

**THE INFLUENCE OF COMMUNITY POLICING TOWARD MOTORCYCLE
RIDERS (BODA-BODA) TRAFFIC ACCIDENT REDUCTION IN TANZANIA: A
CASE OF BABATI TOWN**

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Masters of Business Administration in Leadership, and Governance of the

Institute of Accountancy Arusha

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MBA-LG/0056/2021

**A Dissertation Report Submitted in Partial Fulfilment of the Requirement
for the Award of the Degree in Masters of Business Administration in
Leadership, and Governance of the Institute of Accountancy Arusha**

December, 2023

DECLARATION

I, JUMA MAKANDA EMANUEL, declare that this proposal is my original work and that it has not been presented to any university for similar or any other degree awards.

Signature:

Date:

CERTIFICATION

The undersigned certifies that he has read and hereby recommends for acceptance by the Institute of Accountancy Arusha a research report entitled "Influence of Community Policing toward Motorcycle Riders (Boda-boda) Traffic Accident Reduction in Tanzania: A Case of Babati Town" in partial fulfilment of the requirements for the award of the degree of Master in Business Administration—Leadership and Good Governance of the Institute of Accountancy Arusha.

Signature.....

Kusekwa Mabondo

Date:

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DEDICATION

I dedicate this work to my beloved family and all my friends and colleagues for their support, which drove me positively and assisted in the completion of this work.

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I wish to express my gratitude to almighty God, who made all things possible, especially during my stay at the Institute of Accountancy in Arusha. My initial gratitude is conveyed to my supervisor, Mr. Kusekwa Mabondo, for his suggestions and corrections, which helped me in writing this dissertation. I extend my deep, heartfelt appreciation to the people who fully contributed to completing this work. Special thanks to my wife and children, whose encouragement has been a tremendous source of support during my studies. My sincere gratitude goes to Boda-boda (motorcyclists), community members, and police officials at Babati Town for their sincere cooperation, time, views, and responses to my study. Last, but not least, all contributions from various professionals who are not mentioned herein are fully appreciated, for they made this study a reality.

ABSTRACT

This study assessed "Influence of Community Policing toward Motorcycle Riders (Boda-boda) Traffic Accident Reduction in Tanzania: A Case study of Babati Town." The study is based on three objectives: first, to examine the influence of community policing strategies on motorcycle traffic accident reduction in Babati Town; second, to assess the influence of community awareness on reducing motorcycle traffic accidents in Babati Town; and lastly, to investigate factors hindering community policing from reducing motorcycle traffic accidents in Babati Town. To achieve the three objectives, the methodology adopted a convergent parallel mixed method design (qualitative and quantitative) in order to meet the appropriate data for the study. The study used to collect data from 100 respondents: police and motorcyclists (boda-boda) were purposefully selected, while community members were randomly selected. The method employed was a questionnaire, interview, and focus group discussion to gather and collect data. The quantitative data was analysed using SPSS by coding, organizing, and converting into frequencies or percentages within tables. The study shows majority of respondents in Babati town support community policing's success in reducing motorcycle accidents, despite some doubts, indicating the need for effective community cooperation. There were associated challenges in implementing the policing: a lack of adequate funding, insufficient community participation, a lack of support from the local government, limited training and resources for law enforcement officers, and a limited understanding of community policing by the members of the community. The study recommended the allocation of enough funds, enhancement of community participation, investment of law enforcement agency training and resources, and educating the community-on-community policing.

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ABBREVIATIONS

AFCAP	Africa Community Access Partnership
RTIs	Road Traffic Incidents
WHO	World Health Organization
HIV	Human Immune Virus
AIDS	Acquire Immune Deficiency Syndrome
PF	Police Force
CP	Community Policing
SARA	Scanning, Analysis, Response, and Assessment
ABS	Antilock Braking Systems
NBS	National Bureau of Statistics.
SPSS	Statistical Package for Social Science
IEA	International Energy Agency
IAA	Institute of Accountancy Arusha

CHAPTER ONE

INTRODUCTION

1.0 Introduction

This chapter presents the background information regarding the study. It consists of subsections, which include the background of the study, the statement of the research problem, general and specific objectives of the study, and research questions. Other components include the scope of the study, the significance of the study, the limitations of the study, and the brief organisation of the study.

1.1 Background to the Problem.

The exponential growth in vehicle numbers poses an elevated risk of accidents and fatalities unless effective measures are implemented to enhance road safety. For example, in Tanzania, official records from 2014 reveal that 3,760 fatalities and an additional 14,530 injuries resulted from road incidents (Tanzania Traffic Police, 2015).

Despite the recent successes in the battle against crime, the world continues to suffer from high rates of motorbike traffic accidents in metropolitan areas. Road traffic accidents will be the second biggest cause of death worldwide by 2020 (WHO 2020). Road traffic accidents (RTIs) are the leading cause of mortality among those aged 15 to 29. According to the World Health Organization's 2013 study (WHO), RTIs would rise from ninth to fifth top cause of mortality across all age groups by 2030, overtaking illnesses such as HIV/AIDS, malaria, and TB.

The great majority of these fatal incidents, more than 90%, occur in low- to middle-income nations. Sub-Saharan Africa has some of the world's most dangerous roads, with an average road mortality rate of 24.1 per 100,000 people, compared to the global average of 18.0 per 100,000 people. Sub-Saharan Africa's condition is likely to worsen further as the region's population is estimated to grow by more than a billion people by 2050 (WHO 2013b). Furthermore, Africa is seeing one of the world's highest rates of motorization, with thousands of new motorbikes being added to the roadways every day. The worldwide motorcycle population is expected to treble by 2050, with non-OECD nations, especially Sub-Saharan Africa, accounting for almost two-thirds of this increase (International Energy Agency, 2008). An empirical study conducted in Cambodia found that the proportion of motorbike accidents has also increased, with reports indicating that the number of traffic accident fatalities in 2016 was 1,852 (11.8 per 100,000 people), with riders accounting for 73% of these fatalities (Yoshida and Koyanagi 2018). Motorcycle crashes are responsible for 21.0% to 58.8% of all traffic incidents in East Africa (Raga et al., 2023). A rise in motorbike accidents has been documented in many African nations. motorbike accidents, for example, were responsible for 54% of all injuries treated in one teaching hospital in Nigeria, while motorbike collisions were responsible for 25% of all road traffic injuries observed at Mulago Teaching Hospital in Uganda (Kowi 2015).

Tanzanian residents are facing substantial issues as a consequence of a rise in motorbike riders' accidents, which result in deaths and impairments, resulting in a significant public health burden and an increase in reliance in the nation (Kemptson et al. 2012). According to research, 52% of all patients admitted to Muhimbili National Hospital were road accident victims who were either wounded or killed in motorbike accidents (Haonga 2010). Speeding,

driving under the influence, head-on collisions, and the existence of horizontal bends, reckless riding, infractions, and riding without a helmet have all been proven to enhance the likelihood of a death (Salum et al., 2019). This is to suggest that the majority of these road accidents are caused by human activity, notably a failure to follow traffic laws and regulations. Furthermore, it is quite simple for persons without sufficient driving abilities to get a licence (Chakrabarty et al., 2013).

Tanzania was estimated to have 10,036 registered Boda-boda motorbikes as of May 2013. There were at least 4,432 Boda-boda in Dar es Salaam alone (Mugarula, 2014). The true number is very certainly substantially greater. According to an Amend research, motorbikes are involved in over 70% of road injuries in Tanzania, with boda-boda riders having a 69% chance of being injured within a year. To put this in perspective, the risk of injury is more than 37 times that of motorcyclists in the United Kingdom (Amend, 2013).

The government's efforts to control the boda-boda sector have proved difficult, leading to the formation of various informal groups in the area. According to research financed by AFCAP and undertaken by Transaid, these organisations often emerge around groups of friends, particularly in Tanzania's rural regions. SUMATRA is debating the possibility of requiring boda-boda riders/operators to join organisations and undertake training.

The rapidly rising incidence of motorbike accidents has a severe influence on Tanzania's economy and society. The existence of motorbike users and the resulting accident inflow presents a particular difficulty due to insufficient staff, which is often lost (Mnzava 2013). This eliminates the necessity for this research and subsequent efforts to lower the volume of accidents, since the study argues that the police force must play a role in decreasing, if not eliminating, boda-boda traffic accidents.

According to Chalya (2010), the Tanzania Police Force's role is to ensure peace, the protection of civilians and their property, the existence of stability in the country, and citizens' ability to perform their activities peacefully towards individual and national prosperity (Mangu 2016). In keeping with Mangu, Wanjohi (2014) states that the Police Force is responsible for ensuring the safety of boda-boda riders, pedestrians, and all other road users; moreover, the PF is responsible for protecting lives and property.

In attempting to solve the issue of Boda-boda traffic accidents, PF is hampered by a lack of suitable facilities to haul aggressive Boda-boda riders (Kimeli 2010). The increasing number of boda-boda traffic accidents in the nation aroused the attention of stakeholders and the government to bring the police and Tanzanian community together in search of a solution. According to Chumba (2012), creating police-community connections may assist to minimise Boda-boda traffic accidents in the nation; nevertheless, the police community has only had a minor effect in lowering Boda-boda traffic accidents. Kimeli (2010) said that the government realised the need of re-engaging the public in the policing process via partnerships between the police and the community in order to successfully address the growing number of motorbike accidents.

1.2 Statement of the Problem

Motorcycle accidents have become a prominent concern, presenting a substantial risk to the whole population of Tanzania (Kowi, 2015). Frequently, the media provides coverage of motorbike accidents leading to injuries and deaths on a regular basis, as seen in the Tanzania Annual Report of 2020. The Tanzanian government has employed various measures to tackle this problem, such as providing driver training, enforcing laws rigorously, conducting public education

campaigns through rallies, posters, and television broadcasts, and conducting periodic evaluations of road conditions and transportation infrastructure. These initiatives are all designed to mitigate motorcycle-related traffic accidents (Haulle and Kisiri, 2016). Nevertheless, the issue persists and shows signs of further escalation. According to Mangu (2018), in the absence of preventative measures, there is a predicted increase in traffic collisions. Despite the widely held opinion that fostering collaboration between the community and law enforcement is crucial in addressing motorbike traffic accidents, these incidences continue to exhibit a consistent upward trend.

The increasing incidence of motorbike traffic accidents has led to a significant loss of life, a reduction in the labour force, and an augmented governmental responsibility to provide assistance to those with disabilities. Furthermore, it has been noted that road accidents act as a barrier to personal development and provide a hindrance to the economic growth of nations, so conflicting with the aims of the Sustainable Development Goals (SDGs) as outlined by the United Nations Tanzania (2023). During the 2020–21 timeframe, Babati Town recorded a total of 532 incidents of motorbike traffic accidents, resulting in 90 deaths and 138 injuries. According to the Tanzania Police Annual Report of 2022, the region saw a total of 863 motorbike traffic accidents over the following year, resulting in the unfortunate loss of 116 lives and inflicting injuries to 176 persons. In spite of the many precautions implemented to mitigate the danger, there has been a significant surge in the occurrence of motorbike traffic accidents inside the confines of Babati Town. This research has substantial importance as its objective is to investigate the influence of community policing on the mitigation of motorbike traffic accidents in Babati Town.

1.3 General Objective of the Study

To investigate the influence of community policing on motorcycle traffic accident reduction in Tanzania, using Babati Town as a case study.

1.3.1 Specific Objectives

- i. To examine the influence of community policing strategies on motorcycle traffic accident reduction in Babati Town.
- ii. To assess the influence of community awareness on reducing motorcycle traffic accidents in Babati Town.
- iii. To investigate factors hindering community policing from reducing motorcycle traffic accidents in Babati Town.

1.3.2 Research Questions

- i. To what extent does community policing strategy influence motorcycle traffic accident prevention in Babati Town?
- ii. To what extent does community awareness influence motorcycle traffic accident reduction in Babati Town?
- iii. What are the factors hindering community policing from reducing motorcycle traffic accidents in Babati Town?

1.4 Scope of the Study

This study aims to analyse the characteristics of community policing as a strategy for preventing motorcycle traffic accidents. Additionally, it aims to evaluate the impact of community policing

strategies on reducing motorcycle traffic accidents. Furthermore, it intends to investigate the factors that influence the participation of community policing in the reduction of motorcycle traffic accidents. The study was carried out at Babati Town, located in the Manyara Region. The regions inside Babati Town have notable importance due to their substantial concentration of Boda-boda users, surpassing that of any other district in the surrounding area. Furthermore, it has been observed that this particular district has documented a much higher incidence of Boda-boda traffic accidents compared to other areas. In essence, this research examines the impact of community policing practises on the mitigation of motorcycle traffic accidents among Boda-boda riders in Babati Town, Tanzania. This study evaluates the efficacy of these practises and their influence on improving road safety and mitigating accidents.

1.5 Limitations of the Study

The study's findings were specific to Babati Town, and it is not easy to generalise to other locations with different demographic, geographic, and socio-economic characteristics. Also, access to accurate and comprehensive data on motorcycle traffic accidents, community policing efforts, and related variables was a challenge since there was a lack of cooperation from police officers in addressing the anticipated challenges. Additionally, time and resource constraints were another limit the researcher faced.

In the context of the data access difficulty, the researcher effectively established ongoing and courteous contact with the police officers in order to foster confidence and facilitate the exchange of data. Furthermore, he provided an explanation on the research's relevance and its possible implications for enhancing road safety. Furthermore, the researcher used a collaborative methodology, whereby he actively engaged with pertinent stakeholders, including local

government officials, non-governmental organisations (NGOs), and community leaders. This technique was chosen due to its ability to enhance access to pertinent data and foster effective information exchange.

Lastly, in consideration of limitations in time and resources, the researcher developed an initial strategy to effectively allocate enough time for each step of the research process, including literature review, data collecting, analysis, and reporting. Appropriately, he made an estimation of the resources required for each step. Furthermore, the study scope was refined to focus on essential factors and elements that may be feasibly examined within the allotted time frame and available resources. Furthermore, the researchers used effective data gathering techniques to get pertinent information in a succinct manner.

1.6 Significance of the Study

The study is important for all road users, including boda-boda riders, since it improves their participation with community police to successfully reduce motorcycle traffic accidents. It will also broaden our knowledge on how to prevent similar mishaps. Furthermore, it will assist policymakers in developing relevant techniques to examine the community policing strategy, emphasising its strengths and redesigning its inadequacies to improve implementation effectiveness. This will eventually lead to a decrease in motorbike traffic accidents. Furthermore, it will contribute significantly to the current body of knowledge in the field of community policing theory. Finally, the study will educate both the community and community police bodies on their respective roles in the effort to reduce motorbike traffic accidents in Tanzania.

1.7 Brief Organization of the Research

This study proposal has five chapters: History and problem statement are covered in chapter one. It states the research issue, goals, and questions. The research importance and report section outline are also acknowledged. Chapter two provides a full literature overview and the study's theoretical and conceptual foundations. An empirical literature assessment, research gap, and conclusion conclude this chapter.

