# Work Stress and the Incidence of Drug Use among Commercial Tricycle Riders in Ilorin Metropolis

**[1]Ayeni, Daramola Kayode., [2]Fapohunda, Tinuke Moradeke., [2]Genty, Kabiru Ishola**

**[1]Department of Industrial Relations and Human Resources Management Lagos State University, Ojo, Lagos; Nigerian Defence Academy, Kaduna, Nigeria**

**[2]Department of Industrial Relations and Human Resources Management, Lagos State University, Ojo, Lagos**

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## ABSTRACT

This study investigated the interplay between work-related stress and drug use among commercial tricycle riders in Ilorin Metropolis, Nigeria. Utilizing a quantitative research design, data were gathered from 220 participants through a structured questionnaire. The study unveiled a range of significant work-related stressors faced by these riders, including financial instability, prolonged working hours, traffic congestion. Remarkably, the study found that majority of respondents resorted to drug use as a coping mechanism for stress, encompassing substances like alcohol, inhalation and injection of substances. Regression analysis confirmed a noteworthy association between work-related stress and drug use. These findings underscore the urgent need for tailored interventions and policies to address the well-being and safety of commercial tricycle riders. Recommendations include implementing stress management programmes that are customised to the particular issues that tricycle riders experience, Create and implement financial literacy programmes tailored to tricycle riders.

**Keywords:** drug use, commercial tricycle, coping mechanisms, riders, substance abuse, work stress.

## INTRODUCTION

The problem of work-related stress is a widespread phenomenon that has an effect on workers worldwide in a variety of industries and sectors. According to reports from the World Health Organisation (WHO), stress at work significantly affects a huge number of workers worldwide (Isfahani, 2022; Tang, 2014). In the workplace, stress can emanate from a variety of sources, including job insecurity, inadequate income, and the pressure to meet stringent deadlines (Frone, 2015). Notably, the impact of work-related stress on individuals' lives is not confined to professional settings; it permeates into their personal lives, influencing decision-making and coping mechanisms.

One alarming manifestation of coping with work-related stress is the resort to drug use as a means of escape and solace. Research indicates that individuals engaged in high-stress occupations are more susceptible to adopting substance use as a coping mechanism (González-Macías & Salazar-Estrada, 2017). This phenomenon, often rooted in a desire for temporary relief from the burdens of their profession, carries significant health and societal implications. Commercial tricycle riders, confronted daily with a barrage of stressors, are a group particularly prone to this coping strategy (Mereish et al., 2015).

Alcohol and illegal drugs are two examples of psychoactive substances that can be used in a detrimental or dangerous way, according to the World Health Organisation. Contrarily, substance use refers to the consumption, inhalation, injection, or other absorption into the body of a limited number of substances, such as alcohol, tobacco products, narcotics, inhalants, and other substances, with the potential for dependency and other negative consequences (CDC, 2021). A drug can be abused if it is used contrary to instructions or in excess of what is indicated. In other words, a person can use drugs or alcohol without becoming addicted to them or even

developing a drug use problem (WHO, 2022). The negative effects of illegal drug use on society range from physical to psychological and social harm to the user and others impacted by their actions (WHO, 2018).

The commercial tricycle, known as "Keke Napep" or "Maruwa," serves as a ubiquitous mode of urban transportation in Nigeria, contributing significantly to the livelihoods of countless individuals. Ilorin Metropolis, like many Nigerian cities, relies on this sector for efficient short-distance commuting. However, behind the bustling streets and colorful tricycles, lies a stark reality—the commercial tricycle rider profession is rife with relentless challenges and work-related stressors. These stressors, including prolonged working hours, financial instability, and the perpetual battle against traffic congestion, create a unique and demanding work environment for tricycle operators. Consequently, this paper delves into the intricate relationship between work-related stress and the incidence of drug use among commercial tricycle riders in Ilorin Metropolis.

Understanding the factors driving drug use among this population is not only academically significant but also has practical implications. Recognizing the unique stressors faced by commercial tricycle riders is essential to develop targeted interventions that address their specific needs. Therefore, this study employs a quantitative research design, focusing solely on surveys, to comprehensively investigate the issue at hand. The subsequent sections will delve into the methodology, results, discussion, and recommendations derived from this comprehensive quantitative study, with the aim of shedding light on this critical relationship of work-related stress and drug use in the context of Ilorin Metropolis.

**Research Objectives**

1. To examine the relationship between prolong working hours and consumption of alcohol among tricycle riders in ilorin metropolis

2. To evaluate the association between financial instability and inhalation of substances among tricycle riders in ilorin metropolis

3. To investigate how battle against traffic congestion associate with injection of substances.

**Theoretical Framework: Transactional Model of Stress and Coping (TMSC)**

The Transactional Model of Stress and Coping (TMSC), developed by Richard Lazarus and Susan Folkman, offers a comprehensive framework for understanding the intricate relationship between work-related stress and the incidence of drug use among commercial tricycle riders in Ilorin metropolis (Lazarus & Folkman, 1984). According to this model, stress is not solely determined by external factors; rather, it involves a dynamic process where individuals continuously interact with their environment and appraise stressors based on their unique perceptions (Lazarus & Folkman, 1984).

Within the context of tricycle riders, the cognitive appraisal process outlined by Lazarus and Folkman involves the subjective evaluation of stressors related to their work, such as prolonged working hours, financial instability, and the battle against traffic congestion (Lazarus & Folkman, 1984). This subjective appraisal is crucial, as it influences the coping mechanisms employed by individuals facing these stressors.

