



Kumasi Road Safety Report, 2022









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Kumasi Road Safety Report, 2022



In collaboration with





Bloomberg Philanthropies





Observational studies by

Johns Hopkins International Injur Research Unit





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Preface



Hon. Samuel Pyne Mayor of Kumasi

In 2020, Kumasi Metropolitan Assembly partnered with Bloomberg Philanthropies Initiative for Global Road Safety to reduce road deaths and injuries in the city through the implementation of proven interventions.

This report – an update of two previous reports – provides information on crashes, deaths, and injuries to enable stakeholders track trends and use the findings on atrisk road user groups, risk periods and high-risk crash locations to guide the implementation of interventions for improved outcomes.

I hope the efforts by the city and its partners will reduce deaths and injuries from road crashes and improve the safety of all road users. Efforts at the city level should complement those by the National Road Safety Authority. I encourage stakeholders at the local and national levels to use data to inform their actions to improve road user safety.

Thanks to Bloomberg Philanthropies, Vital Strategies, and other partners for their continued support to Kumasi. The city authority is committed to realizing the goals of this partnership. I also thank all local and external partners for their efforts to improve safety on the city's roads.



Chief Supt. Emmanuel Adu-Boahen Ashanti Regional Commander Motor Traffic and Transport Department Ghana Police Service

The Motor Traffic and Transport Department (MTTD) of the Ghana Police Service is responsible for managing and controlling traffic and enforcing road traffic laws and regulations and investigating and documenting road crashes. The department also collaborates with key stakeholders – including government agencies – to promote road safety awareness among the public.

Congratulations to the Kumasi Metropolitan Assembly (KMA) on the development of this report which highlights the burden of road traffic crashes in Kumasi. The findings on risk periods and high-risk crash locations will inform police operational planning and staffing.

The MTTD appreciates the support of KMA and her partners in building the enforcement capacity of traffic officers to reduce the frequency of crashes and prevent the loss of lives.

Acknowledgements

This road safety report, the third edition for Kumasi, uses 2022 police crash data as its main source. The goal of these reports is to provide ongoing reporting to monitor road crash outcomes in the city, with the aim of significantly reducing road traffic deaths and injuries by implementing evidence-based 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 transport department assisted with data collection at police stations. Vital Strategies provided technical support to produce this report. Johns Hopkins International Injury Research Unit (JH-IIRU) provided data on the behavioural risk factors presented in the report.

Kingsley Wirekoh, the BIGRS Surveillance Coordinator in Kumasi, coordinated data collection directly from police stations in the city, performed data analysis, and drafted the report. Dr. Raphael Awuah, the Regional Technical Advisor for Africa on Road Injury Surveillance, and Dr. Sara Whitehead, the global lead for road injury surveillance system strengthening – both from Vital Strategies – supervised data collection, 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 – Akwasi Wireko Brobby (initiative coordinator), Obed Opoku-Afrane (enforcement coordinator) Mavis Obeng-Mensah (communications officer), Simon Yaw Manu (road design and transportation coordinator), Mark Tonyemevor (urban mobility analyst, World Resources Institute) – provided content for sections of the report. Ing. Samuel Boamah Danquah (Senior Manager, Road Safety Program in Ghana at Vital Strategies) provided input and supported review of the report.

Thanks to Bloomberg Philanthropies, Vital Strategies, KMA Transport Department, the Regional Commander and officers of the MTTD, Ghana Police Service and National Road Safety Authority (Ashanti region).

Executive summary

An evidence-based approach is needed to prevent deaths and injuries from road traffic crashes. This report presents information on the characteristics of victims of road traffic crashes, high-risk periods and high-risk locations in Kumasi using 2022 data from police records. An assessment of road injury behavioural risk factors is also presented.

Findings show that from 2021 to 2022, the number of reported road traffic crashes in Kumasi rose by 24% – from 1255 to 1550. However, road traffic deaths dropped from 160 to 134 – a 16% decrease. Deaths per 100,000 population also declined from 4.6 in 2021 to 3.4 in 2022.

Pedestrians, motorcyclists, and cyclists accounted for 84% of the reported fatalities in 2022. Males accounted for 78% of deaths and 67% of serious injuries in 2022. The highest proportion of deaths was recorded among those aged 20 to 29 years.

Based on three-year geolocation data, high-risk fatal crash locations were concentrated along high-capacity roads including Alonga Junction (N6), Boadi junction (N6), Asuoyeboah traffic intersection, Sofoline station, and Amakom traffic intersection.

Studies of road injury risk factors on selected corridors found that 30% of drivers in Kumasi were observed speeding.

Highlights



Pedestrians constituted **61%** of the reported deaths in 2022.



78% of deaths were among males.



22% of deaths occurred among those aged 20 to 29 years.



17% of deaths occurred due to crashes between 8 p.m. and 10 p.m.



43% of deaths occurred due to crashes on weekends.

