



Session 7.3

Road Safety Issues in Ghana

ROAD SAFETY AND GOVERNMENT POLICY

- **Road Safety is one of the Leading Causes of Death in Africa and a Major Issue for Governments**
- **Not much done to address issue in rural areas compared to urban centres**

Typical Incident

He was OK – low urban speeds involved...



- Road traffic crashes (RTCs) have become a serious global challenge
- Worldwide about 1.3million persons are killed (2009) annually
- 50 million others sustain various degrees of injury every year.
- By 2030 road deaths is predicted to be the 5th leading cause of death globally (from about 9th currently), using the DALYs index.
- 85% of road deaths occur in low and middle income countries which host 81% of world's population but just 20% of the world's vehicles
- RTCs cost countries 1-3% of their GDP; some up to 5%!

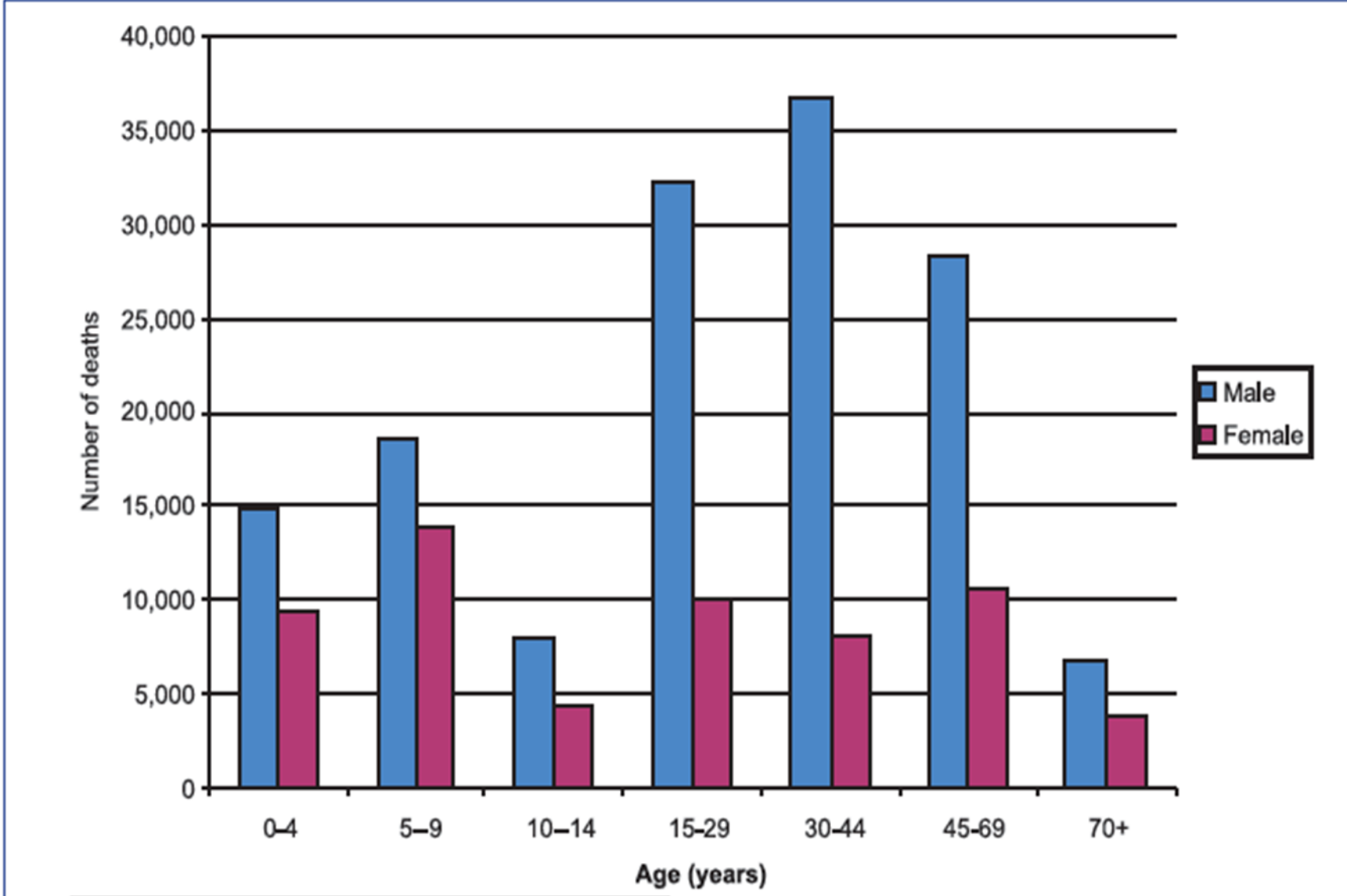
Table 3: Road traffic fatality rates, WHO regions (per 100 000 population)

