ASSESSING THE INFLUENCE OF POLICE CRIME MANAGEMENT STRATEGIES ON CRIME REDUCTION WITHIN MAJOR BUS TERMINI IN KENYA: A CASE OF MACHAKOS COUNTRY BUS TERMINUS, NAIROBI COUNTY

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DECLARATION

This research project is my original work and has not been presented for examination of any degree in any Institute or University.

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This research project has been submitted for examination with my approval as a University Supervisor.

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DEDICATION

I dedicate this project to my loving wife and children for giving me unwavering support during my course of study. You are the greatest pillar and source of encouragement, inspiration and strength.

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I would like to extend my gratitude to University of Nairobi for giving me an opportunity to pursue my studies in Master of Arts in Sociology (Criminology and Social Order).

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ABBREVIATIONS AND ACRONYMS

APHRC	African Population and Health Research Centre
CRC	Convention on the Right of children
CVS	Crime and Victim Surveys
IEA	Institute of Economic Affairs
NGOs	Non-Governmental Organizations
SPSS	Statistical Package for Social Sciences
SRIC	Security Research and Information Centre
UN	United Nations
UNDP	United Nations Development Programme
UN HABITAT	United Nations Human Settlements Programme
YEDF	Youth Enterprise Development Fund

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ABSTRACT

There is limited information available as to the extent of crime and disorder on public transport. Furthermore, discrepancies exist as to the actual levels of crime and disorder on public transport. The most likely reasons for this include the following: the multiple agencies responsible for maintaining and operating the various systems, the lack of standardized reporting and recording of crime and disorder on public transport, difficulties in analyzing the available data, and the different policing and security arrangements in place across the network, and the likely levels of underreporting on the system. The case study sought to assess the influence of police crime management strategies on crime reduction within Machakos Country Bus terminus in Nairobi County, Kenya. It was guided by four specific objectives; to assess the influence of crime prevention strategies on crime reduction within the major bus termini, to investigate the influence of crime detection strategies on crime reduction within major bus terminus, to identify the crime deterrence strategies on crime reduction within the bus terminus and to explore crime reporting strategies on crime reduction within the major bus terminus. The study was grounded on the Routine Activity and Broken Windows theories. The study adopted the descriptive research design to guide the study. The sampling technique adopted was stratified random sampling and purposive sampling technique. The data collection strategy was both quantitative and qualitative. Both questionnaires and key informant interviews were administered. The quantitative data was analyzed using descriptive statistics while the qualitative data was presented in prose as obtained from the field exercise. The study observed that emphasis on personal security is utilized by the police officers to prevent criminal activities within Machakos Bus terminus. In relation to response on surveillance on crime reduction, the study reported that majority of the respondents strongly agreed that surveillance crime prevention techniques significantly influence crime reduction within Machakos Bus terminus. The study noted that majority of the respondents cited that they always receive crime reported from the members of the public on a number of times. The study recommends promotion of holistic crime prevention approaches being implemented in conjunction with law enforcement, community members, the civil society and private sector. The National police service should continuously invest in policing modern technology and as well as be more proactive and avoid traditional crime management approach. The study recommends that the law enforcement agents require modern resources and equipment which match the emerging crime trends if they are to stand a vantage position in crime reduction. In addition, the use of CCTV adjacent to the terminus should be encouraged. Finally, public transport infrastructure should be designed to prevent criminal activities including providing improved illumination and lighting in corners and hiding places.

CHAPTER ONE: INTRODUCTION

1.1 Background of the Study

Crime within public transport system is an important aspect of public safety that should be thoroughly explored and researched on. A number of justifications why understanding as well as preventing criminal activities within the public transport should be of great concern. First, public transport has a significant mandate to play in lowering social exclusion, by enabling an access to facilities such as health, leisure, employment as well as schools. In Great Britain, for instance, the National Travel Survey (2011) drew an estimate that about a quarter of households do not own personal cars hence use public transport to ease their movements. Public transport has also been linked to a number of environmental benefits as a way of a sustainable travel, hence using of public transport is expected to expand over time rather than reducing (Wellford et al, 2014). Surveys conducted by Wright & Wright (2013) reveals that personal security and fear of crime is a major hindrance factor to the utilization of public transport with an increase of a number of criminal attacks on bus termini being spread on social media.

Indeed, a report within the United Kingdom by then the Department for Environment, Transport and the Region (DETR) recommended that fear of crime reduction could heighten patronage by 3% at peak and 10% during the off peak times (Newton, 2014). One of the crystal clear messages from this is actually making passengers feel safe and Smith and Clarke (2010) recommends that this should be a role shared across all the transport systems. It is conspicuously evident in the concerned literature with the fear of crime, however, that reducing the actual crime levels does not actually equate to people's perception reduction of crime risks. The factors that leads to worries over personal security on public transport are not disparate from the ones linked with fear of crime on the outside of the transport networks, and the vulnerability dynamics on the public transport which include, ethnicity, gender , age familiarity with and levels on usage on public transport (Yavuz and Welch, 2010).

However, some elements of public transport network that could be distinctive in nature.As will become more apparent within this entry, the dynamic nature of the public

system of transport forms a unique environment, through which particular transport modes traverse, transporting potential victims and targets, on a system that goes through areas with diverse crime risk levels and hence continuously acquire different inputs and the outputs over the time. This forms a unique, potentially specialized, and certainly an arena which is concentrated within which disorder and crime may happen.

Globally, the United States the Federal Bureau of Investigation's Uniform Crime Report (UCR) shows that that the increase in felony offenses and petty crimes within bus termini is considered to be relatively high (at approximately 48, 000 rates or 45% crimes rates annually), in spite many efforts to lower the percentages via community policing and among other methods. In 2011, crimes considered to be violent being experienced within bus stages, subways, and other motor vehicle termini within the United States actually increased from 48.5% to 45.5% (Wellford et al, 2014). In Canada, data obtained from the Canadian Crime Survey shows that the rates of felony offenses such as pick-pocketing, theft and muggings which are committed in and the surrounding bus termini have been increasing steadily over the last seven years, from 33.9% in 2011 to 39.6% in 2012 (Parillo, 2012). This time duration coincides with the increasing rates of crime as well as increasing the strength of the police. In Asia, felony crimes and petty offences in termini involving the female victims within India are more likely than crimes of the male victims (88% versus 73%), (National Archive of Criminal Justice Data, 2016).

In Africa, although the prevalence of felony crimes and petty offences within the bus termini in Nigeria have significantly increased in the recent years, there has been significantly noticeable decline over the past 40 years. Crimes within the bus termini which are violent and basically muggings and robbery in Nigeria have significantly dropped to about 75% from around 96% in the mid-2000s (Riedel & Rinehart, 2012). The probability of ongoing crimes considered to be violent in Nigeria may be associated in part to characteristics incidents, with violent crimes entailing gangs, firearms, or the drug-trade having a lower probability of being reported than other types of criminal activities which are violent (Trussler 2010; Dauvergne and Li 2006).

According to 2011/2012 Nairobi Annual Crime Observatory report, it denotes that that is a strong causal existence relationship between general environment and crime occurrence

in which it happens. It was established that, generally, there seems to exist more hotspots of crime within the urban informal settlements than the affluent residential estates which are planned, which safely can be alluded to the fact that occupants of the latter segment of population can actually afford to make investment in good security around their premises which at a particular rate are occupied mostly by the owner. Anchored on the findings as well as prior studies, the study sought to actually among other items, collect, identify, do analysis and publish on data crime in the selected urban centers with a view of recommending actionable recommendations to address the problem.

Situation of crime in Kenya is more intense within the urban centers due to high level of cost of living, high rates of unemployment, urban poverty, disorganization as well as moral decadence confronting the urban system as opined by Ndikaru(2011). The urban crimes preponderance within Kenya is a show of marginalization, deprivation and amenities as well infrastructural breakdown that are supposed to actually control or manage criminal activities within the urban cities. Subsequently, Reynald (2012) observed that the emerging gap between the poor and the rich affects the community through increased violence in Kenya. Furthermore, empirical findings by Newton (2014) show that unemployment among the youth's leads to a greater extent over the involvement of the youth in criminal activities. This is because the youths who are unemployed may be frustrated and as a result involve in acts which are immoral or crime which may jeopardize the socioeconomic stability and peace of any specific society.

In similar view, Ndikaru (2011) observed that the disintegration of the extended family structure in which members or individuals of the community were parented communally largely influence youth indulgence in crime. Moreover, Reynald (2012) indicates that poverty is a situation that force most of the youths into crime acts such as political thugs and militancy, assassination, armed robbery, vandalism, stealing and kidnapping. There is high number of bus termini crimes concentrated within Nairobi and other major urban centers in Kenya. Recent studies in Kenya by World Bank (2016**)** and the UN-Habitat, 2009 have indicated an increase in brutality and incidences of felony crimes and petty offences in termini in Kenya, often entailing rape, assault, destruction of property and murder. Kenya and specifically Nairobi has grown very fast in 2010 to 2015 period of

4.4% compared to the 3.5% regional average (UN-Habitat, 2009). As a result, more individuals end up living in poor state as perceived in some of the vast settlements within Nairobi County (60% approximately of Nairobi population live within the informal settlements)

1.2 Statement of the Problem

In Kenya, there are a number of limited empirical studies available on the perceived extent of social disorder and crime on the transport sector as well as existing discrepancies as to the definite levels of crime and the public transport social disorder. The justification for this may include the following: diverse agencies which have the role for operating and maintenance of the adverse systems, the inadequacy of the standardized recording and reporting of social disorder and crime within the public transport sector, the hurdles in deliberating on the available data and the diverse proactive policing and crime management strategies across the network as well as the underreporting levels within the system (Newton, 2014).

Among the definitional references with regard to this area(Smith and Cornish 2010), marks out about six categories of criminal activities which is evident basically within the public transport sector, these entailing crimes against the passengers which include assault, robbery, theft among other anti-social behavior as well as crimes against public transport employees such as vandalism, assault and robbery which are the common offenses within the routes which may lead to insecurity and fear of crime in using public transport. Newton (2014) additionally noted that it is recommended that it is extremely important to differentiate stops and stations offenses from the 'en route' offenses.

Studies conducted by Institute of Security Studies (2014), crime is not different from the other African parts and as asserted by Starvrou (2002), levels of criminal activities within Nairobi are the same to those in Dar-es-Salaam and Johannesburg. Ndikaru (2011) observed that the common types of crime committed include carjacking (9%), arson attacks (26%), sexual offences (37%), pick- pocketing (54%), and robbery with violence (62%), mugging (84%) and burglary (85%) subsequently. High levels of unemployment among the youths were pointed out to be the major causes. A report compiled by Security Research and Information Centre (2011) noted that the common prevalent types

of crime among the residents of Nairobi were assault (3.6%), robbery (30.6%), break-ins (28.8%) and theft (31.5%). The report further indicates that it is important to point out that the three most prevalent crimes are property crimes. For instance, a total of 14 out of 30 reported cases in the newspapers in the months of November and December 2016 were robbery cases.

Notably, there's significant underreporting of crimes committed within Machakos Country Bus terminus. Besides not many studies have been carried out in Kenya with regard to crime management initiatives among bus termini. Published statistics are therefore more unlikely to provide an accurate picture of the scale true problem. This also forms difficulties when attempting to draw study comparisons. The rationale for non-reporting are complex and multifaceted but it entails lack of confidence in police detectives, health workers and police (Ndirangu, 2016). In the past five years police officers drawn from both administration police service and Kenya Police Service have been keeping vigil within Machakos Country Bus following high number of reported cases to Muthurwa Police Station and Kamukunji Police Station. Most of these cases which involve pick-pocketing, assaults and armed are committed against those who are travelling up-country and business community within the bus terminus who have suffered great financial losses. This called for formation of special squads and deploying of undercover officers to handle the menace. Hence the need of this study which sought to assess the influence of police crime management strategies on crime reduction within major bus termini in Kenya. A case of Machakos Country Bus terminus, Nairobi County

1.3 Research Questions

i. What is the influence of crime prevention strategies on crime reduction within Machakos Country Bus terminus?
ii. What is the influence of crime detection strategies on crime reduction within Machakos Country Bus terminus?
iii. How do crime deterrence strategies affect crime reduction within Machakos Country Bus terminus?
iv. To what extent do crime reporting strategies affect crime reduction within Machakos Country Bus terminus?

1.4 Objectives of the Study

1.4.1 Main Objective

The main objective of this study was to assess the influence of police crime management strategies on crime reduction within major bus termini in Kenya. A case of Machakos Country Bus terminus, Nairobi County

1.4.2 Specific Objectives

The specific objectives that guided this study were:-

i. To assess the influence of crime prevention strategies on crime reduction within Machakos Country Bus terminus.
ii. To investigate the influence of crime detection strategies on crime reduction within Machakos Country Bus terminus.
iii. To examine crime deterrence strategies on crime reduction within Machakos Country Bus terminus
iv. To explore crime reporting strategies on crime reduction within Machakos Country Bus terminus.

