

Nature and Types of Motorcycle-Related Crimes in Nakuru East Sub-County, Nakuru County, Kenya

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ABSTRACT

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.

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1. INTRODUCTION

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). An increasing number of criminals use motorcycles to access and escape from crime scenes and monitor the situation in preparation for the commission of criminal activities (Lakeman *et al.*, 2021).

Few empirical facts on the nature and types of motorcycle-related crime have looked at biker gangs perpetrating serious crimes such as Hell's Angeles, Bandidos, Outlaws, Pagans, and Sons of Silence (Barker, 2005), the crimes committed by biker gangs in relation to formal club hierarchy (Van Deuren *et al.*, 2022), and the prevalence of biker crimes. However, there is scanty evidence relating to whether motorcycle riders engage in such crimes in an organized or individual capacity, as the perpetrators of motorcycle-related crimes.

An increasing number of criminals use motorcycles to access and escape from crime scenes and monitor the situation in preparation for the commission of criminal activities (Lakeman *et al.*, 2021). (Barker, 2005) study on One Percent Bikers Clubs found motorbikes to be used as a tool 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 individuals or as groups.

OMCG membership influences criminality. However, when committing a crime, their involvement does not appear to orchestrate criminal behavior to their members. Hence, their involvement as collective members is limited (Van Deuren, 2023). Klement (2019) uses the Danish National Statistical archives to examine 2,647 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.* (2022) used police files to examine the nature and types of crimes committed by Dutch-organized motorcycle criminal gangs between the years 2012 and 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 centers 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 centers 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 are the most prevalent offenses, 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 (2009) 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 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 the anonymity of the criminals perpetrating these crimes have 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 mechanization 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 \(n.d.\)](#), Kenya recorded 3,572 cases of road accidents and 6938 injuries as of December 2019. Research by [Zheng et al. \(2020\)](#) identifies human factors and behavior, 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, which indicated that 60% of motorcycle passengers reported that they were once victims or had 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 unfavorable 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. METHODOLOGY

2.1. Research Design

This 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 nature and types of motorcycle-related crimes in Nakuru East Sub-county, Nakuru County, Kenya.

2.2. Location of the Study

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, n.d.](#)). Nakuru East sub-county was purposely selected because it had the highest number of reported cases involving motorcycle-related crimes in Nakuru County ([Nakuru County Police Command Centre, 2018](#)). The records also indicate that most victims and perpetrators of motorcycle-related crimes were from the Nakuru East sub-county, making the area ideal for the study, which sought to investigate the nature and types of motorcycle-related crimes.

2.3. Sample Size

The sample size of the study comprised 310 respondents selected using simple random sampling, drawn from 1,600 motorcycle riders in Bondeni, Flamingo, Mwariki B, and Kivumbini locations in the Nakuru East sub-county. [Table I](#) demonstrates the distribution of motorcycle riders by location in the Nakuru East sub-county.

TABLE I: DISTRIBUTION OF MOTORCYCLE RIDERS BY LOCATION IN NAKURU EAST SUB-COUNTY

S/NO	Location	Total number
1	Bondeni	433
2	Flamingo	414
3	Mwariki B	399
4	Kivumbini	354
Total		1,600

3. RESULTS AND DISCUSSION

3.1. Perpetrators of Motorcycle-Related Crimes

The study sought to establish the motorcycle-related criminal offenders in Nakuru East Sub-county from the respondents. The respondents were asked who the perpetrators of motorcycle-related crimes

TABLE II: 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

were. From the findings in Table II, 50% of the respondents pointed out that 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 II.

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 II are 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 offenses, such as murder.” (Male, Police officer, 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.

3.2. Operations of Motorcycle-Related Criminals in Nakuru East Sub-County

The study further sought to examine how motorcycle-related criminals operate. The respondents were asked whether criminals using motorcycles operate alone or in a group. The findings are shown in Table III.

TABLE III: DISTRIBUTION OF RESPONDENTS THAT STATED HOW MOTORCYCLE-RELATED CRIMINALS IN NAKURU EAST SUB-COUNTY OPERATE

Criminal operations	Frequency	Percent
In groups	279	90
Alone	200	64.5

From the findings in Table III, a majority, 90% of the respondents, indicated that criminals using motorcycles operate 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 planning and 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 have a significant impact on increased offending compared to those who operate alone. This, therefore, signifies a continuum of organized crime threats that has been responsible for increased property and violent crimes in Nakuru East Sub-County.

