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**INFLUENCE OF BODA-BODA MOTORCYCLE-BASED ACCIDENTS ON
PSYCHOSOCIAL WELLBEING OF INDIVIDUALS AND THEIR
FAMILIES IN KISII COUNTY, KENYA**

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Doctor of Philosophy in Disaster Management and Humanitarian Assistance of Masinde
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DECLARATION BY THE CANDIDATE

This thesis is my original work and has not been presented for a degree in any other university or any other award.

Signature:  Date: 8/5/2015

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CERTIFICATION

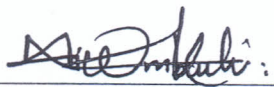
The undersigned certify that they have read and hereby recommend for acceptance of Masinde Muliro University of Science and Technology a thesis entitled: **“Influence of boda-boda motorcycle-based accidents on psychosocial wellbeing of individuals and their families in Kisii County, Kenya”**

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ABSTRACT

Slightly over 1.2 million people die annually across the world from road accidents. Over 50 million people are injured and left with permanent disabilities. In Kenya, about 3,000 lives are lost annually due to road carnage. The increased number of *boda-boda* motorcycles has also led to increased accidents in the country. The purpose of this study was to examine the psychosocial impacts of *boda-boda* motorcycle-based accidents on victims and their families in Kisii County. Specifically, the study sought to: examine the causes of *boda-boda* motorcycle accidents; evaluate psychosocial impacts of *boda-boda* motorcycle based accidents on victims and their families; and, establish strategic rehabilitative options for sustaining the livelihoods of motorcycle accidents' victims and their families in Kisii County, Kenya. The study adopted a descriptive design. The study targeted *boda boda* motorcycle riders, traffic police, hospitals, discharged patients, widows and widowers, members of the public and driving schools in Kisii County. Mugenda and Mugenda (1999) formula was employed in sampling *boda boda* motorcycle riders. Members of the public were sampled using convenience technique. Simple random sampling was employed in selecting hospitals and driving schools. Officials in charge in hospitals, driving schools and traffic departments were sampled purposively. Questionnaire, interview schedules, non-participant observation, focus group discussion and document analysis were the main data collection tools. Qualitative data were analyzed thematically and descriptively in form of frequency counts and percentages. Spearman rank order correlation analysis was computed to establish relationships between study variables. Findings were presented in form of tables, charts and graphs. The study established that riders' recklessness was the main causative factor of *boda boda* motorcycle accidents in Kisii County. The study recommends among other issues that special pathways for motorcycle riders be established alongside main highways and that traffic rules be strengthened and enforced on riders and that stringent and tough penalty measures be adopted for violators of these traffic rules. The findings of this study will be significant not just to the general public but to the police and other relevant stakeholders charged with the responsibility of maintaining sanity on our roads for purposes of strengthening existing policies on matters of traffic rules and establishing others in order to curb road carnage. The study concluded that majorly accidents were due to human error; that individuals and families did not only experience psychosocial problems but also an economic burden. Areas suggested for further research to evaluate safety measures which would be legislated by County governments with the aim of modifying unsafe road user behaviour associated with uncaring attitude by both riders and the public.