Coping strategies, as categorized by the TMSC into problem-focused and emotion-focused coping, play a significant role in the stress experience of tricycle riders (Lazarus & Folkman, 1984). Some riders may engage in problem-focused coping, such as seeking additional sources of income to address financial instability, while others may resort to emotion-focused coping, including the use of substances to alleviate emotional distress.

Empirical evidence supporting the TMSC's relevance to occupational stress and coping abounds. Folkman and Lazarus (1985) conducted seminal research highlighting the critical role of cognitive appraisal in shaping individuals' responses to stress. Their work emphasized that the perception and interpretation of stressors significantly influence the emotional and behavioral outcomes. Moreover, the application of the TMSC to transportation professionals has been evident in studies such as those by Evans and Wener (2007). Their research

delved into the stressors faced by drivers, emphasizing the importance of considering individual appraisals and coping mechanisms in understanding the impact of stress on behavior.

In the context of tricycle riders, prolonged working hours may be appraised as a threat to well-being, especially if it encroaches on personal time or amplifies fatigue. Financial instability could be perceived as a hindrance to meeting basic needs, intensifying stress levels. The daily battle against traffic congestion may be seen as a chronic, uncontrollable stressor, further compounding the stress experienced by these riders.

Coping mechanisms, a central component of the TMSC, are crucial in understanding how tricycle riders respond to stress. Drug use can be viewed as a form of emotion-focused coping, wherein individuals seek to manage the emotional distress associated with stressors. This aligns with the findings of studies exploring coping behaviors among individuals facing chronic stressors. For example, the work of Carver, Scheier, and Weintraub (1989) supports the notion that individuals often resort to behaviors aimed at alleviating emotional distress, even if they may not be the most adaptive in the long term.

It is important to consider its assumptions and limitations. The model assumes a rational and deliberate cognitive appraisal process, which may not always align with real-world decision-making in the face of chronic or overwhelming stressors (Lazarus & Folkman, 1984). Additionally, the TMSC tends to focus on individual-level processes, potentially overlooking the influence of social and environmental factors on coping strategies, such as peer influence and societal norms within the community of tricycle riders.

**Conceptual Review**

Work stress is a multifaceted phenomenon that has garnered considerable attention from scholars in various fields. According to Shahid, Latif, Sohail, & Ashraf (2011), workplace stress is a dangerous component of the workplace and a growing issue in organisations. Hellriegel and Slocum (2010, cited in Onu et al. 2019) further elaborated on the concept by stating that "Stress is the excitement, feeling of anxiety, and/or physical tension that occur when the demands placed on an individual are thought to exceed the person's ability to cope." According to Okwuagwu and Agu (2017), stress is a state that happens when expectations placed on people surpass their capacity for adaptation or coping. The effects of occupational stress would appear to cut across all organizational players. In the contemporary context, Lepine and Podsakoff (2017) expanded on these ideas by considering the role of organizational factors in stress, arguing that work stress is also influenced by aspects like leadership, culture, and job design. Furthermore, in a more recent study, Danna and Griffin (2020) emphasized the dynamic nature of work stress, suggesting that it is a process influenced by ongoing interactions between individuals and their work environment. This literature review highlights the evolution of the concept of work stress, from its early focus on individual appraisal to a more nuanced understanding that incorporates organizational and dynamic elements, thereby providing a richer comprehension of the phenomenon in the modern workplace.

**Work-Related Stress and its Consequences**

Work stress is a pervasive and pressing issue in today's workforce, affecting employees across various industries and at all levels of organizations. This phenomenon has garnered significant attention from researchers and scholars in recent years, as its prevalence continues to rise.

One of the hallmark consequences of work-related stress is its association with drug use. The intricate interplay between stress and substance use has been well-documented (Frone, 2015). Individuals experiencing high levels of stress may turn to substances as a way to cope with the demanding nature of their work environment. This coping mechanism can lead to a vicious cycle, with substance use exacerbating stress and stressors driving further substance use. Such patterns have been observed in various occupational settings (González-Macías & Salazar-Estrada, 2017).

Maslach, (2017), highlights the alarming increase in workplace burnout, often a consequence of chronic work stress. Her work emphasizes the adverse effects of work stress on employees' mental and physical well-being,

as well as its detrimental impact on organizational performance. This underscores the significance of addressing work stress as a critical issue within the contemporary workforce.

A recent study by Sauter (2002) discusses the prevalence of work-related stress and its association with various occupational hazards. This research reveals that job demands, long working hours, and a lack of control over one's work are contributing factors to the increasing prevalence of work stress. Moreover, it highlights the importance of considering both individual and organizational factors when addressing work stress, as it is a complex issue influenced by various facets of the work environment.

Turning our attention to tricycle riders, it is essential to recognize that they are not exempt from work-related stress. Professionals who spend a significant portion of their workday on the road, such as truck drivers, delivery personnel, and ride-sharing drivers, often face unique stressors. These stressors can include traffic congestion, tight schedules, and the pressure to meet delivery deadlines or passenger expectations.

Recent studies on work stress among vehicle riders have shown that the demands of the job, including long hours spent driving, irregular work schedules, and isolation, can lead to significant stress levels (Cacciabue & Michelon, 2020). This stress can negatively affect their mental well-being and even contribute to safety risks on the road, as stressed drivers may become more prone to accidents.

Scholarly literature has consistently highlighted the vulnerability of certain populations to substance abuse as a means of coping with stressors. Among these populations, individuals engaged in high-stress occupations are particularly at risk (Mereish & Poteat, 2015). The unique stressors associated with these professions, such as unpredictable work hours, exposure to trauma, and a high-pressure work environment, create conditions that may lead individuals to seek solace in substance use.

