

Public Perception on Property Crimes; a Study of Okada Riders in Anambra State, Nigeria

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Abstract: This study examined public perception on property crimes among okada riders in Anambra State, Nigeria. The theoretical frameworks for the study was Routine Activity Theory of Cohen and Felson (1979). The study participants were members of the public which included; traders, civil servants, artisans, students, etc. The sample size for the study comprised 400 respondents. The sampling technique for the study was the multi-stage sampling procedure. The structured questionnaire and In-depth Interview (IDI) served as the instruments for data collection. The statistical Package for Social Science (SPSS) software was used to code and analyze the data; simple descriptive statistics such as mean, frequency tables, and charts were used to interpret the data. The hypothesis formulated was tested with the Analysis of Variance (ANOVA) statistics. The study found that the involvement of motorcycle riders in the commission of property crimes in Anambra state is rampant, and to checkmate the situation, government has restricted the operational hours of the riders in the state, proscribed their operations in some areas. However, the study recommends, among others, that the government takes proactive steps in improving the security outfits, both the conventional police force and the community-based vigilante groups, strict enforcement of possession of relevant licences by all motorcycle riders.

Keywords: Commercial Motorcycle riders, Commercial Motorcycle, Crime, Criminal, Involvement, Law enforcement agents, Okada and Property crime

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I. BACKGROUND AND STATEMENT OF THE PROBLEM

Public transportation in most cities of developing countries consists of an array of unconventional modes (Armstrong- Wright, 1987 cited in Adesanya, 1998). In Nigeria, studies have shown that unconventional public transportation has become widespread, and the use of motorcycle for public transportation is one of such modes of transportation in the country. According to Ogunsanya and Galtima (1993), cited in Gbasanmosi (2006), the use of motorcycles as a means of transportation came into existence in the early 1980s in few urban areas in Nigeria. Since then, commercial motorcycles popularly called "Okada" have become a common mode of transportation in areas of the country where the conventional public transportation system services are not available. Ogbuji (2001) cited in Gbadamosi (2006), noted that the parlous state of the Nigerian economy, collapse of public transportation system and the inability of the available commercial vehicles to meet the movement of the ever growing urban population among others, are indices that led to the emergence of commercial motorcycle transportation in Nigeria. In the same vein, Sule (2007) noted that increase in population and urbanization without a corresponding or proportionate development of the transportation system necessitated the emergence of commercial motorcycle operation in Nigeria.

The dilapidated nature of the Nigerian roads also accounted for the emergence of commercial motorcycle operation in the country. Poor road networks have made many commercial buses and private car owners to abandon making use of some roads in Nigeria. Under such situations, commercial motorcycle riders came to the rescue of people by providing them a means of transportation. Many workers have also found motorcycle a better means of transportation than buses, particularly on roads prone to traffic congestion. Commercial motorcycle as a means of transportation in Nigeria is patronized by all and sundry, because of its availability, relative low cost and most especially its accessibility and capacity to maneuver bad roads, traffic congestions or hold-ups and get to desired destination on time. It is used as an alternative means of transportation by members of the public above other means of public transportation in the country. It is no doubt

a faster means of transportation than vehicles especially in areas where traffic gridlock is a common phenomenon. Due to their small sizes, they meander and find their ways where vehicles are stuck. As it is in other cities across the country, they seem to have outnumbered vehicles in Anambra State especially in urban areas. They operate under the auspices of Motorcycle Transport Union of Nigeria (MTUN).

