discarded.

4.3.1 Gender of respondents

The study found it necessary to analyze the gender of respondents as there was need to demonstrate the heterogeneity of the respondents.

Table 4.1 Gender of respondents

Description	Frequency	%
Male	108	98
Female	2	2
Total	110	100

Table 4.1 indicates that 108(98%) of the respondents were male while 02 (2%) were female. This implies that both sexes were not adequately represented in the study. The difference in sex of boda boda operators implies that they viewed the enterprise differently.

4.3.2 Age bracket of respondents

The study found it necessary to analyze the age brackets of respondents. This was necessary because different ages had different family needs and hence different reasons for picking up boda boda operation.

Table 4.2 Age bracket of respondents

Description	Frequency	%
Below 20 years	11	10
21-40years	77	70
41-50 years	22	20
Totals	110	100

Regarding the age of respondents, Table 4.2 indicates that 11 (10%) of the respondents were in the age group of below 20 years while 77(70%) of the respondents were 31 – 40 years of age. Another 22 (20%) of the respondents were 41-50 years of age .This implies that the majority of the respondents were family breadwinners and depended on the boda boda enterprise economically.

4.3.3 Education level of respondents

The study found it necessary to analyze the education level of respondents as education level is a factor in entrepreneurship.

Table4. 3 Education levels of respondents

	Frequency	%
KCPE	44	40
KCSE	39	35
Some College	18	14
Diploma	9	12
Totals	110	100

Table 4.3 indicates that the majority of the respondents 44 (40%) were KCPE holders. 39 (35%) of respondents were KCSE holders while a further 18 (14%) of the respondents had been to some college. 09 (12 %) fell in the category of diploma holders. This implies that boda boda operators in Kitale town and its environs have varying levels of education therefore were expected to view boda boda operation differently and also to operate it on different levels.

4.3.4 Work experience of respondents

The study found it necessary to analyze the work experience as this reflected on the number of years worked and hence performance.

Table 4.4 Working experience of respondents

	Frequency	%
1-10 years	50	45
11-20 years	35	32
21 and above	15	13
Total	110	100

Table 4.4 indicates that 50 (45%) of the respondents had 1 – 10 years while 35 (32 %) of the respondents had worked for 10 – 20 years. Another 15 (13 %) had 21 and above year of experience amongst the respondents studied. This implies that the majority of the respondents had worked for few years in the enterprise.

4.3.5 Questionnaire for the Sacco leaders

The researcher found it necessary to have the Sacco leaders as respondents as they related with the boda bodas and they understood their life in general.

Table 4.5 Questionnaire for the Sacco leaders

	Description	Yes	No
The operators are able to make profits out of boda boda business	Frequency	05	05
	%	50	50
Do one require a license and to operate boda boda	Frequency	03	07
	%	30	70
Given a chance would the operators prefer operating in town	Frequency	07	03
	%	70	30
Given a chance would the operators prefer operating in the rural areas	Frequency	03	07
	%	30	70
Does the saving culture affect one's credit facility?	Frequency	08	02
	%	80	20

The Sacco managers agreed and both disagreed that one can make profits from boda boda operation. 50 %(05) agreed while another 50 %(05), However asked whether

one requires a license to operate a boda boda 70% (07) said no when 30% (03) said yes. Asked if they prefer operating in towns 70% (07) preferred operating on town and 30% (03) preferred operating in the rural areas. Asked if saving culture influences ones credit facility 80% (08) said yes while 20 % (02) said no this implied the operators had a chance of making money out of the operation and hence if they started saving they would improve their livelihood more. However, it was important to ensure that the fares charged were right and that they were in a location that enabled them to earn money for their livelihood.

4.4 Influence of fares charged by boda boda operators

The study found it necessary to analyze the fares charged by boda boda operators in Kitale town in relation to their livelihoods. This would help to determine their earnings and in essence their ability to have good livelihoods.

Table 4.6 Influence of fare charged by boda boda

Fare	N=110	SA	A	UD	D	SD	Mean
Category		F	F	F	F	F	F
		%	%	%	%	%	%
Below 200		08	18	08	30	52	110
		40	72	24	90	52	2.53
300-500		40	25	05	25	15	110
		180	92	15	46	14	3.15
600-800		44	51	15	71	39	110
		60	104	24	72	19	2.53
900-1100		40	33	10	13	14	110
		180	120	27	24	13	3.3
1200 and above		20	15	12	33	30	110
		90	52	33	60	37	2.47

The fare charged is between 200 to 1200 khs. A mean of 2.53 was recorded for those who earned below 200khs. Those who earned 300-500 had a mean of 3.15 when those who earned 600-800 khs had a mean of 2.53 while those earning 900-1100 had a mean of 3.3 with those earning above 1200 had a mean of 2,47. It was evident that the operators earned separate amounts of money. These findings agreed with those of (Iga 1999), who found out that the earnings for motorcycle operators differed for owners and hirers. This

was further given a different dimension by (Benmaamar, 2001) who found out that comparable inter-urban bus fares per passenger are around the same as those on paved routes and on unpaved routes. (Didier, 2012) on the other hand found out that The time sensitivity of passengers, shown by their willingness to pay higher fares for motorcycle than bicycle or hire taxi services influenced the fares charged. Consequently, all these factors came into play to determine the livelihoods of the operators.

