

**FACTORS INFLUENCING MOTORCYCLE RELATED CRIMES IN
NAKURU EAST SUB-COUNTY, NAKURU COUNTY, KENYA**

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**A Thesis Submitted to the Graduate School in Partial Fulfilment of the
Requirements for the Master of Arts Degree in Criminology and Criminal
Justice of Egerton University**

EGERTON UNIVERSITY

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DECLARATION AND RECOMMENDATIONS

Declaration

This thesis is my original work and has not been presented for the award of any degree in any university or institution.

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DEDICATION

This work is dedicated to my family for the immense support throughout this study. You are my inspiration and the reason for my hard work.

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ABSTRACT

Motorcycle is one of the most popular modes of transport in Kenya. The industry provides livelihood to millions of Kenyans, especially the youths. However, despite these advantages, the industry is faced with social, economic, and cultural challenges that have significantly increased crime levels in urban areas. Increased presence and use of motorcycles has attracted criminals who have taken advantage of the industry to perpetrate various crimes and escape easily. Despite the existence of various laws that regulates the registration and operations of commercial motorcycles, insecurity, and cases of motorcycle related crimes such as theft, robbery, and assault perpetrated by motorcycle riders and also against commercial riders, have been on the rise. The study sought to examine the factors influencing motorcycle related crimes in Nakuru East Sub-county, Nakuru County, Kenya. Specifically, the study sought to determine the nature and types of motorcycle related crimes, the mode of operations used in motorcycle related crimes, and the social and economic factors influencing motorcycle related crimes in Nakuru East Sub-County, Nakuru County, Kenya. The study was based on Routine Activities Theory and Crime Pattern theory. Survey research design was used in the study. Primary data was collected using interview schedules and key informant interviews. Stratified sampling was used to select 310 motorcycle riders from four strata which include Bondeni, Flamingo, Mwariki B, and Kivumbini then simple random sampling was used to select respondents from these strata. The data collected were tallied and analysed to produce frequency distribution, percentages, and mean. The study found the use of violence and weapons as a nature of motorcycle related crime. The study established robbery and robbery with violence as a major type of motorcycle related crime. Operation in groups and the use of motorcycles to trace the movements of victims and survey possible targets was found to be a popular mode of operation used to perpetrate motorcycle related crime. The study also established the use of drug and substance abuse and unemployment as the major socio economic factors influencing motorcycle related crimes. The study recommended increased police patrols, enactment of stringent motorcycle transport laws, and the creation of more job opportunities for youths, and youths, to help address motorcycle related crimes.

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LIST OF ABBREVIATIONS & ACRONYMS

DFT	-	Department for Transport
GPS	-	Global Positioning System
NACOSTI-		National Commission for Science, Technology, and Innovation
NCRC	-	National Crime Research Centre
NTSA	-	National Transport and Safety Authority
OMCGs	-	Outlawed Motorcycle Criminal Gangs
RAT	-	Routine Activity Theory
SACCO	-	Savings and Credit Cooperatives
SPSS	-	Statistical Package for Social Sciences
WHO	-	World Health Organization

CHAPTER ONE

INTRODUCTION

1.1 Background of the Study

Motorcycle transport is a popular form of transport in the developing world. Some developing countries have organized the motorcycle transport industry in a way that is convenient friendly, and close to the advantages of an automobile system (Vasconcellos, 2014). The use of automobile transport in populated areas became an inefficient and ineffective form of public transport, especially in densely populated areas. This challenge prompted a majority of urban residents to use motorcycle transport as an alternative to fill the gap of increasingly unreliable public transport, especially in Kenya, Mexico City, and Manila (Cervero, 2000). Despite the effectiveness and efficiency of the motorcycle transport industry in meeting the transport needs of the public, the industry was still disorganized, and unregulated, thus posed a threat to the community. Rapid motorization, poor management, and inadequate planning in the industry led to increased levels of crime linked to the use of the motorcycle.

Motorcycle related crimes take various forms such as the use of motorcycles by the riders to commit a crime, or targeting motorcycle riders and stealing their motorcycle. The crimes committed by motorcycle riders may affect both riders, motorcycle users, and the public. For example in the United States, and notably California, Illinois, New York, and Chicago, Barker (2014) argues that the activities of criminal gangs such as the Hells Angels, Bandidos, the outlaws, pagans, and the sons of silence motorcycle clubs had a devastating impact to the residents, due to the rise in crime. The riders engaged in violent crimes, theft, snatching, murder, and robbery, with urban areas residents becoming prime targets. Jaramillo (2012) notes that in addition to violent and property crimes, these criminal gangs used the motorcycle to distribute and smuggle illegal drugs such as heroin, powdered and crack cocaine, marijuana, and methamphetamine into the United States. The motorcycle gangs collected millions of dollars every month from their criminal activities using their motorcycle.

Motorcycle riders may also fall victim to motorcycle related crimes. Crimes against motorcycle riders take the form of theft, assault, harassment by security agencies, and assault. According to Ceccato and Assiago (2020), criminals targeting motorcycle riders and their bikes became more successful than ever, because of the thriving motorcycle market. Between the years 2019 and 2020, the National Insurance Crime Bureau (2021) indicated a significant rise in cases of motorcycle theft targeting riders to nearly 13000. The criminals targeted riders with specific kinds of motorcycles. For instance, the leading pack was Honda which recorded 11,030 cases of theft, followed by Yamaha with 8,261, and Kawasaki 6340. A majority of these crimes targeting the riders occurred in California, Texas, and Florida. The increase in motorcycle related crimes targeting motorcycle riders was attributed to the advances in technology and new markets that made it easier to steal bikes from riders, easier for criminals to disguise their stolen origin, and easier to resell them. In Kenya, there were reported cases by the media of brutal attacks, where commercial motorcycle riders were killed and their motorcycle stolen. A study by Opondo and Kiprop (2018) indicated that most commercial motorcycle riders were targeted by criminals who stole their motorcycles and parts of their bikes. Also, a majority of commercial motorcycle riders were victims of robbery with violence, murder, death by dangerous driving, assault, kidnapping, mob injustice, and intimidation and harassment by security agencies.

There were about four million motorcycle riders in the United States. About 1% of the riders were motorcycle gangs that engaged in violent crimes such as assault to maintain their boundary and keep off individuals who were not members of their group (Kuldova & Sánchez-Jankowski, 2018). Motorcycle riders who had formed a motorcycle club, viewed themselves as heroes, living out the freedom ethic that they felt the rest of society had largely abandoned. Additionally, some riders acknowledged the fact that they were anti-social; hence, they sought to gain personal experience and express individuality through motorcycle riding. The riders viewed their group as collective leverage which they used against the established social system and found conventional society inhibiting and destructive (Wolf, 1991). However, the factors influencing motorcycle related crimes and the nature of crimes varied from one geographical location to another. Therefore, the study focused on the factors influencing motorcycle related crimes in Nakuru East Sub County.

Regionally, motorcycle related crimes in Nigeria had taken the form of terrorism. Residents complained of gunmen, mainly the insurgent Boko Haram militia, using the motorbike to

terrorize residents. In 2014 Wilson (2014) noted that an unknown number of shooters using motorcycles killed 100 villagers living in Gurmish village Borno state, along the border of Cameroon 2014. The gunmen torched houses and fled into the bushes using their motorcycles. Zenn (2013) also argued that between the years 2011 to 2012, there were 300 reported cases of raids carried out by Boko Haram militia using a motorcycle, to advance its goal of carving out an Islamic state in specific parts of Nigeria.

According to Bjørge (2019), the most effective strategy against motorcycle related crimes is the legal system. Therefore, laws must constantly be updated and reviewed, to address criminal activities, which keep evolving. The increase in motorcycle related crimes prompted the security agencies, to respond to these crimes by reviewing its laws and measures, which can be used to contain the emerging motorcycle crimes. For example IRIN (2013) noted that the local authorities imposed a ban on the use of motorcycles in the Kano area in 2013 January, after a group of Boko Haram militia riding motorcycles attacked and killed an emir.

In Rwanda, motorcycle related crimes were associated with violation of traffic safety rules. According to OSAC.gov (2020), some of the residents living in cities such as Kigali, Butare, and Gitarama were afraid of using motorcycle taxis during the night due to safety and security concerns. For instance, inexperienced riders who had no license often drove motorbike taxis, thus putting the lives of passengers at risk. The increase in such crimes highlighted the need for all stakeholders such as the public, legislators, and law enforcement agencies to enact a contemporary legal framework, to address new forms of motorcycle related crimes.

Nationally, crimes committed by riders in Kenya were rampant in urban areas. According to Riko and Handa (2019), motorcycle related crime was prevalent in severe and acute urban informal settlement areas, especially slums. These crimes continued to defy government efforts expended towards their prevention, thus frustrating foreign and domestic investment. Study findings by Riko and Handa (2019), indicated that most motorcycle related crimes include causing death by dangerous driving, general stealing, creating a disturbance, theft of motorbikes, robbery, murder, and kidnapping. The study findings also indicated that motorcycle related crimes were attributed to unemployment, poverty, weak laws, and greed.

In the last six years, the motorcycle industry in Kenya had expanded tremendously. About 17,000 motorcycles were registered every month in Kenya. In 2018, there were 188,994 registered motorcycles in Kenya, and 291,553 in 2021 (Kenya National Bureau of Statistics, 2022), with a majority of them being used as bodaboda taxis. Also, there was an increase in motorcycle related crimes among the riders, specifically in Nakuru town, which was the fourth largest city, with about 53,000 registered commercial motorcycles, most of which operate in Nakuru town, Naivasha, Gilgil, Molo, and Njoro (NTSA, 2020).

Data findings obtained by Chepkilim (2019) from Nakuru central police station indicated armed robbery and snatching of valuable items from the public, as the most common motorcycle related crimes in Nakuru. It is no wonder that law enforcement agencies and lawmakers in Kenya continued experiencing pressure from the public, to enact and implement effective measures that could strengthen the existing laws, and reduce crimes among motorcycle riders.

1.2 Statement of the Problem

The motorcycle industry in Kenya had expanded since the government zero-rated the import tax on bikes below 250cc. The industry served as a source of livelihood, not only to motorcycle riders, but also to many people who looked up to it as a source of income for survival of their households. However, in spite of the industry providing affordable and convenient services to millions of residents, the industry also attracted criminals who used the industry to perpetrate various crimes and escape easily. Despite the enactment of various reforms such as the registration of commercial motorcycles, insecurity, and cases of motorcycle related crimes such as theft, robbery, and assault perpetrated by motorcycle riders and also against commercial riders, were on the rise. From the review of previous studies, the infiltration of criminals into the motorcycle industry had left Nakuru residents and authorities wondering about the best strategy to contain motorcycle related crimes. Moreover, the empirical research regarding the factors influencing motorcycle related crimes, and measures to address this challenge were scanty. Consequently, this study endeavoured to fill this gap.

1.3 Research Objectives

The study was premised on broad and specific objectives.

1.3.1 Broad Objective

The broad objective of this study was to explore the factors influencing motorcycle related crimes in Nakuru East Sub-county, Nakuru County, Kenya.

1.3.2 Specific Objectives

The specific objectives of the study were derived from the broad objectives. The specific objectives of the study were:

- (i) To determine the nature and types of motorcycle related crimes in Nakuru East Sub-County, Nakuru County, Kenya.
- (ii) To examine the mode of operations used to perpetrate motorcycle related crimes in Nakuru East Sub-County, Nakuru County, Kenya.
- (iii) To examine the social and economic factors influencing motorcycle related crimes in Nakuru East Sub-County, Nakuru County, Kenya.

1.4 Research Questions

The study was guided by the following research questions

- (i) What are the nature and types of motorcycle related crimes in Nakuru East Sub-County, Nakuru County, Kenya?
- (ii) Which modes of operations are used to perpetrate motorcycle related crimes in Nakuru East Sub-County, Nakuru County, Kenya?
- (iii) How do social and economic factors influence motorcycle related crimes in Nakuru East Sub-County, Nakuru County, Kenya?

1.5 Justification of the Study

Kenya faced security challenges due to the emergence of new crimes and techniques used by criminals using the motorcycle and those interested in the motorcycle business. Though motorcycles were a great provider of employment to riders, manufacturing companies, and traders, the industry was marred by lawlessness impunity, and security issues. This challenge necessitated the need for security policy reforms that address motorcycle related crimes, considering that the available legal provisions such as the Penal Code, were inadequate to

address the increase in motorcycle related crimes. Consequently, the study sought to explore the factors influencing motorcycle related crimes, and the policies that could help curb the rising number of crimes related to motorcycles, and help Kenya realize the regional development agenda espoused in the AU Agenda 2063. These policies play a significant role in enhancing a culture of peace, security, safety, justice, and the rule of law.

The study contributed to the development and implementation of the National Crime Policy. One of the goals of this policy was to reduce crime by preventing it from happening. The study helped demystify the nature and types of motorcycle related crimes, therefore enabling the police to formulate mechanisms that could aid in preventing motorcycle related crimes in Nakuru County.

There were reported cases of accidents related to motorcycles in Kenya. These accidents were as a result of motorcycle riders violating traffic rules and being reckless on the road. Therefore, the study contributed to the understanding of why motorcycle riders violated traffic laws and engaged in reckless riding, which resulted in increased road accidents.

Finally, there were scanty research relating to the factors influencing motorcycle related crimes in Kenya, and specifically in Nakuru East Sub-County. The study, therefore, contributed to the existing body of knowledge in the field of criminology and the criminal justice system. The study findings gave academicians a basis for future comprehensive research on measures to inhibit motorcycle related crimes.

1.6 Scope and Limitation of the Study

This study was confined to the factors influencing motorcycle related crimes in Kenya, to understand the nature and types of motorcycle related crimes, the mode of operations used in perpetrating motorcycle related crimes, and the social and economic factors influencing motorcycle related crimes. Nakuru Town East Sub County was selected for the study because it is the hub of motorcycle related activities in the area, with the highest number of reported cases involving motorcycle related crimes, therefore a reflection of the face of crime. A majority of the residents in Nakuru Town East Sub County used motorcycle transport due to its convenience and availability. Therefore, they formed the best choice to base the study.

As a limitation, the researcher encountered the challenge of unavailability of some respondents, due to the stringent government restriction to contain the COVID-19 pandemic. To overcome this challenge, the researcher adhered to the government's guidelines such as social distancing, and the use of facemasks.

1.7 Definition of Terms

Nature of crime: Nature refers to a legalistic conception of crime that extends beyond criminal law, to a social category that is neither fixed nor universal across societies or within the same society over time. The nature of the crime may either be a violent crime, or a property crime (Rosenfeld, 2010). For the purpose of the study, nature referred to the type and seriousness of crimes, victims of crimes, and the impact of motorcycle related crimes.

Mode of operations: According to Khosrow-Pour (2020) mode of operation refers to the manner in which the system works. For the purpose of the study, mode of operations referred to the techniques used to commit motorcycle related crimes.

Motorcycle: According to the National Transport and Safety Authority (Operations of motorcycles) Regulations, 2015 No. 33 of 2012, a motorcycle means any mechanically propelled vehicle, with less than four wheels. For the purpose of the study, the motorcycle referred to two-wheeled vehicles, designed to suit a range of different purposes such as long-distance travel, navigating urban traffic, and commercial purposes.

Motorcycle rider: National Transport and Safety Authority (Operations of motorcycles) Regulations, 2015 No. 33 of 2012 defines a rider as the person in control of the motorcycle. In the study, the motorcycle rider referred to individuals or persons riding the motorbike.

Motorcycle related crimes: Motorcycle related crimes refer to those acts of omission or commission among the riders or members of the public, which are prohibited and punished by the criminal law (Lauchs et al., 2015). However, in this study, motorcycle related crimes referred to general offenses involving the use of motorbikes to facilitate criminal activities such as theft, murder, and robbery.

CHAPTER TWO

LITERATURE REVIEW

2.1 Introduction

This chapter provides literature related to the historical background of factors influencing motorcycle related crimes. The chapter review literature as per the objectives namely: nature and types of motorcycle related crimes, the mode of operation used in perpetrating motorcycle related crimes, and the social and economic factors influencing motorcycle related crimes. The chapter also discusses the theoretical framework in support of the factors influencing motorcycle related crimes and highlights the conceptual framework.

2.2 Nature and Types of Motorcycle Related Crimes

The idea that a motorcycle is a tool used to perpetrate crime and criminal activities, has been widely accepted by law enforcement for a decade (Bradley, 2021; van Deuren, 2023). Motorcycle related crimes can be categorized as crimes against property, persons, and local authorities. There is also a difference in the prevalence of motorcycle related crimes.

An increasing number of criminals use motorcycles to access and escape from the crime scene and also to monitor the situation in preparation for the commission of criminal activities (Lakeman et al., 2021). Barker (2005) study on One Percent bikers clubs found the use of motorbikes as a tool used to support and perpetuate various criminal activities. The study identified biker gangs such as Hell's Angeles, Bandidos, Outlaws, Pagans, and Sons of Silence, as the most dangerous criminal group of riders involved in serious crimes. The study indicates that these bikers were involved in narcotics trafficking, armed robberies, movement of arms and explosives, murders, and assaults. Bradley (2021) cites violence as a defining tenet linked to the Outlaw biker. However, according to van Deuren et al. (2022), biker gangs may commit crimes such as theft individually for personal gain, independently of the OMCG despite the numerous benefits they enjoy from being a biker gang member. For instance, a study aimed at examining the social organization of crime and its relationship to formal club hierarchy established that 48% of biker gang members committed crimes such as murder and trade in hard drugs as individuals. These crimes represented 78% of criminal charges in Dutch. This creates a contradiction on whether the riders engage in such crimes in an

organized or individual capacity. Therefore, the study sought to reconcile these contradictions on whether criminals using motorcycles engage in crime as an individual, or as a group.

OMCG membership influences criminality. However, when committing crime their involvement does not appear to orchestrate criminal behaviour to their members, hence their involvement as collective members is limited (van Deuren, 2023). Klement (2019) uses the Danish national statistical archives to examine 2647 bikers suspected of engaging in the distribution of illegal drugs. The biker groups included the Hells Angeles, Bandidos, and Copenhagen street gangs. The study also combined Police Intelligence Database data drawn from the Danish National Police with data from six of the 323 registries maintained by Denmark. From the study, the Hells Angels motorcycle club, recorded the highest prevalence of assault cases (53%), homicides (18%), threats (10%), Robberies (6%), crimes against personal liberty (7%), and arson (7%). The Bandidos were the second group of bikers who recorded the highest crime prevalence rate. The highest crime included assault 53%, 12% threats, 15% homicides, 7% robberies and crimes against personal liberty, and 6% arson. In the Netherlands, van Deuren et al. (2020) used police files to examine the nature and types of crimes committed by Dutch Organized motorcycle criminal gangs between the years 2012 to 2018. The results of the study indicated that the riders were involved in committing crimes such as extortion (68%), arson (32%), and the production of hard drugs. These findings however do not provide a reliable representation of comparative levels of motorcycle related crimes, since the deceased outlaw biker members are systematically removed from the crime database.

