

CORRELATES OF STUDENTS' MOBILITY NEEDS AND COMMERCIAL MOTORCYCLE OPERATIONS IN KOGI STATE UNIVERSITY AYINGBA, KOGI STATE, NIGERIA

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ABSTRACT

This study examines the relationship between commercial motorcycle operations (CMO) and Kogi state University Students mobility needs. The study employs descriptive survey methods. Primary and secondary data were used in this study. Sample size table was used to determine the sample size. Therefore a total of 384 questionnaires were distributed for this study and 367 questionnaires were returned and there were analyzed for this study. Convenience sampling techniques was used to select students from major lecture theaters in all faculties, students' hostels (male and female), students centre (NACA) and School library. Simple percentage was used to summarize data of personal information of students across the university; likert type of scale and mean rating were also used. Multiple correlation analysis was used to determine the relationships between student's mobility needs and commercial motorcycle operations. The study finds out that student mobility needs varies in their perceptions. 78% of the students agreed that it is cheap and affordable, 81% agreed that it is convenient and comfortable and 95% agree that it helps them get to lecture venue on time with a mean score of 1.7, 1.8, and 1.9 respectively which is higher than the mean likert scale of 1.5 hence it is accepted. However, 86.4% of the students disagreed that it is accessible during morning and closing hours and 83.7% also disagreed that it is a reliable means of transport. The results of multiple correlations showed that, there is a strong relationship between CMO and $X_1(0.98)$, $X_4(0.94)$, $X_5(0.168)$, $X_8(0.133)$ which indicated that, CMO is cheap and safe, it is convenient, it reduces time and stress, it is very flexible and it helps to get to lectures venues on time but there is an inverse relationship with $X_3(-0.083)$ and $X_7(-0.54)$ which indicated that it is not a safest means of transportation and it is not accessible most of the time especially during the peak period after close of lectures and school activities. The paper however, recommends that the University authority should be involved in the activities of CMO to ensure safety of students from accident and crime and training/workshop should be organized for CMO to address safety issues.

Key words: Commercial motorcycle, Needs, Operators, Students' mobility,

INTRODUCTION

Commercial motorcycle popularly called 'Okada', 'Bike', 'Achaba' depending on the prevailing spoken language in different part of the country has been one of the major means of transportation within the rural and urban landscape across Nigeria. According to Bawa-Allah (1997), the introduction of motorcycle popularly called 'Okada' as an alternative mode of

transport was prompted by the high cost and unavailable transport facilities which impacted negatively on economic activities and mobility needs of the urban populace.

Oni, Fashina and Olagunju (2011) conceptualized mobility as the speed of travel and the manner in which travel is undertaken and the manner in which travel is undertaken is a reflection of individual personality and status. Students' mobility need is the desire of students to meet their travel demand 'to and fro' their destination by any means of transportation. The emergence of commercial motorcycle operation as public means of transportation is borne out of the fact that government in the past failed to provide adequate transport infrastructure such as good roads, investment on transportation sector among other factors are responsible this development. It is a common knowledge that, commercial motorcycle operation (CMO) has gained more prominence in Nigeria and other third world countries because of its accessibility and wider coverage within the towns and cities in Nigeria. Anyigba is fast becoming an urban area because of its present status as a University town and it has tremendously increased students' population and other businesses as well. Commercial motorcycle has become the major means of transportation in meeting the mobility needs of the students within the university and its environs.

Several reasons have been attributed to the emergence of CMO as a means of public transport in Nigeria. For instance Adeniji (2009) opined that one of the reasons commonly attributed for the emergence of motorcycle as a means of transportation in Nigeria was the economic depression of the post Structural Adjustment Programme (SAP) 1995 when the country experienced serious economic meltdown and during this period a lot of workers were retrenched and they in turn took the job of commercial motorcyclist as means of livelihood. Other factors which also accounted for the use of commercial motorcycle operation (CMO) as mode of transport include: The continuous rise in fuel prices, scarcity of fuel, traffic congestion in some towns, the flexibility of CMO to maneuver port holes and other forms of road failure. Commercial motorcycle operation has helped in the transportation of people, goods and services from one geographical location to another. It has also contributed to Nigerian economy, for example a lot of people have been gainfully employed fending for their family, government at all levels generates income through taxes from CMO and people are at liberty to move from one point to another without delay. Commercial motorcycle operation (CMO) in Kogi State University campus has contributed immensely to mobility needs of students since it is the major means of transport within the campus.

