Policy and Community Based Interventions for Crime Prevention in the Informal Transport Sector: Lessons from Malaba Town, Kenya

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ABSTRACT

This study examined the effectiveness of policy measures, community-based initiatives, and joint police community strategies for crime prevention among commercial motorcyclists in Malaba Town, Kenya. The research adopted a descriptive cross sectional design integrating both quantitative and qualitative approaches. A total of 322 respondents were selected using systematic random sampling, while additional insights were drawn from five key informant interviews. Data were collected through questionnaires and semi structured interviews, then analysed using descriptive statistics and thematic analysis. The results revealed that 62% of respondents viewed national transport policies and enforcement mechanisms as moderately effective in reducing crime within the informal transport sector. 66% supported the view that community initiatives such as rider associations and self regulation systems enhance safety and accountability. Furthermore, 65% believed that collaboration between police and rider associations strengthens surveillance and deters criminal activity. The findings indicate that a combination of structured policy enforcement, grassroots engagement, and multi agency collaboration contributes to safer transport environments in high mobility urban settings. The study concludes that community networks and policy frameworks must operate complementarily rather than independently to achieve sustainable crime prevention outcomes. It recommends strengthening integrated policing partnerships, expanding rider training, promoting digital reporting systems, and supporting local safety initiatives. The research contributes to understanding how participatory security models and community state cooperation can improve crime prevention in informal transport economies across East Africa.

Keywords: Policy intervention, community participation, crime prevention, informal transport.

1.0 INTRODUCTION

Commercial motorcycle transport has become a major pillar of mobility and livelihood across East Africa, offering employment to thousands of young people and filling mobility gaps that formal transport systems struggle to address (Onyango and Were, 2022). In Kenya, the boda boda sector has expanded rapidly and now plays a significant social and economic role in both urban and peri urban areas. Despite its contribution to local economies, the sector has increasingly been linked to rising security concerns, ranging from petty theft and drug distribution to violent crime and cross border smuggling networks in frontier towns such as Malaba (Macharia and Mwangi, 2023). These dynamics have positioned informal transport as both a target of crime and, at times, a facilitator of criminal activity, creating an urgent need for structured crime prevention interventions that integrate state and community approaches.

Malaba Town, situated along the Kenya Uganda border, presents unique crime and security challenges due to its high mobility, vibrant informal trade, and strategic geopolitical importance. Border transport nodes often experience heightened security threats due to fluid

population movements and informal economic flows that attract opportunistic criminal networks (Munyinyi and Nyadera, 2024). Motorcycle riders in such contexts navigate daily interactions with unfamiliar passengers, late night operations, and routes with inconsistent law enforcement presence. As a result, the boda boda sector in border locations demands safety strategies that address both mobility and security realities while recognising the informal nature of operations.

The government has implemented policy measures intended to improve safety and sector accountability, including rider licensing requirements, security checkpoints, and periodic crackdowns targeting unregistered motorcycles (National Transport and Safety Authority, 2023). However, enforcement challenges, fragmented implementation, and limited sector specific regulatory frameworks weaken the impact of these interventions. Informal transport systems operate within community networks that often function independently of formal institutions, making top-down regulation insufficient without community engagement (Ndolo and Okello, 2021). Strengthening crime prevention therefore requires a combination of formal law enforcement strategies and grassroots safety mechanisms embedded within rider associations and local neighbourhood structures.

Community based safety interventions have proven instrumental in enhancing social control and promoting collective action against insecurity in informal urban economies (Omondi, 2023). Boda boda associations, stage committees, and local security forums have emerged as informal governance structures that regulate rider behaviour, mediate disputes, and provide early warning on suspected criminal activity. These networks often serve as first responders in crime incidents involving riders and can influence safety norms through peer accountability systems and shared intelligence (Wanjiru and Muriuki, 2024). Collaboration between formal police units and these community driven systems therefore holds promise for strengthening crime prevention in mobility corridors. This paper examines policy interventions and community-based mechanisms that support crime prevention within the informal transport sector in Malaba.

