

EFFECT OF TRAINING ON THE SUSTAINABILITY OF MOTORCYCLE TAXI BUSINESSES IN NAIROBI COUNTY

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ABSTRACT

Motorcycles are a popular mode of transportation in developing countries such as Kenya because they are relatively affordable, convenient for short distances and poor roads, and efficient for navigating heavy traffic in many developing cities. Despite these benefits, motorcycles are involved in a substantial number of road traffic crashes and injuries. Research on the role of training in enhancing the sector in Nairobi County is, however, scanty. The objective of the study was the effect of training on the sustainability of motorcycle taxi businesses in Nairobi County. The study was conducted among motorcycle taxi operators. The descriptive research design was adopted. A sample of 249 motorcycle taxi operators in Nairobi County was selected using a systematic random sampling technique. Data was collected using questionnaires. Before data collection, piloting, instrument reliability, and validity, a pilot study was conducted. Data were computed for descriptive statistics (frequencies, means, and percentages) and inferential statistics such as Pearson correlations and Regression analysis. The findings were presented using tables, graphs, and charts. The findings of the study revealed that training had a significant influence on the sustainability of Motorcycle Taxi Businesses in Nairobi County, Kenya. It was also found, most of the operators are trained in road safety, and they apply the skills during their daily operations to a fair extent. Following this, the study recommended that Training should be provided to motorcycle taxi operators on entrepreneurship skills to operators of motorcycle taxi is highly required. Some motorcycle taxi operators who generate sufficient income should be equipped with relevant knowledge of entrepreneurship. Driving schools in the collaboration with the NTSA need to come up with a friendly payment plan for driving school fees that is affordable. The national government through the relevant authorities such as NTSA should come up with a user-friendly curriculum, especially for the persons who have a lower education background

KEYWORDS: Technological Development, Motorcycle Business, Motorcycle Operators

1.0 INTRODUCTION

Motorcycles are the primary means of motorized transport today. In overseas countries for instance Asia, China, Indonesia, and Vietnam motorcycle transport overrides automobile transport due to its reliability and efficiency. These are the four largest motorcycle markets in the world. In Taiwan for instance the number of motorcycles is twice the number of automobiles for every ten thousand population (Indiatsi, 2016). Despite this, it is important to note that most motorcycle riders in the motorcycle business have not been trained and this makes the business prone to risks and losses.

In the UK, the commitment to train & develop Motor Cycle Riders is achieved by having formal training by staff that differs from large operators to small organizations in the motorcycle industry. Large operators boast of structured training compared to smaller ones. The smaller ones are trained by between 2 and 10 people who offer informal training while providing opportunities for development (UK Institute of Motor Industry, 2010). The government funds programs to enhance apprenticeships in the Motorcycle industry through the Skills Funding Agency, Skills Development Scotland, and the Welsh Assembly Government. Vocational courses are offered by the Institute of Motor Industry (IMI) and Retail Motor Industry (Remit) Limited.

Many studies have reported increasing involvement of motorcycle drivers and their passengers in road traffic crashes (RTCs), as the number of motorcycles exploded in Africa, Such studies include Olumide *et al.*, (2015) in Nigeria, and Ngallaba *et al.* (2016) in Tanzania. The recommendations suggested in both studies

suggest that motorcycle riders in the sector lack adequate training and if this were ensured that rate of RTCs would reduce significantly.

Kenya and Uganda were the first East African countries to implement bicycle taxis in the 1960s. Bicycle taxis originated in the 1960s and 1970s on the Kenyan-Ugandan border and have since spread to other regions of the continent. Beginning at the border between the two countries has come a long way (Solagberu *et al.*, 2015). While in Busia in Uganda's middle of the 1960s, motorbikes began to play an important role in the country's boda-boda economy (Malmberg, 2014). BMK (Uganda) Ltd., a Ugandan firm, took the initiative to expand the company's product range to include motorbikes in the late 1980s, although the company started out selling two-wheeled peddle bicycles. Since 1986, this was a corporation that had been importing automobile parts.

Several countries in Africa have realized the importance of training for the sustainability of the motorcycle transport business, and have training programs in place. SafeBoda is a transportation company that provides road safety training and helmets to its motorcycle taxi drivers in Kampala, Uganda. We sought to determine whether the risk of road traffic crashes (RTC) was lower in SafeBoda compared to regular (non-SafeBoda) motorcycle taxi drivers during a 6-month follow-up period. SafeBoda program results in safer driving and fewer RTCs among motorcycle taxi drivers in Kampala (Muni, Kobusingye, Mock, Hughes, Hurvitz & Guthrie, 2019).