The disorderly growth transforming power relations within the Nigerian urban cities has activated new social and economic pathways, triggering crime and conflict. The attraction of urban centres for motorcycle related criminals tends to include higher pecuniary benefits for crime in a densely populated urban environment due to lower arrest probabilities. The presence of a large population in urban centres ensures that criminals engaging in motorcycle related crimes benefit from the increased level of anonymity and a lower chance of recognition, especially in areas where populations are highly mobile (Eck & Weisburd, 2015). In towns such as Lagos, Badagry, and Epe, the most prevalent crimes which occur in this area include burglary, theft rape, extortion, murder, ritual killings, cultism, human trafficking, and domestic violence. Some of these crimes are perpetrated by Okada riders, while others target riders who have specific and unique types of motorcycles. Following the

repeated allegations of motorcycle related crimes, the Lagos state government enacted state traffic law 2012 to prohibit the Okada riders from operating in Lagos. Nevertheless, despite the enactment of these laws, Lagos is still ranked as one of the cities with the highest rate of motorcycle related crime. These findings, therefore, suggested the need to examine motorcycle related crimes committed by entities other than motorcycle riders.

Inyang (2004) reports that offenses against property as the most prevalent offense followed by crimes against persons. Crimes against persons generally involve the infliction of physical injury against another person causing them suffering and pain. Pius (2009) notes that crimes against persons committed by commercial motorcycle riders are the most rampant in urban areas in Nigeria and they include manslaughter, rape, murder, kidnapping, robbery with violence, and having dangerous weapons. Effah (2005) also argues that the crimes committed by commercial motorcycle riders include aggravated assaults, rape, kidnapping, trafficking, robbery, and murder. Crimes committed by motorcycle riders are either committed against their passengers or unconcerned members of the general public. However, the extent to which motorcycle related crimes are committed against the passengers and unsuspecting members is blurry.

In Kenya, law enforcement agencies have faced difficulties in addressing insecurity associated with the use of motorcycles to perpetrate criminal activities. This has made it difficult for the police to distinguish genuine commercial motorcycle riders from criminals who have infiltrated the industry. Most robberies targeting shopping malls and mobile phone-based money transfer shops (*Mpesa*) are perpetrated by criminals who are either riding on a motorbike or being ferried using a motorcycle. The complexity of these crimes and also the anonymity of the criminals perpetrating these crimes, has been problematic, especially in controlling motorcycle related crimes, hence this study sought to address this gap by identifying the perpetrators of motorcycle related crimes.

The use of the motorcycle as the most preferred mode of transport has brought more harm than good. Increased motorization has led to the rise of accidents, insecurity, and lawlessness. Bukasa et al. (2022) note that road accidents are a major health problem that calls for a combined effort to ensure effective prevention. Despite the mechanisation of the transport sector and increasing advanced modernization of road traffic, Africa has continuously witnessed an increase in motorcycle road accidents.

According to Muguro et al. (2020), Kenya has experienced increased road traffic accidents over the last five years. These accidents are attributed to urbanization, motorization, and poor infrastructural development. According to NTSA (2020), Kenya recorded 3572 cases of road accidents and 6938 injuries as of December 2019. Research by Zheng et al. (2020) identifies human factors and behaviour, policing, and motorization as major factors contributing to the increased number of accidents. Mogambi and Nyakeri (2015) also attribute these accidents to errors ranging from over-speeding, intoxication, and recklessness. Apart from accidents, the issue of insecurity has also been blamed for the rise in the number of motorcycles. Criminals are currently embracing the use of this mode of transport to perpetrate various criminal activities. This case is evident in Chepkilim's (2019) results finding which indicated that 60% of motorcycle passengers reported that were once victims or have heard about the crimes committed by motorcycle riders. The study assessed trends in crimes associated with the use of motorcycles within Nakuru town, between the years 2015 and 2016. The study findings indicated a higher report of criminal activities connected with the use of a motorcycle. However, the study was confined to the possible involvement of commercial motorcyclists in criminal activities in Nakuru County with less focus on the unfavourable social and economic aspects that influence riders into crime. The study, therefore, sought to address this gap by examining the economic and social situation of motorcycle criminals.

2.3 Mode of Operation used to Perpetrate Motorcycle Related Crimes

Since the 21st century, there has been a significant change in practice and ways of committing a crime (Corteen et al., 2023). Some crimes require a means of transportation to escape, and a motorcycle seems to be the most convenient means of transport used to facilitate these crimes. The study attempted to determine the mode of operation used to perpetrate motorcycle related crimes.

Most empirical studies on motorcycle crime have been conducted in the United States (US), and Australia (Caroline & American Academy of Orthopaedic Surgeons, 2022; Goldman et al., 2014; Hess et al., 2012; Shelden et al., 2004) argue that the majority of organized criminal gangs using motorcycles to perpetrate crime, claim identification with and control over specific geographic location facilities or enterprises using turfs. The use of turfs by criminals using motorcycles signifies the manifestation of gangs' domain within the territorial boundaries which they protect at all costs from invasion by rival gangs interested in the sale and distribution of drugs using motorcycle. Goldman et al. (2014) argue that in the United

States, controls public spaces and delineates their turfs using graffiti tags to control drug business and lucrative illegal businesses within their turfs. According to Caroline et al. (2022), graffiti symbol is a communicative mode of operation used to facilitate motorcycle related crime, especially among motorcycle gang Criminals. Graffiti symbol acts as a form of warning to the members of the public and other criminal gangs to keep off marked territories. Some of the graffiti symbols also send a clear message that the gang is dangerous and must be respected. The above studies (Caroline et al., 2022; Goldman et al., 2014; Hess et al., 2012) contribute to the current study by providing information on the mode of operations used by criminal groups to facilitate motorcycle related crimes in the United States and Australia. However, there was a need to avail data on the use of turfs as a mode of operation used to facilitate motorcycle related crimes in Kenya. The study therefore sought to avail this data by providing information on the use of turfs as a mode of operation in facilitating motorcycle related crimes in Nakuru East Sub County Nakuru County, Kenya.

The size of criminal gangs represents a powerful group identity. The wearisome and cruel reality of the increased size of various criminal gangs' life, rarely matches the fantasy, yet the power of this myth remains undiminished (Williams & Evans, 2022). A vast majority of criminals using motorcycle to perpetrate crime in the United States are neighbourhood-based. Some criminal syndicates such as the Bloods, Crips, and *Mara Salvatrucha* have rapidly grown in size and sophistication, becoming multijurisdictional, even international, impacting countless communities across the United States and beyond. Some prominent outlawed criminal enterprises have evolved into internationally organized syndicates, while some continue to evolve into more sophisticated criminal group, which controls criminal activities such as the sale and distribution of drugs (Gaines & Miller, 2021). Nonetheless, the above studies have emphasized criminal organizations operating in major cities as a factor that influences crime. An evaluation of the seriousness of motorcycle related crimes involves more than the size and the number of biker gangs operating in a major city. Therefore, the study examined how the increase in population settlement patterns among the public in Nakuru East Sub County had influenced motorcycle related crimes.

In the United States, members of the Bandidos criminal syndicate are considered one of the groups that use motorcycles to perpetrate crime. Members of this group are required within their first year to adhere to a strict module operandi critical in enhancing their crime operations. Bandidos criminal gang has more than 5000 members drawn from different parts

of the United States. The diversity of its members allows the group to create a vast network in the drug distribution pipeline using motorcycles, from Missoula to Billings, Montana; Gillette, Wyoming, South Dakota, Colorado, and Denver (Veno & Ganon, 2009). Nelen and Siegel (2017) also examine how the size of a criminal group, helps them to facilitate the commission of a crime. Group such as Bandidos have multiple minor groups such as the ghost riders, Mongols, Vagos, Brother's speed, dirty dozen, Galloping Goose, Rebel Rousers, and the Night Reapers, who used motorcycles to supply and distribute drugs to their clients. About 60% of the members in this group had a close criminal link with the traditional organized crime families. About 35% of these gang members were involved in providing security, 14% were involved in transporting narcotics for the Gambino crime family, while 11% were involved in contract killing for narcotic dealers, in exchange for money.

The above studies contribute to the current study by providing information on the sizes and organization of criminal syndicates using motorcycles to perpetrate crime in the United States. However, in Kenya, information concerning the mode of operation on the formation of a formalized structure and the size formation of criminal groups using motorcycles is still uncovered. Therefore, this study examined the existence of a formalized structure of criminals using motorcycles, and the influence that these structures have on motorcycle related crimes in Nakuru East Sub County.

2.4 Social and Economic Factors Influencing Motorcycle Related Crimes

Criminals using motorcycles to accomplish their criminal activities are considered quasi-organized components, where the perpetrators are only partially integrated with the general or dominant interests, resources, needs, and customs of residents. The legitimate social activities undertaken by criminals vary by race, ethnicity, isolation, community stability or instability, and a particular history of gang culture or subculture (Cecatto, 2016). In this study, these factors can be interrelated and analysed for policy purposes, using the social and economic dimensions.

The social organization of the criminal groups is part of the reason individuals use the motorcycle to engage in lucrative criminal activities. Virtually, a majority of criminal organizations have a specified constitution and bylaws that every member must abide by (Cherry, 2006). In the US, members of the OMCGs operate on a military-style of leadership but with a democratic decision-making process. Its members have historically exhibited a

contradictory notion of freedom anchored on structure and rules whereby they make crucial decisions through voting and regular meetings. The Outlawed motorcycle gangs conduct regular meetings, referred to as “*church*”, according to their constitution. Regular meetings are held to acquaint each member with criminal activities that serve the interest of their group (Lauchs et al., 2015). While Cherry (2006), and Lauchs et al. (2015) have focused extensively on the leadership hierarchy, and use of by-laws by criminals using motorcycles to perpetrate various criminal activities, few studies have been done to examine why patterns of behaviour among criminals using motorcycles, conflict with the laws of the mainstream society. Therefore, the study examined how behaviour patterns and conduct of perpetrators of motorcycle related crimes in Nakuru East Sub County attracted the attention of law enforcement agencies.

The Outlaw criminal gang which prefers the use of motorcycles to perpetrate crime has by-laws, which require members to use their religious connotation, to reach out to individuals in jail (Hickey, 2003). The written constitution and by-laws used by criminals help them conduct criminal activities with ease (Veno, 2011). In the US, criminal syndicates, such as the Mongols MC chapter, have a constitution that proclaims the existence of their criminal operations. For example, their constitution outlines the different hierarchies of criminal groups and patches that each member should put depending on the rank or position held within the group. The use of the constitution and by-laws gives them the capacity to proclaim themselves as formal organizations, and escape criminal prosecution, while they continue with their criminal operations (Barker, 2014). The connection between the sanctions and the code of rules, which exist within criminal groups using motorcycles, mocks the perception that the rules are meant to influence a majority of members to engage in criminal activities. Barker (2014), Cherry (2006), Hickey (2003), and Veno (2011) contribute to the current study by providing information on the social organization of criminal groups engaging in motorcycle related crimes in the US. However, the social organization and structure of criminal groups using motorcycles to facilitate their crimes remain undocumented in Kenya. The study filled this apparent gap in knowledge by determining the social factors influencing motorcycle related crimes in Nakuru East Sub County, Nakuru County, Kenya.

Historically most motorcycle related criminal groups excluded women as members, with the role of the few being limited to companionship. However, the status of women has changed from companions to participants in criminal activities of the gang. This has been made

possible by the women's orientation in gender roles which are aligned with the outlaw bikers (Jderu, 2023). According to Shelden et al. (2013), women in the United States engage in motorcycle related crimes for the same reasons as their male counterparts. In American society, 30% of the females in criminal gangs engage in motorcycle related crimes to meet basic human needs like food. About 15% engage in criminal activities for self-esteem and protection, while 6% are looking for fun and excitement by partying and riding with the males. Hanser (2013) reports that despite the wide representation of males in motorcycle related crimes, the involvement of females in biker criminal activities has also increased. Delaney (2006) notes that in the United States, about 10% of all criminal gangs using motorcycles to commit crimes, are females who are capable of committing violent criminal acts, but not in the same proportion as males. The 2005 National Gang Threat Assessment by the United States Department of Justice (2006), found that female continues to take an active role in motorcycle related crimes. About 70% of the females play a crucial role in intelligence gathering using motorcycles for their group, and 15% engage in drug and weapon trafficking using their motorcycles. Moreover, 7% of the females act as lookouts during the commission of crimes, 5% carry information in and out of prison, and 2% offer sexual favours to the male in biker criminal gangs. In Kenya, motorcycle related crime is a male dominant affair (Rugut & Makori, 2015). Despite the growing emphasis on understanding the role of women in crime, the social role of women in motorcycle riding activities, and their role in influencing criminal activities need to be expanded, as an important aspect of motorcycle related crime. Therefore, this study sought to expand this scope by exploring the role of women in influencing motorcycle related crime in Nakuru East Sub County, Nakuru County, Kenya.

Historically, the formation of motorcycle clubs has always had a thrilling aura. This trend has persisted to the present day where there is the existence of illegal criminal gangs using motorcycles to commit crimes. According to Shields (2012), the majority of motorcycle riders are law-abiding citizens. However, few riders reject conventional values and instead engage in criminal activities. According to Barker (2014), groups such as Bandidos, Hell Angels, and the sons of silence in Chicago, California, New York, and Illinois, use motorcycles to commit a crime such as drug trafficking, and violence-prone behaviour. Like traditional organized crime families, the Hells Angels continue to use motorcycles as a tool to commit crimes by patrolling and protecting their distribution territories. They also use funds obtained from crime proceeds like the sale of drugs to invest in legitimate projects and businesses. Based on the above review, Barker (2014), and Shields (2012), have focused on

how the operations of criminal groups using motorcycles determine the magnitude and the type of crimes in which they are likely to engage. However, few studies have attempted to explore crimes among riders, with a cursory glance at the economic factors influencing motorcycle related crimes in Africa and specifically in Kenya. The existing studies have emphasized linking their modified versions of existing scales developed for the United States and Australia, which differs from the economic structures that exist in Kenya. Since individuals experience different economic conditions and are influenced differently by pre-existing conditions, there was a need to examine the economic factors influencing riders into criminal activities in Kenya. The current study filled this gap in knowledge by exploring the economic factors influencing motorcycle related crimes in Nakuru East Sub County.

Mukasey et al. (2007) report that the average age of male offenders engaging in motorcycle related crime is 17 to 18 years old, with members being older, on average, in cities like Florida and California. In Russia, Pilkington (1996) argues that the Night Wolves syndicate, whose members have a common business interest requiring mutual protection, are aged between 22 to 30 years, while a majority of Tusovka criminals are around the age of 19 years. In Germany, King and Leonard (2016) observed that from 2014 to 2015, the number of members of Neo Nazi criminal gangs had reached as high as 2000-2800. A majority of the members were aged between 18 to 28 years. The most common age at which female members began engaging in motorcycle related crimes in the United States is 11 to 12 years, with the prime age of initiation into crime occurring between the ages of 13 and 14 years (Bosmia et al., 2014). However, there are isolated cases where some young females slide into motorcycle related criminal activities at the age of 8 to 10 years. A majority of these young females have relatives, friends, or neighbours who had a previous record of experience in perpetrating motorcycle related crimes (Eghigian & Kirby, 2006). The above studies show that age is a strong variable in predicting the likelihood of individuals engaging in motorcycle related crimes. However, the influence of age on motorcycle related crime has not been examined in Kenya. The study addressed this knowledge gap by providing a better insight into the social factors influencing criminal intentions and behaviour of individuals engaging in motorcycle related crimes in Nakuru East Sub County, Nakuru County, Kenya.

In the motorcycle transport, industry the main separation of law abiding and law breakers is the element of crime involvement. Nevertheless, the economic factors influencing motorcycle related crime is unique since the influential factors vary from the need to improve their living

condition to lack of a sustainable income. According to Barker (2010), the majority of individuals using motorcycles as a mode of transport in the United States are of a diverse group of income levels, and from different walks of life, from blue-collar mechanics to billionaires. However, the one percent biker club (Hell Angeles, Booze fighters, the Mongols, the Pissed off Bastards, and Sons of Silence) have a deviant lifestyle premised on profitable criminal activities which are perpetrated using motorcycles. In a study conducted in Canada, Hamilton reports that 61 % of individuals engaging in motorcycle related crimes were found to be from low and middle-income backgrounds, while only 10% were from well affluent and economically stable families. A majority of those from well affluent families engaged in motorcycle related crimes, in search of fun and identity through motorcycle riding, while those from families of low income, engaged in motorcycle related crimes to support the needs of their families (Hamilton, 2002). Nonetheless, the one percent criminal group also comprises members from the upper, lower, and middle levels who emerge to exploit motorcycle related crimes and dissolve after exploiting the available opportunities. These criminals evolve out of criminal networks formed by more than three members of diverse economic statuses (Albanese, 2004). The above studies illustrate the complexity of networks required by motorcycle related criminals to exploit the criminal opportunities available. However, these studies do not account for motorcycle crime related activities committed by an individual. Therefore, this study addressed this gap in knowledge by examining the factors that influence an individual to engage in motorcycle related crime in Nakuru East Sub County.

In the two decades following the emergence of the Second World War, organizations using motorcycles, emerged to provide economically marginalized individuals with a sense of mutual economic support (Veno & Ganoon, 2009). Belonging to this group meant having access to the underground economy of the criminal world, hence the saloon society acted as the launching pad from which many outlaw criminals entered the more sophisticated underworld of organized crime. Nevertheless, not all members came from low-income backgrounds. For example, Barker (2005), notes that some members of this gang were soldiers who had participated in the Second World War. These veterans decided to join motorcycle clubs to gain identity and maintain their high status through motorcycle riding. Back from the battlefields in Europe and the Pacific, these lower-middle-class white men found the values and opportunities offered by mainstream society unappealing and were alienated enough to exalt their outlaw status to defend that status against all challenges

(Quinn & Frost, 2011). Conventional activities offered no acceptable alternatives and these men were threatened with loss of identity, companionship, and security as military involvement ceased. These World War II veterans had the money and skills to undertake any form of legitimate economic activities lived a heterodox lifestyle, and had an impulsive temperament that they experienced overseas (Quinn & Shane-Koch, 2003). The current study sought to build from the findings of Hamilton (2002), and Veno and Ganoon (2009) by exploring whether individuals engaging in motorcycle related crimes choose to engage in criminal activities due to unemployment and economic benefits. The study also identified the economic factors influencing people to engage in motorcycle related crimes in Nakuru East Sub County, Nakuru County, Kenya.