1.5 Justifications of the Study

The city of Nairobi cannot record a positive economic correlation in an environment dominated by organized fraudsters, gangs, mafias and militias. This is on account that economic development is constrained to the concept relating to description of organized crime in the city of Nairobi. This is critical, the study will be able to provide very fundamental approaches that the government of Kenya through the relevant ministry charged with the security function (Ministry of Interior and Coordination of National Government), should employ to achieve the ultimate goal of managing the alarming levels of organized crime within bus termini in Nairobi County. The study will further explore on the best alternatives to do social approach aimed at sensitizing the general public on the goodness of a secure city which has direct and ultimate impact on the progress of the economy of the country. Employment and wealthy creation among the communities are some of the key issues that need to be embraced to minimize high levels of violent crimes in the city. The penal laws should further be addressed to ensure adequate justice is done in cases of criminal activities within the major bus termini in

Kenya. This study will also serve as future reference material for scholars and academicians interested in the field of crime management especially in regard to *Matatu* (common Kiswahili referring to a public passenger vehicle) crime. This study will also be paramount to policy makers such as the National Police Service (NPS) and the National Crime Research Centre (NCRC) on how best to handle emerging bus termini offenses hence assisting in improving public safety and security. This study will also assist in fulfilling the knowledge gaps from empirical studies as well as serving as reference material for future scholars and academicians.

1.6 Scope and Limitations of the Study

Machakos Country Bus terminus was identified as the research site for the study as it has a high number of criminal activities under the management of notorious criminal gangs. The study sought to assess the influence of crime prevention strategies on crime management within major bus termini, investigate the relationship between crime detection strategies on crime management within major bus termini in Kenya, identify the crime deterrence strategies on crime management within major bus termini and explore crime reporting strategies on crime management within major bus termini in Kenya. The respondents from Starehe and Kamukunji Police Division were not ready to answer the questions directed by the researcher for being victimized by senior police officers. The researcher explained to them that the information was not to be shared to any body and was only be used for academic purposes and for the security and safety within the major bus termini. Finally, the small non-probability sample of convenience was considered to be a limitation of the current study.

1.7 DEFINITION OF KEY CONCEPTS

Bus terminus-a place designated where a coach or a bus commence or ends its scheduled route.

Crime -any act which is punishable within the penal code, whether or not it has come to the police attention (Makokha, 2008).

Crime Detection Strategies-strategies utilized to detect emerging crime trends and criminal activities.

Crime Deterrence Strategies-the measures put in place to reduce the chances of potential criminal activities.

Crime Management-the efforts that are put in place to reduce the risk factors and opportunity for criminal activities.

Crime Prevention Strategies-the measures which have particular intention of minimizing the severity and breadth of offending.

Crime Reduction-the effort to lower the victimization rates and deter social disorder. It is specifically utilized to strive made by the law enforcement agents or the citizens to reduce criminal activities, maintaining criminal justice and enforcement of law.

Crime Reporting Strategies- the act of informing or alerting law enforcement agents of happenings of crime

Crime rate –the proportion of crime reported within a particular population.

Crime trends-the change in nature with particular types of crime with a specific geographical area.

Insecurity-the condition of being vulnerable to a potential threat or risk

CHAPTER TWO: LITERATURE REVIEW AND THEORETICAL FRAMEWORK

2.0 Introduction

This section of the study was to present relevant literature on the assess police crime management strategies within major bus termini in Kenya. The chapter also presented a theoretical framework on which the study is premised. The chapter concludes with a presentation of the conceptual framework developed from the study variables.

2.2 Literature Review

2.2.1 Overview of Crime Rate in Kenya

Since the post –independence the phenomenon of crime has been in existence in Kenya and has been increasing gradually as the population increases within the urban areas grows continually than the rural areas as a result of rural to urban migration. The previous and current governments have shown their resilience in adopting different approaches and measures to manage the rising crime incidences within the major urban centers.

Despite measures such as rehabilitation, employment creation and community policing the challenge of criminal activities and crime still continues to thrive within the urban areas social fabrics. Findings by IEA's Youth Research Compendium, individuals aged between 15 and 26years engage in crime in each duo crimes reported to the police officers. In the year 2013/2014 Fiscal Year some 88,900 crimes were reported. Out of these, 48,690(54%) are being committed by the youths within that age bracket. Reports by police also show that involvement in crimes considered being violent by the youth in their teens. According to the National Crime Research Centre (2012) there was a relatively significant increase on the percentage of reported crimes from 61,236 to 73,656 in the period of 2009-2012. The engagement of the youths in criminal acts also reflects dynamical change in crimes that are being committed within the urban areas.

There is also empirical research evidence on crime among the youths which entail Omboto, Ondiek, Odera and Ayugi (2012), qualitative research on factors leading to

criminal acts among the youths and juvenile delinquency in Kenya and Tume (2010) study on the factors leading to crime within urban centers with focus on Nakuru town.

Makokha (2008) noted that criminals who are incarcerated were premised within urban areas where there were more risk factors for engaging in criminal activities. There has been significant increase in the use of weapons in committing crimes among the youths within the recent past which has been connected to violent tendencies towards victimization. For example, between October and November 2011, 12 incidences entailed use of firearms mainly rifles and pistols. Subsequently, a total of 1 toy pistol, 5 pistols, 96 ammunitions and 2 rifles were recovered from those firearms related incidents over the duration of two months captured by reports in the newspapers compared to 287 ammunitions, 8 rifles, 1 toy pistol and 28 pistols February to September 2010 as reported within the police report (Kenya Police, 2010).

2.2.2 Crime Prevention Strategies

Seemingly, a central element of the potential as well as concentrations, social disorder and crime specialization which is manifested in prevention and management of crime.Disorder and crime has been indicated to be concentrated within certain elements of public transport networks and these may entail a specific route sections of the journeys; adjacent and within particular stops and stations ; and within certain parts of interchanges and stations; and these all vary by time of the day and the types of the offense. There is also a crystal clear interaction between the environments and vehicles through which they use and controlling access to and from can act as an important measure for preventing disorder and crime within the network. The environment, design and stations and stops management can increase rates of crime, there is significantly growing evidence premised on how improving the public transport infrastructure design can prevent criminal activities (Clarke, 2016; La Vigne, 2015; Smith, 2014), including improved illumination and lighting as well as removing dark corners and hiding places.

Moreover, management of stations effectively (Clarke, 2014), capable guardians introduction (Newton et al, 2014) and the utilization of effective handlers (Van Andel, 2015) can all significantly lower risk on the public transport network. A number of aspects of the public transport network have controlled exit and entrance points that link

the internal environment of transport journey within the external environment. These form a clear opportunities for prevention but these should be contextualized within the problem-solving and intelligence led policing approach (Clarke and Eck, 2015), and as already showed in this study, these is different significantly for time of the day and the type of offense. The introduction of new technologies and transport systems can also influence the levels of crime rates. For instance, a study on the London Underground in the 2000s by Clarke and colleagues showed that the introduction of subway slugs (wrapped foil around 10 pence coins to form 50 fake pence coins) was widely spread as new automated vending machines were being introduced.

There were significant recommendations on remedial measures in reducing this, but higher investment and anticipation at the phase of design may have hindered this. Interviews conducted by Ekblom with offenders on the London Underground (Clarke and Eck, 2014) showed that offenders would stand by signs warning passengers on 'pick-pocketing operations,'' as after actually reading these signs passengers would prevalently pat their own pockets, which was of considerable assistance to the offender in the identification of pockets from which a wallet was most likely to be in.

2.2.3 Crime Detection Strategies

UN HABITAT report in 2009, the safer Nairobi Initiative date back to April 2003 when City Council of Nairobi requested UN HABITAT to create technical support to the city development as well as crime prevention strategy, technical assistance towards community based strategy for urban safety and prevention improvement initiatives in Nairobi through partnership and multi-sector approach coordinated by the city authorities (Edmark, 2014). Nairobi has gained from technical support from the international organizations key among them being UNDP and UN HABITAT gives financial support to the initiative, while UN HABITAT's support is in the form of research, needs assessment, advisory services and technical , capacity building and promoting community participation in line with theme Urban Safety for good governance (Holmes, 2010).

The key thoughts which are paramount in explaining how urban planning can be utilized to control or reduce crime are fuelled by a school of thought which collectively may be referred to as theories of place based (Holmes, 2010). This school of thought

encompasses; the idea of ‘defensible space,’’ situational crime prevention, Crime Prevention Through Environment Design as well as environmental criminology (Carrington and Pereira, 2009). Analysis on approaches on crime prevention shows that land use and physical space alteration have significant role in prevention of crime, thorough caution should be taken that it does that conjunction and understanding of other cultural and socio-economic variables, hence altering solely the land use without associating with other variables which doesn’t guarantee security of the users. It handles crime as a result of good urban governance in regard to United Nations economic and Social Council resolution of 1995 (SRIC, 2011). The key activities of program are: strengthening the ability of local authorities to manage urban safety issues as well as reducing insecurity and delinquency. Promotion of holistic crime prevention approaches being implemented in conjunction with central local Authorities, the Criminal Justice system, the civil society and private sector (Steffensmeier et al., 2005).

Documentation and developing tools which supports local crime prevention initiatives is mainly perceived to be the mandate of the law enforcement , local authorities and administration police in enforcing of by-laws, private sector and community members (Wairagu et al.,2014). The key mandate is however delegated to the Kenya police. In Kenya, for a long period, issues associated with prevention and crime management have be entirely bestowed upon the government and it has been handled through the judiciary, prisons and law enforcement as well as the county government authorities (Tume, 2010).

Government overreliance has not been actually so effective and community and government and among other key stakeholders such as private sector have seen the need for cooperation (Wairagu et al., 2004). This has triggered a number of initiatives aimed towards crime prevention. Notable fruits of change of these tactics include; public partnerships and community policing among others (Sommers, 2016). The current strategy by police on crime detection is to make response by increasing rapidly increasing night police patrols, intelligence led policing, organized crimes syndicates neutralization, crime eradication which involves using of firearms such as robberies, car-jacking as well as community policing (Small Arms Survey, 2013). The key focus through the year 2009 was to prevent potential threats that may threaten the security and safety of any

community or individual, investigate all crimes and ensuring criminals are actually brought to justice (Wairagu et al., 2014).

Community based crime prevention strategies or programs targeting changes within the community infrastructure, physical environment or culture for the purpose of crime reduction. The approaches diversity entails urban or physical design, community policing, comprehensive or multi- disciplinary efforts as well as neighborhood watch programs (Sharpe, 2012). These initiatives may decide to involve community, residents, local government agencies and faith based organizations in addressing crime and disorder causation variables within the community (UN-Habitat, 2004).

The Kenya Police Websites denotes that community policing refers to an approach of policing that takes into consideration the shared responsibility and independence of the community and the police in ensuring a secure and safe environment for every citizen (Sharpe, 2012).

It aims at forming an equal and active partnership between the public and the police through which community safety and crime issues can be jointly discussed and solutions implemented and evaluated (Tume, 2010). Implementing successfully community policing needs a monumental leap of faith by both the police and the public and an effect change to commitment. It is also a very diverse process which needs action to be taken at various levels and the pr- requisite planning to convert the strategy into practice, both within the public and among the Kenya Police (Ojo, 2012). It is vital that realistic goals are set and non-elusive objectives within this venture. The Kenya Police has carried out the relevant training in the scope and community policing modalities, specifically targeting the lower rank and middle rank officers, who have the mandate of implementing this particular strategy (Odufuwa, 2013).

2.2.4 Crime Deterrence Strategies

There exist three core ideas anchored in deterrence theories that individuals normally respond to changes in the severity, certainty and the immediacy of punishment. Interestingly, within the criminological tradition, deterrence is often marked as being either specific or general with general deterrence pointing to the idea that people respond

to the idea of experience of punishment (Smith, 2014). Active offender's apprehension is important initial step for their punishment and conviction. If the sanction entails imprisonment, crime may be prevented through incapacitation of the offenders who have been apprehended (Spears et al., 2015).

Majority of police tactics, for instance rapid response for calling of service or investigations of post-crime, are not only intended to capture the offender but to deter others as well by projecting apprehension tangible threat. Law enforcement agents , however, hinder without necessarily arresting criminals , their increased presence may prevent a motivated offender from engaging in a criminal act which is contemplated. Studies on the deterrent police effect have significantly evolved in two distinct literatures (Tume, 2010). One has concentrated on the effect of deterrent on the level number of police officers. The other has concentrated on the crime-prevention efficiency of various strategies for deployment of police. These two literatures are separately reviewed (Wairagu et al., 2014).

The amicable actions for a significant reduction and crime prevention of crime rates has become a prior issue for each country, since criminal incidents are presented via various forms every time and everywhere (Welman & Kruger, 2015). It is ever more crucial for countries in Africa to improve their efforts towards fighting of crime. As observed by The Kenya Police (2010), the risk of violent criminal activities has ramifications for Africa's development, stability and governance.

Crime ranks as among the key inhibitors to investment on the continent according to private business owners. Pelser et al., (2013) differentiate between three approaches being adopted by the UN member's states to handle the problem of urban violent crime. These include coercive measures, compliance oriented measures and voluntary initiatives. The coercive measures dictate the use of force in seizures and searches. These measures entail the allocation of more resources to manage the persistence of violent criminal activities within the urban areas. These entail recruitment of more police officers and allocation of more security patrol cars as well as enforcing curfews and patrols. These measures however only are applicable in the short term and may not be sustainable in reduction of increase in violent criminal incidences (Moser, 2014). However, there is a

constraint to this in terms of the police ration and the available resources. In Kenya, the police population ratio has reduced over the last 10 years; the ratio was 1 to 711 in 1991; 1 to 875 a decade later; and a ration of 1 to 1150 in the year 2004. The number of sub-ranks being lower as compared to the number of citizens is one area which the police should amicably look into (UN-Habitat, 2004). UN-Habitat (2012) notes that Kenya needs to recruit 3999 recruits annually for ten years (2004-2014) to reach international policing standard which is 1:450.