Quite a number of studies have been carried out on commercial motorcycle operation (CMO) in Nigeria. For instance, Adesanya (1998), Bodejo (2007), Arosanyin (2010), Arosanyin, Olowosulu, and Oyeyemi (2011), Olubomehin (2012), Christopher, Usman and Eke (2013), Odugbesan (2016) and Gambo, Ibrahim and Itari (2019) emphasized on the CMO as a source of livelihood and income generation while other studies focused on safety issues and road crashes (Ojekunle, 1998; Badejo, 2007; Ndiribe, 2009; Akinwale, 2010; Oluwasegun, 2010; Oni and Olagunju, 2010) among others.

Most of these studies focused more on income sustainability of CMO, as well as road crashes among others. None of them investigated correlates of students' mobility needs and commercial motorcycle operations within University in Nigeria. Kogi State University (KSU) being one of the 4th Generation University in Nigeria has not developed a viable mode of transportation system within the University campus due the untarred road (earthly road) and poor road network which

most often time are not accessible to motor vehicles especially during wet season. The only option available is the CMO because of its flexibility and accessibility to any part of the campus. It is on this premise that this study is built on with the intent to investigate CMO as a major means of transportation to and fro the University campus. This was achieved by examining the effects of CMO on students' mobility needs, the level of satisfaction and safety measures, the problems of CMO and the relationship between CMO and students' mobility needs.

THE STUDY AREA

Kogi State University in Anyigba, Dekina Local Government Area of Kogi State is located between Latitudes $7^{\circ} 15'$ and $7^{\circ} 29'$ N of the Equator and Longitudes $7^{\circ} 11'$ and $7^{\circ} 32'$ E of the Greenwich Meridian, and on altitude of 420 meters. The University is public University established in 1995 by the former governor, late Prince Abubakar Audu. The incumbent governor, Alhaji Yahaya Adoza Bello renamed the University after late Prince Abubakar Audu University (PAAU) in honour of the former governor. At inception the University started with students' population of 700 in the year 2000. In 2009/2010 session students population rose to 16000 students. The population of students in 2018 stood at 24,154 (Student Affairs Unit, Kogi State University, 2018). With the increasing trend of applicants seeking admission into the University, it is estimated that the population would rise to 50,000 students by the year 2050. Majority of the students are resident at private lodges outside the school due to inadequate hostel accommodation on campus. Figure 1 shows the University and its environs. There are three financial institutions in the University; Ecobank, First bank and Zenith bank, and host of other businesses which drive socioeconomic activities on campus.

