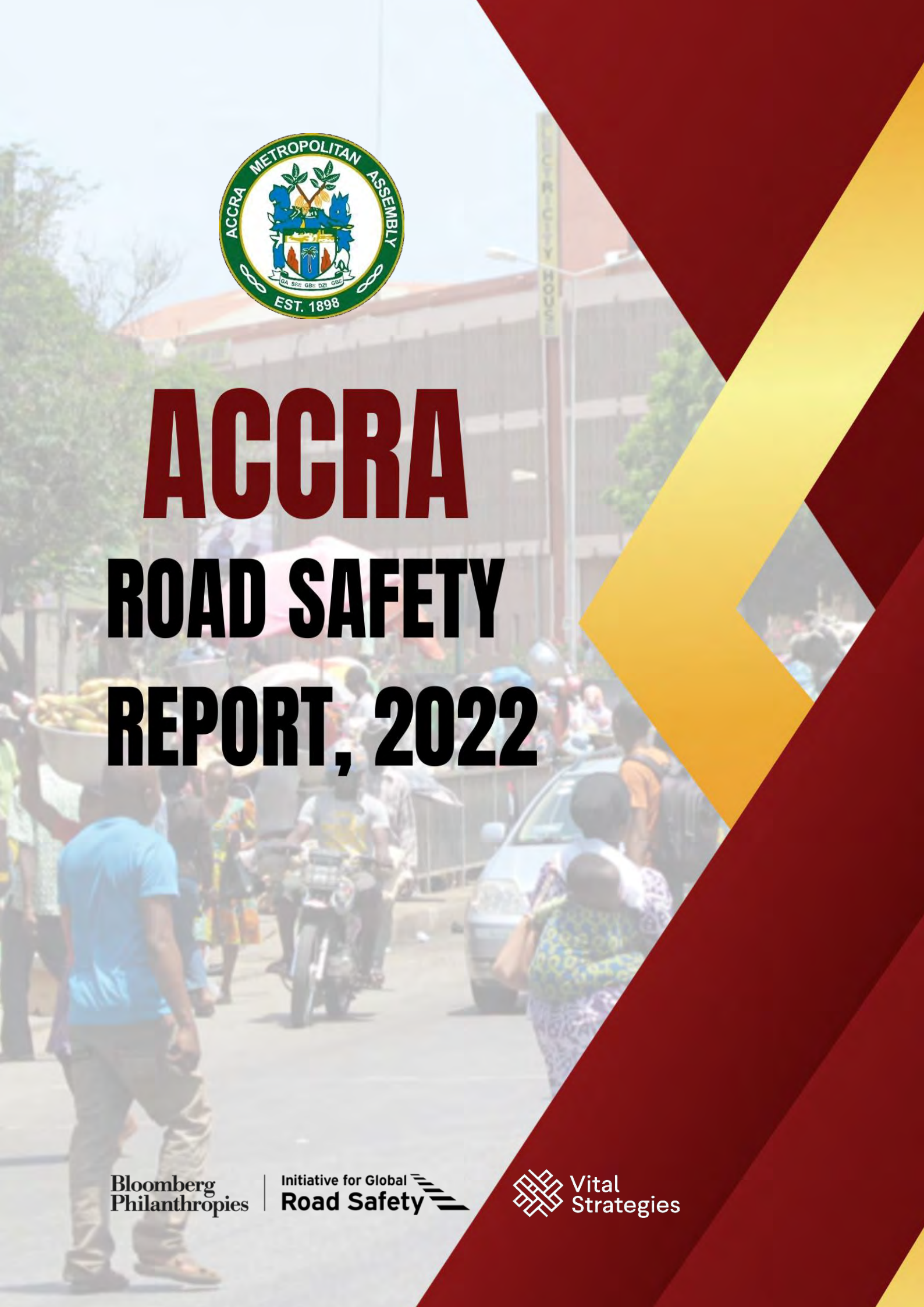
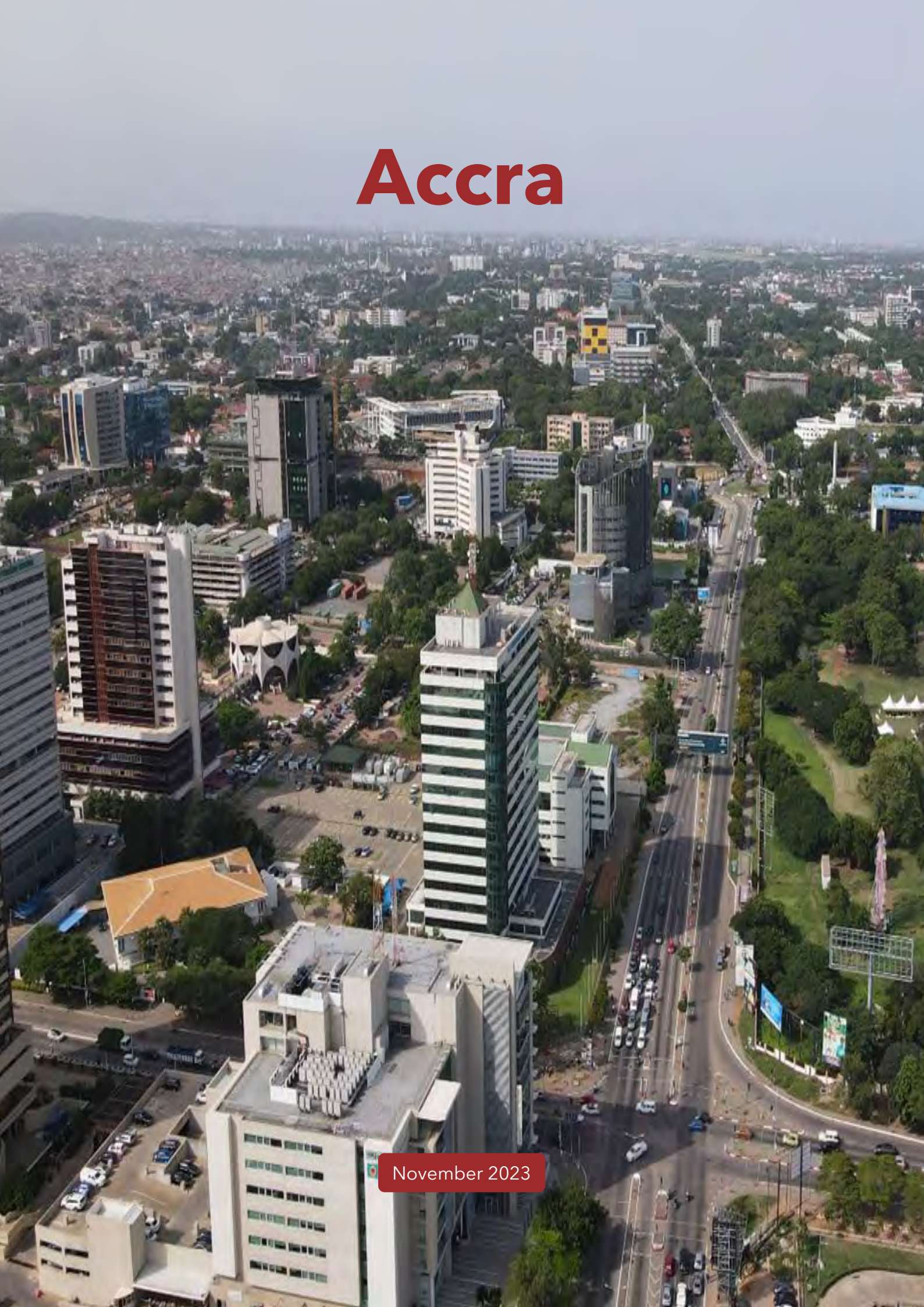


ACCRA

ROAD SAFETY REPORT, 2022

Bloomberg Philanthropies | Initiative for Global Road Safety | Vital Strategies

Accra



November 2023

Accra Road Safety Report, 2022

In collaboration with

Observational studies by

Contents

Preface

Hon. Elizabeth K.T. Sackey
Mayor of Accra

Road traffic crashes remain one of the major causes of deaths and serious injuries in Ghana. The consequences of road traffic deaths and the costs of treatment and rehabilitation for severely injured victims should be major concerns for city administrators, road safety agencies and public health professionals. Improving road safety outcomes will require a strong collaborative effort that is based on data-driven interventions.

This report provides information on road crashes, deaths and injuries in Accra for 2022. It also shows the characteristics of vulnerable road users, risk periods, and high-risk crash locations in the city. These findings should inform decisions and plans of key agencies tasked with ensuring safety on our roads.

Thanks are due to stakeholders whose actions and support led to the reduction in road traffic deaths from 136 in 2020 to 102 in 2022. It is my prayer that these efforts will be sustained to reduce deaths to the barest minimum.

Special thanks to Bloomberg Philanthropies, Vital Strategies, and all external and local partners for their relentless efforts to provide a safe space in the city, especially for vulnerable road users.

Acknowledgements

This road safety report, the fifth edition for Accra, uses 2022 police crash data as the main source. These annual reports aim to provide ongoing reporting on road traffic crash outcomes in the city and to help plan and inform road safety interventions.

Several local and external partners contributed to sections of the report. Crash data were obtained from the Motor Traffic and Transport Department (MTTD) of the Ghana Police Service. National service fellows at the city's data unit supported data collection at police stations. Vital Strategies provided technical support for the production of this report. Johns Hopkins International Injury Research Unit (JH–IIRU) provided data on the road injury behavioural risk factors presented in the report.

Ebenezer K. Baidoo, the BIGRS road injury surveillance coordinator in Accra, coordinated data collection directly from police stations in the city, performed data analysis, and drafted the report. Dr. Raphael Awuah, regional technical advisor for Africa on Road Injury Surveillance, and Dr. Sara Whitehead, global lead for road injury surveillance system strengthening – both from Vital Strategies – supervised data collection and analysis, review and publication of the report. Ezequiel Dantas, deputy director for road injury surveillance at Vital Strategies, also supported review of the report.

The BIGRS team in Accra – Osei Kufuor (initiative coordinator), Joshua Mensah (enforcement coordinator), Mavis Obeng-Mensah (communications coordinator), Ing. Simon Manu (Safer Streets and mobility coordinator) and Audrey Gadator (administrative assistant) – provided content for sections of the report. Ing. Samuel Boamah Danquah (senior manager, Road Safety Program in Ghana at Vital Strategies) also supported review of the report.

Special thanks go to Bloomberg Philanthropies, Vital Strategies, JH–IIRU, MTTD of the Ghana Police Service, and National Road Safety Authority.

Executive Summary

This report presents information on crashes, deaths and injuries in Accra using 2022 data from police records. An assessment of road injury behavioural risk factors is also presented.

Findings show that the number of reported road traffic crashes in Accra dropped from 1,808 in 2021 to 1,416 in 2022 – a 22% decrease. Road traffic deaths fell from 123 in 2021 to 102 in 2022 – a 17% decrease. Deaths per 100,000 population also dropped, from 5.4 in 2021 to 3.6 in 2022.

Vulnerable road users – pedestrians, motorcyclists, and bicyclists – made up 77% of road traffic deaths in 2022. Males accounted for 82% of road traffic deaths and 74% of serious injuries. The highest proportion of deaths was recorded among victims aged 20 to 29 years. These patterns have been consistent over the last five years.

The high-risk fatal crash locations, based on three-year geolocation crash data, were concentrated along the high-capacity roads in the city. Among them were Avenor junction along J.A. Kufuor Avenue, Opeibea intersection along Liberation Road, Hansonic junction along Dr. Busia Highway, and the intersections at Lapaz and North Dzorwulu along George Walker Bush Highway (N1).

Highlights

55% of the reported deaths in 2022 were pedestrians

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82% of deaths were among males

The highest number of deaths occurred among people aged **20 to 29 years**

Deaths were frequently reported following crashes that occurred between **6 p.m. and 10 p.m.**

47% of the reported deaths occurred from crashes on weekends

Abbreviations

AMA	Accra Metropolitan Assembly
BIGRS	Bloomberg Philanthropies Initiative for Global Road Safety
BRRI	Building and Road Research Institute
GRSP	Global Road Safety Partnership
JH–IIRU	Johns Hopkins International Injury Research Unit
KMA	Kumasi Metropolitan Assembly
LMIC	Low- and Middle-Income Countries
MTTD	Motor Traffic and Transport Department (Ghana Police Service)
NRSA	National Road Safety Authority
QGIS	Quantum Geographic Information System
SSATP	Sub-Saharan Africa Transport Policy Program
WHO	World Health Organisation
WRI	World Resources Institute

Introduction

Deaths and injuries from road crashes remain a serious global problem, especially in developing countries[1]. More than 90% of road traffic deaths occur in low- and middle-income countries (LMICs)[1].

Africa has the highest road traffic death rates compared to rates observed globally and in other regions, with 27 deaths per 100,000 population in 2019 compared to 17 deaths per 100,000 population globally[2,3].

In Ghana, 2,373 road traffic deaths were reported in 2022 – a death rate of 7.7 per 100,000 population[4]. However, the World Health Organization (WHO) estimates four times as many deaths than are reported nationally[5].

The burden of road traffic crashes poses a serious public health, social and economic problem at all levels of society – especially as a majority of those who die are young and economically active.

Without the implementation of evidence-based interventions, road traffic deaths and injuries are likely to increase, given the increase in motorization in LMICs which has outpaced the expansion of quality road infrastructures[6]. Road traffic injuries are projected to become the fifth leading cause of death globally by 2030 if current trends remain unchanged [7].

Purpose of report

This report presents information on road traffic crashes, deaths, and injuries in the Accra metropolitan area for 2022 using data from police records. It is an update of four previous reports with data spanning from 2011 to 2021. The report also provides information on road-user risk behaviours and implemented actions to improve road safety in Accra.

Data sources and systems

Police records are the main source of road traffic crash data in Ghana. An adapted version of the Building and Road Research Institute (BRRI)/Ghana Police Service data input form and road safety indicators defined by the Sub-Saharan Africa Transport Policy Program was used by personnel at the Accra Metropolitan Assembly data unit to extract data from narrative police crash reports.

Narrative description and sketch of the crash location in the police reports were used to generate crash coordinates. Quantum Geographic Information System software was used to analyse geolocation data to produce high-risk crash locations maps. Data on road injury behavioural risk factors were assessed by observational studies conducted by members of the Johns Hopkins University International Injury Research Unit and their local collaborators, BRRI.

Definitions

Definitions in this report are based on the definitions used by National Road Safety Authority, the agency with oversight responsibility for road safety in Ghana.

Road traffic crash: A crash resulting in injury, death or property damage that involves at least one vehicle.

Fatal crash: A crash in which at least one casualty dies immediately or within 30 days of the incident.

Serious injury: A crash resulting in at least one person being admitted in hospital as an inpatient for more than 24 hours.

Trend of road crashes, deaths, and injuries

Road crashes, deaths, and injuries

There were 102 reported road traffic deaths in 2022 – a 17% drop from 2021 (Figure 1). Similarly, the number of reported crashes decreased by 22% in 2022 (Figure 2). The reduction in crashes and deaths could partially be attributed to sustained enhanced enforcement by the police on speeding and other road injury behavioural risk factors.