Chapter 3 covers research technique. It introduces the chapter, then explains the study region, research design, strategy, targeted population, sampling procedures, data collecting, analysis, and pilot study. The chapter discusses validity, reliability, credibility, transferability, dependability, and conformability. It discusses ethical issues and limits that affected the study methodology and outcome.

1.8 Conclusion

In conclusion, the problem's background provides a complete literature summary of the issues faced by motorcycle riders worldwide, in Sub-Saharan Africa, and in Tanzania, notably Babati. They are especially vulnerable to traffic accidents because to a combination of variables such as poor road conditions, irresponsible conduct, and a lack of suitable safety measures. The study's objectives are diverse, with one goal being to investigate how community policing affects the decrease of traffic accidents among motorbike riders.

To summarise, this research dives into the complicated link between community policing and the decrease of traffic accidents involving motorcycle riders in Babati Town, Tanzania. These results are likely to contribute value to scholarly discourse and practical activities targeted at improving road safety locally, with the potential to expand these insights to other areas as well.

CHAPTER TWO

LITERATURE REVIEW

2.0 Introduction

This chapter focuses on the study's objectives through a comprehensive exploration of relevant literature. The initial part examines theoretical literature, presenting authors' perspectives aligned with the research objectives. The empirical literature review highlights earlier research conducted in the field. Moreover, the chapter discusses the identified knowledge gap, underscoring the study's rationale based on the reviewed literature. Another section outlines the chosen theoretical framework, incorporating two guiding theories. Lastly, the chapter concludes by introducing the conceptual framework.

2.1 Definition of Key Terms

2.1.1 Influence

Influence is defined as the ability or power to have an effect or have an effect on something. In this research, it is about the capacity of community policing activities to influence the attitudes and situations that lead to traffic accidents among motorbike riders (Merrimack Dictionary, 2010).

2.1.2 Community Policing

Community policing is a philosophy that promotes organisational strategies that support the systematic use of partnerships and problem-solving techniques to proactively address the immediate conditions that give rise to public safety issues such as crime, social disorder, and fear of crime. (U.S. Department of Justice, 2004).

2.1.3 Motorcycle Riders (Boda-boda)

Motorcycle riders, also known as 'Boda-boda' riders in certain areas, are people who ride motorbikes and provide informal transportation in a variety of settings (Cambridge dictionary).

Originally a Ugandan invention, boda-boda transport services expanded from humble beginnings in the 1960s in the border area with Kenya (Calvo-Malmberg, 1994). The name is a corruption of the English phrase "border-crossing." Boda-bodas primarily serve as passenger taxis, but they may also be chartered to transport products (Howe, 2002).

2.1.4 Traffic Accident Reduction

Traffic accident reduction refers to the deliberate efforts and strategies aimed at decreasing the frequency and severity of road traffic accidents. These efforts involve implementing measures to prevent accidents, minimise risks, and improve road safety for all road users. (WHO, 2004)

2.2 Theoretical Literature Review

2.2.1 Community policy

Community policing is a multifaceted approach to law enforcement that emphasises collaboration and partnership between the police and the community to address crime, maintain public safety, and improve the quality of life in neighbourhoods. Various authors have provided insights and explanations on community policing, highlighting it's the theoretical literature review is organised into three sub-sections. The first sub-section presents studies on the nature of community policing. The second sub-section presents studies on the role of community policing, and the third

sub-section presents studies on factors that affect community policing principles, benefits, and challenges. Here's a comprehensive exploration of relevant literature on different authors' views.

2.2.2 Herman Goldstein's Problem Oriented Policing

It's well known that Herman Goldstein shaped community policing. The ground breaking idea of "problem-oriented policing," in which law enforcement works with communities to identify and treat root issues, was his invention. Goldstein transformed police enforcement from reactive to dynamic and participatory problem-solving with communities. As part of his "problem-oriented policing" ideology, Goldstein emphasises the need of law enforcement-community cooperation. This collaborative method identifies reoccurring issues, investigates their causes, and develops focused preventative and intervention solutions. Goldstein established the SARA model—Scanning, Analysis, Response, and Assessment—a systematic framework for community policing problem-solving. The Scanning, Analysis, Response, and Assessment phases of this methodology promote community engagement to identify concerns, investigate cause variables, implement successful tactics, and evaluate treatments.

2.2.3 The Basics of Community Policing (Robert Trojanowicz)

Trojanowicz is known as the "founder of community policing" for his pioneering efforts. He underlined the need of healthy law enforcement-community relations. He believed community engagement, teamwork, and accountability were essential to successful police. Trojanowicz pioneered "community-oriented policing." He proposed that police work with communities, local organisations, and other stakeholders to solve public safety issues. Integrating the police into the community turns them from law enforcers to community members. Trojanowicz's ideas support

the premise that police should avoid crime and improve community welfare rather than only responding to crises. He stressed that police should act as problem-solvers, mediators, and liaisons to meet community needs.

2.2.4 Intelligence Led Policing

Carter's approach to community policing emphasises the need of building strong and good relationships between law enforcement personnel and people of the community. He emphasises the need of building trust, good communication, and mutual respect as the foundations of efficient law enforcement. Carter's views align with the concept that police personnel should be seen as partners and allies within the community rather than opponents. Carter's contributions are remarkable for his examination of the concept of "community problem solving." He emphasises that community policing encompasses larger socioeconomic factors that lead to criminal conduct in addition to crime management. Carter supports for a comprehensive strategy in which law enforcement agencies engage with varied community stakeholders to identify, assess, and solve the underlying causes of issues, rather than just addressing the symptoms.

2.2.5 John Eck and William Spelman's Problem oriented policing

Central to Eck and Spelman's body of work is the conception of "problem-oriented policing." This framework encourages law enforcement agencies to go beyond conventional reactive approaches and instead adopt a proactive stance by dissecting the root causes of recurring problems. By delving into the underlying factors contributing to criminal activity and disorder, they advocate for customised solutions that address the unique requirements of each community. An important highlight of Eck and Spelman's contributions is the introduction of the "SARA" model, which

stands for scanning, analysis, response, and assessment. This model offers a structured and systematic methodology for problem-solving within the realm of community policing. It entails identifying issues by surveying the environment, scrutinising the underlying causes, formulating and implementing responses, and gauging the efficacy of those responses. The SARA model has emerged as a fundamental tool in the practise of problem-oriented policing.

2.2.6 Strategic Management Policing

Moore's community policing emphasises "strategic management." He advocated for law enforcement authorities to connect their efforts with societal values and interests. Police are encouraged to solve problems and collaborate rather than just execute the law. Gordon Moore created the "public value framework." It encourages law enforcement agencies to define success not just in terms of crime reduction but also in terms of improving the well-being and quality of life of their communities. It encourages officers to actively connect with community people to learn their needs, problems, and goals and design initiatives that reflect these principles. Moore emphasises law enforcement-public confidence and legitimacy. He values openness, honesty, and mutual respect in relationships. By incorporating community people in decision-making and respecting their feedback, law enforcement organisations may improve their safety and order efforts.

2.2.7 Community policing in Tanzania

The high rates of motorcycle traffic accidents and high levels of insecurity in Tanzania present a serious challenge to socioeconomic and democratic consolidation and the construction of a peaceful society. According to Msika (2016), the police cannot handle these complex social issues

alone; a more proactive, preventive strategy involving the entire community is needed. Community policing is a crime prevention strategy in which security agencies work in an accountable and proactive partnership with the community to involve the community in its own policing (Msika, 2016). Therefore, community policing as a technique for accident prevention requires community partnerships and proper police resources.

Kakiziba (2015) stated communities must engage in planning and strategy selection and become equal owners of community policing. Communities and police require clear responsibilities and the skills and resources to do them. Partnerships need two-way discussion, excellent information, and feedback; the police must appreciate community involvement; and the government must provide money for training and capacity development (Kakiziba, 2015).

Mitwa (2015) examines Tanzania's community policing. The study emphasises the necessity for a concrete strategy and strategic implementation of community policing principles. The study emphasised the necessity for a multifaceted strategy to law enforcement. Through a clear framework, strategic thinking, and collaboration, community policing may reduce crime and address its socio-economic causes. The focus on collaboration between law enforcement, local authorities, and communities supports the idea that successful policing involves joint effort from all parties.

Mdimi (2017) investigated the obstacles to community policing in metropolitan areas. Resource limits, poor training, and regulatory impediments that hinder community police integration are carefully examined. The study emphasised the need for urban landscape-specific tactics in her findings. Her study stresses the need of adopting community policing tactics to manage nuanced issues in highly populated and complicated metropolitan contexts, where specialised solutions are necessary for success.

2.2.8 Motorcycle Road Safety

Motorcycles are a popular means of transportation because of their manoeuvrability and fuel economy. However, the rise in motorbike ownership and use has raised serious concerns about road safety, given motorcyclists' natural susceptibility to accidents and injuries (Amend, 2013). This review of the literature summarises major results from current research, identifying trends and issues relevant to motorcycle road safety.

2.2.9 Risk Factors and Contributing Factors

Speed is a major motorbike accident risk. High speeds reduce motorcyclists' response time and worsen collisions. Non-compliance with helmet wear greatly increases the risk of fatal head injuries in motorcycle incidents. Motorcycle deaths drop in countries with strict helmet rules and enforcement (Nyongole et al., 2015). Alcohol and drug use affects coordination and judgement, making motorcyclists more likely to crash. In difficult road conditions, novice bikers make mistakes. Motorcycles' smaller size reduces visibility, increasing accident risk, especially at junctions (Bonifasi et al., 2016). Poor roads and signs increase biker danger (Museru et al., 2020).

2.2.10 Interventions and Counter-measures

Comprehensive helmet rules are essential for minimising mortality and brain injuries (Nyongole et al., 2020). Rider education and training improve risk perception, decision-making, and riding abilities (Amend et al., 2015). Promotion of protective clothing like jackets and gloves reduces impact injuries (Amend et al., 2015). Enforcement of speeding, intoxicated riding, and helmet wearing improves safety (Neil, 2015). Antilock braking systems (ABS) and stability control

mechanisms improve rider control in emergencies (Neil et al., 2019). Improved road signs, well-designed crossings, and motorcycle lanes reduce accidents (Kilawa et al., 2019).

2.2.11 Challenges and Future Directions

Efforts to promote behavioural change among motorcyclists are hampered by cultural attitudes and perceptions of risk. Inaccurate or inadequate road safety data in many developing countries impedes a comprehensive understanding of motorcycle-related accidents and their causative factors. Ensuring safety in rural areas, characterised by different road conditions and limited emergency medical services, poses a unique challenge (Amend, 2015). Motorcycle safety might be improved by adding linked cars and collision avoidance systems (Bellet et al., 2021). Motorcycle road safety advancement requires a comprehensive strategy that includes human behaviour, vehicle design, infrastructure improvements, and governmental interventions (Neil, 2015).

2.3 Empirical Literature Review

Paez and Dierenfeldt (2020) compared small and major US communities to examine relationship between community policing and adolescent crime. A poll of 990 police officers was used in the quantitative analysis. The research found that community policing combats crime in small and big cities. Police-community collaboration is credited with the outcomes, claims the report. Participation affects community policing. This study's methodology is limited by police officers' participation. They excluded community members (Masanja and Kaijanante, 2021). We need further research to close the methodological gap.

When Masogo et al. (2014) studied community policing in Soshanguve Township, South Africa, they found that a solid police-community interaction is essential. Using a questionnaire, this research gathered answers from 200 individuals, 100 community members and 100 police officers. Quantitative research was conducted using a closed-ended questionnaire. Researcher goal was to contact more respondents than using qualitative methods. It seems that community policing requires a healthy police-community interaction. It also illustrates that community safety requires citizen engagement in safety and security activities. Masogo et al. (2014) state that community members must collaborate.

Motorcycle-related incidents account for 70% of all accidents in East Nusa Tenggara, according to Leila Adriana's research in Kupang. Motorcyclists' lack of driving safety knowledge makes knowing how riding features affect accidents vital. The data from 212 motorcyclists' questionnaires were examined using multivariate logistic regression. Motorbike miles and ownership greatly affect accident risk. Owning numerous bikes reduces accident risk, whereas higher motorcycle mileage increases it.

Mussa (2019) used Zanzibar to evaluate community policing as a crime-reduction approach in Tanzania. Quantitative and qualitative methods were employed in the descriptive study. The data was collected via questionnaires, in-depth interviews, focus groups, non-participant observations, and documentaries. It sampled 400 people. The research found that community policing strategies can reduce crime in Tanzania. Civilian security patrols worked best. Such efforts fostered police-citizen relations. His recommendations included improving and supporting relevant and enough information, an adequate budget, and implementable community police policies at all levels of national government and administration (Mussa, 2019). Community social welfare, community policing, and crime reduction are linked, according to the research.

Maingu (2018) evaluated how community policing reduces crime in Kinondoni, Tanzania. This research used qualitative and quantitative mixed-methods. It seems that communities are fairly interested in community policing and crime prevention since they trust police services and report crimes at police stations. Residents should learn about community policing, and police must follow a code of ethics. When affected by crime, communities report at police stations, many people have inadequate knowledge about community policing, and some community members are willing to participate but are discouraged by social disorders from some police officers.

Shima (2010) studied about community policing. Quantitative and qualitative methods were utilised to gather and analyse data in the case study. Surveys, interviews, and observation guides gathered data. 100 people were sampled. Police, local government representatives, and locals participated. Study samples were selected using cluster, convenience, and purposive sampling. Interpreting the data required graphics with percentage calculations and text explanations. Shauman (2010) discovered that community policing was unknown. More research is required to determine police understanding of community policing; this study will fill that gap.

2.4 Research Gap

The literature review clarified community policing's meaning, application, and relevance. However, most literature paid more attention to community policing and crime reduction focuses on general crime, not motorbike accident reduction (Paez and Dierenfeldt, 2020); Masogo et al., 2014; Mussa 2019; Maingu, 2018 & Shuma, 2010). This study is intended to fill the left knowledge gap.

Second, looking at the literature, most nations, developed and developing, have adopted community policing, but the details vary by country's character, ideology, and philosophy. This suggests that most studies focus on the challenges of implementing community policing rather

than on its benefits, such as problem-solving and community partnership, in preventing motorbike riders' road accidents. Thus, this study seeks to bridge information gaps to better comprehend social issues and their remedies than earlier scholars.

2.5 Theoretical Framework

2.5.1 The Routine Activity Theory

According to Umar (2017), the Routine Activity Theory originated from the ideas of Cohen and Felson (1979). The hypothesis states that people's daily routines may cause and affect crime (Branic 2015 and Edwar 2017). Cohen and Felson thought crime required a good victim, a guardianless offender, and a motivated criminal. A crime occurs when these three factors collide at any moment. Routine activity theory states that if all three elements—a suitable victim, a lack of an appropriate guardian, and a probable motivated offender—are present, crime is more likely. If one is absent, crime is less likely.