1.1 Problem Statement

The informal motorcycle transport sector has become an essential component of mobility and livelihood support in Kenya, particularly for young people operating in economically constrained environments. However, the rapid expansion of the boda boda industry has coincided with growing public concern about crime and insecurity, especially in cross border towns such as Malaba where informal trade and high commuter traffic create fertile ground for illicit networks. Although national and county governments have introduced regulatory and policing measures to curb crime, these interventions have not achieved sustained results due to weak enforcement, limited institutional capacity, and the informal nature of sector operations (National Transport and Safety Authority, 2023). Riders often operate in areas where police presence is limited and emergency response is slow, which increases exposure to criminal threats and undermines public confidence in formal security mechanisms (Ndolo and Okello, 2021).

At the same time, community based structures such as boda boda associations and neighbourhood security forums have emerged as informal governance mechanisms that support surveillance, conflict resolution, and peer accountability. Despite their importance, these systems remain largely under recognised in formal crime prevention strategies, and coordination between state agencies and rider networks remains inconsistent and reactive rather than strategic and institutionalised (Omondi, 2023). This gap results in fragmented and sometimes duplicative efforts, leaving riders and the communities they serve vulnerable to criminal activity and unable to fully leverage collective safety practices. There is therefore a need to critically examine how policy frameworks and community initiatives interact, and to identify integrated approaches that enhance security in informal transport settings. This study addresses this gap by

analysing policy and grassroots crime prevention strategies in Malaba Town and outlining lessons for strengthening collaborative urban safety systems.

1.2 Study Objectives

i. To examine existing policy measures aimed at reducing crime in the informal transport sector in Malaba Town.
ii. To assess the role of community-based initiatives and boda boda associations in preventing crime among riders.
iii. To identify strategies to enhance collaboration between law enforcement agencies and informal transport networks for improved crime prevention.

2.0 LITERATURE REVIEW

2.1 Theoretical Review

This study is informed by Routine Activity Theory and Rational Choice Theory, which together provide a conceptual foundation for understanding crime prevention within the informal transport sector in Malaba. Routine Activity Theory, introduced by Cohen and Felson in 1979, argues that crime emerges when three elements converge in time and space: a motivated offender, a suitable target, and the absence of capable guardianship. In busy informal urban mobility environments, these conditions frequently interact. Commercial motorcyclists in border towns such as Malaba operate across numerous routes, interact with unfamiliar passengers, and often work during early morning or late evening hours when formal security presence is limited. The high movement of people and goods, informal currency exchanges, and porous cross border transactions characteristic of frontier trade zones create opportunities that can be exploited by criminal actors alongside legitimate economic activities (Ajeigbe and Kibukamusoke, 2024). As riders navigate these diverse operating spaces, their daily routines inherently expose them to potential offenders and situational risks, shaping their perceptions of crime and vulnerability.

Rational Choice Theory, developed by Cornish and Clarke in 1986, complements this perspective by suggesting that individuals make decisions after weighing potential risks against anticipated benefits. Although the theory is traditionally applied to understand offender motivations, it is equally relevant for analysing the strategic safety decisions made by non-offending individuals. In insecure urban transport settings, motorcyclists continually assess whether specific locations, hours, or passengers pose a threat and adjust their operational choices accordingly. Empirical studies in East African transport corridors show that riders frequently avoid certain areas at night, modify routes based on peer warnings, and rely on social communication networks to reduce exposure to harm (Macharia and Mwangi, 2023; Warsame, 2023). In Malaba, riders balance economic need with personal protection, often prioritising safety based on perceived risks of robbery, assault, or extortion in high traffic and unregulated zones.

Together, these theories help explain why crime prevention in informal transport settings requires more than formal policing. Routine Activity Theory highlights environmental exposure and the importance of capable guardianship in public spaces, while Rational Choice Theory illuminates how riders adapt behaviours and engage in self protective strategies in response to perceived risks.