Figure 1. Trends in road deaths, serious and minor injuries, 2018–2022

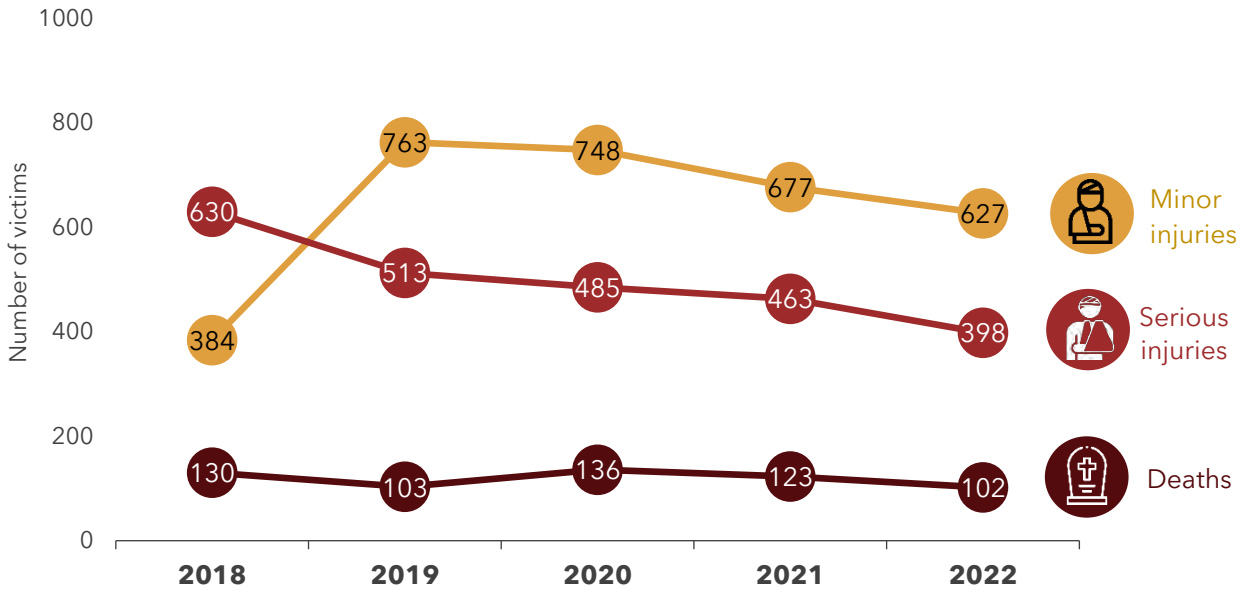
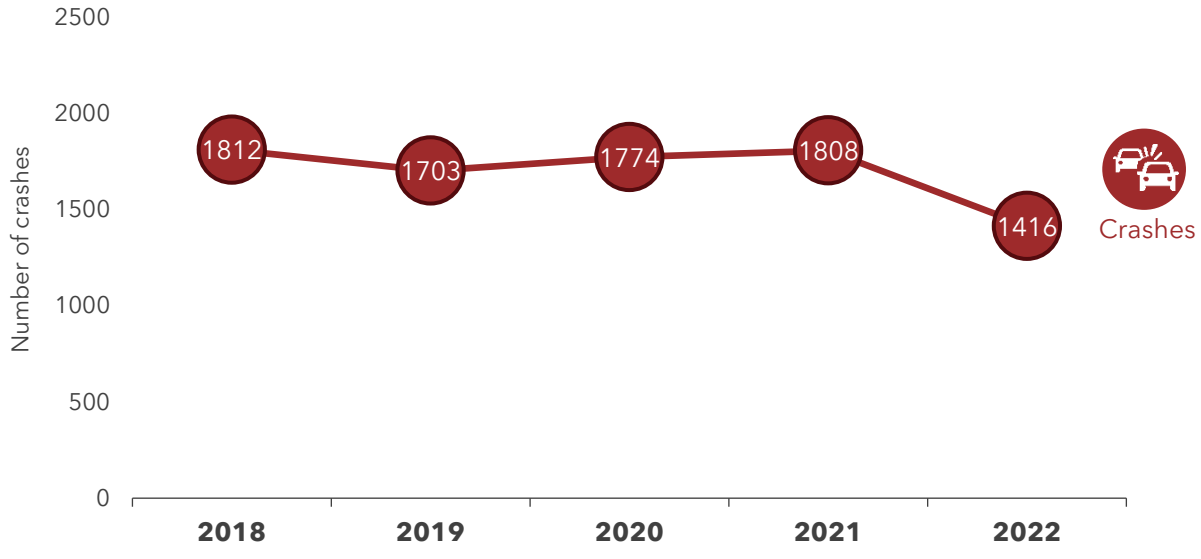
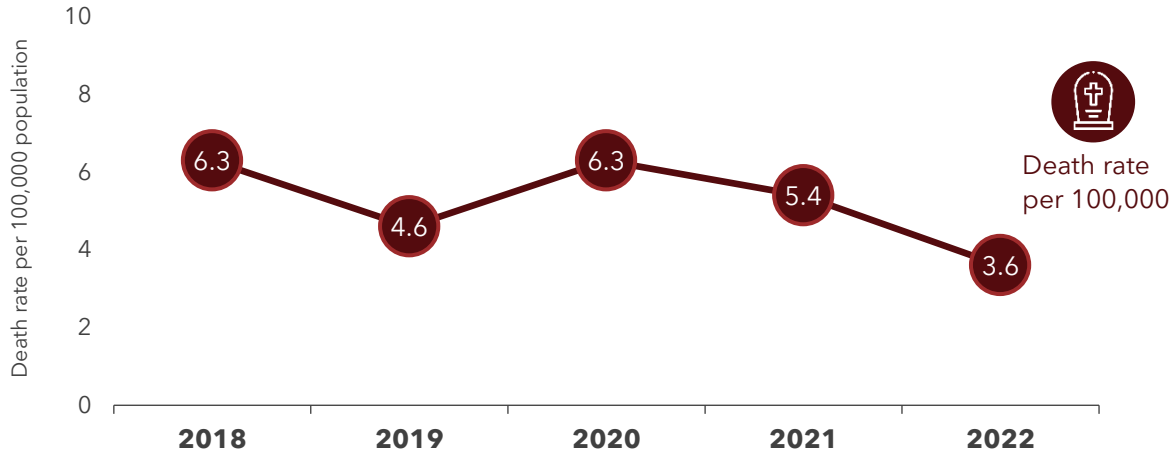


Figure 2. Road crashes in Accra, 2018–2022



The road traffic death rate per 100,000 population declined from 5.4 in 2021 to 3.6 in 2022 (Figure 3).

Figure 3. Road traffic death rate, 2018–2022



Deaths and serious injuries by road user type

Pedestrian deaths have declined since 2020, although they continue to account for the highest number of deaths (Figure 4). In 2022, vulnerable road users – pedestrians, bicyclists and motorcyclists – accounted for 77% of the reported deaths in 2022 (Figure 5). These findings reinforce the need to prioritize safety of pedestrians and other vulnerable road users. The Accra pedestrian safety action plan launched in 2018 should be evaluated and reintroduced.

Figure 4. Deaths by road user type, 2018–2022

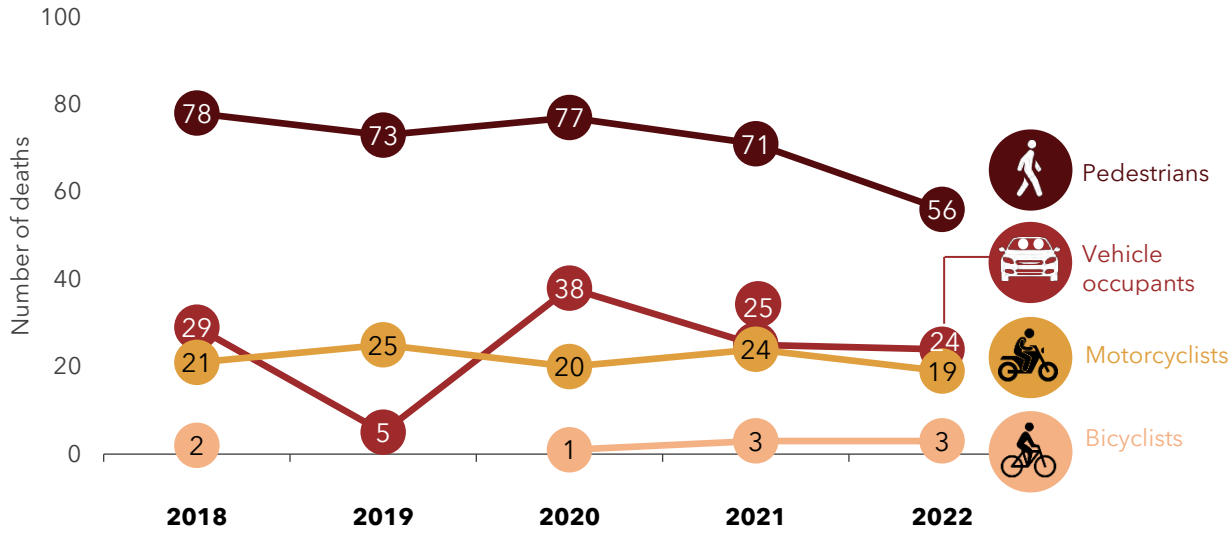
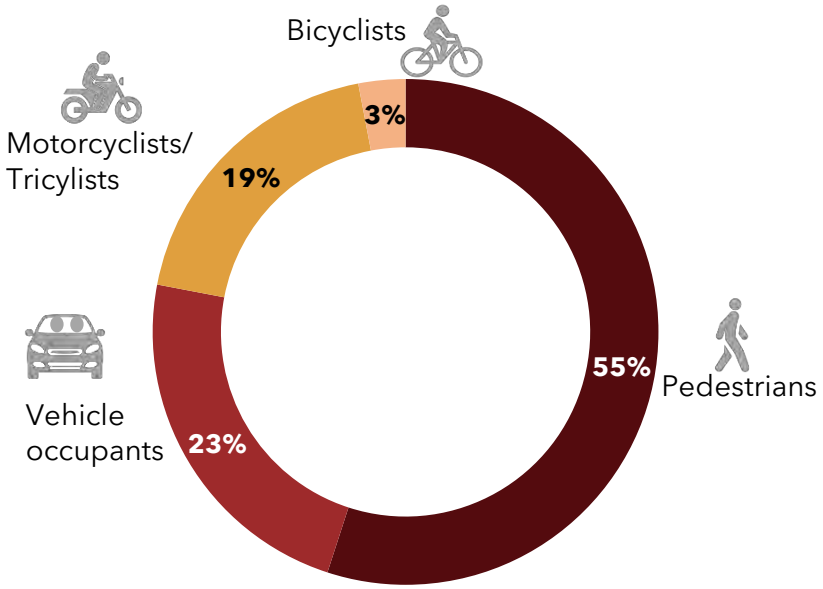


Figure 5. Percentage distribution of deaths by road user type, 2022



Serious injuries among pedestrians and motorcyclists declined by 23% and 32% respectively from 2021 to 2022 (Figure 6). However, serious injuries among vehicle occupants increased by 32% in the same period. The percentage distribution of serious injuries by road user type in 2022 is shown in Figure 7.

Figure 6. Serious injuries by road user type, 2018–2022

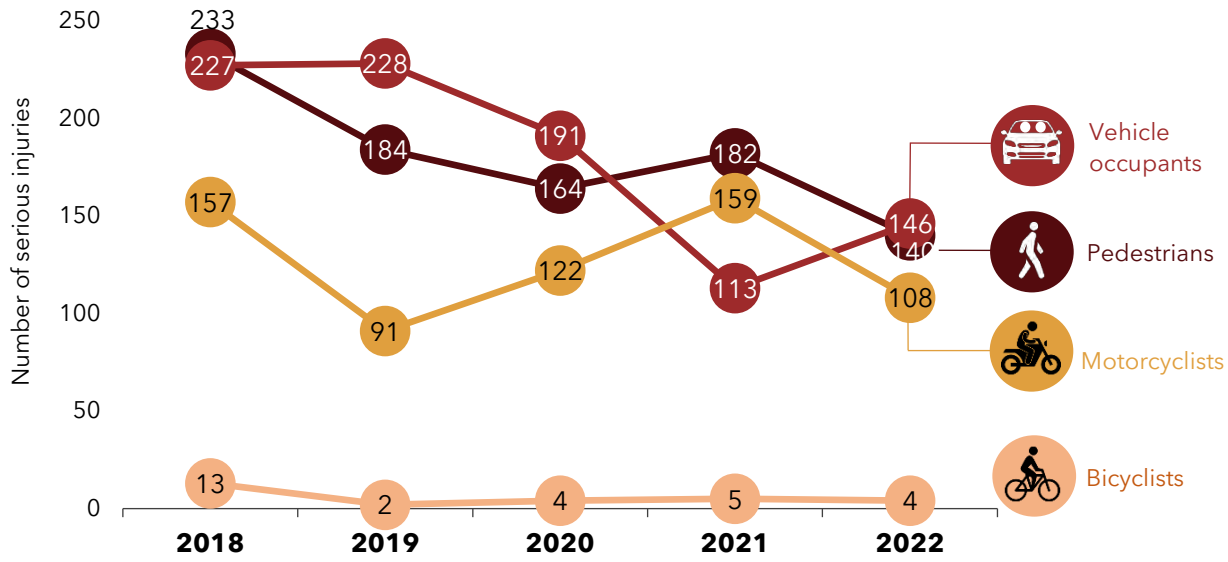
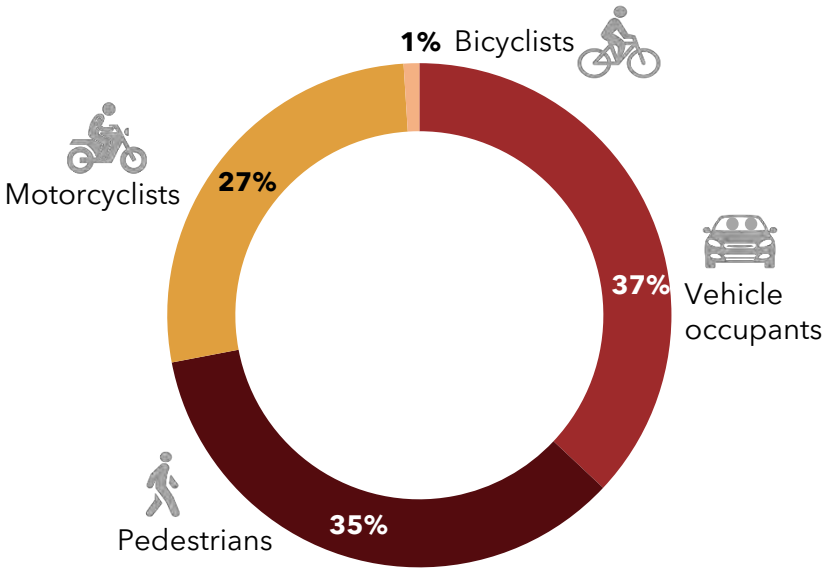


Figure 7. Percentage distribution of serious injuries by road user type, 2022



Deaths and serious injuries by sex

Males made up the highest proportion (82%) of reported deaths in 2022 (Figure 8). This could be attributed to risky road-user behaviour observed among males[8,9]. Three out of four (75%) seriously injured victims in 2022 were males (Figure 9). This pattern has been consistent in Accra for the last 5 years[10,11,12].