Biker gang members are influenced to engage in crimes due to values held by their members. The biker's values, respect, and power are intensely aware of belonging of being able to depend on each other and consider themselves as modern outlaws. Much of the attitudes and behaviour of the biker gang members can be traced to their desires to uphold their image, and their frustration to explain their fascination with power. The crimes committed by these bikers are also attributed to the technology in urban society, whereby bikers are driven by a sense of alienation and anomie (Barger, 2000). These social trends, therefore, threaten the lower class population and drives the growth of the biker criminal subculture that creates an alternative elite, which the riders can use to attain supremacy (Wolf, 1991: 340-341). Similar to Barger (2000), Wolf (1991) notes that individual biker members consider themselves loners, and define their biker gang as a mutual association and protection of peer associates. The connections of each biker to other members and their clubs are intensified by the denial of mainstream society. Also, their loyalty to each other is almost as intense as the distrust of the outside world that guides their impression management. Nevertheless, Quinn (2001) notes that there is no connection on how such aspects influence specific traits that motivate the deep criminal involvement of the bikers. Therefore, the study examined how ethical values in urban society influence motorcycle related crimes in Nakuru East Sub County.

In Rwanda, the number of motorcycle taxis increased in the aftermath of the 1994 genocide. Most people living in rural areas relocated to urban cities like Kigali, Butare, and Gitarama, and preferred the use of motorcycle transport due to its affordability and convenience. As the motorcycle transport sector grew, the government began to perceive these riders as a means of controlling the urban population through surveillance (Goodfellow, 2015). Bishop et al.

(2018) note that there are about 10,000 registered motorcycles in Kigali. Most of the owners of these motorcycles are aged between 18 to 35 years. These individuals are generally of low educational attainment, and come from poor backgrounds; hence, the motorcycle taxi business offers them a chance to earn cash to maintain themselves and their families. Nevertheless, motorcycle related crimes present many policing, safety, and public order challenges. For instance, Official crime findings from Rwanda National Police (2012) suggests that motorcycle contributes to about 80% of accidents that occur due to the failure of individuals to observe traffic rules. Moreover, Rollason's (2012) findings indicate that the motorcycle taxi sector is linked with violent crimes such as robbery, theft, and murder. Respondents in the study claimed that they had been victims of motorcycle related crimes perpetrated by machete-wielding criminals using motorbikes. Goodfellow 2015; Rollason 2012; and Rwanda National Police 2012 studies highlight the importance of the motorcycle transport industry in expanding the social and economic livelihoods of Rwandese and the crime challenge associated with the use of the motorcycle. However, these studies do not explain the social and economic factors influencing motorcycle related crime.

In Kenya, motorcycle riding is an individual activity, with a frail joint association and a weak bond existing among the group. Moreover, there are fewer guidelines regarding the operations and activities of the motorcycle industry, and less rivalry with other riders, which are the feature that characterizes a majority of motorcycle SACCO. Chepkilim's (2019) study findings indicate a financial problem (45.8%), as a major factor influencing motorcycle related crimes, followed by unemployment (37.5%). Findings from Opondo and Kiprop (2018) also indicated unemployment and idleness (48.3%) as a major factors influencing motorcycle riders to commit crimes, followed by poverty (24.9%), drug and substance abuse (17.5%), and lack of adequate policies to regulate motorcycle transport industry (12.8%). Nevertheless, these results finding does not explain motorcycle related crimes committed against passengers.

Everett et al. (2001) argue that safety behaviour is a social factor that exposes a majority of people to the risk of drinking and riding and failure to use safety equipment as required by the law. Kuman and Barret (2008) also note that age is a key social factor influencing motorcycle related crimes, and has an implication to the public since a majority of riders tend to drive recklessly. A study by National Crime Research Centre (2018) indicates that unemployment, low levels of schooling, and low income are major causes of crime among

youth. The social and economic factors provide the foundation for the development of specific behavioural patterns, which are an important predictor of motorcycle related crimes. Therefore, this study extended this line of inquiry by examining how social and economic factors influence motorcycle related crimes. The study specifically considered the social and economic status of offenders.

2.5 Theoretical Framework

The study was guided by two theories of crime causation, which are relevant in explaining factors influencing motorcycle related crimes. The theories included the Routine activity theory of Cohen and Felson (1979) and the Crime Pattern theory by Brantingham and Brantingham (1990).

2.5.1 Routine Activity Theory

Routine activities theory (RAT) is important in explaining crimes among offenders, especially due to their routine activities and interaction with the public. The theory was developed by Marcus Felson and Lawrence Cohen in 1979. According to Felson et al. (2015), Routine Activity Theory is an environmental criminological theory, derived from the basic concept of the classical school of criminological thoughts, which argues that humans are rational individuals who make decisions out of their own free will. The decisions are made considering the benefits and costs associated with the behaviour. The Routine activity theory is premised on the fact that the occurrence of criminal and delinquent action, is directly proportional to the patterns of daily social interaction of the victim and the offender, which defines the situation or the context under which crime takes place. In routine activity theory, a crime requires a motivated offender, in the absence of a capable guardian, and the presence of a suitable target. If these three elements converge in time and space, then the criminal opportunity is said to be present. Moreover, crime occurs due to the existence of a motivated criminal, the lack of a capable protector, and the existence of a suitable target (person or object). Therefore, the convergence of the three elements is a product of the routine activities of the possible targets and offenders.

In the study, motorcycle use may encompass part of the offender's routine activities, a suitable target, and the lack of capable guardians. The likely offender may be motorcycle riders or criminals using a motorcycle to commit crimes such as phone snatching, theft,

murder, robbery, and assault. The suitable target may be individuals with attractive valuables such as motorbike parts, phones, jewellery, cash, laptops, or individuals of interest to the offender. According to Felson and Clarke (1998), this aspect highlights the fact that the majority of crimes committed by the offender are aimed at obtaining items of value, hence the crime victim may either be present or absent at the crime scene. The absence of a capable guardian may be an individual whose presence helps prevent a crime, and whose absence makes the commission of a crime more likely. In his study, capable guardian includes security guards and law enforcement agencies.

Nakuru County is coupled with social, cultural, and economic makeup transformations, which increase the number of motorcycle related criminals and reduce guardianship, exposing the public to greater risk. Routine activities such as going to work, pursuing recreation, and running errands can bring criminals using motorcycles in contact with suitable victims and targets. The suspect offender may involve criminals using motorcycles to steal, or scout a target premise, while the guardians may be police officers, friends, and strict laws. The application of this theory to the current study from Cohen and Felson's theoretical perspective mirrors the prevalence of motorcycle-related crimes. From this theory, the factors influencing motorcycle-related crime may be the availability of the target who are members of the public, business premises, or bike parts, while the materials, which are attractive to the potential criminal, may involve valuable items carried by the passengers, shops, mobile phones, and laptops.

The strengths of routine activity theory lie not only in its explanatory power but also in its ability to inform crime prevention measures directly. Policies based on Routine activity theory focus on influencing what happens before a crime occurs. The concept of target hardening makes the target less appealing for victimization through tightening security (Cullen & Wilcox, 2010). Therefore, this theory provides insights into the link between the lifestyle of motorcycle related criminals and the public, and how these aspects influence crime. The theory is also crucial to law enforcement agencies because it helped them identify an ideal implementation framework to reduce motorcycle related crimes in Nakuru East Sub County, Nakuru County Kenya.

The weakness of the Routine Activity Theory is that offenders operate out of their free will. Hence, this argument did not account for all other factors influencing a person's actions. Numerous factors influence the decision-making process of the offenders to commit a crime;

therefore, the use of target hardening may not deter motorcycle related offenders due to the influence of drugs. To account for the shortcomings of Routine Activity theory, the study used the crime pattern theory.

2.5.2 Crime Pattern Theory

Brantingham and Brantingham (1990) developed the crime pattern theory. The theory explores criminal activities as events that are more likely to occur in areas where offenders' activity space overlaps with the activity space of potential victims or targets. According to Boba (2006), a criminal event involving offenders and victims may occur within or stem from an intersection of their activity spaces. Additionally, downtown areas with retail stores, shops, and restaurants, have a considerable amount of crime due to many customers and clients visiting those areas, including the potential offenders and the victims. Smith and Klarke (2000) also argue that crime pattern theory can define people's activity space in terms of three elements: nodes, paths, and edges. The node is used to explain whether people travel to and from both offenders and victims and the idea of personal activity. Nodes closely resemble the idea of an individual's routine activities and are linked by the paths, which would include roads or other transport network systems, while edges define the boundaries around nodes within which people reside, work or are routinely active. The theory also considers crimes as an event that occurs where offender routine activity spaces intersect with suitable targets of crimes.

Nodes and paths are significant in the transport network context, with nodes represented by vehicle stop stations, while transport routes correspond to the paths that connect the transportation nodes. Edges delineate the boundaries of the public transport network, and there may be regulated and controlled entrances and exits to the systems. The Edges can be considered the boundaries of the transport network, but they become less geographically distinct when considering the walking component of the journey approach. The theory claims that crime involving an offender and victims or targets can only occur when the activity spaces of both cross paths. Crime will occur if an area provides an opportunity for crime, and is also probable that people may fall victim to purse snatching because victims typically carry cash with them (Weisburd et al., 2008). This theory was essential in guiding the researcher to explore factors influencing motorcycle related crimes and how these offenders get chances to commit crimes. The theory was important in aiding law enforcement figure out why crime exists in certain areas.

2.5 Conceptual Framework

This section presents a conceptual framework developed after a review of the existing literature and was used to investigate the research questions.

Independent variables

Dependent Variables

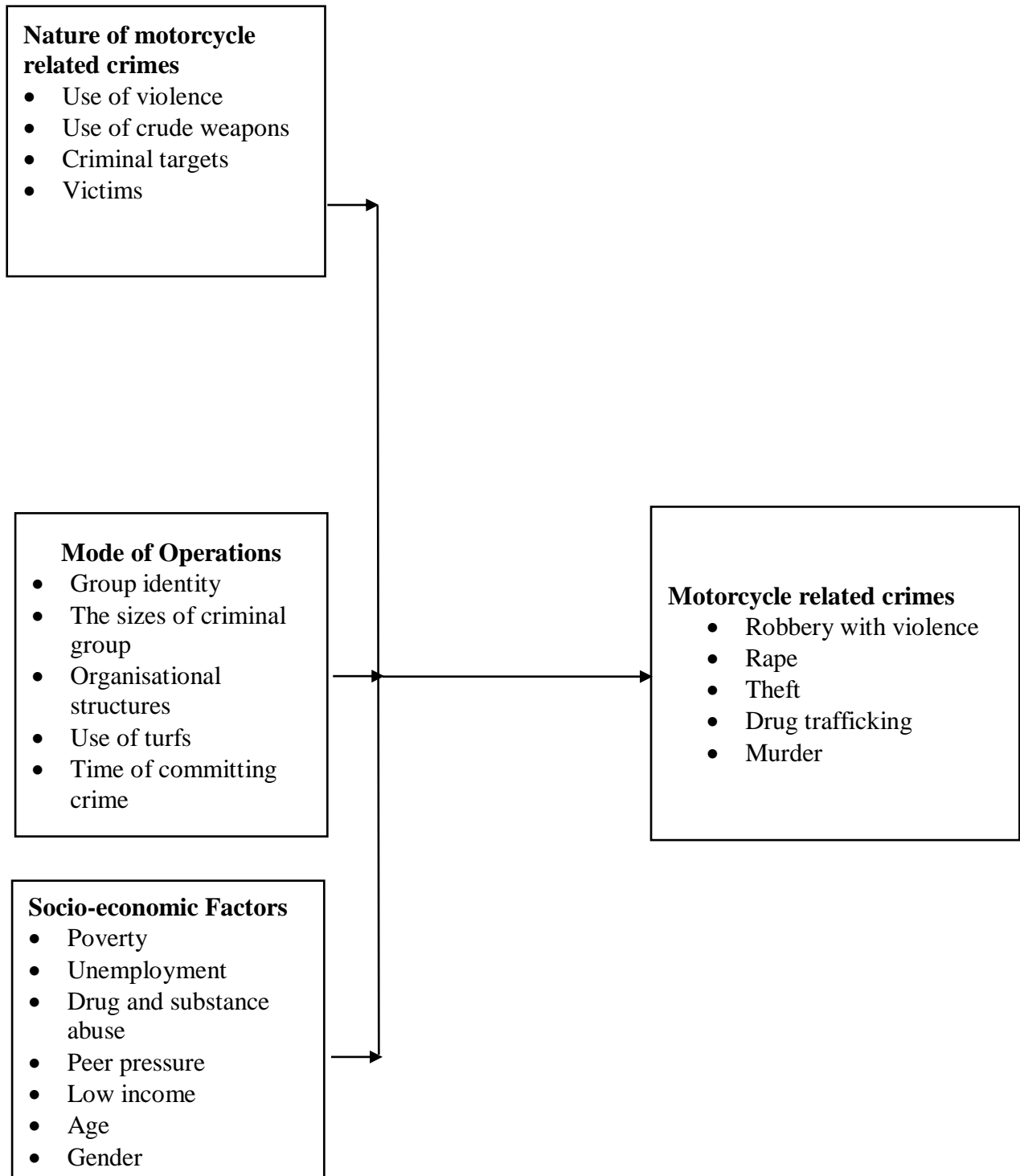


Figure 2.1: Conceptual Framework

The diagrammatic representation of the relationship between the independent and dependent variables is summarized and shown in Figure 2.1. The key variables of this study were the independent variables and the dependent variable. The study was based on the conceptual relationship between the independent variables and the dependent variable. The independent variables were identified as social and economic factors influencing motorcycle related crimes, the nature of motorcycle related crimes, and the mode of operations used to perpetrate motorcycle related crimes. The dependent variable was identified as motorcycle related crimes. The conceptual framework was, therefore, developed from the reviewed literature and related theories.

CHAPTER THREE

METHODOLOGY

3.1 Introduction

The chapter outlines the methodology and procedures of data collection. It also covers the study area, research design, target population, sample size and sampling procedure, research instruments, instrument validity, instrument reliability, data collection procedures and data analysis techniques, and chapter summary.

3.2 Research Design

The study adopted a survey research design. Bryman (2012) notes that the survey research design produces quantifiable data that is important in examining the patterns of association and relationships between study variables. The survey research design intends to gather data at a particular point in time and use it to describe the nature of existing conditions. Therefore, the design was appropriate in examining the factors influencing motorcycle related crimes in Nakuru East Sub-county, Nakuru County, Kenya.

3.3 Study Area

The study was conducted in Nakuru County. This study area was purposely selected for this study because it is among the counties with the largest number of motorcycles in Kenya (NTSA, 2021). Nakuru East sub-County was purposely selected because it had the highest number of reported cases involving motorcycle related crimes in Nakuru County (Crime Statistics record, 2018). The records also indicate that most victims and perpetrators of motorcycle related crimes were from Nakuru East sub-County, making the area ideal for the study, which sought to investigate factors influencing motorcycle related crimes.

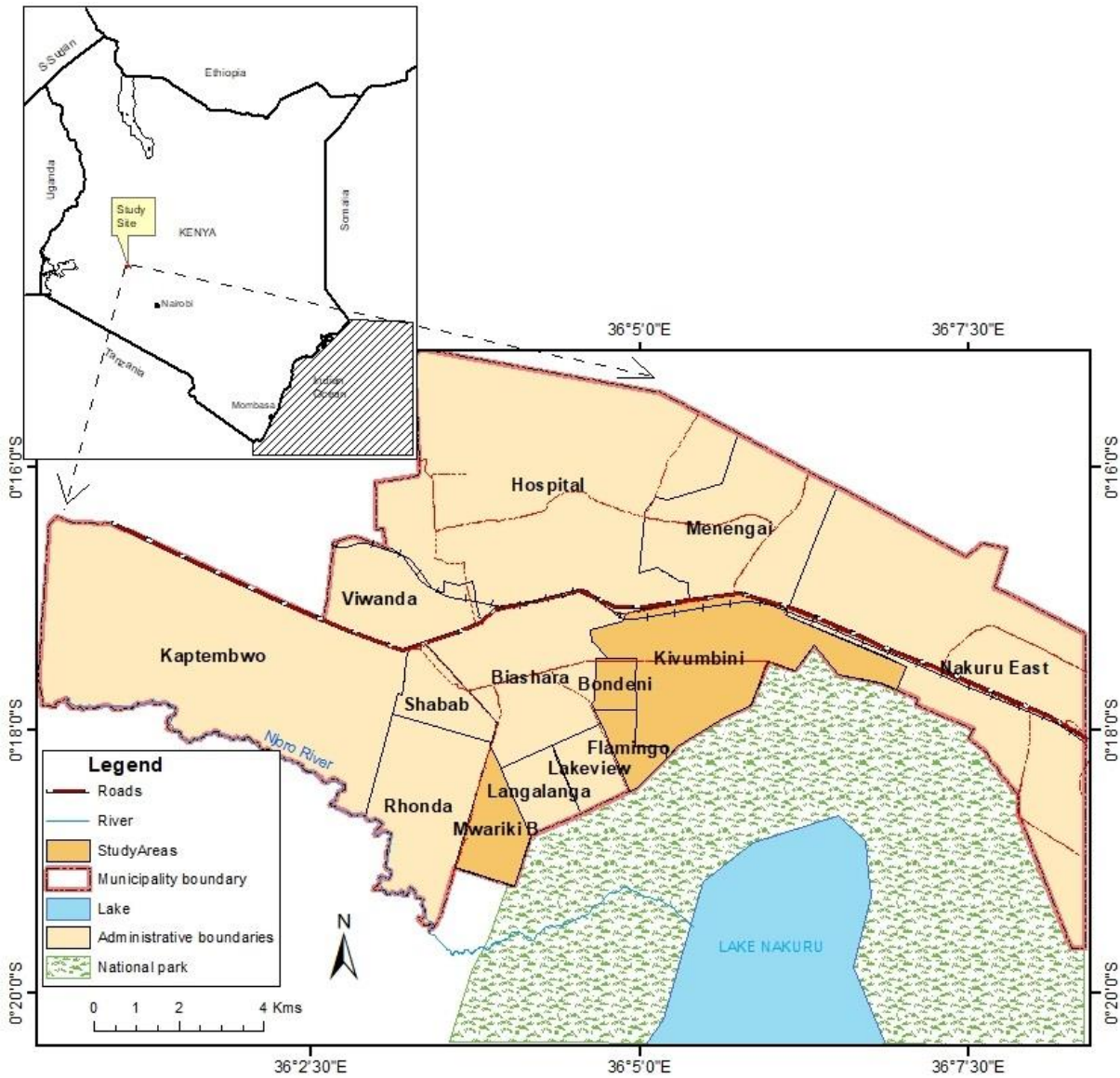


Figure 3.1: Map of Nakuru Town

3.4 Population and Sampling Procedure

3.4.1 Sampling Frame

The population of the study was drawn from motorcycle riders within Nakuru East sub-County. The study population comprised 1600 motorcycle riders in Bondeni, Flamingo, Mwariki B, and Kivumbini locations in Nakuru East sub-County (NTSA, 2019). Table 3.1 below shows the distribution of motorcycle riders by location in Nakuru East sub-county.

