

SEATBELT USE AMONG VEHICLE OCCUPANTS IN ACCRA AREA, GHANA

Presented by Simon Ntramah, Edmund K. Debrah, George S. Ukam, Francis Afukaar, and William Agyemang

From: Kwaku Boakye

1. How did you determine the age of the occupants? By visual estimation from facial outlook of observed occupants
2. You mentioned it is mandatory to wear seatbelt. How effective are the laws? The law requires all vehicle occupants to be fastened in seatbelt. Our results indicate a reducing usage rate from driver to front right passengers and rear passengers (not captured in the study) could be worse. With this result, we can say that the effectiveness of the law is low. But further study could be on the rate of seatbelt enforcement along major roads in the city to objectively support this claim.

From: Abigail Osei-Boakye

3. What was the average sample size at the locations where the data was collected? Sample size varies per location. Depending on the number of observations within the fixed time bands of 90 mins in the morning and repeated in the evening per location. But the overall sample size for drivers was 19,466 and front right passengers was 9,608.

From: Kwame Kwakwa

4. Can there be a significant difference between the behaviour of commercial drivers and private drivers? Yes, private drivers were about 1.13 times more likely to wear their seatbelt compared to commercial drivers. i. e. Private drivers (79.2%); Commercial drivers (69.9%); $P > 0.001$

From: Kofi Adanu

5. What informed the choice of Accra for the study? perception or crash data? Both

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From: Kwabena Bempong

6. Did you look at the proportion of male to female drivers in Ghana. Yes, please. Female drivers were more likely to wear their seatbelt than male drivers.

From: Abraham Opoku

7. What do you think will be the outcome if drivers are obliged to ensure that their passengers are in seat belts? could it be legalized? Our results indicated that, the more drivers wore their seatbelt, the more front passengers were encouraged to also wear them. So that would increase the seatbelt use of front right passengers. For legalization, it will depend on broader stakeholder engagement and parliamentary approval.

From: Nana Yaw Marfo.

8. I want to know the effect and rate of seatbelt use with respect to road quality. Higher seatbelt use is associated with good quality roads. From the results, the good quality urban arterials and highways recorded significantly higher seatbelt use compared to the less quality local collector/distributor roads.

From: Benjamin McApuseyine.

9. Please did your research answer any questions related to non-seat belt use and its relationship to road crashes? No, please. This was outside our scope but literature suggest that seatbelt use reduces the injury severity or risk of death from road traffic crashes by between 45-60% (Peden et al, 2004).

From: John Eliasu Mahama

10. Please how can we follow-up to discuss further?

Answer: From Simon Ntramah : @Eliasu Mahama, link up on: simonarmah2000@yahoo.com

Comments

- From E Ofori Barfi : Kudos Prof and Simon
- iPhone : Hope we can get the Presentation files in our various mails. Available on the GIC 2020 website - <https://www.gtpfconference.com/presentations/2020>

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