Figure 8. Deaths by sex, 2022

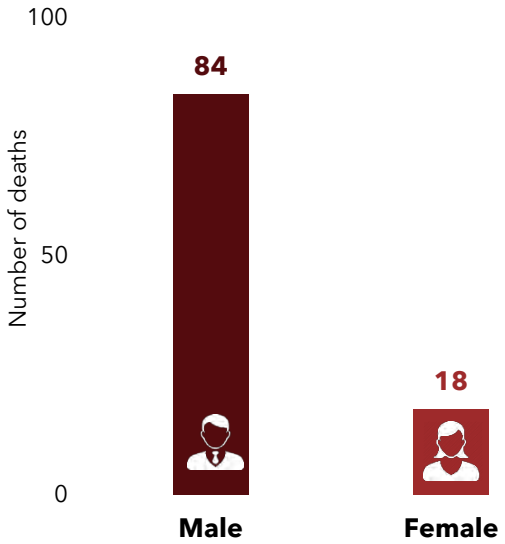
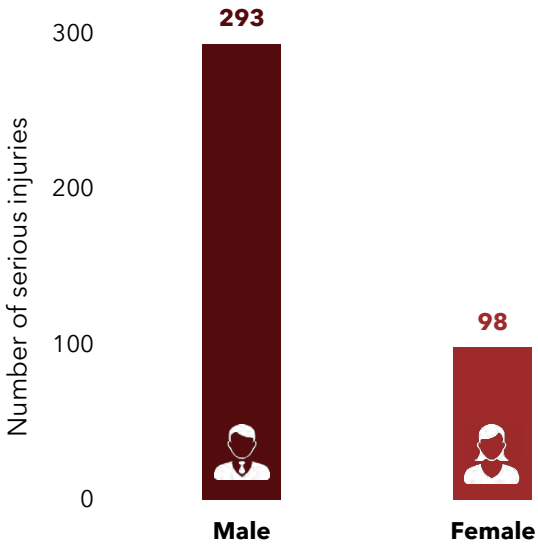


Figure 9. Serious injuries by sex, 2022



Deaths and serious injuries by age

The highest number of deaths and serious injuries in 2022 occurred among those aged 20 to 29 years old (Figures 10 and 11). This pattern has continued over the last five years. A similar age distribution has been observed in traffic injury deaths and related hospitalizations in many African and Asian countries[13]. Many of these victims are economically active, leading to a drop in household income and an increase in expenditure from the direct costs of post-crash care treatment.

Figure 10. Deaths by age group, 2022

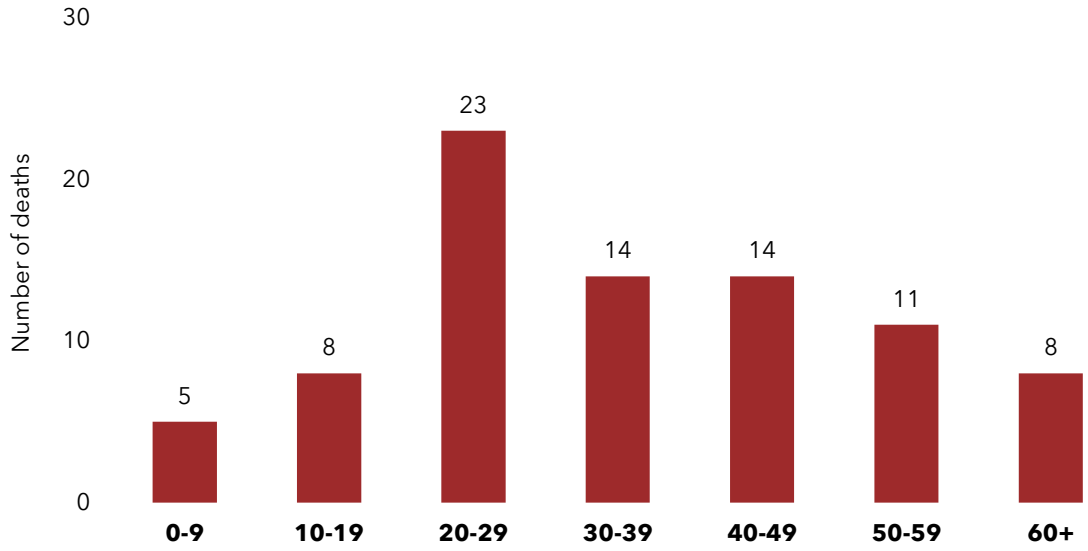
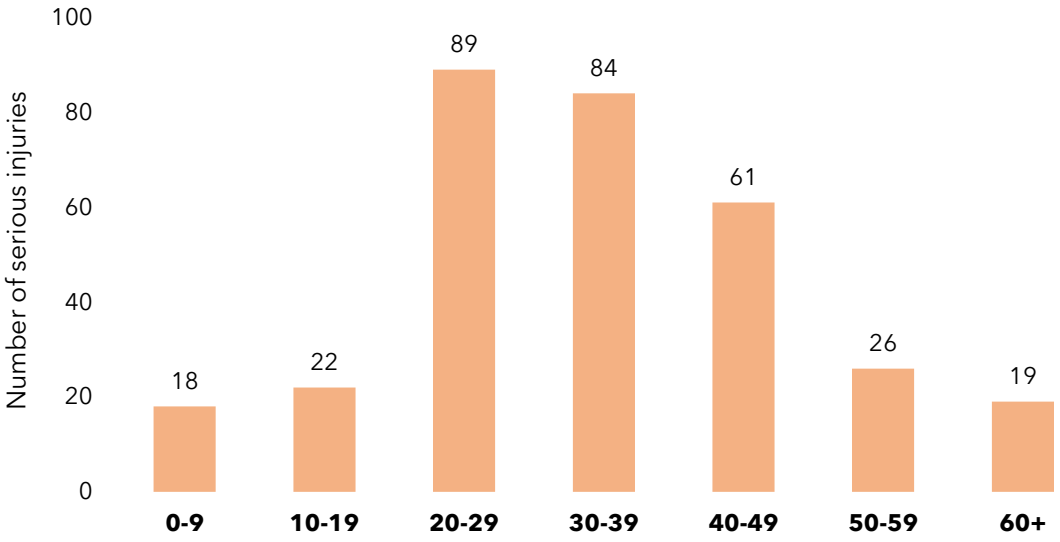


Figure 11. Serious injuries by age group, 2022



Death and serious injury rates

Among males, those aged 50–59 years had the highest death rate in 2022 (15.4 per 100,000 population), and among females, those aged 40–49 years had the highest death rate (2.6 per 100,000 population) (Figure 12). Those aged 40-49 years had the highest serious injury rate among males, whereas those aged over 60 years had the highest serious injury rate among females (Figure 13).

Figure 12. Death rate by age and sex, 2022

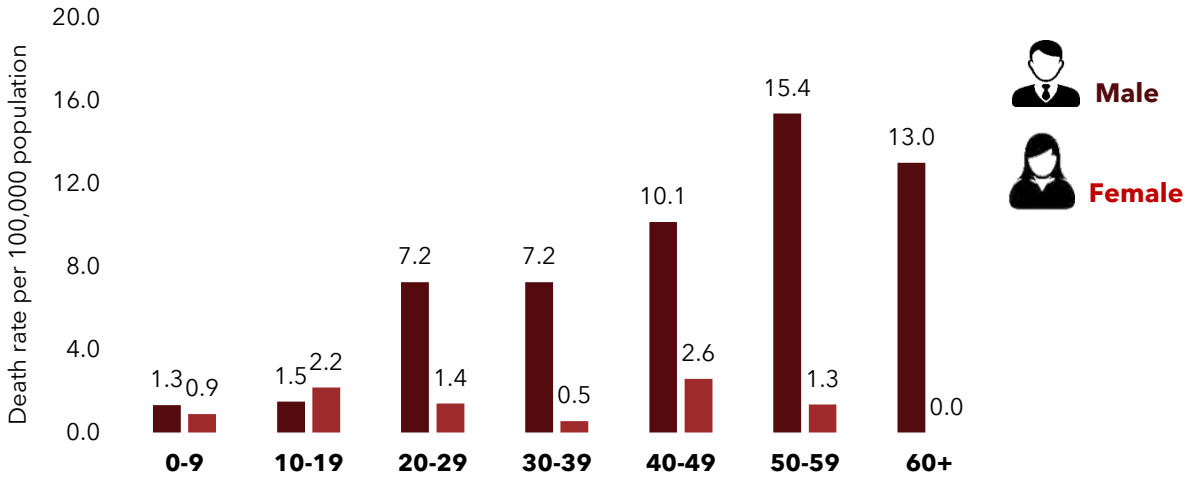
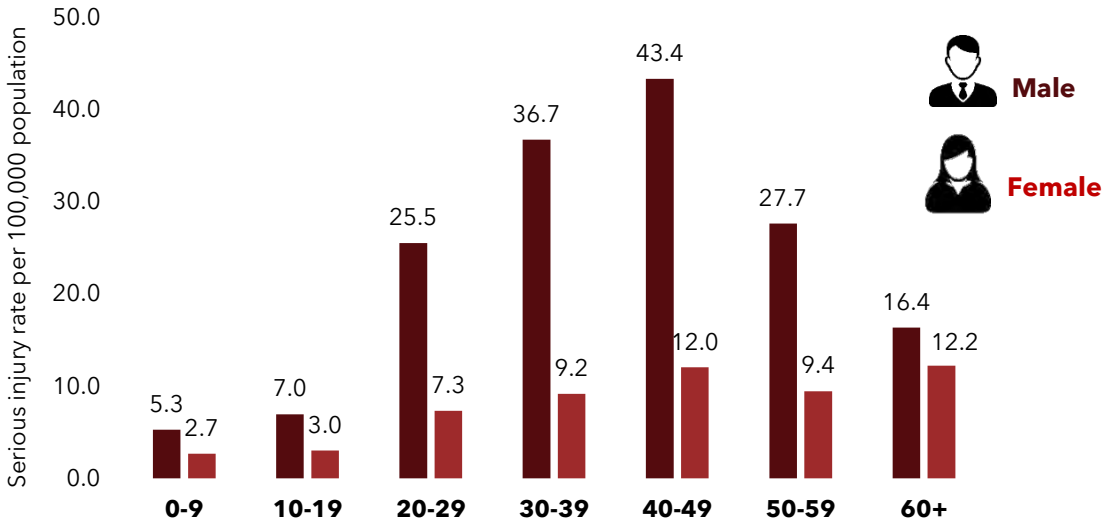


Figure 13. Serious injury rate by age and sex, 2022



Crashes and deaths by time of day

A higher number of crashes occurred between 2 p.m. and 6 p.m. in 2022 (Figure 14). However, deaths were frequently reported following crashes that occurred from 6 p.m. to 10 p.m. (Figure 15). This pattern can partially be explained by poor visibility and high vehicular speeds at that time of day. These findings can be used by the police in deploying officers for curbing behavioural risk factors and controlling traffic.

Figure 14. Crashes by time of day, 2022

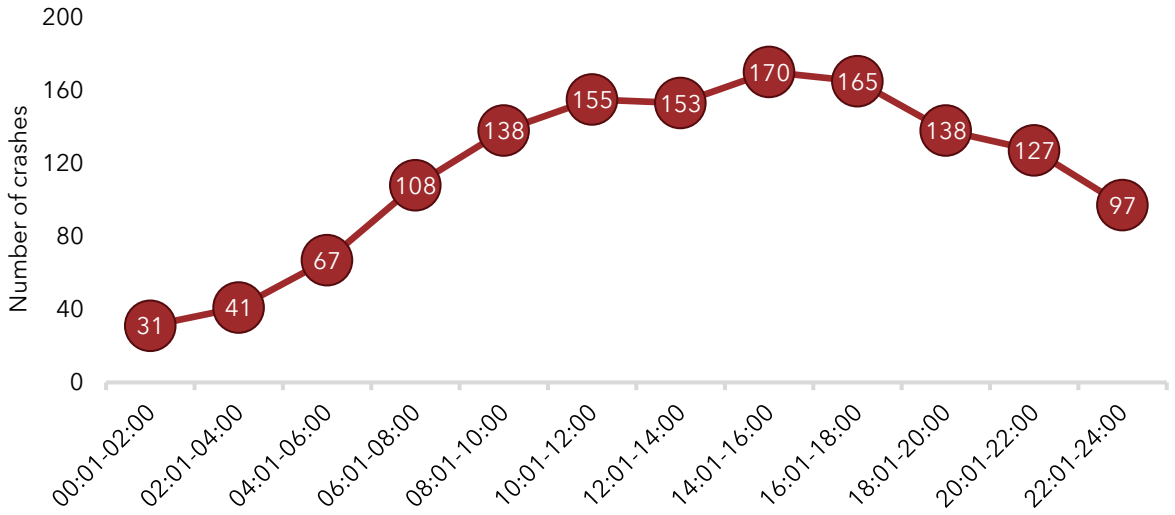
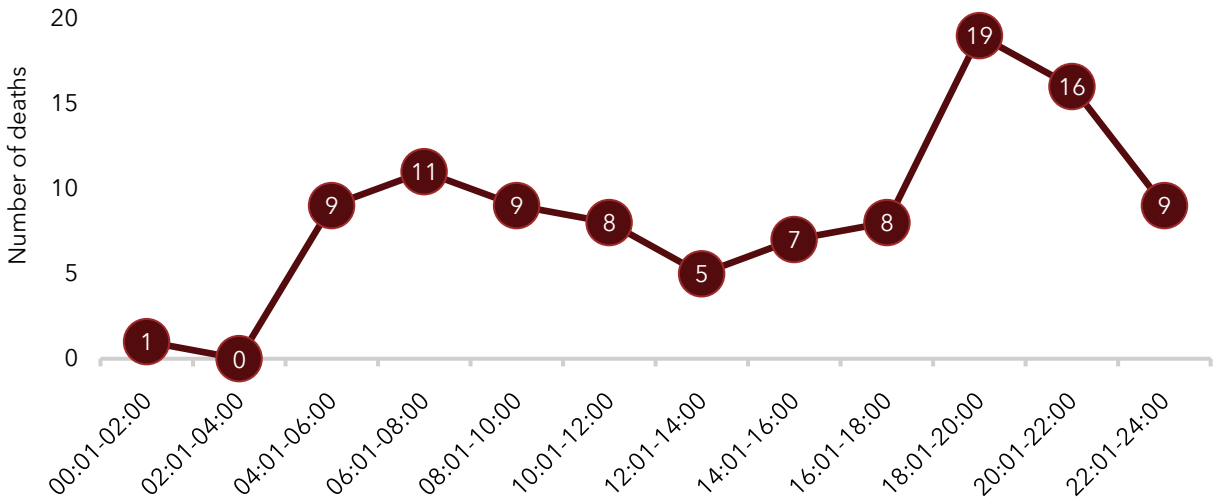


Figure 15. Deaths by time of day, 2022



Crashes and deaths by day of week

No pattern was observed for crashes by day of week (Figure 16). However, nearly half (47%) of the reported fatalities in 2022 occurred from crashes on weekends (Friday to Sunday) (Figure 17). This pattern has been consistent in Accra since 2016 [10,11,12] and may be associated with speeding, drink driving and/or reduced police enforcement on weekends. Speed assessment conducted in Accra also shows that speeding is twice as frequent on weekends than on weekdays[14].These findings can inform police operational staffing and planning for speed enforcement.

