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# Commercial Motorcycle Patronage Pattern in a Traditional Community, Ile-Ife, Nigeria

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***Abstract-*** ***Movement is an essential attribute that sustains human existence and city development. The need for people to meet their daily economic need and overall urban development had made commuting and public transport system central to city growth. However, the deplorable state of the urban transportation system in Nigeria and the failure of the public transport system in meeting the transport demand of the people had made many people to embrace the commercial motorcycle mode as an alternative mode to fill the gap created by the public transport system. Hence, the study examined the extent to which commercial motorcycle is patronized in a traditional community like Ile-Ife in Nigeria. The data for this study were obtained through the administration of questionnaire on patrons. The administration of questionnaire was carried out on buildings along major motorcycle routes in Ile-Ife. Physical counting of buildings was carried out and a total of 1083 buildings were counted along these routes. One out of every ten building was selected from these buildings for sampling. A total of one hundred and eight (108) adult residents in the buildings were sampled for the study. Data obtained were analyzed using both descriptive and inferential statistics. The study found out that commercial motorcycle operation enjoys high patronage as 84.3% were found to be patronizing the transport mode. Reasons for non-patronage was found to include uncontrollable behavior of operators, alcoholic intake, overspeeding among others. Occupation and average monthly income were found to be significant at*** $X^2 = 38.586$ ***and 26.494 and*** $P = 0.017$, ***0.000 and 0.047 respectively when compared with patrons' patronage pattern. The study concluded that the daily commercial motorcycle patronage pattern in Ile-Ife is influenced by the occupation, average expenditure on transport and average monthly income of patrons.***

***Index Terms-*** ***Commercial motorcycles, commuting, patronage pattern, patrons, transport service***

## I. INTRODUCTION

### *A. Background to the Study*

The diversity of human activities and spatial characteristics of its location make transportation an inevitable tool for human development. According to Fadare and Salami, (2004) the necessity for people to meet social and economic needs often results in increasing transport demand. Also, increase in the rate of urbanization has also led to increase in transport demand and trip generation which the formal-regular transport system could not meet effectively and this called for the introduction of alternative transport system such as the commercial motorcycle. According Arosanyin *et al*, (2012), The wake of economic recession of the early 1980s paved way for an accelerated usage of motorcycles for commercial operations Although, Adeniji, (1985) and Adeniji (1987), Ogunsanya and Galtima (1993); as cited in Gbadamosi, (2006) discovered that the use motorcycles are popular in for intra-city and inter-urban and rural transportation in riverine regions of Nigeria. Many dispersed settlements that are without conventional public transport often use motorcycles for inter-rural and rural-urban mobility

In traditional community like Ile-Ife, commercial motorcycle operation has gained a lot of patronage from the residents; this is due to the fact that it's the common and accessible means transportation in the community. Other means of transportation like the commercial buses, popularly called "town-gboro" only ply the major highways and cannot provide door-door service which the motorcycle can provide. Thus, there is a need to examine the patronage pattern of the commercial motorcycle operation in Ile-Ife being an important traditional community believed to be the cradle of the Yoruba race. Several studies have been carried out on the use of motorcycles as means of public transportation in Nigeria. Some of these studies include; Ogunsanya and Galtima (1993) in Yola and Adesanya (1998) in Ibadan.

Also, Aderamo and Olatujoye (2013) and Ojo, 2015 have also studied commercial motorcycle crashes but studies on commercial motorcycle patronage are scanty especially in traditional community like Ile-Ife. Thus, this study is aimed at examining the pattern of commercial motorcycle operation in Ile Ife-Ife with a view to providing information that will enhance policy making for effective commercial motorcycle operation in Ile-Ife.

### *B. Background information of the study area*

Ile-Ife, cradle of the Yoruba race. According to Biobaku (1955) as cited in Osasona, Ogunsakin and Jiboye (2009), the town was founded between the 17$^{th}$ and 10$^{th}$ centuries AD. The Ife people are believed to have been fathered by Oduduwa (Johnson 1921) as cited in (Afon 2011). Jeffery (1958) opined that the town had become a flourishing civilization by the 11$^{th}$ century. Economically, during the first thirty years of Aderemi's fifty –year reign (i.e from 1930 – 1960), the Town experienced a noticeable transformation. It

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moved from being essentially a pre-industrial society to one that contributed significantly to the National trade (Osasona and Hayland, 2006).

Geographically, the town is Located in Osun State, South-western part of Nigeria. It lies between Latitude 7° and 7° 35[1]N and Longitude 4° 20[1] and 4° 45[1]E. It has a distance of 288km and 671km from Lagos and Abuja respectively. Presently, the Town covers approximately 1846km$^2$in area with population of 644,373 inhabitants from the 2006 National Population Census figure. Ile-Ife is presently administered under two local government councils which are Ife -Central and Ife- East local government councils. It is on an elevation of 275m and 300m above sea level.