2.2 Empirical Literature Review

2.2.1 Policy Measures for Crime Prevention in the Informal Transport Sector

Scholarly work highlights varied government approaches to regulate informal motorcycle transport and enhance public safety. In Kenya, national directives require rider licensing, motorcycle registration, and compliance with road safety standards, yet enforcement remains inconsistent across regions (National Transport and Safety Authority, 2023). Studies note that weak institutional capacity, fragmented policy frameworks, and limited coordination between national and county security structures contribute to persistent insecurity in the boda boda sector (Nteere and Muthoka, 2022). In Uganda and Tanzania, similar regulatory efforts have been applied, including police enforced border checkpoints and biometric rider registration systems, yet informal operations continue to present security gaps due to porous monitoring and the flexibility of underground mobility networks (Kibwana and Mnyanyi, 2023). Research also shows that policy interventions are further complicated in border towns where cross border movement and informal trade increase opportunities for smuggling, contraband transportation, and concealment of criminal activities within legitimate transport flows (Ajeigbe and Kibukamusoke, 2024). These studies point to the need for integrated policy enforcement and tailored regulatory approaches that recognise the realities of informal transport and border dynamics.

2.2.2 Role of Community Based Initiatives and Boda Boda Associations

Community driven security structures have emerged as important mechanisms for regulating rider behaviour and preventing crime within informal transport networks. In several Kenyan towns, boda boda associations implement self-regulation systems such as member vetting, identification badges, designated stages, and informal disciplinary procedures for misconduct (Wanjiru and Muriuki, 2024). Such grassroots institutions provide a foundation for mutual accountability and have been linked to reduced criminal incidents among riders where they operate effectively. Research further shows that riders rely heavily on peer networks for information sharing and early warning systems related to crime threats, which enhances situational awareness and rider safety (Ouma and Limo, 2023). In Uganda, community watch initiatives embedded within motorcycle stages have demonstrated success in reporting suspicious behaviour and supporting local policing activities (Warsame, 2023). Despite these achievements, other studies caution that associations without formal recognition or state support may struggle to sustainably regulate behaviour due to internal power dynamics and limited capacity for enforcement (Ndolo and Okello, 2021). Overall, empirical evidence underscores the value of community structures in shaping safety norms and facilitating collective responses to crime.

2.2.3 State and Community Collaboration Strategies for Crime Prevention

Research emphasises that coordinated action between community actors and formal security agencies yields more effective crime prevention outcomes in informal transport environments compared to isolated interventions. Models of community policing in Nairobi have shown positive impact where police engage rider groups through joint patrols, information exchange, and periodic safety trainings (Omondi, 2023). In border regions, collaborative intelligence gathering between boda boda leaders and police has been credited with reducing smuggling and improving reporting of organised criminal activity (Munyinyi and Nyadera, 2024). Studies also highlight the potential of digital crime reporting tools and rider databases to strengthen coordination and enhance accountability where supported by consistent institutional frameworks (Macharia and Mwangi, 2023). However, challenges persist, including trust deficits between riders and law enforcement, perceived harassment by security officers, and bureaucratic barriers that limit active community participation in safety planning (Onyango and Were, 2022). Evidence therefore suggests that sustainable crime prevention in informal mobility systems requires structured partnerships, technology enabled engagement, and policies that treat riders as stakeholders in security governance.

2.3 Research Gaps

Although numerous studies have explored crime and safety challenges within the informal transport sector in Kenya and other parts of East Africa, several knowledge gaps remain. Most existing research has primarily focused on enforcement and regulation, leaving limited understanding of how policy measures are practically implemented and perceived by riders at community level (National Transport and Safety Authority, 2023; Nteere and Muthoka, 2022). Studies that address policy frameworks rarely evaluate the effectiveness of these interventions in high-risk border contexts, where informal trade and cross border crime create unique security challenges (Ajeigbe and Kibukamusoke, 2024). This creates a gap in assessing how national transport and security policies respond to the realities of informal sector operations in frontier towns such as Malaba.

Further, while community based initiatives have been recognised as critical in promoting safety, empirical work analysing their structure, effectiveness, and sustainability remains limited. Most studies describe the presence of boda boda associations or community policing committees but offer little evidence on how these networks function as consistent safety mechanisms or how they coordinate with formal security agencies (Wanjiru and Muriuki, 2024; Omondi, 2023). This limits understanding of the dynamics, capacity, and accountability mechanisms that underpin local crime prevention systems.