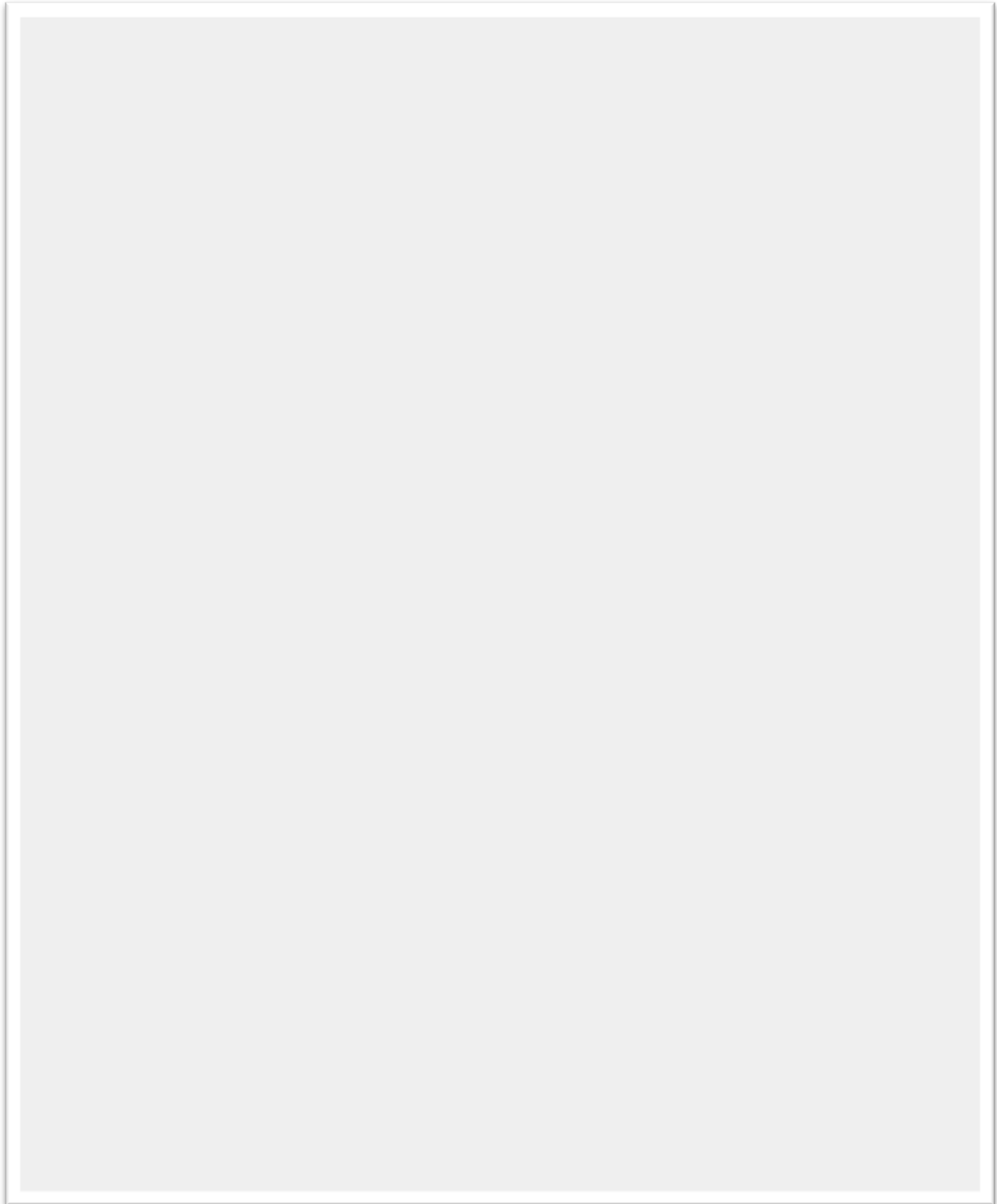


Figure 1: Kogi State showing Kogi State University

Source: GIS Lab, Department of Geography and Env'tl Studies (2020).

MATERIALS AND METHODS

Descriptive survey method was employed and primary data sources involved the use of questionnaire and oral interview to solicit information from respondents while the secondary sources include journals, textbooks, magazine and newspapers for literature review. The sampling frameworks used in this research work are both qualitative and quantitative in nature. The University has a total of 24,154 students (Student Affairs Unit KSU, 2018) and Sample size table (Research advisors, 2006) was used to determine the sample size therefore; a total of 384 copies questionnaire were used for this study. Convenience sampling techniques was employed in the study; students were randomly selected in Students Hostel (male and female), Students' centre (NACA), School library and major lecture theatres in all faculties.

Simple percentages mean score was used to summarize data of personal information of students across the University and they were presented in tables. Likert type of scale which includes Strongly Agree (SA), Agree (A), Disagree (D) and Strongly Disagree (SD) were further merged into Disagree and Agree with their correspondent values which were used to summarize students' perception on CMO and their mobility needs.

Multiple Correlation analysis was used to determine the relationships between students' mobility needs and commercial motorcycle operations (CMO).

RESULTS AND DISCUSSION

Demographic Characteristics of Students

Demographic characteristics of students are presented in Table 1. Out of 384 questionnaires distributed, 367 were returned hence, 367 questionnaires returned were analyzed for this study. Results showed that female students have the highest population of sampled students with 59.6% and male account for 40.6%, the age of students vary from 17-20 years which make up 30.7%, 21-24 years account for 42.5%, 25-28 years account for 15% students between 29-32 years is 6.3% while above 32 years is 5.5%.