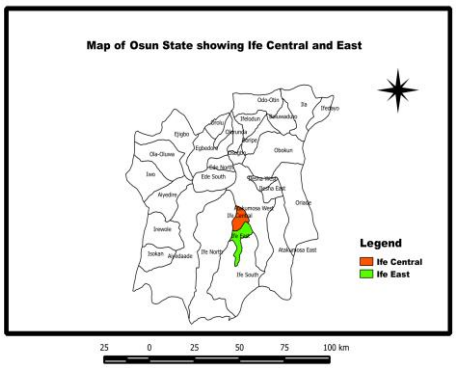



Fig. 1. Map of Osun State showing Ife Central and Ife East

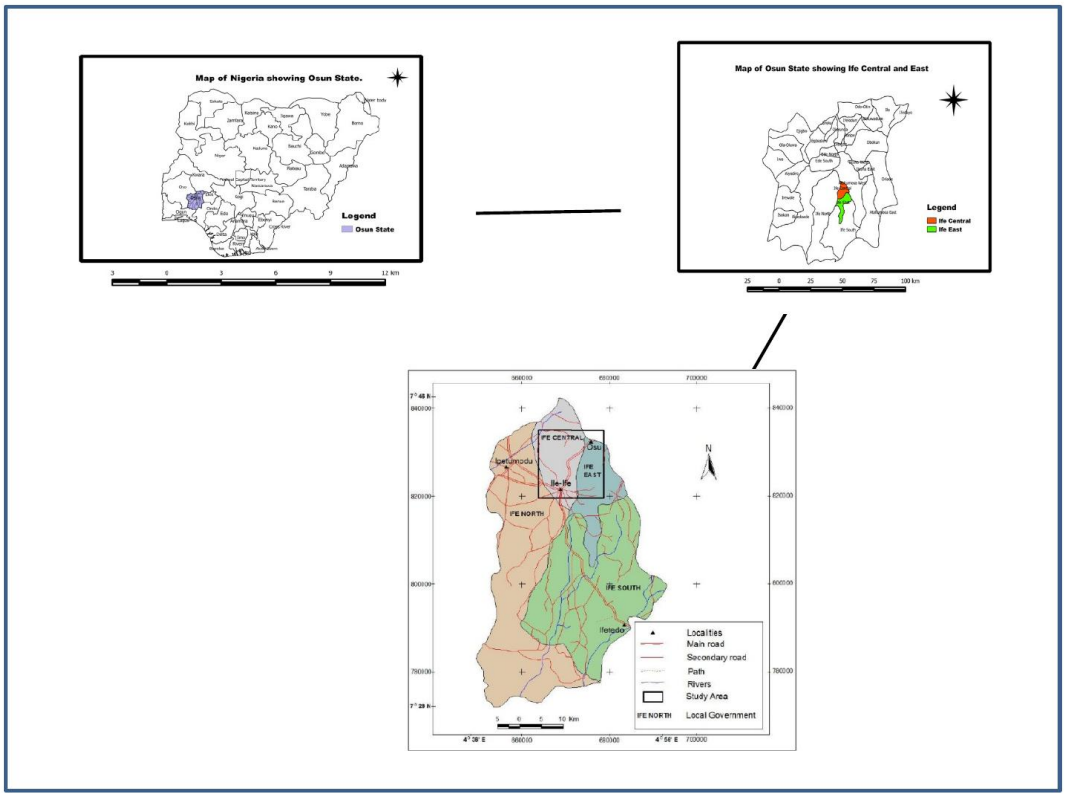



Fig. 2. Location of the study area: Nigeria, Osun State and Ile-Ife

To meet the increasing transport demand, several modes of transportation have been employed over the years ranging from commercial mini buses popularly known as *town-gboro*, taxi, commercial to motorcycle, of which the commercial motorcycle has been on the high side in terms of patronage and usage in Ile-Ife. Added to the population increase of the years is the fact that Ile-Ife itself is a highly commercialized city that depends on the surrounding hinterland for most of its food supply. Interaction between these rural hinterlands and the Ife city centre has been enhanced through the introduction of motorcycles for commercial purpose.

## II. LITERATURE REVIEW

### *A. Motorcycle operation in Nigeria*

In Nigeria, motorcycle has gained significant acceptance due to its ability to generate employment for the urban poor and it constitute larger percentage of commuters' modal choice in many cities. In addition it also provides alternatives to urban and rural

transport problems. (Olawole; Ajala and Aloba, 2010). The in ability of conventional transit service to meet transport needs of ever growing commuters necessitated the use of alternative mode of transport which led to the introduction of the commercial motorcycle as a mode of transportaton in Nigeria. According to Arosanyin *et al* (2012), the economic recession of the early 1980s paved way for the increased use of motorcycle for commercial purposes. In addition, this recession led to cut in employment in both the public sector and the organized private sector thereby leading to an upsurge in the activities and relevance of the informal sector of which motorcycle passenger transport is a part. Although the use of motorcycles had existed since the colonial days in Nigeria, they were used only as private means of transportation and there was no evidence that motorcycles served as commercial means of transportation before the 1970s (Olubomehin, 2012).

The lack of adequate and sustainable public transport cum poor urban planning in most Nigerian cities created a transport gap for the motorcycles to fill in passenger transportation. As a result of these, commercial motorcycle had gain dominance in most of the Nigerian cities for most intra-city mobility. In the 1970s, motorcycle business started in Calarbar as many civil servants lost their jobs (adesanya, 1998). This new commercial motorcycle business for transportation spread to different part of the country the year 1980 due to the general unemployment.

Arosayin (2007) was also of the opinion that the use motorcyc1es has extended to meet private, governmental and business purposes. He stressed further that the percentage of Okada that is, commercial motorcycles, in the stock of motorcycles in 2005 was 31.11 percent, while registration of motorcycles license plates in 2004 and 2005 in the country represented 52% of all motor vehicle license plates (Federal Road Safety Commission, 2006).