Apart from quick transport services which commercial motorcycle riders provide in Nigeria, it is also a source of employment to the teeming unemployed youths in the country. Interestingly, among the commercial motorcycle riders are some well-educated persons, including university graduates, who only took to it, as a last resort after years of fruitless search for job. According to Madunago (2004), the Structural Adjustment Programme (SAP) introduced in Nigeria by General Ibrahim Babangida in 1986 worsened the socio-economic hardship of many workers in urban centers of Nigeria. As a result of this economic policy, many Nigerian workers lost their jobs through retrenchment. This brought a great burden on the citizens who now have to source for alternative means of survival or livelihood. Hence, Madunago, (2004) argued that SAP brought about mass retrenchment and many of the retrenched workers, became commercial motorcycle riders. As the economic situation keeps worsening, the number of commercial motorcycle riders keeps increasing in the country. According to Gbadamosi (2006), 218,802 motorcycles were registered in Nigeria in 2005 alone and in 2006, 327,299 were also registered. Today in Nigeria, Okada employs more number of people than any other business. In Anambra state, there are about 98,000 registered commercial motorcyclists (Motorcycle Transport Union of Nigeria, 2016 record). Meanwhile, the Anambra State Government has about 15,000 workers in its labour force (Anambra State Civil Service Commission, 2016). This goes to say that Okada is a serious business in the state.

Ogbuiji, (2001) argued that the rise of commercial motorcycling was due to the high cost of doing other businesses necessitated by astronomic rents, epileptic power supply, heavy taxation and low patronage. Thus, as a means of combating unemployment and poverty, many humbled themselves to go into commercial motorcycling. He further argued that commercial motorcycle became widespread in Nigeria because some politicians, particularly those vying for elective offices as well as those already occupying high public offices, have been making it an annual ritual of empowering some residents of their constituencies with motorcycles. This is seen as a means of income generation and poverty reduction. In short, there is no gain saying the fact that majority of Nigerians depend on motorcycle business to eke out a living. Commercial motorcycle operation has helped many Nigerians to keep hope alive.

In spite of the benefits associated with the use of commercial motorcycle as means of public transportation, its disadvantages are incomparably enormous, and it has been noticed that the business of commercial motorcycling in the country has been infiltrated by hoodlums who use it to commit crimes. For the members of the public, some of the commercial motorcycle riders are associated with anti-social activities. Some of them commit traffic offenses by disregarding highway codes and signs. According to Okoro (2004), crimes associated with commercial motorcyclists have been on the increase in Nigeria. The frequent occurrence of these crimes has become a major source of worry not only to the government but the generality of the masses. For Igbo (1999) cited in Ugwuoke (2010), since Nigerians extol the frivolous acquisition of wealth in the forms of property and material resources, it should not be surprising that property crimes are the most prevalent offences in the country. Property crime is a category of crime that includes, among other crimes, burglary, larceny, theft, motor vehicle theft, arson, shoplifting, and vandalism. Property crime involves the taking of one's property by force or threat of force against the person's will (Ugwuoke, 2010).

In Anambra state, the restriction order on movement of commercial motorcycle riders was in response to security report on their involvement in criminal activities. The restriction was necessitated by the pressing need to control criminal activities in the state. The consensus here is that most criminals, including armed robbers and kidnappers, find the use of motorcycles very convenient in carrying out their dastardly act (Obeta, 2015). Recently the government mandated all the commercial motorcycle riders operating in the state to start wearing uniformed jackets. This is one of the major security measures put in place by the government to help the public identify genuine commercial operators from criminals who use motorcycles to dispose them of their valuable properties. In some residential areas in the state, the residents hire the services of local vigilantes to provide security in the vicinity against the menace of thieves in the guise of Okada riders. The local vigilantes erect street gates to stop the Okada riders from gaining entry within the residential areas.

Given that Okada means of transportation has been implicated in criminal activities, the pertinent question is, do members of the public perceive the riders of commercial motorcycles as perpetrators of property crimes in Anambra state? If they are, what are the types of property crimes, what are the factors that actually propel them to this crime? It is within this context that this study is designed to underscore the public perception on property crimes among motorcycle operators in Anambra State, Nigeria.