Despite the numerous advantages that are credited to the use of *Boda Bodas* in public transportation, the sector has been linked to an increase in the number of accidents and crimes in the country that are tied to motorcycle taxis and other motorcycles (Manyara, 2013). The accidents can also be attributed to inadequate road safety training given the loose regulations (Indiatsi, 2016). In 2015, Odera produced a paper titled "*Boda Boda Economy*," in which they highlighted the rising criminal trends in Kenya that include motorcycle taxis. The National Police Service has recognized *Boda Boda* vehicles as a major security danger in the country. Both the Traffic Police Department and the National Transport and Safety Authority (NTSA) have agreed that the vast number of unauthorized *Boda-boda* cars that are now in operation may be a factor that contributes to runaway crime.

Motorcyclists who were engaged in accidents had essentially minimal riding and road usage skills. A whopping 92% of people said they learned everything they know by doing it on their own or by asking friends and family for help. As a result, past motorcycle riding expertise reduces the likelihood of an accident and increases the likelihood of injuries that are not severe in case an accident occurs, as well. The majority of PSV drivers and motorcycle riders in Kenya lack the necessary training, this figure was determined to be 75% (Moraa, 2018). Operating a motorcycle is more difficult than operating a car. Riding requires skill and practice, as well as a good deal of riding ability, physical coordination, and equilibrium. As a result, every form of disability increases.

Statement of the Problem

Business sustainability of the motorcycle taxi business entails the effective management and coordination of social, financial, and environmental demands as well as concerns to ensure the responsible, ethical and ongoing success of the businesses. However, the sustainability of the motorcycle taxi business in Kenya is certainly affected by various risks. Research conducted by AfCAP (2018) established high rates of crashes and injuries among motorcycle taxi riders as a major factor hindering the sustainability of the motorcycle taxi business in Africa. Attempts by the government of Kenya to effectively regulate the operations of motorcycle taxis – both for safety and other reasons – have largely failed, with authorities often unable to keep pace with the rapid influx of motorcycles into the country as well as the ever-increasing demand for motorcycle services in the country.

The ever-increasing number of motorcycle taxi accidents in Nairobi County is a major threat to the growth and business sustainability in the sector as the accidents have had adverse effects on motorcycle taxi operators as well as making people shun this mode of transport. As a result of the accidents, the victims end up depleting the already scarce resources at their disposal resulting in suffering that is intolerable for the motorcycle taxi operators and the dependent members of the family in their households.

In Kenya, Colleges and home study courses offer training in service, repair, and maintenance training. Manufacturers such as Honda, BMW, and Suzuki run specialist courses. There are quite a several training schools in the country. The fees chargeable by these driving schools are average not so high and can be manageable by the riders. However, motorcycle taxi riders do not bother going for training in these schools even though the training is very essential. Another factor that has led to an uncoordinated motor motorcycle business is that the syllabuses offered by the driving schools in the Sub County are not sufficient enough to cover the

Highway Code adequately. There is not even coordination in designing motorcycle Syllabus Content in the mushrooming local driving schools. This has attracted all types of quacks in this business sector (Indiatsi, 2016).

Efforts by the government in enforcing the regulations of the sector have not been very effective due to the nature of the business. Further, little research has also examined the effect of technological innovation on the sustainability of the industry. Locally Oriaro (2017) for example assessed the suitability of a regulatory framework for the operations of businesses in Kenya. This study, therefore, aims to examine the transport sector characteristics and the sustainability of motorcycle taxi businesses.

Study Objective

To establish the effect of training on the sustainability of motorcycle taxi businesses in Nairobi County

Research Hypothesis

H₂₀: Training has no significant effect on the sustainability of the motorcycle taxi business in Nairobi County

Theoretical Orientation

The study was supported by the Functionalism Theory by Alfred Reginald Radcliffe-Brown and Bronislaw Malinowski. This theory provides a sound theoretical basis for explaining the emergence of motorbike taxis and why they are in a state of lawlessness as indicated by various authors and authorities. This theory is relevant to this study as it depicts motorcycle taxis as a significant part of the functioning society and hence the best way to deal with them is to innovate and regulate them so that they can serve their rightful role. The theory upholds the view that technological innovation is one of the major functions of any business setting. This theory therefore explains and interlinks this variable hence explaining fully its effect on the sustainability of motorcycle taxi business