Table 3.1 Distribution of Motorcycle Riders by Location in Nakuru East Sub-County

Location	Total Number
Bondeni	433
Flamingo	414
Mwariki B	399
Kivumbini	354
TOTAL	1600

Source: NTSA (2018)

3.4.2 Sampling Procedure and Sample Size

Stratified random sampling was used to select participants from the study population. The four locations within Nakuru East sub-County constituted the strata from which the respondents were further randomly selected to give them an equal chance of participating in the survey. Krejcie and Morgan's (1970) table for determining the sample size in social science research was used to determine the sample size of the study. There were 1600 motorcycle riders in Nakuru East sub-County; therefore, a sample size of 310 respondents selected using simple random sampling was used in the study, as indicated in Table 3.2. The data containing the list of motorcycle riders from the four locations were entered into computer software, where participants were randomly selected.

Table 3.2 Proportionate Sample Size of Motorcycle Riders per Location Under Study

Location	Total Number	Proportionate Sample size
Bondeni	433	84
Flamingo	414	80
Mwariki B	399	77
Kivumbini	354	69
Total	1600	310

Source: NTSA (2018)

3.4.3 Unit of Analysis

The unit of analysis for the study was motorcycle riders in Nakuru East sub-County, Nakuru County, Kenya.

3.5 Methods of Data Collection

The data was collected using interview schedules and key informant interviews.

3.5.1 Interview Schedules

An interview schedule was administered to 310 commercial motorcycle riders in Nakuru East sub-County. The interview schedule consisted of semi-structured and open-ended questions. The interview schedule was field-tested and validated among the motorcycle riders in Nakuru West sub-County, Nakuru County. A voice recorder was used to enable the researcher to make notes and direct observations.

3.5.2 Key Informant Interviews

The key informants' interviews were conducted on police constables in Bondeni, Central, and Mwariki police stations within Nakuru East sub-County. Therefore, a total of 10 key informants' interviews were conducted. The key informant interviews were conducted on police constables because of their professional backgrounds on criminal matters, and their interaction with motorcycle related crimes each day, hence they provided expert opinions concerning crimes committed by motorcycle riders.

3.6 Reliability and Validity

Andres (2012) defines validity as the scrutiny of logical arguments and empirical evidence to determine whether they support theoretical claims. According to Borg and Gall (2003), an instrument's content validity will be improved through expert judgment. To ensure the instruments' content validity, the data collection instrument was reviewed by supervisors who are research experts. The researcher also used at least two expert opinions and published scholarly work to assess the validity of the data collection tool.

Reliability is the degree to which an instrument measures the same way each time it is used under the same conditions with the same subjects. A pilot study was conducted among motorcycle riders in Nakuru West sub-County, Nakuru County. The data obtained from the pilot study was used to ensure the reliability of the instrument measures, whereby some items were removed or added to the instruments to enhance change. The instrument was pilot tested again on the same respondents through the test/retest method. The test/retest method was

used to ensure reliability by calculating the two data sets' correlation. The study used Cronbach's Alpha method to test reliability.

3.7 Methods of Data Analysis

Filled and completed interview schedules formed the basis of data analysis. The researcher browsed through the data collected from the field to check for completeness and accuracy to ensure the best data quality had been achieved. Data was then entered into special computer software known as Statistical Package for Social Sciences (SPSS) where analysis of data was carried out. The SPSS was used to run descriptive analysis to produce frequency distribution, percentages, mean and standard deviations.

Table 3.3 Data Analysis Matrix

Specific Objective	Independent Variable	Dependent Variable	Type of Analysis
Objective 1	Nature and types of crimes	Motorcycle related crimes	Frequency distribution, percentages
Objective 2	Mode of operations	Motorcycle related crimes	Frequency distributions percentages
Objective 3	Social-economic factors	Motorcycle related crimes	Frequency distribution, Mean

3.8 Ethical Considerations

The researcher obtained the approval to conduct the study from Egerton University Ethics Review Committee and sought a permit from the National Commission for Science, Technology, and Innovation (NACOSTI) before collecting data. The researcher obtained informed and understood consent from the respondents before collecting data by explaining the purpose of the study. Moreover, the data collected were kept in confidence and used only for the intended purpose.

CHAPTER FOUR

RESULTS AND DISCUSSION

4.1 Introduction

This chapter presents the study findings, results, and discussions. The study findings were presented using frequency distribution tables, and cross-tabulation. The study findings are presented and discussed in relation to the specific objectives which include examining the nature and types of motorcycle related crimes, the mode of operations used to perpetrate motorcycle related crimes, and the social and economic factors influencing motorcycle related crimes.

4.2 Interview Response Rate

The study sampled 310 respondents who were motorcycle riders, from Bondeni, Flamingo, Mwariki B, and Kivumbini areas of Nakuru East Sub-County. A competent response rate of 100 percent was achieved during the study since the researcher interacted with the respondents and urged them to participate in the study. The responses were then filled in the interview schedule.

According to Kothari (2009), a response rate of 83.3% is adequate, thus the 100% response rate formed a satisfactory basis upon which the conclusion of the study is drawn.

4.2.1 Demographic Characteristics of the Respondents

The demographic characteristics of the respondents covered in the study included age, gender, marital status, and education level. These variables helped form the basic traits and characteristics of the respondents and formed the basis upon which the study data was analysed.

4.2.2 Age of the Respondents

Information regarding the respondent's ages are critical towards understanding the significance of diverse age groups with respect to variables (Silvestri & Crowther-Dowey, 2008). The respondent's age was essential in the study since the youth are more prone to engage in crime when compared to the middle age and the elderly. In the study, all the respondents were classified into six categories as indicated in Table 4.1 below:

Table 4.1 Respondent's Age

Age	Frequency	Percent
18-25	83	26.8
26-30	72	23.2
31-35	47	15.2
36-40	58	18.7
41-50	29	9.4
51 and above	21	6.8
Total	310	100.0

The study findings in Table 4.1 indicates that the age of respondents ranged from 18 to 51 years and older. Out of the 310 respondents 83(26.8%) of the respondents were aged between 18-25 years, 72(23.2%) were aged between 26-30 years, 47(15.2%) were aged between 31-35 years, 58(18.7%) aged between 36-40 years, 29(9.4%) aged between 41-50 years, and 21(6.8%) aged 51 years and above. The study indicated that the majority of the interviewees (26.8%), were aged between 18-25 years. These findings, therefore, suggest that the youthful population command a popular lead in dominating the motorcycle transport industry.

4.2.3 Gender Distribution of the Respondents

In the context of gender, sex is a central organizing concept that helps explain crime. Gender distribution in the study was critical in ascertaining how a combination of various factors as well as gender roles influence motorcycle related crimes, and also understanding the proportion of males and females engaging in motorcycle related crimes. Table 4.3 shows the gender proportion of the respondents within Nakuru East Sub-County.

Table 4.2 Gender of the Respondents

Gender	Frequency	Percent
Male	262	84.5
Female	48	15.5
Total	310	100.0

The findings from Table 4.2 illustrates that out of the 310, respondents interviewed, 262 (84.5%) of the respondents were male, and 48(15.5%) were female. The findings depicted a wider representation of men in the transport industry, thus indicating that the motorcycle

transport business, as well as motorcycle related crimes, was a male dominant affair, with less involvement of women.

4.2.4 Marital Status of the Respondents

The study sought to obtain data on the marital status of the respondents. The respondent's marital status was critical in ascertaining the increased or reduced involvement with criminal activities as well as exposure to criminal activities. According to Sampson (2003), marital status has a wide impact on influencing or reducing crime. Individuals who are strongly bounded by marriage, are less likely to engage in crime because of the fear of losing more. The findings are portrayed in Table 4.3 below:

Table 4.3 Marital Status of Respondents

Gender	Frequency	Percent
Single	154	49.7
Married	132	42.6
Separated	24	7.7
Total	310	100.0

The study findings in Table 4.3 indicate that 49.7% of the respondents were single, 42.6% were married, and 7.7% had separated. The high number of unmarried motorcycle riders in the transport industry revolved around increased peer associations and shifts in routine activities, which increases exposure to crime. This finding supports that of Warr (2017) on desistance from crime in relation to the life course change, which indicates that married individuals often spend little time with their peers as opposed to those who are married, hence less likely to have friends who may influence them into crime. In this study, the impact of marital status and its impact in influencing motorcycle related crime is mediated by increased commitment towards the family, reduced involvement with friends who have criminal tendencies, and subsequent reduction in the exposure to opportunities that may influence one to commit motorcycle related crimes.

4.2.5 Education Level of the Respondents

In the context of the education and crime, crime is an act committed by individuals who lack education. According to Miller (2014), lack of higher educational attainment means lack of a higher level of intelligence, hence a higher impact on influencing criminal behaviour. The respondents were asked about their highest level of education. Their responses were summarised, analysed, and presented in Table 4.4 below.

Table 4.4 Highest Level of Education

Education Level	Frequency	Percent
Primary	125	40.3
Secondary	135	43.5
College	41	13.2
University	4	1.3
None	5	1.6
Total	310	100.0

According to Table 4.4, 310 respondents constituted five classes in educational level attainment. 43.5% of the interviewees indicated that they had attained secondary education, 40.3% of the interviewees indicated that they had primary school certificates, 13.2% indicated that they had college certificates, 1.3% of the respondents indicated that they had University degrees, 1.6% indicated that they had not gone to school. The study found that a few of the respondents 14.5% had completed tertiary level of education, while a majority 83.8% had only acquired primary and secondary education. Most respondents were certificate of secondary school holders, thus knew the factors influencing motorcycle related crimes. Therefore, the findings illustrate that a majority of the respondents, especially those who had attained Secondary level, were in a better position to describe the factors as well as the different aspects that influenced motorcycle related crimes in Nakuru East Sub-County.

4.3 Nature and Types of Motorcycle Related Crimes

One of the objectives of the study was to examine the nature and types of motorcycle related crimes in Nakuru East Sub-County, with specific emphasis on the victims of crimes, seriousness of crimes, and the effects of motorcycle related crimes.

4.3.1 Perpetrators of Motorcycle Related Crimes

The study sought to establish from the respondents the motorcycle related criminal offenders in Nakuru East Sub-County. The respondents were asked who the perpetrators of motorcycle related crimes were. From the findings in table 4.5, 50% of the respondents pointed out that the motorcycle riders are the major perpetrators, followed by 28.7% who identified other individuals such as law enforcement agencies, and 21.3% of the respondents identifying passengers as the major perpetrators of motorcycle related crimes. The results and findings of the study are illustrated in Table 4.5 below.

Table 4.5 Perpetrators of Motorcycle Related Crimes

Perpetrators	Frequency	Percent
Motorcycle riders	155	50.0
Law enforcement agencies	89	28.7
Passengers	66	21.3
Total	310	100.0

The findings presented in Table 4.5 indicates that 50% of motorcycle related crimes in Nakuru East Sub-County, are committed by motorcycle riders, especially those in the commercial transport industry famously known as the *bodaboda*, 28% committed are committed by law enforcement agencies, and 21.3% by passengers. The study findings support that of Nwankwo et al. (2008) report which indicates that commercial motorcycle riders are the major perpetrators of motorcycle related crimes that target both their passengers and unsuspecting members of the general public. This depicts worrying concerns of criminals who have infiltrated the motorcycle industry and wreaked havoc on their passengers and members of the public in their thirst for money, revenge, and other valuables. The results from Table 4.5 is also supported by the findings from a key informant who argued that:

“Majority of commercial motorcycle riders in Nakuru town East operate in a rogue manner and engage in all sorts of crime some of which are not reported to the police. Some motorcycle riders operating in this area disguise themselves as commercial transport operators, but are criminals who are actively involved in committing numerous atrocities that range from petty opportunistic crimes such as snatching of phones or purses to committing serious offences such as murder” (KI4, 35 years).

This finding therefore indicates a significant contribution of increased motorcycle related crimes to criminals who have infiltrated the transport industry, disguised as motorcycle riders.

4.3.2 Motorcycle Related Crimes Committed in Nakuru East Sub County

The study examined the motorcycle related crimes. The interviewees were requested to state the motorcycle related crimes committed in Nakuru East Sub-County. The findings were analysed and presented in Table 4.6 below.

Table 4.6 Motorcycle Related Crimes Committed in Nakuru East Sub-County

Crimes	Frequency	Percent
Robbery with violence	200	64.5
Robbery	193	62.3
Assault	189	61
General theft	178	57.4
Soliciting bribes	170	54.8
Traffic Offenses	168	54.1
Murder	150	48.4
Defilement	149	48.1
Fraud	120	38.7
Burglary	118	38.1
Rape	101	32.6
Drug trafficking	100	32.2
Drunk and disorder	94	30.3

The findings in Table 4.6 demonstrates that Robbery with violence is the most prevalent crime committed in Nakuru East Sub-County, as it was identified by 64.5% of the respondents. The results supports Opondo and Kiprop's (2018) findings on motorcycle related crimes in Kenya which indicates that a majority of motorcycle related crimes are perpetrated by armed robbers who operate under the guise of commercial motorcycle rider or hire commercial motorcycles from riders and use them to commit crimes. One of the respondents, a victim of robbery with violence narrates that:

“Motorcycle transport industry is risky and unsafe. Sometimes back I met a gentleman dressed in a suit. He asked me to take him to one of the inner remote centers in Flamingo estate. Upon arriving, I was brutally attacked by seven other guys on a motorcycle. My motorbike was taken and I was left to die, but luckily I was rushed to the

provincial hospital with the help of a good Samaritan” (Male, Motorcycle rider, 54 years).

This result indicates that victims of motorcycle related crimes are often in danger due to violent confrontations with robbers. This finding, therefore, mirrors a growing criminal threat in remote areas, specifically in sites that lack capable guardianship. This reinforces Bakken's (2018) findings on the robbery of motorcycle taxi drivers in Guangxi China, which indicates that Robbery with violence against motorcycle taxi drivers as well as passengers often occurs in isolated places where victims are unable to shield themselves or call for help against potential robbers. Other crimes identified by the respondents include Robbery 62.3%, assault 61%, general theft 57.4%, soliciting bribes 54.8%, traffic offenses 54.1%, and murder 48.4%.

4.3.3 Victims of Crimes

The study sought to find out the victims of motorcycle related crimes, with the objective of developing prevention efforts that target the known causes of victimization and also discourage offenders from committing motorcycle related crimes. The results are shown in the table below.

Table 4.7 Victims of Motorcycle Related Crimes

Victims	Frequency	Percent
General Public	247	79.7
Motorcycle riders	199	64.2
Passengers	90	29

According to Table 4.7, a majority 79.7% of the respondents, indicated that the general public were the most victims of motorcycle related crime, followed by 64.2% of motorcycle riders and 29% who identified passengers as the most victims of motorcycle related crimes. The identification of the general public as the highest victims of motorcycle related crime is attributed to the lifestyles, daily activities, and routines which make them vulnerable to criminals or makes them an easy target. This suggests that motorcycle related criminals usually target general members of the public and seek to obtain very specific things such as cash and valuables such as mobile phones. The general public may be targeted depending on what one has, where one is, and what time they are there. These findings corroborate that of Wellsmith and Burrell (2005), which indicates that the general public may become likely targets by criminals if they have some value such as cash which is attractive to robbers, and

phones which are easy to conceal and dispose. Additionally general public may become likely targets if they are too exposed to crime, especially when they travel in paths that are more suitable for robbers. This is evident in one of the respondents, who asserted that:

“One of the major reasons that make the general public a major victim of motorcycle related crimes in Nakuru East Sub-County, is the perception that they always carry cash and other valuables when going to work, or leaving work every day. A motorcycle rider or a passenger intending to travel using a motorcycle cannot risk carrying a lot of cash or items that are of high value, therefore the main target is the general public. Some motorcycle riders are thieves and once they notice individuals whom they suspect to be carrying huge cash and other valuables every day, they become potential targets and will be traced and robbed at the slightest opportunity” (KI8, 33 years).

4.3.4 Distribution of Victims of Motorcycle Related Crimes by Gender

The study further sought to find out the gender distribution of motorcycle related crimes. The assessment of a victim's culpability translates to the individual circumstances of the crime, as well as one's gender and ability to prevent victimization by criminal offenders.

Table 4.8 Victim by Gender

Gender	Frequency	Percent
Both	165	53.2
Men	101	32.6
Women	44	14.2
Total	310	100.0

From Table 4.8, 53.2% of the respondents argued that both men and women are equally victims of motorcycle related crimes, 32.6% believe that men are the most victims of motorcycle related crimes, whereas 14.2% argued that women were the most affected victims of motorcycle related crimes. The overwhelming majority stated that both men and women are targeted in equal measure, depending on the availability of opportunities to commit crimes. The results support that of Habibis and Smith (2013) which indicates that victimisation is not random, but are distributed according to a variable such as gender, race, and place. In this regard, a respondent in Bondeni narrated that:

“Any person whether a man or a woman can become a motorcycle related crime victim in Nakuru East Sub County. Motorcycle related criminals here do not discriminate or choose their target based on gender since we have heard cases of men as well as women complaining in equal measure that they were attacked by unknown people riding motorcycles.”(Male, Motorcycle rider, 27 Years).

4.3.5 Use of Weapons in Motorcycle Related Crimes

The study sought to find out if the motorcycle related crimes are committed by the use of weapons or not. The results are shown in Table 4.9.

Table 4.9 Are Motorcycle Related Crimes Committed Using Weapons

Use of Weapons	Frequency	Percent
Yes	209	67.4
No	101	32.6
Total	310	100.0

From Table 4.9, 67.4% of the respondents reported that motorcycle related crimes are committed using weapons, while 32.6% of the respondents pointed out that motorcycle related crimes were not committed using weapons. These findings support that of Australian Crime Commission (2013) study, on organized motorcycle gangs in Australia, which found that weapons are acquired by most biker gangs for protection against rival gangs, enforcement of drug trade, and for committing armed robbery. The Commission further observed that some biker gangs use weapons as a display of masculinity and respect and also instill fear among their target victims. These findings therefore indicate the seriousness and the violent nature of motorcycle related crimes in Nakuru East Sub-County. In line with this, one of the respondents stated that:

“Motorcycle riders operate like criminal groups. All of them have weapons. Some use it for their protection because they might be attacked by criminals who pose as customers. On the other hand, there are those with ill motives who attack their passengers and members of the public who are perceived to be carrying valuables” (Male, Motorcycle rider, 39 Years).

4.3.6 Types of Weapons Used in Motorcycle Related Crimes

In addition to the use of weapons, the study further sought to examine the types of weapons used in motorcycle related crimes. The findings are depicted in Table 4.10 below.