1.2 Review of related Literature

According to Bassey (2008), the use of commercial motorcycles for public transportation is a misnomer, apart from the lack of respect for other road users; the evils perpetrated by commercial motorcycle riders are enormous. Ugboma (2004) cited in Okoye (2009) observed that the excesses of commercial motorcycle riders popularly called "Okada" in the urban centres have become worrisome. According to him, some commercial motorcycle riders disappear with their passengers / customers goods given to them for delivery. Some acts as informants to criminals, while some others connive with some corrupt law enforcement agents to perpetuate crime in the society. For many in Nigeria today, criminals and reckless youths have joined the business of commercial motorcycling, and the business has become violent-crime infested in the country. Oludele (2014) reported the death of a popular musician who was killed by gun men on a motorcycle in Lagos state.

For members of the public, commercial motorcycle riders have abandoned their business of carrying people and transporting goods, for different criminal activities. They commit all types of crimes. They snatch bags, steal vehicle parts, electronic gadgets, money and other valuables and some of the time inflicts physical injuries on the unsuspecting pedestrians on the process of carrying out these criminal acts. Silas (2006) observed that on daily basis in some Nigeria cities, people are dispossessed of their belongings by hoodlums on Okada, sometimes at gun point and others were often given indelible marks with the use of cutlass. According to Igwe (2008), cited in Uyi, (2010), apart from the psychological trauma associated with such encounter, as loss of lives and properties, some passengers and pedestrians had sustained injuries that have held them down for several months and years, resulting in loss of economic man hours. A careful observation of the criminal activities in Nigeria today reveals that property crimes are most prevalent, and a significant number of commercial motorcycle riders are involved in many forms of property crime. These offences generally involve loss of property, harm or physical injury inflicted against other persons, thus causing them to suffer pain and anguish. Nwankwo, Okoye and Onyekachi (2008) noted that some commercial motorcyclists are known to have kidnapped or abducted not only their passengers but other innocent members of the society for either political or economic motive. Akogun (2008) noted that it is common in some parts of Nigeria today to see people armed with guns, pistols, and other dangerous weapons robbing on motorcycles. They harass, brutalize and intimidate innocent citizens at night and in broad day light, sometimes in the visible presence of armed policemen.

1.3 Theoretical framework

The Routine Activities Theory (RAT) of Cohen and Felson (1979) is the theoretical framework for this study. RAT states that for a criminal action to occur there must be a convergence in time and space of three factors; these are the presence of a motivated offender, the absence of a capable guardian and the presence of a suitable target (person or object). Whether or not these elements converge or coincide is a product of the routine activities (day-to-day movement) of potential targets and offenders. Commercial motorcycle transportation may encompass part of the routine activities of offenders, suitable target, (passengers, and materials) and absence of capable guardians (for example, police officers, security staff). Daily activities of people such as going to work, pursuing recreation and running errands can bring offenders in contact with suitable victims and target. The likely offender may be the commercial motorcycle operators. The suitable target may be persons, an object or place while the guardian may be police patrols, security guards, vigilant groups, friends, neighbors or Close Circuit Television (CCTV) system being monitored.

This theory reveals that the prevalence of crime by commercial motorcycle riders is due to the availability of target which may be the passengers and materials that are attractive to the potential offenders (motorcycle riders) and the absence of the police or other law enforcement agents to prevent the crime from occurring. This unfortunate situation inevitably propelled some commercial motorcycle riders to indulge in criminal activities such as robbery, snatching of phones and handbags, among others.

II. METHODOLOGY

Design and Area of the Study

The cross-sectional survey design was adopted for this study. The study area is located in Anambra State, South East of Nigeria. Anambra was chosen for this study because of the growing rate of commercial motorcycle business in the state and high crime rate associated with it. Anambra state is one of the five states in the South Eastern Nigeria. The Capital is Awka. Onitsha and Nnewi are the biggest commercial and industrial cities, respectively. The state shares boundary with Delta, Imo, Abia, Rivers, Enugu and Kogi State. The people of the state are of Igbo ethnic group. They constitute about (98% of the population) and (2% of the population) are the Igala people who live mainly in the north-western part of the state. Anambra state is the eight most populated states in the Federal Republic of Nigeria. The state has 21 local government areas which include; Aguata, Awka North, Awka South, Anambra East, Anambra West, Anaocha, Ayamelum, Dunukofia, and Ekwusigo. Others are; Idemili North, Idemili South, Ihiala, Njikoka, Nnewi North, Nnewi South, Ogbaru,

Onitsha North, Onitsha South, Orumba North, Orumba South and Oyi local government area. (www.wikpeida.com).