Empirical Literature Review

Sustainability of Motorcycle Business

The viability of motorcycle taxi businesses has been the subject of numerous studies in several countries. A study was conducted by Kokwaro and Ajowi (2018) in Kisumu, Kenya, to determine the competitive dynamics that affect the commercial sustainability of bicycle taxis in the city. This investigation was based on the five competitive forces model developed by Michael Potter. By asking respondents to rate how much a variety of influences affected the sustainability of the motorcycle industry, the study found that these pressures have an impact on the long-term viability of businesses. The study, however, lacked clearly defined indicators for assessing sustainability. As part of an investigation into the most important factors of success relating to the operations of the motorcycle taxi business in Nairobi, Mwobobia (2018) also looked at various factors that affect the businesses' sustainability. Factors such as organizational structure, human resources, technology, product innovation, service distribution, finances/budgets, and government direction were included. According to Mwobobia, the success of the motorcycle taxi industry in Nairobi is due to many factors. However, the study examines the amount of money earned daily as well as riders' evaluations of their businesses to evaluate businesses' viability. According to the findings of the study, daily earnings alone were not reliable factors indicating business sustainability, while the use of self-rating on the subject of company sustainability was prone to bias. When evaluating the long-term viability of motorcycle businesses, the current study takes a different approach than that taken by (Kokwaro et al., 2014).

Cervero (2000) noted that motorcycles have become "the most quickly developing informal mode of transport" (p.17, 21) in numerous regions across the globe as early as the year 2000 in his fundamental study on informal modes of transport in a worldwide scale. According to a study released in 2000, this was the case. Sub-Saharan Africa's urban and rural environments (SSA) have also witnessed this increasing phenomenon. It is commonly referred to as SSA or the African continent to the south of the Sahara. There has been a "massive" growth described by Ehebrect et al. (2018, p.251), whereas an "exponential" and "unplanned" increase has been described by Kumar (2011). An increasing number of places outside the sub-Saharan African region are seeing a rise in this trend. Sietchiping et al. (2012) note that motorcycle taxis are now "an important part of the urban mobility equation in several capital cities in Sun-Saharan Africa." A study conducted in Douala, Lagos, and Kampala by Kumar (2011) found that motorbikes are exclusively employed in the taxi industry in Sub-Saharan Africa. To put it another way: In Asian countries, a large percentage of motorbikes are privately owned and driven for personal purposes.

There were initially motorcycle taxis in Nigeria in the 1970s. Then, they extended to neighboring countries like Cameroon and Niger in the 1980s and then to Cameroon and Chad in the 1990s. Mozambique, Malawi, Tanzania, Ghana, Angola, Ethiopia, Ivory Coast, Sierra Leone, and South Africa are just a few countries where they've spread since the turn of the twenty-first century (Diaz et al., 2016; Ehebrect et al.,

2018). According to Black et al. (2018), usage and numbers vary widely among countries, with lower numbers in South Africa and Ghana than much higher numbers in places like Nigeria and Angola. This does not take away from Black et al. (2018) highlighting a general increase, even though it is possible to discern a rise across the continent.

According to current research findings, motorcycle taxis became increasingly common in Sub-Saharan Africa during the second wave of urban mobility revolutions. In the early 1990s, the first rebellion led to the removal of public bus transit. Several factors contributed to this, including a lack of funding for post-decolonization public transportation corporations, poor management, and international structural adjustment initiatives (Kumar 2011). As a result, informal minibusses and shared taxis first appeared to fill the hole in the provision of collective transportation, and then motorcycle taxis began to appear. To some extent, the rise in popularity of motorcycle taxis can be linked to the poor quality of exogenous variables (the "push") and the endogenous advantages of the motorcycle ("pull"). Several theories have been proposed to explain this occurrence. In certain regions, these features may not exist at all; they may be commonplace in others.