WHO Region	Mortality rate
African	32.2
Americas	15.8
South-east Asia	16.6
Eastern Mediterranean	32.2
European	13.4
Western Pacific	15.6
Global	18.8

- These figures quote rate per head of population
 - Because motorisation is low and population of Africa is quite low*, actual numbers of deaths are relatively low
- * India alone 1 Billion+, China 1 Billion+
- Is high rate (and much higher risk per vehicle) acceptable because actual numbers of fatalities are low?



Figure 1: Road traffic deaths by sex and age group, African countries, 2004



Source: WHO (2008), Global Burden of Disease:2004 update



- The official statistics seriously under-estimate the numbers of road deaths
 - Ethiopia Officially 2,517 road deaths in 2007
 - WHO estimate: 29,000!



- Difficult to convince those who control funding to spend on road safety because the concepts of risk/savings are difficult to comprehend



- Perception that road building is development
- KM over safety and quality leads to dangerous roads

10, 887 crashes reported in Ghana in 2011, decrease of 5.4% over 2010 figure of 11,506

Fatalities for 2011 were however more than those for 2010 by some 10.7%

Most vulnerable groups: pedestrians and two- and three-wheelers

Children , females and disabled very most disadvantaged



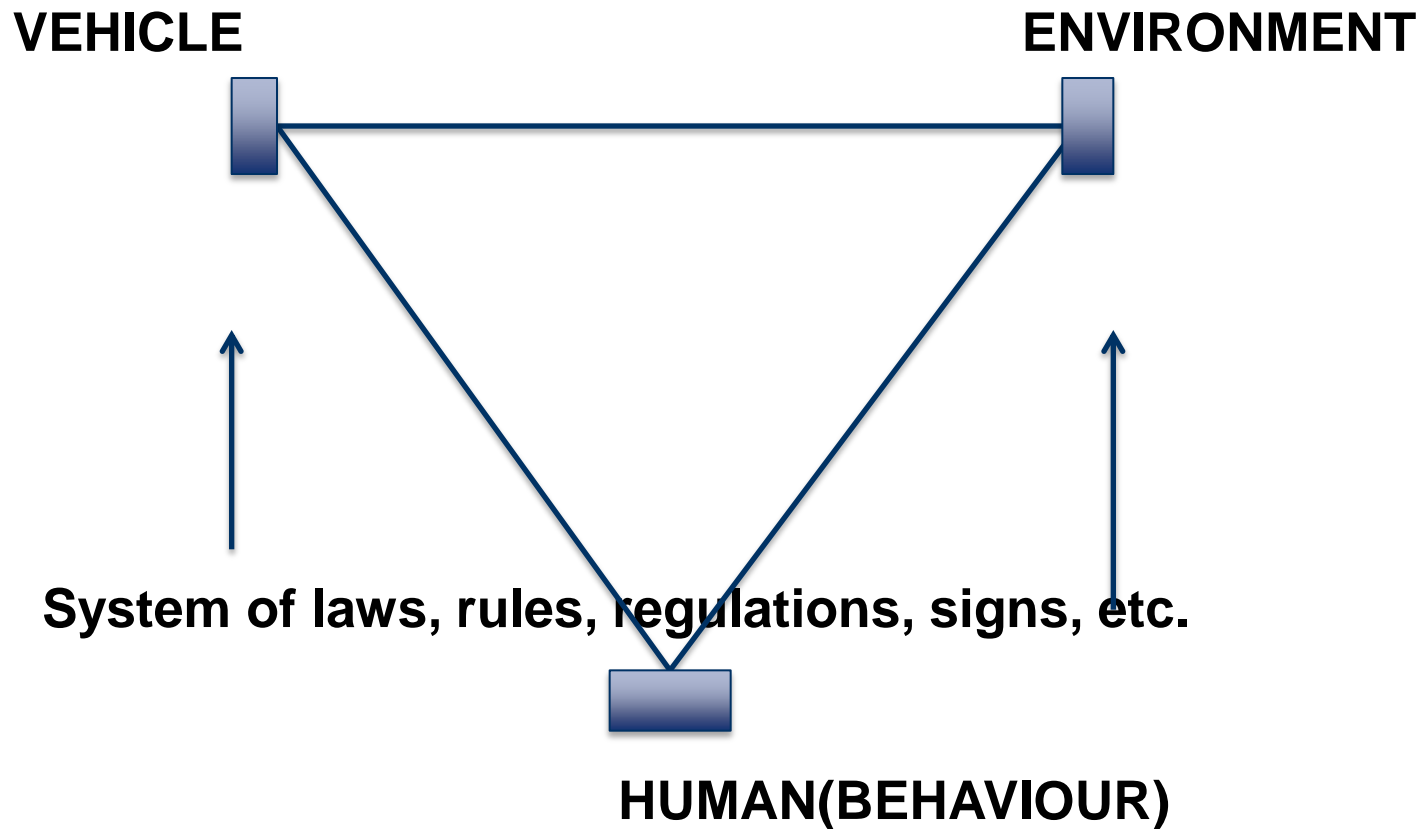
• *The two mangled vehicles involved in the accident. (Inset): Two of the five bodies lost in the accident. Photo: Anita Nvarko*