Additionally, literature on collaborative strategies between state security agencies and community organisations remains fragmented. Few studies examine integrated approaches that combine policy enforcement, grassroots mobilisation, and technology enabled monitoring to prevent crime in informal transport systems (Macharia and Mwangi, 2023). The absence of this evidence constrains the development of coherent, multisectoral frameworks for crime prevention that leverage both government and community resources.

This study addresses these gaps by examining how policy frameworks and community based initiatives interact to prevent crime among commercial motorcyclists in Malaba Town, and by proposing coordinated approaches that integrate state institutions, rider associations, and local communities into sustainable safety systems.

3.0 MATERIALS AND METHODS

3.1 Study Design

This study adopted a descriptive cross sectional research design. This design is suitable for studies that seek to describe characteristics of a population and explore relationships among variables without manipulating the environment in which participants operate (Creswell and Creswell, 2018). Cross sectional designs are widely applied in criminology and social behaviour studies, particularly where the goal is to capture perceptions, behaviours, and attitudes within a specific timeframe (Bryman, 2016). A complementary mixed analytical approach was used, integrating both quantitative and qualitative data to strengthen interpretation and deepen understanding of human behaviour in everyday settings (Saunders, Lewis, and Thornhill, 2019).

3.2 Study Location

The research was conducted in Malaba Town on the Kenya Uganda border. Malaba is a major regional transport hub characterised by high mobility, cross border trade, and dense informal commercial activity. These economic and mobility patterns shape a security landscape influenced by interactions between formal governance systems and informal trade networks (Munyinyi and Nyadera, 2024).

Border towns are widely noted as high risk security zones where fluid movement, informal business systems, and limited regulatory supervision heighten exposure to criminal threats (Ajeigbe and Kibukamusoke, 2024).

3.3 Population

The study population comprised registered commercial motorcycle riders operating within Malaba Town. Informal transport workers are acknowledged as vital contributors to local economies by enabling movement and supporting commerce, yet they are also vulnerable to criminal influence in contexts where formal employment opportunities and stable income streams are limited (Nteere and Muthoka, 2022).

3.4 Sampling Techniques

A sample of 322 participants was determined using Yamane's sampling formula for finite populations (Yamane, 1967). Systematic random sampling was employed to select respondents across boda boda stages in Malaba to enhance representativeness and generalisability, a method commonly used in mobility and transport research (Kothari, 2004). Additionally, five key informant interviews were conducted with stakeholders including security officials, leaders of rider associations, and community policing representatives to enrich contextual insights and triangulate findings (Creswell and Plano Clark, 2018).

3.5 Data Collection Instruments

Primary data were collected using a structured questionnaire supplemented with a semi structured interview guide. Questionnaires are useful for gathering information on socio economic conditions, behaviour, and perceptions from large respondent groups in social research (Mugenda and Mugenda, 2009). Semi structured interviews were used to gain deeper insight into rider experiences, security conditions, and adaptive responses to crime, offering nuanced understanding of lived realities in high risk transport environments (Guest, Namey, and Mitchell, 2013).

3.6 Statistical Analysis

Quantitative data were coded and analysed using the Statistical Package for Social Sciences. Descriptive and inferential statistics were applied in line with recommended practices for studying behavioural relationships and crime related variables (Pallant, 2020). Chi square tests examined associations between socio economic factors and perceptions of safety. Qualitative narratives were analysed thematically using Braun and Clarke's (2006) structured approach to identifying patterns and meaning within textual data.

4.0 FINDINGS

4.1 Perceived Effectiveness of Policy Measures in Crime Prevention among Boda Boda Riders

The study assessed how riders perceive the role and effectiveness of government policies in preventing crime within the informal transport sector. Figure 4.1 presents these findings.