3.3. Motorcycle-Related Crimes Committed in Nakuru East Sub County

The study examined motorcycle-related crimes. The interviewees were requested to state the motorcycle-related crimes committed in Nakuru East Sub-county. The findings were analyzed and presented in Table IV.

TABLE IV: DISTRIBUTION OF RESPONDENTS THAT STATED DIFFERENT TYPES OF 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 IV](#) demonstrate 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 support [Opondo and Kiprop's \(2018\)](#) findings on motorcycle-related crimes in Kenya, which indicate that a majority of motorcycle-related crimes are perpetrated by armed robbers who operate under the guise of commercial motorcycle riders or hire commercial motorcycles from riders and use them to commit crimes. One of the respondents, a victim of robbery with violence, narrates that:

“The 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%.

3.3.1. 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 [Table V](#).

TABLE V: DISTRIBUTIONS OF RESPONDENTS THAT INDICATED TYPES OF VICTIMS OF MOTORCYCLE-RELATED CRIMES

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

According to [Table V](#), a majority, 79.7% of the respondents, indicated that the general public was 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 that make them vulnerable to criminals or make 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 of. Additionally, the 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 the 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.” (Male, Police officer, 33 years).

3.3.2. 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 VI: DISTRIBUTION OF RESPONDENTS THAT INDICATED THE GENDER OF VICTIMS

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

From [Table VI](#), 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 [Van Krieken et al. \(2013\)](#), which indicates that victimization is not random but is 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 the 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).

3.3.3. Use of Weapons in Motorcycle-Related Crimes

The study sought to find out the types of weapons used in motorcycle-related crimes. The findings are depicted in [Table VII](#).

TABLE VII: DISTRIBUTION OF RESPONDENTS THAT INDICATED 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 VII](#) indicate 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 them. In line with these 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.” (Male, Police officer, 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.

3.4. 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. Birzer and Roberson (2018) point out weapon culture as a common feature among Outlaw Motorcycle Gang in the United States.

The respondents were asked to indicate how the weapons are used to perpetrate motorcycle-related crimes. The results are shown in Table VIII.

TABLE VIII: DISTRIBUTION OF RESPONDENTS THAT INDICATED HOW WEAPONS ARE USED IN FACILITATING MOTORCYCLE-RELATED CRIMES

How do 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 VIII indicate that 90.9%, the 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.

3.5. 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.

3.5.1. Use of Motorcycles to Facilitate 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 IX.

TABLE IX: DOES THE USE OF MOTORCYCLES FACILITATE CRIME?

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

Table IX shows that the majority (94.5%) of the respondents reported that the use of motorcycles indeed helps facilitate criminal activities, whereas 5.5% of the respondents reported that motorcycles do not facilitate or accelerate criminal activities. The findings in Table IX concur with those of Barker (2014) in the United States, who found out that some of the motorcycle clubs, such as the 1%, 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 good 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 are the most common crimes reported every day.” (Female, Police officer, 38 years).

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

3.5.2. How the Use of Motorcycles 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 the Nakuru East sub-county. The results findings are depicted in Table X.

Table X 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

TABLE X: HOW THE USE OF MOTORCYCLES FACILITATES OR ACCELERATES CRIMINALITY

Facilitation of criminality by motorcycles	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, it is 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

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 making it difficult to trace criminals using them; 65.9% noted that cash earned by commercial riders was used to solicit sex services 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:

“Motorbikes are efficient and inexpensive as means of transport in the Nakuru East sub-county, thus creating a lot of employment. However, the worry arises when criminals posing as riders hire motorcycles daily and use 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. SUMMARY, CONCLUSION, AND RECOMMENDATIONS

4.1. Summary

The study findings revealed that motorcycle riders were the major perpetrators of motorcycle-related crimes in the Nakuru East sub-county and were majorly involved in robbery with violence, robbery, assault, and general theft. 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.

4.2. 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, and the impact of that crime on the victims and society help 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 behaviors during the commission of a crime, such as planning and staging ambushes and using weapons, whereas some crimes are committed 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. Therefore, all motorcycle related crimes, such as robberies, robberies with violence, assaults, and general theft cases, are 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.

4.3. Recommendations

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

1. This study found a significant relationship between the use of motorcycles and increased cases of crime. Therefore, this study recommends further research on the role of technology in minimizing motorcycle-related crimes. In-depth research on motorcycle-related 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.

2. 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.

CONFLICT OF INTEREST

The authors declare that they do not have any conflict of interest.

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