2.5.2 A Suitable Target

Any person, object, or location may be a target for criminals. Visibility, high worth, and simple access make a thing desirable. Thus, criminals should seek anything that makes money immediately. On an empty police traffic route, a motorbike rider (Boda-boda) might over-speed and cause tragic accidents, or a pocketbook or mobile phone left on a bar chair while its owner uses the restroom. A motivated perpetrator might easily approach the target (NSW Attorney General 2011). The objective must be suitable since offenders usually conduct crimes without preparation.

2.6 Lack of a Suitable Guardian

The second element is the lack of a suitable guardian. Guardianship is defined as the physical or symbolic presence of an individual (or group of individuals) that acts (either intentionally or unintentionally) to deter a potential criminal event (Hollis-Peel et al. 2011:4). The proficient guardian, whose presence would discourage a criminal from committing a crime, can be a person or a thing such as a friend, police, lighting, locks, or an alarm system. Yet, the presence of a guardian cannot be enough to prevent an offence when the guardian is not effective. An example of proficient guarding is a police officer standing near a zebra crossing.

2.7 A Likely Motivated Offender

Finally, the presumably motivated criminal. When a skilled guardian is absent, a crime may occur. Finally, a potential criminal must be present to commit a crime. Thus, a prospective criminal commits a crime when they grab the right target without guardians and at the right time and location. The idea also holds that the lack of any one of these three criteria will prevent effective criminal activities. Kringen and Felson (2014) have suggested that contemporary social structures and economies offer opportunity for motivated criminals to conduct various crimes.

2.8 Routine Activity Theory

It doesn't explain why people commit crimes (Myunghoon, 2017). This theory guided this study as a tool for traffic offence reduction practitioners to evaluate crime problems and take routine precautions and measures to reduce motorcycle road accidents in people's daily activities, detecting and reducing motorcycle riders' chances of committing the offence. The major emphasis of this research is community policing, which includes proactive measures.

2.9 Community Policing Theory

Community Policing Theory means people and groups work with police to make their areas safer and reduce crime. The US Department of Justice describes community policing as an ideology that emphasises community-based organisational techniques to address public safety challenges. Community policing is a proactive, decentralised approach to crime, disorder, and fear of crime that involves officers in the same community over time so residents trust them and provide them with information and assistance. This idea states that addressing social community issues reduces fear and increases informal social control, which lowers crime (Danijela et al., 2013). Community policing enforces rules in unpoliced areas. Theories were used to examine community policing's role in motorcycle traffic accident prevention, its nature, and its ability to reduce motorcycle traffic accidents.

2.10 Conceptual Framework

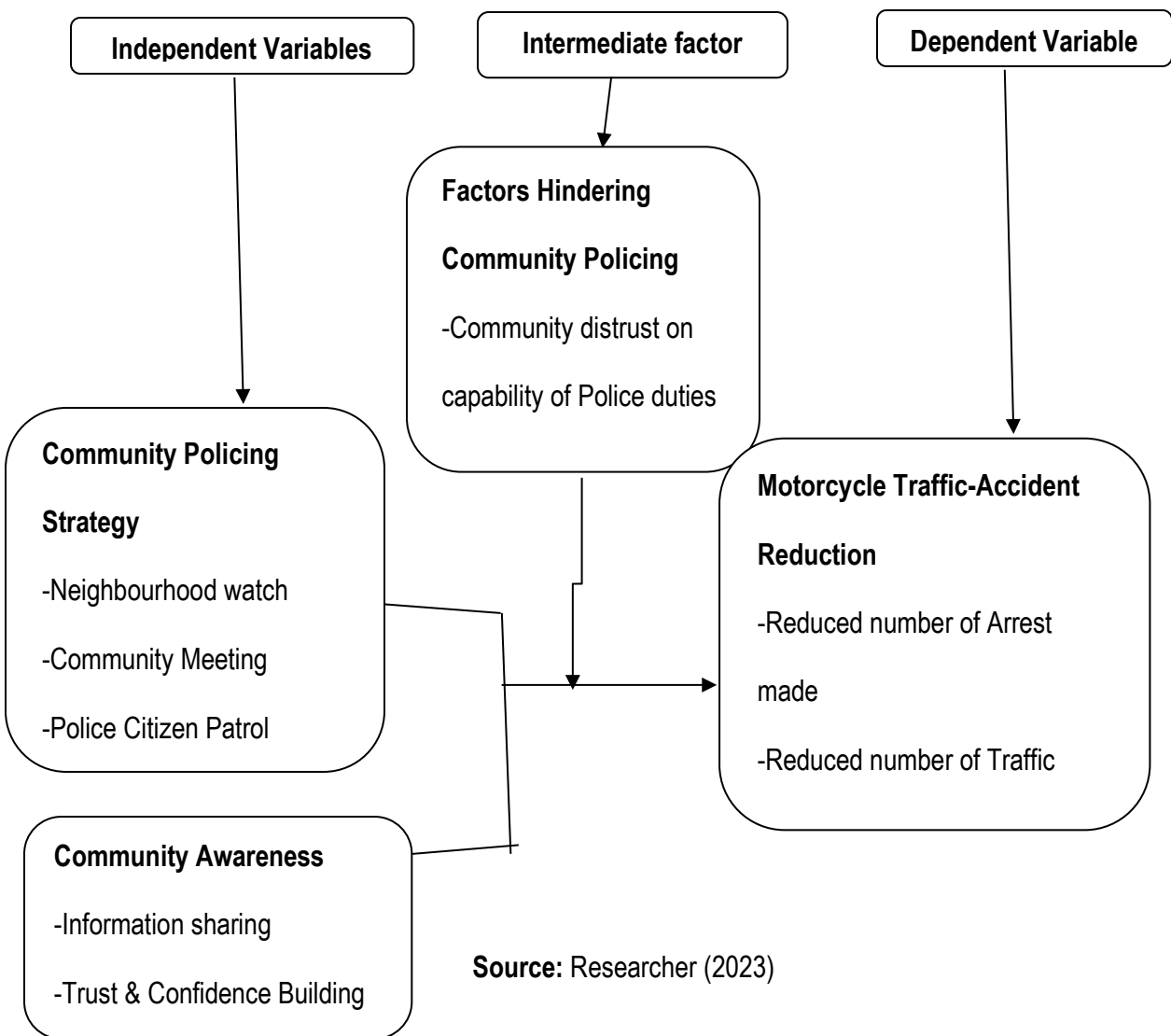
A conceptual framework is a structured outline that guides a research study. It is a visual representation of the research elements, connecting the researcher's literature review with the research question and the study's objectives. Ramamoorthy and Flood (2016) explained that a conceptual framework describes the relationships between variables that exist in the research study.

Tanzanian motorbike traffic accident reduction was studied using community policing tactics, community awareness, and community policing barriers. Community policing techniques include police and community participants in various activities. Community awareness measures knowledge, information, and education. The challenges to community policing in the nation are called elements inhibiting it. This research uses motorbike traffic accident decrease as the

dependent variable. Motorcycle traffic accidents in Tanzania have decreased since community policing was implemented.

Interaction between independent and dependent variables is crucial in this investigation. Community policing tactics, community awareness, and identifying and addressing barriers to community policing would reduce motorbike traffic accidents in Tanzania, according to the research. The research examined how community policing techniques and community awareness reduce motorbike traffic accidents while taking into consideration community policing barriers.

Figure 2. 1: Conceptual Framework



2.11 Conclusion

Theoretical literature study thoroughly investigates community policing and its ability to reduce Tanzanian road accidents involving motorbike riders (boda-bodas). This includes community participation, social control theory, and environmental design for crime prevention. This section explains the theoretical foundations of the study's evaluation of community policing's impact on traffic accident reduction.

This conceptual framework sees these factors as interrelated components that reduce accidents. Community policing programmes' effects on safety behaviours may be studied using this paradigm. This conceptual framework sees these factors as interrelated parts of accident reduction. We can study how community policing actions affect motorcycle riders' safety, road infrastructure, and accident rates using this model.

CHAPTER THREE

RESEARCH METHODOLOGY

3.0 Introduction

This chapter presents the research methodology. It addresses the study area, research design, pilot study, data analysis, validity and reliability, data analysis, and ethical considerations. Limitations that influenced the choice of methodology and conclusion.

3.1 Study Area

The study region for this research was the town of Babati. The chosen location was based on its significant concentration of residents who rely on Boda-boda as their primary mode of transportation. Additionally, the town has shown a higher incidence of motorcycle traffic violations compared to other districts within the Manyara region (Gamiel, 2020). Furthermore, the study area has a higher concentration of community police personnel compared to the other districts comprising the Manyara region.

3.2 Research Design

A research design is the arrangement of conditions for the collection and analysis of data in a manner that aims to combine relevance to the research purpose with economy of procedure (Kothari, 2004). Research design comprises the research approach, targeted population, sampling strategies, data collection methods, and data sources.

3.3 Research Approach

The study used a mixed research approach. The method is a combination of qualitative and quantitative research design. According to Poth and Munce (2020), mixing two methods might be superior to a single method as it is likely to provide rich insights into research phenomena that cannot be fully understood by using only qualitative or quantitative methods. Using quantitative and qualitative research methodologies to monitor and evaluate development programmes has worked well, according to Patton (1990). The researcher chose both approaches because qualitative methods give in-depth explanations of project implementation while quantitative methods provide statistical data to assess project performance and advancement. The design also lets the researcher perceive a phenomena from numerous angles and research lenses (Shorten and Smith, 2021). The combination of qualitative and quantitative research methods was used.

3.4 Targeted Population

A population is a collection of people, things, or stuff sampled for measurement (Kombo, 2006). This research comprised Babati Town people, who are motorbike riders, citizens, traffic police officers, and ward police officers according to the 2022 census. This survey includes 129,000 participants. (NBS, 2022)

3.4.1 Sampling strategies

3.4.1.1 Sample size

The sample size is the number of respondents chosen from a population (Kamuzora, 2008). The researcher employed a suitable sample from the predicted population in this investigation. This

research included 25–60-year-old individuals. This research included 100 motorbike riders, community residents, traffic and ward police officers. The sample size should be appropriate, neither too huge or too little. An ideal sample is efficient, representative, reliable, and flexible (Kothari, 2004). This study employs Yamane's formula, as shown below:

$$n = N / (1 + N(e^2))$$

Where:

n = sample size

N = population size

e = margin of error

$$n = N / (1 + N(e^2))$$

$$n = 129000 / (1 + 129000(0.1^2))$$

$$n = 100$$

Therefore, based on the Yamane formula, with a population size of 129,000 and a margin of error of 0.1, the suggested sample size is approximately 100. Distribution of sample size among respondents

Table 3. 1: Sample size

Respondents	Sample size
Motorcycle riders	30
Community members	30
Traffic Police Officers	40

Source: Researcher 2023

3.4.1.2 Sampling Techniques

A sample design refers to a systematic approach used to pick a suitable subset of components from a given population, with the intention of using this subset to draw conclusions about the whole population (Charles, 2020). This research included both purposive and random sampling techniques.

3.4.1.3 Purposive Sampling Technique

Purposive sampling refers to a group of non-probability sampling techniques in which units are selected because they have characteristics that you need in your sample. Police and Boda-boda were selected using purposive sampling to comprehend the study topic. Time and experience restricted the respondents' sample selection method.

3.4.1.4 Random Sampling Technique

Simple random sampling is a probability sampling method in which the researcher randomly picks a population subset. Each person has an equal probability of selection (Kothari, 2004). Thirty community members were randomly selected. The method was chosen to eliminate prejudice while selecting a cluster interview. Because responders have an equal probability of selection, the technique is recommended.

3.5 Data Collection Methods and Data Sources

3.5.1 Data Sources

Two main sources of data were used in this study, namely a secondary source and a primary source:

3.5.2 Primary Sources

Kothari (2004) defines primary sources as data that are obtained for the first time, resulting in original and unique information. This study included questionnaires, interviews, and focused group discussions as research methods to examine the community police initiatives aimed at mitigating motorbike traffic accidents in the region of Babati.

3.5.3 Secondary Sources

Secondary sources are data obtained by others and statistically processed (Kothari 2004). Therefore, secondary data was acquired to augment primary data. The research examined motorbike traffic offence data and documentation sources from books, journal articles, files, and others, including Tanzania Police Force Inspector General (IGP) circulars and orders, in-service training manuals, reports, and minutes. Secondary data supplements main data.

3.6 Data collection methods

3.6.1. Interviews

Personal interviews were done with intentionally selected respondents with specified information. This interview permits respondent-interviewer face-to-face contact (Kothari, 2004). The researcher used organised interviews with preset questions. Thus, the researcher followed a strict method, asking questions in a certain sequence to enable respondents to explain their answers as needed. It saves time since respondents simply answer questions asked by a researcher, is valuable and methodical because questions are created before the interview, and provides in-depth information on specific instances of interest to the researcher. Researchers seek knowledge on a certain topic (Kombo, 2006).

3.6.2 Focus Group Discussion

Focus group discussion is a data collection technique in which a selected group of people discusses a given topic or issue in depth, facilitated by a professional (Charles 2020). The researcher gave FGD volunteers a list of topics related to community police and community policing site leaders to discuss.

3.7 Questionnaires

The questionnaire is an internal research instrument that elicits a sample group's ideas, emotions, beliefs, experiences, and attitudes. It is a brief, pre-planned collection of questions aimed to gather specific information from one or more groups (Conway, 2006:3). Each component adds to the research and is focused on one notion (Kombo, 2006). We collected data using closed-ended and open-ended questionnaires. Closed-ended questionnaires were employed for Boda-boda, police, and community members because they offer restricted replies from particular study regions and are valuable and methodical since they are developed before being delivered to respondents. The researcher uses open-ended surveys for the targeted group and in-depth information about specific situations. Open-ended questions allow respondents to write about the study's goals and share their ideas and observations.

3.8 Pilot Study

This involved pre-testing of tools before field data collection. According to Kothari (2004), analysis involves computing measures and finding patterns of correlations among data groupings following the field activity. Data is collected, analysed, coded, organised, and converted into frequencies or percentages and tables. The data was processed using SPSS 20. According to Jennings (2001),

SPSS lets researchers input and save data, do statistical analyses, produce graphs and reports, write reports, manage research reports, and use retrieval procedures. According to Kothari (2004), analysis involves computing measures and finding patterns of correlations among data groupings following the field activity. Data is collected, analysed, coded, organised, and converted into frequencies or percentages and tables. The data was processed using SPSS 20. According to Jennings (2001), SPSS lets researchers input and save data, do statistical analyses, produce graphs and reports, write reports, manage research reports, and use retrieval procedures. Data Analysis Methods

3.9 Data Analysis

According to Kothari (2004), analysis involves computing measures and finding patterns of correlations among data groupings following the field activity. Data is collected, analysed, coded, organised, and converted into frequencies or percentages and tables. The data was processed using SPSS 20. According to Jennings (2001), SPSS lets researchers input and save data, do statistical analyses, produce graphs and reports, write reports, manage research reports, and use retrieval procedures.

Qualitative data, when approached through the lens of interpretation, originates from the comprehension of a group's activities, verbal expressions, and interpersonal exchanges. The data analysis used a phenomenological technique, which entails a meticulous and ongoing examination of the source material, together with a diligent awareness of one's own preconceptions, ultimately leading to well-founded findings (Vanmaanen, 2020).