For example in Uganda, Stavrou (2002) noted that the authorities responded to criminal activities among the youth by changing their youth justice systems to be compatible with Convention on the Rights of children (CRC) as well as other instruments which are related. This entailed bringing on elements of restorative justice and key emphasis on the children welfare into the justice system. Voluntary initiatives are anchored towards local capacities strengthening and stigmatization of deviant or bad behavior (Smith, 2014).

The important lessons learned are that an integration of all the three approaches is most efficient, that they should be well grounded in terms of evidence, and that they should be undertaken together with state and partnerships and the civil society institutions (Moser, 2014). In South Africa, community bonds formed in response towards aggression have a hindrance effect on particular criminal activities. In South Africa, anti-crime campaigns within the townships in the year 2000s were officially launched by civic organizations and local street committees. The post-1990 period of negotiation broke down these linkages; state repression, weakened and transition brought by inter-community conflicts (Smith, 2014). In Malawi, strives were made by the government to with development partners and Non-Governmental Organizations (NGOs) for endorsement of the least use of law enforcement agents and security agencies and children and youth custody.

Community-based interventions such as diversion, prevention, restorative justice and non-custodial are encouraged as the most effective ways of handling children in conflict with the law (Johnson et al., 2015). In 2003, the Government of Kenya adopted the community policing approach as a core prevention initiative between the administration police and Kenya police. Kenyan Police strategic plan 2008-2017 also mentions community policing as a measure of crime prevention. The main aim of community

policing include to detect and prevent, maintaining law and order and bringing justice to offenders (Mapunda, 2010).

2.2.5 Crime Reporting Strategies

Utilizing empirical data from Farrel (2016), this new research assess characteristics of victimizations which are unreported, the possible reasons which made the victims not to report crimes from 2014 to 2016 among major bus termini in crime types not reported to the law enforcement officers. The percentage of property crimes and violent crimes that were not reported to the police decreased from 2014 to 2016 subsequently. Across the period of 17 years, victims commonly did not report crimes to the police since they dealt with the crime in another way, such as reporting the offence to another authority or privately handling it (Holmes, 2010).

Among violent victimization which were not reported, the victims percentage who believed that law enforcement agents could not assist doubled from 10% in 2015 to 20% in the year 2016 (Farrel, 2016).Mapunda(2010), noted that the 5 year period from 2006 to 2010, about three in ten crimes involving a weapon and injury were not reported. Among these, the prevalent reason (42%) for failure to report was retaliation fear or getting the offender into trouble. The same fear was also common among 46% of the victims who did not report intimate partner violence to the police. Offences committed by someone the victim was well aware of such as teacher, neighbor or coworker (62%) or by a casual acquaintance at 60% were most likely to go unreported than offences which were committed by strangers (51%)

A great number of empirical studies have assessed the significance of environmental design, specifically in relation to railway stations which are underground including Paris Metro (Clarke, 2016), the metro in Gothenburg, Sweden (Ceccato et al, 2011) and the Metro in Washington DC (La Vigne, 2015). Same studies have also assessed over the ground rail stations in the Wales Country (Cozens et al, 2004). An outstanding finding from these studies, specifically in relation to the Washington DC for instance, was how unusually low rates of crime (in comparison to local crime rates and other systems) could be explained by reference to environmental design aspects. Additionally to the stations

internal design, there has been significant number of studies that looks into the link between external environments or nearby surroundings and rail stations.

According to a study carried out by Clarke (2016) within Chicago over street robbery related incidents within the vicinity of rapid transit stations noted that street robbery is adjacently concentrated (but not immediately outside) rapid stations and that the levels of robbery varied temporarily and were actually very high during nigh time (between 11:00 and12:00 p.m as well 2:00 a.m peak time). Block and Block (2016), agreed that although the conduct of the potential offenders and the victims and the time during the day as well as other definitive elements of every condition will have an implication on the risk, it is surrounding and place or the nearby space which vital in bringing all these variables together in what is referred to as the rapid stations transition environs.

A doctoral thesis recently by Herrmann (2015) who examined robbery incidents within New York hotspots provides empirical support for this notion, this research indicated that although all hot spots identified were adjacent to subway stations, those that happening the day time (3: 00p.m peak time) were adjacent to high schools but that those which were happening at night (2.00 a.m) were not, instead being around around late night business as well. Additionally, studying of crime near railway stations, there has been a number of studies that have evaluated reporting of disorder and crime in and around bus stations and bus stops (Herrmann, 2007).

Loukaitou (2012) looked into the link between associated nearby environmental characteristics and criminal activities at bus stops in North American city and established that twelve bus stops with the most crimes committed and unreported accounting for 21% of the crime committed, and although levels of passenger at these bus stops were relatively high, other stops nearby with higher patronage being manifested or no crime. They established that there were negative environmental factors and generally in adequate defensible space abundance near these bus stops which are prone to criminal activities, including seedy motels, vacant buildings, movie theaters, adult book stores, liquor stores, check cashing establishments and bars.

This is supported within the United Kingdom by Newton and Bowers (2015) who noted the damage of buses shelter by criminals was concentrated highly at a relatively lesser number of shelters of buses. Determining the socio-economic characteristics of criminogenic and places, they noted also that the damage of bus shelters was associated in predictable and ways known to local characteristics of the neighborhoods. Indeed, the risk of damaging of shelters was relatively higher within the areas with high significant levels of antisocial behavior, the presence of motivated offenders and absence of capable guardianship. For example, they observed a positive nexus between the parks proximity and shelter of damage, playground areas of children as well as schools (particularly those whose unauthorized truancy levels were above relatively the national average) and a negative relationship with the presence of pubs, night clubs, and bars and off licenses for the late night stores liquor.

2.3 THEORETICAL FRAMEWORK

The networks of public transport environment are in some of the ways different from other areas of public space as a result of specific locations they serve, the dynamic system nature and the diverse outputs as well as inputs to it. Noticeably, there is support within the empirical literature for utilizing diverse well established criminological theoretical orientations to determine crime levels and response within the public transport. Some of these can be utilized as a framework for examining the concentrations and manifestations of disorder and crime which is evident on the public transport. A useful point to begin with is to put into the consideration the problem analysis triangle according to Clarke and Eck (2014) as a framework for patterns conceptualization of disorder and crime within the public transport sector.

2.3.1 Routine Activity Theory

The proponents of this theory are Lawrence Cohen and Marcus Felson (1974). Routine activities theory is a theory of criminal occurrences or events. This is different from a number of criminological theories, which concentrate on explaining the reasons as to why some individuals commit criminal acts that, motivation to engage in criminal acts rather than how acts of crime are produced. Although at the first glance this difference may

seem to be inconsequential, it has very significant implications for the research and crime prevention (Cochran & Bjerregaard, 2012).

Routine activities theory opines that the organization of routine activities within the society create opportunity for criminal tendencies or opportunities (Cochran & Bjerregaard, 2012). In simple terms, the daily routine activities of individuals including the routes they use to and from school, where they work, the shops they visit, the groups of individuals they socialize with and so forth strongly influence where, when, and to whom the crime happens. These routines may make criminal activities easy and low risk, or risky and difficult (McDowall & Loftin, 2005).

Because opportunities normally vary over space, time and among people, so too does the crime likelihood.Therefore, studies that stems from routine activities theory generally examines diverse opportunity structures that influence criminal activities; prevention strategies that are mandated by routine activities theory try to alter these structures of opportunities to prevent criminal activities. Initially, routine activities theory was used to explain trends in crime changes over time. It has been increasingly utilized much more broadly to prevent and understand the problem of crime (McDowall & Loftin, 2005).

Researchers have utilized various methods to test hypotheses acquired from the theory. Since its inception, the theory has become closely become aligned with set of theoretical framework and known as environmental criminology, which concentrates on the significance of opportunity in determining the crime distribution of crime across space

and time (Agnew, 2012). Environmental criminology, and routine activities theory specifically has significantly crime prevention practically; therefore, practitioners have employed routine activities theory to inform policing practices and strategies on crime prevention.

This theory is relevant to the study since it explains the reasons as to why the rate of victimization is high within Machakos Bus terminus due to inadequacy of police presence. The police officers in this study act as formal guardian while the suitable targets in this case are the travelers or passengers moving to upcountry. A motivated offender in this case could be a number of youths who idle within the bus terminus and pretending to assist passengers in acquiring travelling tickets as well as assisting them in carrying their luggage's when boarding the buses.

2.3.2 Broken Windows Theory

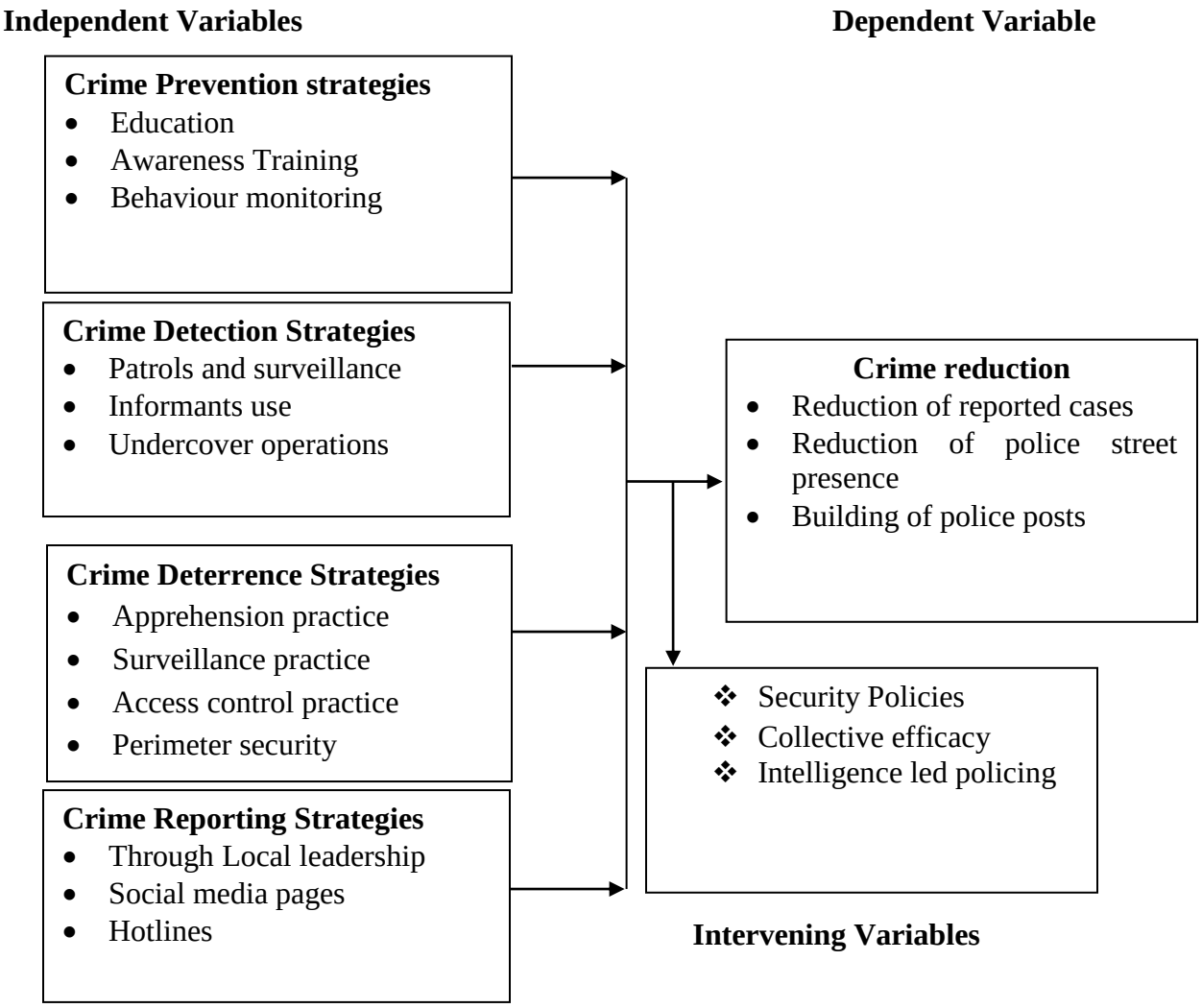
The proponents of this theory are James Q. Wilson and George Kelling (1982). This theory states that failure to address minor disorders within a community may lead to serious offenses. The broken windows theory states that 'the disorder variation within the neighborhoods that explains crime variation, holding structural demerits constant. The real trigger actually is disorderliness itself (Harcourt & Ludwig, 2015). According to this particular view, broken windows, public drinking, litter and loitering, abandoned buildings cause good individuals to stay in their houses or move out of neighborhood entirely. This theory argues that minor incivilities and events that frightened individuals, far from being a distraction for law enforcement departments, should be identified as key targets for law enforcement action (Moore, 2013). It leaves criminals free to roam and send a message that violations of law are not taken seriously. The main aim of broken windows policing theory is to answer the question on community anxiety over public safety. Broken windows supporters denote that the mandate of police is actually to maintain public order (Dammert, Malone & Winter, 2016). Some of the advantages of the broken windows policing are that it reduces physical and social disorders, further joint safety endeavors and bringing the communities together.

