ROAD TRAFFIC FATALITIES AMONG CHILDREN IN GHANA

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By
Williams ACKAAH
Research scientist
OUTLINE OF PRESENTATION

- Introduction
  - Background
  - Objective
- Materials and Method
- Results & Discussion
- Conclusions & Recommendations
National Population
✓ 23,500,000

Children Population (≤15yrs)
✓ 8,200,000 (36.0%)

Vehicle Population
✓ 1,100,000

Figure 1: Map of Ghana
Figure 2: Road Traffic Crash Fatalities in Ghana (2000-2009)

\[ y = 66.964x + 1483.4 \]

\[ R^2 = 0.6473 \]
Average of 1,900 killed annually in the last three year period 2007-2009.

Under-reporting i.e. under-recording and non-reporting not accounted for in the study.

Cost of RTCs estimated to be 1.6% of GDP in Ghana.

RTCs have been identified to be one of the leading causes of death in children in Ghana.
OBJECTIVES

The objectives of the study were to:

- Establish the characteristics of fatal road traffic crashes involving children.

- Recommend measures to control them.
DEFINITIONS

- A child has been defined as any person age 0-15 years (inclusive).

- Fatality was defined as a road traffic crash victim who died within 30 days from the time of occurrence of the crash.
MATERIALS AND METHOD

Crash data for the period 2004-2008 in Ghana were obtained from Police reports compiled in the MAAP software developed by TRL, U.K.

Recently published transport-related epidemiological and other studies provided additional data sources.
RESULTS

Over the five year period, 2004-2008:

- No. of Fatal Crashes = 7,684
- No. Killed = 9,807
- Children killed = 1,695 (17.3%)
The child-pedestrian alone constituted 33.6% (n=1336) of pedestrian fatalities.

Figure 3: Distribution of Child Road Traffic Fatalities by Road User Type
Table 1: Ages of Children Killed in Road Traffic Crashes by Casualty Class

| Age Group | Pedestrians | | | Passengers | | | All Fatalities | |
|-----------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|
|           | n | % | n | % | n | % | |
| ≤3        | 193 | 14.4 | 114 | 39.4 | 307 | 18.9 | |
| 4-6       | 334 | 25.0 | 43 | 14.9 | 377 | 23.2 | |
| 7-9       | 391 | 29.3 | 42 | 14.5 | 433 | 26.6 | |
| 10-12     | 247 | 18.5 | 41 | 14.2 | 288 | 17.7 | |
| 13-15     | 171 | 12.8 | 49 | 17.0 | 220 | 13.5 | |
| Total     | 1336 | 100.0 | 289 | 100.0 | 1625 | 100.0 | |
Plate 1: A Child Sitting on the Lap of an Adult in a Mini-bus
Plate 2: A Child Sitting on the Lap of an Adult in the Front-seat of a Car
56% were killed while crossing from the near-side

Pedestrian Action

Figure 4: Action of Pedestrian Child Fatalities
Plate 3: School children crossing a road unaccompanied by adult
Gender
- Boys – 54%
- Girls – 46%

Figure 6: Proportion of Child Fatalities by Road Environment
Plate 4: A Road with no Pedestrian Facility
Figure 7: Distribution of Child Fatalities by Age Group
CONCLUSIONS

A high number of children are at risk in traffic as pedestrians and are most likely to be killed on high speed roads in the non-urban setting.

Safe crossing of road is a difficult task for children as majority of them get killed in this process.

Infants (≤3 years old) bear a disproportionately high share of road traffic fatalities as passengers.
RECOMMENDATIONS

- Education on road safety for children must be directed at those living in village communities along the major highways.

- Road engineers and planners should re-design the village road sections to calm traffic and make conscious efforts to integrate safer pedestrian facilities in new and existing roads in Ghana.

- Parents should be educated on the safety benefits of child restraint seats and this must be accompanied by strict enforcement.
Plate 5: Speed hump in a built-up area to calm down traffic.
Plate 6: Demonstration of safe road crossing in a school programme
THANK YOU

Email: ackaahwillie@yahoo.com