4.5.1 Level of satisfaction with boda boda business

The study found it necessary to analyze the levels of job satisfaction for the boda boda operators. This was necessary as job satisfaction determined whether the operators would put in their all or they would just work for the sake of it.

Table 4.7 Levels of job satisfaction on the improved livelihoods of boda boda operators

N=110	SA	A	UD	D	SD	Mean
	F	F	F	F	F	F
	%	%	%	%	%	%
All investments come from boda boda operation	15	15	10	34	35	110
	14	14	9	31	32	100
I have bought animals from boda boda operation	11	22	10	36	31	110
	10	20	11	33	26	100
I have another business from earnings of boda boda operation	13	21	10	36	30	110
	12	19	11	33	25	100
I have a bank account where I make savings from boda boda	17	26	09	33	24	110
	15	24	8	30	22	100
I partner with other organizations and groups that offer similar services	10	18	05	34	43	110
	9	16	5	31	39	100

A total of 69 (63%) of the operators disagreed to having investments as a result of boda boda businesses, only 30 (28%) agreed to having investments from the enterprise. Another 10(9%) were undecided, 11 (10%) strongly agreed as having bought animals from boda boda operation. However 36 (33%) disagreed while 31 (26%) strongly disagreed. only 10 (11%) were undecided.43 (39%) agreed to having bank accounts where they saved their money from boda boda operations. A further 57(52%) disagreed

to having bank accounts for savings from boda boda operations. However 09 (8%) were undecided.77 (70%) disagreed to having partnerships with other organizations. 28(25%) however agreed to having partnerships.5 (5%) were undecided if they had any partnership. This showed that most of the operators lacked savings and investments. This was enough to make them dissatisfied with their jobs especially if they compared themselves with their peers in other fields.

4.5.2 Availability of money in the bank

Money in the bank would determine the saving culture of the respondents. This was necessary as it would determine whether the boda boda had any extra money to spare for saving. This would determine the livelihoods for the boda boda operators.

Table 4.8 Saving culture of on improved livelihoods of boda boda operators.

Description	Yes	No	Total
Do you save money in the bank	23	87	110
Has boda boda contributed to your improved livelihood	57	53	110

When the respondents were asked if they had money in the bank 23(21%) said yes, they had money in the bank. 87(79%) said no, they did not have money in the bank. When asked whether boda boda business had contributed to their improved livelihoods, 57(52%) said yes whereas 53(48%) said no. this implied that the operators did not have saving. This agrees with Michael Wilkerson, (2010) who in his study in Kampala Uganda

confirmed that majority riders do not own the motorcycle but rented from landlords on fixed lease, leading to job insecurity and making it hard to build savings and control their own future. This contributed to lack of expansion of their enterprise.

4.6 Location of boda boda enterprise on the improved livelihoods of boda boda operators

It was necessary for the researcher to analyze the location of boda boda operation as this would determine if the operators were having many customers or not. It would also determine whether the employees would have customers that had money and were willing to spend the money.

Table 4.9 Location of boda boda enterprise on the improved livelihoods of boda boda operators

		Urban	Peri urban	Total
Where is the business located	Frequency	66	43	110
	%	60	40	100
Do you offer services to the Peri urban or urban areas of Kitale	Frequency	73	37	110
	%	66	33	100

A total of 66 (60%) of the operators have their businesses located in the urban centers whereas 43 (40%) are located in the peri urban parts of Kitale town. However, 73 (66 %) agreed to giving services to the urban dwellers as opposed to (33 %) that offer services to the peri urban and rural dwellers. This implied that there was need for transport services across the urban and rural areas. Therefore location was not an issue

when it came to boda boda operation. Padam and singh (2001) studied the effect of urbanization on urban transport in india. It showed that the demand for urban transport was high and that the strain on the urban transport contributed to the rise in informal transport such as boda boda transport. This differed with the findings by potter 2004). He found out that the growth of the informal transport sector was as a result of the pressure on the job market. Potter says that the pressure is what made many people venture into boda boda operation. Arosanyin, (2011) who found out that the boda boda operators were found in urban and rural areas where they acted primarily as feeder services to the towns or major public transport routes. On the other hand, the researcher looked at the influence on the location of the livelihoods of the operators. The researcher separated the operators into those in the urban and the peri urban areas. The findings to this study indicated that the operators in the urban areas earned more money and had therefore it was assumed that they had better livelihoods than those in the peri urban areas. Consequently, the influence on the livelihood will be determined by the ability of the customers to spend money on the mode of transport. This is as found out by (Cox 2010, and Mazuri 2010), Who said that Peri-urban areas yielded substantially lower earnings compared to the urban operators for the motorcycle operators.

4.6.1 When the boda boda operators were asked if they wanted to change their location, these were the findings.

It was the important for the researcher to analyze if the operators wanted to change their location as it would determine whether they were satisfied with their earnings are not. It would also determine whether the operators understood the difference in earnings as per the location.

Table 4.10 Location change of operators

		Yes	No	Total
Would you like to change your location	Frequency	33	77	110
	%	30	70	100

When asked if they wanted to change the location of their boda boda operations, 33(30%) said yes while 77(70%) said No. This shows that many of the operators wanted to maintain their current location. This implied that most of the operators 77% was not interested in changing their location. This could be because they had established a customer base that was willing to pay the set fares and therefore no need to relocate.