Figure 16. Crashes by day of week, 2022

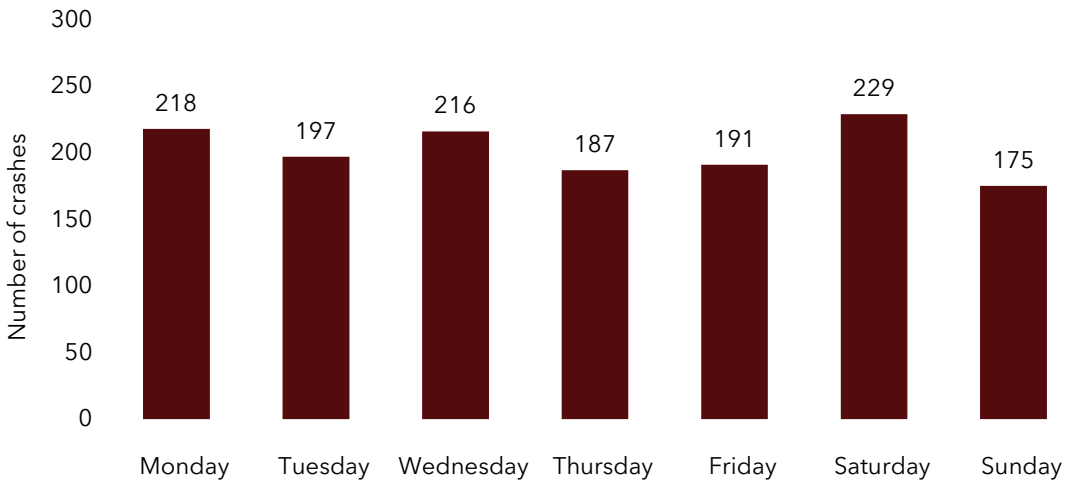
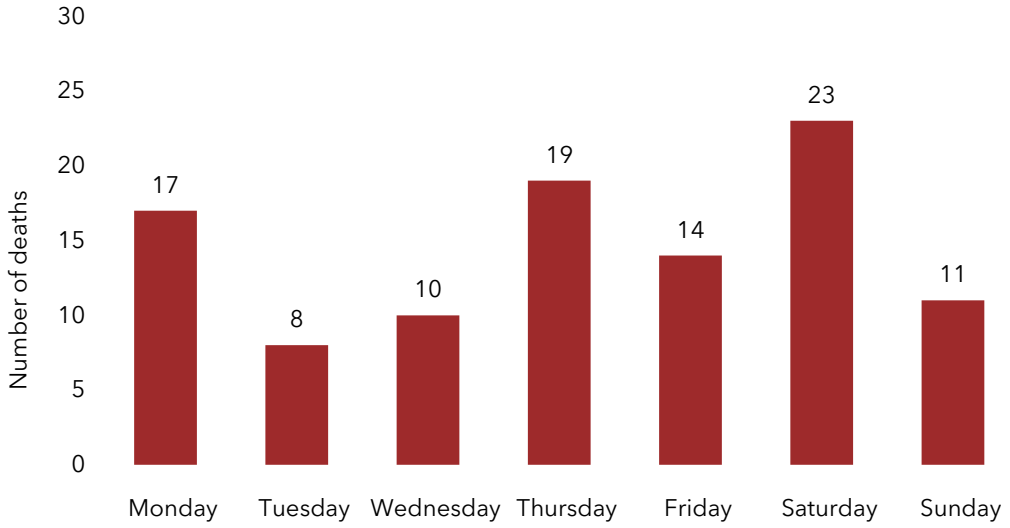


Figure 17. Deaths by day of week, 2022



Deaths by day and time

Half of the reported deaths occurred following crashes on weekends (Friday to Sunday) (Table 1). The findings emphasize the need for enforcement focusing on road injury risk factors (speeding, drink driving, failure to use helmet and seatbelt/child restraints) to be intensified on weekends.

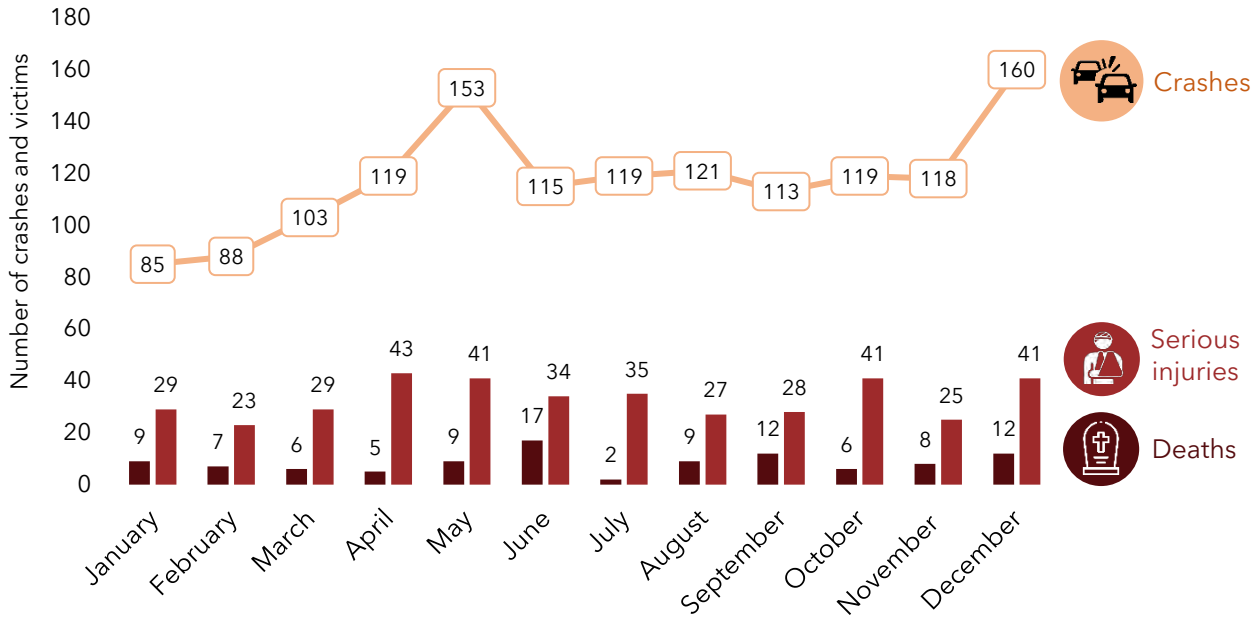
Table 1. Deaths by day of week and time, 2019–2022

Time	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
00:00 - 04:00	3	0	2	4	5	4	4
04:01 - 08:00	8	12	12	7	8	16	10
08:00 - 12:00	8	10	5	12	13	10	10
12:01 - 16:00	12	10	11	9	18	11	17
16:01 - 20:00	10	16	7	16	10	20	17
20:01 - 24:00	25	5	11	16	17	17	25
Total	**66**	**53**	**48**	**64**	**71**	**78**	**83**

Crashes, deaths and serious injuries by month

Crashes were most frequently reported in December in 2022. The number of deaths and serious injuries from crashes in April, May, June, October and December was higher than the annual average (Figure 18).

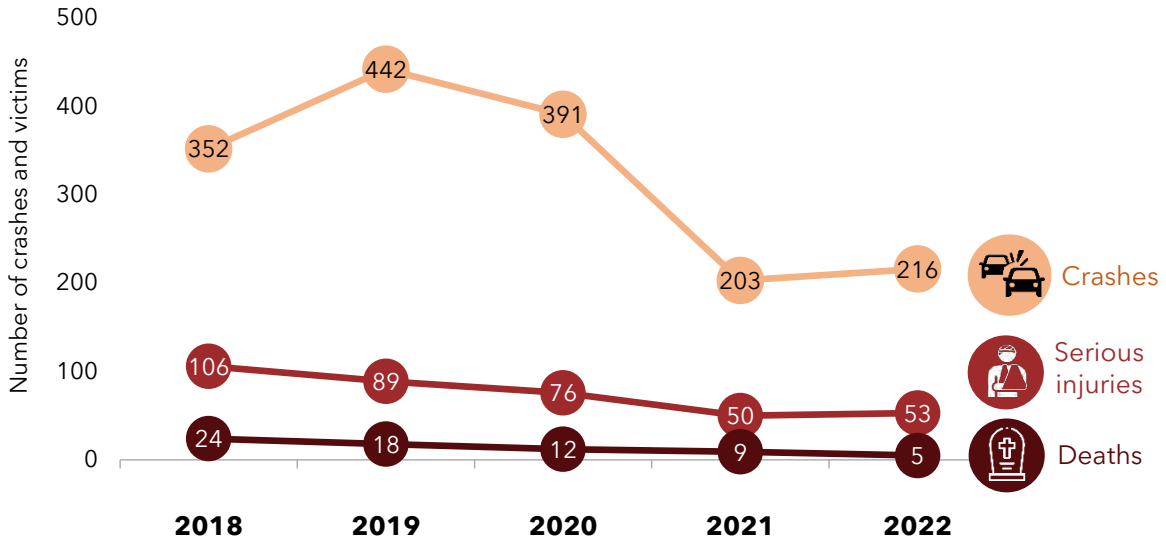
Figure 18. Crashes, deaths, and serious injuries by month, 2022



Crashes, deaths and serious injuries involving commercial buses/minibuses

No clear trend has been observed since 2018[10,11,12] in the number of reported crashes involving commercial buses and minibuses (commonly called *trotro*). However, fatalities have seen an overall decrease since 2018 (Figure 19).

Figure 19. Crashes, deaths, and serious injuries involving public commercial vehicles, 2018–2022



Crashes and deaths by road classification in Accra

Highways were the site of 62% of crashes (Figure 20) and two-thirds (66%) of deaths (Figure 21) recorded in 2022. This could be associated with excessive speeding on high-capacity roads.

Figure 20. Crashes by road type, 2022

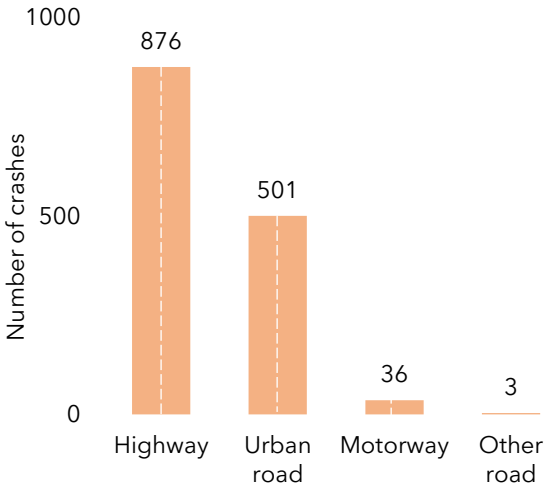
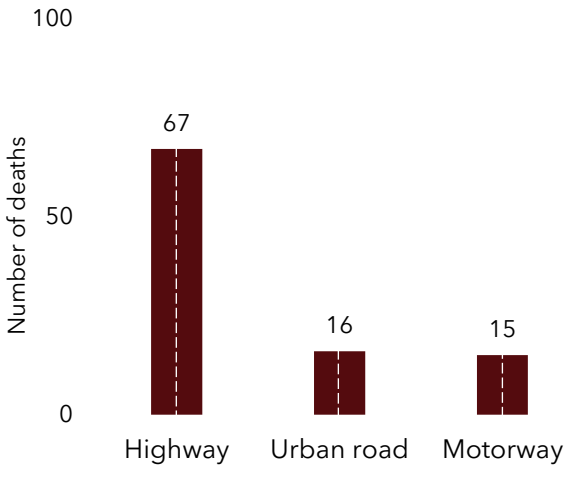


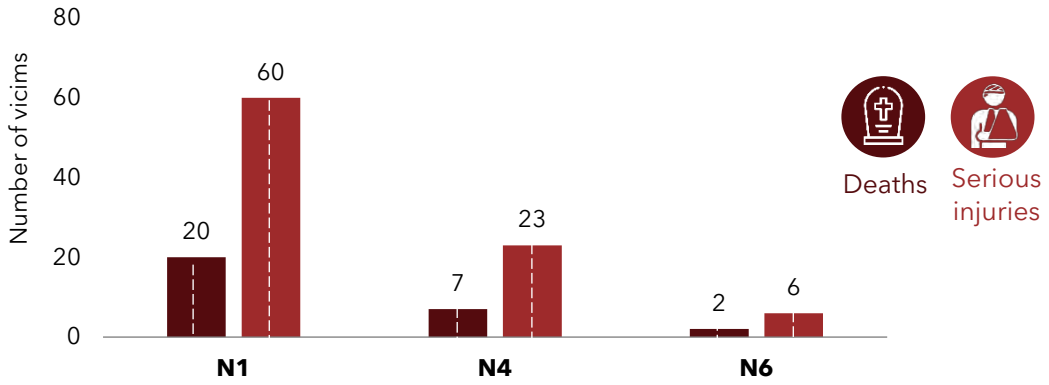
Figure 21. Deaths by road type, 2022



Deaths and serious injuries on major national highways in Accra

The N1 was the site of more deaths and serious injuries than the N4 and N6 combined (Figure 22).

Figure 22. Deaths and serious injuries on the major national highways, 2022



Deaths by road user and colliding vehicle type

Table 2 below shows the correlation between deaths by road user type and colliding vehicles from 2019 to 2022. Pedestrian deaths were frequently caused by cars and pickups (48%). Buses/minibuses and motorcycles were the colliding vehicles in 20% and 16% of pedestrian deaths respectively. More than a third (35%) of motorcyclist deaths were caused by cars and pickups, and more than a quarter (28%) of motorcyclist deaths were from single-vehicle crashes. These findings can inform strategies, plans, and targeted interventions in road engineering, enforcement and behaviour change communication aimed at reducing deaths among specific road-user groups.

Table 2. Deaths by road user and causal vehicle type, 2019–2022

	Colliding vehicle						
Victim	**Car and pickup**	**Bus and minibus**	**High Goods Vehicle**	**Motor-cycle**	**Single vehicle crash**	**Un-known vehicle**	**Total**
Car and pick up occupants	21	3	11	4	18	3	**60**
Bus and minibus occupants	7	3	3	1	9	0	**23**
High goods vehicle occupants	1	1	5	0	0	2	**9**
Motorcyclists	30	12	13	4	24	4	**87**
Bicyclists	3	0	4	0	0	0	**7**
Pedestrians	**133**	**55**	**24**	**44**	**0**	**21**	**277**
Unknown	0	0	0	0	1	0	**1**
Total	**195**	**74**	**60**	**53**	**52**	**30**	**464**

High-risk intersections and corridors

Identification of high-risk locations maximise the efficiency of planning and decision-making regarding implementation of road safety interventions targeting behavioural risk factors[15,16,17]. Using three years (2020–2022) of geolocation crash data, the top ten high-risk fatal crash spots and corridors are presented in tables 3 and 4 respectively. The heat maps show the spatial distribution of all crash locations (Figure 23), fatal crash locations (Figure 24), serious injury crash locations (Figure 25), pedestrian fatal and serious crash locations (Figure 26) and motorcyclist fatal and serious injury crash locations (Figure 27). Figure 28 shows the high-risk fatal crash corridors in the city. These locations should inform plans for road infrastructure maintenance, intersection design interventions and enforcement operations.

