

# **ROAD TRAFFIC FATALITIES AMONG CHILDREN IN GHANA**

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By  
Williams ACKAAH  
Research scientist



**Council for Scientific and Industrial**

**Building and Road Research Institute**

P.O.Box UPO 40, Kumasi, Ghana; Tel: +233-32-2060065; Fax: +233-32-2060080; Email: [admin@brri.org](mailto:admin@brri.org)

# OUTLINE OF PRESENTATION



## Introduction

- Background
- Objective



## Materials and Method



## Results & Discussion



## Conclusions & Recommendations





# GHANA



National Population

✓ 23,500,000

Children Population ( $\leq 15$  yrs)

✓ 8,200,000 (36.0%)

Vehicle Population

✓ 1,100,000

Figure1: Map of Ghana

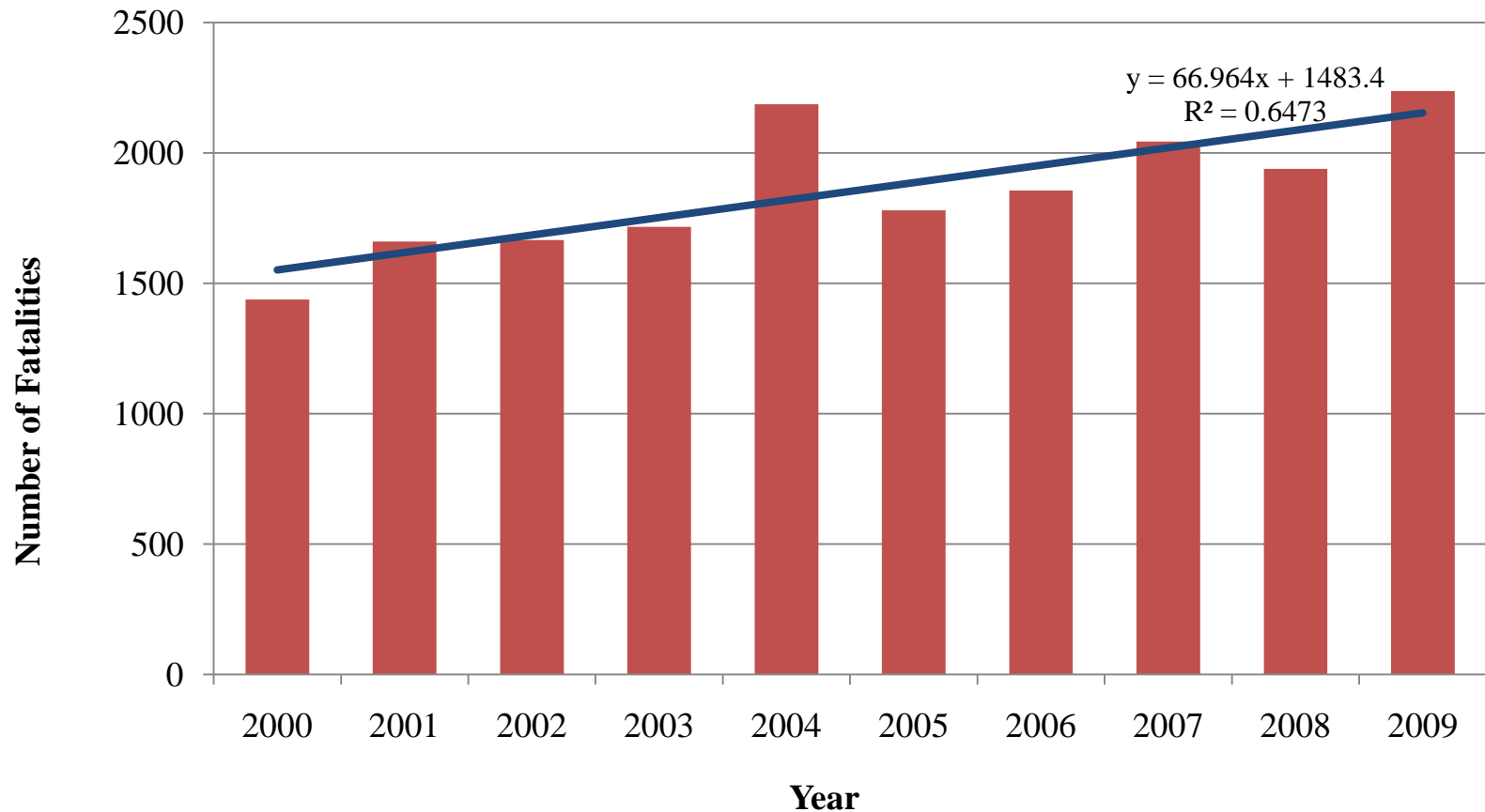