Training

According to Kimotho (2014), "training" refers to how people learn and develop practical skills and information that relate to specific useful abilities to better their performance. The process by which people acquire new information, abilities, and competencies is known as training. Workers in the *Boda Boda* industry must be educated and informed of safety issues. To avoid a motorcycle accident, one of the most important factors is to have a professional teach you how to ride one. Only three states, Maine, Rhode Island, and Florida, need a rider's license for motorcycles. Licenses aren't required in some parts of the country. It is a condition of getting your driver's license that one has successfully undergone motorcycle training as part of the process. A rider may be exempt from the state's motorcycle road test if they satisfactorily finish an approved training course. As a result, the public has little faith in the rider's ability to drive a motorcycle safely and competently (Odera, 2009). Many riders undergo safety training to reduce the incidence of collisions involving motorcycles (Walker, 2006). Learning to ride safely on public roads is done by training the rider in the skills needed (Kimotho, 2014). Motorcycle riders have come to consider training as an essential component of safety compliance because noncompliance with safety laws leads to accidents that are frequently caused by a lack of training

Motorcyclists must hold a valid license, which confirms that they have completed the requisite training at an accredited training institution in compliance with the Traffic Act, 2009, as amended. The riders should have understood the specific safety rules that apply to them while operating a motorcycle on public roads (Nyachieo, 2015). More than two-thirds of commercial riders who participated in a recent study in Nigeria were found to have a weak awareness of road safety and traffic regulations, which made their participation in the study a greater risk for an accident (Johnson & Adebayo, 2011).

According to numerous studies, motorcyclists in Kenya are more likely to get into an accident if they lack proper training. Researchers found that a higher percentage of motorcycle taxi riders lacked formal training from a recognized training institution in Embu County, according to Kimotho's (2014) findings. Drivers who have just had basic training in *Boda Boda* operation have no idea of the dangers they are putting themselves and others in danger.

If one is driving recklessly, they also have to participate in safety training and awareness activities because most of them don't have valid driver's licenses (Kahuthia et al., 2013). To limit the number of deaths caused by these vehicles, most motorcycle taxi riders do not have a valid driving license for classes F and G, which is necessary for the operation (Obbo, 2012). In Kisumu East, a study of the socio-economic, as well as cultural factors influencing motorcycle taxi transportation safety, found that just 38% of motorcycle operators had received any official training, while 68% had had no training at all (Nyachieo, 2015). Even though a study by Sisimwo (2013) found that motorcycle taxi operators were the major perpetrators of traffic offenses in Kitale, the study also found that motorcycle operators accounted for eighty percent of the fatal accidents victims who sought emergency treatment at major hospitals and healthcare facilities in the region, a fact that was a link to lack of training of the operators of road safety.

A research study by Luchidio et al., (2013) in Kenya found that most boda-boda drivers received informal training, with only a third of motorcycle riders attending driving schools and those who enrolled or lessons on how to ride a motorcycle doing so through an apprenticeship, revealed the findings of the study, which examined the impact of training on the safety status of the boda-boda drivers in Kakamega county in Kenya. Studies have also indicated a link between where motorbike operators were trained and the factors that contributed to accidents. As a result, drivers who received their training from individuals rather than from driving schools were responsible for most of the 16 accidents caused by careless driving (Rugut, 2015). A study by Chitere (2006) and an even more recent one by Moraa (2018) found that commercial driving schools

dominate the training of both PSV and motorcycle drivers because the government does not inspect them. There is no standardization of curricula, even though lesson plans are very similar. On top of all that, it doesn't appear to have been incorporated in Chapter 403 or any other regulations issued by the National Transportation Authority (NTSA).

Many of Kenya's road public transportation operators are likely to be affected by the issue of inadequate training facilities. In reality, inadequate training is a problem that affects the whole Kenyan public transportation sector. Around 75% of PSV drivers, according to Moraa (2010), did not have the proper degree of training. Only commercial driving schools can teach drivers for passenger service vehicles (PSVs). These schools are free from government inspections (Chitere, 2006 & Moraa, 2010). In Kenya, 34 persons die in motorcycling accidents for every 100,000 residents, according to the WHO (2012). But in Michigan in the United States, you need an endorsement on your driver's license to ride a motorcycle. The C-Y endorsement requires passing a written knowledge test and a skills test.

Basic riding skills are tested to identify whether the rider can handle normal and dangerous traffic conditions (Carrie, 2010). As a result, around 12 Americans per 100,000 die due to a motorcycle accident in the United States. Alternatively, regulating the *Boda Boda* industry in Kenya has proven difficult. The bulk of bodaboda operators belongs to "associations," which provide some operating discipline. Though they only have local authority, most of these organizations are the primary source of operational discipline (Wawira, 2014). Indeed, a slew of variables, including a lack of infrastructure, shaky institutions, and government actions that distort transportation markets, contribute to the inefficient regulation of motorcycle transportation (Kumar, 2011).