### *B. Contributing Factors to the Growth of Commercial Motorcycles Patronage in Nigeria*

The study of Kumar, (2010) on the role of motorcycles in Africa, observed that the grow of commercial motorcycle operation was due to its innate characteristics such as ease of entry, low capital requirement, employment potential, and ability to navigate congested and poor quality roads with relative ease.

Olubomehin, (2012) in a recent study asserted that the rapid growth of the Nigerian population, its relative lucrative nature also lend credence to the growth of commercial motorcycle. According to the study, the operators average daily earnings was about N1, 000.00 to N3, 000.00 on a daily basis after meeting needs. Howe and Oni, (1993) and Ogunsanya and Galtima, (1993), also attest to that fact that the high cost of the existing transit service; cabs, taxis and buses, unemployment that the Structural Adjustment Program introduced and the increase in the population growth of the nation called for the use of alternative modes of transportation in Nigeria. Also Rietveid (2001), established that the ability to provide door-to-door transport, high spatial penetration, no waiting at public transport stops, encouraged environmental performance; relatively cheap service are factors that have attracted the use of motorcycle as means of public transport in most locations. In the same vein, Akhighbe (2010) observed that the growing use of motorcycles in developing countries like Nigeria for transportation purposes has been attributable to socio-economic reasons factors and other factors establisged by Kumar (2010).

Odufuwa, (2001); Mbara, (2002); Oyesiku and Odufuwa (2002) admitted that the imperative role of the none-motorized transport like the motorcycle in meeting the mobility need of the urban poor in most African cities make the use of non-motorized transport increasingly acceptable. Consequently, Diaz *et al*, (2010) acknowledged that motorbike taxi appeared to be grassroot response to three-fold problems of transportation affecting private vehicles, infrastructure and public transport. The high cost of motorized personal vehicle in view of the population's low income levels makes individual and household vehicle ownership very low.

## III. RESEARCH METHODOLOGY

This section documents the research methodology and analytical techniques used for the data analysis for the study.

### *A. Data collection*

Primary and secondary data were sourced for the study. The primary data was collected through questionnaire that was administered on Residents in Ile-Ife. Secondary data were obtained from relevant literatures for the study.

### *B. sample size and sampling procedure*

The study population includes the commercial passengers (residents) in Ile-Ife. Administration of questionnaire for the Residents for patronage was carried out on buildings along the roads in Ile-Ife. This is a development on the study Oni et al (2010) that used the passengers at the loading point. This method may not be able to achieve the desired result as the nth value is not known and the passengers may not be willing to wait at the loading point to answer any question.

Pilot survey carried out showed that there are six (6) major roads in Ile-Ife. Total of 1083 buildings were

counted along these major roads in Ile-Ife. One out of every ten buildings were selected from these buildings for sampling. Total numbers of buildings selected were 108 buildings. A total of one hundred and eight (108) adult residents were sampled for the study.

**Table 1. Summary of Questionnaire Administration on Residents**

| Roads | N0. Of Buildings | 10% of selected Buildings |
|---|---|---|
| **Trunk A** | | |
| May-fair-Lagere | 84 | 8 |
| Lagere-Phase II | 329 | 33 |
| **Trunk B** | | |
| Enuwa-Moore | 137 | 14 |
| Aderemi-Arubidi | 213 | 21 |
| Lagere-Enuwa | 208 | 21 |
| Sabo-Road 7 | 112 | 11 |
| **TOTAL** | **1083** | **108** |

## IV. DISCUSSION AND SUMMARY OF FINDINGS

### *A. Socio-Economic characteristics of Motorcycle Patrons in Ile-Ife*

The study examined the socio-economic characteristics of residents in Ile-Ife to determine the profile of the patrons of the commercial motorcycle transport service because the socio-economic characteristics of the residents determine their perception of the commercial motorcycle operation.

***Age distribution of patrons in Ile-Ife***

The study discovered that 17.6% of the total Respondents fall below the age of 20 years. While 28.7% of the Respondents are within the age 20-30 bracket. The residents within the age bracket of 31- 40 years are 32.4% of the total respondents. Only of 10.2% fall age bracket of 41-50 out of the total Respondent and the Residents above 51 for 11.1% of the total Respondent surveyed for the study. It can be concluded that majority of the Respondent surveyed are within the age bracket 20-40 years amounting to 61.1% of the total respondents. This implies the majority of the Respondents fall under the independent working-class age group who will have to make trips to work in order to make ends meet and thus increase the level of commercial motorcycle patronage. This is in consistency with the study of Oni *et al* (2011) in Lagos state that found out that commercial motorcycle users are within the age bracket 18-50years.

**Table 2. Age of Residents**

| Age | Frequency | Percentage |
|---|---|---|
| < 20 years | 19 | 17.6 |
| 20-30 years | 31 | 28.7 |
| 31-40 years | 35 | 32.4 |
| 41-50 years | 11 | 10.2 |
| 51 years and above | 12 | 11.1 |
| **Total** | **108** | **100** |

***Marital status of Residents in Ile-Ife***

The marital status revealed that 59 Residents surveyed are single which make up 54.6% of the total Respondent. The numbers of those that are married are 48 Resident which account for 44.4% of the total Respondent surveyed. While just a Resident was separated with a share of 0.9% 0f the total respondent surveyed.