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# INTRODUCTION



**Figure 2: Road Traffic Crash Fatalities in Ghana (2000-2009)**



# INTRODUCTION *CONT'D*

- ✚ 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

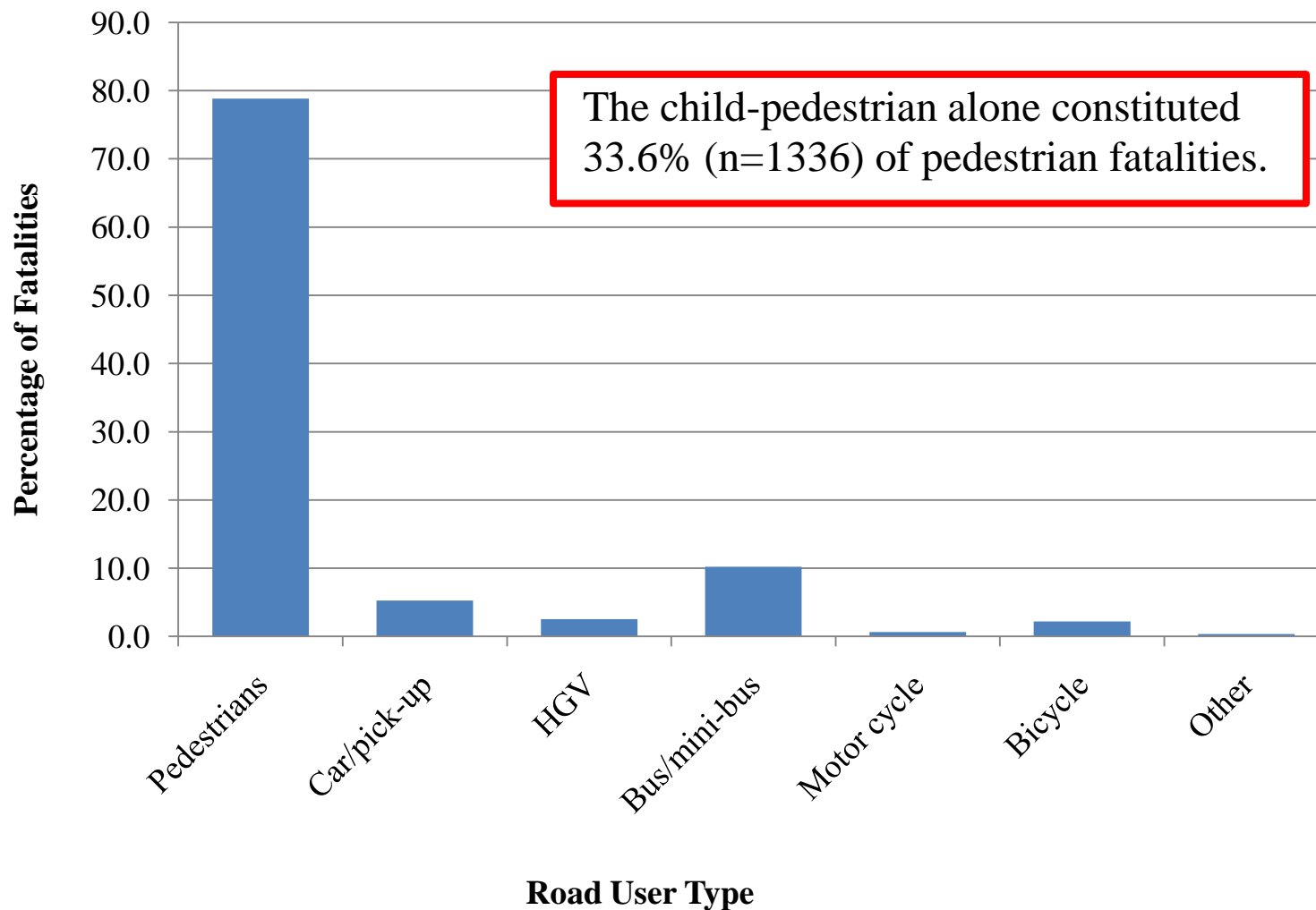
Over the five year period, 2004-2008:

■ No. of Fatal Crashes = 7,684

■ No. Killed = 9,807

■ Children killed = 1695 (17.3%)





**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**

<b>Age Group</b>	<b>Pedestrians</b>		<b>Passengers</b>		<b>All Fatalities</b>	
	<i>n</i>	<i>%</i>	<i>n</i>	<i>%</i>	<i>n</i>	<i>%</i>
≤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
<b>Total</b>	<b>1336</b>	<b>100.0</b>	<b>289</b>	<b>100.0</b>	<b>1625</b>	<b>100.0</b>