Population of the Study

According to National Population Commission (NPC, 2006), Anambra State has a total population of 4,182,032. However, the total population used for this study was 299,097 because the study adopted the population from two Local Government Areas in Anambra State. From Anambra Central senatorial zone, we have Awka South Local Government Area with a total population of 189,654 (2006, NPC), which is 4.53% of the state population; and from Anambra South senatorial zone, we have Orumba North Local Government Area with a total population of 109,443 (2006, NPC), which is 2.72% of the entire state population. The study participants were adult residents of the two local government areas, aged 18-years and above at the time of the study. However, it was difficult to get those 18-years and above from the NPC (2006) figure, hence the researcher relied on data from office of the two secretaries in the two local government councils, which put adult population in the two local government areas at two hundred fifty five thousand, six hundred and eighty-seven (255, 687). The choice of adult population 18 years and above is because they have the maturity to give relevant information on the study objectives.

Sample Size

The sample size for the study is four hundred (400). In determining the sample size, the researcher used Yamane (1967) method of sample size determination. The formula for the sample size estimation is given as:

n = the sample size

N = the population size

e = the level of precision (allowable error) that is 5% or 0.05.

Therefore, the sample size estimation is given as:

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

$$n = \frac{299097}{1 + 299097(0.05)^2}$$

$$n = \frac{299097}{748}$$

$$n = 400 \text{ approximately}$$

This sample size was therefore considered fair to represent the entire population for this study.

Sampling Techniques

The sampling technique for the study is the multi-stage sampling. It involves a combination of probability and non-probability techniques. The non-probability technique is introduced bearing in mind, the difficulty in obtaining a sampling frame required to carry out a probability study. In the first stage, Anambra State was clustered into three (3) Senatorial Districts made of seven (7) LGAs each as was shown below:

Table 1: Cluster of LGAs in Anambra State

Senatorial District	L.G.A
Anambra Central	Anaocha, Awka North, Awka South, Dunukofia, Idemli North, Idemli South, Njikoka.
Anambra North	Anambra East, Anambra West, Ayamelum, Ogbaru, Onitsha North, Onitsha South, Oyi.
Anambra South	Aguata, Ekwusigo, Ihiala, Nnewi North, Nnewi South, Orumba North, Orumba South.

Field survey, 2016

Then using the balloting method of simple random sampling technique, two clusters were selected in which Anambra South and Anambra Central senatorial districts were adopted. Secondly, the stratified sampling technique was adopted to select one urban and rural local government area the selected senatorial districts. Hence, Orumba North and Awka South local government areas were selected.

Table 2: Cluster of towns in Awka South and Orumba North LGAs.

L.G.A.	Towns
Awka South	Awka, Amahaobia, Nibo, Nise, Okpuno, Mbaukwu, Umuawlu, Isiagu, Ezinato
Orumba North	Ajalli, Ogbu, Awah, Amaokpala, Amaetiti, Oko, Nanka, Okpeze, Ndiuke, Ufuma, Ndiowu, Omogho, Ndiokolo, Ndiukwenu.

Field survey, 2016

Using a simple random sampling technique, two communities were selected from the two local government areas adopted. Awka town was selected from Awka South local government, while Ogbu town was selected from Orumba North local government. Again, Simple random sampling was used to select one village from each town selected. In order to give equal chances of being selected, names of all the villages in each of the towns were written on pieces of paper separately, folded and put in a bowl and shuffled thoroughly. A pupil was called to pick out a folded paper from the bowl. Ifite village was picked from Awka town in Awka South local government Area, while Ugwu village was picked from Ogbu town in Orumba North local government Area. This same process was repeated to select one clan and one street from each of the villages in each of the towns picked. In Ugwu village, Ogbu town in Orumba North, Nkpeshi clan was selected, while Prof. Tony Eze Street was selected from Ifite village, Awka town in Awka South local government Area.

