

Assessing the Pattern of Tricycle Crashes Using Secondary Data.

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Background

Despite known safety limitations, tricycles remain a popular low-cost transport option, especially in low-income settings where affordability outweighs safety concerns. Males are disproportionately involved in tricycle crashes, reflecting their greater engagement in the sector due to socioeconomic roles and cultural norms. Additionally, risk-taking behaviors among men contribute to higher crash rates, driven by social expectations of toughness and resilience. Conversely, women exhibit safer travel behaviors and often opt for transport modes that better accommodate their mobility needs.

Aim

This study aims to analyze patterns of tricycle crashes, exploring the behavioral and societal factors influencing male overrepresentation in tricycle-related accidents.

Method

Data were collected through crash reports and interviews with traffic officers. Descriptive analysis was conducted to identify trends in crash involvement based on gender. Qualitative data from officers provided context to the patterns of tricycle crashes.

Results

The study found that males are significantly more involved in tricycle crashes than females, a trend largely attributed to their higher participation in the sector and greater risk-taking tendencies while riding. Men dominate the tricycle transport industry, increasing their exposure to road hazards and the likelihood of engaging in risky riding behaviors such as speeding, reckless overtaking, and non-compliance with safety regulations. In contrast, women have lower crash involvement, which is influenced by their transport preferences. Women tend to prioritise safety and convenience over affordability, often opting for alternative modes of transport that offer greater protection. This preference for safer travel options reduces their exposure to tricycle-related risks. The study also revealed that many tricycle-related crashes go unreported, as community-based informal settlements often handle crash incidents outside official channels. Instead of involving law enforcement, disputes are frequently resolved through informal negotiations and financial settlements between parties. This widespread underreporting of crashes distorts official crash statistics, leading to an underestimation of the true risks associated with tricycle transport.



Conclusions

The study concludes that cultural norms, risk-taking behaviours, and mobility patterns influence gender disparities in tricycle crash involvement. Men, who dominate the tricycle transport sector, tend to engage in higher-risk behaviors such as speeding, reckless maneuvering, and ignoring safety regulations, increasing their likelihood of being involved in crashes. In contrast, women demonstrate more cautious mobility choices, often opting for safer and more convenient transport alternatives, which contributes to their lower crash involvement. Furthermore, to enhance safety interventions, it is crucial to address not only behavioral factors but also structural inequalities in transportation access. Improving rider education, enforcing stricter safety regulations, and enhancing road infrastructure can help mitigate risks associated with tricycle transport.