4.6.1 Preference of boda boda by customers

The researcher decided to analyze the preference of boda boda by customers as this would determine whether they would get customers or not. It would also determine the reasons behind the preference.

Table 4.11 Preference of boda boda by passengers

		Y	N	Total
Motorcycles can access unreachable places	Frequency	93	17	110
	%	85	15	100
Customers prefer motorcycles because they are faster	Frequency	89	21	110
	%	81	19	100
Motorcycles can get one up to the doorstep	Frequency	100	10	110
	%	91	09	100
Motor cycle can carry all types of luggage	Frequency	71	39	110
	%	65	35	100
Motorcycle can maneuver the poorly maintained roads	Frequency	95	15	110
	%	86	14	100
Motorcycles are not affected by poor weather conditions	Frequency	66	44	110
	%	60	40	100

The data analyzed revealed that the passengers preferred motorcycles over other means of transport. When asked if boda boda can access unreachable places, 93(85%) said yes while 17(15%) said no. 89 (81%) agreed to customers preferring boda boda because it is faster.21(19%) said No to the same question.100(91%) agreed that boda boda gets one to the doorstep always. Another 10(9%) however disagreed on the same.71 (65%) agreed to carrying all types of luggage but 39 (35%) disagreed to this. However, 95(86%) agreed that boda boda can maneuver the poorly maintained roads. Only 15(14%) disagreed to the same. 66(60%) agreed that boda boda operation is not affected by poor weather conditions.44 (40%) thought they were affected. This implied that at any given time the customers would choose boda boda as a means of transport. This is as found out by Cervero, (2000) who said that Motorcycles fill the gaps in the generally

weak networks of conventional public transport in urban areas of the developing world and for many people; motorcycles are indispensable for their mobility

4.6.2 Influence of boda boda on growth of Kitale town

The research found it necessary to analyze the influence of boda boda on the growth of Kitale town. This would determine if the operators had good livelihoods coupled with good earnings and they played a big role in the development of Kitale town.

Table 4.12 influence of boda on growth of Kitale town

		True	False	Total
Small town has grown due to boda boda motor cycle business	Frequency	80	30	110
	%	73	27	100
Business ventures are possible due to boda boda operations	Frequency	89	21	110
	%	81	19	100
Small petrol stations have sprung to serve the motorcycle operators	Frequency	45	65	110
	%	41	59	100
Many shops that sell boda boda spare parts	Frequency	69	41	110
	%	63	37	100
There are many people who repair motor cycles as a way of earning a living	Frequency	91	19	110
	%	83	17	100
The livelihoods of many families have improved because of boda boda business	Frequency	68	42	110
	%	62	38	100

When the boda boda operators were asked whether boda boda operation has had an influence on the growth of Kitale town, 80(73%) accepted while 30 (27%) disagreed to the same. 89(81%) said business ventures are possible due to boda boda operations. 27(21%) however did not relate the two. Only 45(41%) agreed that small petrol stations have sprang up due to boda boda operation. 65 (59%) disagreed about the same. It was evident that many shops sell boda boda spare parts. 69(63%). However, 41(37%) disagreed about many shops selling spare parts. 91(83%) agreed to too many repairing boda boda motorcycles. Only 68 (62%) agreed that boda boda operation had improved the livelihoods of many families .42 (38%) however disagreed with the same. This

implied that boda boda alone could not be attributed to the growth of Kitale town. Other factors such as devolution and decentralization may also have played a part in the growth of Kitale town as they brought funds to the county that led to the development.

4.7 Influence Regulatory framework on their livelihoods

The research sought to find out if there were any regulations that guided the operation of boda boda. This will determine if it would have any influence on their livelihoods.

Table 4.13 Regulatory framework on their livelihoods

	N=110	SA	A	UD	D	SD	Total
		F	F	F	F	F	F
		%	%	%	%	%	%
You need a licence to operate boda boda		49	34	8	1	8	110
					1		
		45	31	7	1	7	100
					0		
Are you taken through any formal training on how to ride boda boda.		8	11	6	4	36	110
					9		
		7	10	5	4	33	100
					5		
The traffic policemen vet all operators on a periodical basis		13	16	4	3	43	110
					4		
		12	14	4	3	39	100
					1		

The findings revealed that 49(45%) strongly agreed on the need of a licence before the operation of boda boda. 34 (11%) agreed about the same while 08(07%) were undecided. A further 11(10%) disagreed while 08(07%) strongly disagreed. This implied not all the operators believed in the importance of a licence which meant training before boda boda operation. On asking the operators if they are taken through any formal training, 08 (07%) strongly agreed. 11(10%) agreed while 06(05%) were undecided. 49 (45%) disagreed while 36(33%) strongly disagreed. This findings differed with a similar study of motorbike taxis conducted in 2008 in Douala found that 17 % of the drivers did go through formal training on how to ride boda boda Breit Consulting, (2008). This implied that majority of the operators in Doula were more educated on the importance of a driving licence and that the regulatory frame work was more functional. This explained the influx of operators as there were no any hurdles besides buying or leasing a boda boda. On the other hand Goodfellow, Titeca, (2012), of Uganda explained why the regulations that apply to them were so lax. He explained that the operators had been used as political tool and that the laxity was often used as a tool to sway the operator's electorates who would be promised not to be harassed if they voted in favor of a particular candidate. This may be inferred to be the same situation in Kenya as they are neighboring countries. When asked if the traffic policemen vetted all operators on a periodical basis, 13(12%) strongly agreed, 16(14%) agreed while 4(4%) were undecided. On the other hand, 34(31%) agreed while 43(39%) strongly agreed. This implied that the boda boda operators. did not undergo any vetting to determine if they were road worthy or not, although this was the case in most areas, in some exceptional cases, application of the regulations proved more successful. Such was like a case of Calabar, in Nigeria near