Plate 1: A Child Sitting on the Lap of an Adult in a Mini-bus



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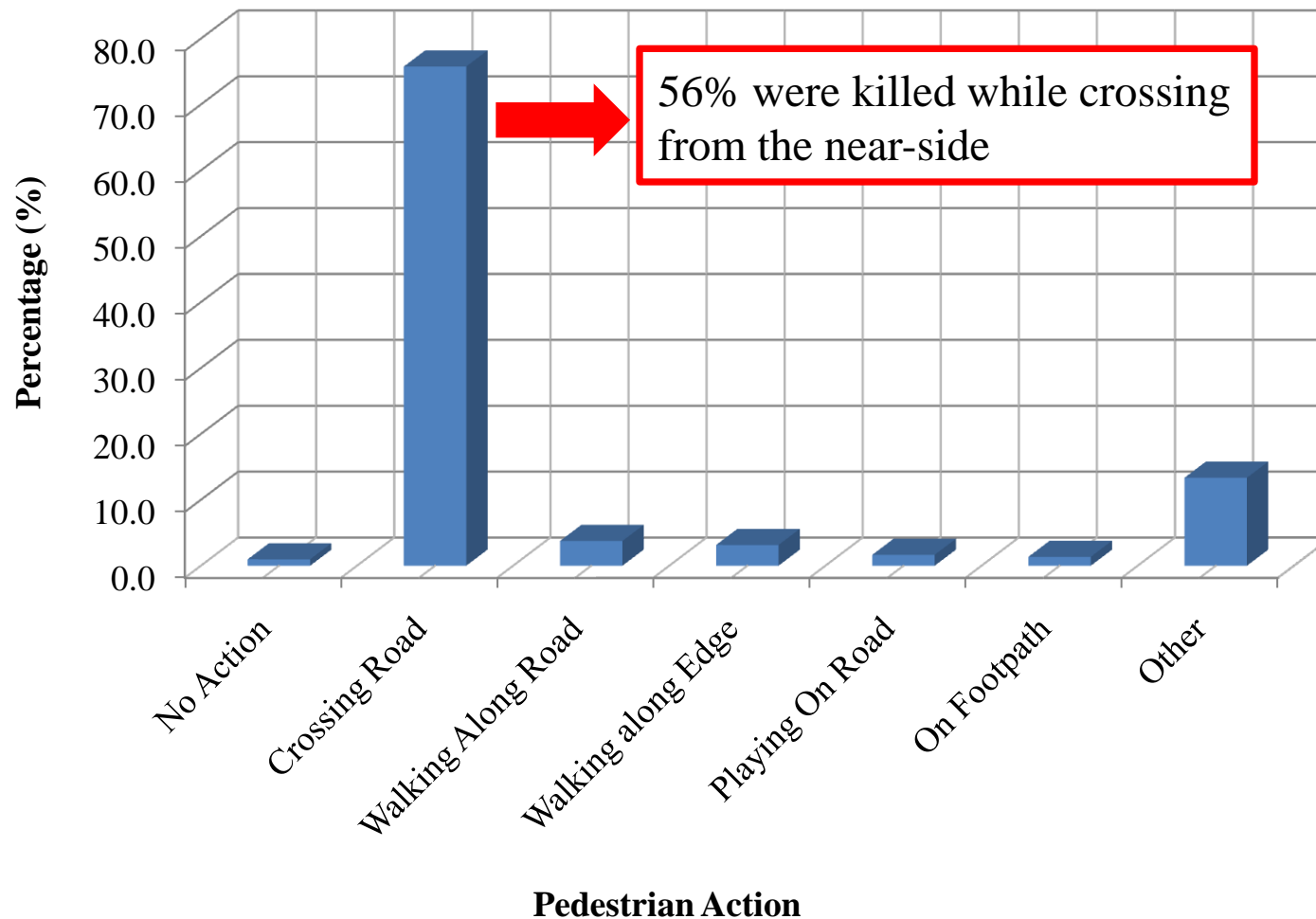
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Plate 2: A Child Sitting on the Lap of an Adult in the Front-seat of a Car







**Figure 4: Action of Pedestrian Child Fatalities**



Plate 3: School children crossing a road unaccompanied by adult



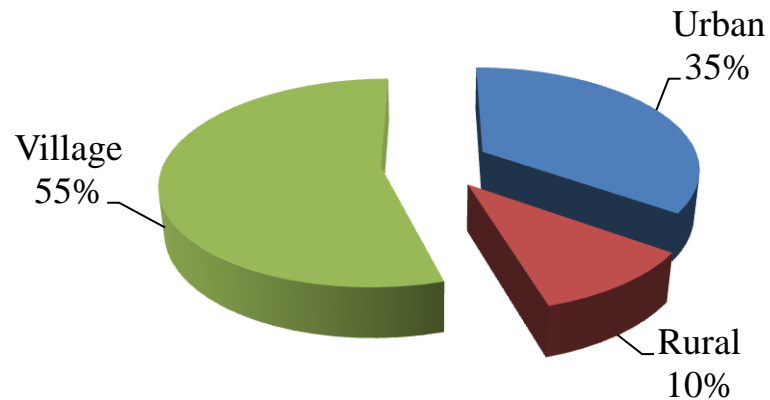
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# Gender