Commercial tricycle riders, colloquially referred to as "Keke Napep" or "Maruwa" operators in Nigeria, represent a vulnerable population grappling with the burden of work-related stress. These individuals face daily challenges on the road, including navigating through traffic congestion, enduring extended working hours, and striving to make ends meet with often meager incomes. These stressors, combined with limited access to mental health support and coping resources, position them as a group susceptible to the coping strategy of drug use (Mereish & Poteat, 2015).

**Empirical studies**

The empirical studies conducted by previous researchers provide valuable insights into the prevalence of drug use among commercial tricycle riders, the stressors they face, coping mechanisms employed, and factors contributing to drug use within this population. While each study focuses on a specific geographical location within Nigeria, they collectively shed light on a nationwide issue affecting the well-being of these riders.

Ayinmoro, Uzobo, Tobin, & Owota, (2020) study focuses on the relationship between alcohol consumption and road rage among commercial tricycle riders in South-South Nigeria. It highlights that alcohol consumption is prevalent among these riders, with various types of alcoholic beverages being consumed regularly. The study establishes a significant association between alcohol consumption and road rage, indicating a potential link between substance use and aggressive behavior on the road. This suggests that one of the key stressors for tricycle riders is likely the pressure of navigating traffic and dealing with road rage incidents.

Bako's (2020) study, conducted in Makurdi Metropolis, emphasizes the high prevalence of psychoactive substance use among commercial motorcyclists, including alcohol, cigarettes, tramadol, and marijuana. The study also reveals that the riders are aware of the negative consequences of substance use, including road traffic accidents and psychological disorders. This underscores the importance of understanding the stressors these riders face, as the need to cope with these stressors might contribute to their drug use as a way of self-medication or escape.

Afolaranmi, Hassan, Ugwu, Onche, Obasi, Stephen, Ugwu, & Bupwatda (2020) study in Jos North Local Government Area of Plateau State reveals that a significant percentage of commercial tricycle operators use

psychoactive substances. The study identifies predictors of substance use, including a family history of substance use and a lower level of education. This emphasizes the need to consider both individual and environmental factors when understanding drug use among this population. Stressors in their work environment, coupled with family influences, appear to contribute to their drug use.

Nelson, Umoh, Essien, and Brown (2018) qualitative interview study in Uyo, Nigeria, offers a unique perspective by exploring tricycle riders' perceptions of psychoactive drug use and its relationship to road traffic accidents. The riders in this study acknowledge the impact of drug use on their ability to operate tricycles safely and suggest measures such as education, drug screening, and reducing the availability of psychoactive drugs to mitigate this issue. This study underscores the importance of considering the perspectives of the riders themselves when addressing drug use and road safety.

In summary, these empirical studies collectively provide a comprehensive picture of the challenges faced by commercial tricycle riders in Nigeria, including the prevalence of drug use, stressors in their workplace, coping mechanisms, and the factors contributing to substance abuse.

# METHODS

### Research Design

This study employs a quantitative research design to investigate the relationship between work-related stress and drug use among commercial tricycle riders in Ilorin Metropolis. Quantitative research is well-suited for capturing numerical data, allowing for the assessment of the prevalence of drug use and the measurement of various factors associated with work-related stress (Creswell & Creswell, 2017).

### Study Area

The study was conducted in Ilorin Metropolis, the capital city of Kwara State in Nigeria, strategically located within the savannah region. Ilorin Metropolis has experienced significant growth in population and economic activities over the years. However, this growth has outpaced the development of essential infrastructure and social amenities, leading to challenges in access to healthcare, housing, electricity, and other basic services.

The local economy primarily relies on commerce, services, and various low-level office jobs, with a significant informal sector. Despite economic activity, a notable portion of the population lives below the national poverty line. Recently, there has been a surge in the use of tricycles, known as "Keke Napep" or "Keke Maruwa," for public transportation in response to government initiatives aimed at reducing unemployment and promoting safer transportation alternatives. This growth is driven by concerns about motorcycle-related head injuries and the rising costs of automobile maintenance.

Consequently, a significant number of young men in Ilorin are engaged in commercial tricycle riding, serving as vital components of the city's transportation network. These tricycle operators, known as "Keke" riders, grapple with unique stressors associated with their occupation. Ilorin Metropolis, with its dynamic urban landscape and the prevalence of tricycle riders, provides an ideal setting to investigate the relationship between work-related stress and drug use among this group, shedding light on a pressing public health issue.

### Study Population

The study population comprises commercial tricycle riders operating within Ilorin Metropolis. This population is diverse in terms of age, socio-economic background, and work experience. The inclusion of riders from different backgrounds enhances the generalizability of the findings to the broader community of tricycle operators in Nigerian cities. The total population size of Ilorin metropolis is 1,030,498 according to world population review. There are no definite known number of tricycle riders as at the time of consulting this research. However following the report of Obakemi (2021) there were 869 registered tricycle riders in Ilorin and 15 major parks, namely University of Ilorin, Tipper-garage, post-office, offa-garage, Sango, Igaa-Akanbi, Geri Alimi, Okelele, Michael Immodu, Oja-oba, Gambari, Kwara Poly, Ogidi, Mandate, and Sobi. According to the

world review as at 2021 Ilorin metropolis had a population size of 973, 671. This implies that 0.09% of the population are tricycle riders as at 2021. Applying this to the current year 2023 it can be determined that 0.09% of the current population 1,030,498 are tricycle riders in Ilorin metropolis. That is there are 927 registered tricycle riders in Ilorin metropolis.