Table 4.10 Types of weapons used in motorcycle related crimes

Weapons	Frequency	Percent
Crude Weapons	190	90.9
Guns	22	10.5
Breaking tools	16	7.7
Total	209	100

The results findings in Table 4.10 indicates that 90.9% of the respondents cited the use of crude weapons as the main choice of weapons for criminals engaging in motorcycle related crimes. By contrast, 10.5% indicated the use of guns, while 7.7% indicated the use of breaking tools. The wide usage of crude weapons is attributed to easy accessibility and use by criminal offenders and is easily available in hardware shops. Moreover, the use of crude weapons is often preferred since they can inflict damage on the victim without causing fatal injuries. This is useful in situations where the perpetrator seeks to intimidate or subdue their victims, instead of killing. According to Mbote and Akech (2011), there is no legal provision that prohibits possession of crude weapons. However, Section 89 (1) of the Penal Code Laws of Kenya, has often been invoked by the criminal justice agencies to control marauding criminal gangs who use crude tools as their choice of weapons. This provision defines crude weapon as any material capable for use for causing injury to a person, or intended by the person having it in his possession or under his control for such use. In line with the study findings, one of the respondents stated that:

“Crude weapons are not illegal. One can purchase them and use them for other purposes like chopping vegetables, cow feeds, or even firewood. It won't make sense for a police officer to arrest you if you are in possession of these tools. The Confirm and other criminal gangs have therefore exploited these loopholes. They carry these crude weapons every time because there is no law prohibiting their possession. However, situations sometimes change. For example, recently

someone was stabbed five times, and another beheaded. Since then any motorcycle rider found with a crude weapon must be arrested” (KI2, 27 Years).

The above findings are incongruent with Wolf’s (1991) findings on the Satan’s Angels MC gang. Wolf argues that the use of crude weapons such as knives and chains is common and that it attracts less police surveillance and the necessity for restraint as opposed to those carrying prohibitive weapons.

4.3.7 Use of Weapons in Facilitating Motorcycle Related Crimes

Motorcycle related criminals usually maintain a strictly formal style of operation ranging from managing the route of operation to the choice of weapons to use. In the United States, Birzer and Roberson (2018) point out weapon culture as a common feature among Outlaw Motorcycle Gang.

The respondents were asked to indicate how the weapons identified are used to perpetrate motorcycle related crimes. The results are depicted in Table 4.11 below.

Table 4.11 Use of Weapons in Facilitating Motorcycle Related Crimes

How weapons facilitate crime	Frequency	Percent
Crude weapons are used to attack and make the victim powerless	190	90.9
Guns are used to threaten, intimidate and coerce the victim into accepting the demands of the perpetrator	22	10.5
Breaking tools are used to breach and access houses and business premises	16	7.7

The findings from Table 4.11 indicates that 90.9%, who are a majority argued that crude weapons were preferably used by motorcycle related criminals to attack the victim or make them powerless and unable to defend themselves or resist, 10.5% pointed out that motorcycle related criminals used guns to threaten, intimidate and coerce the victims into accepting the demands of the perpetrators, whereas 7.7% noted that breaking tools were used to break and access houses and business premises. The popular use of crude weapons in Nakuru East Sub County is attributed to easy accessibility and use as opposed to guns. The choice of crude

weapons also attracts less scrutiny from law enforcement agencies as the offenders may be considered to be petty criminals, hence warrant less attention. This is evident in one of the respondent's sentiments who states that:

“We riders do not have guns. Those who take advantage of this industry to steal from their customer, or break into non protected shops, which I am not part of, use knives, pangas, hammers, and even strong metal bars. For instance, a metal rod serves a multipurpose role because you can use it at home to do various chores like digging and then it turns out to be a useful breaking tool at night, therefore criminals prefer using them” (Male, Motorcycle Rider, 39 years).

From the above statement, it is evident that violent as well as property crimes committed by motorcycle related criminals towards their victims are attributed to the large availability of crude weapons in the market. This, therefore, signifies the need for immediate intervention by lawmakers to control and regulate the use of purchase of such tools. Also, there is the need for Kenya's National Police Service, to intervene by arresting and apprehending motorcycle riders carrying crude weapons, to help restore sanity in the transport industry.

4.3.8 Effect of Motorcycle Related Crimes on Victims

The study sought to find out the effect of motorcycle related crimes on the victims. According to Ruback and Thompson (2008), crime has a devastating effect on many aspects of victims, friends, families, neighborhoods, and the lives of the larger society. These aspects may be in the form of cognitive, mental and behavioural, economic, and social. The respondents were asked about the effects of motorcycle related crimes on victims in Nakuru East Sub-County. The results were analysed and presented in Table 4.12 below.

Table 4.12 Effects of Motorcycle Related Crimes on Victims

Effects	Frequency	Percent
Increased fear	302	97.4
loss of property	298	96.1
Public disorder	290	93.5
Loss of lives	289	93.2
Loss of trust in security agencies	287	92.6
Rise in childhood pregnancies	230	74.2
Decline in businesses and investments	219	70.6
Family Break up	201	64.8
Increased poverty levels	150	48.4
Increase in illicit drugs	98	31.6
Increased cases of sexually Transmitted Diseases	60	19.4

From the study 97.4% of the respondents cited increased fear as a major effect of motorcycle crime, followed by 96.1%, who cited loss of property, and 93.5% citing public disorder. In addition to the findings in Table 4.12, one of the respondents stated that:

“Residents of Mawanga, Bondeni, Msalaba, and other estates within Nakuru East Sub County live in fear due to the atrocities committed by the Confir, Gaza and the Boston Bothers criminal gangs. Innocent locals living in these estates have fallen victim. For instance, three women were recently executed at their homes in Mawanga. A week ago, two businessmen sustained deep cuts from criminals riding motorcycle who assaulted them and took their cash. The surge in these cases is making our work as officers even more difficult because the residents here are too frightened to give us leads.”(KI1, 33 Years).

These findings correspond with Bright et al. (2022) arguments that crime has a negative economic and social effect. These effects cost taxpayers billions of dollars, loss of savings, and also economic instability. However, the major effect of crime is psychological impact on the victims and also the society. Increased biker crimes undermine resident satisfaction with their homes and neighborhoods, hence resulting in increased fear by the public. The findings in Table 4.12 above indicate that increased fear has a major impact on the socio economic livelihoods and can be even more paralyzing and costly in reducing the propensity of residents and business communities willing to invest or work at night. This distress extends to fear of using motorcycle as a means of transport due to the loss of trust by the public on motorcycle riders who rob, prey, defile young children, peddle drugs, and also murder their target victims.

4.4 Mode of Operation Used to Perpetrate Motorcycle Related Crimes

The study examined the mode of operation used to perpetrate motorcycle related crimes in Nakuru East Sub County, with specific emphasis on how the use of motorcycle facilitates or accelerates criminality, the various motorcycle related criminal groups, their composition, organisation structures, the specific turfs controlled by the groups, code of conduct, impact of the group and how the group perpetrates motorcycle related crimes. The study also examined the specific codes used by motorcycle related criminal groups, and the time prevalence of motorcycle related crimes.

4.4.1 The use of Motorcycle in Facilitating Crime

The respondents were asked if the use of motorcycles in Nakuru East Sub County has increased criminal activities. The results are captured in Table 4.13.

Table 4.13 Use of Motorcycle in Facilitating Crime

Facilitation	Frequency	Percent
Yes	293	94.5
No	17	5.5
Total	310	100.0

Table 4.13 shows that the majority 94.5% of the respondents reported that indeed the use of motorcycles helps facilitate criminal activities, whereas 5.5% of the respondents reported that motorcycles do not facilitate or accelerate criminal activities. The findings in Table 4.14

concur with those of Barker (2014), in the United States who found out that some of the motorcycle clubs such as the one percent roared into illegal activities using their motorcycles to commit crimes. The motorcycles were used as conduits for criminal enterprise. For instance, they were used to traffic drugs such as methamphetamine, series of robberies, interstate transportation of stolen property, and even murder.

These findings were also supported by argument from one of the respondents who argued that:

“The increased use of motorcycles as means of transport by the public is a popular and common practice not only in Nakuru, but throughout the County. However, as law enforcement officers a day can hardly pass without receiving complaints from members of the public involving bikers. Traffic violations, assault and theft being the most common crime reported every day” (KI9, 38 years).

Therefore from the findings in Table 4.13, it is evident that the greater use of motorcycles by criminals and the absence of proper regulations may result in to increase in motorcycle related criminal activities, hence the need to regulate the industry.

4.4.2 How the Use of Motorcycle Facilitate Crime

In addition to identifying the use of motorcycles in committing crimes, the study sought to examine how the use of motorcycles helped facilitate criminal activities in Nakuru East Sub-County. The results findings are depicted in Table 4.14.

Table 4.14 How Use of Motorcycle Facilitate or Accelerate Criminality

Motorcycle Facilitation of criminality	Frequency	Percent
Motorcycles are used to trace the movements of victims and survey possible targets	280	95.6
Motorcycles are used as the easiest means to escape after committing crimes	278	94.9
Motorcycles are used to ferry stolen goods	248	84.6
Motorcycles are used to ferry drugs from the supplier source to the users	199	67.9
Most motorcycles are unregistered, thus difficult to trace	195	66.6
Rise in prostitution due to the use of cash earned from the transport business to purchase sex services	193	65.9
Motorcycles are convenient but can sometimes violate traffic rules due to overlapping and carrying excess passengers	190	64.8
Some motorcycles are targeted by criminals for their engines and other valuable parts	100	34.1
The cash earned by commercial motorcycle riders is used to lure children into having sex	60	20.5
Some motorcycles have fake plates thus difficult to link a crime to a specific individual	31	10.6
Commercial riders are prone to extortion from Law enforcement agencies	19	6.5

Table 4.14 illustrates that out of the respondents, who agreed that motorcycles were used to commit crimes, 95.6% indicated that motorcycles were specifically used by criminals to trace the movement of victims, and survey possible targets, 94.9% argued that motorcycles were used as the easiest means of transport to escape after committing crimes, 84.6% argued that motorcycles were used by criminals to ferry stolen goods, 67.9% identified ferrying of drugs by criminals using motorcycles. Also, 66.6% pointed out that most motorbikes were unregistered, thus difficult to trace criminals using them, 65.9% noted that cash earned by

commercial riders were used to solicit sex service from prostitutes, 64.8% indicated that most riders violate traffic rules due to overlapping and carrying excess passengers, thus leading to accidents. Moreover, out of the 293 respondents, 34.1% argued that some specific types of motorcycles are targeted by criminals for their engines and other valuable parts 20.5% pointed out that cash earned by commercial motorcycle riders is used to lure young children into having sex 10.6% claimed that most motorcycles had fake plates thus difficult to link a crime to a specific individual, while 6.5% maintained that commercial riders are prone to extortion from Law enforcement agencies. In support of the response of the majority of the respondents that motorcycles were specifically used by criminals to trace the movement of victims and survey possible targets, a respondent stated that:

“As a means of transport, motorbikes are efficient and inexpensive in Nakuru East Sub-County, thus has created a lot of employment. However, the worry arises when criminals posing as riders hire motorcycles daily, and uses these bikes to scout their potential victims. One can hire a motorbike for a day for as little as 200ksh. About 80% of these bikes hired are not used for the intended purpose, but specifically by criminals to stalk their victims and targets” (Male, Motorcycle rider, 22 Years).

From the above sentiments, it is evident that in addition to the creation of job opportunities and easing transport of people and goods, motorcycles have been exploited by criminals as the most favorable means of transport which can be used to conduct surveillance on possible victims and also attack.

4.4.3 How Motorcycle Related Criminals Operate

Investigation of criminal networks involves identifying key persons or connections that are key to criminal behavior. According to Bichler (2019) centrality positioned individuals together with the manner in which they operate are more likely to influence criminal success, therefore targeting key persons and unearthing how they operate, may help disrupt criminal operations. In the study, the respondents were asked whether criminals using motorcycles operate alone or in a group. The results are shown in Table 4.15 below.

Table 4.15 Operations of Motorcycle related criminals

Criminal Operation	Frequency	Percent
In group	279	90
Alone	200	64.5

According to Table 4.15, a majority 90% of the respondents indicated that criminals using motorcycles, operates in groups, while 64.5% of the respondents indicated that criminals using motorcycles operate alone. These results indicate that the presence of accomplices increases confidence in the planning and also increases manpower compared to motorcycle-related criminals who work alone. The findings support that of the U.S. Department of Justice (2021), on Organised Motorcycle Gangs which found that a majority of criminal gangs such as the Hells Angels, Bandidos, Mongols, Outlaws, and Sons of Silence, worked as a group that is transnational scope. Their operation as groups helped them coordinate criminal activities and also enhanced their planning and manpower, therefore in translation to crime, the operations of motorcycle related criminal groups has a significant impact on increased offending, compared to those who operate alone. This, therefore, signifies a continuum of organized crime threats which has been responsible for increased property and violent crimes in Nakuru East Sub-County.

4.4.4 Criminal Groups Engaging in Motorcycle Related Crimes

In addition to identifying whether the motorcycle related criminals operate in a group, the respondents were further asked to pinpoint the various criminal groups in Nakuru East Sub-County, which operate using motorbikes. The results and findings are represented in Table 4.16 below.

Table 4.16 Criminal Groups Engaging in Motorcycle Related Crimes

Criminal Groups	Frequency	Percent
Confirm	268	96.1
Wazito wa TZ	201	72
Gaza	190	68.1
The Royal Family	172	61.6
Jerusalem	111	39.8
Mauke	90	32.3
Nyuki Squad	61	21.9
Machiavelli Family	43	15.4
Mungiki	34	12.2
Boston Brothers	7	2.5
P32	4	1.4

Table 4.16 demonstrates that out of the 279 respondents, 96.1% identified Confirm criminal gang as a main group using motorcycle to commit crime, followed by 72% who identified Wazito wa TZ, 68.1% who identified Gaza, 61.6% identified The Royal Family, 39.8% identified Jerusalem, 32.3%, identified Mauke, 21.9% respondents identified Nyuki Squad, 15.4% identified the Machiavelli Family, and 12.2% respondents identified Mungiki. The study findings depict Confirm gang as the most active Organized motorcycle related criminal group in Nakuru East Sub County, and which was blamed for increased criminal activities in the area. This finding is also backed by the former interior cabinet Secretary Dr Fred Matiangi who cited Confirm Gang as the most notorious criminal group in Nakuru East Sub County, and vowed to crack down on the suspected criminal (Muia, 2022). Additionally, this finding is supported by former Rift valley Regional Coordinator Mohammed Maalim who established that police had arrested leaders of the Confirm gang group and confiscated 10 motorcycles that were used to commit various crimes within Nakuru East Sub County. In support of the above findings, one of the Key informants observed that:

“Most of the youths living here in Nakuru East Sub County have plunged into organized criminal groups outlawed by the government. One of the major notorious groups is the Confirm. We have been arresting most of its members for crimes ranging from motorbike robberies, and burglaries, to theft (KI7, 32 years).

The findings above point out the lethality of the notorious Confirm Gang, hence proper strategies are required to suppress their activities and prevent them from using motorcycles to perpetrate criminal activities.

4.4.5 Size of Criminal Groups

Criminal gangs are as varied as any other facet of society. The study sought to ascertain the sizes of criminal groups engaging in motorcycle related crimes. The respondents who said that criminals using motorcycles operated in the group were asked to indicate the size of the group composition of those groups. The results were analyzed and presented in Table 4.16 below.

Table 4.17 Size of Motorcycle Criminal Group

Criminal group composition	Frequency	Percent
Between 2 to 4	104	37.3
Between 5 to 10	89	31.9
Between 11 to 20	52	18.6
More than 21	34	12.2
Total	279	100

According to the results in Table 4.17, 37.3% of the respondents indicated that motorcycle criminal gang comprises between 2 to 4 members, 31.9% responded that the group membership comprises between 5 to 10, 18.6% between 11 to 20, and 12.2% said that the group membership exceeds more than 21 members. From the findings in Table 4.17, it is evident from a majority of respondents that most motorcycle related criminal groups comprise between 2 to 4 members. In this view, a respondent gave an account that:

“Confirm Gang mostly specializes in Robbing members of the public. In most parts of Bondeni and Flamingo, you will see some motorcycle riders carrying two or three passengers a whole day in the same route. These are not common riders but are criminal gangs. The rider will identify a vulnerable victim especially those making phone calls, then ride the bike closer. The two or three of the passengers will then alight from the motorcycle, assault the victim and take the phone and other valuables, then escape using the same motorcycle” (Male, Motorcycle rider, 25 years).

The findings support those of Mire and Roberson (2011) who observed that motorcycle criminal gangs vary depending on demographic shifts, and socio economic conditions, and may range from two members to thousands. Lyman and Potter (2014) also note that most criminal organizations prefer groups with fewer than four members to help keep the activities of the group as discreet as possible. The lesser the members, the more the likelihood of reaping more from criminal proceeds. Also the lesser the members the better the control of the flow of information on what the group is doing, and how it is doing it, thus minimizing the risk of law enforcement interference in the daily business of the group. In some cases, the composition of motorcycle criminal groups may be more than 4 members. About 10 members of a single criminal group may come together to protect themselves from threats of other rival gangs and also exert their control on more neighborhoods. This is evident, especially among the Confirm Gang members who sometimes team up with its splinter group Mauke Gang to increase its manpower when committing motorcycle related crimes. Concerning this matter, one respondent observed that:

“The Confirm Gang is the most re-known group that uses motorcycles to commit crimes. Three years ago, its leader used to broker agreements and brought together members across the different ghetto neighborhoods to commit crimes including motorcycle related crimes. The criminal proceeds were shared equally depending on the role that each member played. However, when he died, turf disputes between the members arose, forcing the Confirm gang to split into small groups with as few as two members” (Male, Motorcycle rider, 30 years).

From these findings, it is evident that a small number of individuals is critical towards maintaining the control and anonymity of the group's activities, as well as sharing the criminal proceeds.

4.4.6 Organizational Structures

The study sought to find out how criminal groups commit motorcycle related crimes. The findings are depicted in Table 4.18 below.