3.10 Data Validity and Reliability

Validity is how well an empirical measure captures the concept's true meaning (Babie, 2010). To ensure validity, several data collecting methods and sample strategies will be employed to mitigate the weaknesses of any particular methodology.

The consistency of a research study, measurement test, or finding repeatability called reliability. Consistent replication makes research results trustworthy. Repetitive testing and consistency checks will assure dependability. A correlation coefficient measures dependability. Test reliability requires a significant positive correlation (Cresswell, 2018). The interview guide and questionnaires in the research region will be tested for reliability in this study. Next, adjustments will be performed to get accurate research data. Data dependability depends on the accuracy or precision of a measuring device, hence this research study will focus on question consistency in repeated measurements (Saunders et al., 2017).

3.10.1 Credibility

Credibility in research is the study's reliability and validity. Many steps were made to assure this research's reliability. Using a mixed-methods approach, which combines quantitative data (such as accident statistics) with qualitative data (interviews and surveys), can help you analyse community policing's impact. To boost credibility, standardised research equipment, consistent data collecting, and numerous cross-validation researchers were utilised.

3.10.2 Transferability

Transferability refers to the degree to which the outcomes of the investigation may be extrapolated or extended to other environments or circumstances that go beyond the immediate

boundaries of the study. In order to enhance the transferability of the study, a comprehensive depiction of the research setting, namely Babati Town, was provided. This encompasses the demographic attributes, socio-economic circumstances, and distinctive aspects of the Boda-boda transit system. By providing a comprehensive contextual depiction, this will assist other researchers in assessing the generalizability of the results to comparable municipalities or areas.

3.10.3 Dependability

Research reliability is its consistency and stability across time. Researchers properly described their methods for reliability. This involves a complete study design, data collecting, and analysis. Researchers justified any protocol alterations throughout the investigation. By sharing the research procedure, other researchers may evaluate the study's dependability and replicability.

3.10.4 Confirmability

Confirmability relates to the objectivity and neutrality of the research findings, ensuring that they are not influenced by the researcher's biases or preconceptions. To enhance confirmability, researchers maintained a reflexive journal and documented their thoughts, assumptions, and personal reflections throughout the research process. This helped identify and address potential biases that might affect the interpretation of the data.

3.10.5 Ethical Considerations

Ethical consideration follows professional or organisational standards. It usually refers to morality (Babbie, 2010). Informing consent, anonymity, secrecy, avoiding damage, respecting cultural sensitivity, voluntary involvement, and data protection and security assured ethical research.

3.10.6 Limitations that Influence Methodology

- a) **Research Objectives and Questions:** Research goals and questions restricted methodological choice. Qualitative and quantitative methodologies were appropriate for different study issues. Most of our goals needed a combined approach combining qualitative and quantitative methods.
- b) **Resources:** Time, money, and staff limited approach options. Due to its blended methodology, qualitative research takes longer and needs more competent researchers, while quantitative research requires complex statistical analysis and specialist tools.
- c) **Access to Participants:** Participant availability and willingness affected study methods. Access to participants, notably boda-boda and police, was difficult, limiting data gathering approaches like sampling.
- d) **Scope of Study:** The geographical location, population size, and variety of the research all influenced methodological choices. Because Babati is a small-scale region, several strategies were used, such as Focus group talks include gathering a small group of people to discuss certain themes. This strategy fostered discussions among many stakeholders, including motorbike riders, community residents, and police officers, in order to examine their views and thoughts.

3.11 Conclusion.

The research was done in Babati Town, which has a high rate of motorcycle traffic offences and heavy usage of Boda-boda transportation. Larger community police forces supported Babati Town as the research location. A converging parallel mixed method design used qualitative and quantitative methods. This approach allowed for a thorough investigation of the study topic and data triangulation, guaranteeing depth and breadth of comprehension. We picked this method to get a complete picture of the phenomena.

Motorcyclists, civilians, traffic police, and ward police officers in Babati Town were studied. Following Yamane's formula, 100 people were sampled. To ensure variety and representation, participants were selected using purposive and random selection. We obtained primary and secondary data. Focus group talks, formal interviews, and questionnaires to chosen respondents were primary sources. Secondary materials included Tanzania Police Force motorbike traffic offence data.

Quantitative data analysis was done using SPSS version 20 to compute measurements, trends, and correlations. Qualitative data analysis used phenomenology to understand participants' actions, words, and interactions. Many methods addressed validity and dependability. The mixed-methods strategy used quantitative and qualitative data to boost credibility. Transparent documentation and uniform research tools ensured reliability. Babati Town's setting made results applicable to comparable situations. We employed reflexive journaling to improve confirmability and reduce bias.

CHAPTER FOUR

PRESENTATION AND DISCUSSIONS OF THE FINDINGS

4.0 Introduction

This chapter is devoted to the analysis, presentation, and interpretation of the research findings. The major findings obtained here are from the study area. Participants and important informants were sampled simply and purposefully. The study explained the background information: how community policing strategies reduce motorcycle traffic accidents in Babati Town, how community awareness reduces them, and what prevents them.

4.1 Demographic Characteristics of Respondents (Boda-Boda)

The section contains information about boda-boda contextual details, such as gender, age, occupation, riding experience, and their vulnerability situation, which is elaborated in sub-sections 4.2.1 through 4.2.5.

Table 4. 1: Demographic characteristics of respondents (Boda-boda)

Occupation	Frequency	Percentage
Student	2	6.6
Employed (Full-time)	1	3.3
Employed (Part-time)	6	20
Retired	0	0
Unemployed	15	50
Self-employed	6	20
Gender	Frequency	Percentage
Male	29	96.66

Female	1	3.33
Age	Frequency	Percentage
18-25	18	60
26-35	9	30
36-45	3	10
46-55	0	0
>56 and above	0	0
Total	30	100
Riding experience	Frequency	Percentage
0-2 years	9	30
3-5 years	12	40
6-10 years	8	26.66
More than 10 years	1	3.33
I don't ride motorcycles	0	0
Total	30	100

Source: Field Data 2023

The provided table presents demographic characteristics of motorcyclists based on certain variables: occupation, gender, age, and riding experience. Let's break down and interpret the findings for each variable:

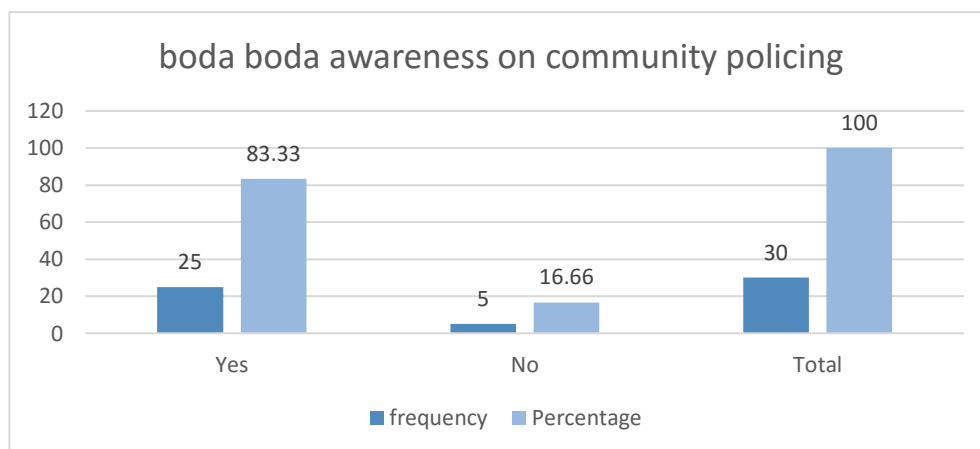
On occupation, 6.6% of motorcyclists are students, 3.3% are full-time workers, 20% are part-time workers, none are retired, 50% are unemployed, and 20% are self-employed. This suggests most motorcyclists in the research are jobless or part-time. Many are students or self-employed. This sample has no retired motorcyclists. The majority of motorcyclists are male (96.66%), with just 3.33% being female. Age: 60% of motorcyclists are 18–25, 30% are 26–35, 10% are 36–45, and none are 46–55. No motorcyclists are 56 or older. Many motorcyclists are 18–25 years old.

30% of bikers have 0–2 years of experience, 3-5 years: 40% of motorcycle riders have 3–5 years of experience, 6–10 years: 26.66% of motorcyclists have been riding 6–10 years, more than 10 years: 3.33% of motorcyclists have more than 10 years of experience; none don't ride. The bulk of motorcyclists have 0–2 years and 3-5 years of riding experience. Fewer have 6–10 years of experience and even fewer have more than 10.

4.2 Motorcyclist (Boda-Boda) Awareness of Community Policing

4.3 Awareness of Community Policing

Figure 4. 1: Awareness of boda-boda in community policing



Source: Field Data 2023

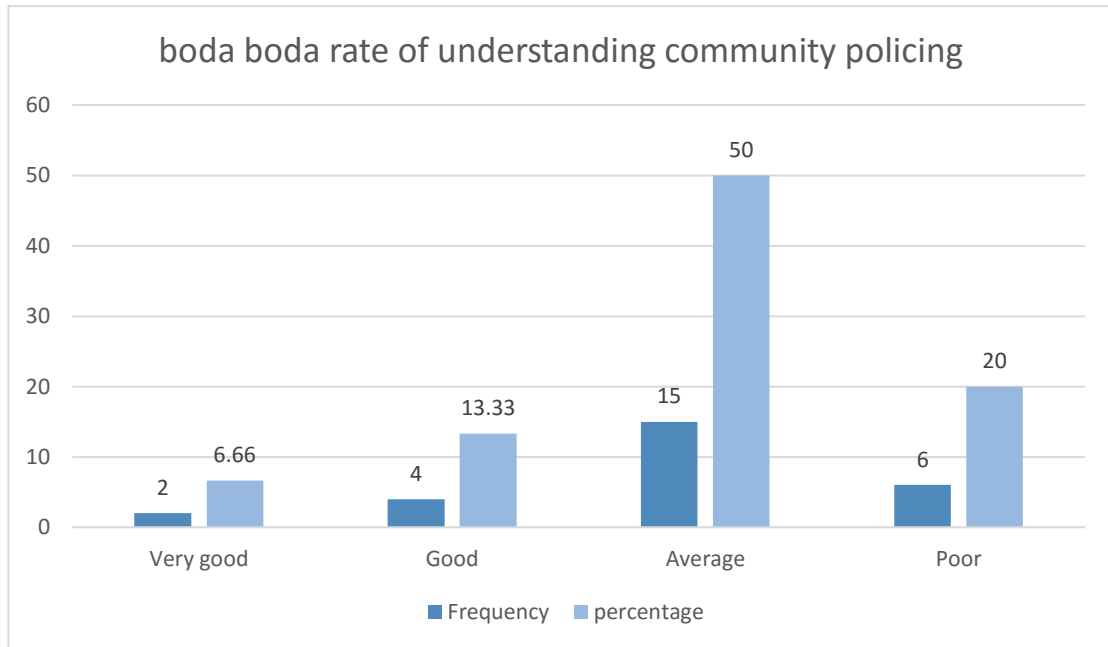
Figure 4.2 shows motorcycle knowledge of community policing frequency and percentages by answer group. The answers are "yes" or "no." The study shows motorcyclists' community policing awareness among 30 motorcyclists. Motorcyclists are aware of community policing, as 83.33% said "yes". This implies that a large number of motorcyclists understand community policing, which entails law enforcement working with the community to solve safety and security issues. More bikers are aware of community policing than the 16.66% "no" group. This sector may not

comprehend community policing, which might affect their relationships with law enforcement and safety awareness.

4.4 Boda-Boda Rate of Understanding Community Policing.

The below figure represents the research findings regarding motorcyclist awareness of community policing, categorised by their perceptions of the quality of that awareness. The data includes frequency and percentages for "very good," "good," "average," and "poor." Motorcyclists' understanding of community policing practises is shown by the 30-person sample. A modest percentage of motorcyclists consider their community policing awareness "very good" (6.66%). These people probably understand community policing and how it applies to motorcycling. 13.33% of the sample considers their awareness "good"—a somewhat bigger fraction. These riders may have a good grasp of community policing but may learn more. The largest group is "average" at 50%. This suggests that many motorcyclists have mediocre community policing knowledge. These people may grasp community policing ideas but not their consequences for motorcyclists. The 20% "poor" category shows that many motorcyclists lack community policing understanding. These riders may not understand community policing and its connection to motorcycling.

Figure 4. 2: Boda-boda rate of understanding community policing



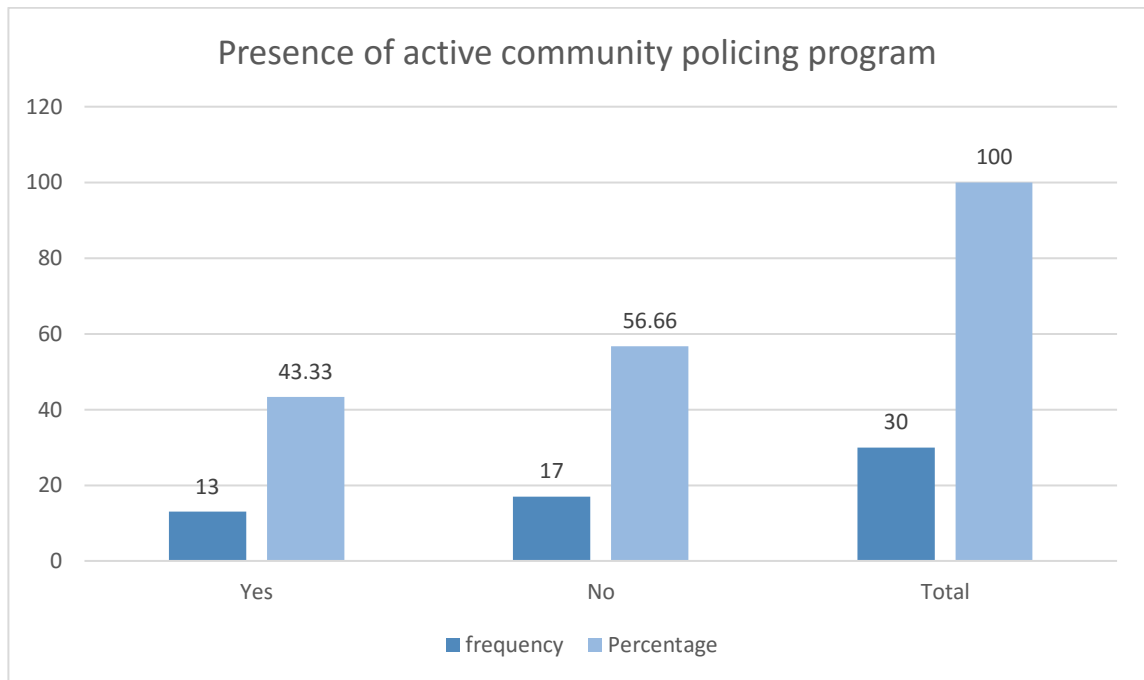
Source: Field Data 2023

4.5 Motorcyclists' (Boda-Boda) Perceptions of Community Policing Implementation

4.5.1 Presence of an Active Community Policing Programme in Boda-Boda Locality

The figure presents the results of a research study focused on the perception of motorcyclists regarding the presence of an active community policing programme in their locality. The data is presented in terms of responses, frequencies, and percentages. The data showed that 13 motorcyclists (43.33% of the sample) were enthusiastic about their local community policing programmes. 17 motorbike riders (56.66% of the sample) reacted negatively, indicating that they do not see a community policing initiative in their area. A total of 30 motorcyclists were studied.