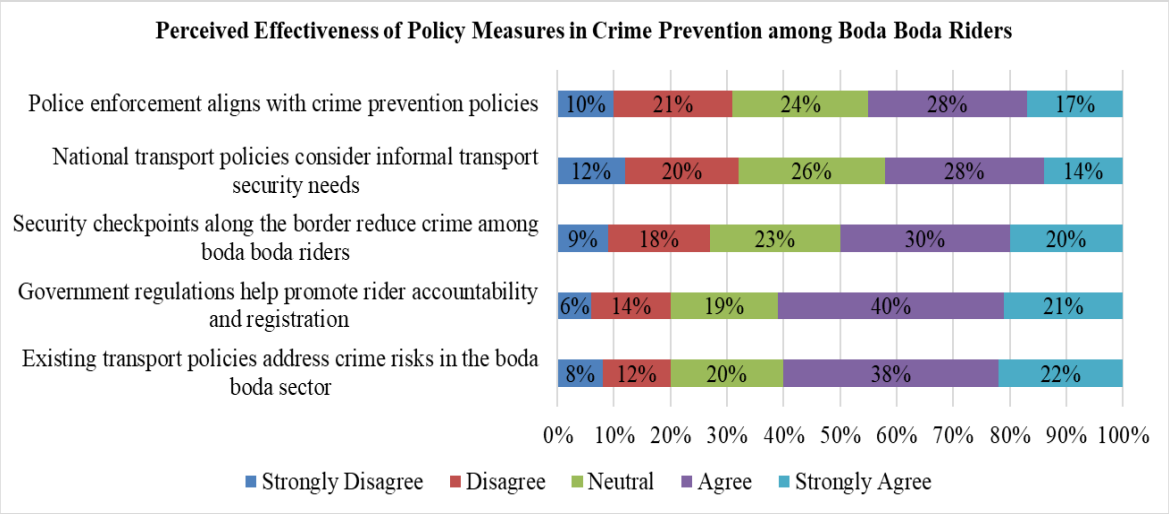

Figure 4. 1: Perceived Effectiveness of Policy Measures in Crime Prevention among Boda Boda Riders

Findings show that 45% of respondents agreed and 17% strongly agreed that police enforcement aligns with crime prevention policies, while 21% disagreed and 10% strongly disagreed. This indicates that although many riders recognise the role of law enforcement, there remains a portion who perceive limited coordination between police actions and broader policy objectives.

Similarly, 54% of respondents agreed that national transport policies consider the security needs of informal operators, while 20% were neutral and 32% disagreed. This suggests a moderate level of policy awareness but also highlights gaps in policy inclusivity and implementation within the informal transport sector.

Regarding the presence of security checkpoints, 50% of respondents agreed or strongly agreed that checkpoints along the border reduce crime among riders, whereas 27% remained neutral and 27% disagreed. The findings show that while security checkpoints are recognised as deterrents, their impact may be inconsistent depending on the location and frequency of enforcement.

A majority, 61%, agreed that government regulations help promote rider accountability and registration, reflecting positive perceptions toward formalisation initiatives such as licensing, identification, and record keeping. However, 20% of respondents expressed neutrality, possibly reflecting uncertainty about how these policies are applied at local levels.

Finally, 60% agreed that existing transport policies address crime risks within the boda boda sector, while 20% disagreed and 8% strongly disagreed. This suggests that although riders acknowledge the presence of policy frameworks, many still feel that implementation mechanisms remain weak, particularly in informal contexts where enforcement is irregular.

These findings are consistent with earlier studies showing that policy effectiveness in the informal transport sector depends heavily on consistent enforcement and community collaboration (Nteere and Muthoka, 2022; Kibwana and Mnyanyi, 2023). They also align with the Routine Activity Theory, which emphasises the importance of capable guardianship through effective policing and structured regulation to reduce opportunities for crime (Cohen and Felson, 1979).

Qualitative responses further reinforced these quantitative patterns. One participant noted:

> *"Sometimes the police only act after an incident. If there were more regular checks and coordination with rider leaders, cases of theft and violence would reduce."* (Respondent R04)

This reflects riders' awareness of existing policies while calling for stronger, more proactive enforcement structures.

Overall, the results indicate that while policy frameworks are acknowledged, their perceived impact remains limited by inconsistent implementation and insufficient integration of rider perspectives into security planning.

4.2 Role of Community Initiatives and Rider Associations in Crime Prevention

This objective examined how community structures and boda boda associations contribute to crime prevention and safety enhancement among commercial motorcyclists in Malaba Town. The results are presented in figure 4.2.