**Table 3. Residents' Marital status**

| Marital status | Frequency | Percentage |
|---|---|---|
| Single | 59 | 54.6 |
| Married | 48 | 44.4 |
| Separated | 1 | 0.9 |
| **Total** | **108** | **100** |

***Gender of residents***

The gender distribution of the residents revealed that that the Respondents that are male are in the majority with a figure of 67 which accounts for 62% of the total Respondent surveyed for the study. While those respondents that females are 41 Residents which amount to 38% of the Respondents.

**Table 4. Gender of residents**

| Gender | Frequency | Percentage |
|---|---|---|
| Male | 67 | 62 |
| Female | 41 | 38 |
| **Total** | **108** | **100** |

***Religion of residents***

Another socio-demographic factor examined in this study is the religion of resident in Ile-Ife. Apart from the fact that Ile-Ife is a traditional Town, empirically, based on field survey, the residents are classified into two major religion which are Christianity and Islam. The study revealed that 95 residents out of the total residents sampled are Christians; which account for 88% of the total respondent sampled for the study. While just 13 residents amounting to 12%, are Muslim

**Table 5. Religion of residents**

| Religion | Frequency | Percentage |
|---|---|---|
| Christianity | 95 | 88 |
| Islam | 13 | 12 |
| **Total** | **108** | **100** |

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***Occupation of Resident***

The occupation of residents in Ile-Ife and it revealed that 50% of the respondent are trader, 10.2% are civil servant, the respondent who are self - employed shares 25.9% of the total respondents, also 8.3% of the

respondent engage in farming, the percentage of people who are full time house wife are 2.8%, while the artisans amount the residents accounts for just 1.9% of the total respondent surveyed for the study.

**Table 6. Occupation of residents**

| Occupation | Frequency | Percentage |
|---|---|---|
| Trader | 55 | 50 |
| Civil servant | 11 | 10.2 |
| Self employed | 28 | 25.9 |
| Famer | 9 | 8.3 |
| House wife | 3 | 2.8 |
| Artisan | 2 | 1.9 |
| **Total** | **108** | **100** |

***Resident's level of education***

Educational background of residents in Ile-Ife, 8.3% had no formal education, 3.7% of the respondents had just primary school education. Respondents with secondary school education are just 53.7% of the total resident. The percentage of those with technical education stood at 3.7%. While those with post-secondary education such as NCE, OND, HND, B. Sc. and above are 30.6% of the total population. It is noteworthy from table 4. 2. 7 that 53.7% and 30.6% of the residents that have secondary and post-secondary education respectively. The implication of this is that an average resident in Ile-Ife is literate. This is consistent with the study of Afon (2011) and Badiora (2012). The two studies confirmed that an average resident in Ile-Ife has secondary school education and residents' educational status increases as distance increases from the city centre.

**Table 7. Residents' educational level**

| Educational background | Frequency | Percentage |
|---|---|---|
| No formal education | 9 | 8.3 |
| Primary school | 4 | 3.7 |
| Secondary school | 58 | 53.7 |
| Technical education | 4 | 3.7 |
| Post-secondary education | 33 | 30.6 |
| **Total** | **108** | **100** |

***Residents' average monthly income***

It was also revealed that 54.6% of the respondents earn less than N10000. 9.3% of the respondent earn between N10000 and N20000 and between N20000 and N30000. Also the percentage of those that earn between N30000 and N40000 accounts for just 8.3% of the respondents. Those who earn above N40000 amount to just 18.3 % of the total respondents. It is deducible from the study that the standard of living of the resident of the Ile-Ife is low because more than 50% of the resident live on a monthly income that is less than N10000 which is even less than the minimum wage of N18000 in the country. This low income level can also be attributed to the fact that most people in the town are traders and peasant farmers, while the youths with certificates do not have access to good employment. The 18.3% of the respondent that earn above N40000 are the lucky few who found themselves in civil service or a medium scale business enterprise within the Town.

**Table 8. Residents' average monthly income**

| Average monthly income | Frequency | Percentage |
|---|---|---|
| Less N10000 | 59 | 54.6 |
| N10000- N20000 | 10 | 9.3 |
| N20000- N30000 | 10 | 9.3 |
| N30000-N40000 | 9 | 8.3 |
| Above N40000 | 20 | 18.2 |
| **Total** | **108** | **100** |

*B. Residents' Patronage of commercial Motorcycle transport service in Ile-Ife*

The urban transport scene in Ile-Ife is dominated by the commercial motorcycles and the mini buses popular called *"Town-Gboro"*. An empirically analysis of the resident commercial motorcycle patronage in Ile-Ife from table 4.3 revealed that 84.3% of the resident sample for the study are regular patrons of the commercial motorcycle. While the remaining 15.7% of the respondent said they don't use the commercial motorcycles for their trips. This shows that commercial motorcycle operation enjoys high patronage among the residents in Ile-Ife. The study of Fadare and Al-Hassan, (2010) in Auchi also confirmed that 81.1% of the residents in Auchi are regular patrons of the commercial motorcycle transport service. Thus, the study is consistent with existing study on motorcycle patronage in Nigeria.