Broken windows theory assumes an essentialist notion both disorder and its connection to perception: the visual are natural and unambiguous in meaning (Sampson & Raudenbush, 2015). The theory's biggest test has been in New York City, where a dramatic decline in crime has been linked to large part to order maintenance. This theory is important in addressing minor disorders within major bus termini in Nairobi County such as pick-pocketing, theft, mugging, drug peddling as well as assaults. The theory also shows that failure of the police officers to come up with measures such as problem oriented and intelligence led policing in addressing the minor offences within the bus terminus

2.4 Conceptual Framework

The conceptual Framework below shows the indicators of various variables of the study. In this conceptual framework the independent variable is crime management strategies while the dependent variable is crime reduction. The indicators for the independent variable (crime management strategies) are; crime prevention strategies, crime detection strategies, crime reporting strategies as well as crime deterrence strategies. Crime prevention strategies will be measured by education, awareness training and behavior monitoring. Crime detection strategies will be measured by Patrols and surveillance, Informants use and undercover operations. Crime Deterrence Strategies will involve apprehension practice, perimeter security practice, surveillance practice and access control practice while Crime Reporting Strategies will be measured by through local leadership, social media pages, Hotlines.

Figure 2.1: conceptual framework



2.5 Research Gaps

There are a number of developments recently which is of great interest for the fact that the offer good avenues for developing of further empirical studies in patterns of crime prevention within the network of public transport. Among the major issues which have been acknowledged but relatively not being answered within this study is as to whether the public transport systems as crime generator of attractor or both. A recent study by Bernasco and Block (2011) investigated the distribution of street robberies within Chicago and how this was actually triggered by the crime generators, crime attractors and the locations of the offender at a given time. They indicated that stations offer a

significant increase in the levels of places accessibility and noted that street blocks within a bus termini had four times as most of the robberies as same street blocks without them.

However, they suggested that the ramifications of the stations alone were not a key determinant and then combined effect of a number of features additionally adjacent to the bus termini was also a contributing factor. Notably, conducted studies within Vancouver and New Jersey (Sedelmaier, 2013) established that there are empirical findings that on their own volition that the introduction of a new station may prompt the risk of crime levels. Block and Block (2010) cites on the significance of nearby environments and the environs of transport sector and the Robinson and Giordano (2011) postulates the importance of what they refer to as the spatial interplay, the land uses interaction in relation to criminal incidents within the public transport stations.

As opined by Herrmann (2011) in their study it is not actually basically the locations of the subway stations which influenced when as well as where the incidence of robbery happened but also was bear to the stations. A clear extensive further area is this interplay spatial of use of land nearby in relations to the public transport environments. It is clear succinctly that the environs of the public transport and the transmission potential of crime around this system is an area which requires further studies, particularly when determining how the offenders may use potentially the utilization of the public transport as part of their journey to crime management. This is a vital issue in the determination of the spatial and temporal patterns and concentrations of criminal activities which is evident within the public transport sector and perhaps, moreover, in determining the extent to which the offenders may bear specialization within the networks of public transport. There is very limited empirical findings in Kenya currently as to whether the criminals specialize on the public transport network and if this is different totally or perhaps an extension of their patterns which are common offending patterns and to contextualize this within the journey of crime research.

CHAPTER THREE: RESEARCH METHODOLOGY

3.1 Introduction

This chapter seeks to present the research methodology that will be utilized to conduct the study. It will entail introduction, site description, the research design, target population, sampling procedure and sample size. Subsequently this chapter will also cover the instruments of the research that will be utilized, validity and reliability of the research instruments, method of data collection, data analysis as well as ethical considerations.

3.2 Site Description

This study was undertaken within Machakos Bus Station. The Bus terminus is located within Nairobi along Landhies Road, opposite Muthurwa Police Station. It is also adjacent to Muthurwa market. This actually assists the passengers who normally alight at Muthurwa Stage to utilize the flyover connecting Muturwa Market with the road leading to Machakos Bus terminus which seeks to avoid oncoming traffic. A number of entry points exist for gaining access to Machakos Country Bus terminus since it is an open stage with a number of buses with various upcountry destinations in Kenya. The bus termini is a boarding stage for passengers travelling to Nakuru, Bungoma, Eldoret, Kakamega, Kisumu, Siaya, Migori, Homabay and Bondo among many other upcountry parts of Kenya. There are also a number of other business activities within Machakos Country Bus terminus such as selling of food stuffs, barbershop businesses, fruit selling, hawking and selling of Khat commonly referred to as Veve or Miraa among the youths at Machakos Country Bus terminus and Mogokaa a famous leaf drug like substance also commonly chewed among the youths at the termini. There has been increase in criminal activities within this bus terminus following a number of daily reports within Kamukunji and Starehe Police Division, from pick-pocketing to theft of passengers travel bags among other criminal activities such as mugging.

3.3 Research Design

Research design refers to the process of collecting, analyzing and reporting study findings in a qualitative and quantitative research (Cresurable, 2012).The study employed

descriptive research design.Churchill (1991) notes that descriptive research is enough for collecting information over prevailing situations or conditions for the aim of interpretation and description. It is recommended by Khan (1993) that descriptive research design has the ability to form statistical data over education issues that interest researchers and policy makers. This study chooses this design due to its capacity to ensure bias minimization and reliability maximization of the evidence to be collected.

3.4 Unit of Analysis and Units of Observation

3.4.1 Unit of Analysis

The unit of analysis is actually deemed as the major entity that a researcher seeks actually to analyze. In a nutshell it is 'who' or 'what' that is being studied. Typical units of analysis entail individuals, social artifacts, groups and social organizations in social science research. The unit of analysis in this study was police officers drawn from Kamukunji and Starehe Police Division drawn under Anti-Mugging Squad Officers and Undercover Officers, Patrol Officers as well as bus terminus management who acted as key informants (namely; Bus terminus chairman, business welfare management, in charge of bus terminus security, local leadership and business community)

3.4.2 Units of Observation

Unit of observation refers to a subject or an object which information is gathered or derived. The units of observation for this study was basically majority of police officers involved in criminal investigations, undercover operations, general duties as well as special administration police unit commonly referred to as SBIF. This study preferred police officers who have served for 5 years within the service. Crime management strategies at the Bus terminus were also considered as the unit of observation for this study.

3.5 Target Population

According to Mugenda and Mugenda (2003), target population refers to the cases totality of organization, institutions and people which have particular characteristics. They asserted further that target population is deemed as a group of individuals, items or objects from which the samples are acquired for the purpose of measurement. The target population for this study was anti-mugging squad officers, undercover officers, patrol officers, crime officers which were selected through stratified random sampling and bus terminus

management through purposive sampling technique. The police officers were obtained from Kamukunji Police Station, Muthurwa Police Station, Starehe Police Division since they work collaboratively to ensure law and order is maintained within the Machakos Bus terminus. Other respondents such as the bus terminus management were selected through the assistance of bus terminus chairman.

Table 3.1 Target Population

Category	Target Population	Percentage
Anti-Mugging Squad Officers and Undercover Officers	**100**	**40%**
Patrol Officers	**90**	**36%**
Crime Officers	**60**	**24 %**
Total	**250**	**100%**

Source: Author (2019)

3.6 Sample Size and Sampling Procedure

3.6.1 Sampling Frame

This study utilized police officers of various ranks within Kamukunji and Starehe Police Division under anti-mugging squad and undercover officers, patrol officers, crime officers and bus terminus management

3.6.2 Determination of Sample Size

The table 3.2 below shows sample size representing 30% of target population using Mugenda and Mugenda formula of the sample size in which stratified sampling technique and purposive sampling method was used to calculate the sample size.

Table 3.2 Sample Size

Category	Target Population	Sample Percentage	Sample Size
Anti-Mugging Squad Officers and undercover	**100**	**30%**	**30**
Patrol officers	**90**	**30%**	**27**
Crime Officers	**60**	**30%**	**18**
Total	**250**		**75**

Source: Author (2019)

3.6.3 Sampling Procedure

Category		Sampling procedure
Anti-Mugging Squad Officers and Undercove Officers	30	Stratified Random Sampling
Patrol Officers	**27**	
Crime Officers	**18**	
Bus Terminus Management		
Management	4	Purposive Sampling
Bus terminus welfare	7	
Local leadership	3	
Business community	9	

Source: Author (2019)

3.7 Sources of Data

This study utilized both primary and secondary data collection as cited in the two themes below;

3.7.1 Primary Data

In this study the primary data was obtained from the various categories of the target population; business community, bus terminus management, local administrators, vigilante groups and police officers within the area of study. The study utilized observation to monitor any suspicious activities such as idle youths at the area of study during data collection to map out any criminal activity and establish the effectiveness of police crime management strategies at the bus terminus.

3.7.2 Secondary Data

In this study the sources of secondary data was from journals, case files and reports, publications, periodicals, government agencies reports on crime trends and patterns, open source media such as the internet and documentaries which offered relevant and useful informative information with regard to crime hotspots, crime management strategies, patterns and trends of crime as well as the best approaches or practices in regard to bus terminus crime management in developed and developing countries.

3.8 Methods of Data Collection

There are various data collection methods including, interview, email questionnaire, posted questionnaire, self-administration, drop and pick or telephone administered

questionnaire. This study utilized both quantitative and qualitative methods of data collection as indicated below;

3.8.1 Questionnaire

This study widely utilized questionnaire as a data collection instrument since it require minimal resources in terms of human resources, cost as well as time. A well-structured set of questions was adopted for every independent variable. The questionnaire used was mainly a five point Likert scale since the study under investigation is deemed to be sensitive and confidential since it touches on a crucial security management and crime prevention aspect.

3.8.2 Interview Schedule

The study also employed interview schedule for the case of bus termini management, bus termini welfare, local leadership and business community to gain their views on the topic under study. The groups were led by Machakos Bus terminus Chairman

3.9 Ethical Considerations

This study upheld high levels of integrity and confidentiality which is cardinal in research ethical standards. The respondents was assured of their confidentiality and safety as well as being informed that the research purpose was majorly academic none of the information provided was used to victimize them. This study sought also informed consent from the respondents and also informing them that they had a choice to withdraw from this study at their own dispensation before the commencement of the exercise. A research permit and clearance to collect data was procured from the University of Nairobi, Department of Sociology and Social Work.

3.10 Data Analysis

The study used both qualitative and quantitative data analysis methods. The quantitative data collected was analyzed and summarized by utilizing descriptive statistics such as measure of central tendency as well as cross tabulations. The findings of data analysis were presented through the utilization of tables for data presentation. Conversely, the qualitative data was grouped into themes which are similar and analyzed in order to display the respondents of the opinion. The Statistical Package for Social Science (SPSS

version 21) was utilized to compute presentation and proportions of data through the bar graphs and pie charts.

Qualitative data were analyzed through content analysis. It was then formulated according to the objectives of the study. Topics major subjects that came up in discussion and major concepts or themes are identified. Using this technique the researcher perused the collected data and identifies information that was relevant to the research question and objectives then develop a coding system based on sample of collected data, classify major issues or topics covered, re-read the text and highlight key quotations or insights for interpretation.

CHAPTER FOUR
DATA PRESENTATION, ANALYSIS AND INTERPRETATION

4.1 Introduction

This chapter covered the findings of the study and the presentations are made through figures and tables for quantitative data whereas data which is qualitative in nature was presented through thematic analysis and prose as derived from the field.

4.2 Presentation of Findings

4.2.1 Response Rate

The study sought to determine the response rate of the respondents who participated in the study. The table 4.1 below shows the response rate of the study.

Table 4.1 Respondent Rate

Response	Respondents	Percentage
Returned questionnaires	71	95.0
Unreturned questionnaires	4	5.0
Total	**75**	**100**

The researcher distributed 75 questionnaires to the respondents. Out of the 75 questionnaires issued, 71 questionnaires which represent 95% were returned while 4 questionnaires which represented 5% were not returned. The questionnaires were distributed across the officers of various ranks within Kamukunji and Starehe Police Division under anti-mugging squad and undercover officers, patrol officers, crime officers and bus termini management. The response rate represented a good number for carrying on with the data analysis. This shows that majority of the respondents were very cooperative and were interested in benefiting from the recommendations that the study will make.

4.3 Socio-demographic Characteristics

4.3.1 Age of Respondents

From the findings on the questionnaire response, the study noted that the respondents had diverse age variations.

Table 4.2 Age of the Respondents

Response	Frequency	Percentage
Between 20yrs-25yrs	3	4.0
26-30	9	13.0
31-35	10	14.0
36-40	30	42.0
Above 40 years	19	27.0
Total	**71**	**100**

Table 4.2 above shows that the study was dominated by those who were aged above 30 years being represented by 42%. The respondents between the ages between 20-25 years were marked by 3(4%) of the respondents in the study and the age group between 26-30 years was marked by 9(13%). Remarkably those aged 31-35 years was marked by 10(14%) of the respondents while above 40 years were cited by 19(27%).This shows that the study was dominated by police officers who are adequately experienced in crime and security management issues . The table 4.2 above presents this variation.