**Sampling Procedure**

The sampling procedure for this study was meticulously designed to ensure a comprehensive and representative selection of participants. In acknowledging the diversity among tricycle riders in Ilorin Metropolis, a stratified sampling technique was adopted. With 15 tricycle parks in the city, the researcher randomly chose 10 of them for inclusion in the study, providing a varied cross-section of the tricycle-riding population.

Within the selected parks, a fixed number of 22 tricycle riders were then randomly sampled. This deliberate approach yielded a total sample size of 220 respondents, a number considered by the researcher to strike an optimal balance between the need for extensive coverage and the constraints of the available time for study execution. The careful consideration of sample size is crucial, as it ensures that the study can be conducted thoroughly and reliably within the given timeframe.

To further enhance the systematic representation of the sample, a random sampling technique was employed within each of the chosen parks. This method guarantees that each tricycle rider within a selected park has an equal chance of being included in the study, minimizing potential biases and contributing to the overall fairness of participant selection.

The sampling approach was thoughtfully crafted to achieve a harmonious compromise between the necessity for comprehensive coverage and alignment with the research objectives. By doing so, the study captures the diverse experiences of tricycle riders in Ilorin Metropolis while maintaining a systematic and organized representation, reinforcing the reliability and relevance of the findings.

**Instrument**

The data collection instrument used in this study was a structured questionnaire. This questionnaire was meticulously designed to capture essential information pertaining to the prevalence of drug use, work-related stressors, socio-demographic characteristics, and use of drug as the coping mechanisms by tricycle riders.

The questionnaire commenced with a section devoted to socio-demographic information, including age, gender, education level, marital status, and years of experience as a tricycle rider. This section allowed for the characterization of the study participants.

Following the socio-demographic section, the questionnaire delved into the assessment of work-related stressors. It included various dimensions of stress, such as prolonged working hour, financial instability, and battle with traffic congestion.

The researcher individually delivered the structured questionnaire to the chosen respondents. Each questionnaire was filled out in person, allowing for face-to-face communication between the researcher and the participants. The researcher took the time to fully and effectively clarify each question during the administration of the questionnaire. This personalised method intended to make sure that respondents understood the questions completely, creating an atmosphere of confidence for them to offer trustworthy and reliable responses.

The researcher employed a patient and respectful tone, encouraging participants to ask questions and seek clarifications as needed. This hands-on approach was essential in facilitating open communication and building trust between the researchers and the respondents. By taking the time to explain the questions in person, the researchers minimized the risk of misinterpretation and ensured that the collected responses were reliable and reflective of the participants' experiences and perspectives.

The questionnaire was a comprehensive tool designed to collect both quantitative and qualitative data. It ensured that the study could capture a nuanced perspective of the relationship between work-related stress and drug use among commercial tricycle riders in Ilorin Metropolis.

### Data Analysis

Quantitative data collected through the survey were analyzed using appropriate statistical methods. Descriptive statistics, such as frequencies and percentages were used to summarize demographic characteristics, the prevalence of drug use, and the distribution of work-related stressors. Inferential statistical techniques, regression analysis, was employed to examine associations between work-related stressors and drug use, controlling for relevant covariates.

Furthermore, the study explored the moderating and mediating roles of socio-demographic factors in the relationship between work-related stress and drug use. Statistical software packages (SPSS) was utilized for data analysis, ensuring the rigor and validity of the findings.

### Ethical Considerations

All participants for this study prior to their participation were duly informed and sensitized of the purpose and benefit of this study and well assured of the fact that the research is for academic purpose. The respondents were assured of their privacy and anonymity. The researcher ensured no information provided by the participants are easy traced to them. The participants were given freedom to withdraw at any point of the study when they deem it fit.

## RESULTS

Table 1: Demographic Information

| | **Response** | **Count** | **Percentage** |
|---|---|---|---|
| **Age** | 18-25 | 48 | 21.82% |
| | 26-35 | 62 | 28.18% |
| | 36-45 | 57 | 25.91% |
| | 46-55 | 30 | 13.64% |
| | 56 and above | 23 | 10.45% |
| | **Total** | **220** | **100%** |
| **Gender** | Male | 185 | 84.19% |
| | Female | 35 | 15.91% |
| | **Total** | **220** | **100%** |
| **Marital Status** | Single | 106 | 48.18% |
| | Married | 82 | 37.27% |
| | Divorced | 22 | 4.55% |
| | Widowed | 10 | 4.55% |

| | | | |
|---|---|---|---|
| | **Total** | **220** | **100%** |
| **Education Level** | Primary | 54 | 24.54% |
| | Secondary | 102 | 46.36% |
| | Tertiary | 74 | 33.64% |
| | **Total** | **220** | **100%** |
| **Years as Rider** | | | |
| | Less than 1 year | 44 | 20.00% |
| | 1-3 years | 56 | 25.45% |
| | 4-6 years | 50 | 22.27% |
| | 7-9 years | 43 | 19.54% |
| | 10 or more years | 27 | 12.27% |
| | **Total** | **220** | **100%** |

Source: Field research, 2023

In Table 1, the demographic analysis unveils essential characteristics of the respondents. The study shows that a significant portion of commercial tricycle riders in Ilorin metropolis falls within the age range of 26-35 years (28.18%), followed by the age group of 18-25 years (21.82%). This demographic distribution suggests that stress and substance use among this population may be closely linked to challenges typically encountered during early adulthood. Notably, the age distribution underscores the necessity of addressing stressors specific to this age group, such as financial pressures and job insecurity, when devising intervention or support programs.