Table 4.18 How Motorcycle Related Groups Commit Motorcycle Related Crime

How criminals commit motorcycle related crimes		
crimes	Frequency	Percent
Threats	220	78.9
Use of weapons to overpower victims	167	59.9
Use of breaking tools to access target premises	121	43.4
laying of traps and ambush to motorcycle riders in isolated areas	101	36.2
Treachery	91	32.6
Causing public nuisance	80	28.7
Drugging	30	10.8
Use of motorcycle to block or corner victims at certain hotspots	21	7.5
Impersonation as delivery personnel or salesperson	9	3.2
Abduction	4	1.4

Table 4.18 shows that criminals operating by the use of motorcycles engage in numerous crimes. For instance, 78.9% of the respondents indicated the use of threats on targets, 59.9% indicated the use of weapons to overpower victims, 43.4% indicated the use of breaking tools to access business premises and personal residences, 36.2% indicated laying of traps and ambush to motorcycle riders in isolated areas, while 32.6% indicated use of treachery as a technique used to target their victims. Additionally, 28.7% indicated public nuisance, while 10.8% cited the use of drugging. The findings in Table 4.18 indicates the use of threat as the most common tactic used by criminals to effect motorcycle related crimes in Nakuru East Sub-County. The use of threat is a common means used to subdue the victim into accepting the demands of criminals politely, without the use of actual violence. In this view, a respondent remarked that:

“Some of the motorcycle related criminals, specifically the Confirm gang, use threats against their victims. Recently, a motorcycle rider who is a victim of a motorcycle robbery, reported that three individuals approached him as clients. They then requested to be taken to Nyumba

Nyeusi, a remote neighborhood in Rhonda. The rider was not familiar with the place but agreed to take them. In the mid of the journey, the passengers claimed that since the rider was not familiar with the place, he should just stop whenever he was asked to do so. When they arrived in Pondamali on one of the motorbike stages, they asked him to stop. Suddenly the three passengers drew knives which were about fifteen centimeters long, and threatened to stab the rider if he fails to get off and give them the motorbike” (KI3, 40 years).

From the finding above, it is apparent that the use of threats is an integral part of motorcycle related crimes. The use of threat communicates the intent to cause harm to the victim in case of noncompliance. Therefore this creates fear and risk that the threatened conduct may take place.

4.4.7 Control of Specific Areas by Motorcycle Related Criminals

Criminal gangs express their identity by claiming control over certain turfs. This helps them regulate illicit lucrative practices within the area. The study was therefore interested in finding out whether criminal groups operating by the use of motorcycles control specific areas within Nakuru East Sub-County. Respondents were asked to indicate whether criminal groups committing motorcycle related crimes, controlled turfs or specific areas within Nakuru East Sub County. The responses are indicated in Table 4.19 below.

Table 4.19 Control of Turfs within Nakuru East Sub-County

Control of turfs	Frequency	Percent
Yes	227	81.4
No	52	18.6
Total	279	100

Table 4.19 indicate that most motorcycle related criminals control specific areas within Nakuru East Sub County. A majority of the respondents that is 73.2% indicated that motorcycle related criminal groups control specific turfs, whereas 6.8% of the respondents indicated that the group did not have a specific area of control, but instead operated anywhere and targeted their victims randomly. The control of these turfs signifies control of criminal activities that are linked with the use of motorcycles.

4.4.8 Turfs Controlled by Motorcycle Related Criminals

Respondents who agreed that motorcycle related criminals control turfs within Nakuru East Sub County were further asked to specify the areas controlled. The findings are depicted in Table 4.20 below.

Table 4.20 Turfs Controlled by Motorcycle Related Criminals in Nakuru East Sub County

Turfs Controlled	Frequency	Percent
Lakeview	200	88.1
Areas around the Ziwani stage	194	85.5
Bondeni 45	156	68.7
The road along Kiundu market	108	47.6
Along Kanu Street	80	35.2
Entire flamingo estate	73	32.2
Msalaba	20	8.8
Kivumbini phase 4	9	3.9
Around Mama Njeri	7	3.1

Out of the respondents, who agreed that motorcycle related criminals control specific turfs, 88.1% identified Lakeview as a specific area controlled by motorcycle related criminal groups, followed by 85.5% of the respondents who identified area around Ziwani stage, followed by 68.7% who identified Bondeni 45 area, then 47.6% who identified road along Kiundu market, followed by 35.2%, who identified area along Kanu street, then 32.2% who identified the entire Flamingo estate. Other areas identified include Msalaba, Kivumbini Phase 4, and Mama Njeri area. The control of these specific areas is linked with the control of illegal activities, and also the proceeds from illegal activities such as theft, snatching, and motorcycle robberies. Concerning this, one of the informants observed that:

“The Confirm gang controls the upper part of Lakeview estate, while Mauke controls the lower part. In Bondeni too there is a similar pattern. The Confirm gangs control the areas around the matatu stage, whereas the Wa TZ controls the lower side of Bondeni that stretch to the starting point of Flamingo. Any criminal gang members who have been found operating in

other gangs turf such as the recent case of John Macharia have often been killed through stabbing” (KI6, 53 Years).

The above results support that of Schneider (2022), who found out that the Hells Angels motorcycle gang, controlled parts of Northern Carolina, as a strategy to monopolise the methamphetamine trade. Additionally, the findings support that of Tremblay et al. (2009) which indicates that the Hells Angels biker gang controlled parts of eastern Montreal and Quebec in an effort to monopolize cocaine trafficking.

4.4.9 How the Control of Turfs Helps Facilitate the Commission of Motorcycle Related Crimes

In addition to identifying the various turfs controlled by criminal gangs in Nakuru East Sub-County, respondents were asked how the control of specific areas identified by them, helped facilitate or influence the commission of motorcycle related crimes. The findings are illustrated in Table 4.21 below.

Table 4.21 How the Control of These Areas/Turfs Helps Facilitate the Commission of Motorcycle Related Crimes

How control of turfs facilitates crime	Frequency	Percent
Less presence of security personnel	198	87.2
The areas lack adequate security lights at night	172	75.8
The area has plenty of passengers who are easily trapped by criminals	113	49.8
Informal settlements allow criminals to hide or escape easily	99	43.6

The findings in Table 4.21 above indicate that out of the 227 respondents, 87.2% of respondents point to the less presence of security personnel in the various turfs identified. Also, 75.8% of the respondents indicated that the areas controlled by these criminals lacked adequate lighting systems during the night, while 49.8% of the respondents noted that the turfs controlled by motorcycle related criminals had plenty of passengers both during the day and night, hence allowing criminals to identify their possible targets and also target them. Moreover, 43.6% argued that the existence of some informal settlements such as Bondeni and Flamingo, allowed criminals to hide or escape easily after committing motorcycle related crimes. From the finding, a majority of the respondents pointed out less presence of security personnel as a factor that influences motorcycle related criminals to control specific turfs

within Nakuru East Sub County. The less presence of law enforcement agencies meant less control and scrutiny of the motorcycle related criminal activities that occur within these areas. This is supported by one of the respondents who observed that:

“Criminal gangs like Mauke and the Royal family often compete to control lower parts of Nakuru East Subcounty, especially the westwards part of Kivumbini and the path that separates Flamingo estate and Lake Nakuru National Park. You are less likely to find security personnel in these areas, and more likely to be robbed by a group of youths on a moving motorcycle”
(Male, Motorcycle rider, 21 years).

Respondents who cited the lack of adequate security lights as a factor that influences the control of that specific turf argued that motorcycle related criminals take advantage of the dark alleys and neighborhood to rob people, with little fear of being seen or arrested. Therefore the control of these turfs meant less intervention of security personnel, as well as control of crime proceeds.

4.4.10 Code of Conduct Used by Motorcycle Related Criminals

The study sought to establish if there is a code of conduct among motorcycle related gangs. The findings are presented in Table 4.22.

Table 4.22 Use of Code by Motorcycle Related Criminals

Use of codes	Frequency	Percent
No	168	60.2
Yes	111	39.8
Total	279	100

The findings in Table 4.22 indicate that 60.2% of respondents disagreed on the existence of a specific code of conduct that guides the criminal operations of various criminal groups engaging in motorcycle related crimes in Nakuru East Sub-County, while 39.8% of the respondents agreed about the use of specific code of conducts by individuals engaging in motorcycle related crimes. The results suggest that criminal groups within Nakuru East Sub-County have fewer values and norms that promote motorcycle related crimes. However, the findings from the less majority reveal the existence of a specific code of conduct used by motorcycle related criminals. These codes help sets outs the objectives and responsibilities of

each member and guide them on how to deal with specific aspects of criminal operations such as not disclosing the details and operation of the group.

4.4.11 Specific Codes Used by Motorcycle Related Criminals to Facilitate Crime

In addition to identifying whether motorcycle related criminal groups use codes, the study further sought to establish the specific codes used by criminals to facilitate crime. The findings are presented in Table 4.23 below:

Table 4.23 Specific Codes Used by Motorcycle Related Criminals to Facilitate Crime

Codes	Frequency	Percent
Code of silence	98	88.3
Use of coded language to communicate	71	63.9

The findings in Table 4.23 indicates that out of the respondents who indicated that motorcycle related criminals use a specific code of conduct to facilitate crime, 88.3% of them identified code of silence as a major code used by motorcycle related criminals, followed by 63.9% who identified the use of coded language to communicate. According to the respondents, the code of silence plays a fundamental role in ensuring that gang members do not talk or disclose information about their operation or their members even when arrested by police officers. Concerning this, an informant observed that:

“The leadership and operations of these motorcycle related groups are sometimes shrouded with secrecy. They can be calm on some days to the extent that no crime is reported. However, at times they strike once unleashing fear and terror in Nakuru East. Anytime a member of Confirm, Mauke, or Watzedi group is arrested, they never reveal who their leader is, or even admit to having engaged in illegal activities, but instead, they claim to be legitimate boda boda riders who have been arrested for no reason, while trying to fend for their families” (KI7, 32 years).

Respondents who agreed about the use of coded language to communicate argued that the codes were essential in the criminal underworld, especially for motorcycle related criminals, since it enables them to pass specific information regarding their criminal operations without being detected by the members of the public, or law enforcement agencies. This is made possible by the use of disposable phones commonly known as *Kabambe* which makes it

possible for criminals to communicate secretly and stay off the law enforcement radar. A majority of network cell providers are also unable to tap or access phone signals, hence making it a challenge for the police to monitor communication among members of criminal groups. In support of this, one of the respondents commented as follows:

“Most members of the Confirm and Watzedi gangs use old model disposable phones such as Ceska and Kabambe. These phones are used specifically to communicate with other criminal gang members and organize the operations of the group. It also makes it possible for criminals to stay off the law enforcement radar, since the network providers are also unable to tap or access phone signals from such phones” (KI5, 36 years).

From the above sentiments, it is evident that the use of specific codes is common among a significant number of motorcycle related criminal groups in Nakuru East. These codes help them prepare, plan and execute their motorcycle related criminal activities without fear of interception by law enforcement agencies.

4.4.12 Prevalence of Motorcycle Related Crime in Relation to Time

The study examined the prevalence of motorcycle related crimes in relation to time, days of the week, and days within a month. The results findings are depicted in Table 4.24 below:

Table 4.24 Prevalence of Motorcycle Related Crime in Relation to Time

Time	Frequency	Percent
7-11PM	154	49.7
8Am-2PM	111	35.8
3-6PM	23	7.4
12-7AM	22	7.1
Total	310	100.0

The findings in Table 4.24 indicates that out of the 310 respondents, 49.7% observed that motorcycle related crime was prevalent from 7-11 PM, whereas 35.8% observed that motorcycle related crime were rampant from 8 AM to 2 PM. From the analysis above, it is observed from a majority of the respondents that motorcycle related crimes were rampant between 7 to 11 PM. It was noted that most residents were travelling back to their homes from work at this time, hence criminals took advantage of these peak hours to select their targets and also rob them. According to Cohen and Felson (1979) Routine Activity Theory,

this movement to and from work refers to routine activities, which may offer criminals opportunity to intentionally target residents because of their valuables. The study findings are in line with the Office Of Juvenile Justice Delinquency Prevention (2022) study findings on comparing offending by adults and juveniles, which reveals that 30% of all violent crimes committed by adults, occurred between 6 PM and 11 PM. According to the study, crimes increased through the early evening hours, peaking between 6 pm to 12 midnight.

4.4.13 Reasons for Surge in Crime in Relation to Time

In addition to identifying the time that motorcycle related crimes are prevalent, the respondents were further asked to indicate the reasons for the increase in motorcycle related crime in the specific time identified by them. The findings are presented in Table 4.25 below:

Table 4.25 Reasons for Surge in Crime in Relation to Time

Reason for the surge in crime	Frequency	Percent
The cover of darkness conceals perpetrators	154	49.7
People are preoccupied with work with little focus on their homes	97	31.3
People are leaving work	35	11.3
People are asleep and less alert	22	7.1
People are leaving for work	2	.6
Total	310	100.0

The results finding from Table 4.25 indicates that out of the 310 respondents, 49.7% attributed the surge in motorcycle related crime to the cover of darkness, which conceals the perpetrators and makes them invisible. Also, 31.3% argued that motorcycle related crime was widespread between 8 AM and 6 PM. This was attributed to the fact that a majority of people were preoccupied with work and had little focus on the safety of their homes. Moreover, 11.3% of the respondents specified that crime was rampant between 3 PM-6 PM. The surge in crime at this time was linked to the daily routine of some people leaving work, especially those working night shifts. This gave motorcycle related criminals chances to pick or identify their targets with ease. Additionally, 7.1% of the respondents indicated that crime was prevalent between 12 AM-7 AM. This was attributed to the fact that most Nakuru East Sub County residents were still sleeping, hence were less alert on the activities and happenings of their surrounding neighborhoods. Also, 0.6% of the respondents claimed that motorcycle related crime was widespread at 8 AM-2 PM. This was as a result of routine travel for work,

or the residents undertaking their day to day activities far from their homes. During this time most premises were left unattended or had no guardian to watch over, thus allowing motorcycle related criminals to steal.

4.5 Prevalence of Motorcycle Related Crimes in Relation to Days of the Week

The study sought to find out what the day of the week that motorcycle related crimes are prevalent. The findings are shown in Table 4.26 below:

Table 4.26 Prevalence of Motorcycle Related Crimes in Relation to Days of the Week

Days of week	Frequency	Percent
Monday- Friday	183	59.0
Everyday	95	30.6
Weekends	32	10.3
Total	310	100.0

Findings from Table 4.26 shows that the majority 59% of motorcycle related crimes are committed from Monday to Friday. Also, 30.6% of the respondents indicated that motorcycle related crimes were committed every day. These respondents hold the view that motorcycle related crimes are not time bound and happen anytime when there is an opportunity. By contrast, 19.3% of the respondents said that motorcycle related crimes in Nakuru East Sub-County were more prevalent during weekends.

4.5.1 Reasons for Increase in Motorcycle Related Crimes, in Relation to the Days of the Week

The study sought to find out the reasons for the high prevalence of motorcycle related crime on specific days of the week. The findings are presented in Table 4.27 below.

Table 4.27 Reasons for surge in Motorcycle Related Crimes in Relation to the Week Days

Reason for the rise in crime	Frequency	Percent
A majority of individuals are at work and unavailable at their homes from Monday to Friday	183	59.0
Crime is a matter of opportunity which is always available every day	95	30.6
There are numerous social activities and gatherings during the weekends, thus increasing opportunities for crime	32	10.3
Total	310	100.0

The majority 59% of motorcycle related crimes are committed from Monday to Friday because most Nakuru Town East residents were at work, and unavailable at their homes, thus allowing motorcycle related criminals to commit crimes such as house burglary. Moreover, respondents who said that motorcycle related crimes were prevalent on Monday to Friday cited busy work schedule and also the normal routine of traveling to and from work, which brought offenders in contact with their target victims. The movement to and from work from Monday to Friday placed them on a direct path with motorcycle related criminals who robbed them of their precious possessions. By contrast, 30.6% of the respondents responded that motorcycle related crimes were committed every day since crime is a matter of opportunity which is always available every day, while 19.3% of the respondents indicated that motorcycle related crimes in Nakuru East Sub-County were more prevalent during weekdays because of the numerous social activities and gatherings, which increased contact of the targeted victims with the offenders. Respondents also noted that most residents spent more money at social events and clubs during weekends, hence most motorcycle related criminals used these opportune moments to stalk and attack their targets who were perceived to have a lot of cash.

4.5.2 Prevalence of Motorcycle Related Crimes in Relation to Specific Time of the Month

The study sought to find out the time of the month that motorcycle related crimes are prevalent. The responses are shown in Table 4.28 below.

Table 4.28 Prevalence of Motorcycle Related Crime during the Month

Time of the Month	Frequency	Percent
Any time of the month	276	89.0
End Month	34	11.0
Total	310	100.0

Responses in Table 4.28 indicates that a majority of the respondents, that is 89% said that motorcycle related crimes in Nakuru East Sub County occurred any time of the month, while 11% claimed that motorcycle related crime was prevalent during the end month.

4.5.3 Reasons for Surge in Motorcycle Related Crimes in Relation to the Time of the Month

In addition to finding out the time of the month that motorcycle related crimes were prevalent, the study sought to find out the reasons for the rise of these crimes during this period of the month. The responses are shown in Table 4.29 below.

Table 4.29 Reasons for Surge in Motorcycle Related Crimes in Relation to Months

Reason for the surge in crime	Frequency	Percent
Motorcycle related criminal strike at any given chance	276	89.0
Criminals perceive that people have lots of cash at the end of the month	34	11.0
Total	310	100.0

The findings from Table 4.29 reveals that a majority of respondents, that is 89% who said that motorcycle related crimes occur any time of the month, argued that criminals offenders strike at any given time whenever they identify their target victim, and also when they get a chance because criminals target their victims anytime when there is an opportunity. On the other hand, 11% of the respondents who identified the end month are a period when crimes were prevalent argued that criminals perceive that Nakuru East town residents had lots of cash, thus making all efforts to steal from them, leading to a rise in motorcycle related crimes.

4.6 Socio-Economic Factors Influencing Motorcycle Related Crimes in Nakuru East Sub-County, Nakuru County, Kenya

4.6.1 Extent to Which Social-Economic Factors Influencing Motorcycle Related Crimes

The study sought to determine the extent to which socio-economic factors influence crime among motorcycle riders. The results are shown in Tables 4.30 and 4.31 below.

Table 4.30 Extent to which Social Factors influencing Motorcycle Related Crimes

Extent	Frequency	Percent
Low Extent	9	2.9
Great extent	64	20.6
Very great extent	237	76.5
Total	310	100.0

The findings in Table 4.30 indicate that the majority 76.5% of the respondents believed that social factors influence crime among riders to a very great extent. On the other hand, 20.6% of the respondents believed that socio-economic factors only influence crime among motorcycle riders to a great extent. On the same note, 2.9% of the respondents believed that socio-economic factors influence crime among riders to a low extent.

Table 4.31 Extent to which Economic Factors influencing Motorcycle Related Crimes

Extent	Frequency	Percent
Low Extent	11	3.54
Great extent	69	22.2
Very great extent	230	74.1
Total	310	100.0

The findings in Table 4.31 indicate that the majority (74.1%) of the respondents believed that economic factors influence crime among riders to a very great extent. On the other hand, 22.2% of the respondents believed that economic factors only influence crime among motorcycle riders to a great extent. On the same note, 3.54% of the respondents believed that socio-economic factors influence crime among riders to a low extent.