the Cameroonian border, where the enforcement of regulations started in early 2007 and a year later, there was a clear tendency for both the driver and passenger to wear helmets and for the driver to wear a reflective jacket, even though these accessories were not always worn correctly Mahlstein, (2009). This can also be said of the operators who at times rode while drunk leading to loss of life through accidents on the roads. This agrees with Ngabmen, 2000 and Konings, (2006). Who found out that due to shortage of transport supply, the authorities often tolerated this mode of transport, considering it just as a temporary situation or as a means of reducing the strain on the transport systems.

4.8 Influence of access to credit facilities on the improved livelihoods boda

The boda boda operators were asked whether they had access to credit facilities and if yes how did the credit facilities contribute to their improved livelihoods. Access to credit influenced whether the operators who had leased the motorbikes were able to afford their own motorbikes or not.

Table 4.14 Access to credit by boda boda operators

	N=110	SA	A	UD	D	SD	Total
		F	F	F	F	F	F
		%	%	%	%	%	%
You have access to credit facilities from commercial banks	13	12	5	45	35	110	
	12	11	5	41	32	100	
You have access to credit facilities from Saccos and SMEs	12	17	5	39	37	110	
	11	15	5	35	34	100	

Access to credit is based on the boda boda business	7	14	4	44	41	110
	6	13	4	40	37	100

Only 25 (23%) agreed to having access to credit facilities from the banks. Of this, 13(12%) strongly agreed. On the other hand 90(81%) disagreed to having access to credit facilities in commercial banks. 29(26%) disagreed to accessing credit facilities from Sacco's and SMEs.76(69%) agreed to accessing credit facilities from the Sacco's and SMEs. Only 85(77%) accessed credit based on the boda boda business, with 21(19%) disagreeing to the same.

CHAPTER FIVE

SUMMARY OF FINDINGS, CONCLUSIONS AND RECOMMENDATIONS

5.1 Introduction

This chapter discusses summary, conclusion, recommendations, contribution to the body of knowledge and suggested areas for further research in the following sub themes

5.2 Summary of findings

Based on the data and other information obtained and analyzed to answer the research questions of the study, a number of research findings were presented in chapter four. The findings are summarized in this section

The study showed that 98% of the respondents were male while only 2 % were female. This showed that males had a positive attitude towards boda boda operation as opposed to female. This can be attributed to the fact that many women are dependent on the men for their livelihoods and hence they prefer to do other jobs or enterprises that they consider to be more feminine. On age 11 (10 %) of the respondents were below 20

years of age .This is an indicator that many young people joined boda boda operation for their livelihoods.

However, 77 (70%) had been in the enterprise between 31-40 years. These were mainly family men and they depended on boda boda operation not only for themselves but for their families. A further 22 (20%) This is proof that many operators depend on boda boda operation for their improved livelihoods.

A high population of boda boda operators was KCPE holders 44(40%) followed by KCSE holders 39 (35%). The rest of the population 27 (26%) had a college education with 9 (12%) having attained diploma qualifications. This then shows that regardless of academic attainment everybody in the boda boda operation is in it mainly to improve their livelihoods.

5.2.1 Influence of fare charged by on the livelihood of the operator

The boda boda operators had varied work experience.50 (45%) had worked for below 10 years while 35 (32%) had been boda boda operation for 20 yrs. Only 15 (13%) have been in boda boda operation for over 20 years. This indicates that the operators have stayed in the boda boda operation as it has led to improved livelihoods. Also, since new operators are joining boda boda operation, it shows that it has a positive effect on the improvement of livelihoods.

The fare charged is between 200 to 1200 khs. A mean of 2.53 was recorded for those who earned below 200khs. Those who earned 300-500 had a mean of 3.15 when those who earned 600-800 khs had a mean of 2.53 while those earning 900-1100 had a mean of

3.3 with those earning above 1200 had a mean of 2,47. It was evident that the operators earned separate amounts of money. These findings agreed with those of (Iga 1999), who found out that the earnings for motorcycle operators differed for owners and hirers. This was further given a different dimension by Benmaamar, (2001) who found out that comparable inter-urban bus fares per passenger are around the same as those on paved routes and on unpaved routes. Didier, (2012) on the other hand found out that The time sensitivity of passengers, shown by their willingness to pay higher fares for motorcycle than bicycle or hire taxi services influenced the fares charged. Consequently, all this factors came into play to determine the livelihoods of the operators.