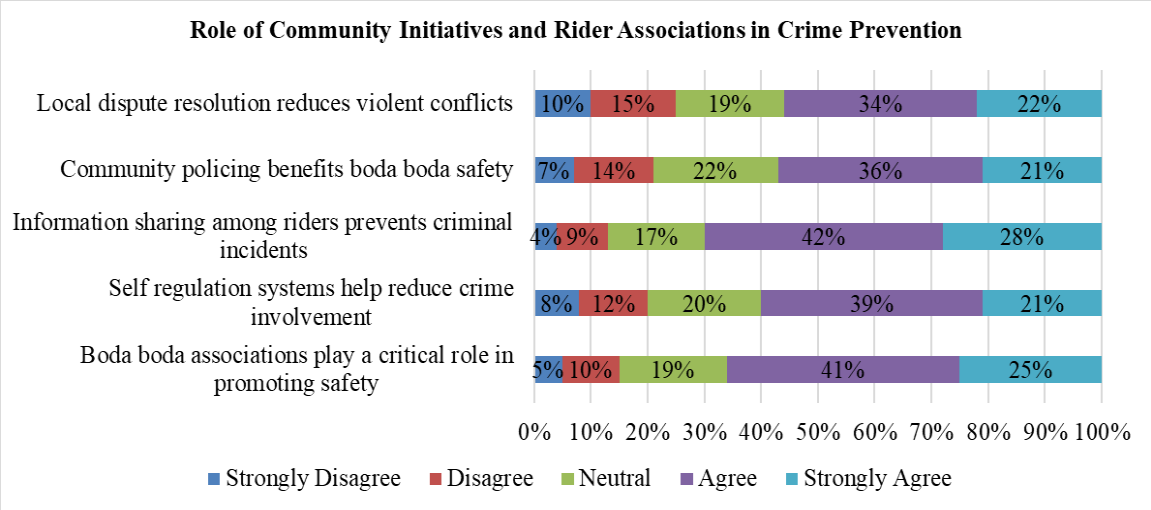

Figure 4. 2: Role of Community Initiatives and Rider Associations in Crime Prevention

Findings show strong support for community led interventions. A combined 66% of respondents (41% agree and 25% strongly agree) reported that boda boda associations play a critical role in promoting rider safety, while only 15% disagreed. This indicates widespread recognition of the organisational capacity of rider groups in monitoring conduct, ensuring accountability, and reinforcing safety norms at local stages.

Self regulation systems were also viewed positively. 60% of riders (39% agree and 21% strongly agree) believed that internal controls and peer monitoring help reduce involvement in criminal activities, compared to 20% who disagreed. These results highlight that informal governance mechanisms embedded in rider associations act as behavioural checks that discourage deviant behaviour.

Information sharing emerged as a key community safety tool. 70% of riders (42% agree and 28% strongly agree) indicated that sharing information on crime risks helps prevent incidents, with only 13% expressing disagreement. This suggests strong reliance on informal safety networks for early warning, intelligence exchange, and rapid communication when threats arise.

In relation to community policing, 57% of respondents agreed that community policing initiatives improve boda boda safety, while 21% remained neutral and 21% disagreed. This mixed pattern may reflect variability in implementation or differences in collaboration levels between police and rider groups across locations.

Local dispute resolution also plays a safety role. 56% of riders (34% agree and 22% strongly agree) stated that community based conflict mediation helps reduce violent confrontations among riders, whereas 25% disagreed. These findings demonstrate that grassroots conflict management structures help maintain order and reduce escalation in the sector.

Overall, these results affirm that riders view community initiatives as valuable in mitigating risks and fostering a safer operating environment. Prior studies similarly acknowledge the capacity of informal transport networks to enforce conduct standards, promote peer surveillance, and support cooperative safety cultures (Wanjiru and Muriuki, 2024; Ouma and Limo, 2023). In border contexts, such systems strengthen collective guardianship in line with Routine Activity Theory by increasing supervision and reducing opportunities for crime (Cohen and Felson, 1979).

Qualitative insights reinforced the importance of shared responsibility. One respondent explained:

> *"When we work together and warn each other, we avoid problems. The stage leaders also help us follow rules."* (Respondent R10)

This underscores how community embedded systems shape rider behaviour and create protective social structures. The findings also align with Rational Choice Theory, as riders adopt cooperative strategies and adhere to association rules to minimise personal risk and avoid sanctions.