Table 3. Top ten high-risk fatal crash intersections, 2020-2022

No.	Name of intersection/junction	Number of deaths
1	Avenor junction along J.A Kufuor Avenue	12
2	Opeibea intersection along the Liberation Road	6
3	Hansonic junction along Dr. Busia Highway	5
4	Lapaz intersection along the N1	4
5	North Dzorwulu intersection along the N1	4
6	Okponglo intersection along the N4	4
7	Kawukudi intersection along Olusegun Obasanjo Highway	3
8	Kwashieman intersection along the N1	3
9	Abeka junction along J.A Kufuor Avenue	2
10	National Theatre intersection along Independence Avenue	2

*Death statistics in these locations are based on the geocoded crash data from 2020 to 2022. A 100m intersection radius was applied.

Table 4. Top ten high-risk fatal crash corridors (deaths per km), 2020-2022

No.	Name of corridor	Number of deaths	Length of corridor (km)	Deaths per km
1	Motorway tollbooth–Tetteh Quarshie interchange (N1)	21	4.5	4.6
2	Apenkwa overhead–Dimples roundabout (N1)	20	1.9	10.5
3	Akweteyman–Lapaz (N1)	15	2.2	6.8
4	Ring Road Central	13	4.7	2.7
5	Apenkwa overhead–Sonnidom Filling Station (N6)	10	1.8	5.5
6	Kwame Nkrumah Avenue	10	3.1	3.2
7	Hansonic – Obetsebi Lamptey roundabout (Dr. Busia Highway)	8	2.8	2.8
8	Kwashieman intersection–Lapaz intersection (N1)	6	2.5	2.4
9	Independence Avenue–Citizen Kofi (Ring Road East)	6	1.6	3.7
10	Okponglo–Shiashie (J.J. Rawlings Avenue–N4)	5	1.6	3.1

*Death statistics in these locations are based on the geocoded crash data from 2020 to 2022.