Concerning gender, the data indicates a substantial gender disparity among respondents, with 84.19% being male and only 15.91% female. This significant gender imbalance implies that the primary focus of interventions should be on male tricycle riders, given their overwhelming majority within the population. Consequently, strategies aimed at mitigating stress and substance use should account for the unique challenges experienced by male riders, which may differ from those faced by their female counterparts.

Regarding marital status, the statistics reveal a diverse range of experiences among the riders. Approximately 48.18% of respondents are single, 37.27% are married, 4.55% are divorced, and 4.55% are widowed. These findings suggest that both single and married tricycle riders encounter stress in their lives, albeit from different sources. For instance, married riders may grapple with stress related to family responsibilities and financial burdens, while single riders may contend with distinct stressors. Recognizing these distinctions is crucial for tailoring support mechanisms that address the specific needs of each marital status group effectively.

In terms of education, the data shows that 33.64% of respondents have attained a tertiary education, 46.36% have completed secondary education, and 24.54% have a primary education background. This educational distribution underscores the importance of aligning interventions with the riders' educational backgrounds. To enhance their coping capabilities, it may be necessary to provide educational resources and stress management strategies that resonate with the educational levels of tricycle riders.

The analysis of years spent as a rider reveals varying levels of experience within the profession. Approximately 25.45% of respondents have been riding for 1-3 years, 22.27% for 4-6 years, 19.54% for 7-9 years, and 12.27% for 10 or more years, with 20% having less than 1 year of experience. This distribution suggests that stress and

substance use patterns may evolve over time as riders gain more experience in their careers. Therefore, it becomes imperative to comprehend how the duration of their profession influences their stress levels and coping mechanisms. This knowledge is instrumental in tailoring interventions to address the evolving needs of riders at different stages of their careers.

**Section 2: Prolonged Working Hours and Alcohol Consumption**

Table 2: Prolonged Working Hours

| **Average Daily Work Hours** | **Frequency** | **Percentage** |
|---|---|---|
| Less than 8 hours | 38 | 17.3% |
| 8 to 10 hours | 103 | 46.8% |
| More than 10 hours | 79 | 35.9% |
| **Total** | **220** | **100.00%** |

Source: Field research, 2023

Table 2 presents the distribution of tricycle riders based on their average daily work hours. The majority of tricycle riders in Ilorin metropolis work between 8 to 10 hours daily (46.8%), followed by those working more than 10 hours (35.9%), and a smaller portion working less than 8 hours (17.3%). The findings suggest that a significant number of tricycle riders experience prolonged working hours, potentially leading to increased stress and fatigue. Such extended working hours may negatively impact the overall well-being and performance of tricycle riders.

Table 3: Alcohol Consumption

| **Alcohol Consumption** | **Frequency** | **Percentage** |
|---|---|---|
| Yes | 107 | 48.6% |
| No | 113 | 51.4% |
| **Total** | **220** | **100.00%** |

Source: Field research, 2023

Table 3 presents respondents' responses on enquiring into the prevalence of alcohol consumption among tricycle riders. Approximately half of the tricycle riders (48.6%) reported alcohol consumption, while the remaining half (51.4%) did not consume alcohol. This indicates a substantial portion of tricycle riders engage in alcohol consumption. The implications are that work-related stressors may lead to unhealthy coping strategies, affecting the health and safety of tricycle riders.

Table 4: Frequency of Alcohol Use

| **Frequency of Alcohol Use** | **Frequency** | **Percentage** |
|---|---|---|
| Rarely | 37 | 16.8% |
| Occasionally | 44 | 20.0% |

| | | |
|---|---|---|
| Frequently | 26 | 11.8% |
| Not at all | 113 | 51.4% |
| **Total** | **220** | **100.00%** |

Source: Field research, 2023

For those tricycle riders who reported alcohol consumption, table 4 breaks down the frequency of their alcohol use. Among those who consume alcohol, a significant proportion do so occasionally (20.0%), followed by those who use alcohol rarely (16.8%) and frequently (11.8%). Additionally, a notable percentage (51.4%) reported not using alcohol at all. This underscores the varied patterns of alcohol use among tricycle riders.

These findings collectively highlight the complex relationship between prolonged working hours and alcohol consumption among tricycle riders. Strategies for stress management and mental health support may be essential in addressing the potential negative consequences of extended working hours on the well-being of tricycle riders.

**Section 5: Financial Instability and Inhalation of Substances**

Table 5: Financial Instability

| **Experience Instability** | **Frequency** | **Percentage** |
|---|---|---|
| Yes | 97 | 44.1% |
| No | 123 | 55.9% |
| **Total** | **220** | **100.00%** |

Source: Field research, 2023

Table 5 presents data on the financial stability of tricycle riders in Ilorin metropolis. Financial stability is a critical aspect of individuals' lives, and its influence on well-being cannot be overstated. This table examines whether tricycle riders experience financial instability, shedding light on potential stressors related to economic factors. Financial instability is reported by 44.1% of tricycle riders, while 55.9% report no financial instability. This finding suggests that a significant proportion of tricycle riders in Ilorin metropolis face financial challenges. Financial instability can contribute to stress and impact mental well-being, The implications are that interventions addressing financial stability and providing financial literacy support may positively impact the mental health of tricycle riders.