4.3 Perceptions on Joint Police–Community Strategies for Crime Prevention

This objective assessed riders' views regarding the effectiveness of joint police and community strategies in managing crime within the boda boda sector in Malaba Town. The results are presented in figure 4.3.

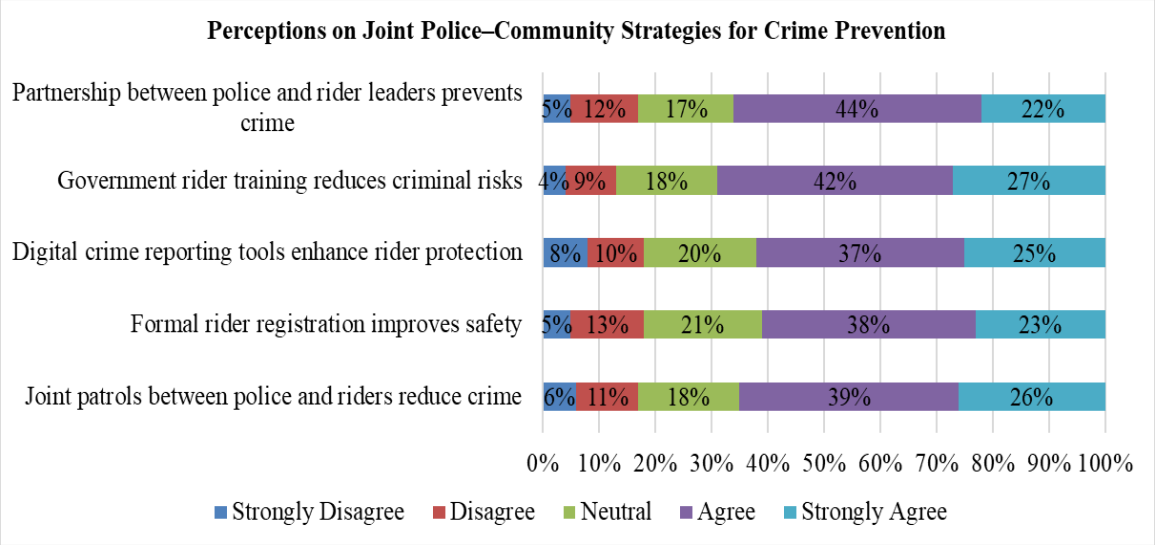

Figure 4. 3:

The findings revealed strong support for collaborative security efforts. A combined 66% of respondents (44% agree and 22% strongly agree) reported that partnerships between police officers and boda boda leaders help prevent crime. Only 17% disagreed. This suggests that riders believe cooperation between security agencies and transport groups strengthens surveillance and accountability within the sector.

Government training programs for riders were also viewed favorably. 69% of respondents (42% agree and 27% strongly agree) indicated that such training reduces criminal risks, while only 13% disagreed. This highlights growing recognition that formal training increases awareness of legal requirements, improves discipline, and enhances operational standards among riders.

Digital crime reporting tools were perceived as useful in improving safety. 62% of riders (37% agree and 25% strongly agree) affirmed that digital reporting enhances protection, while 18% expressed disagreement and 20% remained neutral. These responses reflect increasing willingness to adopt technology based approaches to security management in informal transport sectors.

Formal rider registration also received positive support, with 61% (38% agree and 23% strongly agree) noting that it contributes to greater safety. Only 18% disagreed. Registration appears to be understood as a way to verify rider identity and reduce anonymity, which can help deter individuals engaging in criminal activity within the transport system.

Joint patrols between police and riders were similarly well regarded. 65% of respondents (39% agree and 26% strongly agree) reported that joint patrols help reduce crime, while 17% disagreed. This shows that riders view shared patrol efforts as a practical strategy that enhances visibility and deters criminal acts in high risk areas.