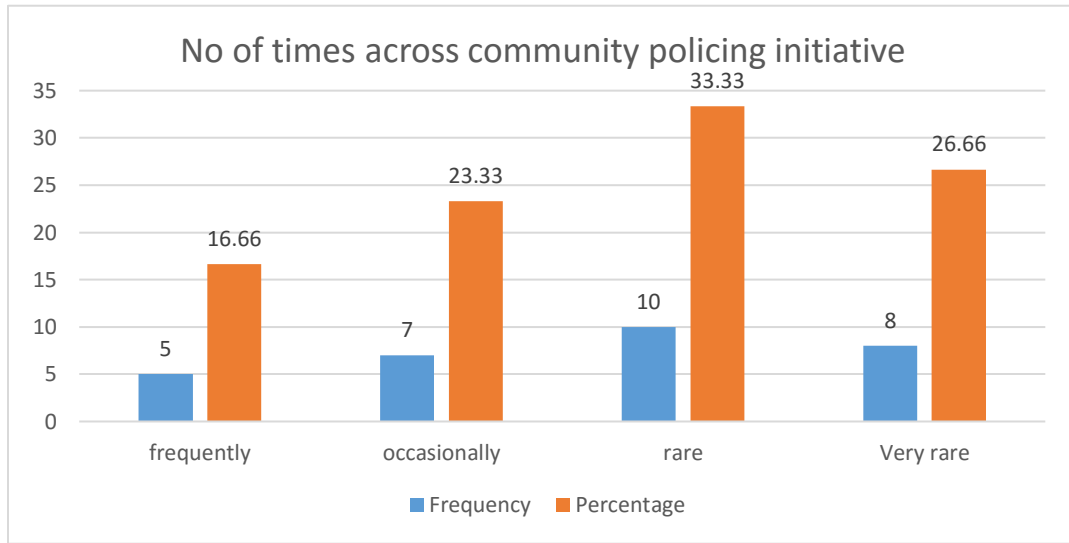
Figure 4. 3: Presence of active community policing program in Boda-boda locality



Source: Field Data 2023

The findings show that bikers have mixed views on their local community police scheme. Nearly half (43.33%) of respondents think such a scheme exists and is operating, while 56.66% do not. This variation in perception may be due to the visibility and effectiveness of the community policing programme, law enforcement-community engagement, the program's impact on crime and safety, and motorcyclist awareness. Investigating the causes of these varied attitudes might help enhance the community policing programmes to better serve motorcyclists.

Figure 4. 4: levels of interaction with the community policing initiative.



Source: Field Data 2023

4.6 How often Motorcyclists encountered the community policing initiative in the specified area

The data suggests that motorcyclists in the area have varying levels of interaction with the community policing initiative. The most common frequency category is "rare," where motorcyclists encountered the initiative 10 times, representing approximately 33.33% of the sample. This indicates that a significant portion of motorcyclists rarely come across the community policing initiative. The "occasionally" category follows closely, with 7 reported encounters accounting for about 23.33% of the sample. This suggests that a notable portion of motorcyclists do encounter the initiative from time to time, but not as frequently as in the "rare" category. The "very rare" category, with 8 encounters, represents around 26.66% of the sample. This indicates that a substantial proportion of motorcyclists have had very few interactions with the community policing initiative. The least common frequency category is "frequently," with 5 reported encounters,

making up approximately 16.66% of the sample. This implies that a relatively small percentage of motorcyclists come across the community policing initiative frequently.

Table 4. 2: Influence of community policing on Traffic Safety. Strong positive Somewhat positive No impact Negative impact

Quality of effectiveness of community policing to improving overall traffic safety	Frequency	Percentage
Highly effective	2	6.66
Moderately effective	7	23.33
Slightly effective	15	50
Highly effective Moderately effective Slightly effective not effective at all.	6	20
Community policing contribution to a reduction in motorcycle traffic accidents.	Frequency	Percentage
Yes	15	50
No	11	36.66
Not sure	4	13.33
Impact of community policing in reducing motorcycle traffic accidents in the area	Frequency	Percentage
Strong positive	3	20
Somewhat positive	12	80
No impact	0	0
Negative impact	0	0
Total	15	100

Source: Field data 2023.

4.7 Influence of Community Policing on Traffic Safety

The table provided presents research findings related to the influence of community policing on the traffic safety of motorcyclists. Let's analyse and interpret the results for each aspect:

On the effectiveness of community policing in improving traffic safety, 6.66 percent of respondents find it highly effective, 13.33 percent find it moderately effective, 50% find it slightly effective, and 20% believe it is ineffective. The replies reveal that respondents' views on community policing's efficacy vary. Many feel it is mildly beneficial, although perspectives vary on its total effects. Community policing reduces motorcycle traffic accidents, according to 50% of respondents, 36.66% of respondents disagree, and 13.33% are unsure. The replies show mixed viewpoints on whether community policing reduces motorbike traffic accidents.

Twenty percent of respondents feel community policing significantly reduces motorbike traffic accidents in the region. Somewhat good: 80% of respondents think community policing has a positive influence. None think it has a negative impact. The majority of respondents believe community policing reduces motorcycle traffic accidents in the region.

Table 4. 3: Interaction of motor cyclists (Boda-boda) with Law Enforcement

Personal interaction of motorcyclists with law enforcement officers involved in community policing initiatives	frequency	Percentage
Yes	21	70
No	9	30
Total	30	100
did the interactions influence your behaviour as a motorcycle rider	Frequency	Percentage
Yes, positively	14	46.66

Yes, negatively	2	6.66
No influence	5	16.66
No interaction	9	30

Source: Field data 2023.

4.8 Interaction of motor cyclists (Boda-boda) with Law Enforcement

About 70% of respondents said "yes," suggesting they had engaged with community police personnel. This shows that most of the sample has had direct experiences with these officers, including community policing talks, encounters, and partnerships. About 30% of respondents said "no," suggesting they had never met community police personnel. This shows that fewer sample members have not directly interacted with these police in community policing.

About 46.66 percent said "Yes, positively." This shows that approximately half of the sample positively changed their motorcycle riding conduct owing to law enforcement encounters. Interactions may have encouraged safer and more responsible riding. About 6.66% said "yes, negatively." This suggests that fewer sample members thought their contacts had negatively affected their riding. These contacts may have caused problems or harmed their riding. About 16.66% said "no influence." This shows that some of the sample did not think their encounters with community police officers affected their motorbike riding. About 30% said "no interaction." This suggests that a large portion of the sample has not interacted with these officers in community policing and has not been impacted by such contacts.

Table 4. 4: Responses of motorcyclist's involvement in a motorcycle traffic accident in the past

Response	Frequency	Percentage
Yes	20	66.66
No	10	33.33
Total	30	100

Source: Field data 2023.

4.9 Motorcyclists Personal Experience on Motorcycle' s Accident

The data reflects the self-reported involvement of motorcyclists in motorcycle traffic accidents in the past. Around 66.66% of respondents answered "yes," indicating that a significant majority of the sample has been involved in a motorcycle traffic accident at some point in the past. This implies that many motorcyclists in the study had been in accidents. 33.33% of respondents said "no," showing a lesser percentage had not been in motorbike traffic accidents. This means that although many have had accidents, a substantial number have avoided them.

Table 4. 5: Responses of motorcyclist's believe that community policing could have prevented the accident

Response	Frequency	Percentage
Yes	15	75
No	3	15
Not sure	2	10
Total	20	100

Source: Field data 2023.

The data shows bikers' perspectives on whether community policing might have prevented a motorbike accident. Most responders, 75%, said "yes," believing community policing might have avoided the accident. This shows that a large majority of the sample believes community policing

can reduce motorbike accidents. About 15% said "no," suggesting they don't think community policing could have avoided the disaster. This shows less of the sample doubts community policing can reduce accidents. About 10% were "not sure," unsure whether community policing might have avoided the accident. Community policing's effect in this setting is unclear to a smaller number of responders.

4.10 Policies Influence of Community Policing Strategy on Motorcycle Traffic Accident Reduction

Table 4. 6: Demographic characteristics of respondents (Police)

department	Frequency	Percentage
Crime prevention	21	52.5
Crime investigation	9	22.5
Administration	10	25
Gender	Frequency	Percentage
Male	23	57.5
Female	17	42.5
Rank	Frequency	Percentage
constable	8	20
Corporal	10	25
Sergeant	5	12.5
Inspector	15	37.5
Gazetted Officer	2	5
Academic Status	Frequency	Percentage
Certificate	14	35
Diploma	19	47.5
Bachelor Degree	5	12.5
Master's Degree	2	5

Source: Field data 2023.

4.10.1 Demographic characteristics of respondents (Police)

The provided table outlines the demographic characteristics of police officers based on different variables: department, gender, rank, and academic status. Let's break down and interpret the findings for each variable:

52.5% of police work on crime prevention. 22.5% of police officers investigate crimes, and 25% administer. Crime prevention is the main responsibility of most police personnel, followed by investigation and administration. This allocation represents police functions. Gender: 57.5% male, 42.5% female police officers. This shows that the police force is mostly male, however there are some female policemen. Regarding rank, 20% of police officers are constables, 25% are corporals, 12.5% are sergeants, 37.5% are inspectors, and 5% are gazette officers. Inspectors make up the bulk of police personnel in this research, followed by constables and corporals. Fewer have sergeant or gazette officer grades.

Academically, 35% of police officers have certificates, 47.5% have diplomas, 12.5% have bachelor's degrees, and 5% have master's degrees. Many police personnel have degrees and credentials. Fewer have bachelor's or master's degrees. Overall, the study's results reveal police officers' demographics. This includes departmental jobs, gender, rank, and academic credentials. This information helped analyse the police force, detect patterns, and influence community policing recruitment, training, and diversity choices.

4.11 Police ability on motorcycle accident reduction by community policing strategy

Table 4. 7: Police ability on motorcycle accident reduction by community policing strategy

Evaluation of the prospects of community policing in successful motorcycle accident reduction		
Rate	Frequency	Percentage
Very high	7	17.5
High	26	65
Medium	3	7.5
Very low	1	2.5
level of applicability of proactive motorcycle accident reduction by community policing strategy		
Rate	Frequency	Percentage
Very high	2	5
High	27	67.5
Medium	6	15
Very low	2	5
capability of a police department in motorcycle accident reduction with respect to trained manpower	frequency	Percentage
Very high	21	52.5
High	17	42.5
Medium	2	5
Very low	0	0
capability of a police department in motorcycle accident reduction with respect to logistics		
Very high	4	10
High	24	60
Medium	7	17.5
Very low	5	12.5

Source: Field data 2023.

The table presented above displays study results pertaining to the assessment of the efficacy of community policing methods in mitigating motorcycle accidents, with a specific emphasis on the capabilities of the police department and the perceived influence of those techniques. The following analysis will provide an interpretation of the data for each facet:

In relation to the assessment of the prospects of community policing in mitigating motorcycle accidents, it is noteworthy that 17.5% of the participants express a belief in the exceedingly high potential of community policing for effectively reducing such accidents. Additionally, a majority of 65% of the respondents perceive community policing strategies as having a substantial potential for this purpose. Moreover, a smaller proportion of 7.5% of the participants hold the view that community pol A minority of individuals have diminished expectations in this respect.

In regards to the degree of effectiveness of the proactive community policing strategy in reducing motorcycle accidents, the survey results indicate that 5% of participants hold the view that the strategy has a significantly high level of applicability. Additionally, a majority of 67.5% of respondents perceive a high level of applicability for these strategies. Furthermore, 15% of participants perceive a moderate level of applicability, while a minority of 5% of respondents consider the applicab This suggests that a majority of participants hold the view that community policing techniques possess a considerable degree of relevance in the proactive mitigation of motorbike accidents. A minority of individuals see a limited degree of practical relevance.

In relation to the effectiveness of a police department in mitigating motorcycle accidents through the utilisation of trained personnel, findings indicate that 52.5% of participants hold the belief that the police department's capability in reducing motorcycle accidents with the aid of trained

manpower is exceedingly high. Additionally, 42.5% of respondents rate the police department's capability as high, while a mere 5% perceive a moderate level of capability. Notably, none of the respondents e The relevance of this finding is that a considerable proportion of participants maintain the perspective that the police department has a substantial or noteworthy capacity to mitigate motorbike accidents, especially in relation to the presence of well-trained personnel.

In summary, most respondents believe community policing techniques may reduce motorbike accidents. Respondents also like the police department's capacity to reduce motorbike accidents, particularly with trained officers. These results demonstrate the support for community policing as a motorbike accident prevention approach and the need for well-trained police officers.

4.12 Awareness and willingness of the police towards community policing

Table 4. 8: Awareness and willingness of the police towards community policing

Police perception on “police officers’ awareness on the extent to what community policing is needed (required) in Babati town”	frequency	Percentage
Response		
Yes	14	35
No	18	45
I don’t know	8	20
police members especially those preventing crime have adequate or proficient capacity to make aware and educate the public about motorcycle accident reduction through community policing	frequency	Percentage
Yes	30	75
No	6	15
I don’t know	4	10
Rate of willingness of the police towards community policing	frequency	Percentage
Very high	19	47.5

High	18	45
Medium	2	5
Very low	1	2.5

Source: Field data 2023.

The table shown above showcases study results pertaining to the understanding and willingness of police officers about community policing, with a specific emphasis on its influence on the decrease of motorbike accidents. The following is an analysis of the findings:

The study results reveal that there are differing degrees of knowledge among police personnel in Babati Town about community policing. Within the sample population, it was found that 35% of the participants hold the belief that police officers possess a satisfactory level of awareness of community policing, indicating the probable existence of a subset within the police force that has the requisite knowledge and comprehension of this particular strategy. On the other hand, a significant majority of participants, accounting for 45% of the surveyed individuals, hold the viewpoint that police personnel exhibit a deficiency in their degree of awareness. The observed gap underscores the possible need for further education and training within the Babati municipal police force pertaining to community policing techniques. A significant proportion of participants, around 20%, acknowledge a lack of clarity regarding the level of awareness, suggesting that initiatives aimed at improving police officers' comprehension of community policing might be advantageous.