Figure 23. Distribution of crash locations, 2020–2022

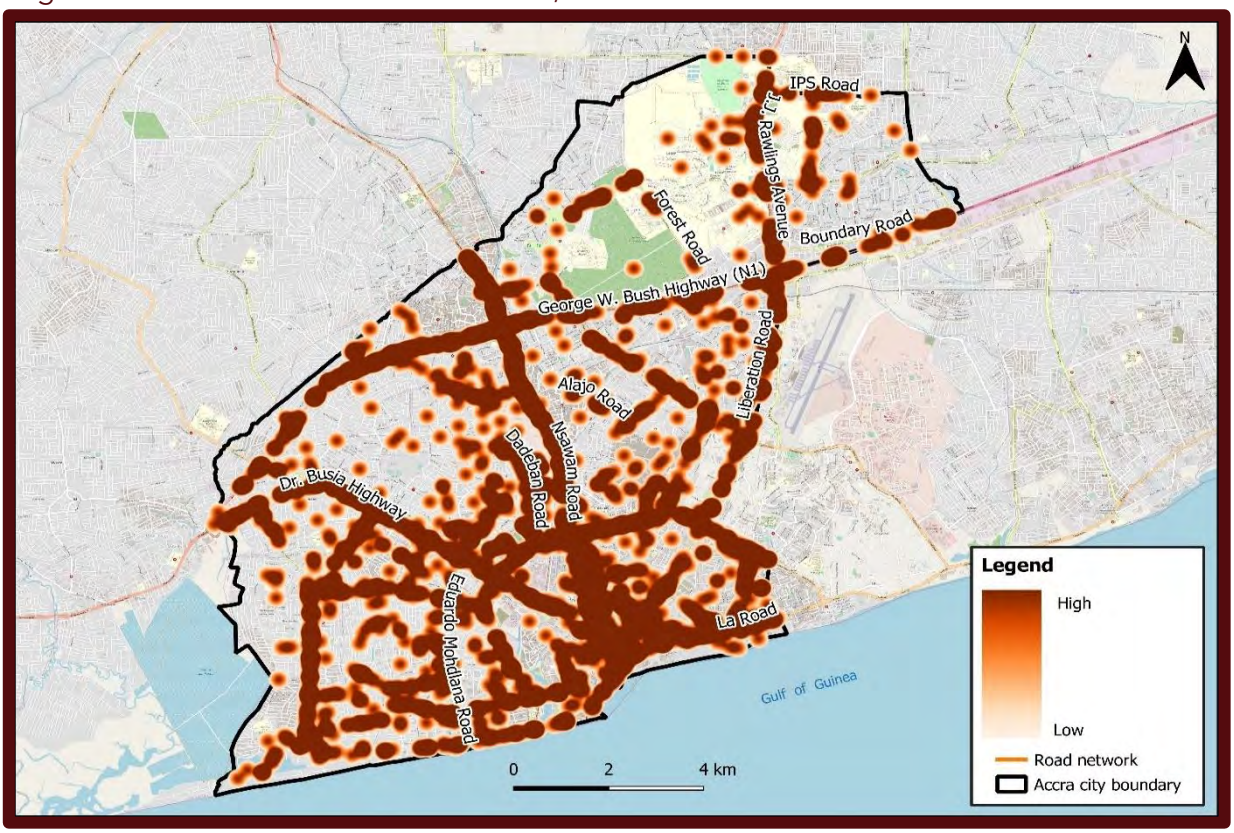


Figure 24. Fatal crash locations, 2020–2022

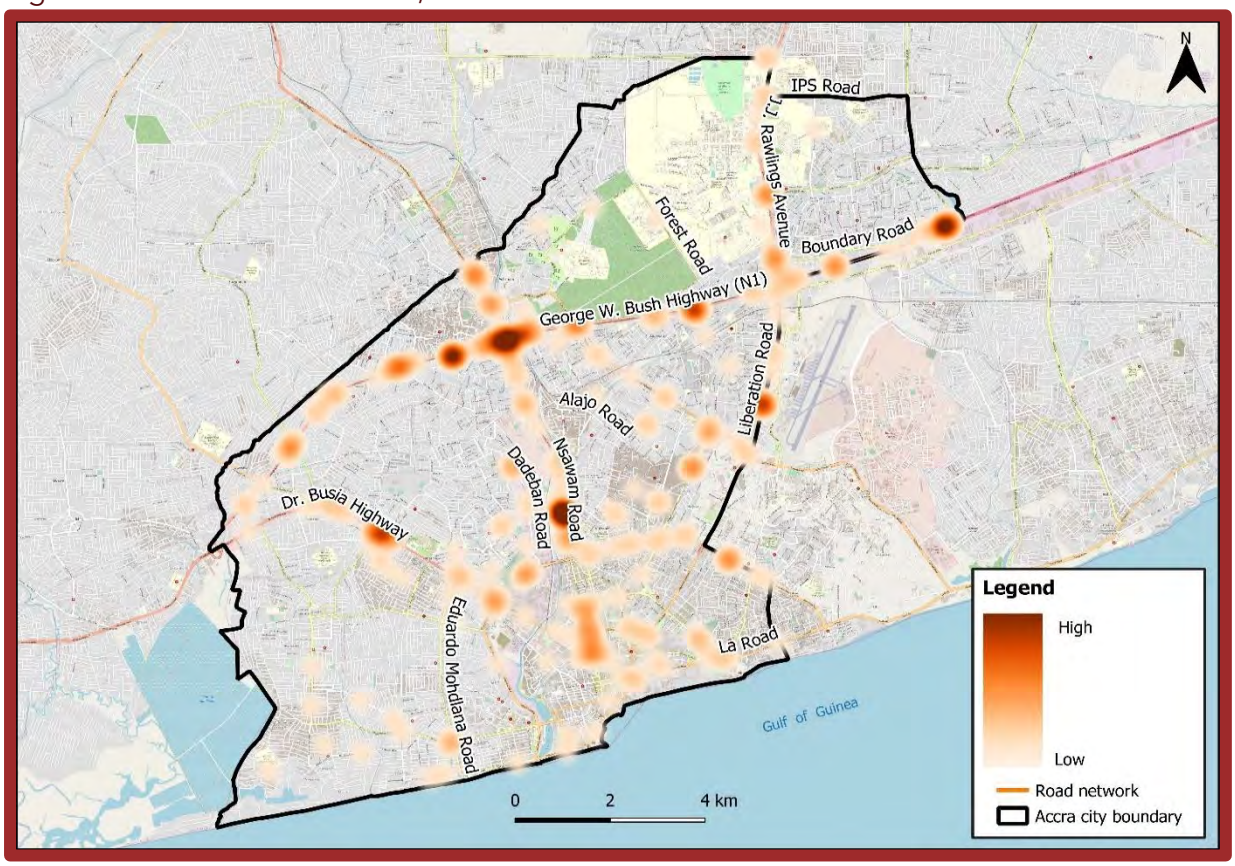


Figure 25. Serious injury crash locations, 2020–2022

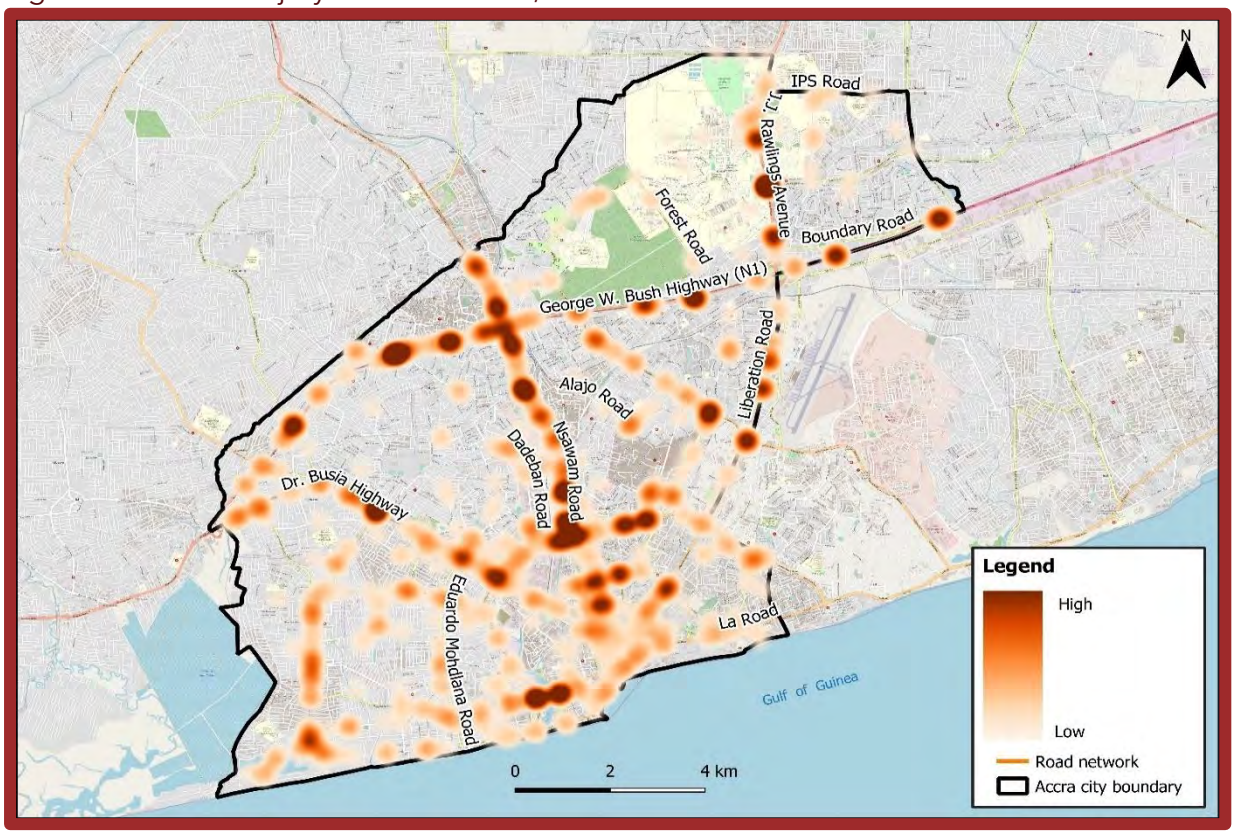


Figure 26. Pedestrian fatal and serious injury crash locations, 2020–2022

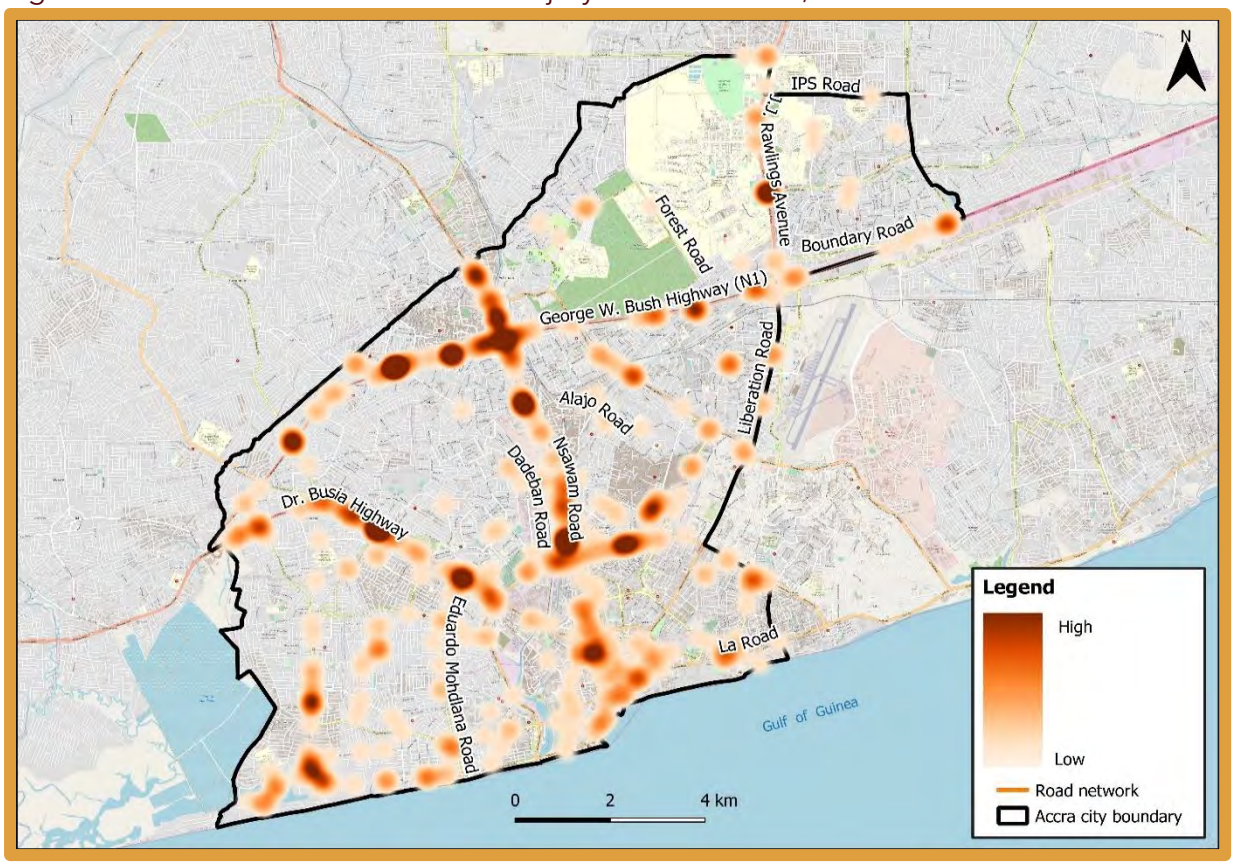


Figure 27. Motorcycle fatal and serious injury crash locations, 2020–2022

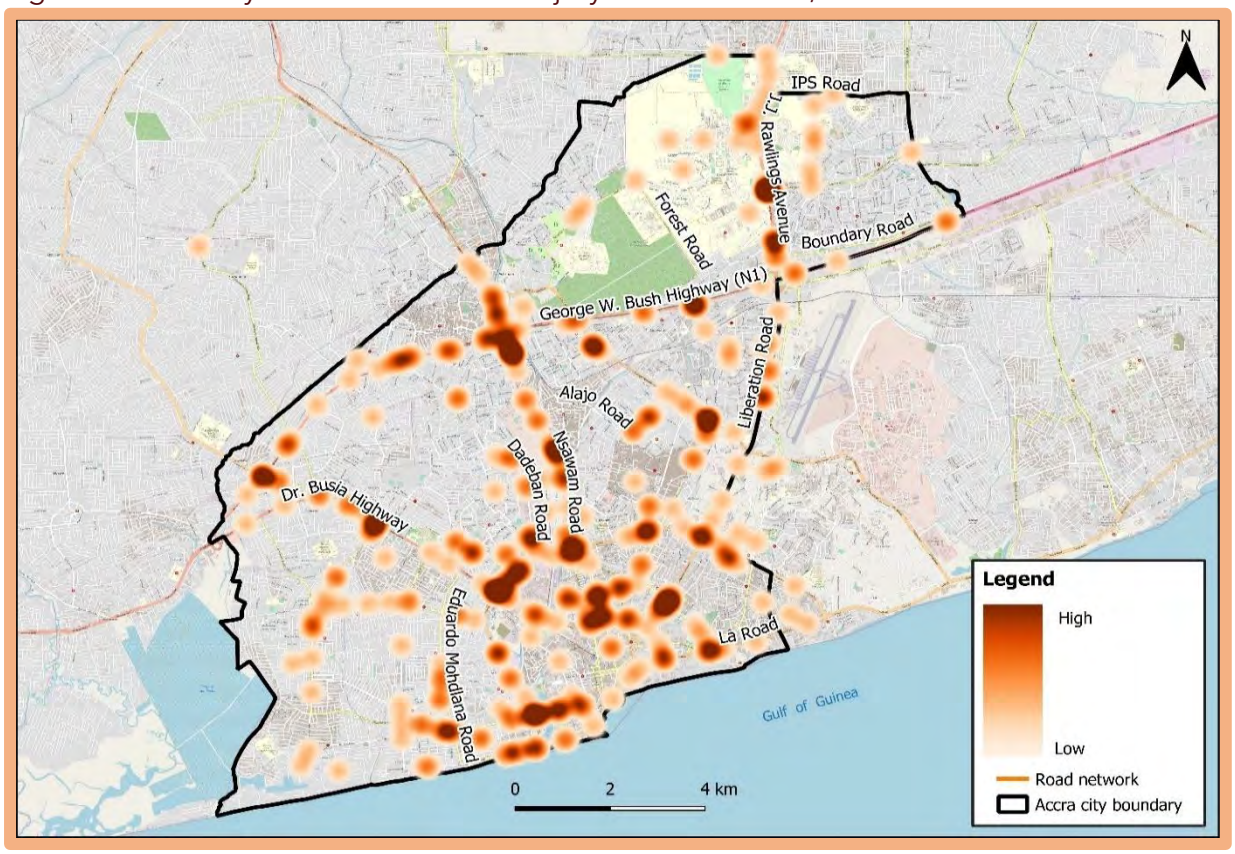
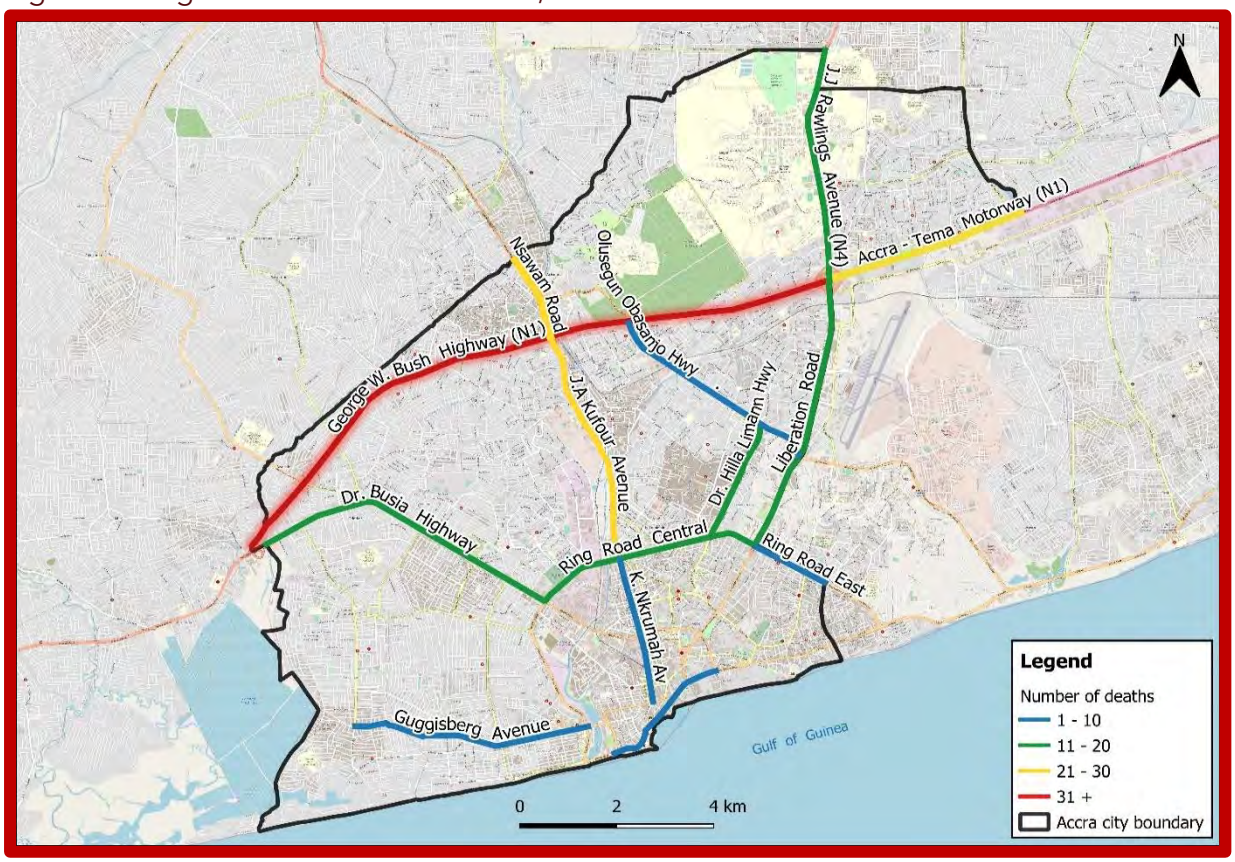


Figure 28. High-risk fatal crash corridors, 2020–2022



Road injury behavioural risk factors

Road injury behavioural risk factors

Johns Hopkins University International Injury Research Unit conducts observational surveys on selected road corridors in Accra as part of the road injury surveillance support under BIGRS. The purpose of these studies is to assess the prevalence and trends of key road injury behaviours, specifically speeding and the proper use of helmets, seat belts and child restraints. Helmet and seat belt use were not assessed in the most recent round of observations, which took place in October 2022. Findings from that round are presented below.

Speeding

Globally, speeding remains the main risk factor for severe road crashes[18]. Findings from speed observations in Accra show that overall speeding has reduced from 50% in October 2021 to 43% in October 2022 (Figure 29). This could partially explain the reduction in road crashes and deaths for the same period. Motorcycles topped the list of vehicles observed to be speeding over the posted limit (Figure 30). A similar pattern was observed in 2020 and 2021[11,12]. This could be attributed to increased use of motorcycle for commercial purposes[19].

Figure 29. Percentage distribution of speeding over the limit, 2020–2022

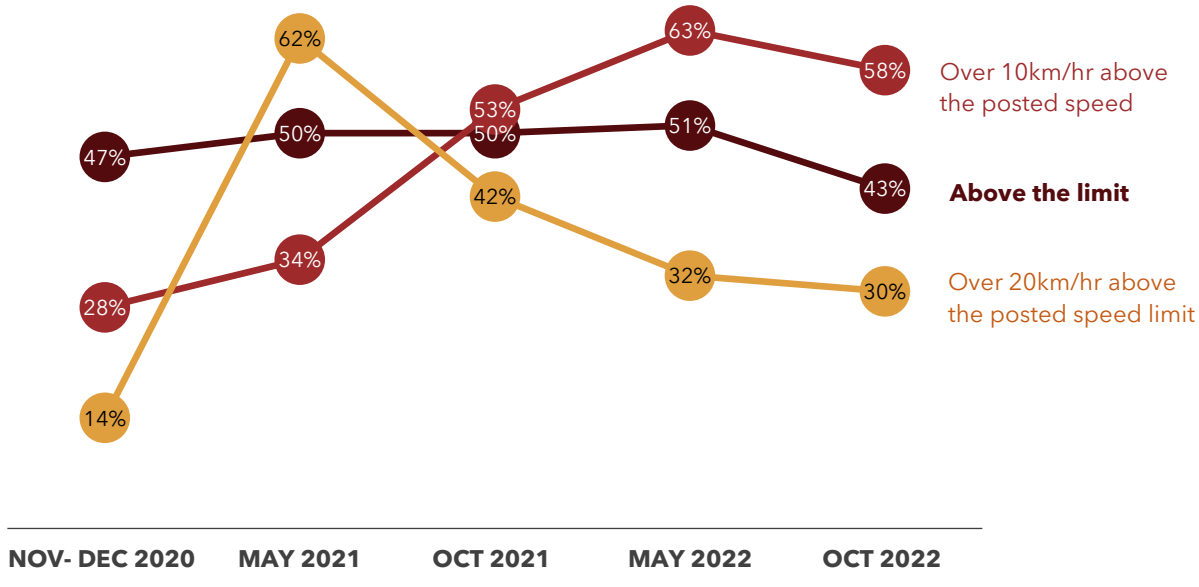
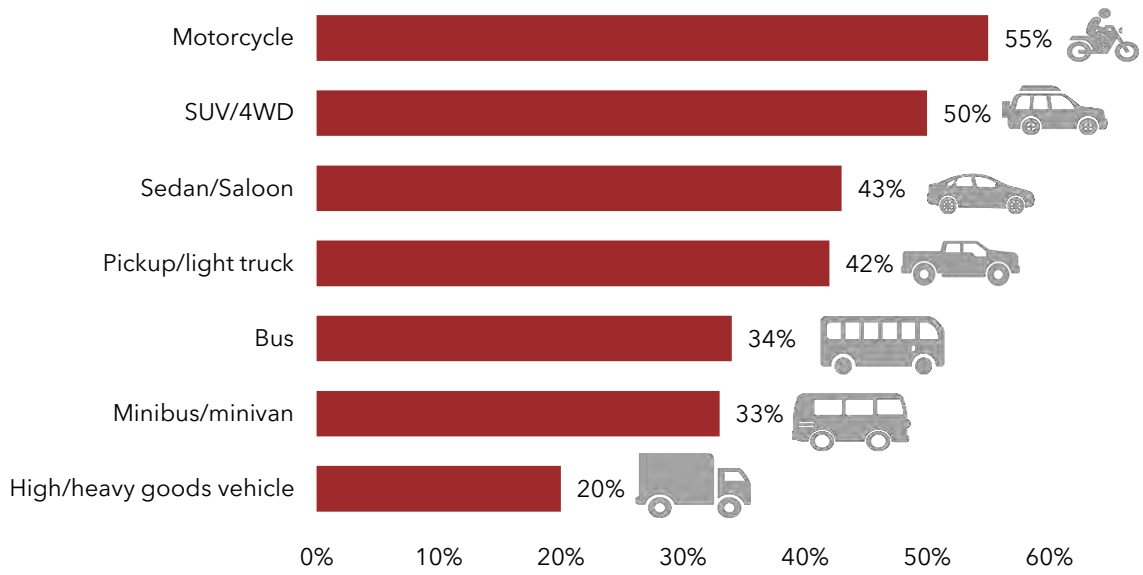


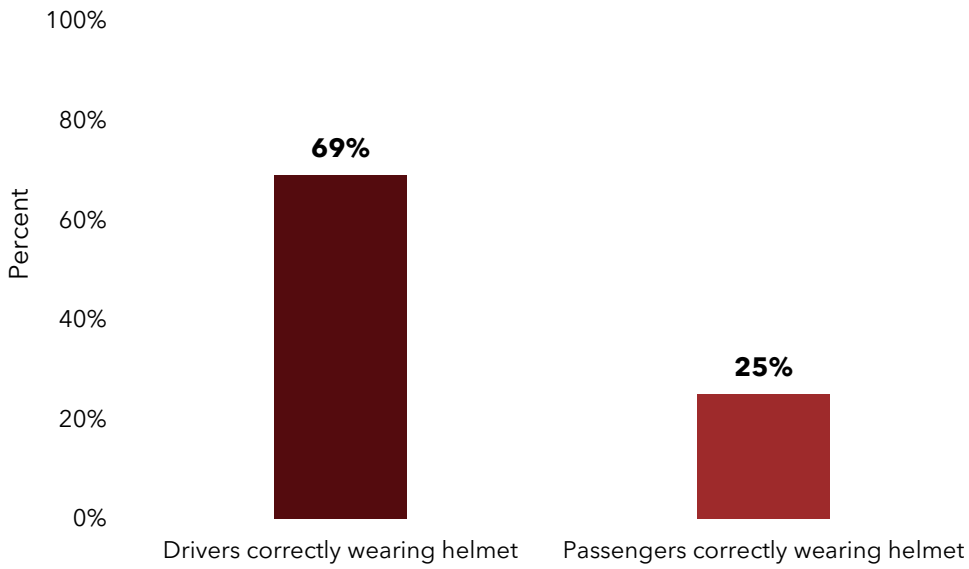
Figure 30. Observed speeding by vehicle type, 2022



Helmet use

Correct use of a standardized helmet reduces the risk of head injury among motorcyclists in the event of a crash. Correct helmet use requires the complete wearing of helmet secured with a chin strap[20]. Wearing an unfastened or loosely fastened helmet is regarded as incorrect use. Figure 31 shows observed helmet use among motorcycle drivers and passengers in December 2020.