From the analysis, 69 (63%) of the operators disagreed to having investments as a result of boda boda operation. These operators are more likely to be dissatisfied with boda boda operation especially if they desire the achievement. This is unlike the 30 (28%) who agreed to having investments from the enterprise. This are most likely satisfied with boda boda operation as they may view it as an achievement of a goal or a step towards prosperity. However, the 10(9%) were undecided may have actually achieved something from the boda boda operation but due to lack of poor record keeping skills may not associate it with the same. 11 (10%) strongly agreed as having bought animals from boda boda operation. This was more likely to lead to job satisfaction ultimately leading to improved livelihoods. However 36 (33%) disagreed while 31 (26%) strongly disagreed. These operators may lack job satisfaction and ultimately it may lower their livelihoods. 43(39%) agreed to having bank accounts where they saved their money from boda boda operations. This not only lifts their self esteem but it also gives them job

satisfaction and ultimately improved livelihoods. A further 57(52%) disagreed to having bank accounts for savings from bodaboda operations. Disagreeing in itself tends to mean lack of job satisfaction. It may further mean most of the needs are not being met and consequently poor livelihoods. 77(70%) disagreed to having partnerships with other organizations. This illustrates a lack of job satisfaction while 28(25%) agreed to having partnerships indicating a degree of job satisfaction

When the respondents were asked if they had money in the bank, 23(21%) said they did not have money in the bank. This means that as much as they operated boda boda as a form of employment, their need were more than what they took home at the end of the day. This was further determined by several other factors of family dynamics which may included, family size and age of children or dependants. On the other hand the 87(79%) agreed to having money in the bank show that after their daily requirements had been taken care of. This shows an increase in improved livelihoods. When asked whether boda boda business had contributed to their improved livelihoods, 57(52%) said yes whereas 53(48%) said no.

5.2.2 Location of boda boda enterprise and livelihoods of operators.

The findings revealed that 66 (60%) of the operators have their businesses located in the urban centre whereas 43 (40%) are located in the peri urban parts of Kitale town. However, 73 (66 %) agreed to giving services to the urban dwellers as opposed to (33 %) that offer services to the peri urban and rural dwellers. This implied that some of the peri urban operators had to move in and out of the urban areas to pick and drop off passengers. People in the urban areas are ready to spend more money and that is why the

people in the urban areas are not willing to move to the peri urban centers. However, the peri urban operators may wish to move to the urban areas as a way of increasing their earnings and consequently improving their livelihoods.

Many boda boda operators were asked if boda boda operation had any influence on the growth of Kitale town. 80(73%) accepted while 30 (27%) disagreed to the same. This implies that in general the boda boda operation had an influence on the livelihoods of the boda boda operators and it could be seen by the growth in town. 89(81%) said business ventures are possible due to boda boda operations. 27 (21%) however did not relate the two. This meant that the towns' businesses thrived as a result of boda boda operators transporting goods from one point to the other for business people. Only 45(41%) agreed that small petrol stations have sprang up due to boda boda operation. This implied that there were no exclusive petrol stations set up for the boda boda operators only. 65(59%) disagreed about the same confirming that any growth in petrol stations was generally fuelled by the demand for petrol stations as a whole but not exclusively for boda boda operators. It was evident that many shops sell boda boda spare parts. 69(63%) agreed to this. This showed that there was need for boda spare parts as there were many operators, hence the demand for spare parts. Most of the shops must have also been set up in the urban areas. The 41(37%) that disagreed about many shops selling spare parts must be operators in the peri urban areas. 91(83%) agreed too many repairing boda boda motorcycles. This concurs with the number increased shops selling spare parts. Only 68(62%) agreed that boda boda operation had improved the livelihoods of many families. Of importance therefore is the fact that many families are different in size and number of dependants therefore influencing whether there is an improvement of livelihood or not. It

also mattered whether one was an employee operator or owner operator of the boda boda. 42(38%) that disagreed must have had many family obligations hence lack of improvement in livelihoods. This shows that there are other factors that are responsible for the growth of Kitale town.

5.2.3 Influence Regulatory framework on the operators livelihoods

The findings revealed that the operators worked in an environment without a regulatory frame work. This has attributed to the large number of operators and the assumptions that boda boda operation plays a major role in the enhancement of the economy.

The findings revealed that 49(45%) strongly agreed on the need of a licence before the operation of boda boda. 34 (11%) agreed about the same while 08(07%) were undecided. A further 11(10%) disagreed while 08(07%) strongly disagreed. This implied not all the operators believed in the importance of a license which meant training before boda boda operation. On asking the operators if all had gone through formal training, 08 (07%) strongly agreed. 11(10%) agreed while 06(05%) were undecided. 49 (45%) disagreed while 36(33%) strongly disagreed. This implied that majority of the operators have not gone through any formal training on how to ride boda bodas, it showed a lack of a regulatory frame work amongst the authorities. This explained the influx of operators and the many number of accidents as there were no any hurdles besides buying or leasing a boda boda. When asked if the traffic policemen vetted all operators on a periodical basis, 13(12%) strongly agreed, 16(14%) agreed while 4(4%) were undecided. On the other hand, 34(31%) agreed while 43(39%) strongly agreed. This implied that the boda bodas

did not undergo any vetting to determine if they were road worthy or not. This can also be said of the operators who at times rode while drunk leading to loss of life through accidents on the roads. This agrees with (Ngabmen, 2000 and Konings, 2006). Who found out that due to shortage of transport supply, the authorities often tolerated this mode of transport, considering it just as a temporary situation or as a means of reducing