In relation to the ability of police personnel to disseminate information to the public regarding the mitigation of motorcycle accidents, research findings indicate that a significant majority of respondents, specifically 75%, hold the belief that police members, particularly those tasked with

crime prevention, possess sufficient or skilled capabilities to promote awareness and educate the public about motorcycle accident reduction through the implementation of community policing strategies. The aforementioned viewpoint, which is characterised by optimism, posits that a notable proportion of the participants express confidence in the capacity of law enforcement officials to proficiently engage in communication and provide education to the community on the significance of motorcycle safety. Nevertheless, a minority of participants, comprising 15% of the sample, maintain the perspective that law enforcement personnel may be deficient in the requisite capabilities for this undertaking, perhaps indicating deficiencies in their training or communication proficiencies. Furthermore, it is worth noting that 10% of the participants expressed uncertainty about the competence of police personnel. This finding highlights the need for further evaluation and elucidation in order to have a better understanding of this issue.

The inclination of law enforcement agencies towards the implementation of community policing strategies. The results indicate a mostly favourable disposition among law enforcement officers towards the implementation of community policing. Approximately 47.5% of the participants in the study regard the level of willingness shown by the police as very high, and an additional 45% of respondents assess it as high. The aforementioned collective mood highlights a notable tendency of the police force to actively interact with the community and adopt community policing tactics. A very modest proportion of participants (5%) have the perception that willingness is of moderate level, indicating the possibility for enhancement in certain domains. Furthermore, an only 2.5% of participants hold the belief that the level of police receptiveness towards community policing is very low, suggesting a relatively little apprehension.

4.13 Implementation of Community Policing by the Police

Table 4. 9: Implementation of community policing by the police

Babati town police Department have a sufficient number of community policing officers	Frequency	Percentage
Yes	15	37.5
No	18	45
I don't know	7	17.5
community policing implementation in Babati town helped in reducing motorcycle accident		
Yes	25	62.5
No	10	25
I don't know	5	12.5
rate the success of community policing in accident prevention in Babati town		
Very high	11	27.5
High	25	62.5
Medium	4	10
Very low	0	0

Source: Field data 2023.

On whether the Babati Town Police Department has enough community policing officers, 15 respondents think so, 18 don't, and 7 are unsure. Respondents were divided on whether the Babati local police department had enough community policing personnel. The majority of respondents (45%) do not think there are enough community police personnel, while 37.5% agree. Another 17.5% are uncertain. In community policing, resource distribution and personnel should be considered. Concerning Community Policing Implementation in Babati Town Helped

Reduce Motorcycle Accidents, 25 respondents believe it has reduced motorcycle accidents, 10 do not, and 5 are unsure.

The research reveals respondents believe community policing reduces motorbike accidents. Most responders (62.5%) feel community policing has reduced motorbike accidents. The efficacy is questioned by 25% of respondents, while 12.5% are doubtful. This suggests that many respondents believe community policing reduces motorbike accidents. The success of community policing in accident prevention in Babati Town is rated very high by 11 respondents, high by 25, medium by 4, and very low by none.

The research shows that respondents think community policing prevents accidents. A large percentage (62.5%) ranks success as "high," while 27.5% say "very high." Only 10% assess the success as "medium," and none as "very low." This implies that most respondents think community policing prevents accidents.

4.14 Influence of Community Policing on Traffic Safety

Table 4. 10: Influence on Traffic Safety

role of community policy plays in motorcycle accident reduction	frequency	Percentage
Very high	13	32.5
High	17	42.5
Medium	10	25
Very low	0	0
circumstances which make the community not to cooperate with the police		
Yes	31	77.5
No	5	12.5

I don't know	4	10
community policing implementation in Babati town in reducing motorcycle accident were successful		
Yes	38	95
No	1	2.5
I don't know	1	2.5

Source: Field data 2023.

The role of community policing in motorbike accident reduction is rated as very high by 13 respondents, high by 17, medium by 10, and very low by 0. According to the findings, respondents believe community policing reduces motorbike accidents. Many (42.5%) think community policing reduces motorbike accidents, and a large (32.5%) say it is "Very high." Twenty-five percent consider the job "Medium." No respondents gave a "Very low" opinion, suggesting that community policing improves road safety.

31 respondents say there are conditions that cause the community not cooperate with the police, 5 believe there are none, and 4 are undecided. Majority (77.5%) of respondents say community-police interaction is hindered. This implies that community cooperation with law enforcement is affected by circumstances. 12.5% feel there are no such instances, and 10% are uncertain. Further research on community-non-cooperation dynamics is needed.

Babati Town Community Policing Reduced Motorbike Accidents, 38 respondents feel community policing in Babati town has reduced motorbike accidents, 1 said it hasn't, and 1 is undecided. Responses reveal that respondents believe community policing reduces motorbike accidents. More than 95% of respondents say community policing has achieved this aim. There are 2.5

percent misgivings and equal numbers doubtful about the success. It seems that most respondents believe community policing improves traffic safety.

4.15 Findings from community policing site leaders to reduce motorcyclists' accident

Most leaders feel community policing is crucial to decreasing motorbike accidents. They also said they were inspired by aggressive motorbike accident prevention as community police site leaders. Focus group discussion indicated community policing site leaders' involvement in decreasing biker accidents:

Community policing leaders in Babati town engage community members to minimise motorbike accidents using a diverse strategy. Motorcycle riders' safe driving is a priority. These leaders encourage riders to follow traffic laws and keep a safe distance. Community policing leaders also work with local police to improve enforcement and report harmful activity. As liaisons between the community and authorities, they prevent accidents and make roads safer.

Organisation of road safety campaigns and instructional seminars is also important. Community police leaders organise these events to increase awareness of dangerous riding concerns. They stress wearing helmets, following traffic laws, and defensive driving. These leaders work with schools and youth organisations to teach responsible riding and road safety awareness to future generations.

In addition, community policing leaders work with hospitals to provide emergency medical treatment. By cooperating with local healthcare practitioners, they reduce motorbike accident injuries. This collaboration expands help beyond law enforcement and shows their commitment to community well-being.

4.16 Influence of Community Awareness on Reducing Motorcycle Traffic Accidents in Babati Town

Table 4. 11: Awareness of community on Motorcycle Traffic Accidents and Community Awareness Initiatives

Are you aware of the prevalence of motorcycle traffic accidents in your area?		
Yes	28	95
No	2	2.5
How frequently do you come across news or information about motorcycle accidents?	Frequency	Percentage
Frequently	5	6.66
occasionally	15	13.33
Rare	4	50
Very rare	6	20
Are there community awareness initiatives or campaigns related to motorcycle safety in your locality?		
Yes	14	46.66
No	10	33.33
I don't know	6	20
How often do you participate or engage in these community awareness initiatives	Frequency	Percentage
frequently	3	10
occasionally	12	40
Rare	7	23.33
Very rare	8	26.66

Source: Field data 2023.

The provided table presents research findings related to the awareness of the community regarding motorcycle traffic accidents and the presence of community awareness initiatives related to motorcycle safety in Babati town. Here's an explanation and interpretation of the results:

4.17 Concerning awareness of the Prevalence of Motorcycle Traffic Accidents

Numerous Babati residents are aware of motorbike traffic accidents. 95% of responders know about local accidents. Motorcycle accident awareness is high, indicating community concern. Nonetheless, 2.5% are unaware of this problem. This indicates the necessity to maintain community-wide motorbike accident awareness and information dissemination.

Rate of motorbike accident news: It shows how often community people hear about motorbike accidents. Significantly, 50% of respondents seldom hear about motorbike accidents. Although awareness exists, communication mechanisms for motorbike accident prevention and information exchange may need to be improved. Other respondents encounter news 6.66% often, 13.33% sometimes, and 20% extremely seldom. These replies show that communication has to be adjusted to reach a larger audience.

4.17.1 Regarding presence of community awareness initiatives or campaigns:

The findings suggest that community awareness initiatives related to motorcycle safety are present in Babati town. About 46.66% of respondents are aware of such activities, demonstrating community engagement in motorbike safety. While 33.33% are ignorant of projects, 20% are doubtful. This emphasises the need to make community awareness efforts more visible and accessible to enlighten more people.

4.17.2 Lastly about Participation in Community Awareness Initiatives:

The results show varying levels of engagement among community members in these initiatives. About 26.66% participate extremely seldom, compared to 40% sometimes and 23.33% rarely. Only 10% claimed regular engagement. These results highlight the need to evaluate and improve community awareness activities to increase resident involvement.

4.18 Influence of community awareness about community policing on accidents reduction

Table 4. 12: Influence of community awareness about community policing on accidents reduction

In your opinion, how much impact does community awareness have on reducing motorcycle traffic accidents?	Frequency	Percentage
very high impact	3	10
High impact	12	40
Moderate impact	10	33.3
No impact	5	16.66
Have you observed any positive changes in motorcycle rider behaviour due to community awareness efforts?	frequency	Percentage
Yes	15	50
No	11	36.66
Not sure	4	13.33

Source: Field data 2023.

4.18.1 Regarding impact of Community Awareness on Reducing Motorcycle Traffic Accidents:

The study shows community members' views on how community awareness campaigns reduce motorbike traffic accidents. Respondents rated impact from extremely high to no effect.

Community awareness reduces motorbike traffic accidents, with 40% believing it has a strong influence and 33.3% moderate. 10% believe the effect is extremely high, indicating a strong belief that community knowledge helps reduce accidents. Community awareness has no effect, say 16.66%. This implies a spectrum of community opinions, emphasising the need to continue proving community awareness campaigns reduce motorbike accidents.

4.18.2 Concerning observation of positive changes in Motorcycle Rider Behavior:

Respondents were also asked about community awareness-induced changes in motorbike rider conduct. Notably, 50% of participants saw motorcycle rider conduct improve owing to these activities. This suggests that community knowledge may improve rider behaviour and road safety. The fact that 36.66% of respondents have not noticed such gains suggests that present awareness activities may need to be modified or made more prominent. The 13.33% uncertainty in assessing behavioural changes from community observations shows the challenges. The following are the most notable changes from respondents:

- a) **Increased Helmet Usage:** Community members said community awareness programmes have increased motorcycle helmet use. Our activities have increased the number of bikers wearing helmets regularly. After realising the necessity of helmet use, bikers have started wearing them regularly.
- b) **Adherence to Traffic Rules:** Motorcyclists' traffic law compliance has improved, according to respondents. Communities have raised awareness, making cyclists more likely to obey traffic laws. Stopping at traffic signals, ceding to pedestrians, and obeying speed limits are beneficial changes. Because of this, irresponsible driving has reduced, improving road safety.

- c) **Safer Overtaking Practices:** The community's view shows how awareness campaigns encourage safer motorbike overtaking. By teaching safe overtaking procedures and discouraging hazardous actions, these initiatives have reduced dangerous overtaking accidents. Riders have improved overtaking skills, reducing accidents.
- d) **Avoiding Distractions:** Awareness campaigns have reduced motorbike rider distractions, according to community residents. These advertisements have warned bikers against using phones and other distractions while riding. Riders are now more focused on the road, reducing distracted driving accidents.
- e) **Proper Riding Gear Usage:** Community awareness initiatives have motivated motorcyclists to use adequate gear, said respondents. This improvement includes gloves, coats, robust shoes, and other safety gear. Community understanding of this gear's safety benefits has enhanced rider compliance.
- f) **Engagement with Defensive Driving:** Community members say awareness campaigns have made motorbike riders more careful drivers. Riders may now anticipate risks, maintain safe following distances, and handle unforeseen scenarios. Proactively avoiding rapid responses has prevented accidents.
- g) **Respect for Pedestrians:** The community has seen motorbike riders respect pedestrian rights and safety better. Pedestrian rights are being respected due to awareness programmes. Road safety has improved as riders are more careful at crosswalks and pedestrian-heavy locations.
- h) **Avoidance of Drunk Driving:** According to community opinion, awareness campaigns have deterred drunk and drugged motorbike riding. Riders now understand the hazards of drunk driving and are more inclined to choose alternative transit, making roads safer.

- i) **Sharing Roads Safely:** Members of the community say awareness campaigns have helped motorbike riders share the road safely. Riders are better at dealing with trucks, vehicles, and bicycles, decreasing roadway miscommunications.
- j) **Supporting Accident Victims:** The community's observations indicate that riders have become more compassionate and responsible in the event of accidents. Riders are more inclined to stop and provide assistance to accident victims, promptly alerting authorities and ensuring that proper medical aid is provided. This proactive response has contributed to improved post-accident support.
- k) **Proactive Reporting:** According to respondents, motorcyclists who prioritise road safety in their community are more likely to report potholes, risky road conditions, and traffic infractions to authorities. Road safety has improved due to engaged riders' proactive reporting.
- l) **Involvement in Safety Initiatives:** Community response suggests some motorbike riders are proactive in community safety. They promote safe riding and urge others to do so. They have boosted riding community awareness.

4.19 Factors Hindering Community Policing from Reducing Motorcycle Traffic Accidents in Babati Town

Table 4. 13: Factors hindering community policing from reducing motorcycle traffic accidents in Babati Town

Hindering Factors	Level of response.				
	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree
Lack of adequate funding for community policing initiatives	20[50%]	17[42.5%]	2[5%]	1[2.5%]	0[0%]

Insufficient community participation and engagement	20[50%]	14[35%]	3[7.5%]	2[0%]	1[2.5%]
Limited training and resources for law enforcement officers involved in community policing	31[77.5%]	9[22.5%]	0[0%]	0[0%]	0[0%]
Lack of awareness and understanding of community policing among the public	13[32.5%]	25[62.5]	1[2.5%]	1[2.5%]	0[0%]
Inadequate support from local authorities and government	17[42.5%]	20[50%]	3[7.5%]	0[0%]	0[0%]
Poor cooperation between law enforcement and community members	5[12.5%]	5[12.5%]	2[5%]	9[22.5%]	15[37.5%]
Cultural or social barriers inhibiting effective community policing	13[32.5%]	20[50%]	5[12.5%]	1[2.5%]	1[2.5%]

Source: Field data 2023.

The table shows studies on why community policing in Babati Town fails to reduce motorbike traffic accidents. An explanation and understanding of the factors:

The results shows that 50% strongly agreed and 42.5% agreed that inadequate financing hinders community policing activities to reduce motorbike traffic accidents. This element was a major issue with 92.5% agreement. Financial constraints limit community policing awareness initiatives, training programmes, and infrastructural enhancements.

The results showed that 50% strongly agreed and 35% agreed that community policing is hampered by low community involvement. An 85% consensus thinks that community engagement

is not high enough. These results emphasise the necessity of removing obstacles to local involvement in community policing.

A whopping 77.5% of respondents strongly agreed that low training and resources for community police personnel was a major obstacle. This is a major aspect, as 100% of participants agree. Police struggle to interact with the community and reduce motorbike traffic accidents due to a lack of training and resources.

The statistics showed that 62.5% of respondents and 32.5% strongly agreed that public ignorance about community policing is a barrier. The 95% agreement rate emphasises community members' knowledge and understanding of community policing. This shows that community policing's aim and advantages are difficult to communicate, affecting public engagement and collaboration.

50% agreed and 42.5% strongly agreed that insufficient local government assistance hinders community policing. The 92.5% agreement rate shows that community policing projects need government support. Lack of higher-level support affects resource allocation, regulatory frameworks, and general collaboration for accident reduction measures.