Motorcyclists consider training an essential part of their safety compliance because most infractions of safety standards end in accidents caused by a lack of training (Hurt et al., 1981). A well-trained rider can enhance their skills and learn new techniques to help them stay safe on the roadways. Motorcycle fatalities occur in rural and urban areas for various reasons related to the abilities and mindsets of both riders and other road users. A motorcyclist's life is in jeopardy due to their higher exposure to the weather than those who drive cars. As a result, riders' attitudes, abilities, and conduct must be addressed through training (Motorcycle and Transport Safety Framework in UK 2016). A valid driver's license, training in accredited institutions, insurance, and testing by traffic police are among the primary compliance concerns in Kenyan motorcycle transport safety addressed by this initiative (NTSA, 2012). Non-compliance with safety laws contributes to motorcycle accidents (Hurt & al). (1981). NHTSA (National Transport and Safety Authority) was established in 2012 due to government concerns over vehicular traffic safety. As part of its mandate, the organization acknowledges that reducing the number of motorcycle accidents in Kenya is one of the most challenging tasks (Matheka et al., 2015). The primary cause of the difficulties associated with motorcycle transportation is the lack of adherence to safety rules and regulations by motorcycle riders (NTSA, 2015).

2.0 MATERIALS AND METHODS

Philosophical Orientation

The study adopted the positivism philosophy. With positivism philosophy, real facts of social phenomena that are considered neutral, predictable, and objective with little regard for the individuals' subjectivity are sought.

Research Design

This study adopted a descriptive survey research design that aimed at collecting data from motorcycle taxi operators in Nairobi County.

Target Population

The target population comprised 726 motorcycle taxi operators in Nairobi County (NTSA, 2021).

Sampling Frame and Technique

A sample size of 249 was arrived at by undertaking a calculation of the target population of 726 having a confidence level of 95% as well as an error of 0.05 through the use of the formula below.

$$n = \frac{z^2 \cdot N \cdot \partial_p^2}{(N - 1)e^2 + z^2 \partial_p^2}$$

$$n = \frac{z^2 \cdot N \cdot \partial_p^2}{(N - 1)e^2 + z^2 \partial_p^2} \quad n = \frac{z^2 \cdot N \cdot \partial_p^2}{(N - 1)e^2 + z^2 \partial_p^2}$$

Where; n = Size of the sample,

N = Size of the population and given as 726,

e = Acceptable error and given as 0.05,

$\hat{\rho}$ = The standard deviation of the population and given as 0.5, where it is not known,

Z = Standard variate at a confidence level given as 1.96 at 95% confidence level.

Respondents for the study were sampled using the stratified proportionate random sampling technique.

Research Instrument

Primary data was used for the study with self-administered questionnaires were used for the collection of the research data. The research questionnaire comprised both open-ended as well as closed-ended questions which covered each of the variables of the study.

Pilot Study

The pilot testing was conducted using a questionnaire that was administered to 20 respondents. The participants in the pilot study were randomly selected and comprised of motorcycle taxi operators in Nairobi Central Business District.

Validity

Both content and construct validity were used in the study to ascertain the validity of the research instruments. Content validity usually enables a researcher to draw an inference from test scores to a large domain of items that are similar to those on the test.

Reliability

Instruments reliability was computed based on a guide by Rousson, Gasser & Seifer (2012). According to Rousson, *et al.* (2012), if all the constructs yield a construct composite reliability coefficient (Cronbach alpha) with a value of 0.6 or above then it is considered to be adequate for a given study. In the assessment of the reliability coefficient of the research instrument, Cronbach's alpha (α) was used, and it was computed as follows:

$$A = k/k-1 \times [1 - \sum (S^2) / \sum S^2 \text{sum}]$$

Where:

α = Cronbach's alpha

k = The frequency of responses

$\sum (S^2)$ = Variance of items summed up individually

$\sum S^2 \text{sum}$ = Variance of summed up scores

Data Collection Procedure

A research permit was obtained from the research from National Commission for Science, Technology, and Innovation (NACOSTI), with the help of a letter of introduction from the university. This was followed by the acquisition of a letter of authorization from the management of the motorcycle SACCOs. The questionnaires were administered through the drop and pick method, over 3 days.