4.6.2 Social Factors influencing Motorcycle Related Crimes

The means and standard deviations of statements relating to social factors influencing motorcycle related crimes were examined with descriptors Strongly Agree, Agree, Not Decided, Disagree and Strongly Disagree represented as 1, 2, 3, 4, and 5 respectively in the SPSS input spreadsheet. The scores were interpreted as $1 < \mu < 1.8$, $1.8 < \mu < 2.6$, $2.6 < \mu < 3.4$, $3.4 < \mu < 4.2$, and $4.2 < \mu < 5.0$ where μ represents the mean were that participants tended to strongly agree, agree, not decided, disagree and strongly disagree respectively in association to the provided metric. On the other hand, standard deviations interpretation with the scores $0 < \sigma X < 0.5$, $0.5 < \sigma X < 1$, and $\sigma X \geq 1$ showed that the responses were highly consensus (concentrated around the mean), responses were moderately distributed, and widely distributed (no consensus) on the provided metric respectively.

Table 4.32 Social Factors influencing Motorcycle Related Crimes

	Mean	Std. Deviation Calculations		
	Calculations			
		Respondents on	Std.	Responses
		average tended to:	Dev.	distributed:
	N	Mean		
Most riders engaging in crime are between 20-30 years	310	1.48	Strongly Agree	Moderately
			.647	
Most riders engaging in criminal activities are above 30 years	310	4.30	Strongly Disagree	Moderately
			.766	
Most males use motorcycles to perpetrate criminal activities, than female	310	1.87	Strongly Agree	Moderately
			.563	

Drug and substance abuse is a motivational factor influencing motorcycle related crimes	310	2.47	1.131	Agree	Widely
Peer pressure is a motivational factor influencing motorcycle related crimes	310	2.52	.971	Agree	Moderately
Motorcycle riders with primary level of education are most likely to engage in criminal activities compared to those with secondary education	310	2.75	1.193	Not Decided	Widely
Individuals with a primary level of education are more likely to engage in motorcycle related crimes, compared to those with secondary and tertiary education level	310	1.69	1.529	Strongly Agree	Widely
Individuals with secondary, college, and university levels of education engage in motorcycle related crimes because they are unable to secure a job	310	2.55	.929	Agree	Moderately

The presence of county enforcement officials prevents individuals from engaging in motorcycle related crimes	310	2.38	1.152	Agree	Widely
The presence of police officials prevents individuals from engaging in motorcycle related crimes	310	1.25	.682	Strongly Agree	Moderately
The existing laws regulating the operation of the motorcycle industry is weak and cannot solve the challenges that influence motorcycle related crimes	310	1.20	.454	Strongly Agree	Highly Consensus
N	310				

As illustrated in Table 4.32 above, on average, the respondents strongly agreed that most motorcycle riders who engage in criminal activities are between 20-30 years, and a majority of males use the motorcycle to perpetrate criminal activities, compared to the female, individuals with a primary level of education are more likely to engage in motorcycle related crimes, compared to those with secondary and tertiary education level, the presence of police officials prevents individuals from engaging in motorcycle related crimes, and that the existing laws regulating the operation of the motorcycle industry is weak and cannot solve the challenges that influence motorcycle related crimes because of means of 1.48, 1.87, 1.69, 1.25, and 1.20 respectively. On the other hand, respondents agreed that drug and substance abuse is a motivational factor influencing motorcycle related crimes in Nakuru East Sub County peer pressure is a motivational factor influencing motorcycle related crimes in

Nakuru East Sub County, individuals with secondary, college, and university levels of education engage in motorcycle related crimes because they are unable to secure a job, and that the presence of county enforcement officials prevents individuals from engaging in motorcycle related crimes because of means of 2.47, 2.52, 2.55, and 2.38 respectively. The respondents were not decided on whether motorcycle riders with a primary level of education are most likely to engage in criminal activities compared to those with secondary education because of a mean of 2.75. However, the respondents strongly disagreed that most motorcycle riders who engage in criminal activities are above the age of 30 years because of the mean of 4.30. In the context of standard deviations, the majority of the responses were moderately distributed because of standard deviations of over of between 0.5 and 1.0. Based on the data, the study concluded that age is one of the significant factors influencing motorcycle related crimes in Nakuru East Sub-County within Nakuru County. Specifically, the majority of motorcycle riders who engage in criminal activities are between 20-30 years, and motorcycle related offences are rarely committed by riders who are above 30 years of age. The study further concluded that gender is a significant social factor influencing motorcycle related crime. The study found that the majority of motorcycle related offences are committed by male criminals. The study further concluded that education is one of the significant social factors influencing motorcycle related crime. Specifically, the study found that individuals with a primary level of education are more likely to engage in motorcycle related crimes, compared to those with secondary and tertiary education levels. Therefore, the likelihood of a person engaging in motorcycle related crime decreases with an increase in the level of study and increases with a decrease in the level of study. In addition, the findings of the study concluded that Drug and substance abuse was a significant social factor that influenced crimes related to motorcycles. Drug and substance abuse were significant influencers of motorcycle related offences in Nakuru East Sub-County within Nakuru County. As a result of stress, most riders abuse drugs and substances in order to lose touch with the reality of poverty and economic hardships. The use of drugs and substances also results in poor judgments among the riders making them engage in criminal activities despite their dire consequences. On the same note, most riders use their motorcycles to traffic and sell drugs and only use commercial riding of motorcycles as a decoy. Based on the results, the study concluded that peer pressure was also a significant social factor influencing motorcycle related crime. Most of the riders are influenced by their peers to engage in criminal activities. This is most common in cases of successful criminal missions where riders envy their criminal peers and inversely engage in criminal activities.

4.6.3 Economic Factors influencing Motorcycle Related Crimes

The means and standard deviations of statements relating to economic factors influencing motorcycle related crimes were examined with descriptors Strongly Agree, Agree, Not Decided, Disagree and Strongly Disagree represented as 1, 2, 3, 4, and 5 respectively in the SPSS input spreadsheet. The scores were interpreted as $1 < \mu < 1.8$, $1.8 < \mu < 2.6$, $2.6 < \mu < 3.4$, $3.4 < \mu < 4.2$, and $4.2 < \mu < 5.0$ where μ represents the mean were that participants tended to strongly agree, agree, not decided, disagree and strongly disagree respectively in association to the provided metric. On the other hand, standard deviations interpretation with the scores $0 < \sigma X < 0.5$, $0.5 < \sigma X < 1$, and $\sigma X \geq 1$ showed that the responses were highly consensus (concentrated around the mean), responses were moderately distributed, and widely distributed (no consensus) on the provided metric respectively.

Table 4.33 Economic Factors influencing Motorcycle Related Crimes

	Mean Calculations		Std. Deviation Calculations		
	N	Mean	Respondents on average tended to:	Std. Dev.	Responses Distributed
Unemployment is a motivational factor influencing motorcycle related crimes	310	1.40	Strongly Agree	.546	Moderately
Poverty is a motivational factor influencing motorcycle related crimes in Nakuru East Sub County	310	1.99	Agree	.711	Moderately
A majority of motorcycle related criminals are of a low economic background	310	1.43	Strongly Agree	.817	Moderately
N	310				

As illustrated in Table 4.33 above, unemployment is a motivational factor influencing motorcycle related crimes in Nakuru East Subcounty, poverty is a motivational factor influencing motorcycle related crimes, and a majority of motorcycle related criminals are of a low economic background, because of means of 1.40, 1.99, and 1.43 respectively. Based on the data, the study concluded that unemployment was a significant factor that influenced crimes related to motorcycles. The majority of young people, particularly those who had completed high school and college but were unable to find work, engaged in criminal activity related to motorcycles so that they could provide for their own needs and the needs of their families. The outcomes of the study led to the conclusion that a significant contributor to criminal activity among motorcycle riders was their level of financial hardship. The lack of essentials such as food, clothing, and a roof over one's head are symptoms of poverty. The majority of people who ride motorcycles are poor, and as a result, they are more likely to engage in illegal activities in order to provide for themselves and their families.

4.6.4 Gender and Motorcycle Related Crimes

The study sought to determine whether women engage in motorcycle related crimes. Therefore, the participants were asked whether they believed that women engage in motorcycle related crimes. The results are shown in Table 4.34 below.

Table 4.34 Women’s Participation in Motorcycle Related Crimes

Do women engage in Motorcycle related crimes?	Frequency	Percent
Yes	198	63.9
No	112	36.1
Total	310	100.0

Table 4.34 shows that a majority, 63.9% of the respondents affirmed that women engage in motorcycle related crime, while 36.1% of the respondents believed that women do not engage motorcycle related offences. These findings contradict the notion that views women as weak and less likely to engage in serious crimes. These results support the study by Kamau (2010), which indicates that women are more likely to commit violent and property crimes such as theft, robbery with violence, and murder. In support of this, one of the respondents commented as follows:

Motorcycle related crimes are perpetrated through the collaboration of male and female offenders. The presence of female offenders as motorcycle riders minimizes suspicion of the victims, especially men. Male passengers are less likely to suspect that female motorcycle riders are criminals, only for them to get robbed by a group of other criminals on motorbikes, while they are half the journey” (KI10, 34 years).

From these narrations, it is therefore evident that women engage in motorcycle related crimes. This indicates increased involvement of women in crime as opposed to the traditional notion that perceived women as having less involvement in crime compared to men.

4.6.5 Crimes Committed by Women

The study sought to find out the types of motorcycle related crimes committed by women in Nakuru East Sub County. The findings are presented in Table 4.35 below.

Table 4.35 Motorcycle Related Crimes Committed by Women

Crimes	Frequency	Percent
Refusal to pay the commercial riders	109	55.1
Purchase of stolen motorcycle and parts	99	50
Hiring hit men to trace the movement of their victims	32	16.2
Assault	30	15.2
Collusion with robbers and criminal gangs	11	5.5

From Table 4.35, the respondents identified several motorcycle related crimes committed by women. These include Refusal to pay the commercial riders 55.1%; purchase of stolen motorcycles and parts 50%; hiring hit men to trace the movement of their victims 16.2%, and Assault 15.2%. The findings from a majority of the respondents in Table 4.35 indicates that the most crime committed by women in Nakuru East Sub County is the refusal to pay commercial motorcycle riders. This is attributed to poverty and harsh economic conditions. Refusal to pay motorcycle riders is a crime that correlates with the economic situation. These women conceptualise crime as an alternative to financial difficulties and harsh economic conditions. These findings indeed confirm the possibility that women who engage in crimes are those who are exposed to harsh economic circumstances.

4.6.6 Social Factors Influencing Women to Engage in Motorcycle Related Crimes

The study sought to determine some of the social factors that predispose women to commit motorcycle related crimes in Nakuru East Sub-County within Nakuru County. Therefore, the respondents were asked to state what they thought were the social factors influencing motorcycle related crimes. The results are shown in Table 4.36 below.

Table 4.36 Social Factors Influencing Motorcycle Related Crimes among Women

Social Factors	Frequency	Percent
Greed	165	83.3
Weak legal system that is lenient to women	151	76.3
Lack of education and awareness	100	50.5
High dependency rate from the family and poverty	98	49.5
Drug addiction	90	45.5
Desire to live lavishly	42	21.2
Emotions and anger	14	7.1

The main social factors influencing motorcycle related crimes among women given by the respondents include Greed 83%; a weak legal system that is lenient to women 76.3%; Lack of education and awareness 50.5%; high dependency rate from the family 49.5%; drug addiction 45.5%; and the desire to live lavishly 21.2%. Greed was identified as a major social factor influencing motorcycle related crime among women by a majority of the respondents. A majority of women desire to dress, live and have accessories that represent certain status. However unemployment forces some of these women to turn into crime in pursuit of money and other resources. The economic pathway reflects crimes such as theft, robbery with violence, motorcycle theft, and assault, which are committed to satisfying the insatiable desire and appetite for money and material wealth.

4.6.7 How Social Factors Influence Motorcycle Related Crimes Among Women

In addition to identifying the social factors influencing Motorcycle related crimes among women, the respondents were asked to explain how these factors influence motorcycle related crimes. The findings are displayed in Table 4.37 below.

Table 4.37 Social Factors and how they Influence Crime among Women

How social factors influence crime	Frequency	Percent
Greed increases the desire for quick wealth	165	83.3
Weak legal systems tend to be less punitive on women, hence little deterrent effect on crime	151	76.3
Lack of education reduces the ability to act rationally and within legal confines	100	50.5
A high dependency rate places more strain, and increases women's inability to offer adequate support to their families	98	49.5
Drug addiction impairs judgment and the ability to act with sobriety	80	40.4
Motorcycle related crimes such as robbery and theft help fund the expensive lifestyle of some unemployed women	42	21.2
Emotion and anger lead to hostility and loss of self-control which propels women into motorcycle related crimes	14	7.1
Drug addiction leads to motorcycle related crime to support drug addictive lifestyle	10	5.1
Motorcycle parts are sold cheaply, thus generating quick money	4	2.0

When the respondents were subjected to a second level of probing questions on how social factors influence motorcycle related crime among women, the majority 83.3% argued that greed increases the desire for quick wealth; 76.3% affirmed that a weak legal system tends to be less punitive on women, hence little deterrent effect on crime; 50.5% noted that lack of education reduces the ability to act rationally and within legal confines; 49.5% argued that high dependency rate places more strain, and increases women inability to offer adequate support to their families; while 40.4% argued that drug addiction impairs judgment and the ability to act with sobriety. Additionally, 21.1% noted that motorcycle related crimes such as robbery and theft help fund the expensive lifestyle of some unemployed women.

From the findings in Table 4.37, a majority of the respondents 83.3% said that greed increases the desire for quick wealth. The respondents argued that an insatiable appetite for money and material possession pushed women to engage in theft, robbery and collude with other criminals to steal motorcycles.

4.6.8 Economic Factors Influencing Women to Engage in Motorcycle Related Crimes

The study sought to determine some of the economic factors that predispose women to commit motorcycle related crimes in Nakuru East Sub-County. Therefore, the respondents were asked to state the economic factors influencing motorcycle related crimes. The results are shown in Table 4.38 below.

Table 4.38 Economic Factors Influencing Women to Engage in Motorcycle Related Crimes

Economic Factors	Frequency	Percent
Unemployment	154	77.8
High cost of living	150	75.8
Poverty	130	65.6
Lack of economic support from extended family and relatives	75	37.9

The findings given by the respondents in Table 4.38 indicate that the major economic factors influencing women to engage in motorcycle related crime are: Unemployment 77.8%; high cost of living 75.8%; poverty 65.6%; and Lack of economic support from the extended family and relatives 37.9%. The findings in Table 4.38, indicate unemployment is a major economic factor influencing women to engage in motorcycle related crime. Economic necessities and the high cost of food, shelter and have made work for women a compelling necessity. This has led to frustrations, prompting women to engage in motorcycle related crimes to support their children and families.

4.6.9 How Economic Factors Influence Women to Engage in Motorcycle Related Crimes

The study further sought to determine how the economic factors influence motorcycle related crimes among women. Therefore, the respondents were asked to state how each economic factor identified, influenced motorcycle related crimes among women. The results are shown in Table 4.39 below.

Table 4.39 How the Economic Factors Influence Motorcycle related Crimes among women

How economic factors influence crime	Frequency	Percent
Unemployment forces women to collude with criminals to make a living	153	77.3
High cost of living prompts women to decline to pay commercial motorcycle riders	140	70.7
Poverty leads to economic desperation and hence crime commission	130	65.7
Lack of support from the extended family denies women financial and tangible support	70	35.4
Unemployment makes women turn to drug use to relieve frustrations	60	30.3
Unemployment forces women into theft and robbery to make a living	53	26.8
High cost of living forces women riders to commit traffic offenses such as carrying excess passengers	34	17.2

The results in Table 4.39 indicates that economic factors influence motorcycle related crimes in the following ways: unemployment forces women to collude with criminals to make a living 77.3%; High cost of living prompts women to decline paying commercial motorcycle riders 70.7% poverty leads to economic desperation among women resulting to them committing crime 65.7%; Lack of support from the extended family denies women financial and tangible support 35.4%; Unemployment makes women turn into drug use to relieve frustrations 30.3%; unemployment forces women to theft and robbery to make a living 26.8%; and High cost of living forces women riders to commit traffic offences such as carrying excess passengers 17.2%.

4.6.10 Difference in Motorcycle Related Crimes Committed by Women and Men

The study sought to ascertain how motorcycle related crimes committed by women are different from that committed by men. The results are depicted in Table 4.40 below.

Table 4.40 Difference in Motorcycle Related Crimes Committed by Women from those Committed by Men

Crime difference	Frequency	Percent
They are nonviolent	208	67.1
Most crimes committed by men are planned while those of women are opportunistic	178	57.4
No use of weapons	101	32.6
Women crimes have less impact of victims	76	24.5

The findings from Table 4.40 indicates that motorcycle related crimes committed by women are different from those committed by men in the following ways: they are nonviolent 67.1%; most crimes committed by men are planned while those of women are opportunistic 57.4%; no use of weapons 32.6%; women crimes have less impact of victims 24.5%. From these findings, it is evident from a majority of the respondents that motorcycle related crimes committed by women are nonviolent as opposed to those committed by men. Men commit risky and violent crimes, whereas women take few risks unless when working together with men. This finding supports that of Beattie (1975) which investigated the difference in men’s and women’s criminal conduct in Surrey and Sussex, showing lesser involvement of women in violent property crimes, and more involvement in burglary when they collaborate with men. As such, motorcycle related crimes committed by women tend to be less direct, and less confrontational.

CHAPTER FIVE

SUMMARY, CONCLUSIONS, AND RECOMMENDATIONS

5.1 Summary

The study findings are summarized in line with the objectives of the study, which include to determine the nature and types of motorcycle related crimes, to examine the mode of operation used in perpetrating motorcycle related crimes, and to examine the social and economic factors influencing motorcycle related crimes. To address these objectives, the study attempted to establish the perpetrators and victims of motorcycle related crimes, the types of motorcycle related crimes, weapons used in motorcycle related crimes, the impact of motorcycle related crimes, motorcycle related criminal groups that exist in Nakuru East Subcounty, control of turfs, organization structure, and codes used by motorcycle related criminal groups. The study further sought to establish the time prevalence of motorcycle related crimes, and the social as well as the economic factors influencing motorcycle related crimes. The study targeted motorcycle riders in four locations within Nakuru East Subcounty that is Bondeni, Flamingo, Mwariki B, and Kivumbini. Also, the study gathered data from the police officers of constable rank who were considered to have interacted with motorcycle related criminals, hence giving an adequate response to the factors influencing motorcycle related crimes.

5.1.1 Nature and Types of Motorcycle Related Crimes

The first objective of the study was to examine the nature and types of motorcycle related crimes in Nakuru East Sub-County. This objective sought to ascertain the types of motorcycle related crimes, perpetrators and victims of motorcycle related crimes, weapons used by motorcycle related criminals, and the impact of motorcycle related crimes on the victims. The study findings revealed that motorcycle riders were the major perpetrators of motorcycle related crimes in Nakuru East Sub-County, and were majorly involved in robbery with violence. The key victims targeted and affected by motorcycle related criminals included the general public of both genders. Crude weapons and guns were found to be the main choice of weapons used to attack and make the victim powerless, and also threaten, intimidate and coerce the victim into accepting the demands of the perpetrator.