**Table 9. Do you use commercial motorcycle as mode of transportation?**

| Response | Frequency | Percentage |
|---|---|---|
| Yes | 91 | 84.3 |
| No | 17 | 15.7 |
| **Total** | **108** | **100** |

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***Resident weekly patronage of commercial motorcycle transport service in Ile-Ife.***

The study weekly patronage in Ile-Ife revealed that 63% of the resident use the commercial motorcycle on daily basis, 6.5% of the resident us the motorcycle two times in the week, 10.2% use it three times in the week , just 3.75 use it just once a week. while the remaining 16.7% rarely use the service of commercial motorcycle operators for their

trips

**Table 10. Frequency of commercial motorcycle patronage per week in Ile-Ife**

| Patronage/week | Frequency | Percentage |
|---|---|---|
| Everyday | 68 | 63 |
| Twice a week | 7 | 6.5 |
| Thrice a week | 11 | 10.2 |
| Once a week | 4 | 3.7 |
| Rarely | 18 | 16.7 |
| **Total** | **108** | **100** |

***Resident daily patronage of commercial motorcycle transport service in Ile-Ife***

The extent of patronage and usage of commercial motorcycle transport service in Ile-Ife was also segmented into daily patronage. It was revealed that 43.5% of the total residents sampled for the study use the service of the commercial motorcycle at least once in a day, 35.2% of the residents use the service for not less than two times in a day, 1.9% of the residents use it for not less than three times a day. Those that use the service for not less than four times a day stood at 6.5% of the total respondents. While the remaining 13% claimed that they use it for more than four times in a day. This lends credence to the fact that commercial motorcycle transport service serves as an important element for effective urban mobility in Ile-Ife.

**Table 12. Frequency of commercial motorcycle patronage per day in Ile-Ife**

| Patronage/day | Frequency | Percentage |
|---|---|---|
| Once | 47 | 43.5 |
| 2 times | 38 | 35.2 |
| 3 times | 2 | 1.9 |
| 4 times | 7 | 6.5 |
| More than 4 times | 14 | 13 |
| **Total** | **108** | **100** |

***Residents' commercial motorcycle transport service patronage by periods of the day in Ile-Ife***

Daily periodic patronage of commercial motorcycle transport service was also examined in the study. Table 4.4.3 present the residents' patronage by periods of the day. The information on the table revealed that 17.6% of the residents use the service of the commercial motorcycle operators in the morning only. 3.7% use the service only in the afternoon. While the remaining 78.7% of the residents use it anytime of the day the need arise.

**Table 13. Frequency of commercial motorcycle patronage by periods of the day in Ile- Ife**

| Period of the day | Frequency | Percentage |
|---|---|---|
| Morning only | 19 | 17.6 |
| Afternoon only | 4 | 3.7 |
| Anytime of the day | 85 | 78.7 |
| **Total** | **108** | **100** |

***Residents' trip purposes with commercial motorcycle transport service in Ile-Ife***

Trip making varies from person to person depending on the socio-economic profile of the person and time. It is revealed from the study that larger percentage 42.6% of the residents in Ile-Ife use commercial motorcycle transport service for work trips. This is followed by trips to school 25.9%, shopping and religious trips share 9.3% respectively; social trips stood at 5.6% and other trip purposes tale 7.4% of the total trips purpose of residents. It is deducible that most people in Ile-Ife use the service of commercial motorcycle operators to get to their places of work especially the civil servants who need to get to their various offices early and students that need to resume at their various schools or campuses. .

**Table 14. Commercial motorcycle trip purposes of residents in Ile -Ife**

| Purpose | Frequency | Percentage |
|---|---|---|
| Work | 46 | 42.6 |
| Shopping | 10 | 9.3 |
| School | 28 | 25.9 |
| Social | 6 | 5.6 |
| Religious | 10 | 9.3 |
| Others | 8 | 7.4 |
| **Total** | **108** | **100** |

***Relationship between socio-economic characteristics of Residents and patronage commercial motorcycle transport service in Ile-Ife***

The cross tabulation of the socio-economic characteristics with the daily patronage revealed that the single residents patronize the commercial motorcycle operators more than the married residents. This difference may be traceable to difference in household size of the married residents compare to that of the single residents. Also, male residents use the commercial motorcycle on daily basis more than the female residents on daily basis. This is evident in

the sharp difference in the in the figure revealed by the cross tabulation. This difference may be as result of the passive attitude of some of the women toward commercial motorcycle usage. Some the reasons for their passiveness may include the insecurity of commercial motorcycle riding in terms of safety, immodest body contact on the motorcycle and exposure of sensitive body parts. These reasons were found to rank high among the reasons people especially women don't use commercial motorcycle in the study of Fadare and Al-Hassan (2010) in Auchi.

The study also revealed that traders in Ile-Ife use the service of commercial motorcycle operators more than other residents involved in any other occupation. Next to this are the residents who run a self-owned business, followed by the civil servants, farmers, house wives and artisans down the ladder. In terms of age group residents between 20 years and 20 years age group are the prime patrons of the commercial motorcycle transport service. The residents between 40 and 50 years of age and above use the commercial motorcycle less which may be as result of old age.

The relationship between the educational background of the residents and the commercial motorcycle patronage pattern revealed that the residents with the secondary education use the motorcycle more than all other residents in the various educational groups. This is followed by those with post-secondary education. The average monthly income cross tabulated with the commercial motorcycle patronage pattern revealed that the frequent patrons of commercial motorcycle transport service in Ile-Ife are those residents that earn below N10000 followed by those earning above N40000.