4.3.2 Level of Education the Respondents

Table 4.3 Education Level of the Respondents

Categories	Frequency	Percentages
KCSE Certificate	30	42.0
College Diploma	25	35.0
Degree	16	23.0
Total	**71**	**100**

According to this study, majority of the respondents had acquired college education and secondary education subsequently. This was represented by 42% and 35% of the respondents subsequently. Notably, majority of the respondents had also acquired universities degrees in various fields such as security, forensics, criminology, public policy and governance. This was noted by 16(23%) of the respondents. The high level of academic achievements among the police officers is due to the dynamics of evolution of

crime which requires expertise and relevant skills as well as knowledge for subsequent crime prevention.

4.3.3 Years served at the Current Station

Table 4.4 Years served at the Current Station

Size	Frequency	Percent
Less than 5 years	35	49.0
5-10 years	25	35.0
More than 10 years	11	15.0
Total	**71**	**100**

This study also sought to determine the number of years the sample respondents had served at the police station which they were currently serving at. The findings cited that majority of the respondents had served within their current stations for a period of less than 5 years being represented by 35(49%) of the sample respondents. Notably, 25(35%) of the sample respondents had served for a period between 5-10 years. Moreover, 11(15%) of the respondents cited that they had served for a period of more than 10 years. The response pattern shows that majority of the officers are normally affected by annual transfers to other stations within the country to discharge their mandate hence the reason as to why majority of the respondents had served for less than 5 years. The findings are captured in table 4.4 above.

4.3.4 Response on Increase in the Rates of Criminal for the Last One Year

Table 4.5: Response on Increase in the Rates of Criminal for the Last One Year

Rate of youth crime	Frequency	Percentage
Increased	40	56.0
Reduced	11	15.0
Remained the same	12	17.0
I don’t know	8	11.0
Total	71	100.0

The study also sought to establish whether the crime rates within Machakos Bus terminus had increased or decreased for the last one year. According to the response from the sample the study observed that the rate of criminal activities within Machakos Bus

terminus had significantly increased. This was marked by 40(56%) of the respondents. Most of the respondents indicated that the increase of criminal activities was as a result of spill-over effects from Majengo slums and Muthurwa County government houses which is a home to relatively high number of unemployed youths. Notably, 11(15%) of the respondents indicated that the levels of crime within Machakos Bus terminus had reduced, 12(17%) of the sample indicated that it had remained the same while 8(11%) indicated that they did not know. Table 4.5 above represents the findings of the study.

The above findings are in line with Riedel & Rinehart, (2012) who noted that crimes within the bus termini which are violent and basically muggings and robbery in Nigeria have significantly dropped to about 75% from around 96% in the mid 2000s. The contributing factors associated with such criminal tendencies in this study conducted in Nigeria was social disorganization characterized with high unemployment rates among the youths as well as well as inadequate social control.

Further in a Key Informant Interview with the bus terminus Chief opined that;

> *''The insecurity wave affecting Muthurwa area and major facilities around like the Country bus terminus is delinquency rampant the mushrooming residential areas of Muthurwa area. There are ghettos which harbors this delinquency. They are actively involved in criminal activities at night time where they operate along Landies road, adjacent to Machakos Country Bus terminus. Their target is to waylay incoming passengers travelling within upcountry bound buses. They rob them their personal effects and valuable commodities by pretending to be bus termini management assistants for those travelling upcountry.''*

4.3.5 Common Forms of Criminal Activities within Machakos Bus terminus

Table 4.6 Response on the Forms of Criminal Acts

Category	Frequency	Percentage
Burglary	5	7.0
Assaults	8	11.0
Gangs and Vigilantism	10	14.0
Armed robbery	28	39.0
Pick-pocketing	20	28.0
Total	**71**	**100.0**

This study also sought to establish the forms of criminal activities that were being committed within Machakos Bus terminus. According to the findings presented in table 4.6 above; the study noted that majority of the respondents cited that armed robbery was common within the within Machakos Bus terminus. This was marked by 28(39%) of the sample respondents. The respondents cited that as a result of easy access to Small Arms and light weapons from neighboring neighborhoods such as Eastleigh, majority of the criminals within Machakos Bus terminus often use weapons to induce fear into their victims when unleashing their attack. This has also been captured on the installed CCTV cameras especially at night. Subsequently, 5(7%) of the respondents indicated burglary, 8(11%) of the respondents cited assault, 10(14%) of the sample respondents cited gangs and vigilantism while 20(28%) of the respondents cited pick-pocketing. The findings are in line with Ndikaru (2011) who observed that the common types of crime committed within urban areas include carjacking (9%), arson attacks (26%), sexual offences (37%), pick- pocketing (54%), robbery with violence (62%), mugging (84%) and burglary (85%) subsequently. The findings are in line with Makokha (2008) who noted that criminals who are incarcerated were living within urban areas where there were more risk factors for engaging in criminal activities. There has been significant increase in the use of weapons in committing crimes among the youths within the recent past which has been connected to violent tendencies towards victimization. Further, the respondents noted that measures such as addressing unemployment among the youths, educational and awareness programs, improving of surveillance, utilizing of problem-solving approach and Intelligence Led Policing (ILP).

4.4 Objective One: Crime Prevention Mechanisms on Crime Reduction

The first objective of this study sought to establish the effect of crime prevention strategies on crime reduction within Machakos Bus terminus. The objective was measured through indicators such as Emphasis on personal security, education among the youth, awareness training, and behavior monitoring as well as surveillance techniques. The following are the analysis related to objective one of the study;

4.4.1 Familiarity with Crime Prevention Mechanisms

Table 4.7 Familiarity with Crime Prevention Mechanisms

Response	Frequency	Percentage
Emphasis on personal security	38	54.0
Education among the youth	9	13.0
Awareness training	6	8.0
Behavior monitoring	6	8.0
Surveillance techniques	12	17.0
Total	**71**	**100**

In regard to crime prevention mechanisms on crime reduction which one was familiar with within Machakos Bus terminus, the study observed that emphasis on personal security is utilized by the police officers to prevent criminal activities within Machakos Bus terminus. This was cited by 38(54%) of the respondents. During the process of data collection the researcher noted that the passengers are informed by the bus termini management to take care of their luggages as well as raise an alarm when attacked.

Subsequently, 9(13%) noted utilization of education among the youth on alternative ways of addressing their strains. Education was regarded to be key in addressing crime rate among the youths since records from Muthurwa and Kamukunji Police station indicates that majority of those accused of engaging in crime within the bus termini was being committed by youths aged between 16-24 years. This is a vital transition period among the youths which requires appropriate education such as tertiary learning in order to control criminal activities among the youths.

Further, 6(8%) cited awareness training and behavior monitoring concurrently, for instance a number of vigilante security groups have a special task and coordinating with the police in awareness and behavior monitoring among those at the bus termini . The researcher also noted that the bus termini management through their chairman had monthly meetings with the security committee members and groups on the need of remaining vigilant in maintaining security within the bus termini in the wake of terror attacks especially in the post DusitD2 attack.

Finally, the study noted that 12(17%) of the respondents cited surveillance techniques. With regard to surveillance techniques the study noted that there were CCTV cameras within the Bus termini connected to the National Police Service Surveillance Control Centre which monitor the situation on the ground and relay timely intelligence briefs to the officers on the ground for quick response. The respondents cited that the CCTV cameras installed within the bus termini had assisted in real-time crime management within the bus termini since the undercover officers are able to point out criminal elements at the establishment

The chairman cited in a key informant interview that;

> *''The cooperation between the Police and the various stakeholders are albeit comprised by mistrust of the members of the public and the police. He alludes hat members of the public and various stakeholders commitments to combat crime is 60% and polices commitments is paltry 30% compromising effective crime reduction.''*

Further the bus terminus chief noted indicated that;

> *''The synergy between the police and the public should be strengthened through relevant programs and recommendations in order to ensure that any element of social disorder is reported to the authorities for appropriate measures.''*

4.4.2 Response on Emphasis on Personal Security

Table 4.8 Response on Emphasis on Personal Security

Response	Frequency	Percentage
Strongly Agree	35	49.0
Agree	20	28.0
Disagree	9	13.0
Strongly Disagree	7	10.0
Total	**71**	**100**

This study also sought to establish the level of agreement among the respondents on the emphasis on personal security as a measure in crime prevention on crime reduction within Machakos Bus terminus. The table 4.8 presents the findings. According to the response rate, 35(49%) of the respondents cited that they strongly agree, 20(28%) of the respondents agree, 9(13%) of the respondents cited that they disagree while 7(10%) of the respondents strongly agree. Majority of the respondents strongly agreed because this was due to the fact that there has been relatively low crime rates reported at Muthurwa Police Station and Kamukunji Police Station over the last two years as confirmed by one of the senior undercover officer during verbatim data collection. During the field study the researcher noted that that the bus terminus security management team educates the public within Machakos Bus terminus on their safety and why they need to report cases of criminal activities to the police. Notably, the secretary of Wankanyakla Business Group within the bus terminus cited that he strongly disagreed that emphasis on personal security had led to no reduction of criminal activities within the bus termini since there has been victims of criminal activities at the facility and subsequently losing of their properties at night and among other valuables. Further the bus terminus assistant chief noted that through partnership with the bus terminus security they have managed to sensitize the public on their personal security when plying the terminus especially against rowdy youths hanging around the bus terminus purporting to be agents of the travel buses to upcountry.

4.4.3 Response on Education on Crime Reduction

Table 4.9 Response on Education on Crime Reduction

Response	Frequency	Percentage
Strongly Agree	15	20.0
Agree	39	59.0
Disagree	10	15.0
Strongly disagree	7	7.0
Total	**71**	**100**

The researcher also wanted to establish the level of agreement among the respondents on why education among the youth is vital in crime prevention mechanism. According to the findings drawn from the sample respondents' majority of them indicated that they agree that education was key in crime prevention especially among the youths who come to idle around Machakos Bus terminus from informal settlements such as Majengo slum. One of the respondents' who is a fruit vendor at the termini noted that if the youths can be well educated and acquire relevant tertiary education, the youths will be in a position to depend and rely on themselves to sustain their livelihoods hence assisting in addressing the strains in life which may be crime exacerbating factors. This was cited by 39 (59%) of the respondents. Subsequently, 15(20%) of the respondents indicated that they strongly agree, 10(15%) of the respondents cited that they disagree, while 7(7%) of the respondents cited they strongly disagree. In questionnaire verbatim response the researcher noted that surveillance and education can reduce number of criminal activities since many will be arrested. The findings are represented in table 4.9 above.

4.4.4 Response on Awareness Training

Table 4.10 Response on Awareness Training

Response	Frequency	Percentage
Strongly Agree	25	35.0
Agree	35	49.0
Disagree	7	10.0
Strongly disagree	4	6.0
Total	**71**	**100**

In terms of response on awareness training, and its effectiveness, the findings of the study cited that 25(35%) of the respondents indicated that they strongly agree, 35(49%) of the respondents indicated that they agree, 7(10%) of the respondents cited that they disagree,

4(6%) of the respondents indicated that they strongly disagree. The bus terminus chief noted in verbatim response that they hold monthly meeting with the informal security group within the bus terminus, the business community, police officers and community policing committee members on some of the basic security awareness with regard to crime prevention within the bus terminus. Further, the chief noted that awareness training had assisted them in proactive crime management within the bus since there has been significant improvement in reduction of fear of crime within the bus terminus since the monthly sensitization program offers basic security management skills at the bus termini.

The OCS from Kamukunji Police Station also noted that they hold periodic meetings with the bus terminus business welfare groups, the chairman , the chief and assistant chief on the need of ensuring public safety through a collaborative effort such as community policing and the rationale behind such approaches. In such periodic meetings causes of social disorders are discussed, emerging trends in criminal activities and the relevant resources and response which can be utilized to maintain public safety and order. For example the changing pattern of terrorism is discussed within such monthly meetings being that it is a potential threat to the bus due to its vulnerability. Some of the awareness initiatives cited by the chief include *Kua rada initiatives, kaa macho and chunga mizigo yako* .Table 4.10 above represents the findings of the study.

4.4.5 Response on Behaviour Monitoring on Crime Prevention

Table 4.11 Response on Behaviour Monitoring on Crime Prevention

Response	Frequency	Percentage
Strongly Agree	20	28.0
Agree	30	42.0
Disagree	14	20.0
Strongly Disagree	7	10.0
Total	**71**	**100**

Table 4.11 below indicates the level of agreement as to whether behavior monitoring significantly assists in crime reduction within Machakos Bus terminus. According to the response rate, 30(42%) of the respondents cited that they agree, 20(28%) of the respondents cited that they strongly agree, 14(20%) of the respondents cited that they disagree while notably, 7(10%) of the respondents cited that they strongly disagree. In a

verbatim response the study noted that a group of undercover officers drawn from Kamukunji Sub-county as well as the business community welfare such as Wankanyakla Welfare Group were monitoring any suspicious activity or a person who may be of suspicious conduct within the bus terminus. The respondents from the business community also noted that they are vigilant and keep on monitoring activities of those at the bus terminus.