Furthermore, the lottery procedure was used to select one hundred households in each of the clans and the street in the two towns. The households were given numbers and every third household was picked from the clan and the street. Altogether, two households were selected to give all the households equal chances of being included, and two adult members in a family were selected from each household. The eligibility of each of the respondent in each household, which could be a father, mother, trader, artisan, civil servant, or student, was based on the presence of adults at home at the time the researcher and his team visited. This was how the researcher generated the data for the study.

The respondents for the in-depth Interview were selected using purposive sampling technique and they included the Divisional Police Officer B Division Aroma, Awka; the State Commandant Federal Road Safety Commission (FRSC), Anambra State; the chairman of Road Transport Workers Union, Anambra State; the State Commandant Nigerian Security and Civil Defence Corps, Anambra State; the Commissioner for Transport, Anambra State; the Chairman Community Based Local Vigilante group, Ifite, Awka town in Awka South local government area and a female victim of property crime from Orumba North Local Government Area. These respondents were carefully selected because of their informed knowledge on the objective of the study.

Method of Data Collection

Both qualitative and quantitative methods of data collection were used in this study. The methods were divided into two: primary and secondary methods. The primary methods used were questionnaire and in-depth interviews. The questionnaire was used to gather quantitative data from the respondents. The questionnaire consists of closed-ended and few open-ended questions. The questionnaire was divided into two sections. Section 1 comprises the socio demographic characteristics of respondents, while section 11 deals with the substantive issues of the research. An In-depth Interview Guide (IDI) was designed for the collection of qualitative data for the study. This was used to complement the quantitative instrument of data collection for the study.

Data Analysis

Both qualitative and quantitative data were collected for this study. In view of this, the analysis is both qualitative and quantitative in nature. Responses from respondents, as were generated through interviews, were subjected to content analysis while the quantitative components of data generated were analysed at two levels: univariate and bivariate levels. At univariate level, data were presented using frequencies and percentages. Also, at bivariate level, cross-tabulation was used to show associations between some variables. This association between variables was tested using Analysis of Variance (ANOVA) statistics.

III. RESULTS AND DISCUSSION

Four hundred (400) copies of the questionnaire were administered to the respondents, out of which only 379 copies, representing 94.6% of the questionnaires were properly filled and collected back by the researcher, against 5.4% copies that were not collected back. The response rate was considered fair and 379 completed questionnaires were used for the analysis of data.

Section A: Personal Data of Respondents

Table 3: Demographic Characteristics of the Respondents

<i>Description</i>	<i>Variables</i>	<i>Frequency</i>	<i>Percentage</i>
Gender	Male	173	45.6
	Female	206	54.4
	Total	379	100.0
Age	18-27 years	64	16.9
	28-37 years	122	32.2
	38-47 years	166	43.8
	48 years and above	27	7.1

	Total	379	100.0
Marital Status	Single	67	17.7
	Married	195	51.5
	Divorced	6	1.6
	Separated	15	4.0
	Widowed	73	19.3
	Valid Total	356	93.9
	Missing Values	23	6.1
	Total	379	100.0
Educational Qualification	No formal education	35	9.2
	FSLC	48	12.7
	GCE/SSCE/WAEC	79	20.8
	OND/NCE	137	36.1
	HND/B.Sc	88	23.2
	M.Sc	27	7.1
	Total	379	100.0
Religious Affiliation	African traditional religion	25	7.1
	Christianity	344	88.3
	Muslim	10	3.4
	Total	379	100.0
Occupation	Unemployed	52	13.7
	Artisans	77	20.3
	Students	25	6.6
	Trading men / women	145	38.3
	Civil Service	75	19.8
	Others	5	1.3
	Total	379	100.0

Source: Field Survey, 2016

Findings from the table 3 above show that 45.6% of all the 379 respondents were males while 54.4% off all the 379 respondents were females. This implies that the majority of the respondents were females.