Table 6: Inhalation of Substances

| **Inhalation of Substances** | **Frequency** | **Percentage** |
|---|---|---|
| Yes | 81 | 36.8% |
| No | 139 | 63.2% |
| **Total** | **220** | **100.00%** |

Source: Field research, 2023

Table 6 provides insights into the inhalation of substances among tricycle riders in Ilorin metropolis. Substance use can be a coping mechanism for individuals facing various stressors. This table explores whether tricycle riders engage in the inhalation of substances, offering a glimpse into potential behavioral responses to

occupational stress. A notable percentage (36.8%) of tricycle riders report inhalation of substances, while 63.2% do not engage in this behavior. The findings suggest that a considerable proportion of tricycle riders may resort to substance use as a coping strategy. Interventions focused on substance use prevention and mental health support are crucial to address the potential risks associated with substance inhalation.

Table 7: Frequency of Inhalation

| **Frequency of Inhalation** | **Frequency** | **Percentage** |
|---|---|---|
| Rarely | 28 | 12.7% |
| Occasionally | 36 | 16.4% |
| Frequently | 17 | 7.7% |
| Not at all | 139 | 63.2% |
| **Total** | **220** | **100.00%** |

Source: Field research, 2023

Table 7 delves deeper into the patterns of substance inhalation among tricycle riders by examining the frequency of this behavior. Understanding how often individuals engage in substance use provides a nuanced perspective on coping mechanisms and potential risks associated with varying levels of substance consumption. Among those who engage in substance inhalation, the majority do so occasionally (16.4%), followed by those who do so rarely (12.7%) and frequently (7.7%). Additionally, a significant percentage (63.2%) reports not engaging in substance inhalation at all. This diverse pattern of substance use implies that there is variability in coping mechanisms among tricycle riders.

These findings collectively underscore the need for comprehensive interventions that address financial instability and substance use among tricycle riders. Strategies to improve financial literacy, provide economic support, and promote healthier coping mechanisms may contribute to the overall well-being of this occupational group.

**Section 8: Battle Against Traffic Congestion and Substance Injection**

Table 8: Traffic Congestion

| **Frequency of Congestion** | **Frequency** | **Percentage** |
|---|---|---|
| Rarely | 49 | 22.3% |
| Occasionally | 82 | 37.3% |
| Frequently | 63 | 28.6% |
| Always | 26 | 11.8% |
| **Total** | **220** | **100.00%** |

Source: Field research, 2023

Table 8 examines the frequency of traffic congestion experienced by tricycle riders in Ilorin metropolis. Traffic congestion is a common urban challenge, and its impact on the mental well-being of individuals, especially those in high-traffic occupations like tricycle riding, is a critical aspect to explore. Traffic congestion is a common occurrence among tricycle riders in Ilorin metropolis, with 37.3% experiencing it occasionally and 28.6% facing

it frequently. The high percentage of tricycle riders facing congestion occasionally or frequently implies that this occupational group is exposed to chronic stressors. Interventions focusing on improving traffic management and providing stress coping mechanisms may positively influence the mental health of tricycle riders.

Table 9: Substance Injection

| **Substance Injection** | **Frequency** | **Percentage** |
|---|---|---|
| Yes | 37 | 16.8% |
| No | 183 | 83.2% |
| **Total** | **220** | **100.00%** |

Source: Field research, 2023

Table 9 delves into the occurrence of substance injection among tricycle riders. Substance injection is a high-risk behavior that can be associated with coping mechanisms for stress. This table explores the prevalence of substance injection within the context of tricycle riders in Ilorin metropolis. Approximately 16.8% of tricycle riders reported substance injection, while the majority (83.2%) did not engage in this behavior. The implications suggest the need for targeted interventions addressing substance use disorders among tricycle riders. Substance use prevention programs and mental health support may be crucial in reducing the prevalence of substance injection in this occupational group.

Table 10: Frequency of Injection

| **Frequency of Injection** | **Frequency** | **Percentage** |
|---|---|---|
| Rarely | 8 | 3.6% |
| Occasionally | 17 | 7.7% |
| Frequently | 12 | 5.5% |
| Not at all | 183 | 83.2% |
| **Total** | **220** | **100.00%** |

Source: Field research, 2023

Table 10 further explores the patterns of substance injection among tricycle riders by examining the frequency of this behavior. Understanding how often individuals engage in substance injection provides insights into the severity and variability of this coping mechanism. Among those who reported substance injection, a small percentage did so frequently (5.5%), followed by those who injected substances occasionally (7.7%) and rarely (3.6%). Additionally, a significant portion (83.2%) reported not injecting substances at all. This diverse pattern of substance injection behavior highlights the need for nuanced interventions. Frequent substance injection may be indicative of severe stress and mental health issues, while occasional and rare injection may suggest varied coping mechanisms among tricycle riders.

These findings underscore the importance of addressing traffic-related stressors and substance use within the context of tricycle riders in Ilorin metropolis. Implementing strategies to improve traffic flow and providing mental health resources may contribute to a safer and healthier work environment for tricycle riders.

**Hypothesis Test**

**Hypothesis 1**

**H0:** There is no significant relationship between prolonged working hours and alcohol consumption among tricycle riders in Ilorin metropolis.

**H1:** There is a significant relationship between prolonged working hours and alcohol consumption among tricycle riders in Ilorin metropolis.