For instance, the business community at the bus termini is working collaboratively with the police to provide intelligence information to the police officers. Further, the study noted that the bus terminus had officers from the National Intelligence Service (NIS) whose mandate was to gather intelligence covertly within the bus termini. The intelligence information collected on suspicious behavior is monitored, collected and analyzed as well as well as disseminated to the relevant security stakeholders such as the Sub-County Criminal Investigation Officer (SCCIO) who in turn utilize the intelligence to pre-empt any planned criminal activities. A senior officer from Kamukunji Police Station also noted that they had recruited a group of informants who assist them in real-time reporting of any suspicious behavior within the bus termini. The findings are presented in table 4.11 above.

4.4.6 Response on Surveillance on Crime Reduction

Table 4.12 Response on Surveillance and Crime Reduction

Response	Frequency	Percentage
Strongly Agree	37	52.0
Agree	15	21.0
Disagree	11	15.0
Strongly disagree	8	11.0
Total	**71**	**100**

In relation to response on surveillance on crime reduction, the study reported that majority of the respondents strongly agreed that surveillance crime prevention techniques significantly influence crime reduction within Machakos Bus terminus. This was cited by 37(52%) of the respondents. Notably, 15(21%) of the respondents cited that they agree, 11(15%) of the respondents indicated that they disagree while 8(11%) of the respondents

indicated that they strongly disagree. From the response rate it is clear that surveillance through installed CCTV cameras within the bus terminus is crucial when it comes to crime reduction. The study realized through verbatim response by the respondents from the undercover police officers that surveillance techniques by officers directly and use of CCTV systems assists in exposing the offenders which eventually leads to arrest. Further the respondents noted that CCTV presence which are coordinated from the control room and information is relayed through radio calls, the police are able to detect and prevent crime. However, one of the senior officers also noted that some of the CCTV cameras are not functional while some have technical problems which require repair. The officer noted that some of the images captured and relayed to the police headquarters control room were not clear hence making it hard for the police officers to investigate criminal activities within the bus terminus. The chief at the Bus terminus noted that improved surveillance through the CCTV cameras installed at the bus termini had significantly reduced the rates of crime. The findings are captured in table 4.12 above.

4.4.7 Statement on Crime Prevention Strategies on Crime Reduction

Table 4.13 Statement on Crime Prevention Strategies on Crime Reduction

Crime prevention strategies	SA	A	D	SD	**Total**
Emphasis on personal security acts as primary crime prevention	46(65%)	11(15%)	10(14%)	4(6%)	71(100%)
Education among the youth to assist in tertiary crime prevention	25(35%)	33(46%)	8(11%)	5(7%)	71(100%)
Awareness training assist in crime prevention strategies	26(37%)	37(52%)	5(7%)	3(4%)	71(100%)
Behavior monitoring assist in crime prevention	35(49%)	27(28%)	4(6%)	5(7%)	71(100%)
Surveillance techniques influence crime prevention techniques	35(49%)	29(41%)	5(7%)	2(3%)	71(100%)

In regard to the level of agreement on the extent to which various crime prevention mechanism assist in crime reduction within Machakos Bus terminus , the study observed that majority of the respondents cited that emphasis on personal security acts as primary crime prevention . This was cited by 46(75%) of the respondents. Drivers and bus conductors often inform the passengers that they should be vigilant and ensure that they do not lose their luggages while boarding the buses.

Subsequently, 33(46%) of the respondents cited that education among the youth to assist in tertiary crime prevention, this was being done by the vigilante bus termini security groups. The researcher noted that the vigilante bus termini security groups was conducting educational initiatives among the youths who come to hustle within the bus terminus that they should strictly adhere to their hustle and avoid any criminal tendencies since it will make them to involve in criminal activities.

Moreover, the study cited that 37(52%) of the respondents noted that awareness training assist in crime prevention strategies, this include reporting any security incidence to Muroto Police post within the bus terminus. The researcher noted that the general community at the bus terminus is routinely trained on security awareness especially with regard to suspicious activities within the bus terminus as well as other criminal activities such as terrorism.

Notably, the study noted that 35(49%) indicated that behavior monitoring assist in crime prevention. The researcher noted that majority of the respondents noted that they were constantly monitoring any youth of suspicious character and collaborate with the police to ensure that any social deviation is reported and acted upon subsequently. One of the undercover police officers noted that through behavior monitoring they have been in a position to apprehend youths who appear to be suspicious and may look to be potential offenders.

The study finally noted that 35(49%) of the respondents cited that surveillance techniques influence crime prevention techniques. The researcher noted that the undercover police officers together with the vigilante bus terminus security play a crucial role when it comes to monitoring any suspicious activity within the bus terminus. The findings are captured in table 4.13 above.

In a verbatim key informant interview the chairman cited that;

> *''My office has chipped in with various concerted efforts to where Administration Police Officers attached to my office are intensifying patrol at night time to curb this menace we've put a liason committee with the country bus Management Welfare and the Country Bus Police post and Kamkunji Police Officers to activate the personnel's in-charge of security, to dress themselves with identifying uniforms to differentiate thus tasked with handling of passengers.''*

4.5 Objective Two: Crime Detection strategies on Crime Reduction

The second objective of this study was to look into some of the crime detection strategies utilized for the purpose of crime reduction within Machakos Bus terminus. The objective was operationalized through indicators such as Patrols and Observations assists, surveillance, informant's utilization and intelligence practices such as technical intelligence through CCTV cameras and undercover operations. The following are thematic analysis of the objective;

4.5.1 Response on Awareness on Crime Detection Strategies on Crime Reduction

Table 4.14 Awareness on Crime Detection Strategies on Crime Reduction

Response	Frequency	Percentage
Yes	50	70.0
No	21	30.0
Total	**71**	**100**

The study sought to determine whether the respondents were aware of crime detection strategies on crime reduction within Machakos Country Bus terminus. According to the response rate presented in table 4.14 above, the study noted that a significant number of the respondents cited that majority of them were aware of crime detection strategies on crime reduction within Machakos Country Bus terminus. This was cited by 50(70%) of the respondents. This was characterized by increase in night police patrols within the bus terminus, increase surveillance, increase in the number of arrest as well as use of informants to report any suspicious crime incidences. Consequently, 21(30%) of the

respondents felt that the crime detection strategies had not assisted in crime reduction within Machakos Country Bus terminus. The secretary of the business community (Wankanyakla Business Group) noted that there had been improved crime detection strategies within the bus terminus since there were relatively low reported crime incidences within the bus termini. One of the *Miraa* and *Mogoka* seller also noted that they had been relevant decrease in fear of crime at the bus terminus at night and traders were expressing confidence in conducting their businesses.

The findings are affirmed by the chairman who noted that;

> *''Through the community policing, members of the public are able to report freely matters of criminal nature to the police and through that we have been able to detect and reduce crime rate within the bus terminus.''*

The findings are supported by Wairagu et al., (2014) who noted that promotion of holistic crime detection approaches being implemented in conjunction with central local Authorities, the Criminal Justice system, the civil society and private sector Documentation and developing tools which supports local crime prevention initiatives is mainly perceived to be the mandate of the law enforcement , local authorities and administration police in enforcing of by-laws, private sector and community members.

4.5.2 Response on Crime Detection Strategies on Crime Reduction

Table 4.15 Response on Crime Detection Strategies on Crime Reduction

Crime Detection strategies	SA	A	D	SD	**Total**
Patrols and Observations assists in crime reduction	45(63.4%)	20(28.17%)	4(5.63%)	2(2.82%)	71(100)
Surveillance Assists in crime reduction	32(45.07%)	18(25.35%)	15(21.13%)	6(8.45%)	71(100)
Informants use assists in crime reduction	35(49.3%)	25(35.21%)	9(12.68%)	2(2.82%)	71(100)
Intelligence practice assists in crime reduction	30(42.25%)	21(29.58%)	11(15.49%)	9(12.68%)	71(100)

Key: SA= Strongly Agree; A= Agree; D= Disagree; SD= Strongly Disagree

With regard to the findings are presented in table 4.15, a number of indicators on crime detection strategies, the study noted that majority of the respondents cited that they strongly agree that patrols and observations assists in crime reduction. This was cited by 45(63.4%) of the respondents. It was observed during the data collection police do conduct patrols and gathering information but these strategies are not working well due to lack of cooperation and collaboration between various stakeholders. The study noted that through patrols, observations and surveillance the police have been able to apprehend few elements of criminals whom they have managed to arraign in court of law and subsequently secure a conviction.

Moreover, 32 (45.07%) of the sample respondents cited that they strongly agree surveillance crime detection techniques assists in crime reduction. The study noted that police do conduct surveillance operations on the buses coming into the bus termini from upcountry routes since various passengers with questionable characters to take advantage to sneak in suspected stolen properties or cross-borders criminals. The study also noticed that surveillance has helped to reduce criminal activities like access control, perimeter security wall and lighting poles erected in various places.

Additionally, 35(49.3%) of the respondents cited that they strongly agree that use of informants as crime detection strategy while a significant number of the respondents 30(42.25%) indicated intelligence practice. The study noted that through intelligence gathering from informers police are able to act with immediate effect hence reducing crime rates significantly.

Further in a key informant interview the Chairman cited that;

> *''My office has chipped in with various concerted efforts to where Administration Police Officers attached to my office are intensifying patrol at night time to curb this menace we've put a liason committee with the country bus Management Welfare and the Country Bus Police post and Kamkunji Police Officers to activate the personnel's in-charge of security, to dress themselves with identifying uniforms to differentiate thus tasked with handling of passengers.''*

4.5.3 Significance of Crime Detection Strategies on Crime Reduction

Table 4.16 Statement on Crime Detection Strategies on Crime Reduction

Category	Frequency	Percentage
Strongly Agree	38	54
Agree	14	20
Disagree	10	14
Strongly disagree	9	13
Total	71	100.0

Finally this study sought to weigh out the level of agreement of the respondents on various statements with regard to crime detection strategies on crime reduction within Machakos Bus terminus. Majority of the sample respondents cited that they strongly agree. This was cited by 38(54%) of the sample. The study noted that this was a result of decrease in number of arrests made; decrease in crime reported an increase in surveillance systems within the major bus terminus. Notably, 14(20%) of the respondents cited that they agree, 10(14%) of the respondents cited that they disagree, 9(13%) of the respondents. The table 4.16 above represents the findings.

Further the one of respondents from Muroto Police post cited that;

> "*Through community policing and improved public relationships the police and the bus termini managers have been able to reduce criminal activities effectively".*

An observation from the Bus terminus Chairman states that;

> "*Education should be done in order to know the criminals, for instance, police should be given education. Security team has been implemented to detect criminals. Insecurity has been directed observation. All the employees from the business community records have been taken. All the employees should have identification card and good conduct certificate to enhance security…"*

Finally, one of the Business Community Secretary opined that;

> *''The crime detection mechanisms are adequately effective since the police have been in a position to pre-empt criminal activities within the bus termini and crime rates within the termini have notably reduced for the last three years. For instance, mugging and pick-pocketing cases have relatively decreased within the bus termini and there has been conducive business environment within the bus termini.''*

4.6 Objective Three: Response on Crime Deterrence Strategies on Crime Reduction

The third objective sought to determine crime deterrence strategies on crime reduction within Machakos Bus terminus. The various indicators operationalized through the variable include; Apprehension of active offenders assists in crime reduction, Perimeter Security practice assists in crime reduction, Surveillance practice assists in crime reduction, Access control practice assists in crime reduction and territorial reinforcement practice influence crime reduction.

4.6.1 Crime Deterrence Strategies on Crime Reduction

Table 4.17 Crime Deterrence Strategies on Crime Reduction

Response	Frequency	Percentage
Yes	48	68
No	23	32
Total	**71**	**100**

This study also sought to establish whether crime deterrence strategies on crime reduction within Machakos Bus terminus. The findings are summarized in table 4.17 above. The study noted that majority of the respondents cited that they were aware that crime deterrence strategies on crime reduction within Machakos Bus terminus. This was cited by 48(68%). During data collection the study noted that deterrence strategies includes perimeter security wall, access control systems. Perimeter security wall created a butter zone and is a perfect deterrence mechanism to help in crime reduction. Other deterrence measures available lies with the stakeholders as put by one of the Sacco Manager. They have provided uniforms for their agents to monitor their vehicles. Further, the bus termini chief noted that the bus terminus has manned access gates which assist in regulating any authorized vehicular access into the facility hence ensuring that criminal activities such as

Vehicle-Borne Improvised Explosive Device (VBIED) are significantly deterred. Contrary to this, 23(32%) of the respondents cited that they disagree since crime rate within the bus terminus was still relatively high within the bus terminus going by the reported crimes for the last five years..