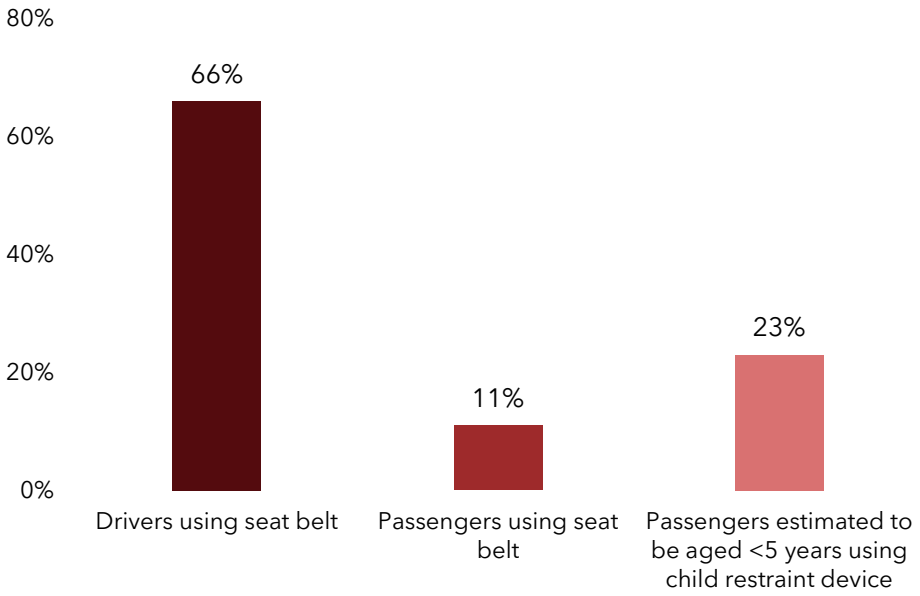
Figure 31. Observed helmet use among motorcycle drivers and passengers



Seat belt and child restriant use

Two-thirds of drivers (66%) were observed using a seat belt in the last round in December 2020 compared to about a quarter (23%) of passengers. Use of a child-restraint device for children estimated to be less than five years old was low, at 11% (Figure 32).

Figure 32. Observed seat belt and child restraint use



Implemented actions to improve road safety

Safer streets and mobility

Safety enhancement on the Nii Adja Kwao Road (London Market Street)

Findings from the city's annual road safety report informed the selection of 340 meters of road for safety improvements. This location also falls under World Resources Institute's (WRI) tactical urbanism project.

An initial assessment identified safety deficiencies on the stretch. These included:

- No speed limit despite high pedestrian activity on the stretch.
- Higher vehicular speeds recorded (at least 60km/h).
- No designated locations for pedestrians to cross safely.
- No road line markings to delineate lanes and control at the intersection.
- No protection for pedestrians as they use the road.

The mayor of Accra inspecting progress of work

Kelly Larson of Bloomberg Philanthropies being shown progress of work

The following recommendations were proposed and approved for implementation by the city's road engineering department:

- Designating the stretch as 30km/h with corresponding speed limit signs.
- Designating the stretch as a school zone with appropriate signs.
- Constructing raised pedestrian crossings with rumble strips.
- Providing road safety warnings and mandatory signs (pedestrian crossing).
- Marking all the road lines.
- Marking 1m width of pedestrian walkway on both sides of the road.
- Narrowing wider lanes with road line markings as part of speed management.

Before

After

After the implementation, sensitisation measures helped educate residents on how to access the improved road space safely. A quick survey showed that 97% of pedestrians felt safer using the corridor post the implementation compared to 92% who noted that they did not feel safe before the intervention. Vehicle speeds have reduced significantly from an average of 60km/h to 20km/h.

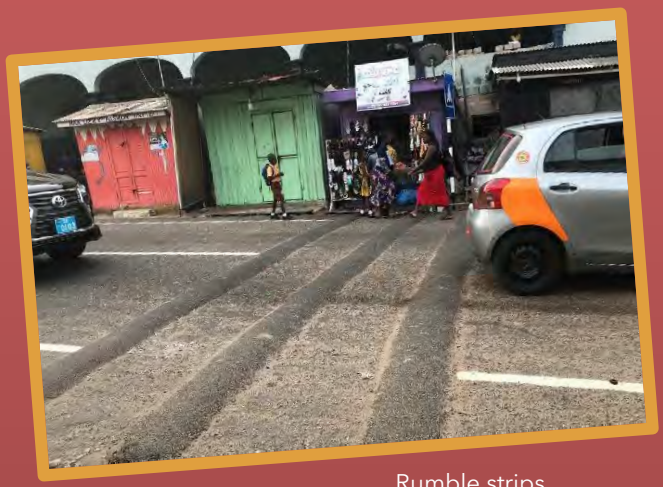
Key stakeholders after the completion of the interventions

Sensitisation team

Speed management

Efforts by the road agencies to manage speeding has led to the construction of raised pedestrian crossings, speed humps, rumble strips, designating 30km/h stretches, narrowing wider lanes and the installation of related warning and mandatory signs within the city.

30km/h and school zone signs



Rumble strips

Raised pedestrian crossing

Mass media communications

Mass media campaign

In 2022, BIGRS, in collaboration with Accra Metropolitan Assembly, Kumasi Metropolitan Assembly and the National Road Safety Authority, undertook a rerun of "The Surgeon", a national mass media campaign focused on speeding. The campaign, which targeted male drivers between the ages of 18 to 29 years, reached 49% of the target audience, with more than 80% of the target audience attesting to the positive impact the campaign had on their speeding habits.

Road crash victims' remembrance day

The World Day of Remembrance for Road Traffic Victims was commemorated in Accra with a visit to the homes of road crash victims to donate items. A commemorative event was attended by stakeholders, road crash victims, and the mayor of Accra.

Road crash victims speaking at the event

Mayor of Accra laying a wreath for dead victims

Stakeholders at the house of a road crash victim

Stakeholders making a donation to a road crash victim

Journalist training

A workshop organized for journalists at a media engagement strategy was aimed at improving the quality of news coverage on road safety.

Participants at the workshop

NRSA PRO, speaking at the workshop

Participants in a group photo

A section of participants at the workshop

News editors' forum

News editors' workshops are aimed at strengthening in-depth reporting on road safety and to promote best-practice solutions that are expected to generate media coverage for BIGRS and its partners' milestone activities in Accra.

Participants at the news editors' forum

BIGRS communication officer speaking at the event

A section of participants at the event

Participants in a group photo

Enforcement

Global Road Safety Partnership (GRSP) provided technical support to the Police MTTD on enhanced enforcement in Accra and adjoining areas.

Mayor of Accra donating speed detection devices to the Police MTTD

Training the Police MTTD on how to operate the speed detection device

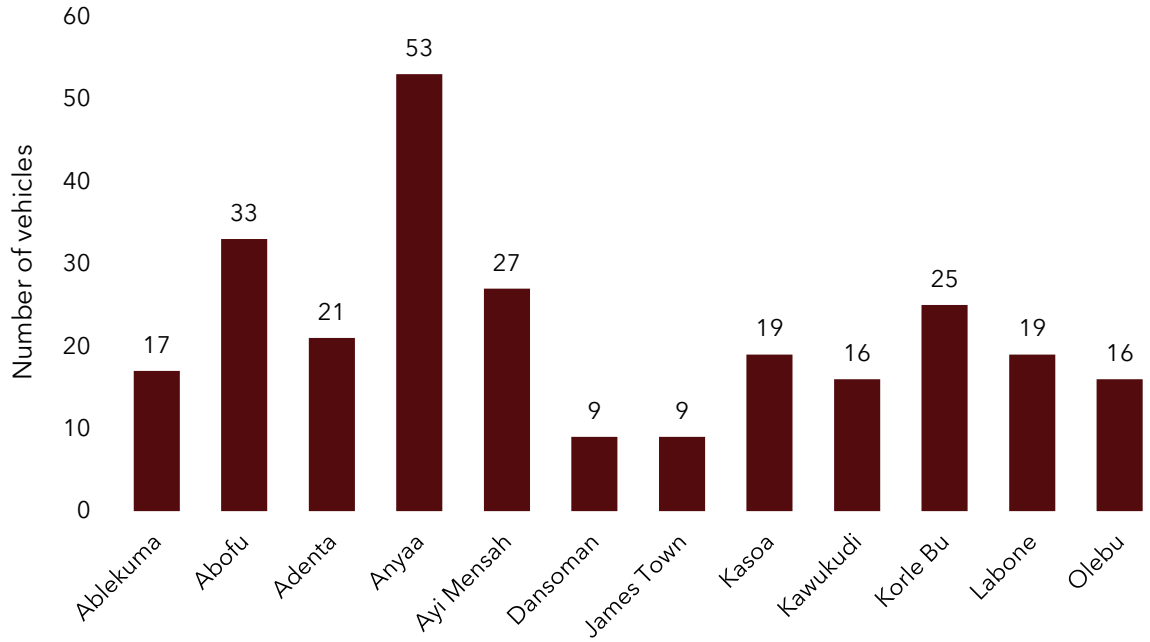
Helmet wearing enforcement at Anyaa

Processing speeding drivers for court at Kasoa

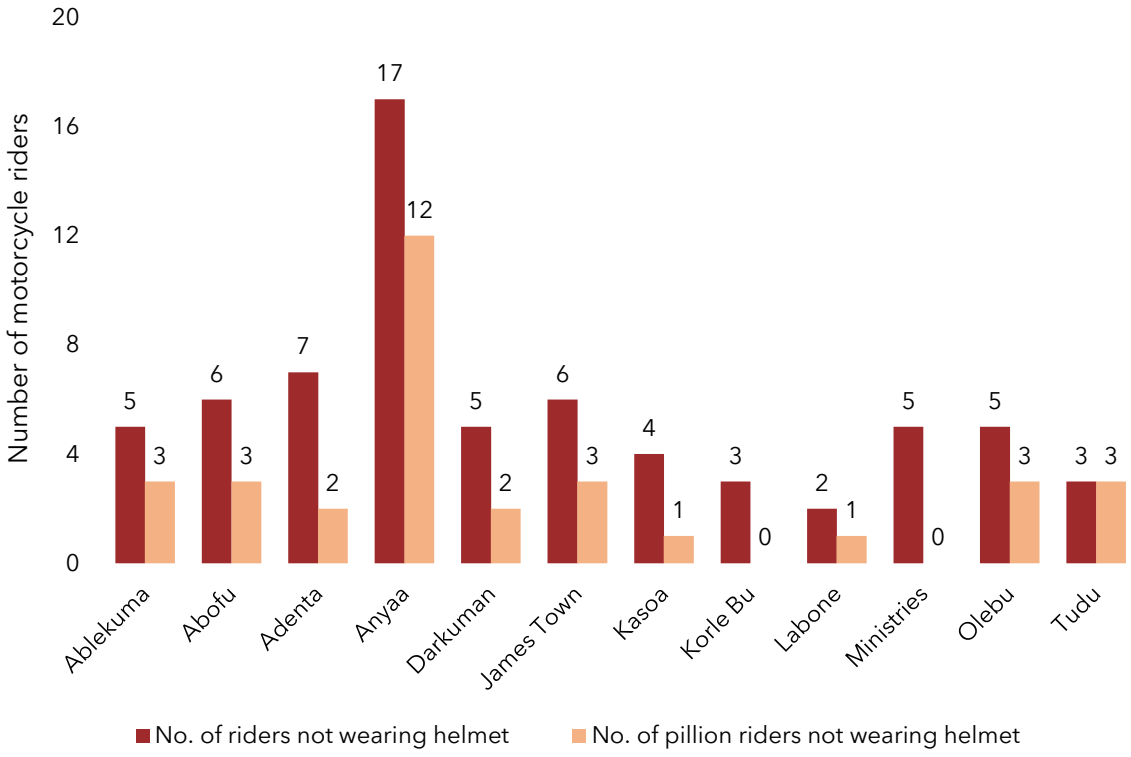
Speed enforcement at Tesano

Extended speed enforcement to Ho

Vehicles captured for speeding beyond the posted limit by location, 2022

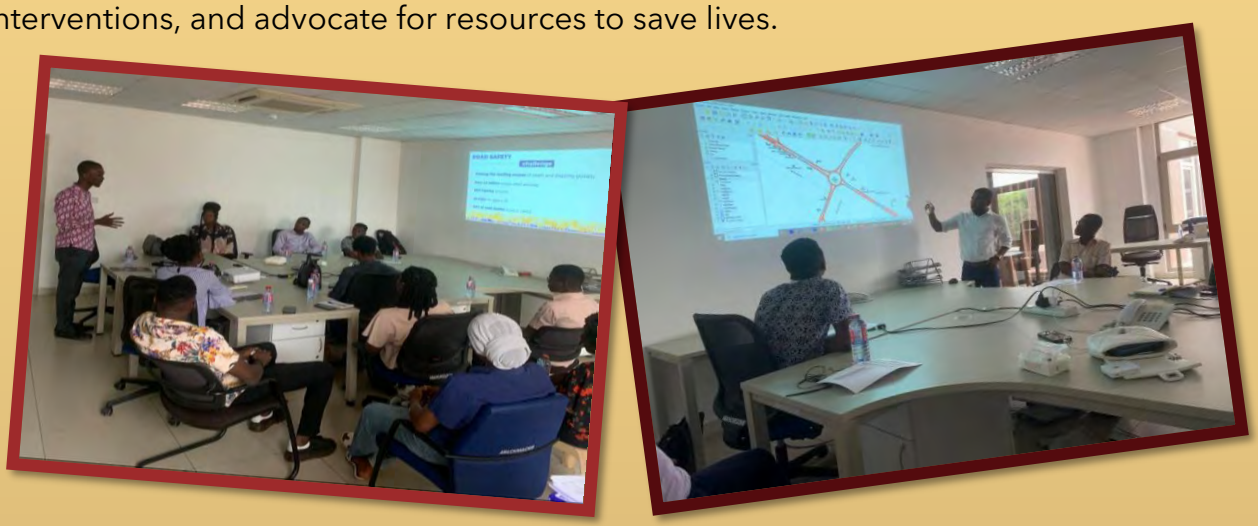


Helmet use enforcement exercise by location, 2022



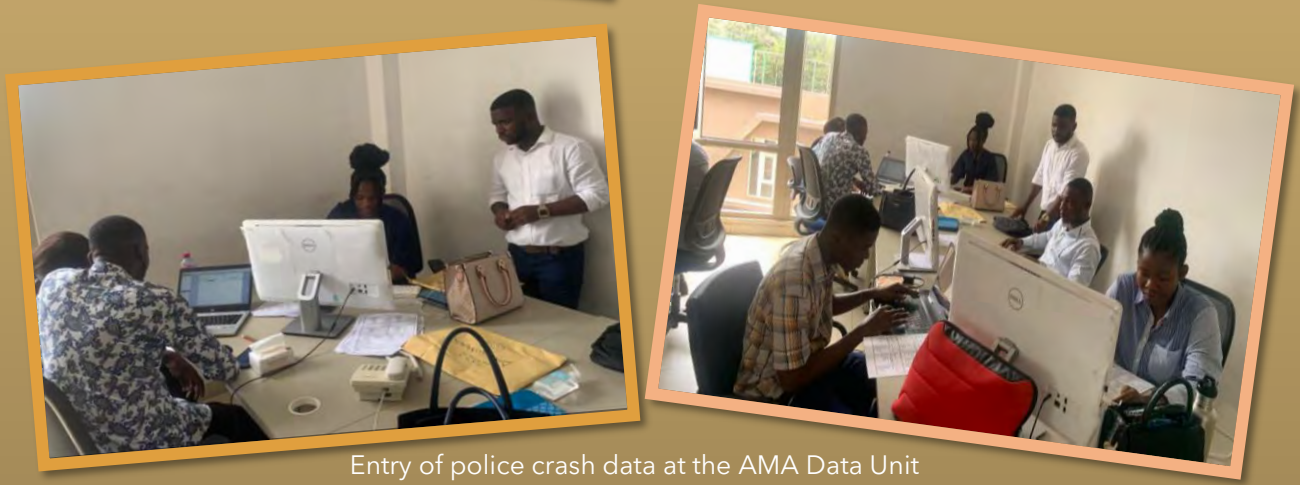
Road injury surveillance system strengthening

Data monitoring is an important component of promoting road safety. Improving the accuracy and reliability of data is important to assess the magnitude of the problem at hand, track trends, provide insights for planning and implementation of interventions, and advocate for resources to save lives.