Data on age show that 16.9% of the respondents were within the ages range of 18 and 27 years, 32.2% of the respondents were within the age range of 28 and 37 years, 43.8% of the respondents were within the age range of 38 and 47 years while 7.1% of the respondents were within the age range of 48 years and above. This implies that we had more respondents within the age range of 38 and 47 years.

Information gathered on marital status shows that 17.7% of the respondents were single, 51.5% of the respondents were married, 1.6% of the respondents were divorced, 4.0% of the respondents were separated while 19.3% of the respondents were widowed. This implies that majority of the respondents were married. Data on educational qualification show that 9.2% of all the respondents had no formal education, 12.7% of all the respondents were FSLC holders, 20.8% of all the respondents were GCE / SSCE /WAEC holders, 36.1% of all the respondents were OND / NCE holders, 23.2% of all the respondents were HND / B.Sc holders while 7.1% of all the respondents were M.Sc holders. This implies that more of the respondents were OND / NCE holders.

On religious affiliation, 7.1% of the respondents were African Traditional Worshipers, 88.3% of all the respondents were Christians while 3.4% of all the respondents were Muslims. This shows that majority of the respondents were Christians.

Finally, information on occupation shows that 13.7% of the respondents were unemployed, 20.3% of the respondents were artisans, 6.6% of the respondents were students, 38.3% of the respondents were traders, 19.8% of the respondents were civil servants while 1.3% of the respondents, did not specify their occupation. This implies that more of the respondents were traders.

Table 4: Respondent's views on the rampant use of commercial motorcycles in stealing people's properties.

Variables	Frequency	Percent %
Yes	325	85.6
No	33	8.7
Not Sure	21	5.5
Total	379	100.0

Source: Field Survey, 2016

Table 4 shows that 85.6% of the respondents were of the opinion that the use of commercial motorcycles in stealing people’s property was rampant in Anambra State at the time of this study. 8.7% of the respondents disagreed with the view that the use of commercial motorcycle in stealing people’s property was rampant while 5.5% of the respondents were not sure. This shows that majority of the respondents were of the view that the use of commercial motorcycles in the commission of property crimes is prevalent in Anambra State.

Fig. 1: Respondents’ views on the period of the day that property crimes often occur with the use of commercial motorcycles