The research reveals that 37.5% strongly disagree and 22.5% disagree that law enforcement and community people cooperate poorly. The 60% disagreement rate implies that many respondents do not see this item as a barrier. However, 25% agreeing suggests that law enforcement and the community may work together to reduce accidents.

50% agree and 32.5% strongly agree that cultural or societal obstacles hinder effective community policing. The 82.5% agreement rate implies that many respondents think cultural or

societal variables may impair community policing. Cultural conventions, attitudes, and social dynamics may hinder law enforcement-community involvement and collaboration.

4.20 Challenges Mentioned and Explained Through Focus Group Discussions and Interviews by Respondents

Also, there are other challenges mentioned by the respondents through focus group discussions with the community policing site leaders and interviews. The following are the challenges mentioned:

Inadequate Infrastructure for Safe Riding: According to respondents, inadequate road infrastructure that accommodates safe motorcycle riding poses a significant challenge. Roads with potholes, poor signage, and no motorcycle lanes increase accident risk. Community policing attempts to reduce accidents may struggle to provide a safe riding environment without adequate infrastructure.

Resistance to Change: Resistance, particularly from motorcyclists, is another difficulty for leaders and community members. Due to habit, some boda-boda oppose new practises or safety laws. This obstacle inhibits community policing programmes to encourage safer riding. To modify conventions, they said, education and persuasion are needed.

Limited Accessibility to Information: Limited access to information sources, such as educational materials or online resources, hindered boda-boda's ability to stay informed about road safety practices. Initiatives that rely on disseminating information through various channels struggle to reach all members of the community, particularly those with limited access to information.

Socioeconomic Disparities: Socioeconomic differences limit resources, education, and opportunities. Lower-income boda-boda riders cannot afford safety gear or seminars, restricting their community policing participation. Assuring that all motor riders (boda-boda) benefit from road safety programmes requires resolving these discrepancies.

Lack of Continuous Engagement: Maintaining sustained boda-boda engagement over time is a challenge. Initial enthusiasm for safety campaigns was waning, leading to reduced participation and awareness. They suggested that effective community policing strategies include plans for continuous engagement to ensure that safety messages remain relevant and impactful.

Negative Perceptions of Law Enforcement: Negative perceptions of law enforcement, rooted in past experiences or cultural attitudes, hindered cooperation between law enforcement officers and boda-boda. Building trust and positive relationships between these two groups is crucial for effective community policing, and overcoming negative perceptions is essential for successful accident reduction efforts.

4.21 Discussion of Findings

4.21.1 Influence of Community Policing Strategy on Motorcycle Traffic Accident Reduction in Babati Town

According to motorcyclists (Boda-boda), the research reveals diverse views on community policing's traffic safety effectiveness. Some find it incredibly effective, a bigger number moderate, and others modest. A minority believes it doesn't improve road safety. Opinions vary on whether community policing reduces motorbike accidents. While some believe in its contribution, a significant portion remains sceptical, and a few are uncertain. Many perceive a beneficial

influence on motorbike accidents, while a considerable majority see a slightly favourable impact and a few see a very positive impact. Communities agree community policing is harmless. The results show that community policing's traffic safety and motorcycle accident reduction effects vary.

These data illuminate how individuals see community policing's traffic safety measures. That some believe it's highly successful, some think it's moderately effective, and others have reservations shows that judging this approach's effectiveness is difficult. There are a few individuals that think community policing is ineffective, highlighting the need for reforms or improved communication. The findings affect regulations and procedures. Many think community policing reduces motorbike accidents, but more might be done to educate people about its advantages. Since most people feel community policing doesn't make problems worse, support and strengthen these programmes. Finally, this study emphasises the need of understanding diverse perspectives and improving community policing for road safety and motorbike accident reduction.

The cops said, The results reveal community policing's significance in lowering motorbike accidents, police-community relations, and Babati town's community policing success. A majority (42.5%) of respondents consider community policing "high" and a considerable number (32.5%) "very high." Avoidance of "very low" responses suggests a good influence. However, 77.5 percent of respondents say that community-law enforcement interaction is hindered, highlighting the problems. Ninety-five percent of respondents believe community policing has reduced motorbike accidents in Babati town, while two percent disagree. These results support community policing's traffic safety benefits but emphasise the necessity to overcome community collaboration barriers.

These results are crucial because they examine how community policing influences motorbike accidents, how people collaborate with police, and how successfully it's done in Babati town from cops' perspectives. Police's views on community policing are important. The fact that nobody believes it's not significant implies that most officers support it. According to the study, persuading communities to collaborate with the police is difficult, thus community policing must be improved. Plus, many officers believe community policing has reduced motorbike accidents, making roadways safer. Still, the data remind us that collaboration is key to community policing's success. This perspective shows how community policing, safety, and improving things are related and provides us suggestions for improving regulations and practises.

4.21.2 The Influence of Community Awareness on Reducing Motorcycle Traffic Accidents in Babati Town

The study revealed community perspectives of how community awareness efforts reduce motorbike traffic accidents. Results showed that 40% observed a high effect, 33.3% saw a moderate impact, and 10% saw a very high impact, indicating strong belief. 16.66% think community knowledge has little effect, highlighting the necessity for continual proof. 50% of participants saw positive changes in motorbike rider conduct owing to awareness programmes, indicating their potential to improve road safety. If 36.66% haven't noticed, the campaign may be improved or more visible. An further 13.33% are unclear, demonstrating the difficulties of community observational behavioural change assessment.

Community members also note that community awareness programmes affect motorcycle rider conduct and road safety. These campaigns have boosted helmet use, traffic law compliance, overtaking safety, distraction reduction, and riding gear use. Motorcycle riders have also learnt

defensive driving, respect for pedestrians, avoided drunk driving, shared highways securely, and supported accident victims. Proactive road condition reporting and safety programmes have also enhanced neighbourhood road safety.

4.21.3 Factors hindering community policing from reducing motorcycle traffic accidents in Babati Town

The data indicated that lack of adequate funding is a significant hindrance, with 92.5% of respondents agreeing that it restricts crucial awareness campaigns, training programs, and necessary infrastructure improvements. Similarly, insufficient community participation and engagement posed a challenge, with 85% agreeing that desired levels of involvement aren't being reached. Additionally, all respondents considered limited training and resources for law enforcement officers as a substantial factor affecting effectiveness. The data underscores the importance of community awareness and understanding of community policing, with 95% agreeing it's hindered by a lack thereof. Lack of local and government assistance is a difficulty for 92.5% of responders. With a 60% disagreement, inadequate law enforcement-community collaboration wasn't seen as a burden, although attempts to improve it may be useful. 82.5 percent of respondents highlighted cultural or social challenges to community policing, highlighting their potential influence on involvement and collaboration.

These studies identify key issues that hamper community policing tactics to minimise motorbike traffic accidents. According to 92.5% of respondents, low financing hinders awareness efforts, training programmes, and infrastructural improvements. Addressing these gaps is crucial to community policing, since 85% of respondents saw inadequate community involvement and engagement as a difficulty. A consensus that law enforcement officials' poor training and

resources impair effectiveness stresses the need for comprehensive assistance. Since 95% of respondents think that community awareness is important, effective communication is needed to improve public knowledge of community policing. 92.5% worried about local authority assistance, highlighting the importance of higher authorities in implementation. While perceived bad law enforcement-community interaction is not usually recognised as a burden, increased collaboration may have advantages. Lastly, the recognition of cultural or social barriers by 82.5% emphasises the need for culturally sensitive approaches to overcome engagement and cooperation challenges. Overall, these findings offer actionable insights for policymakers and practitioners to address these barriers and optimise the impact of community policing on motorcycle traffic accident reduction.

CHAPTER FIVE

CONCLUSION AND RECOMMENDATIONS

5.0 Introduction

In this concluding chapter, we bring together the insights gained from our research journey. We explore the intricate dynamics of the Boda-boda industry, the challenges faced by its riders, and the strategies of community policing. We synthesize these findings to draw meaningful conclusions that shed light on the current state of road safety for Boda-boda operators in Babati Town. Furthermore, we present a set of recommendations that provide a roadmap for improving the safety of Boda-boda riders and all road users. These recommendations are directed at various stakeholders, including policymakers, community policing agencies, and local communities, and are designed to contribute to the ongoing efforts to mitigate Boda-boda traffic accidents and foster a safer urban transportation environment in Babati Town and across Tanzania.

5.1 Conclusion.

The study revealed the complex relationship between community policing and motorbike traffic accident reduction. The study emphasised community policing's influence by analysing motorcycle riders' and law enforcement officials' perspectives. A poll of motorcycle riders indicated that some think community policing increases road safety and others question it. Community policing effectiveness assessment is hindered by variety. Community policing's advantages must be maximised by tighter engagement with law enforcement, as the research showed. People agree that community policing reduces motorcycle accidents, therefore it might enhance traffic safety in Babati Town.

Community-law enforcement cooperation is needed to improve community policing, road safety, and motorcycle accident reduction, as shown by the outcomes. Traffic safety improves with community policing to decrease motorcycling accidents. Recognising gaps, collaborating, and fine-tuning community policing strategies to promote road safety while tolerating differing perspectives are key. The research may help Babati Town deploy community policing to prevent motorcycle accidents and improve roads. A poll of motorcycle riders indicated that some think community policing increases road safety and others question it. Community policing effectiveness assessment is hindered by variety. Community policing's advantages must be maximised by tighter engagement with law enforcement, as the research showed. People agree that community policing reduces motorcycle accidents, therefore it might enhance traffic safety in Babati Town.

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The results illuminate the link between community policing, road safety, and motorcycle accident reduction and highlight community-law enforcement cooperation issues, emphasising the need for better collaboration. Successful community policing reduces motorbike accidents, improving traffic safety. These findings emphasise the need of recognising gaps, developing collaboration, and fine-tuning community policing techniques to improve road safety while accommodating different opinions. This study may help Babati Town authorities use community policing to reduce motorbike accidents and improve roadways. According to the report, motorbike riders range from those who believe community policing improves road safety to those who are doubtful. Assessment of community policing initiatives is complicated by this variability. Additionally, the study has highlighted the problems of community participation and cooperation with law enforcement agencies, emphasising the need for closer collaboration to maximise community policing results. Everybody agrees that community policing reduces motorbike accidents, suggesting it might improve traffic safety in Babati Town.

Community policing, road safety, and motorcycle accident reduction are linked, but community-law enforcement interaction is lacking, highlighting the need for better coordination. Additionally, good community policing deployment reduces motorbike accidents, improving traffic safety. Finally, our findings emphasise the need of recognising gaps, developing collaboration, and fine-tuning community policing techniques to improve road safety while accommodating different opinions. Community policing can improve road safety and motorbike accidents in Babati Town, and this study may help policymakers and practitioners.

Lastly, the findings have highlighted significant barriers to successful community policing for reducing motorcycle traffic accidents. Inadequate funding impacts essential campaigns, training, and infrastructure. Insufficient community engagement, limited officer training, and resources pose

substantial obstacles. Lack of public knowledge (95%) and local support (92.5) slows growth. Coordination perceptions vary but may be improved. Implementation is also hindered by culture (82.5%). These findings show that community policing and accident reduction must address these concerns. This study shows that community policing reduces motorcycle traffic accidents and makes Tanzanian roadways safer. Policymakers, law enforcement, and stakeholders may use this information.

5.2 Recommendations

- a) **Increase funding for community policing initiatives:** Local authorities should finance awareness campaigns, training, and infrastructure upgrades to conduct successful community policing initiatives. Effective law enforcement will improve road safety with enough budget.
- b) **Enhance community participation and engagement:** Community involvement and engagement must be addressed. Law enforcement should engage with the community via town hall meetings, seminars, and social media. The public's ownership of community policing projects will boost their cooperation with law enforcement.
- c) **Invest in law enforcement training and resources:** To overcome inadequate training and resources for law enforcement personnel, extensive community policing training programmes are needed. Communication, conflict resolution, cultural awareness, and traffic safety instruction are included. Giving cops more cars and equipment will help them do their jobs better.
- d) **Promote community awareness of community policing:** Community policing should be promoted via targeted awareness initiatives by law enforcement. Public service announcements, educational seminars, and community events may demonstrate how

community policing improves road safety. Clear explanations of community policing's advantages will boost popular support.

- e) **Strengthen support from local authorities and government:** Recognising the obstacle of insufficient local and government assistance, lobby for increased support. To promote community policing and reduce motorbike accidents, law enforcement should talk to higher authorities. Transparent success stories and data-driven outcomes may win support.
- f) **Enhance cooperation between law enforcement and community members:** Poor law enforcement-community collaboration is not a huge issue, but it can be improved. Law enforcement should listen to community concerns, redress grievances, and include community people in road safety decision-making to develop healthy relationships.
- g) **Address cultural and social barriers:** Given cultural and socioeconomic impediments to successful community policing, culturally sensitive tactics are crucial. Law enforcement should work with community leaders and influencers to create localised initiatives. Culturally appropriate community policing improves involvement and collaboration.

5.3 Summary of Findings and Area for Further Studies

The study provides an in-depth analysis of the role of community policing strategies in reducing motorcycle traffic accidents in Babati Town.

5.4 Summary of the Findings

Boda-boda riders are a predominantly young, male demographic with limited riding experience. While awareness of community policing is high, some are unaware or lack understanding. The perception of community policing's effectiveness in improving traffic safety is mixed. Police officers

generally have optimism about community policing's role in reducing accidents, but challenges include insufficient community participation, limited training, and a lack of comprehensive awareness. Community policing site leaders promote safety practices and collaborate with law enforcement and community. Awareness campaigns have positively influenced motorcycle rider behaviour.

5.5 Areas for Further Study

Community policing strategies have made progress, but they face challenges such as inadequate funding, insufficient community engagement, limited resources for law enforcement, and cultural barriers. To overcome these obstacles, future research should focus on long-term impact assessments, barrier-specific interventions, comparative studies, community engagement models, resource allocation, education and communication, cross-sector collaboration, infrastructure impact, psychological and behavioural studies, and policy and legislative frameworks. These areas can help develop more effective strategies for reducing motorcycle traffic accidents and improving road safety, ultimately leading to a more sustainable approach to traffic safety.

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APPENDENCES

Appendix 1: Questionnaires

To be filled by Motorcycle Riders (Boda-boda)

Part A: Influence of Community Policing Strategy on Motorcycle Traffic Accident Reduction

(Note: Please indicate your response by selecting the appropriate option.)

Section 1: Demographic Information

1. Age:

- i. 18-25 []
- ii. 26-35 []
- iii. 36-45 []
- iv. 46-55 []
- v. 56 and above []

2. Gender:

- i. Male []
- ii. Female []
- iii. Other []

3. Occupation:

- i. Student []
- ii. Employed (Full-time) []

- iii. Employed (Part-time) []
- iv. Self-employed []
- v. Unemployed []
- vi. Retired []

4. Years of riding experience (if applicable):

- i. 0-2 years []
- ii. 3-5 years []
- iii. 6-10 years []
- iv. More than 10 years []
- v. I don't ride motorcycles. []

5. Are you resident in Babati town

- i. Yes []
- ii. no []

6. How long have you resided in Babati town

- i. less than 1 year []
- ii. less than 5 years []
- iii. more than 5 years []

Section 2: Community Policing Awareness

- 5. Are you aware of the concept of community policing?