- Boys – 54%
- Girls – 46%



**Figure 6: Proportion of Child Fatalities by Road Environment**



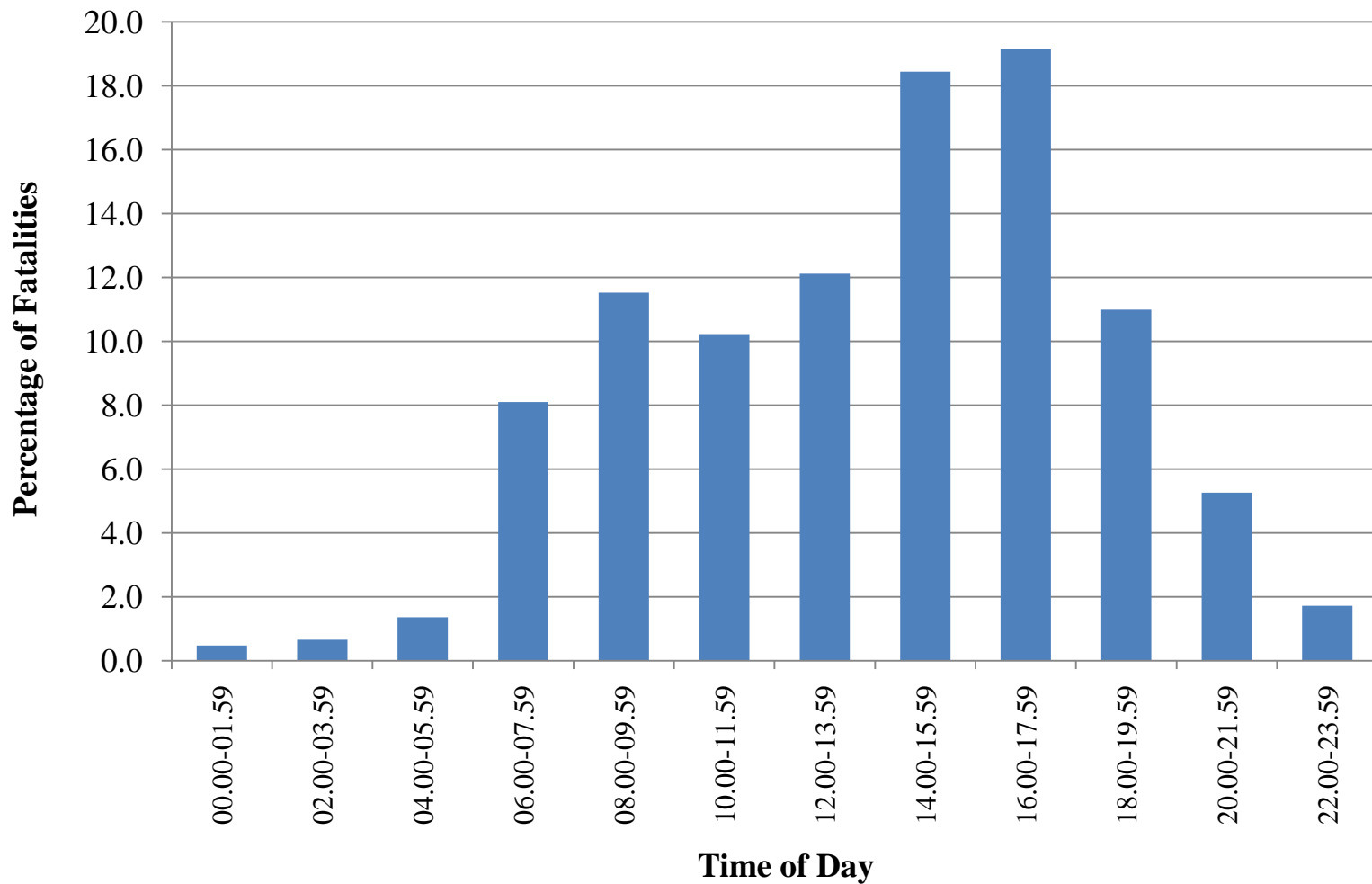
## Plate 4: A Road with no Pedestrian Facility



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**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 ( $\leq 3$  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.**



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## Plate 6: Demonstration of safe road crossing in a school programme



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# THANK YOU

Email: [ackaahwillie@yahoo.com](mailto:ackaahwillie@yahoo.com)



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