**Table 15. Cross tabulation residents' socio-economic characteristics and daily commercial motorcycle patronage**

| Socio-economic variables | Frequency of commercial motorcycle patronage per day | | | | | Total |
|---|---|---|---|---|---|---|
| | Once | 2 times | 3 times | 4 times | More than 4 times | |
| **Marital Status** | | | | | | |
| Single | 28 (47.5%) | 21 (35.6%) | 2 (3.4%) | 5 (8.5%) | 3 (5.1%) | 59 (100%) |
| Married | 18 (37.5%) | 17 (35.4%) | 0 (0%) | 2 (4.2%) | 11 (22.9%) | 48 (100%) |
| Separated | 1 (100%) | 0 (100%) | 0 (0%) | 0 (0%) | 0 (0%) | 1 (100%) |
| **Total** | **47 (43.5%)** | **38 (35.2)** | **2 (1.9%)** | **7 (6.3%)** | **14 (13%)** | **108 (100)** |
| **Gender** | | | | | | |
| Male | 26 (38.8%) | 22 (32.8%) | 2 (3%) | 5 (7.5) | 12 (17.9%) | 67 (100%) |
| Female | 21 (51.2%) | 16 (39%) | 0 (0%) | 2 (4.9%) | 2 (4.9%) | 41 (100%) |
| **Total** | **47 (43.5%)** | **38 (35.2)** | **2 (1.9%)** | **7 (6.3%)** | **14 (13%)** | **108 (100)** |
| **Religion** | | | | | | |
| Christianity | 43 (45.3%) | 32 (33.7%) | 2(2.1%) | 6 (6.3%) | 12 (12.6%) | 95 (100%) |
| Islam | 4 (30.8%) | 6 (46.2%) | 0 (0%) | 1 (7.7%) | 2 (13.4%) | 13 (100%) |
| **Total** | **47 (43.5%)** | **38 (35.2)** | **2 (1.9%)** | **7 (6.3%)** | **14 (13%)** | **108 (100)** |
| **Occupation** | | | | | | |
| Trader | 25 (45.5%) | 22 (40%) | 1 (1.8%) | 4 (7.3%) | 3 (5.5%) | 55 (100%) |
| Civil Servant | 4 (36.4%) | 2 (18.2%) | 1 (9.1%) | 1 (9.1%) | 3 (27.3%) | 11 (100%) |
| Self Employed | 16 (57.1%) | 8 (28%) | 0 (0%) | 0 (0%) | 4 (14.3%) | 28 (100%) |
| Farmer | 1 (11.1%) | 6 (66.7%) | 0 (0%) | 1 (11.1%) | 1 (11.1%) | 9 (100%) |
| House Wife | 1 (33.3%) | 0 (0%) | 0 (0%) | 0 (0%) | 2 (66.7%) | 3 (100%) |
| Artisans | 0 (0%) | 0 (0%) | 0 (0%) | 1 (60%) | 1 (60%) | 2 (100%) |
| **Total** | **47 (43.5%)** | **38 (35.2)** | **2 (1.9%)** | **7 (6.3%)** | **14 (13%)** | **108 (100)** |
| **Age** | | | | | | |
| Less than 20 years | 7 (36.8%) | 9 (47.4%) | 0 (0%) | 1 (5.3%) | 2 (10.5%) | 19 (100%) |
| 20-30 years | 15 (48.4%) | 9 (29%) | 1 (3.2%) | 3 (9.7%) | 3 (9.7%) | 31 (100%) |
| 30-40 years | 14 (40%) | 13(37.1%) | 1 (2.9%) | 3 (8.6%) | 4 (11.4%) | 35 (100%) |
| 40-50 years | 3 (27.35) | 4 (36.4%) | 0 (0%) | 0 (0%) | 4 (36.4%) | 11 (100%0 |
| 50 and above | 8 (66.7%) | 3 (25%) | 0 (0%) | 0 (0%) | 1(8.4%) | 12 (100%) |
| **Total** | **47 (43.5%)** | **38 (35.2)** | **2 (1.9%)** | **7 (6.3%)** | **14 (13%)** | **108 (100)** |
| **Educational Background** | | | | | | |
| No formal education | 3 (33.3%) | 6 (66.7%) | 0 (0%) | 0 (0%) | 0 (0%) | 9 (100%) |
| Primary | 3 (75%) | 0 (0%) | 0 (0%) | 0 (0%) | 1(25%) | 4 (100%) |
| Secondary school | 21 (36.2%) | 21 (36.2%) | 0 (0%) | 5 (8.6%) | 11 (19%) | 58 (100%) |

