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Trend analysis and economic effect of RTA deaths on dependency ratio in Ghana

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Road traffic accident (RTA) injuries and mortalities are some side effects of using automobile vehicles and Ghana is not deprived of them. This study enlightens some effects of road traffic accident mortalities on the Ghanaian economy and investigates its yearly trend, age range distribution and also reveals its influence on economic activities. 832 secondary data obtained on individuals who died through RTA from the Autopsy day book of Pathology Unit, KATH was studied. 15% (126) of the victims were children below 15 years (\$14), 9% (78) are aged over 64 (265) years. The total RTA deaths among these two economic dependent age range (\$14 + 265) was 25% (204) and that of the economic active population (15-64) is 75%(628). Yearly trend plot shows fluctuations as the working group lies above the dependent population. There is 3:1 death ratio between the economic independent and dependent population respectively, contributing to high dependency ratio in Ghana. Support from the working group towards their families, society and any other dependent population decreases. Economic growth, development and GDP are negatively affected as tax revenue and productivity is comparatively decreasing. The Motor Transport and Traffic Unit should increase its effort to ensure discipline on roads.

Key words: Road traffic accident, active/working population, dependency ratio, mortality, economy.

INTRODUCTION

Collision of vehicles against each other and other objects on motorways and roads has been one of the leading causes of deaths and loss of resources. These various forms of road traffic accidents affect individuals and societies all over the world (Coleman, 2014). Some of the indicators contributing to most RTAs in Ghana include indiscipline behaviors of road users (drivers on phone.

pedestrians crossing road at wrong places), poor road network (Amedorme and Nsoh, 2016), driving under the influence of alcohol and bad vehicle conditions (Coleman, 2014). Having unlicensed and minors driving on our roads, drivers driving long distance without rest and chronically-ill (visually impaired) drivers are factors contributing to road traffic accidents. Over 65% of

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Abbreviations: RTA, Road Traffic Accident: MTTU, Motor Transport and Traffic Unit; GNI, Gross National Income: NRSS, National Road Safety Strategy.

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Rta Economic Analysis Manual

Camilla Rothe

Rta Economic Analysis Manual:

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Regional Integration Manual Philippe De Lombaerde, Renato Flores, Lelio Iapadre, Michael Schulz, 2012-03-29 The Regional Integration Manual brings together different methods for monitoring and analysing regional integration processes in a systematic way Employing a multi disciplinary approach it seeks to provide officials in regional organisations researchers in think tanks academics and students worldwide with an accessible set of both quantitative and qualitative tools useful in their day to day work The Manual addresses an increasing demand for such tools in a world where mechanisms and ideas for effective regional government and governance are in dire need whereas the monitoring and analytical capabilities of official and non governmental actors often lag behind It also addresses a rapidly growing academic community studying the determinants depth speed and other characteristics of regional integration and co operation Employing a multi disciplinary approach The Regional Integration Manual will be of interest to scholars of governance and regional politics as well as policy makers and those in regional organisations

Proceedings [of the Conference] Australian Road Research Board, 1996

Design Manual ,1989 Road & Transport Research, 2001 **Review of the Literature on Daytime Running Lights (DRL)** Peter Cairney, 2003 Traffic and Transportation Studies American Society of Civil Engineers, 2000 This collection contains 143 papers presented at the Second International Conference on Transportation and Traffic Studies held in Beijing China July 31 August 2 2000 **Sharing the Main Street** ,1993 Westerman Hans author editor application purpose objectives public invovement planning design process evaluation monitoring review Environmental adaptation Traffic calming CBD Central business district Shopping centres Traffic control **Urban Congestion**, 1995 This paper provides an account of preliminary work on urban traffic congestion that forms part of the Bureau of Transport and Communications Economics project on Urban Transport Externalities The project is concerned with a range of external impacts of urban transport Congestion is just one of these impacts but because it is so intimately related to the traffic patterns which give rise to the others it has been made the focus of the initial work. The project is concerned with impacts in Melbourne Sydney Brisbane Adelaide and Perth However mainly for reasons of immediate data availability Melbourne is the subject of this paper It is anticipated that the approach used here will be applied to the other cities as data become available Urban travel behaviour is very complex Analysts have tried to capture its main features in models that provide estimates of the levels and patterns of traffic on the urban road network While the models are complex they are still radical simplifications of real urban systems and their treatment of some aspects of travel behaviour can only be described as rudimentary Nevertheless they consistute the state of the art in quantitative urban transport analysis and they provide a valuable framework for thinking about urban policy issues The paper provides an overview of the general features of urban transport models together with estimates of the level and distribution of delay due to congestion on the urban road network and of the level of optimal congestion tolls **Environmental Adaptation of the Main Street in Rural Towns** H. B. Armstrong, 1992 Cost of Personal Travel ,1994 Monthly Catalog of United States Government Publications ,1994

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