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Top 5 fatal crash intersections

- 1. Anloga junction (N6)
- 2. Boadi junction (N6)
- 3. Asuoyeboah traffic intersection
- 4. Sofoline station
- 5. Amakom traffic intersection

Top 5 fatal crash corridors

- 1. Accra Kumasi Road (N6)
- 2. Sunyani Road
- 3. PV Obeng Bypass
- 4. Eastern Bypass
- 5. Bekwai Road

Abbreviations

BIGRS	Bloomberg Philanthropies Initiative for Global Road Safety
BRANY	Biomedical Research Alliance of New York
BRRI	Building and Road Research Institute
IRB	Institutional Review Board
JH-IIRU	Johns Hopkins University International Injury Research Unit
КАТН	Komfo Anokye Teaching Hospital
КМА	Kumasi Metropolitan Assembly
MTTD	Motor Traffic and Transport Department
NRSA	National Road Safety Authority
QGIS	Quantum Geographic Information System
SBER	Social Behavioural and Education Research
WHO	World Health Organization
WRI	World Resources Institute

Introduction

Road traffic injuries are a leading cause of mortality and morbidity, especially in lowand middle-income countries (LMICs) – where more than 90% of all road traffic deaths occur^{1,2}. Estimates show that from 2015 to 2030, LMICs will experience approximately \$834 billion in economic losses from road crash injuries and deaths³. Without appropriate interventions, road traffic deaths and injuries are projected to increase in LMICs given the sharp increase in motorization³.

Countries in Africa have higher rates of road traffic deaths compared to rates worldwide and in other global regions, with 27 deaths per 100,000 population in 2019 compared to 17 deaths per 100,000 population globally and 16 deaths per 100,000 for countries in Southeast Asia⁴. In Ghana, road injury ranks 8th in the top 10 causes of death⁵.

Evidence-based interventions are needed to prevent road traffic crashes and reduce the number of people killed or injured in them^{5,6}.

About Kumasi

Kumasi is the second largest metropolitan area in Ghana and capital of the Ashanti Region. The city's strategic location makes it a major transit point connecting the southern and northern parts of the country. The main transportation modes are private vehicles, taxis, commercial minibuses (trotro), and tricycles (*pragia*).

Purpose of report

This report presents information on deaths and injuries from road traffic crashes in the Kumasi metropolitan area using 2022 data from police records. The report includes spatial analysis findings which show the distribution of fatal and serious injury crashes in the city. The report also provides information on road-user risk behaviours and implemented actions to improve road safety in Kumasi.

Data sources and systems

Police crash records are the source of official road traffic crash data in Ghana. An adapted version of the Building and Road Research Institute/Ghana Police Service data form was used to extract data from narrative police crash reports for 2022.

Narrative description and sketches of crash locations in 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 risk factors for road injuries were assessed through observation by Johns Hopkins University International Injury Research Unit (JH-IIRU).

Definitions

The definitions used in this report align with those used by the National Road Safety Authority (NRSA), the lead agency for road safety in Ghana.

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

Crash severity - fatal: A crash in which at least one person dies immediately or within 30 days of the incident.

Crash severity - serious injury: A crash resulting in at least one person being admitted to a hospital as an inpatient for more than 24 hours.



Road traffic crashes, deaths and injuries in Kumasi

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Road crashes, deaths, and serious injuries

A total of 134 road traffic fatalities were reported in 2022 – a 16% drop from the previous year. However, the number of seriously injured victims increased by 48% (Figure 1). Total crashes in 2022 also rose by 24% over 2021 – from 1255 to 1550 (Figure 2).



Figure 1: Trends in road deaths and serious injuries, 2017-2022





Death and serious injury rates

The death rate per 100,000 population in 2022 was 3.7 – a decrease from 4.6 in 2021. However, the serious injury rate rose to 22.8 per 100,000 in 2022, compared to 16 in 2021 (Figure 3).



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Deaths and serious injuries by road user type

Pedestrian deaths decreased by 14% in 2022 after a consistent increase since 2018 (Figure 4). Vulnerable road users (pedestrians, bicyclists, and motorcyclists) accounted for 84% of deaths in 2022 (Figure 5). These findings reinforce the need to prioritise interventions to improve outcomes for pedestrians and other vulnerable road users.



Figure 4: Deaths by road user type, 2017-2022

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



Serious injuries among pedestrians, vehicle occupants, and motorcyclists increased by 18%, 51% and 108% respectively from 2021 to 2022 (Figure 6). Vehicle occupants comprised the highest proportion of serious injuries in 2022, at 43% (Figure 7).



Figure 6: Serious injuries by road user type, 2017-2022

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



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Deaths and serious injuries by sex

Males made up the highest proportion (78%) of reported deaths and 67% of serious injuries in 2022 (Figures 8 and 9). These figures are consistent with the proportions of deaths by sex and injuries in Kumasi over the last five years.