Ghana: Road traffic accident casualties by road environment

YEAR	NON-URBAN ROADS	URBAN ROADS	TOTAL
2000	8,515	6,135	14,650
2001	8,679	6,133	14,812
2002	8,655	6,395	15,050
2003	10,006	6,302	16,308
2004	11,423	6,921	18,344
2005	9,425	6,409	15,834
2006	9,284	7,074	16,358
2007	8,802	7,611	16,413
2008	10,115	6,354	16,469
2009	10,961	7,535	18,496
2010	9,711	7,193	16,904
2011	9,793	6,426	16,219

Source: NRSC, 2012

CAUSES OF ROAD TRAFFIC CRASHES



Source: Jorgensen & Abane, 1999

- Broken steering rod
- Tyre burst
- Electrical failures
- Engine defects
- Makeshift vehicles and seats for commercial purposes
- Open vehicles e. g. Pick-ups

- Poor road surface conditions
- Poor visibility – haze, mist, fog, rainstorm, etc.
- Topographical challenges: hills, mountains, deep valleys
- Land use challenges
- Badly designed roads
- Poorly posted sign boards/markings or lack of same.
- Heavy vegetation cover on or along roads

- Drunk-driving
- Visual impairment
- Excessive speeding (Peltzman's hypothesis)
- Reckless overtaking
- Sleepiness
- Fatigue/Tiredness
- Poor knowledge of the highway code
- Inexperience; Youthfulness
- Driving without license
- Driving without seatbelt; Riding without helmet
- Use of mobile phones on wheels
- Sensation seeking
- Attitudes of pedestrians
- Fatalism and Mystical beliefs
- Role of Mechanics/Fitters
- Cat and mouse game between drivers and police

- Increased morbidity and mortality rates
- Loss of labour hours (e.g. Disability Adjusted Life Year - DALYs)
- Increased expenditure on medical and other bills
- Loss of jobs
- Effects on family and individual income and livelihood
- Emotional trauma