These findings are consistent with studies that emphasize the importance of community based policing and cooperative security systems in reducing crime within informal transport networks (Kilonzo and Mutuku, 2022; Ajeigbe and Kibukamusoke, 2024). Routine Activity Theory supports these results by noting that the presence of capable guardians discourages criminal activity in public spaces (Cohen and Felson, 1979). Rational Choice Theory also applies, as increased police visibility and community involvement raise the perceived risks associated with criminal behaviour, making unlawful actions less attractive (Cornish and Clarke, 2017).

A rider shared the following observation:

> *"When we and the police work as one team, criminals fear approaching us and we feel more secure."* (R14)

This perspective illustrates how collaboration, trust, and open communication between law enforcement and riders strengthen local safety systems and build collective responsibility in preventing crime.

5.0 CONCLUSION AND RECOMMENDATIONS

5.1 Summary of Major Findings

The study examined policy measures, community initiatives, and joint police community strategies for crime prevention among commercial motorcyclists in Malaba Town. The results demonstrated broad support for integrated approaches that combine policy enforcement, community participation, and collaborative policing. Regarding policy measures, the findings showed that 45% of respondents agreed and 17% strongly agreed that police enforcement aligns with crime prevention policies. In addition, 54% confirmed that national transport policies consider informal transport security needs, while 50% supported the view that border security checkpoints help reduce crime. Further, 61% agreed that government regulations enhance rider accountability and registration, and 60% felt that existing transport policies address crime risks in the boda boda sector. These findings indicate confidence in regulatory frameworks, though some gaps remain in enforcement and inclusivity.

The second objective focused on community initiatives and rider associations. The results revealed strong local support for grassroots safety efforts. 56% of respondents noted that local dispute resolution reduces violent conflicts, and 57% believed that community policing improves boda boda safety. Information sharing emerged as a critical practice, with 70% confirming its role in preventing criminal incidents. 60% supported the impact of self regulation in reducing crime involvement, while 66% agreed that boda boda

associations play an important role in promoting safety. These results highlight the importance of trust networks and local structures in building safer transport environments.

The third objective explored joint police community strategies. A combined 66% of respondents agreed that partnerships between police and rider leaders help prevent crime, while 69% believed government rider training reduces criminal risks. The study also found that 62% supported digital reporting tools for enhanced protection. Formal rider registration received 61% approval, and 65% agreed that joint patrols reduce crime. These outcomes demonstrate strong endorsement of multi stakeholder collaboration, technology assisted monitoring, and shared responsibility in crime prevention.

5.2 Conclusions

The study concludes that crime prevention within the informal transport sector is most effective when policy enforcement, community participation, and joint police community initiatives operate simultaneously. Riders expressed confidence in existing transport regulations, especially where they improve accountability and identity verification. Community structures, including boda boda associations and informal dispute resolution systems, play an influential role in building trust and reducing conflict. Collaborative strategies between riders and security agencies were found to improve crime reporting, surveillance, and deterrence. Overall, a coordinated approach that integrates government regulation, community leadership, and police engagement strengthens safety outcomes for commercial riders in border environments such as Malaba.

5.3 Recommendations

i. Strengthen integrated policing partnerships: Security agencies should formalise collaboration frameworks with boda boda associations to enhance communication, intelligence sharing, and joint patrols.
ii. Expand structured rider training programs: National and county governments should institutionalise continuous rider training covering safety, legal responsibilities, and crime awareness.
iii. Enhance digital reporting systems: Authorities should promote user friendly platforms that allow riders to report crime anonymously and track feedback from law enforcement agencies.
iv. Support community based safety initiatives: Boda boda associations should receive capacity building support to improve local self regulation, mediation systems, and safety monitoring.
v. Improve policy implementation at border towns: Transport policies should be adapted to reflect the unique risks in cross border environments by strengthening checkpoints, surveillance, and coordination across jurisdictions.

5.4 Suggestions for Further Research

Future studies may examine the role of digital surveillance and artificial intelligence tools in monitoring informal transport networks. Researchers may also explore comparative crime prevention practices in other border towns to understand variations in enforcement and community participation. Additional work could investigate the experiences of female riders and vulnerable groups, whose perspectives remain underrepresented in boda boda security research. Longitudinal studies would further help track the long term impact of integrated security interventions on crime trends in informal transport systems.

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