Results also showed that, 78.2% of the sampled students are single, 20.7% students are married and students that are divorced represent 1.4%. Results also showed that, 40.1% of students reside in female hostel while 13.6% of male students also reside in hostel and 47.1% of students reside off-campus. 200 Level students represent 45.7%, 300 Level students account for 25.1%, 400 Level students represents 18.3% and 10.9% students are in 500 Level according to the study. The implication of this on the study is that, students irrespective of their gender or level of study patronize CMO because it is the available means of transportation on campus; the study also observed that, patronages of CMO by students is at its peak during morning lectures and during the close of activities for the day. According to the study, 300 Level students patronize CMO compared to other students.

Table 1: Demographic characteristic of students

S/N	Variables		Frequency	Percentage (%)
1	Gender	Male	149	40.6
		Female	218	59.4
		Total	367	100.0
2	Age	17-20 years	113	30.7
		21-24 years	156	42.5
		25-28 years	55	15.0
		29-32 years	23	6.3
		>32years	20	5.5
		Total	367	100.0
3	Marital status	Single	287	78.2
		Married	76	20.7
		Divorce	5	1.4
		Widow	-	-
		Total	367	100.0
4	Residence	Male Hostel	49	13.6
		Female Hostel	145	40.1
		Off-campus	173	47.1
		Total	367	100.0
5	Level	-	-	-
		200L	168	45.7
		300L	92	25.1
		400L	67	18.3
		500L	40	10.9
		Total	367	100

Source: Authors' Analysis (2019).

Mean Rating of CMO on Students' Mobility Need

Mean rating and students perception of commercial motorcycle operation on student's mobility needs is presented on the Table 2.

Table 2: Mean Rating of CMO on Students' Mobility Needs

S/N	Questionnaire item	Disagree	Agree	Mean	Remarks
	How does CMO affect your mobility needs				
6	It is cheap and affordable	80(22%)	287 (78%)	1.70	Accepted
7	CMO is convenience and comfortable	67(18.3%)	300(81.7%)	1.80	Accepted
8	CMO as a means transport is reliable	307(83.7%)	60(16.3%)	1.20	Rejected
9	It reduces delay time and stress	87(23.7)	280(76.3%)	1.80	Accepted
10	It is the alternative means of transport	78(21.3%)	289(78.7%)	1.70	Accepted
11	It is flexible	44(12%)	323(88%)	1.81	Accepted
12	It is accessible	317(86.4%)	50(13.6%)	1.30	Rejected
13	It helps to get to lecture venue on time	17(4.6%)	350(95.4%)	1.90	Accepted
	Weighted Mean			12.50	

Remark < 1.50 Rejected; and 1.50 and above Accepted

Source: Authors' computation (2019)

Table 3 shows that 78% of the students strongly agreed that CMO is affordable and cheap with a mean rating of 1.70 which is greater than the midpoint of likert scale of 1.50, this implies that the perception of the student is accepted according to the study. All other items (7, 9, 10 and 13) were equally accepted with a mean rating of 1.80, 1.70 and 1.90 respectively but their perception on reliability and accessibility of CMO differed as 83.7% and 86.4% disagreed, with mean ratings of 1.20 and 1.30 which are rejected. This implies that, students' mobility needs are not fully met at peak periods especially in the morning and during close of activities for the day.

Mean Rating of the Problems of CMO on Campus

Mean rating and students perception of the problem of CMO on Campus is presented in Table 4.

Table 4 Mean rating of the problems of CMO on campus

S/N	Questionnaire items	Disagree	Agree	Mean	Remarks
	What are the problems of CMO				
14	operators are reckless in driving	15(4.1%)	315(95.9 %.)	1.81	Accepted
15	Not safest means of transport	78(21.3%)	289(78.7%)	1.70	Accepted
16	Excessive fare charges	56(15.3%)	311(84.7%)	1.82	Accepted
17	No Safety measures put in place	228(62.1%)	139(37.9%)	1.40	Rejected
18	Operators involvement in crime	75(20.4%)	300(79.6%)	1.81	Accepted
19	The use of profane language	298(81.2%)	69(18.2%)	1.20	Rejected
20	Problem of road crashes	321(87.5%)	46(12.5%)	1.30	Rejected
	Weighted Mean			11.0	