Training of city staff on crash data abstraction and identification of crash location coordinates

Extraction of crash data from police reports



Entry of police crash data at the AMA Data Unit

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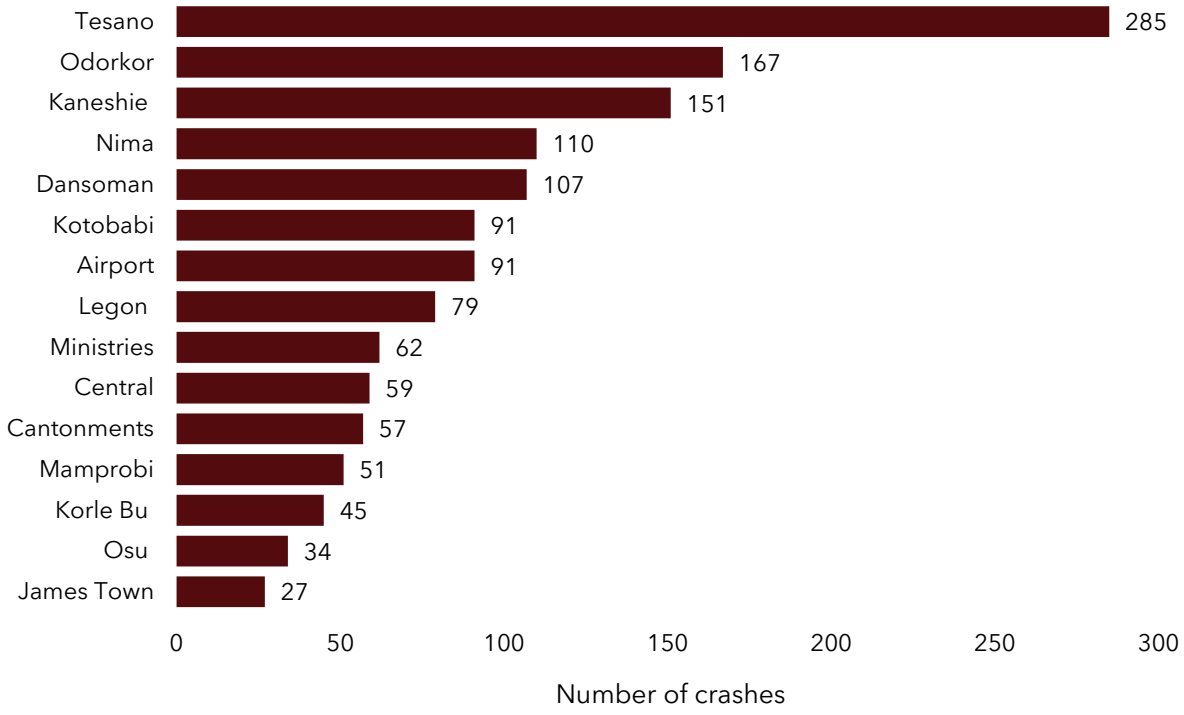
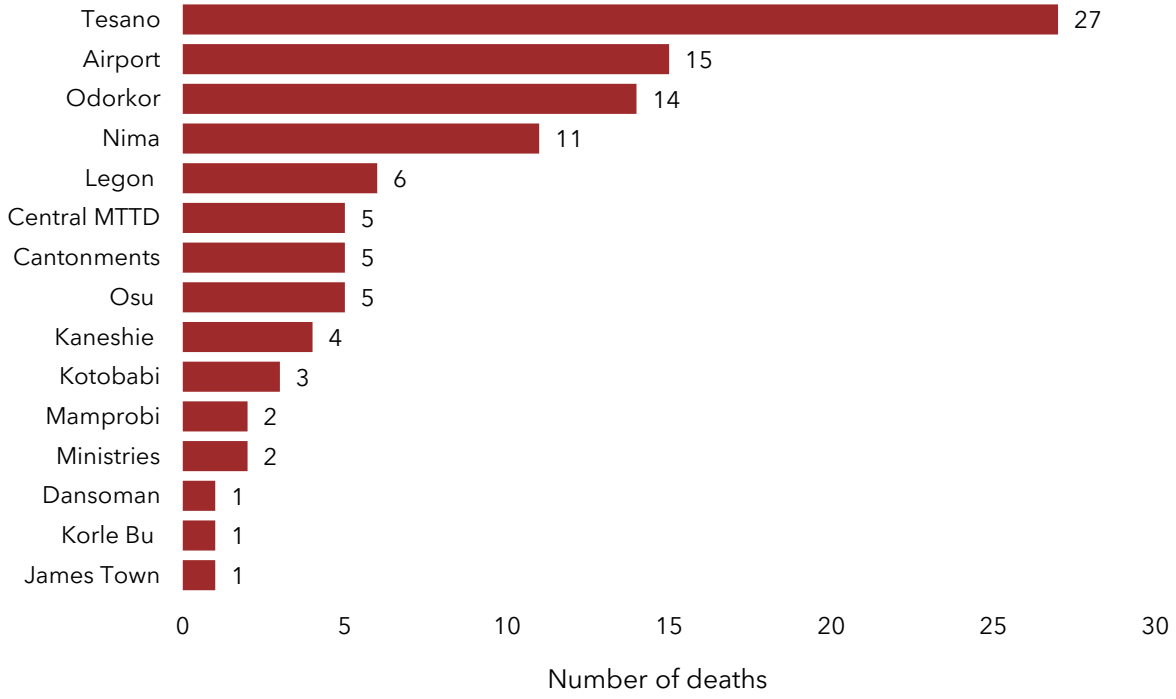
Appendices

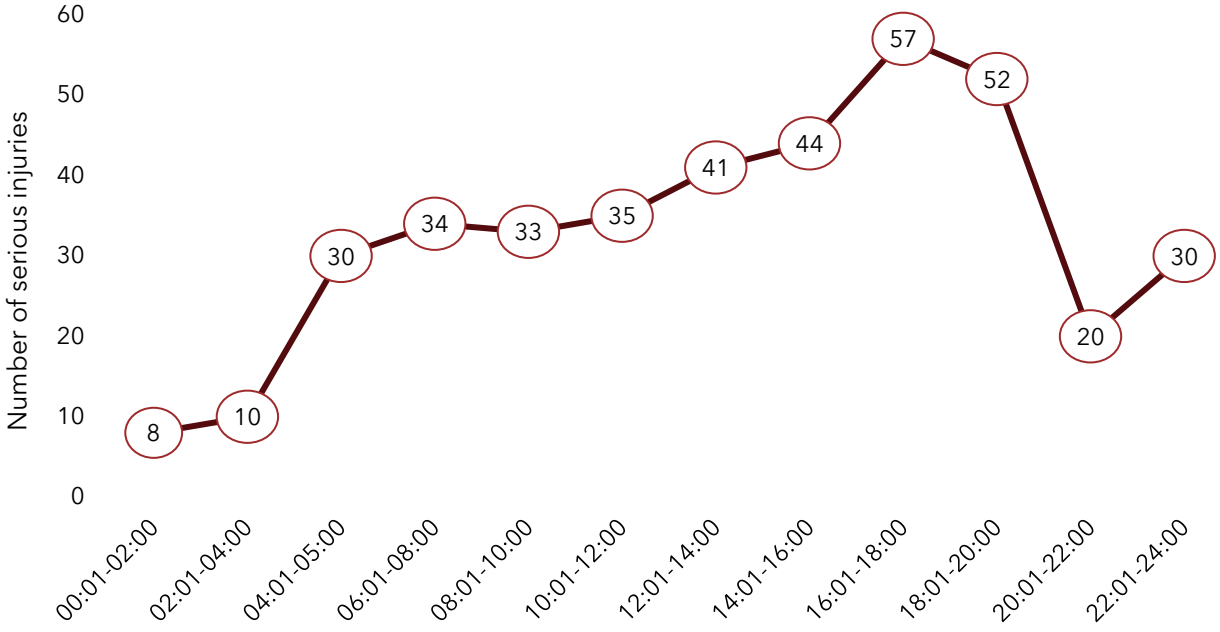
Appendix 1. Number of reported road crashes by police stations, 2022



Appendix 2. Number of reported road deaths by police stations, 2022



Appendix 3. Serious injuries by time of day, 2022



Appendix 4. Crashes and serious injuries by day of week and time of day, 2022

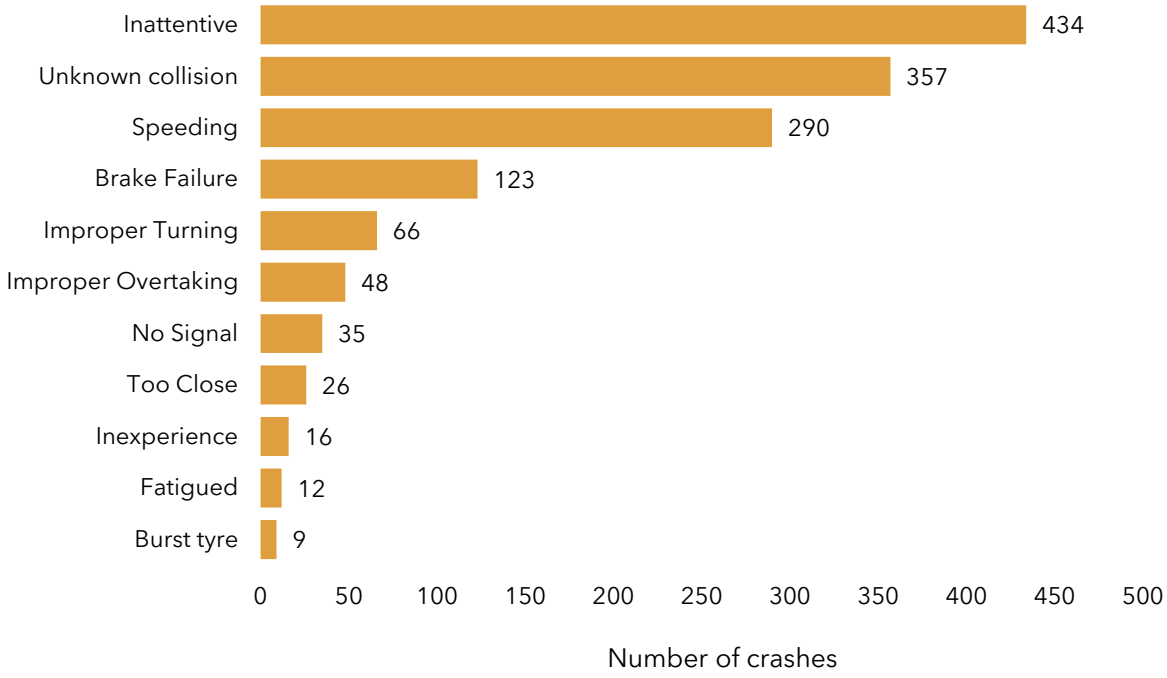
Crashes by day of week and time

Time	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
00:01 - 04:00	10	4	7	5	12	20	14
04:01 - 08:00	28	28	23	22	25	30	19
08:01 - 12:00	52	35	50	34	45	45	32
12:01 - 16:00	47	46	59	49	48	39	40
16:01 - 20:00	52	50	43	50	29	51	35
20:01 - 24:00	28	33	31	24	31	43	34

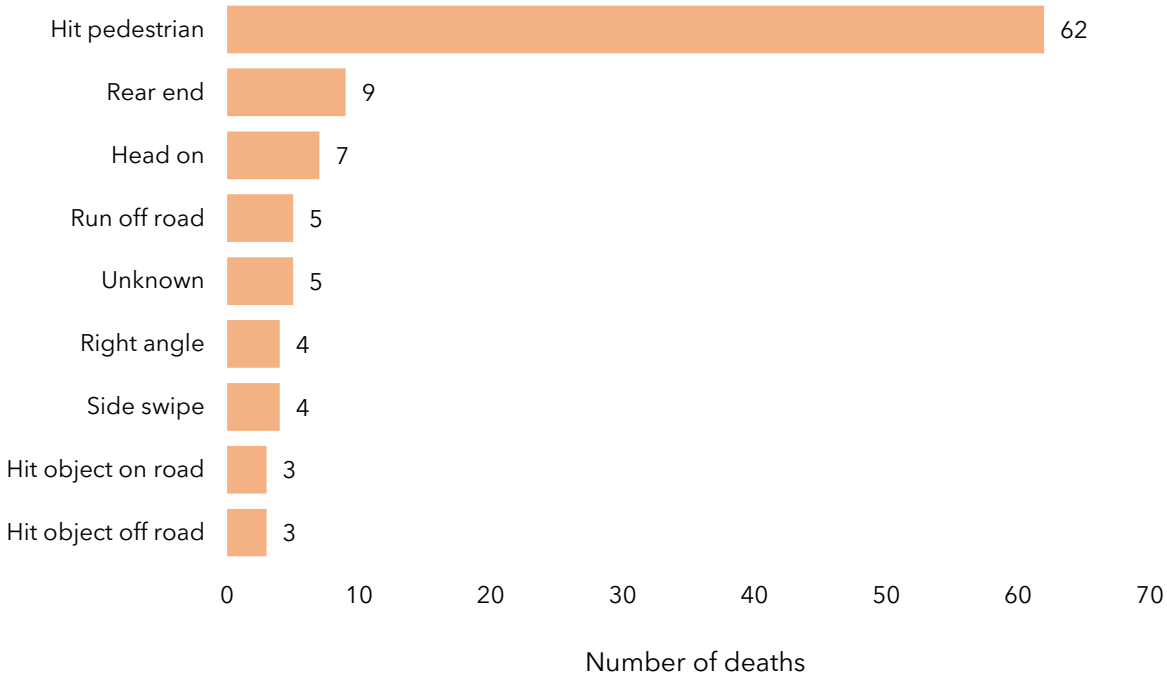
Serious injuries by day of week and time

Time	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
00:01 - 04:00	5	2	5	10	6	14	6
04:01 - 08:00	17	7	5	13	13	12	14
08:01 - 12:00	31	12	20	16	18	26	20
12:01 - 16:00	17	22	22	19	19	18	22
16:01 - 20:00	22	22	12	18	8	10	17
20:01 - 24:00	8	18	17	7	8	17	20

Appendix 5. Crashes by suspected causal factor, 2022



Appendix 6. Deaths by collision type, 2022




GLOBAL PLAN
DECADE OF ACTION FOR ROAD SAFETY
2021–2030
UN General Assembly Resolution 74/299 declared a Decade of Action for Road Safety 2021-2030, with the target to reduce road traffic deaths & injuries
BY AT LEAST 50% during that period
The Global Plan describes what is needed to achieve that target, and calls on governments & partners to implement an integrated
SAFE SYSTEM APPROACH
WHAT TO DO?
HOW TO DO IT?
WHO TO DO IT?
Multimodal transport & land-use planning
Safe road infrastructure
Safe vehicles
Safe road use
Post-crash response
Legal frameworks
30
Speed management
Capacity development
Gender
Technologies
Focus on low- and middle-income countries
Financing
Government
academia
NGOs
youth
Civil society
Private sector
Funders
UN agencies

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Digital address: GA-143-7447

P. O. Box 305, Accra Central

info@ama.gv.gh

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