- i. Yes []
- ii. No []

6. How would you rate your understanding of community policing?

- i. Very good []
- ii. Good []
- iii. Average []
- iv. Poor []

Section 3: Community Policing Implementation

7. Is there an active community policing program in your locality?

- i. Yes []
- ii. No []

8. How often do you come across community policing initiatives in your area?

- i. Frequently []
- ii. Occasionally []
- iii. Rarely []
- iv. Never []

Section 4: Influence on Traffic Safety

9. How effective do you believe community policing is in improving overall traffic safety?

- i. Highly effective []
- ii. Moderately effective []
- iii. Slightly effective []
- iv. Not effective at all []

10. Has community policing contributed to a reduction in motorcycle traffic accidents in your area?

- i. Yes []
- ii. No []
- iii. Not sure []

11. If community policing has contributed to a reduction in motorcycle traffic accidents, how would you rate its impact?

- i. Strongly positive []
- ii. Somewhat positive []
- iii. No impact []
- iv. Negative impact []

Section 5: Interaction with Law Enforcement

12. Have you personally interacted with law enforcement officers involved in community policing initiatives?

- i. Yes []

ii. No []

13. If yes, did these interactions influence your behaviour as a motorcycle rider?

i. Yes, positively []

ii. Yes, negatively []

iii. No influence []

iv. N/A (No interaction) []

Section 6: Personal Experience

14. Have you been involved in a motorcycle traffic accident in the past?

i. Yes []

ii. No []

15. Do you believe community policing could have prevented the accident (if applicable)?

i. Yes []

ii. No []

iii. Not sure []

Section 7: Feedback and Suggestions

16. Do you have any suggestions for improving the effectiveness of community policing in reducing motorcycle traffic accidents? (Optional)

Thank you for taking the time to complete this questionnaire. Your responses are valuable for our research

Appendix 2: Questionnaire

To be field by police

(Note: Please indicate your response by selecting the appropriate option.)

Dear respondent,

This questionnaire is prepared to gather information about the role of community policing in motorcycle accident reduction in Babati town. The data is intended to develop a mechanism to help improve the efficiency of community policing in motorcycle accident reduction based on your suggested solutions. In answering my questions, please remember that there are no correct or wrong answers. I am just after your honest opinion. The responds you provide will be kept confidential. So, my gratitude is in advance for your time and cooperation!

Part A; Background in formation

1. What is your rank status?

- i. constable []
- ii. Corporal []
- iii. Sergeant []
- iv. Inspector []
- v. Gazetted Officer[]

2. Where do you assigned

- i. Crime presentation []
- ii. Crime investigation []
- iii. Administration []

2. Sex

i. Male []

ii. Female []

3. Academic Status

i. certificate []

ii. Diploma []

iii. Bachelor Degree []

iv. Master's Degree []

If other, specify _____

Part B; Police capacity on motorcycle accident reduction by community policing strategy

How do you evaluate the prospects of community policing in successful motorcycle accident reduction?

i. Very high []

ii. high []

iii. medium []

iv. low very low []

4. The level of applicability of proactive motorcycle accident reduction by community policing strategy is?

i. Very high []

ii. high []

iii. medium []

iv. low []

v. very low []

5. How much capable is your department in motorcycle accident reduction?

5.1 With respect to trained manpower?

- i. Very high []
- ii. high []
- iii. medium []
- iv. low []
- v. very low []

5.2 With respect to logistics

- i. Very high []
- ii. high []
- iii. medium []
- iv. low []
- v. very low []

6. Do you receive any kind of community policing training?

- i. yes []
- ii. No []

7. Are the police officers aware enough about community policing to the extent required Babati town?

- i. Yes []
- ii. No []
- iii. I don't know []

Part C; willingness of the police towards community policing

Do you think that the police members especially those preventing crime have adequate or proficient capacity to make aware and educate the public about motorcycle accident reduction through community policing?

- i. Yes []
- ii. No []
- iii. I don't know []
- iv. If no, why?

9. How do you rate the willingness of the police towards community policing?

- i. Very high []
- ii. high []
- iii. medium []
- iv. low []
- v. very low []

Part D; Implementation of community policing

10. Do you believe the Babati town police Department have a sufficient number of community policing officers?

- i. Yes []
- ii. No []

iii. I don't know []

11. Do you believe community policing implementation in Babati town helped in reducing motorcycle accident?

i. yes []

ii. No []

iii. I don't know []

12. How do you rate the success of community policing in crime prevention in Babati town?

i. Very high []

ii. high []

iii. medium []

iv. low []

v. very low []

13. Is the community aware of community policing in Babati town

i. Yes []

ii. No []

iii. I don't know []

Part E Influence on Traffic Safety

15. How much role do the community plays in motorcycle accident reduction?

i. Very high []

ii. high []

iii. medium []

iv. low []

v. very low []

16. Are there circumstances which make the community not to cooperate with the police?

i. yes []

ii. No []

iii. I don't know []

If yes, list all the circumstances _____

17. Is community policing implementation in Babati town in reducing motorcycle accident were successful?

i. yes []

ii. No []

iii. I don't know []

18. Could you list down causes that made reducing motorcycle accident difficult in the Babati town?

1. _____

2. _____

3. _____

Part F; Challenges facing implementation of community policing.

Question	Strongly	Agree	Neutral	Disagree	Strongly
	Agree				Disagree

Section 3: Hindering Factors

6. Lack of adequate funding for community policing initiatives

7. Insufficient community participation and engagement

8. Limited training and resources for law enforcement officers

involved in community policing

9. Lack of awareness and understanding of community policing

among the public

10. Inadequate support from local authorities and government

11. Poor cooperation between law enforcement and

community members

12. Cultural or social barriers inhibiting effective community

policing

Appendix 3: Key informant interview for Babati town community members

Key informant interview for Babati town community members.

Name of the interviewee: _____ **Date:** _____

Age: _____ **Sex:** _____

Duration in the area: _____ **Current position:** _____

Educational status: _____

Please enormous the interviewee with respecting gender, age, religion and culture.

1. How do you explain the implementation of community policing in Babati town in relation to;

- Community police relation
- Community commitment
- Police commitment
- Awareness of both police and community
- Partnership with stakeholder

2. How far the practice of community policing in Babati town helped reducing motorcycle accident?
3. What are/were the critical challenges of community policing in Babati town?
4. What is the prospect of community policing in the Babati town?
5. What should be done to alleviate the obstacles that hinder efficient implementation of community policing?

Appendix 4: Checklist for group discussions

Checklist for group discussions (FGD) for Community policing site leaders

1. Do you believe that the community has role in reducing motorcycle accident?
2. Being as a leader of community policing site, how do you see the initiatives of the community in reducing motorcycle accident endeavour in your community?
3. As dweller of the Town, what kind of differences you observe in pre and post implementation of community policing Babati town?
4. What do you think the major successes of community policing implementation in Babati town in reducing motorcycle accident?
5. What do you think the critical challenges of community policing implementation in Babati town in reducing motorcycle accident?
6. What solution do you suggest to alleviate the challenges that hinder efficient implementation of community policing?

Thank you!!

Appendix 5: Budget

The following is the budget that will support the execution of the study. The whole budget will come from the researcher's pocket money.

Budget Items	Details	Cost (Tsh)
Research proposal preparation and submission	-Proposal preparations and stationeries	350,000/=
	-Tools preparation	150,000/=
Sub-Total		500,000/=
Pilot study	-Transport	80,000/=
	-Training 3 research assistants @ 20,000/= per diem per person for 2 days	120,000/=
Sub-Total		200,000/=
Primary Data collection	-Transport to and from study area 30 days	1,500,000/=
	-Subsistence allowance for principal research @ 25,000/= * 30 days	750,000/=
	-Subsistence allowance for research assistant @ 15,000/= * 30 days	1,800,000/=
Sub-Total		4,050,000/=
Data processing and report writing	-Data entry, cleaning and editing	140,000/=
	-Correction of dissertation	80,000/=
	-Printing and photocopy	70,000/=
	-Soft binding 4 copies @ 12,000/=	48,000/=
	-Hard binding 5 copies @ 50,000/=	250,000/=
Sub-Total		588,000/=
TOTAL		5,338,000/=

Appendix 6: Work Plan

The study will be completed in August 2023 as the Schedule of Activities shown hereunder.

S/N	Activity	Duration in Months in 2023							
		Jan	Feb	March	April	May	June	July	August
1	Preparation of Research Concept								
2	Preparation of Proposal								
3	Submission of Research Proposal								
4	Pilot Study and Tools Testing								
5	Fieldwork and Data collection								
6	Data Processing and Analysis								
7	Dissertation Writing and Submission								

Appendix 7: Data collection from IAA



Institute of Accountancy Arusha

P.O. Box 2798, Njiro Hill, Arusha, Tanzania

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Ref. No.: MBA-LG/0056/2021

21.7.2023

P.O. BOX.....

Dear Sir/Madam,

RE : REQUEST FOR DATA COLLECTION


The purpose of this letter is to introduce to you **Mr. JUMA MAKANDA EMMANUEL** who is our student pursuing Masters of Business Administration in Leadership and Governance with registration number (MBA-LG/0056/2021). Currently, the aforementioned student is conducting a study on **"INFLUENCING OF COMMUNITY POLICING TOWARD MOTORCYCLE RIDERS (BODABODA) TRAFFIC ACCIDENT REDUCTION IN TANZANIA:A CASE OF BABATI TOWN "**. We would like to highlight here that this study is part of the requirement for the award of the above mentioned programme of study.

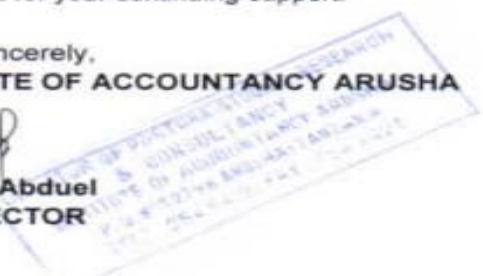
We therefore request you to extend to the above-mentioned student of our Institute any help that may facilitate him to achieve study objectives. We further request permission for him to see and talk to the staff of your Institution in connection with his study. The period for this request is granted from July to end of September 2023.

Thank you for your continuing support.

Yours Sincerely,

INSTITUTE OF ACCOUNTANCY ARUSHA


Michael Abduel
FOR: RECTOR



All Communications to be addressed to the Rector

Appendix 8: Data collection from Babati city council



JAMHURI YA MUUNGANO WA TANZANIA
OFISI YA RAIS
TAWALA ZA MIKOA NA SERIKALI ZA MITAA
HALMASHAURI YA MJI WA BABATI



Unapojibu tafadhali taja (Barua zote ziandikwe kwa Mkurugenzi wa Mji)

Kumb. Na. BTC/A.40/16/VOL.VI/125

Tarehe: 06/10/2023

Watendaji wa Kata wote,
Halmashauri ya Mji,
BABATI.

YAH: KIBALI CHA KUFANYA UTAFITI KATIKA MAENEO YENU YA UTAWALA

Rejea somo tajwa hapo juu.

2. Tumepokea barua kutoka Chuo cha Uhasibu Arusha yenye Kumb. Na. MBA-LG/0056/2021 ya tarehe 21 Julai, 2023 inayomtambulisha ndugu Juma Makanda Emanuel kwa ajili ya kufanya Utafiti.
3. Kwa barua hii ninawataarifu kwamba, Ofisi imetoa kibali kwa mwana Chuo Juma Makanda Emanuel kutoka Chuo cha Uhasibu - Arusha kufanya utafiti katika fani ya "INFULENCING OF COMMUNITY POLICING TOWARD MOTORCYCLE RIDERS (BODABODA) TRAFFIC ACCIDENT REDUCTION IN TANZANIA: A CASE STUDY BABATI TOWN" kuanzia Julai hadi Oktoba, 2023.
4. Halmashauri ya Mji wa Babati haitahusika na gharama zozote kwa kipindi chote otakachokuwa kwenye Utafiti huo. Unatakiwa kuzingatia, Sheria, Kanuni na Taratibu za kazi.

Nakutakia kazi njema.

Mangali D.E
MKURUGENZI
HALMASHAURI YA MJI WA BABATI

Nakala: Juma Makanda Emanuel
Chuo cha Uhasibu - Arusha,
S.L.P.2798,
NJIRO HILL - ARUSHA.

Appendix 9: Data collection from the ministry of internal affairs



JAMHURI YA MUUNGANO WA TANZANIA
WIZARA YA MAMBO YA NDANI YA NCHI
JESHI LA POLISI TANZANIA



Namba ya simu 02-2530322
Fax (+255) 27 2530413
E-mail: rpe.manyara@tpf.go.tz
Website: www.policeforce.go.tz

Kamanda wa Polisi,
Mkoa wa Manyara,
S.L.P 81,
MANYARA

MNR/PF/19276/79


29/09/2023.

Inspector,
Juma Makanda,
Polisi Wilaya ya Hanang'
S.L.P
HANANG' - MAMYARA.

YAH:- KIBALI CHA KUKUSANYA DATA

Tafadhali husika na mada tajwa hapo juu.

2. Kwa barua hii unajulishwa kuwa kibali kimetolewa kwa ajili ya kukusanya data kufanikisha masomo yako ya shahada ya uzamili (MASTERS OF BUSINESS ADMINISTRATION IN LEADERSHIP AND GOVERNANCE).
3. Hivyo umeruhusiwa kukusanya data zinazohusiana na somo lako tu la "INFLUENCE OF COMMUNITY POLICING TOWARD MOTORCYCLE RIDERS (BODABODA) TRAFFIC ACCIDENT REDUCTION IN TANZANIA: CASE OF BABATI TOWN".katika zoezi hili unaelekezwa kufuata sheria na kanuni za kiutumishi na jeshi la polisi katika matumizi ya taarifa za umma.
4. Nakutakia utekelezaji mwema.


(LUCAS J. MWAKATUNDU - ACP)
Kny:- KAMANDA WA POLISI (M) MANYARA
K.N. Y. KAMANDA WA POLISI'
MKOA WA MANYARA

Appendix 10: Plagiarism

THE INFLUENCE OF COMMUNITY POLICING TOWARD MOTORCYCLE RIDERS (BODA-BODA) TRAFFIC ACCIDENT REDUCTION IN TANZANIA: A CASE OF BABATI TOWN

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Date: November 19, 2023

Certificate of Proofreading & Editing

This document certifies that the manuscript listed below has been proofread and edited for appropriate English language usage, grammar, punctuation, and spelling by a professional English language editor.

Professional English Editors: Israel N., Julius B., Simon M. and Nzumbi J.

Manuscript Title: THE INFLUENCE OF COMMUNITY POLICING TOWARD MOTORCYCLE RIDERS (BODA-BODA) TRAFFIC ACCIDENT REDUCTION IN TANZANIA: A CASE OF BABATI TOWN

Signature:

A handwritten signature in blue ink, appearing to read "Julius Bwire".

Mr. Julius Bwire
Managing Director