Table 11: Model Summary showing the association between prolonged working hours and alcohol consumption among tricycle riders in Ilorin metropolis.

| Model Summary[b] | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| Model | R | R Square | Adjusted R Square | Std. Error of the Estimate | Change Statistics | | | | |
| | | | | | R Square Change | F Change | df1 | df2 | Sig. F Change |
| 1 | .747[a] | .559 | .557 | .33360 | .559 | 275.847 | 1 | 218 | <0.05 |
| a. Predictors: (Constant), Average Daily Work Hours | | | | | | | | | |
| b. Dependent Variable: Alcohol Consumption | | | | | | | | | |

Table 12: ANOVA showing the association between prolonged working hours and alcohol consumption among tricycle riders in Ilorin metropolis.

| **ANOVA[a]** | | | | | | |
|---|---|---|---|---|---|---|
| Model | | Sum of Squares | df | Mean Square | F | Sig. |
| 1 | Regression | 30.698 | 1 | 30.698 | 275.847 | <0.05 |
| | Residual | 24.261 | 218 | .111 | | |
| | Total | 54.959 | 219 | | | |
| a. Dependent Variable: Alcohol Consumption | | | | | | |
| b. Predictors: (Constant), Average Daily Work Hours | | | | | | |

This hypothesis seeks to investigate whether there is a meaningful connection between the number of hours tricycle riders work on a daily basis and their alcohol consumption habits. The null hypothesis assumes that no such relationship exists, while the alternative hypothesis suggests that there is indeed a significant link. The correlation coefficient (R) between prolonged working hours and alcohol consumption is 0.747. The R Square value, which indicates the proportion of variance in alcohol consumption explained by prolonged working hours, is 0.559. The Adjusted R Square, considering the number of predictors, is 0.557. The p-value (Sig. F Change) for the F-test is less than 0.05, indicating that the model is statistically significant. The p-value (<0.05) in the ANOVA table further supports the rejection of the null hypothesis. This implies that the regression model is significant, and the association between prolonged working hours and alcohol consumption is not due to random chance.

The strong positive correlation (R = 0.747) and a substantial R Square value (0.559) suggest a significant relationship between prolonged working hours and alcohol consumption among tricycle riders. The model explains approximately 55.9% of the variance in alcohol consumption based on working hours. Therefore, we reject the null hypothesis (H0) and accept the alternative hypothesis (H1). This implies that prolonged working hours are associated with an increase in alcohol consumption among tricycle riders.

**Hypothesis 2**

**H0:** Financial instability is not significantly associated with the inhalation of substances among tricycle riders in Ilorin metropolis.

**H1:** Financial instability is significantly associated with the inhalation of substances among tricycle riders in Ilorin metropolis.

Table 13: Model Summary showing the association between Financial instability and inhalation of substances among tricycle riders in Ilorin metropolis.

| Model Summary[b] | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| Model | R | R Square | Adjusted R Square | Std. Error of the Estimate | Change Statistics | | | | |
| | | | | | R Square Change | F Change | df1 | df2 | Sig. F Change |
| 1 | .860[a] | .739 | .738 | .24756 | .739 | 617.027 | 1 | 218 | <0.05 |
| a. Predictors: (Constant), Experience Instability | | | | | | | | | |
| b. Dependent Variable: Inhalation of Substances | | | | | | | | | |

Table 14: ANOVA showing the association between Financial instability and inhalation of substances among tricycle riders in Ilorin metropolis.

| **ANOVA[a]** | | | | | | |
|---|---|---|---|---|---|---|
| Model | | Sum of Squares | df | Mean Square | F | Sig. |
| 1 | Regression | 37.816 | 1 | 37.816 | 617.027 | <0.05 |
| | Residual | 13.361 | 218 | .061 | | |
| | Total | 51.177 | 219 | | | |
| a. Dependent Variable: Inhalation of Substances | | | | | | |
| b. Predictors: (Constant), Experience Instability | | | | | | |

This hypothesis aims to assess the potential connection between financial instability and the practice of inhaling substances among tricycle riders. The null hypothesis posits that there is no meaningful association, while the alternative hypothesis suggests a significant link. The correlation coefficient (R) between financial instability and inhalation of substances is 0.860. The R Square value is 0.739, and the Adjusted R Square is 0.738. The p-value (Sig. F Change) for the F-test is less than 0.05, indicating that the model is statistically significant. The p-value (<0.05) in the ANOVA table supports the rejection of the null hypothesis. This implies that the regression model is significant, and the association between financial instability and substance inhalation is not due to random chance.

A high positive correlation (R = 0.860) and a substantial R Square value (0.739) suggest a significant association between financial instability and the inhalation of substances among tricycle riders. The model explains approximately 73.9% of the variance in substance inhalation based on financial instability. Therefore, we reject the null hypothesis (H0) and accept the alternative hypothesis (H1). This implies that financial instability is significantly associated with an increased likelihood of substance inhalation among tricycle riders.

**Hypothesis 3**

**H0:** There is no significant association between the battle against traffic congestion and substance injection among tricycle riders in Ilorin metropolis.

**H1:** There is a significant association between the battle against traffic congestion and substance injection among tricycle riders in Ilorin metropolis.

Table 15: Model Summary showing the association between the battle against traffic congestion and substance injection among tricycle riders in Ilorin metropolis.

**Model Summary[b]**

| Model | R | R Square | Adjusted R Square | Std. Error of the Estimate | Change Statistics | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | R Square Change | F Change | df1 | df2 | Sig. F Change |
| 1 | .619[a] | .383 | .380 | .29511 | .383 | 135.404 | 1 | 218 | <0.05 |

a. Predictors: (Constant), Frequency of Congestion

b. Dependent Variable: Substance Injection

Table 16: ANOVA showing the association between the battle against traffic congestion and substance injection among tricycle riders in Ilorin metropolis.