| Socio-economic variables | Frequency of commercial motorcycle patronage per day | | | | | Total |
|---|---|---|---|---|---|---|
| | Once | 2 times | 3 times | 4 times | More than 4 times | |
| **Marital Status** | | | | | | |
| Technical education | 1 (25%) | 3 (75%) | 0 (0%) | 0 (0%) | 0 (0%) | 4 (100%) |
| Postsecondary | 19 (57.6%) | 8 (24.2%) | 2 (6.1%) | 3 (9.1%) | 2 (6.1%) | 33 (100%) |
| **Total** | **47 (43.5%)** | **38 (35.2)** | **2 (1.9%)** | **7 (6.3%)** | **14 (13%)** | **108 (100)** |
| **Average monthly income** | | | | | | |
| Less N10000 | 25 (42.4%) | 26 (44.1%) | 2 (3.4%) | 3 (5.1%) | 3 (5.1%) | 59 (100%) |
| N10000-N20000 | 4 (40%) | 1 (10%) | 0 (0%) | 2 (20%) | 3 (30%0 | 10 (100%) |
| N20000-N30000 | 3 (30%) | 2 (20%) | 0 (0%) | 0 (0%) | 5 (50%) | 10 (100%) |
| N30000-N40000 | 4 (44.4%) | 3 (33.3%) | 0 (0%) | 1 (11.1%) | 1 (11.1%) | 9 (100%) |
| Above N40000 | 11 (55%) | 6 (30%) | 0 (0%) | 1 (5%) | 2 (10%) | 20 (20%) |
| **Total** | **47 (43.5%)** | **38 (35.2)** | **2 (1.9%)** | **7 (6.3%)** | **14 (13%)** | **108 (100)** |
| **Average expenditure on transport** | | | | | | |
| > N100 | 34 (57.6%) | 26 (44.1%) | 2 (3.4%) | 3 (5.1%) | 3 (5.1%) | 58 (100%) |
| N100- N2000 | 7 (25%) | 12 (42.9%) | 1 (3.6%) | 5 (17.9%) | 3 (10.7%) | 28 (100%) |
| N200-N300 | 3 (33.3%) | 2 (22.2%) | 0 (0%) | 1 (11.1%) | 3 (33.3%) | 9 (100%) |
| Above N300 | 3 (25%) | 1 (8.3%) | 1 (8.3%) | 1 (8.3%) | 6 (50%) | |
| **Total** | **47 (43.5%)** | **38 (35.2)** | **2 (1.9%)** | **7 (6.3%)** | **14 (13%)** | **108 (100)** |

In order to ascertain if there is any significant difference in the socio-economic characteristics and the commercial motorcycle patronage pattern of residents in Ile-Ife, the chi- square ($x^2$) statistics was computed. It revealed that among the variables entered, only occupation and average monthly income were found to be significant at $X^2 = 38.586$ and 26.494 respectively. These socio-economic characteristics were found to be significant at $P = 0.017$, 0.000 and 0.047. This show that there is a significant difference between the residents' occupation, average expenditure on transportation and the average monthly income and the daily residents' commercial motorcycle patronage pattern while the other socio-economic variables has no significant relationship with the daily residents' commercial motorcycle patronage pattern

**Table 16. Chi-Square test of significant difference in socio-economic characteristics and motorcycle patronage pattern of residents in Ile-Ife**

| Socio-economic variables | Chi-Square ($x^2$) | Df | Asymp. Sig |
|---|---|---|---|
| Marital Status | 10.806 | 8 | 0.213 |
| Gender | 5.996 | 4 | 0.199 |
| Religion | 1.431 | 4 | 0.839 |
| Occupation | 38.586 | 20 | 0.017 |
| Age | 12.936 | 16 | 0.677 |
| Educational background | 21.980 | 20 | 0.342 |
| Average monthly income | 26.494 | 16 | 0.047 |

***Determinants of Residents' commercial motorcycle patronage in Ile-Ife***

The Likert Scale Response Analysis (LSRP) of reasons for residents patronage of commercial motorcycle transport service in Ile-Ife table 4.4.7 in revealed that the important reasons that make commercial motorcycle transport service attract residents patronage include; easily available which rank first with mean (x) figure of 3.56, followed by it is very fast with mean of 3.54, ability to navigate any path with mean score of 3.45, this is also followed by the ability to provide door to door service with the mean score of 3.44 and no waiting time with the mean score of 3.23 Other moderate reasons that make the residents to use the service of the commercial motorcycle above others modes are; the need to beat traffic congestion with the mean score of 3.19, this is also followed by it is very efficient with the same mean score of 3.19, the next important reason is that it is very convenient with the mean score of 3.17 and it is very cheap queue up with the mean score of 3.08. Other less important reasons are; no other option with the mean score of 2.72, no other mode can get to my destination with the mean score of 2.56 and no safety rank last on the queue with 2.12 mean score.

**Table 17. Determinants of commercial motorcycle patronage in Ile-Ife**

| Reasons | Strongly disagree | Disagree | Agree | Fairly agree | Strongly agree | Total | Mean | Ranking |
|---|---|---|---|---|---|---|---|---|
| Easily available | 25 (13.9%) | 4 (3.7%) | 35 (32.4%) | 13 (12%) | 41 (38%) | 108 (100%) | 3.56 | **1** |
| It is very fast | 14 (13%) | 5 (5.6%) | 37 (34.3%) | 10 (9.3%) | 41 (38%) | 108 (100%) | 3.54 | **2** |
| It can navigate any path | 17 (15.7%) | 7 (6.5%) | 34 (31.5%) | 10 (9.3%) | 40 (37%) | 108 (100%) | 3.45 | 3 |
| It provide door to door service | 19 (17.7%) | 12 (11.1%) | 25 (23.1%) | 6 (5.6%) | 46 (42.6%) | 108 (100%) | 3.44 | 4 |
| No waiting time | 18 (16.7%) | 9 (8.3%) | 40 (37%) | 12 (11.1%) | 29 (26.9%) | 108 (100%) | 3.23 | 5 |
| Need to beat traffic congestion | 22 (20.4%) | 10 (9.3%) | 32 (29.6%) | 13 (12%) | 31 (28.79) | 108 (100%) | 3.19 | 6 |
| It is very efficient | 19 (17.6%) | 12 (11.1%) | 31 (28.7%) | 21 (19.4%) | 25 (23.1%) | 108 (100%) | 3.19 | 7 |
| Very convenient | 26 (24.1%) | 11 (10.2%) | 21 (19.4%) | 19 (17.6%) | 31 (28.7%) | 108 (100%) | 3.17 | 8 |
| It is very cheap | 24 (22.2%) | 17 (15.7%) | 19 (17.6%) | 22 (20.4%) | 26 (24.1%) | 108 (100%) | 3.08 | 9 |
| No other option | 33 (30.6%) | 23 (21.3%) | 18 (16.7%) | 6 (6.6%) | 28 (25%) | 108 (100%) | 2.72 | 10 |
| No other mode can get to my destination | 37 (34.3%) | 24 (22.2%) | 17 (15.7%) | 10 (9.3%) | 20 (18.5%) | 108 (100%) | 2.56 | 11 |
| No safety | 51 (47.2%) | 29 (26%) | 4 (3.7%) | 12 (11.1%) | 12 (11.1%) | 108 (100%) | 2.12 | 12 |