Data Analysis and Presentation

Data were analyzed using descriptive statistics such as frequencies, means, and percentages, and inferential statistics such as Pearson correlation and Regression analysis. The Statistical package for social sciences (SPSS) software was used in the analysis. The multiple regression model with the variables was presented as follows:

$$Y = \beta_0 + \beta_1 X_1 + \beta_2 X_2 + \beta_3 X_3 + \beta_4 X_4 + \varepsilon$$

Where:-

Y = Sustainability of Motorcycle Taxi Business

β_0 = constant

$\beta_1, \beta_2, \beta_3$ and β_4 = Beta coefficients

X_1 = Business support services

X_2 = Training

X_3 = Entrepreneurial Orientation

X_4 = Technological Innovation

ε = Error term

3.0 RESULTS AND DISCUSSIONS

Respondents Demographic Information

Based on the data presented, it was established that 74.8 % were males while the females were 25.2%. The findings imply that both genders were involved in the motorcycle taxi business in Nairobi County.

From the results, 45.5% of the respondents were aged below 25 years, 34% were aged 25-35 years, 14.3% were aged 36-50 years and 6.3% were aged between 51-60 years. The findings imply that it is the youthful population that is greatly involved in motorcycle taxi business operations in Nairobi County.

From the findings 37.9% of the respondents had O-Level education qualifications, 29.4% of the respondents had college diplomas, 25.6% had bachelor's degrees and 7.1% had postgraduate qualifications. It is implied by the findings that those who participated in the study had attained adequate education levels, which was significant in helping to appreciate the motorcycle taxi business, and therefore they provided accurate and relevant information necessary for the study. It was also observed that over 50% had been operating for over 3 years. The findings imply that motorcycle taxi operators record significant revenues per day.

Descriptive Analysis

For the statements on the training variable, the respondents agreed that: Education background of motorcycle taxi operators is key to business sustainability (Mean=4.46; SD=0.585); Training on business skills for motorcycle taxi operators influences the long-term sustainability of the businesses (Mean=4.40; SD=0.697); Road safety training for motorcycle operators is key to the sustainability of motorcycle taxi business (Mean=4.33; SD=0.638) and that it is important for motorcycle business operators to have basic knowledge on motorcycle maintenance to sustain the business (Mean=4.28; S. =0.722). The findings imply that training of motorcycle taxi operators influences the sustainability of the motorcycle taxi business.

Table 1
Descriptive Statistics Results for Training

	N	Min.	Max.	Mean	Std. Dev.
The education background of motorcycle taxi operators is key to business sustainability	238	3	5	4.46	.585
Training on business skills for motorcycle taxi operators influences the long-term sustainability of the businesses	238	3	5	4.40	.697
Road safety training for motorcycle operators is key to the sustainability of the motorcycle taxi business	238	3	5	4.33	.638
It is very significant for motorcycle business operators to have basic knowledge of motorcycle maintenance to sustain the business	238	2	5	4.28	.722
Valid N (listwise)	238				

Sustainability

The researcher instructed the respondents to indicate the extent to which they were agreeing with statements relating to the sustainability of the motorcycle taxi business, from table 4.26, the following statements were agreed with: Motorcycle taxi operators who follow NTSA regulations realize high levels of profits (Mean=4.39; SD=0.639); High revenues are being realized by entrepreneurs with increased adoption of technology in the motorcycle taxi business (Mean=4.39; SD=0.577); The government has put in place policies that have enhanced the profitability of motorcycle taxi business (Mean=4.49; SD=0.541); Enhanced training among motorcycle taxi operators has improved the levels of profitability in the sector (Mean=4.37; SD=0.572) and that generally, increased levels of innovation in the public transport sector has enhanced profitability of motorcycle taxi business (Mean=4.52; SD=0.525).

Table 2
Descriptive Statistics Results for Sustainability

Sustainability	N	Min.	Max.	Mean	Std. Dev
Motorcycle taxi operators who follow NTSA regulations realize high levels of profits	238	3	5	4.39	.639
High revenues are being realized by entrepreneurs with increased adoption of technology in the motorcycle taxi business	238	3	5	4.39	.577
The government has put in place policies that have enhanced the profitability of the motorcycle taxi business	238	3	5	4.49	.541

Enhanced training among motorcycle taxi operators has improved the levels of profitability in the sector	238	3	5	4.37	.572
Generally, increased levels of innovation in the public transport sector have enhanced the profitability of the motorcycle taxi business	238	3	5	4.52	.525
Valid N (listwise)	238				

Inferential Analysis

Inferential statistics were used in the study to make inferences from data to more general conditions. Inferential analysis was used in determining the relationships existing between the research variables that were studied.