Remarks < 1.50 Rejected; and 1.50 and above Accepted

Source: Authors' computation (2019)

Table 4 shows that 95.9% of students' perception on recklessness was accepted, students perception on CMO as not the safest means of transport showed that 78.7% also agreed that CMO is the safest means of transport and this agrees with likert scale above 1.5. 84.7% of students also agreed on excessive fare charges on students is a problem and 79.6% perception on CMO involvement in crime on campus equally accepted and this confirm with value of likert of scale of above 1.5 which is also accepted. 62.1% of the students agreed that no safety measure were put in place in the operation of CMO on campus, while 87.5% disagreed that CMO are involved in accident on campus and 81.2% disagreed on use of profane language by CMO.

Relationship between CMO and Students' Mobility Needs

This section explains the relationship between commercial motorcycle operation (CMO) and students' mobility needs on campus and the results is presented in Table 5. It shows that there is a strong relationship between CMO and $X_1(0.98)$, $X_4(0.94)$, $X_5(0.168)$, $X_8(0.133)$ which indicated that, CMO is cheap, convenient, reduces time and stress, very flexible and it helps to get to lecture venues on time. This finding is in line with Afolabi and Gbadamosi (2017) in a similar study on CMO in Urban centres but there is an inverse relationship between $X_3(-0.083)$ and $X_7(-0.54)$ which indicated that it is not reliable means of transportation and it is not accessible most of the time especially during the peak period after close of lectures and school activities. Majority of the students sampled for the study on the perception of CMO on campus agreed that no safety measures are put in place for safety but no incidence of road crashes were recorded.

Table 5 Correlation Matrix for CMO and Students' Mobility Needs

	X1	X2	X3	X4	X5	X6	X7	X8
X1	1.00	.984*	-.083	.973*	.168	.987*	-.054	.133
		.016	.917	.027	.832	.013	.946	.867
X2		1.00	-.257	.917	.340	1.000**	-.229	.306
			.743	.083	.660	.000	.771	.694
X3			1.00	.148	-.994**	-.242	.997**	-.997**
				.852	.006	.758	.003	.003
X4				1.00	-.063	.923	.178	-.099
					.937	.077	.822	.901
X5					1.00	.324	-.993**	.999**
						.676	.007	.001
X6						1.00	-.213	.290
							.787	.710
X7							1.00	-.997**
								.003
X8								1.00

*Significant at 0.01 **Significant at 0.05 levels

Source: Authors' computations (2019)

Note:

X₁: It is cheap and affordable

X₂: CMO is convenient and comfortable

X₃: CMO as a means transport is reliable

X₄: It reduces delay time and stress

X₅: It is the alternative means of transport

X₆: It is flexible

X₇: It is accessible

X₈: It helps to get to lecture venue on time

However, the study revealed that CMO are involved in crime on campus and this position is in line with the findings of Oni et al. (2011) and Odugbesan (2016) in a similar study. The study also revealed that, a strong relationship exist between CMO and students' mobility needs and this agrees with the finding of Afolabi and Gbadamosi (2017) in a study on mobility needs in urban centre in Nigeria.

CONCLUSION

The study of CMO in Kogi State University campus is desirable in view of the challenges encountered by students' of the university in meeting their mobility needs as a result of poor transport infrastructure. With the trending increase in students' population it has become a serious challenge. Most often students resolved to trek to school for morning lectures because CMO which is the available option often times are not adequate. Consequently, the results obtained largely revealed the issues of CMO and students' mobility needs as well as challenges which have serious implication to students' academic performance. It is hoped that if these

challenges are addressed it will reduce the stress student go through in meeting their mobility needs on campus.

The study recommends that the University management as a matter of urgency reconstruct bad road and expand road network which will pave way for other alternative means of transportation for students' accessibility to campus, the administration should double their effort in checking the operation of CMO on campus to avoid criminal activities, training/ workshop should be organized for CMO to address safety of students on campus and more hostel accommodation should be constructed to accommodate more students on campus as this will reduce the stress students go through every day in coming to campus.

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