5.2.4 Access to credit facilities by operators on their improved livelihoods

Only 25(23%) agreed to having access to credit facilities from the banks. availability to credit could enhance the ownership of motorcycles and ultimately lead to improved livelihoods. Of this, 13(12%) strongly agreed. On the other hand 90(81%) disagreed to having access to credit facilities in commercial banks. The findings by Potter, (2004) agreed with these findings. Howe &.Annabell (2010) further r said that this led to the formation of self help associations amongst the operators which accessed soft loans to the operators. Although this was true, the soft loans were not adequate to improve the livelihoods to a great extend. This was due to the small financial base of the association. The findings were also often plagued by instabilities and they soon fell apart. Although there were challenges, there was hope in an association in Uganda known as Tugende that helped the operators to own their own motor bikes. Consequently, a lack of access to credit facilities impeded business growth or ownership of boda boda motorcycle and ultimately improved livelihoods. 29(26%) disagreed to accessing credit facilities from Saccos and SMEs. This implied that the members did not have any extra money to save in the Sacco's so as to be enabled to access credit. This is almost similar to the 23 % that obtain credit from commercial banks. 76(69%) agreed to accessing credit facilities from the Sacco's and SMEs. These are those that had savings and therefore had the ability to

access credit. This was because Saccos are self help groups and therefore, it was easy to access credit. Only 85(77%) accessed credit based on the boda boda business, with 21(19%) disagreeing to the same. This implies that they are non members to the Saccos and therefore do not qualify for credit facilities. This shows that the livelihoods are low and hence inability to save so as to afford credit facility. Generally however, the improved earnings led to savings and acquisition of personal motorbikes for those that were leasing.

5.3 Conclusions of findings

Below are the conclusions drawn on the findings from the study by the researcher; this has been discussed based on the objectives.

On influence of fares charged on the improved livelihoods by boda boda operators the findings revealed that the fares charged by boda boda were mainly between 500-1200 Shs. Depending on whether one was just an operator or an operator who was also the owner, and then it determined their livelihoods'. Those who were hired operators earned less money and therefore low levels of livelihoods whereas those who were owners but also operators had higher levels of livelihoods. For those who earned below 500, regardless of whether they were hired operators or owners it implied low levels of livelihoods. Those that earned above 1200 also had improved livelihoods. Consequently, this led to improved levels of improved livelihoods for those that earned above 500 shillings and low livelihoods for those that earned below 500 shillings. It however also depended on whether the operator was hired or the owner. Majority of the operators lacked investments as a result of boda boda operation .This implied low livelihoods as it meant few of the operators had a poor saving culture or had nothing to save from the

operation so as to invest. This was directly linked to low level livelihoods and consequently majority of the boda boda operators lacked job satisfaction.

As pertains influence of location of boda boda enterprise on the improved livelihoods of boda boda operators, the operators in the urban areas had more improved livelihoods as they earned more compared to the peri urban operators. Consequently, majority of the peri urban operators were willing to move the business to the urban centers so as to earn more money and improve their livelihoods. It was also found out that boda boda were preferred to other modes of transport as they were faster and could take one up to the door step, maneuver the unreachable places and can carry most of the luggage. Boda was also affected by weather conditions and all this would determine the number of clients served by boda boda operators ultimately determining their earnings and finally the improvement on the livelihood by the boda boda operators. It was further determined that boda boda operation had an influence on the growth of Kitale town. However the findings also revealed that other factors may have contributed to the expansion. Boda boda contributed by moving merchandise into and out of the outskirts of town for trading. Consequently, contributing to the improved livelihoods of the operators and the growth of the town. On the growth of petrol stations the operators disagreed that they did not have exclusive petrol stations for boda boda and hence it cannot be said that it has contributed to their growth. As many shops sold spare parts and many people engaged in the same, it showed that the boda boda broke down more often and the down time reduced on the individual earnings and consequently low livelihoods. On the other hand, it can be argued that the break down implies a lot of work and hence improved earnings consequently improved livelihoods for the operators.

On the influence Regulatory framework and on their livelihoods, the findings revealed that many of the operators agreed to a lack of a regulatory framework contributing to many players in the field. They also agreed that the lack of regulation has led to the influx of the operators further reducing the fares charged. They further agreed that this contributed to a lot of accidents as driving licenses were not a pre requisite for operation. This indirectly led to a reduction in the fares charged leading to low earnings and low livelihoods.

On the access to credit facilities by boda boda operators on the improved livelihoods, many of the boda boda operators 'did not access credit facilities from commercial banks. They however accessed credit facilities from the Sacco's and SMEs. However, there were others who did not access the credit facilities at all and consequently were unable to expand their businesses of boda boda operation or being able to purchase their own for the hired operators. This implied that those with access to credit facilities realized an improved livelihood unlike those who did not. This therefore implies that access to credit facilities is important for the improved livelihoods of boda boda operators.

5.5 Recommendations

The influence of boda boda operation on the improved livelihoods of the boda boda operators was studied and analyzed on the four objectives. Following the trends examined in the findings of the study, below are the recommendations.

The researcher recommended that based on the preference of customers for the boda service, the operators had to come up with a way of setting prices that ensured that they are able to improve their livelihoods as opposed to doing business for the sake of it.