5.1.2 Mode of Operation used in Perpetrating Motorcycle Related Crimes

The second objective that the study sought to examine, included mode of operation used to perpetrate motorcycle related crimes in Nakuru East Sub-County. Specific emphasis were

given to the use of motorcycle and how it led to the increased crime rates, the mode of operation used by criminals to commit crime, the specific criminal groups and structures of gangs formed to perpetrate motorcycle related crimes, and the specific areas controlled by these criminal groups in Nakuru East Sub County. Further, the study examined the code of specific codes used by motorcycle related criminals to enhance their criminal operations, and the time prevalence of motorcycle related crimes, in relation to the specific times of the days, weeks, and months. The study findings revealed to a greater extent the use of motorcycles in facilitating various criminal activities in Nakuru East Sub County. These crimes ranged from the most serious crimes such as robbery with violence, rape, and murder, to crimes such as burglary, assault, and creating disturbance. The study found that motorcycles played a greater role in influencing crime since they were used by criminals to trace the movement of victims, survey possible targets, and escape after committing crimes and ferrying stolen goods. The choice of motorcycle and its use in perpetrating crime was majorly attributed to the rise in the number of unregistered, motorbikes which made it challenging to trace criminal offenders using them. Further, the study found out that increased use of motorbikes in Nakuru East Sub County left some commercial riders with certain brands of motorcycle such as the TVS more vulnerable, as they were targeted for their engines and other valuable parts. The study further established that most motorcycle related crimes in Nakuru East Sub County were perpetrated by offenders who had formed criminal gangs able to commit crimes by threatening their targets or victims, using weapons to overpower their victims, and laying traps and ambushes of victims in isolated areas. There was less use of specific codes by motorcycle related criminals, though a few criminals used code of silence and coded language to help conceal information about their operation and pass information among criminals engaging in motorcycle related crimes. Additionally, the findings established that crime is most prevalent from 7-11 Pm Monday to Friday at any time of the month since a majority of the individuals are at work or traveling back to their homes.

5.1.3 Social and Economic Factors Influencing Motorcycle Related Crimes

The third objective of the study sought to examine the social and economic factors influencing motorcycle related crimes in Nakuru East Sub-County, Nakuru County, Kenya. Based on the data, the study concluded that age is one of the significant factors influencing motorcycle related crimes in Nakuru East Sub County within Nakuru County. Specifically, the majority of motorcycle riders who engage in criminal activities are between 20-30 years, and motorcycle related offences are rarely committed by riders who are above 30 years of

age. The study further concluded that gender is a significant factor influencing motorcycle related crime. The study found that the majority of motorcycle related offences are committed by male criminals.

The study further concluded that education is one of the significant social-economic factors influencing motorcycle related crime. Specifically, the study found that individuals with a primary level of education are more likely to engage in motorcycle related crimes, compared to those with secondary and tertiary education levels. The study further concluded that unemployment was a significant factor that influenced crimes related to motorcycles. The majority of young people, particularly those who had completed high school and college but were unable to find work, engaged in criminal activity related to motorcycles so that they could provide for their own needs and the needs of their families.

Drug and substance abuse were also significant influencers of motorcycle related offences in Nakuru East Sub-County within Nakuru County. As a result of stress, most riders abuse drugs and substances to lose touch with the reality of poverty and economic hardships. The use of drug and substances also results in poor judgments among the riders making them engage in criminal activities despite their dire consequences. The study further concluded that peer pressure was a significant factor influencing motorcycle related crime. Most of the riders are influenced by their peers to engage in criminal activities.

5.2 Conclusion

The conclusion of the study were premised on the empirical and theoretical conclusion.

5.2.1 Empirical Conclusion

Crime affects people in different ways. In the context of the nature and types of motorcycle related crime, various aspects such as the perpetrators, victims, weapons used, the forms of motorcycle related crimes, and the impact of that crime on the victims and society, helps determine the personality of the offenders, understand the type of motorcycle related crime that is likely to occur, and the reasons influencing it. Some of the perpetrators display unique characteristics and behaviours during the commission of a crime, such as planning and staging ambushes, and using weapons, whereas some committed crimes out of frustration and anger. The type of victim helped understand all daily lifestyle aspects, hence offering a glimpse of the connection between the offenders and the victim, and how perpetrators of motorcycle related criminals came to select their target. Motorcycle related crime is also a random, wrong place and wrong time affair whereby victims become vulnerable to

motorcycle related criminals due to specific circumstances that place them in contact with the offenders. These findings are consistent with Harrell (2012) study findings on Violent victimization committed by strangers between 1993 to 2010, which indicated more than half (52%) of all robberies and robberies with violent cases being committed randomly by strangers. Additionally, Nakuru East Sub County is an area within a big city setting, thus most bystanders witnessing motorcycle related criminals robbing their victims did not come to their aid. In the context of the mode of operation, aspects such as the use of motorcycles in facilitating crime, targeting of victims, operation as a group, control of turfs, and use of specific codes were vital predictors in helping understand the organized crime entities which require social networks and structures to succeed. The use of motorcycles by various organized criminal groups, was significant as it highlighted the vital role they played in the surveillance of possible targets and as an escape tool after committing crimes within the respective turfs of control. In summary, the study observed that motorcycle related crimes depend on socioeconomic factors with unemployment, and poor parenting being a significant precipitant.

5.2.2 Theoretical Conclusion

The results and findings in this study support the routine activity theory. In this study, the utilization of Routine activity theory represented a micro level process where criminals make choices to commit motorcycle related crimes to solve their socio-economic challenges. It is evident from the findings of the results that a majority of motorcycle related crimes occur in specific areas within Nakuru East Sub County, which permits motivated motorcycle related criminal offenders to target their victims or access their targets whenever a capable guardian is unavailable in their area of operation. Motorcycle related crimes occur in informal areas within towns where the movement of the public to and from work is routine and often predictable. Additionally, the high rate of unemployment and high cost of living in parts of Nakuru East Sub County has led to increased crime. High cost of living and unemployment was vital forecaster of robbery and robbery with violence, general theft, burglary, drug trafficking, and fraud cases. These circumstances provided an adequate environment that produced a generation who are driven into crime, as well as decreasing supervision, thus creating chances and motivations to commit crime, based on the socio economic factors influencing motorcycle related crimes.

5.3 Recommendation of the Study

On the basis of the research findings and conclusions, this study makes the following recommendations:

5.3.1 Policy Recommendations

- (i) From the study findings, it is evident that most youths between the ages of 20 to 30 years engage in motorcycle related crime due to unemployment. It is also patent that a majority of motorcycle related criminals are of a low economic background. Therefore this study recommends employment creation, especially among the youthful generation. This is key to boosting economic growth while minimizing challenges that lead to criminal involvement revolving around the motorcycle industry. As such, the National government together with the Nakuru County government should consider economic development plans that are geared towards gainful employment to address factors that have a direct impact on reducing motorcycle related crimes.
- (ii) Nakuru County Government ought to enact laws that manage the activities of commercial motorcycle riders since the study established that the existing laws regulating the operation of the motorcycle industry are weak and cannot solve the challenges that influence motorcycle related crimes. Such operations include setting up designated areas where passengers can be picked up or dropped off. Also, the County Government must ensure that all commercial motorcycles operating within the county have displayed name tags indicating their specific stage and route of operations. This measure will not only help minimize motorcycle related crimes but will also enable the county to increase its revenue collection.

5.3.2 Area for Further Research

The study investigated the factors influencing motorcycle related crimes in Nakuru East Subcounty, Nakuru County, Kenya. Further research needs to be done on the following areas:

- (i) This study found a significant relationship between the use of motorcycle and increased cases of crime. Therefore this study recommends further research to be done on the role of technology in minimizing motorcycle related crimes. In depth research on motorcycle relate crime reduction through technology is matched by detailed trends and patterns, hence the study may help direct security agencies and motorcycle manufacturers toward additional crime

prevention measures, and additional strategies that can empower them to make informed decisions.

- (ii) Assessment of the role of law enforcement agencies in addressing motorcycle related crime in Kenya is key. The police, and County enforcement officers play a vital role in preventing motorcycle related crimes and arresting and apprehending offenders. Therefore, a study on the law of law enforcement in addressing motorcycle related crimes would be timely.

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APPENDICES

Appendix A: Interview Schedule for Motorcycle Riders

SECTION A: Background Information

Q1. Gender

- Male
- Female

Q2. Marital status

- Single
- Married
- Divorced
- Separated

Q3. How old are you?

- 18-25
- 26-30
- 31-35
- 36-40
- 41-45
- 46-50
- Above 51 years

Q4. What is your highest level of education?

- Primary
- Secondary
- College
- University
- None

SECTION B: Nature and Types of Motorcycle Related Crimes

Q5. Who are the perpetrators of motorcycle related crime

- Motorcycle riders
- Members of the passengers
- Others (.....) list

Q6. What are some of the motorcycle related crimes committed in Nakuru East Sub-County? (Tick where appropriate).

Crime	Response
1. General theft	
2. Traffic offenses	
3. Defilement	
4. Burglary	
5. Robbery	
6. Robbery with violence	
7. Assault	
8. Murder	
9. Drunk and disorder	
10. Rape	
11. Fraud	
12. Drug trafficking	
13. Others (Please Specify)	

Q7. Who are the victims of motorcycle related crimes?

- Passengers
- Motorcycle riders
- General public

Q8. Why are the victims in question7 above targeted by motorcycle related criminals?

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Q9. Who are the most victims of motorcycle related crimes?

- Men
- Women

Q10. Why are the gender in question 9 the most victims of motorcycle related crimes

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Q11. Do motorcycle related criminal offenders use weapons to commit their crimes?

Yes

No

Q12. If yes, in Q11 what are some of the weapons used?

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Q13. How do these weapons help in facilitating motorcycle related crimes?

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Q14. What have been some of the effects of motorcycle related crimes on the victims?

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SECTION C: Mode of Operation Used by Criminals to Perpetrate Motorcycle-Related Crimes in Nakuru East Sub County

Q15. Does the use of motorcycles facilitate or accelerate criminal activities in Nakuru East Sub County?

Yes

No

Q16. If Yes in question 15, how does the use of motorcycle facilitate or accelerate criminality?

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Q17. How do criminals using motorcycles operate while engaging in criminal activities?

- Alone
- In groups

Q18. What are some of the criminal groups engaging in motorcycle related crimes in this area?

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Q19. How many members make up those groups?

- 2-4
- 5-10
- 11-15
- 16-20
- More than 20

Q20. How do this groups commit motorcycle related crime against their victims or targets?

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Q22. Do these groups control specific areas within Nakuru East Sub County?

- Yes
- No

Q 23. Which specific areas or turfs within Nakuru East Sub County does the group in question 22 control?

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Q24. How the control of these areas/turfs helps facilitate the commission of motorcycle related crimes in Nakuru East Sub County?

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Q25. Do these organized groups have a specific code of conduct that guides their criminal operations in these areas?

- Yes
- No

Q26. If yes, what are some of the specific codes used by motorcycle related criminals to facilitate their criminal activities in this area?

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Q27. How do the specific codes identified in question 26 help motorcycle related criminals to facilitate criminal activities in Nakuru East Sub County

Q28. What time are motorcycle related crimes more prevalent (Tick where appropriate)	8 Am- 2 Pm	3-6 Pm	7- 11 Pm	12- 7 Am

Q29. Why are motorcycle crime most prevalent at that time?

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Q30. Which day of the week is motorcycle related crimes more prevalent.

- Monday-Friday
- Everyday
- Weekends

Q31. Why is motorcycle related crime prevalent on this day?

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Q32. Which time of the month is motorcycle related crimes more prevalent?

- Beginning of a month
- Mid-month
- End-month
- Any time of the month

Q33. Why is motorcycle related crime most prevalent at this time of the month?

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SECTION C: Social and Economic Factors Influencing Motorcycle Related Crimes in Nakuru East Subcounty

Q34. To what extent do social and economic factors influence motorcycle related crimes	(a) Very low extent	(b) Low extent	(c) Great extent	(d) Very great extent
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Q35.

The statement below relates to social and economic factors influencing motorcycle related crimes. Indicate your level of agreement or disagreement where SD = Strongly Disagree, D = Disagree, ND = Not yet decided, A= Agree, SA = strongly agree

Statement	SA	A	ND	D	SD
Most criminals using the motorcycle to engage in criminal activities are between 20-30 years					
Most criminals using the motorcycle to engage in criminal activities are above the age of 30 years					
A majority of males use the motorcycle to perpetrate criminal					

activities, compared to the female					
Unemployment is a motivational factor influencing motorcycle related crimes in Nakuru East Sub County					
Poverty is a motivational factor influencing motorcycle related crimes in Nakuru East Sub-county					
Drug and substance abuse is a motivational factor influencing motorcycle related crimes in Nakuru town East					
Peer pressure is a motivational factor influencing motorcycle related crimes in Nakuru town East					
A majority of motorcycle related criminals are of a low economic background					
Individuals with a primary level of education are more likely to engage in					

motorcycle related crimes, compared to those with secondary and tertiary education level					
Individuals with secondary, college and university levels of education engage in motorcycle related crimes because they are unable to secure a job					
The presence of county enforcement officials prevents individuals from engaging in motorcycle related crimes					
The presence of police officials prevents individuals from engaging in motorcycle related crimes					
The existing laws regulating the operation of the motorcycle industry is weak and cannot solve the challenges that influence motorcycle related crimes					

Q36. Do women engage in motorcycle related crimes?

Yes

No

Q37. If yes, in Q36 what are some of the motorcycle related crimes committed by women?

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Q 38. What are some of the Social factors influencing motorcycle related crime among women?

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Q.39. How does the factors identified in question 38 influence motorcycle related crimes among women?

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Q 40. What are some of the economic factors influencing motorcycle related crimes among women?

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Q41. How does the factors identified in question 40 influence motorcycle related crime among women?

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Q 42. How are motorcycle related crimes committed by women different from those committed by men?

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Appendix B: Key Informant Guide

1. What are some of the motorcycle related crimes committed in Nakuru East sub-County?

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2. Who are the victims of motorcycle related crimes?

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3. Between the men and women, who are the most affected by motorcycle related crimes?

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4. What are some of the effects of those crimes on the victims?

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5. Do perpetrators of motorcycle related crimes operate alone or in groups while committing a crime?

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6. How does the formation of this group help facilitate motorcycle related crimes in Nakuru East Sub County?

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7. What are some of the criminal gangs using motorcycles to commit criminal activities in this area?

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8. On average, how many members make up those groups?

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9. Do these groups control specific areas within Nakuru East Sub County?

- Yes
- No

10. If yes, how does the control of these areas/turfs, facilitate the commission of motorcycle related crimes in Nakuru East Sub County?

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11. Do these organized groups have a specific code of conduct that guides their criminal operations in these areas?

Yes

No

12. If yes, what are some of the specific codes used by these individuals in facilitating motorcycle related crimes in this area?

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13. How do these specific codes help influence motorcycle related crimes in Nakuru East Sub County?

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14. What time of the day are motorcycle related crimes more prevalent and why?

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15. What time of the month is motorcycle related crimes more prevalent and why?

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16. What are social and economic factors influencing motorcycle related crimes?

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17. How do the factors identified in question 16 influence motorcycle related crimes?

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18. What is the average age of the most perpetrators of motorcycle related crimes?

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19. Do women engage in motorcycle related crimes in this area?

- Yes
- No

20. If yes, what are some of the motorcycle related crimes committed by women

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21. How are these crimes different from those motorcycle related crimes committed by Men?

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22. What are some of the factors leading women to engage in those crimes?

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23. How do these factors influence women to engage in motorcycle related crimes in Nakuru East Sub County?


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Appendix C: National Commission for Science, Technology & Innovation Research License


REPUBLIC OF KENYA


NATIONAL COMMISSION FOR
SCIENCE, TECHNOLOGY & INNOVATION

Ref No: 545503 Date of Issue: 23/May/2022


RESEARCH LICENSE




This is to Certify that Mr. OBADIAH KIPROP KIPLAGAT of Egerton University, has been licensed to conduct research in Nakuru on the topic: Factors Influencing Motorcycle Related Crimes in Nakuru East Subcounty, Nakuru County, Kenya for the period ending : 23/May/2023.

License No: NACOSTI/P/22/17582

545503
Applicant Identification Number


Director General
NATIONAL COMMISSION FOR
SCIENCE, TECHNOLOGY &
INNOVATION

Verification QR Code



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Appendix D: Ministry of Interior and Coordination of National Government Research Authorization



**OFFICE OF THE PRESIDENT
Ministry of Interior and Coordination of
National Government**

Email: ccnakurucounty@yahoo.com
ccnakurucounty@gmail.com

COUNTY COMMISSIONER
NAKURU COUNTY
P. O. BOX 81
NAKURU

When replying please quote:

Ref. No. CC. SR. EDU 12/1/2/VOL.VI/91

6th June, 2022

**DEPUTY COUNTY COMMISSIONERS
NAKURU EAST SUB-COUNTY**

**RE: RESEARCH AUTHORIZATION – OBADIAH KIPROP KIPLAGAT
- ID. NO - 28514629**

The above named of Egerton University, has been authorized to carry out research on **Factors influencing Motorcycle Related Crimes in Nakuru East Sub-County** in Nakuru County, for the period ending: **23rd May, 2023**. NACOSTI License No. is NACOSTI/P/22/17582.

Please accord him all the necessary support to facilitate the success of his research.

**MWANGI NYAGA
FOR: COUNTY COMMISSIONER
NAKURU COUNTY**

Appendix E: Abstract Page of the Published Journal

Motorcycle is one of the most convenient modes of transport in Kenya. However, the motorcycle transport industry is faced with social, economic, and cultural challenges that have significantly increased crime levels in urban areas. The study sought to examine the nature and types of motorcycle-related crimes in Nakuru East Sub-county, Nakuru County, Kenya. The study was based on Routine Activities Theory and Crime Pattern Theory. The survey research design was used in the study. Primary data was collected using interview schedules and key informant interviews. Stratified sampling was used to select 310 motorcycle riders from four strata, which include Bondeni, Flamingo, Mwariki B, and Kivumbini. Then, simple random sampling was used to select respondents from these strata. The data collected were tallied and analyzed to produce frequency distribution, percentages, and mean. The study found the use of violence and weapon as a nature of motorcycle-related crime. The study established Robbery with violence, robbery, assault and general theft as a major type of motorcycle-related crime. The study recommends increased police patrols and the enactment of stringent motorcycle transport laws to help address motorcycle-related crimes.

Keywords: Motorcycle, nature, related crimes, types.