

ANALYSIS OF ROAD TRAFFIC ACCIDENTS (RTAs) ON NIGERIAN ROADS: A CASE STUDY OF ILESA-AKURE EXPRESS ROAD

INTRODUCTION

1.1 Background to the Study

Transportation is the physical movement of passengers and goods from one geographical location to another to enhance their utility. Transport system permits goods to be sold to consumers in places far distant from the region where they are produced. Economists assert that goods have not been produced until they have actually been transported to the final consumers who will satisfy their want (utility) by the consumption of the goods. Therefore, transportation by moving goods from point of production to the point of consumption is fulfilling productive services (Akintayo, 2010).

In transporting goods and persons, there are different modes such as road, rail, air, water and pipeline transport. However, each mode has its comparative advantage. The road transport is flexible, easy to operate and faster than most other modes of transport (Ndikom, 2008). Among several modes of transportation, emphasis for this study will be on road transportation.

The importance of road transportation in any society cannot be overemphasized as it provides benefits both to nations and to individuals by facilitating the movement of goods and people. It also enables people to have increased access to jobs, markets, education, recreation and health care. Road transportation has major advantages compared with other means of transport due to its flexibility that allows people to run businesses from door-to-door over short distances at the most competitive prices. In Africa, over 80% of goods and people are transported by roads (Fikadu, 2015). In Nigeria, roads handle the largest freight transport share. The highways in the country generally account for about 70% of the movement of goods and persons (Ubogu, 2011).

Furthermore, road transportation has a direct connection with the day-to-day activities of people, especially in large cities where the distance is too far to cover on foot or by bicycle within a reasonable time (Fikadu, 2015). However, the increase in road transportation has placed a considerable burden on the people's lives (World Health Organization (WHO), 2009). Road

traffic accidents occur when a vehicle collides with another vehicle, pedestrian, animal, road debris, or other stationary obstruction, such as a tree or utility pole.

Road traffic accidents occur worldwide but the incidence is more in developing countries (Asogwa, 1978; Otero, Garner, and Zwi, 1997). Annually, road traffic injuries form a significant amount of injury related mortality and morbidity around the world with an estimated 1.2 million people killed and about 20-50 million injured on the roads annually (Peden *et al.*, 2004). Road traffic accident is a leading cause of death in adolescents and young adults worldwide. Majority of mortalities and morbidities occur in developing countries (Otero, 1997; Ekere, Yellowe, and Umunne, 2005).

Injuries and mortalities from road crashes are problems for both developed and developing countries. For example, Canadian crash data in 2009 indicates that there were 2,209 fatalities and 11,451 serious injuries occurred in that particular year (Transport Canada, 2011). However, the road crash scenario of developing countries is much worse compared with that of the developed countries. Over 80% of traffic fatalities occur in the so called developing or emerging countries, even though these countries account only about one third of the total motor vehicle fleet. Accident rates in developing countries are often 10-70 times higher than in developed countries (Sheikh, 2004; Aderinola and Owolabi, 2015).

The rate of road traffic deaths in Sub-Saharan Africa is 40% higher than that in all other low- and middle-income countries (28.3 compared to 20.2 per 100,000) and 50% higher than the world level (28.3 compared to 19.0 deaths per 100,000 population), making traffic injuries the 10th leading cause of death in the region (WHO, 2010). In East Africa, Tanzania and Kenya account for more road traffic deaths with 34.3 and 34.4 deaths per 100,000 populations respectively. Burundi, Uganda and Rwanda account for 23.4, 24.7 and 31.6 deaths per 100,000 populations respectively (Ogunsaki, 2008; Peltzer, 2011).

Furthermore, in Africa, Nigeria has the highest record of road traffic accident (Yusuff, 2015). Sumaila (2001) observed that road traffic accidents in Nigeria have claimed more lives than deaths resulting from all communicable diseases put together including the dreaded Acquired Immune Deficiency Syndrome (AIDS). More than one in four deaths in Africa region occurs on Nigerian road and the country together with South Africa, Democratic Republic of Congo,

Kenya, Ethiopia, Tanzania and Uganda accounted for 64 per cent of all road deaths in Africa (WHO, 2013).

In Nigeria, trauma is the main reason for emergency room visits and road traffic accidents are responsible for the majority of deaths (Elechi, and Etawo, 1990). Despite various measures adopted in recent time to confront the problem, the morbidity and mortality from road traffic accidents in Nigeria is still high with the overall road traffic injury rate of about 41 per 1000 population and mortality from road traffic injuries is about 1.6 per 1000 population. This is significant when the fact that majority of these injuries and deaths can be prevented. It becomes worrisome with the fact that the incidence is increasing (Ezenwa, 1986, and Oluwasanmi, 1993). The Federal Road Safety Corps (FRSC) in 2013 also reported an increase of 2% in road traffic crashes and 6% increase in fatalities over what was recorded in 2012 (Yusuff, 2015).

Reports obtained from Nigeria Bureau of Statistics (NBS) and Federal Road Safety Corps (FRSC) revealed that in year 2017, there were total of 7,937 road traffic crashes with 4,410 fatalities; in the year 2016, there were total of 8,560 road traffic crashes with 4,527 fatalities; in the year 2015, there were total of 12, 077 road traffic crashes with 5,400 fatalities; in the year 2014, there were total of 25,427 road traffic crashes with 11,665 fatalities; and in the year 2013, there were total of 29,494 road traffic crashes with 13,021 fatalities. It is quite important to note that there were significant decrease in the number of crashes and fatalities in Nigeria.

The economic consequence of road traffic accident apart from physical, social and emotional implications is enormous (Yusuff, 2015). Several epidemiological study of traffic accidents revealed that most victims of accidents are economically active adults between the ages of 30 and 49 years and the resultant economic burden fall not only on families of victims by the loss of their breadwinners but also on nations economy through loss of productivity.

Vehicular accident in this country has become one of the growing concerns to most Nigerians in recent times. This is as a result of the tremendous effect of accidents on human lives, properties and the environment. Many researchers have come out with the causes, effects and recommendations to vehicular accidents. These causes include drink driving, machine failure and over speeding. Yet every year the road safety commission, Nigeria Statistical Service and other organizations would report an increase in vehicular accidents. The mere increase in the number

of accidents is not enough for one to conclude that really there is an increase in vehicular accidents; hence the need to analyze the accidents data statistically to check whether there is any evidence of increasing road traffic accidents as years go by resulting to large number of people losing their lives.

Researchers have been modeling vehicular accidents with crash prevention models in various parts of the world. However, it is extremely difficult to just apply models which have worked somewhere to data obtained from different country due to the variations in the various factors pertaining in different countries (Fletcher *et al*, 2006), this might be as a result of the inadequate information available on road traffic accidents and its impact on human lives and properties in the country. These road traffic accidents have killed a lot of people in this country and as such it is described as one of the major causes of death in Nigeria.

The fatality of road traffic accident resulting into deaths and injuries as perceived at the international level, continental level and narrowed down to Nigeria is a major issue which necessitated this research.

THIS IS 48 PAGES DOCUMENT (Introduction to Methodology)

CONTACT US @ BUTY GLOBAL FOR FULL DOCUMENT

Amount: ₦25,000

Website: www.butyglobal.com

Email: butyglobalresearch@gmail.com

*Contributing significantly to
knowledge and sustainable living*

WhatsAap: +234 703 619 6773