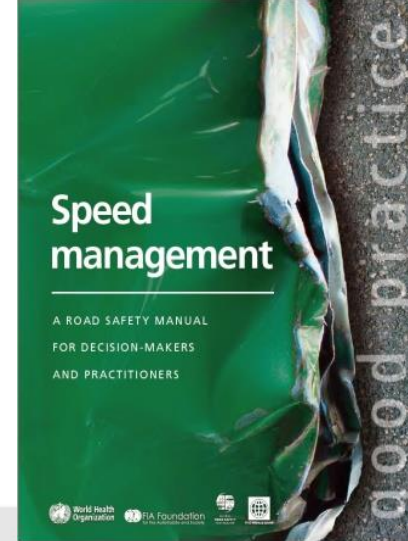
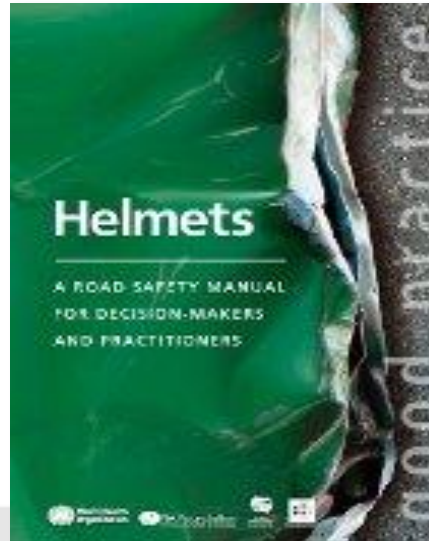
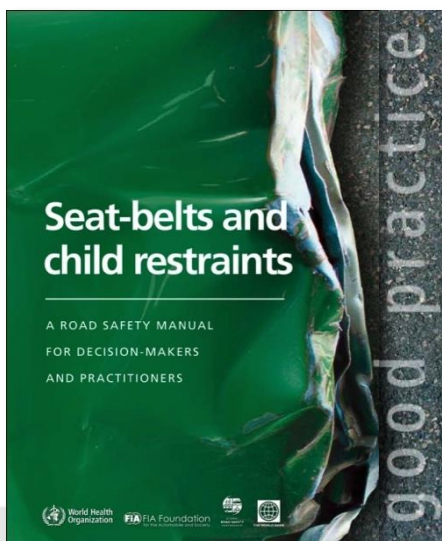
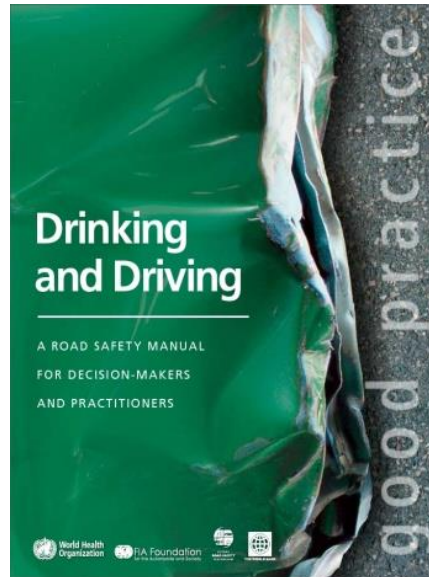
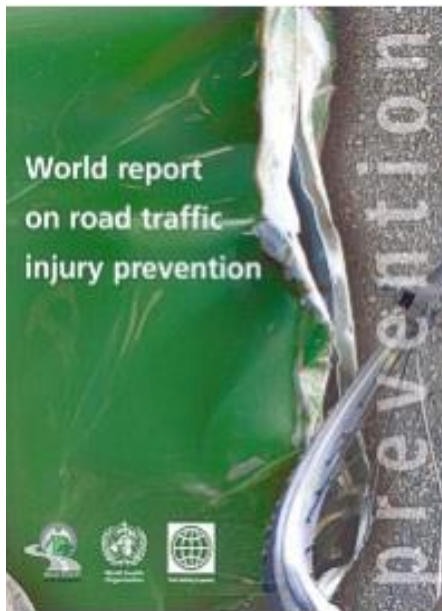
- Major and most rapid improvements will come from proper Enforcement of existing rules e.g.:
 - Alcohol/Drugs
 - Seatbelts/Helmets, passengers banned from back of trucks
 - Speed
 - Vehicle quality improvements
- Not just police issues!
 - Successful approaches Involve all stakeholders: educators/government/engineers/trainers + Police