The respondents from Wankanyakla Business Community stated in a verbatim that;

> *"Apprehension of offenders and taking them to court and improvement sentencing terms is a crime deterrence strategy utilized within Machakos bus termini. Through community policing the public has been able to arrest offenders and them over to the police post for further actions."*
>
> *"Yes.Through the installation of CCTV cameras community policing enhance police patrols of both uniformed and undercover officers we have been able to deter criminal activities within the bus termini."*
>
> *"Deployed of more police personnel and regular sensitization and education of the members of the public".*

4.6.2 Statement on Crime Deterrence Strategies on Crime Reduction

Table 4.18 Statement on Crime Deterrence Strategies on Crime Reduction

Crime Deterrence Strategies and crime reduction	SA	A	D	SD	Total
Apprehension of active offenders assists in crime reduction	43(61%)	23(32%)	2(3%)	3(4%)	71(100%)
Perimeter Security practice assists in crime reduction	30(42%)	34(48%)	6(8%)	1(1%)	71(100%)
Surveillance practice assists in crime reduction	41(58%)	24(34%)	4(6%)	2(3%)	71(100%)
Access control practice assists in crime reduction	28(39%)	33(46%)	8(11%)	2(3%)	71(100%)
Territorial reinforcement practice influence crime reduction	30(42%)	33(46%)	6(8%)	2(3%)	71(100%)

Key: SA= Strongly Agree; A= Agree; D= Disagree; SD= Strongly Disagree

This study also sought to determine the respondent's statements in relation to crime deterrence strategies within Machakos Bus terminus. The response rate indicates that presented in table 4.18 above shows that majority of the respondents were of the opinion that apprehension of active offenders assists in crime reduction significantly. This was cited by 43(61%) of respondents who strongly agreed. According to police statistics from

Muroto Police post within the bus terminus there was slight decrease in apprehension of offenders within the bus terminus as a result of various deterrence measures adopted by the county government and national government. Notably, 30(42%) of the respondents cited that they agree that perimeter Security practice assists in crime reduction.

In a key informant interview the bus terminus chairman opined that;

> ''*We've barred solicitation of passengers outside perimeter fence by the unscrupulous agents who've rented to steal from them. My office is also in cooperation with top based office of Kamkunji and area DO based at Pangani where we agreed to conduct a common operation once in a month to get swoop of the illegal extractors at the Country bus.''*

Further, 41(58%) of the respondents indicated that surveillance practice assists in crime reduction, this cited by the surveillance cameras within the bus which relay information to the CCTV control centre at National Police Service headquarters, Jogoo House which relay real time information to the police on the ground for necessary action, 28(39%) of the respondents indicated that access control practice assists in crime reduction, of the respondents cited that they strongly agree that territorial reinforcement practice influence crime reduction as cited by 30(42%). This includes demarcation of the country bus to ensure that there is no conflict among the bus owners within the termini. For instance buses travelling to Kisumu have their own section as well as those travelling to Kakamega, Bondo, Busia, Bungoma and Vihiga.

One of the key informants from Techno Country Biss (T.C.B) Sacco cited that;

> ''*It should be fenced and to have one terminal exit and entry in order for easy identity and to tighten security.''*

Further the bus terminus chairman cited that;

> *''Police patrols are not effective due to improper co-ordination, the Perimeter walls should be fenced, the government should increase area of parking in country bus Machakos [in estates], harassment in country bus has been observed, more and many cartels in country bus and its environs, smugglers are many in country bus, robbers are within Machakos Country Bus, CCTV should be improved…''*

The findings are in line with Spears et al., (2015) who noted that active offender's apprehension is important initial step for their punishment and conviction. If the sanction

entails imprisonment, crime may be prevented through incapacitation of the offenders who have been apprehended. Majority of police tactics, for instance rapid response for calling of service or investigations of post-crime, are not only intended to capture the offender but to deter others as well by projecting apprehension tangible threat. Law enforcement agents, however, hinder without necessarily arresting criminals, their increased presence may prevent a motivated offender from engaging in a criminal act which is contemplated.

4.7 Objective Four: Importance of Crime Reporting Strategies on Crime Reduction

The last objective was on crime reporting strategies on crime reduction within Machakos Bus terminus. The objective was operationalized with indicators such as Undercover operation and crime reduction , bus termini management and crime reduction, Social Media Pages and crime reduction, Hotlines and crime reduction, Mobile phones and crime reduction and Video recording and crime reduction.

4.7.1 Importance of Crime Reporting Strategies on Crime Reduction

Table 4.19 Importance of Crime Reporting Strategies on Crime Reduction

Crime Reporting strategies	Very Important	Important	Moderately Important	Slightly Important	Not important	Total
Undercover operation and crime reduction	40(56%)	22(%)	6(8%)	2(3%)	1(1%)	71(100%)
Bus termini management and crime reduction	37(52%)	22(31%)	3(4%)	4(6%)	5(7%)	71(100%)
Social Media Pages and crime reduction	28(39%)	23(32%)	12(17%)	7(10%)	1(1%)	71(100%)
Hotlines and crime reduction	33(46%)	27(38%)	6(8%)	4(6%)	1(1%)	71(100%)
Mobile phones and crime reduction	35(49%)	25(35%)	3(4%)	5(7%)	3(4%)	71(100%)
Video recording and crime reduction	28(39%)	19(27%)	2(3%)	16(23%)	6(8%)	41(100%)

The study also wanted to rate the importance of the following crime reporting strategies on crime reduction within Machakos Bus terminus as opined in table 4.19 above. The study cited that majority of the respondents strongly agreed undercover operation was very important on crime reduction. This was cited by 29(71%) of sample respondents. The study noted that a group of undercover officers commonly referred to as SBIF was keeping vigil at the bus terminus to point out any suspicious act and arrest those who contravene the public order. Notably, 7(32%) of the respondents cited that the Bus termini management play an important role crime reduction, the termini played a crucial role in educating and creating awareness to the passengers on initiatives such as *Kaa rada* and *chunga mizigo yako* which is means that the passengers should be vigil, 8(20%) of respondents cited social Media Pages platforms as a crime reporting platform assists in crime reduction, the bus terminus had various social media pages such as WhatsApp groups known as Usalama country bus which seeks to create awareness and report any suspicious activity to the police, 18 (44%) cited that Hotlines reporting platforms was very important on crime reduction. During the key informants sessions the researcher noted that there was a hotline number by the bus terminus security indicated on the dust-coats of the informal security teams. Notably, 20(49%) of the sample respondents cited that utilization of mobile phones through hotlines was very important. The study noted that the police had given a mobile number to the public to report any suspicious activity within the bus terminus while 14(34%) of the sample cited that it was very important.

The Assistant Chief stated during the interview that;

> *"The strategies have been fairly effective for lesser criminal activities, the cases are monthly dealt with by Muoroto Police post and major ones, and they coordinate with mother office at Kamukunji. Recommendations includes stronger inter stakeholder co-operation in the Machakos bus station, periodical security awareness meetings with various stakeholders to reduce criminal activities…"*

Further a key informant interview by business community vice chairman known as Techno County Biss Sacco cited that;

> *''Crime measures in the bus termini include the availability of post within the terminus where cases are reported. The terminus is surrounded by the perimeter wall to regulate access. Crime prevention measures entails reporting the incidences to the relevant authorities e.g. police and welfare authorities.''*

Moreover, a significant percentage of the respondents from Techno County Biss Sacco cited that they were satisfied with the quick response they receive when reporting crime incidence within the bus terminus through the hotlines and social media pages. Majority of the respondents from Techno County Biss Sacco noted that the police normally take the shortest tome to respond to any crime incident reported from the bus terminus. The Bus terminus chairman in his verbatim also pointed out that they were receiving appropriate cooperation from the police after reporting of any suspicious activity within the bus terminus hence leading to significant reduction of insecurity and reduction of property crime within the bus terminus.

4.7.2 Frequency of Reporting Criminal activities at the Machakos Bus terminus

Table 4.20 Frequency of Reporting Criminal activities at the Machakos Bus terminus

Extent of contribution	Frequency	Percentage
Always	30	42.0
Very often	20	28.0
Sometimes	6	8.0
Rarely	9	13.0
Never	6	8.0
Total	**71**	**100.0**

The final thematic analysis on crime reporting strategies was on how frequent criminal activities within Machakos Bus terminus are reported to the police in relation to crime reduction. The study noted that majority of the respondents cited that they always receive crime reported from the members of the public on a number of times. This was cited by 30(42%) of the respondents. Notably, 20(28%) of the respondents cited that they often receive reports from the public on criminal activities, 6(8%) cited sometimes, 9(13%)

indicated rarely, 6(8%) cited that they never. The researcher noted that they always report incidences to the relevant authorities like the welfare and the police. Conversely, a small percentage from the bus terminus business welfare noted that the police were not committed in addressing crime incidences within the terminus since some of the suspects are immediately released upon paying of bribe to the officers instead of promoting restorative justice and upholding restitutive law.

The bus terminus Chairman alludes through proper intervention by the higher policing authorities in the reported cases; crime reduction will be highly reduced. The findings are in line with Farrel (2016) in the United Kingdom who noted that providing an amicable synergy between the police and the public assist in real time crime reporting hence leading to significant reduction in victimization rates. In his further findings, he noted that promoting of police-public partnership assists in building confidence and trust among the public hence ensuring a collaborative approach in reporting of crime incidences as well as improving police-public appeal.

4.8 Summary of Data Analysis

This chapter addressed the data analysis as well interpretations of findings of the study. The chapter made various thematic analyses on the four objectives. It has significantly analyzed all the operationalized indicators of the four objectives. The findings have been presented through descriptive analysis by utilizing frequency and percentages which were completed by qualitative analysis through the prose form and thematic analysis form the key informant interviews and the research open ended questions.

CHAPTER FIVE

SUMMARY, CONCLUSIONS AND RECOMMENDATIONS

5.1 Introduction

This chapter covers the summary of the study findings, the research questions highlighted in chapter one as well as conclusion premised over the thematic study findings significantly. Notably, this particular chapter also draws timely recommendations based on the findings of study. Finally the chapter also made recommendations for further studies by citing particular areas of improvement.

5.2 Summary of the Findings

The study sought to assess police crime management strategies on crime reduction within Machakos Country Bus Terminus, Nairobi County, Kenya.The study was guided by four specific objectives; to assess the influence of crime prevention strategies on crime reduction within major bus terminus, to investigate the influence of crime detection strategies on crime reduction within major bus terminus, to examine crime deterrence strategies on crime reduction within major bus terminus and to explore crime reporting strategies on crime reduction within major bus terminus in Kenya. This study collected data from police officers drawn from Kamukunji and Starehe Police Division drawn under Anti-Mugging Squad Officers and Undercover Officers, Patrol Officers as well as bus terminus management who acted as key informants (namely; Bus termini chairman, business welfare management, in charge of bus terminus security, local leadership and business community) .The study was guided by the Routine Activity Theory and Broken Windows Theory. The researcher adopted the descriptive research design to guide the study. The stratified sampling technique and purposive sampling method was used to calculate the sample size. The data collection methods adopted was both quantitative and qualitative in nature; the questionnaire was administered to the police officers while the key informant interviews were conducted by the Bus terminus chairman, business welfare management, in charge of bus terminus security, local leadership and business community. The quantitative data was analyzed using descriptive statistics while the qualitative data was presented in prose as obtained from the field exercise.

5.2.1 Crime Prevention Strategies on Crime Reduction

In regard to crime prevention mechanisms on crime reduction which one was familiar with within Machakos Bus terminus, the study observed that emphasis on personal security is utilized by the police officers to prevent criminal activities within Machakos Bus terminus. This was cited by 38(54%) of the respondents. During the process of data collection the researcher noted that the passengers are informed by the bus termini management to take care of their luggages as well as raise an alarm when attacked. Subsequently, 9(13%) noted utilization of education among the youth on alternative ways of addressing their strains, 6(8%) of the respondents cited 6(8%) cited awareness training and behavior monitoring concurrently, for instance a number of vigilante security groups have a special task and coordinating with the police in awareness and behavior monitoring among those at the bus termini while 12(17%) of the respondents cited surveillance techniques.

5.2.2 Crime Detection Strategies on Crime Reduction

The study sought to determine whether the respondents were aware of crime detection strategies on crime reduction within Machakos Country Bus terminus. According to the response rate, the study noted that a significant number of sample respondents cited that aware of crime detection strategies on crime reduction within Machakos Country Bus terminus. This was cited by 50(70%) of the respondents. This was characterized by increase in night police patrols within the bus termini, increase surveillance, increase in the number of arrest as well as use of informants to report any suspicious crime incidences. Consequently, 21(30%) of the respondents felt that the crime detection strategies had not assisted in crime reduction within Machakos Country Bus terminus.

5.2.3 Crime Deterrence Strategies on Crime Reduction

Among the key objectives of the study was also to establish whether crime deterrence strategies on crime reduction within Machakos Bus terminus. The study noted that majority of the respondents cited that they were aware that crime deterrence strategies on crime reduction within Machakos Bus terminus. This was cited by 48(68%). During data collection the study noted that Deterrence strategies includes perimeter security wall, access control systems. Perimeter security wall created a butter zone and is a perfect

deterrence mechanism to help in crime reduction. Other deterrence measures available lies with the stakeholders as put by one of the Sacco Managers. They have provided uniforms for their agents to monitor their vehicles. Contrary to this, 23(32%) of the respondents cited that they disagree.