The hired operators should also negotiate for higher fares if they were to be able to have a retainer to improve their livelihoods. This would ensure job satisfaction to the improved livelihoods.

The researcher recommended that the operators should base charges on the mileage as opposed to location when ferrying passengers so that the earnings are the same regardless of whether it was in the urban or peri urban areas. This would then reduce the need for the operators to move from the peri urban to the urban centers. He also recommended that the boda boda enterprise be taken as any other enterprise and that the government sets a frame work to support the operators.

The researcher recommended that a regulatory framework be put in place to ensure the operators pay taxes to the governments and that they should be paying insurances so that they are also compensate in cases of accidents like all other motorized vehicles. All boda boda operators should go through some formal training before they start riding boda bodas so as to the reduce the number of accidents and loss of property. This would eventually lead to a systematic way of registering the operators and ensuring that they are regulated in their operations

The researcher recommended that the commercial banks tap in to the market of the new boda boda enterprise and indeed access them credit facilities so as to expand their enterprises and therefore improving their livelihoods, this would also increase the revenue from the interest paid to the banks and a general growth rate of the town in general. However, as much as credit facilities are available, the operators require to be

sensitized so that they can start saving and taking loans to improve on their businesses hence their livelihoods.

Contributions to the body of knowledge

Objectives	Contributions
1. To determine the influence of fares charged on the livelihoods of the boda boda operators in Kitale town	(Didier, 2012). Found out that the time sensitivity of passengers, shown by their willingness to pay higher fares for motorcycle than bicycle or hire taxi services influenced the fares charged. However, he did not mention on whether it would improve the livelihoods of the operators. The researcher I the study went further to determine how fares charged influenced the livelihood of the operators. The findings revealed that the fares charged determined the amount earned which went further to determine whether the operators had good livelihoods or not.
2. To explore the influence of location on the livelihoods of boda boda operators in Kitale town	(HoweJ. 2010). Concluded in his study that Peri-urban areas yield substantially lower earnings for the motorcycle operators. However he did not relate this to the livelihoods of the operators. The researcher in this study found out that the location had an influence on the amount earned by the operators. This further determined whether the operators had good livelihoods or not.

3. To establish the influence (Mahlstein, 2009). He found out that the enforcement of Regulatory framework and on regulations started in early 2007 in Nigeria where, there was a their livelihoods clear tendency for both the driver and passenger to wear helmets and for the driver to wear a reflective jacket, even though these accessories were not always worn correctly. The researcher in this study found out that the operators operated without the regulation requirements. This led to hide and seek with the police which reduced their earnings considerably. Low earnings had a negative influence on the livelihoods of the operators.

Influence of credit facilities on the (M.O Tom 2010) recommended the there was need to sensitize livelihoods of boda boda stake holders to provide credit facilities to the operators without operators in Kitale town. looking at how credit facilities from banks would enhance the livelihoods of the operators. This showed that credit facilities were lacking and consequently, they had implications. The researcher however looked at how access to credit facilities would influence the livelihoods of the operators. The findings revealed that access to credit facilities allowed the operators to improve their asset base and consequently leading to improved livelihoods.

5.7 Suggested areas for further research

The researcher suggests the following further areas of research

- 1) A similar study should be carried in different districts to see if the findings will concur.
- 2) The researcher recommends that a study be carried out on the influence of boda boda operation on the growth of townships/urban centers within Trans Nzoia County.
- 3) The researcher also recommended that a study be carried out on the motivation of boda boda enterprise.

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APPENDICES

APPENDIX I: LETTER OF TRANSMITTAL

University of Nairobi

Department of Extra Mural Studies

P.O. Box 30197, Nairobi

Dear Sir/Madam,

RE: Influence of boda-boda transport enterprise, on the livelihoods of boda-boda operators in Kitale town, Trans-Nzoia County, Kenya.

I am a student at the University of Nairobi. I am undertaking a study that seeks to investigate the influence of boda boda transport enterprise, the livelihoods of boda boda operators in Kitale town, Trans-Nzoia County, Kenya

You have been selected to provide information on your level of participation in the boda boda enterprise and how this influences the social livelihoods of the operators. This is to request your participation in responding to the attached questionnaire. Please be assured that any personal information will be treated with utmost confidentiality and will be purposely used for this study only.

Yours faithfully,

GRACE WANJIRU GATOTO

APPENDIX II:

QUESTIONNAIRE TO BODA BODA OPERATORS

Instructions

You are not required to fill in your name.

All information given will be treated with utmost confidentiality.

Please fill in your answer on the provided space(s) or tick (✓) accordingly.

PART A GENERAL INFORMATION

Kindly (✓) all that applies to you or provides an explanation.

1. Gender Male ☐ Female ☐

2. What is your Age bracket?

Below 20 years ☐ 20-40 years ☐ 40-50 years ☐

Above 50 years ☐

3. Type of business ownership

Self-employed ☐ Employed ☐

4. How many motor bikes do you own?

.....

Part B:

Fare Charged by boda boda Transporters and how it influences their livelihoods

5) On average how much do you earn per day on the boda boda business?