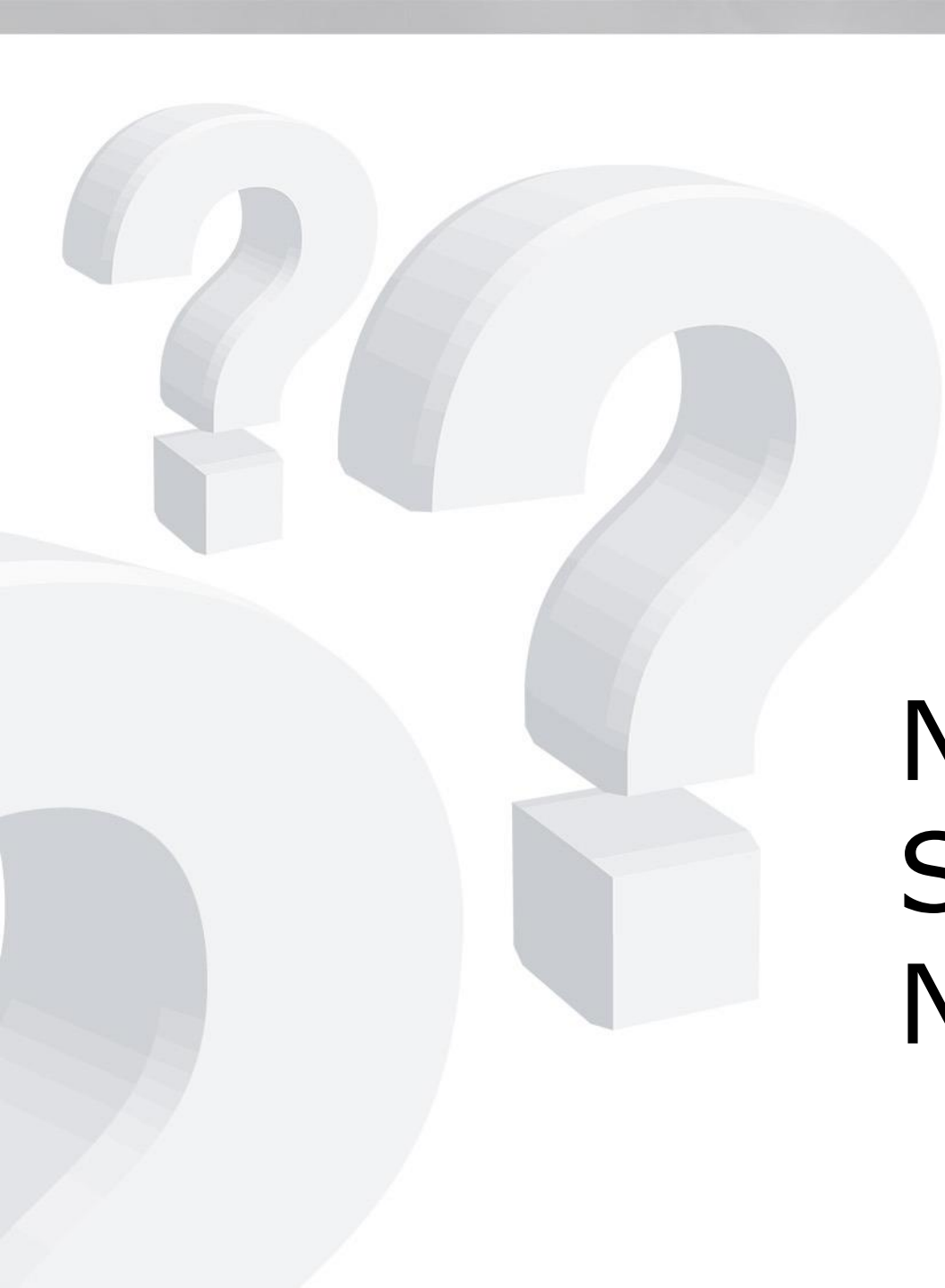
- Enforce discipline on roads: MTTU, NRSC
- Arrest and prosecute offenders
- Review and adopt proper licensing system
- Review policy on importation of second hand vehicles and tyres
- Train people to drive through driving schools
- Education on supernatural & mystical powers
- Sensitize mechanics/fitters on their responsibilities towards vehicle owners/drivers
- Engineering solutions (speed humps, cameras, roadside protection, roundabouts, etc.)

- Even though engineering is not generally the main cause of crashes, it can be the solution e.g.
 - Good road design appropriate to speeds e.g. dividing roads, roundabouts, Grade separation...





WHO web site!



Now Read
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Notes!