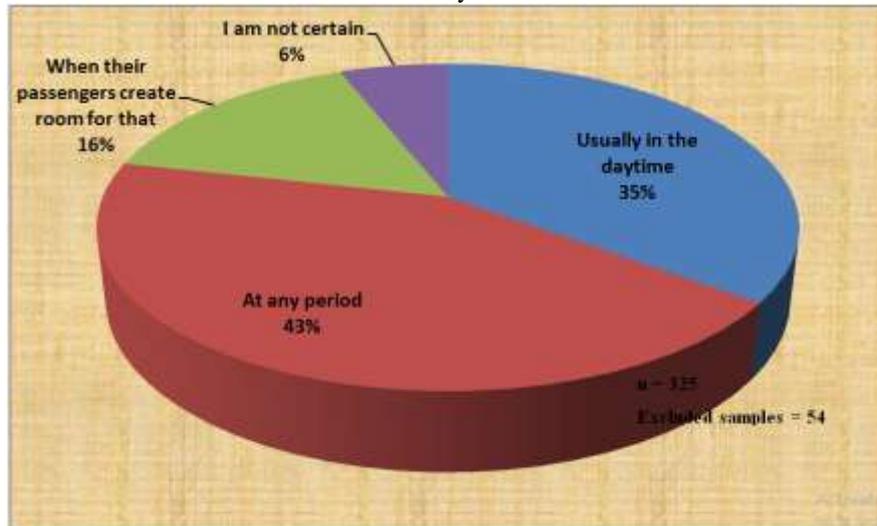


Figure 1 above shows that 43% of the respondents were of the opinion that the use of commercial motorcycles in the commission of property crimes often occurs at any period of the day, 35% of the respondents were of the view that the use of commercial motorcycles in the commission of property crimes often occurs in the daytime, 16% of the respondents were of the opinion that the use of commercial motorcycles in the commission of property crimes often occurs when the passengers create room for that while 6% of the respondents were not certain about the period of the day which the use of commercial motorcycles in the commission of property crimes often occurs.

Figure 2: Respondents perceived involvement of commercial motorcycle riders’ in property crimes

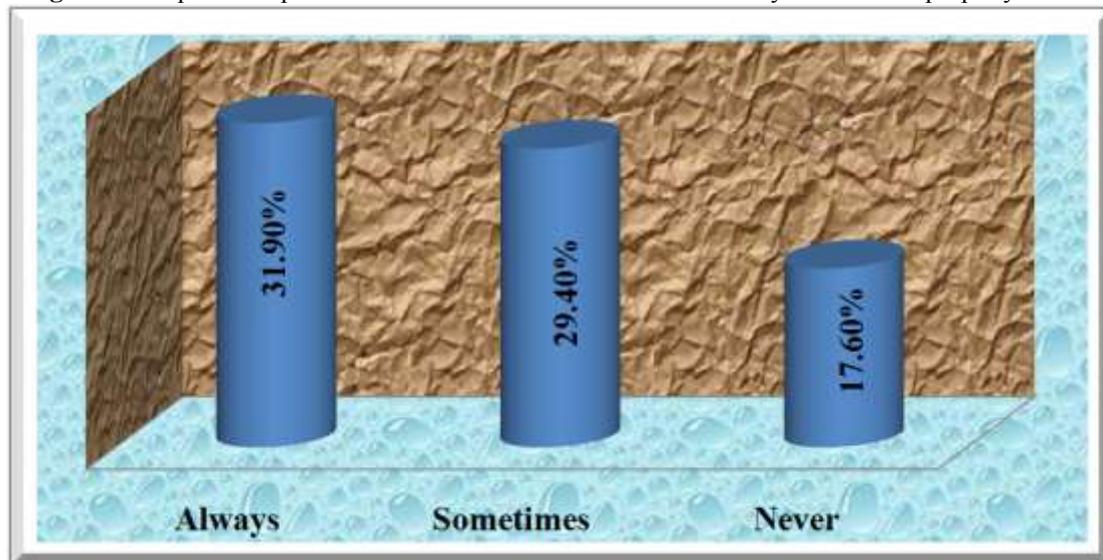


Fig.2: showing respondents’ perceived involvement of commercial motorcycle riders’ in property crimes commission.

(Source Survey, 2016)

Figure 2 above shows that 31.9% of the respondents always perceive the involvement of motorcycle riders in the commission of property crimes, 24.9% of the respondents sometimes perceive the involvement of motorcycle riders in the commission of property crimes while 17.6% never perceive the involvement of motorcycle riders in the commission of property crimes.

This was further probed through an in-depth interview conducted:

Always, we get reports with regards to commercial motorcycle riders using their motorbikes to perpetrate crimes in the State; we still have some of them in our custody. So the use of commercial motorcycle in perpetrating crime is not strange news to us. However, we are working round the clock to see that we curtail their criminal activities to the barest minimum. Recently, there has been concerted effort in the upgrade of the security in the State, which makes their activities not often noticeable. Notwithstanding that, many reports keeps coming to us and in most occasions, people do not report cases when it involves properties that they can easily be replaced (IDI, Police Officer, Awka South L.G.A).

Table 5: Respondents’ view with regards to the categories of commercial motorcycle riders that commit property crimes.