**ANOVA[a]**

| Model | | Sum of Squares | df | Mean Square | F | Sig. |
|---|---|---|---|---|---|---|
| 1 | Regression | 11.792 | 1 | 11.792 | 135.404 | <0.05 |
| | Residual | 18.985 | 218 | .087 | | |
| | Total | 30.777 | 219 | | | |

a. Dependent Variable: Substance Injection

b. Predictors: (Constant), Frequency of Congestion

This hypothesis examines whether the challenges tricycle riders face in battling traffic congestion are linked to the practice of substance injection. The null hypothesis assumes no significant association, while the alternative hypothesis suggests a meaningful connection. The correlation coefficient (R) between the battle against traffic congestion and substance injection is 0.619. The R Square value is 0.383, and the Adjusted R Square is 0.380. The p-value (Sig. F Change) for the F-test is less than 0.05, indicating that the model is statistically significant. The p-value (<0.05) in the ANOVA table supports the rejection of the null hypothesis. This implies that the regression model is significant, and the association between the battle against traffic congestion and substance injection is not due to random chance.

A moderate positive correlation (R = 0.619) and a significant R Square value (0.383) suggest an association between the battle against traffic congestion and substance injection among tricycle riders. The model explains approximately 38.3% of the variance in substance injection based on the battle against traffic congestion. Therefore, we reject the null hypothesis (H0) and accept the alternative hypothesis (H1). This implies that there is a significant association between the frequency of battling traffic congestion and an increased likelihood of substance injection among tricycle riders.

In summary, the findings provide evidence supporting the alternative hypotheses for all three tests, indicating significant relationships or associations between the variables in each hypothesis. These results emphasize the importance of considering working conditions, financial stability, and traffic challenges in understanding the behaviors of tricycle riders in Ilorin metropolis.

## DISCUSSION

The research examines on the relationship between work stresses and drug usage among commercial tricycle riders in Ilorin Metropolis. One notable finding indicates a significant relationship between lengthy working hours and consumption of alcohol among tricycle riders in Ilorin metropolis. This result is consistent with a body of data that regularly correlates prolonged work hours to increased alcohol use. Frone (2015), in particular, has conducted considerable research on the association between job stress and drug use, concluding that individuals frequently resort to substances such as alcohol as a coping technique in reaction to the stress generated by demanding work conditions. What distinguishes this study is its addition to the knowledge of coping processes by recognising the many techniques used by tricycle riders, offering insight on the varied nature of their reactions to extended working hours.

Financial instability appears as a significant factor related with drug inhalation among tricycle riders, adding to the literature's emphasis on the influence of economic stress on mental health consequences. Sauter, Brightwell, & Colligan (2002) research, which explores into the complex dynamics of job demands and financial stress, is consistent with the current study's findings. This shows that addressing financial stability and offering financial literacy help may be beneficial to tricycle riders' mental health. This association between economic stress and drug use emphasises the importance of comprehensive therapies that go beyond treating job-related stresses alone. It is consistent with a larger literature view that acknowledges the diverse nature of stressors impacting mental health outcomes (Maslach, 2017).

Furthermore, the study reveals a relationship between combating traffic congestion and the prevalence of substance abuse among tricycle riders, adding to our understanding of the influence of environmental stresses on mental health. Cacciabue and Michelon (2020) previously investigated vehicle riders' stress levels, giving light on the specific pressures experienced by professionals who spend a significant amount of their workday on the road. The current study adds to the body of knowledge by specifically linking traffic-related stress to substance abuse, demonstrating that work stress is shaped by the broader work environment, including traffic-related stressors (Danna & Gryphon, 2020).

## CONCLUSION

In conclusion, this study has offered significant perspectives into the complex interaction between job pressures and drug use among commercial tricycle riders in Ilorin Metropolis. The findings highlight the complexities of stress reactions and the many coping techniques used by tricycle riders. The findings are consistent with previous research, including that of Frone (2015), Sauter, Brightwell, & Colligan, (2002), and Cacciabue and Michelon (2020), who emphasise the link between prolonged work hours, financial stress, traffic-related stress, and negative mental health consequences, including drug use.

The significant relationship discovered between extended working hours and alcohol intake underlines tricycle riders' propensity to utilising alcohol as a coping mechanism for work-induced stress. Financial instability was revealed as another important factor related with drug inhalation, emphasising the need of addressing economic stresses for tricycle riders' mental well-being. The close relationship between traffic congestion and drug abuse emphasises the importance of environmental stresses on the coping techniques used by those in this profession.

## RECOMMENDATION

Based on the findings of this study, the following recommendations are proposed:

1. Implement stress management programmes that are customised to the particular issues that tricycle riders experience. These programmes should emphasise coping skills for extended work hours, financial stress, and traffic-related stress. Workshops or training sessions can be organised to help riders build resilience and stress-coping skills.

2. Create and implement financial literacy programmes tailored to tricycle riders. These programmes should strive to increase financial stability and assist riders in dealing with economic hardship. Providing realistic financial advice and tools can help riders improve their financial well-being.

3. Work with necessary authorities to enhance traffic management in the Ilorin Metropolitan Area. Efforts should be made to reduce traffic congestion and provide a more pleasant working environment for tricycle riders. This can help to lessen the stress involved with dealing with traffic and, as a result, the prevalence of substance abuse.

4. Provide tricycle riders with easily available mental health support services. This might include counselling services, support groups, or hotlines where riders can get help with mental health problems caused by work-related pressures. It is critical to raise knowledge about the availability of these services in order to encourage their use.

5. Hold community awareness campaigns to educate tricycle riders, their families, and the general public about the possible mental health dangers linked with drug use. Encourage a culture of understanding and support in the community by decreasing stigma and fostering open talks about mental health.

6. Provide tricycle riders with occupational health and safety training, emphasising the hazards connected with drug use and the significance of maintaining a good work-life balance. This can help to create a safer workplace and reduce dependency on drugs as coping techniques.

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