5.2.4 Crime Reporting Strategies on Crime Reduction

The final thematic analysis on crime reporting strategies was on how frequent criminal activities within Machakos Bus terminus are reported to the police in relation to crime reduction. The study noted that majority of the respondents cited that they always receive crime reported from the members of the public on a number of times. This was cited by 30(42%) of the respondents. Notably, 20(28%) of the respondents cited that they often receive reports from the public on criminal activities, 6(8%) cited sometimes, 9(13%) indicated rarely, 6(8%) cited that they never. The researcher noted that they always report incidences to the relevant authorities like the welfare and the police. The strategies have helped to reduce crime even though police have been not effectively dealing with these cases to the care, by taking offenses to the court's asserts the manager

5.3Conclusion

As indicated in chapter four of this study, crime within the public transport systems among the bus termini cannot be comprehended without assessing its environmental and social context. The same is true for prevention as well; a transport entity cannot address fear of crime and crime alone, multi-sectoral partnerships are ultimately paramount. The significance of such partnerships depends on the fact that they allow a range of agencies and sectors to form similar objectives-in the current case, public transport safety-through a well-coordinated action. It is paramount to include the various key stakeholders from the beginning in forming crime management initiatives. Public transport users need to represented and identified in any particular implemented initiative. This assists in giving the crime management programmes legitimacy and take account of views and experience of users.

An effective prevention, detection, deterrence strategy require to be included in five elements; multiple approaches interventions, an integrated approach, interested parties,

in-depth safety audit and evaluation and monitoring. Fear of crime and crime within the public transport sector is heterogeneous, affecting various groups in diverse ways (young people, women, men among others) and in diverse parts of the transport networks. Interventions require being adapted to the concerns and experiences of these different contexts and communities. The safety audit needs to be reliable and disaggregated data to monitor the crime and fear distribution along the transport network and the groups experiences. This assists the risk factors particular to various groups and areas to be identified and assists relevant programs for intervention to be developed.

An integrated strategy should take into consideration the socioeconomic context of the bus termini, include planning on land use, and the influence of surrounding areas such as Majengo slums around Machakos Bus terminus have on crime incidences at bus termini. Moreover, it should also take into account situational determinants which trigger the crime levels, public transport insecurity, while crime management strategies in other parts of the city can assist in reinforcement of the strategy. Crime prevention strategies must utilize proactive crime management approaches relating to diverse risk factors of crime incidences. They must take into consideration of problem-oriented crime management initiatives to get to the problem root causes. In conclusion, as with any prevention initiative, it is paramount to evaluate and monitor interventions put in place on regular basis, to evaluate their effectiveness and to adapt to the ever changing circumstances.

5.4 Recommendations

The first recommendation of this study is that there is a need to improve illumination and lighting as well as removing dark corners and hiding places. This is part of Crime Prevention through Environmental Design commonly referred to as CPTED. The CPTED strategies commonly normally involve four strategies which talks of natural surveillance, natural access control, maintenance as well as natural territorial reinforcement.

The second recommendation is that the management of the bus termini should invest on both formal and informal crime management approaches in order to lower risk on the public transport network.

Notably, there is a need to promote intelligence led policing within the bus termini in order to assist in monitoring and surveillance of any suspicious criminal activity within the bus termini.

On the fourth recommendation, the study recommends on the introduction of new technologies and transport systems can also influence the levels of crime rates significantly. Alternatively, the use of CCTV by businesses adjacent to bus stops or shelters should be regarded

The study recommends fifthly on the promotion of holistic crime prevention approaches being implemented in conjunction with law enforcement, community members, the civil society and private sector is paramount in bus termini crime management

In addition, this study recommends that the police should heighten patrols within the bus termini. The study observed that there were notable areas within the bus termini which require more police presence especially the route leading to Gikomba Market where majority of the street families have established temporary homes. This may entail institution of unpredictable programmes of patrols for particular locations within the bus termini.

Moreover, any idler around the bus termini should be questioned and also do away with gambling zones and drug bases within the bus termini. The study recommends that the police should keenly pay attention to the affected areas and address the issue of youth's idleness within the establishment.

There is need to improve the working tools of the police: the National Police Service should continuously invest in policing modern technology as well be more proactive and avoid traditional crime management approach. The law enforcement agents require modern equipment which matches the emerging technologies if they are to stand a vantage position in crime reduction.

Finally, conducting of civic education on security matters should be regarded to be paramount. This study recommends that there should be active participation on civic

security matters as well as the significance of peaceful coexistence and also on their mandates as far upholding of law and order is concerned.

Lastly, community-based interventions such as diversion, prevention, restorative justice and non-custodial are encouraged as the most effective ways of handling youth in conflict with the law.

5.5 Suggestions for Further Studies

i. This study recommends for a further research to be conducted on youth engagement in criminal acts on a national and regional basis to determine the crime rates and crime determinant factors within major bus termini. This study was limited to Machakos Bus terminus but there is actually need to conduct extensive and further study in order to properly address the serious concerns beyond crime detection, prevention, deterrence and reporting within major bus termini in Kenya

ii. The study recommends for further research on the environmental factors leading to increase in criminal activities within rail termini in Kenya since it is an area which none of the research has been conducted.

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APPENDICES

APPENDIX I: QUESTIONNAIRE (Anti-Mugging Squad Officers, Undercover Officers, Patrol Officers, Crime Officers)

Instructions

This questionnaire is meant to collect data for my Master of Arts in Sociology (Criminology and Social order). The title of the study is on assessment police crime management strategies on crime reduction within major bus termini in Kenya. A case of Machakos Country Bus terminus, Nairobi County. You have been selected as one of the respondents, and if you consent to participate, you are kindly requested to be sincere with your answers. Please note that any information you will give will be treated with utmost confidentiality and privacy, and will only be used for academic purposes.

SECTION A: PERSONAL DATA

1. **Gender**

   Male ☐
   Female ☐

2. **Age Bracket**

   Between 20 Yrs-25Yrs ☐
   26-30 Years ☐
   31-35Years ☐
   36-40 Years ☐
   Above 40Years ☐

3. **Highest Educational Level**

   KCSE Certificate ☐
   College Diploma ☐
   Degree ☐
   Masters Degree ☐

4. How long have you served within your current station?

   Less than 5 years ☐
   5-10 years ☐
   More than 10 Years ☐

5. In the last year how has been the rate of criminal acts within Machakos Country Bus terminus and other bus termini in Nairobi County (?)

   Increased ☐

Reduced ☐

Remained the same ☐

I don't know ☐

6. What are the forms of criminal acts that are common within Machakos Bus terminus?

Burglary ☐

Assaults ☐

Gangs ☐

Armed robbery ☐

Pick-pocketing ☐

Other (Specify) …….

SECTION B: CRIME PREVENTION STRATEGIES ON CRIME REDUCTION

7. a) Among the following crime prevention mechanisms on crime reduction which one are you familiar within Machakos Bus terminus

Emphasis on personal security ☐

Education among the youth ☐

Awareness training ☐

Behavior monitoring ☐

Surveillance techniques ☐

b) Explain the responses above

……

……

……

8. a) Kindly rate your level of agreement on the following statement -Strongly Agree (1), Agree (2), Disagree (3), strongly disagree (4). Do you agree that these mechanisms assist in crime prevention within major bus termini in Kenya?

STATEMENT	SA	**A**	**D**	**SD**
Emphasis on personal security				
Education				
Awareness training				
Behavior monitoring				
Surveillance				

b) Explain the responses above

……

……

……

9. a) On a Likert scale of 1-4 kindly rate your level of agreement in relation to the following statements on crime prevention strategies with regard to crime reduction; Strongly Agree (1), Agree (2), disagree (3), strongly disagree (4).

	Crime prevention strategies	SA	A	D	SD
1	Emphasis on personal security acts as primary crime prevention				
2	Education among the youth to assist in tertiary crime prevention				
3	Awareness training assist in crime prevention strategies				
4	Behavior monitoring assist in crime prevention				
5	Surveillance techniques influence crime prevention techniques				

b) Explain the responses above

……
……
……

10. In your view what do you think should be done to strengthen the prevention strategies on crime reduction within Machakos Country Bus terminus? Explain

……
……
……

SECTION C: CRIME DETECTION STRATEGIES ON CRIME REDUCTION

11. a) Are you aware of crime detection strategies on crime reduction within Machakos Country Bus terminus?

Yes ☐

No ☐

b) If Yes Explain

…….....
.....
……

12 a) In your own observation indicate your level of agreement on the following statements in relation to crime detection strategies on crime reduction within Machakos Country Bus terminus where 1) Strongly, Agree, 2) Agree, 3) Disagree, 4) strongly disagree

	Crime Detection strategies	SA	A	D	SD
1	Patrols and Observations assists in crime reduction				
2	Surveillance Assists in crime reduction				
3	Informants use assists in crime reduction				
4	Intelligence practice assists in crime reduction				

b) Explain the responses above

……

……

……

13. a) Do you agree that crime detection strategies have significantly influenced crime reduction within Machakos Country Bus terminus?(Tick Appropriately)

Strongly Agree ☐

Agree ☐

Disagree ☐

Strongly Disagree ☐

b) Explain your justification in relation to question 12 (a) above

…….....

.....

.....……

14. In the last one year how has the following crime detection strategies assisted in crime reduction within Machakos Country Bus?

Increasing mobile and foot patrols on crime reduction

.....

.....……

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Emphasis on intelligence-led policing on crime reduction

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.....……

Neutralization of organized crime syndicate on crime reduction

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Eradication of crimes of violence on crime reduction

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.....

Equal partnership between the Police on the public and crime reduction

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.....

.....

SECTION D: CRIME DETERRENCE STRATEGIES ON CRIME REDUCTION

15. a) Are there any crime deterrence strategies on crime reduction within Machakos Bus terminus?

Yes ☐

No ☐

b) If Yes Explain

……

……

……

16. a) In your own view do you agree that the following crime deterrence strategies assists in crime reduction within Machakos Bus terminus, where 1) Strongly, Agree, 2) Agree, 3) Disagree, 4) strongly disagree(Tick Appropriately)

	Crime Deterrence Strategies and crime reduction	SA	A	D	SD
1	Apprehension of active offenders assists in crime reduction				
2	Perimeter Security practice assists in crime reduction				
3	Surveillance practice assists in crime reduction				
4	Access control practice assists in crime reduction				
5	Territorial reinforcement practice influence crime reduction				

17. b) What are other crime deterrence strategies that you are aware of within Machakos Bus terminus?

.....
……
.....

18. a) In your own opinion has the crime deterrence measures employed on crime reduction within Machakos Bus terminus been effective?(cite instances where possible)

.....
……
.....

b) What do you think should be done to strengthen these strategies?

.....
……
.....

SECTION E: CRIME REPORTING STRATEGIES AND CRIME REDUCTION

19. a) On a scale of 1-5 where 1= very important, 2= Important, 3= Moderately Important, 4=Slightly Important, 5= Not important? Rate the importance of the following crime reporting strategies on crime reduction within Machakos Bus terminus

Crime Reporting strategies	**Very Important**	**Important**	**Moderately Important**	**Slightly Important**	**Not important**
Undercover operation and crime reduction					
bus termini management and crime reduction					
Social Media Pages and crime reduction					
Hotlines and crime reduction					
Mobile phones and crime reduction					
Video recording and crime reduction					

b) Explain the responses above

……

……

……

20. a) How frequent are criminal activities within Machakos Bus terminus reported to the police in relation to crime reduction?

Always ☐

Very often ☐

Sometimes ☐

Rarely ☐

Never ☐

b) In relation to your choice in question 18(a) above do you think that crime reporting to the police has significantly influenced crime reduction within Machakos Bus terminus?(Explain)

……

……

……

21. (a) In your view, what are the challenges faced in reporting of crime at the Machakos Country Bus terminus?

……

……

……

(b) What do you think should be done to strengthen the reporting strategies? Explain

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……

……

22. Any other suggestions on the improvement of crime management strategies for effective crime reduction?

……

……

……

APPENDIX II: INTERVIEW GUIDE (Bus Termini Management, Bus Termini Welfare, Local Leadership and Business Community)

Introduction

This interview schedule is meant to collect data for my Master of Arts in sociology (Criminology and Social order). The title of the study is on assessment of police crime management strategies on crime reduction within major bus termini in Kenya. A case of Machakos Country Bus terminus, Nairobi County. The interview schedule is for bus termini management, bus termini welfare, local leadership and business community who shall be part of the study. You have been selected as one of the respondents, and if you consent to participate, you are kindly requested to be sincere with your answers. Please note that any information you will give will be treated with utmost confidentiality and privacy, and will only be used for academic purposes.

Response on Crime Prevention Strategies and crime reduction

i. Are you aware of any crime prevention measures on crime reduction within Machakos Country Bus terminus?

ii. What are these types of crime prevention measures on crime reduction within Machakos Country Bus terminus?

iii. Have the measures adopted in roman (ii) above effective on crime prevention within Machakos Country Bus terminus?

Crime Detection Strategies and crime reduction

i. How do you detect criminal activities within this major bus terminus?

ii. Does surveillance assist you in reducing criminal activities within this major bus terminus?

iii. Do you have cooperation between you and the police on crime reduction within this major bus terminus?

Crime Deterrence Strategies and crime reduction

i. Are you aware of any crime deterrence measures within Machakos Bus terminus?

ii. Has the perimeter security around the bus termini assisted in crime reduction within Machakos Bus terminus?

Yes ( )

No ( )

iii. What are other crime deterrence measures within Machakos Bus terminus?

Crime Reporting Strategies and crime reduction

i. What some of the crime reporting strategies utilized on crime reduction within Machakos Bus terminus?

ii. Has these strategies been effective?

Yes ( )

No ( )

If Yes Explain

……..……
……
……

iii. What are your recommendations towards the improvement of these strategies?