- i). Below Ksh.200 ☐
- ii). Ksh.300 - Ksh. 500 ☐
- iii). Ksh. 600 - Ksh. 800 ☐
- iv). Ksh. 900 - Ksh. 1,100 ☐
- v). Above Ksh. 1,200 ☐

6) Since you started riding boda boda motorcycle, indicate the level of your satisfaction with the boda boda business as an economic activity in the following statements.

5= Strongly Agree, 4= Agree, 3= Somehow Agree, 2= Disagree, 1= No comment

No.	Statement	Please tick (✓) where appropriate				
		5	4	3	2	1
a.	All investments I have come from boda boda operators					
b.	I have bought animals from the boda boda operators					
c.	I have another business with earnings from boda boda					
d.	I have an account where I make savings from boda boda					
e.	Partnering with other organization and groups that offer similar services.					

7) Do you save your income in a bank? ☐ Yes ☐ No

8) Have you invested in other business? ☐ Yes ☐ No

9) How has this boda boda business contributed to your livelihoods?

.....

.....

.....

.....

**PART C: The Location of the boda boda business and its Influence on
Owners livelihoods**

10) Where is your business located?

.....

.....

....

11) Do you offer service to the rural or urban areas of Kitale town?

Rural ☐

Urban ☐

12) Would you like to change your business location?

.....

13) When you are operating the boda boda (motorbike) business on your route, which of the following statements do you agree with? Tick (✓) Yes or No for each.

Statement	Please tick (✓) where appropriate	
	Yes	No
Motorcycles can access ever the unreachable places		
Motorcycles can get up to one's doorstep		
Motorcycle can carry all types of luggage's		
Motorcycles can manoeuvre the poorly maintained roads		
Motorcycles are not affected by poor weather conditions		

14) Indicate whether the following statement is True or False.

Statement	Please tick (✓) where appropriate	
	True	False
Small town have grown due to boda boda motorcycle business		
Business ventures are possible due to boda boda operations		
Small petrol stations have spring up to serve the motorcycle		
There are many shops that sell spare parts for motorcycle		
There are many people who repair motorcycle as a way of earning a living		
The lifestyles of many families have improved because of boda boda business		

PART D: How regulatory framework influence operators livelihood

15. Do you require a licence to operate boda boda

Strongly agree ☐ Agree ☐ Undecided ☐ Disagree ☐ strongly disagree ☐

16. Do all the operators have licences

Strongly agree ☐ Agree ☐ undecided ☐ Disagree ☐ Strongly disagree ☐

17. Are the boda boda operators vetted by the traffic police

Yes ☐ No ☐

PART E: Access to credit facilities by the boda boda operators

18) I have access to credit facilities?

Strongly agree ☐ Agree ☐ undecided ☐ Disagree ☐ Strongly disagree ☐

19.) You have access to credit from a Sacco and SMEs?

Strongly agree ☐ Agree ☐ undecided ☐ Disagree ☐ Strongly disagree ☐

20.) Access to credit is based on the boda boda business

Strongly agree ☐ Agree ☐ undecided ☐ Disagree ☐ Strongly disagree ☐

APPENDIX III

QUESTIONNAIRE TO THE SACCO LEADERS

QUESTIONS

1. Are able to make profits out of boda boda business
2. Do you think people use boda bodas because they prefer them or they are forced by circumstances
3. Given a chance would you prefer operating in town or in the rural areas
4. How do the boda boda regulations affect you income level

APPENDIX IV

Krejcie and morgan table for finding sample size

<i>N</i>	<i>S</i>	<i>N</i>	<i>S</i>	<i>N</i>	<i>S</i>
10	10	220	140	1200	291
15	14	230	144	1300	297
20	19	240	148	1400	302
25	24	250	152	1500	306
30	28	260	155	1600	310
35	32	270	159	1700	313
40	36	280	162	1800	317
45	40	290	165	1900	320
50	44	300	169	2000	322
55	48	320	175	2200	327
60	52	340	181	2400	331
65	56	360	186	2600	335
70	59	380	191	2800	338
75	63	400	196	3000	341
80	66	420	201	3500	346
85	70	440	205	4000	351
90	73	460	210	4500	354
95	76	480	214	5000	357
100	80	500	217	6000	361
110	86	550	226	7000	364
120	92	600	234	8000	367
130	97	650	242	9000	368
140	103	700	248	10000	370
150	108	750	254	15000	375
160	113	800	260	20000	377
170	118	850	265	30000	379
180	123	900	269	40000	380
190	127	950	274	50000	381
200	132	1000	278	75000	382
210	136	1100	285	1000000	384

Note.—*N* is population size. *S* is sample size.

Source: Krejcie & Morgan, 1970

APPENDIX V: PERMIT

THIS IS TO CERTIFY THAT:

MS. GRACE WERE GATOTO

of UNIVERSITY OF NAIROBI, 1017-30200

kitale,has been permitted to conduct research in *Transzoia County*

on the topic: **INFLUENCE OF BODA-BODA TRANSPORT ENTERPRISE ON ECONOMIC STATUS. CASE OF BODA-BODA OPERATORS IN KITALE TOWN, TRANS-NZOIA COUNTY, KENYA**

for the period ending:

6th November, 2015

**Applicant's
Signature**

Permit No : NACOSTI/P/15/4030/6038

Date Of Issue : 10th June,2015

Fee Recieved :Ksh 1,000



Director General
National Commission for Science,
Technology & Innovation