Variables	Frequency	Percent %
Those without their identities	263	69.4
Those that can even be easily identified	67	17.7
I am not certain	35	9.2
Valid Total	365	96.3
Missing Values	14	3.7
Total	379	100.0

Source: Field Survey, 2016

Table 5 above shows that 69.4% of the respondents were of the view that commercial motorcycle riders without proper identities are involved in property crimes, 17.7% of the respondents were of the view that those that can easily be identified are also involved in property crimes, while 9.2% of the respondents were not certain.

The findings made through the in-depth interview shows support to the above finding:

Those hoodlums normally lay ambush on the unsuspecting members of the public along the road to dispose them of their properties. At times they succeed because the security agents are usually not visible in such places. Equally, residential areas where people may not be much are also their high target. In fact, lonely streets are risk zones for their escapades (IDI, State Commandant, Nigerian Security and Civil Defence Corps Anambra State).

The above findings concur with Silas (2006), Ofuonyeadi (2008) and Bassey (2008) that commercial motorcyclists are known to rob, kidnap and snatch valuables from unsuspecting pedestrians and commuters along the roads and steal in the residential areas.

Test of Hypothesis

H₁: There is a significant relationship between respondents’ occupation and perception of commercial motorcycle riders’ involvement in property crimes in Anambra State.

H₀: There is no significant relationship between respondents’ occupation and perception of commercial motorcycle riders’ involvement in property crimes in Anambra State.

Table 6: Anova Showing the Relationship between Respondents’ occupation and perception of commercial motorcycle riders’ involvement in property crimes in Anambra State.

Source	Type III Sum of Squares	Df	Mean Square	F	Sig.
Corrected Model	2.537 ^a	1	2.537	12.768	.000
Intercept	582.336	1	582.336	2930.289	.000
Occupation***	2.537	1	2.537	12.768	.000
Error	74.524	375	.199		
Total	701.000	377			
Corrected Total	77.061	376			

a. R Squared = .033 (Adjusted R Squared = .030)

Dependent Variable: Do you agree that the use of commercial motorcycles in stealing people’s properties is becoming rampant in Anambra State?

Source: Field Survey, 2016

Table 6 shows a test of hypothesis on the relationship between respondents’ occupation and their perceptions with regards to commercial motorcycle riders’ involvement in property crimes in Anambra State. In the column (Occupation***) above, there is a strong evidence to accept the alternative hypothesis: F= 12.768 while the P-value = .000 < 0.05 significant level. Since the P-value is less than 0.05, the researcher accepts the Substantive hypothesis (H₁) and concludes that there is a significant relationship between respondents’ occupation and perception of commercial motorcycle riders’ involvement in property crimes in Anambra State.

IV. CONCLUSION

Based on the findings of this study, the researcher concludes that despite the positive contribution of motorcycles in terms of transportation, youth employment, the activities of some motorcycle riders have increased the trend of property crimes in the study area; as some of the operators take the advantage of the business to perpetrate property crime. However, outright ban in the activities of commercial motorcycle riders may not be beneficial as the study findings suggest; rather proactive steps should be made by the government towards proper security especially in most identifiable crime zones in the State and close monitoring of the activities of the riders would help to curtail the rate of the crime in the state. Finally, the study found a significant relationship between respondents' occupation and perception of commercial motorcycle riders' involvement in property crimes in Anambra State.

RECOMMENDATIONS

1. The government should take proactive steps to improve the security outfits, both the formal Police force and the community-based vigilante groups so as to mitigate the use of motorcycle or any other means of transportation to commit crime in the study area. I personally call for the establishment of Public Transportation Security Agency, which should be charged with the responsibilities of monitoring the use of various means of public transportation.
2. There is a need to issue licenses to intending commercial motorcycle riders based on their level of educational attainment and those who are ascertained to be psychologically fit for the business through psychological evaluations.
3. The state ministry of transport should embark on proper documentation of all the commercial motorcycle riders in the state. The exercise should involve obtaining biometric information of the riders both new and old ones to ensure that they provides adequate information which will help in apprehending them when they commit any crime.

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