***Analysis of reasons for not patronizing commercial motorcycle transport service by residents in Ile-Ife***

Out of the total Residents sampled for the study, 84.3% of the residents are regular patrons of commercial motorcycle transport service in Ile-Ife. While 15.7% don't use the commercial motorcycle for their trips. The Likert Scale Response Analysis (LSRS) was also use to obtain the relative ranking of possible reasons why some of the residents don't patronize the commercial motorcycle. The strongest reasons why some of the residents don't use the commercial motorcycle is the fact that many of the commercial motorcycle operators are uncontrollable with the mean score of 2.31, next on the line is that many of the operators ride under the influence of alcohol with the same mean score of 2.31, the fear of getting involved in accident queue up with the mean score of 2.27. Some of the residents claimed that commercial motorcycle is not secured like other modes transports; this obtained the mean score of 2.21. Fear of imbalance was another reason with the mean score of 2.19. Other moderate reasons for not using commercial motorcycle are that their speed is too much and no crash helmet for passengers with the mean score of 2.16 and 2.07 respectively. Other less important reasons are residents' past involvement in commercial motorcycle accidents and health condition with ranking mean score of 1.96 and 1.06 respectively.

**Table 18. Analysis of reasons for not patronizing commercial motorcycle**

| Reasons | Strongly disagree | Disagree | Agree | Fairly agree | Strongly agree | Total | Mean | Ranking |
|---|---|---|---|---|---|---|---|---|
| Many motorcycle operators are uncontrollable | 18 (16.7%) | 13 (12%) | 14 (13%) | 3 (28%) | 60 (55.5%) | 108 (100%) | 2.31 | **1** |
| Many of the operators ride under the influence of alcohol | 22 (20.4%) | 8 (7.4%) | 12 (11.1%) | 5 (4.6%) | 61 (56.5%) | 108 (100%) | 2.31 | **2** |
| Fear of getting involved in accident | 20 (18.5%) | 9 (8.3%) | 13 (12%) | 10 (9.3%) | 4 (3.7%) | 108 (100%) | 2.27 | 3 |

| Reasons | Strongly disagree | Disagree | Agree | Fairly agree | Strongly agree | Total | Mean | Ranking |
|---|---|---|---|---|---|---|---|---|
| It is not secured like other mode of transportation | 19 (17.6%) | 5 (4.6%) | 17 (15.7%) | 6 (5.6%) | 61 (56.5%) | 108 (100%) | 2.21 | 4 |
| Fear of imbalance | 17 (15.7%) | 10 (9.3%) | 13 (12%) | 4 (3.7%) | 64 (59.3%) | 108 (100%) | 2.19 | 5 |
| Their speed is too much | 13 (12%) | 10 (9.3%) | 19 (17.6%) | 5 (4.6%) | 61 (56.5%) | 108 (100%) | 2.16 | 6 |
| No crash helmet for passenger | 15 (13%) | 6 (5.6%) | 16 (14.8%) | 6 (5.6%) | 65 (60.2%) | 108 (100%) | 2.07 | 7 |
| Past involvement in accident | 4 (13%) | 7 (6.5%) | 5 (4.6%) | 17 (15.7%) | 65 (10.2%) | 108 (100%) | 1.96 | 8 |
| My health does not support it | 12 (11.1%) | 6 (5.6%) | 9 (8.3%) | 9 (8.3%) | 72 (66.1%) | 108 (100%) | 1.06 | 9 |

## V. CONCLUSION AND RECOMMENDATION

The study observed that the daily commercial motorcycle patronage pattern in Ile-Ife is influence by the occupation, average expenditure on transport and average monthly income of residents. The study further established that, easy accessibility without waiting time account is a major determinant occupation, average expenditure on transport and average monthly income were found to be significant in commercial motorcycle patronage in Ile-Ife. Also, the study found out that the uncontrollable behaviour, attitude and disposition to alcoholic intake of the commercial motorcycle operators are major reasons why some of the resident chose not to patronize the commercial motorcycle transport service in in Ile-Ife. The study therefore recommended that the regulation of the use of safety helmet need to be followed up with a stricter measure to ensure 100% compliance. The operator should be compelled to provide the safety helmet before they are given clearance to commence operation. All passengers should also be provide with the safety helmet by the operators to ensure safety of both the operators and the passengers.

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