Correlation Analysis

Pearson's correlation was applied in establishing the direction and magnitude of the relationship existing between the research variables that were being studied. The findings summarized in Table 4.25 also indicate a positive Pearson correlation of 0.027 (or 2.7%) between the Training and Sustainability of motorcycle taxi businesses in Nairobi County. The finding is in line with those of Singh (2015) who established a positive correlation between the training of entrepreneurs and the sustainable growth of businesses. The sustainability of business requires entrepreneurs to know the dynamics of business as well as the factors that impact businesses and how to respond to such factors effectively.

Correlations for Training and Sustainability of motorcycle taxi businesses

Table 3
Correlations

	Sustainability	Business support services	Training	Technological Development	Entrepreneurial orientation
Training Pearson Correlation	.027	-.029	1	.075	.028

** . Correlation is significant at the 0.01 level (2-tailed).

* . Correlation is significant at the 0.05 level (2-tailed).

4.7.2 Regression Analysis

Table 4
ANOVA-Training

Model	Sum of Squares	df	Mean Square	F	Sig.
1 Regression	.018	1	.018	.166	.684 ^b
Residual	25.899	236	.110		
Total	25.917	237			

a. Dependent Variable: Sustainability

ANOVA test was conducted on the Training variable, the results are presented in Table 4.30. From the data presented in the ANOVA Table, the model was found to be statistically significant since the p-value was less than 0.05. The values of $F(1, 236) = 0.166$, $P < 0.05$, indicating that the sustainability of motorcycle taxi businesses in Kenya is statistically significant and predicts the Training variable. This means that the null hypothesis that Training has an insignificant effect on the sustainability of motorcycle business in Nairobi County, Kenya was rejected.

Table 5
Coefficients

Model	Unstandardized Coefficients	Standardized Coefficients	t	Sig.
	B	Std. Error	Beta	
1 (Constant)	4.361	.182		23.961 .001
Training	.023	.055	.027	.408 .684

a. Dependent Variable: Sustainability

To complement the ANOVA findings on the Training and Sustainability of the motorcycle taxi business in Kenya, Person's regression coefficients were also generated. Table 4.36. Presents the coefficients. The finding

of the analysis implies that training positively influences the sustainability of the motorcycle taxi business. A linear regression model was established as follows based on the summary in Table 4.31:

$$Y = 4.361 + 0.023 + 0.33127 \dots \dots \dots \text{Equation 2}$$

Based on the model, a rise in the mean index of training contributes to an increase in the sustainability of the motorcycle taxi business by a unit mean index value of 0.023 or 2.3%.

Hypotheses Testing

H₂₀: Training significantly affects the sustainability of the motorcycle taxi business in Nairobi County.

The P-value was below 0.05 and therefore the hypothesis was accepted and a conclusion was made that training significantly affects the sustainability of the motorcycle taxi business in Nairobi County. The findings are in line with those of Kokwaro & Ajowi (2018) who established that the lack of proper safety training for motorcycle taxi operators was leading to increased rates of fatal accidents hence unsustainable business.

CONCLUSIONS

From the findings it can be concluded that training has a significant effect on the sustainability of the motorcycle business, this can be attributed to the fact that most motorcycle operators are keen on acquiring skills during training to enhance their efficiency. On the other hand, most of the operators are trained in road safety and they apply the skills during their daily operations.

RECOMMENDATIONS

Training should be provided to motorcycle taxi operators on entrepreneurship skills to operators of motorcycle taxis. Some motorcycle taxi operators who generate sufficient income should be equipped with relevant knowledge of entrepreneurship.

The national government through the relevant authorities such as NTSA should come up with a user-friendly curriculum, especially for the persons who have a lower education background.

Driving schools in the collaboration with the NTSA need to come up with a friendly payment plan for driving school fees that is affordable. The county governments should also play a part in ensuring the safety of its people by allocating some funds to subsidize fees to these youths who wish to go to driving schools for road safety training.

The study recommends that motorcycle operators should go to riding schools to improve their competency and form SACCOs to handle matters concerning motorcycle operations. To ascertain the level of experience in riding, motorcyclists should be made to undertake tests and licenses issued before they can be permitted to ride on roads.

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