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 (Figures 10 and 11). A similar age distribution has been observed in deaths and hospitalizations in Kumasi in the last five years⁷. Many of these victims are economically active, leading to a drop in household income and an increase in expenditures from the direct costs of post-crash care treatment.





Figure 11: Serious injuries by age group, 2022



Crashes and deaths by time of day

A higher number of crashes in 2022 occurred between 2 and 4 p.m. (Figure 12). This pattern of road traffic crashes remained unchanged from the previous year. However, road deaths were frequently reported following crashes between 8 and 10 p.m. (Figure 13). These findings can be used by the police in deploying officers for curbing behavioural risk factors and controlling traffic.



Figure 12: Crashes by time of day, 2022

Figure 13: Deaths by time of day, 2022



Crashes and deaths by day of week

No pattern was observed for crashes by day of week (Figure 14). However, 43% of the fatalities reported in 2022 occurred from crashes on weekends (Friday to Sunday) (Figure 15). This pattern has been consistent in Kumasi since 2018 and may be associated with speeding, drink driving and/or reduced police enforcement on weekends. These should inform police operational staffing and planning for risk-factor enforcement.







Figure 15: Deaths by day of week, 2022

Deaths by day and time of week

Most reported deaths from 2020 to 2022 occurred following crashes on weekends (Friday to Sunday) (Table 1). The findings emphasise the need for enforcement focusing on road injury risk factors (speeding, drink driving, failure to use helmet and seat-belt/child restraints) to be intensified on weekends.

Time	Mon	Tue	Wed	Thu	Fri	Sat	Sun
00:01-04:00	4	0	5	1	1	8	4
04:01-08:00	14	6	9	10	6	7	8
08:01-12:00	10	13	3	9	10	11	11
12:01-16:00	7	7	9	10	14	19	14
16:01-20:00	17	16	24	19	11	16	19
20:01-00:00	13	9	7	8	16	19	19
Total	65	51	57	57	58	80	75
\geq 15 deaths 10-14 deaths 5-9 deaths 0-4 deaths							

Table 1: Deaths by time and day of the week, 2020-2022

Crashes, deaths, and serious injuries by month

The distribution of crashes, deaths and serious injuries by month showed no seasonal pattern for 2022 (Figure 16). The highest number of reported deaths in 2022 occurred following crashes in April.





Crashes, deaths and serious injuries involving commercial vehicles

The number of reported road traffic crashes involving commercial buses and minibuses (popularly referred to as *"trotro"*) fell by 38% – from 694 in 2021 to 427 in 2022. No pattern was observed in the number of deaths and serious injuries (Figure 17).





Deaths by collision type

Pedestrian knockdowns accounted for 61% of the reported deaths in 2022 (Figure 18).





Deaths by road user and colliding vehicle type

Table 2 below shows the correlation between deaths by road user type and colliding vehicles from 2020 to 2022. Pedestrian deaths were frequently caused by cars, sport utility vehicles (SUVs) or pickups (44%). Buses/minibuses and heavy goods vehicles were the colliding vehicles in 25% and 15% of pedestrian deaths respectively.

About a quarter (23%) of motorcyclist and tricyclist deaths were caused by cars, SUVs or pickups, with another quarter (23%) caused by other motorcyclists or tricyclists. 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.

	Colliding vehicle						
Victim	Car/SUV /Pickup	Bus and minibus	High goods vehicle	Motor- cyclist/ Tricyclist	Single vehicle crash	Others/ Unknown	Total
Car/SUV/Pickup occupants	18	2	3	1	10	3	37
Bus and minibus occupants	3	25	9	0	9	0	46
High Goods Vehicle	3	3	6	0	5	0	17
Motorcyclists	15	9	14	14	6	3	61
Tricyclists	6	7	5	7	5	1	31
Cyclists	0	1	0	0	0	0	1
Pedestrians	111	62	37	18	0	23	251
Others/unknown	1	0	0	0	0	4	5
Total	157	109	74	40	35	34	449

Table 2: Deaths by road user and colliding vehicle type, 2020-2022

High-risk corridors and intersections

Analysis of crash locations is an important aspect of road safety decision-making as it helps identify high-risk locations where interventions should be prioritised⁸.

Using three years of location crash data (2020-2022), the top ten high-risk fatal crash points and corridors are presented in tables 3 and 4 respectively. Figure 19 shows the high-risk fatal crash corridors in the city.

Heat maps showing the spatial distribution of all crashes (Figure 20), fatal crashes (Figure 21), serious injury crashes (Figure 22), pedestrian fatal and serious injury crashes (Figure 23), and motorcyclists' death and serious injury crashes (Figure 24) are presented below.

These locations should inform plans for road infrastructure maintenance, intersection design interventions and enforcement operations.

No.	Name of intersection/ junction/ roundabout	Number of deaths
1	Anloga junction (intersection) (N6)	8
2	Boadi junction (N6)	6
3	Asuoyeboa traffic light	5
4	Sofoline station	5
5	Amakom traffic intersection	4
6	Kumasi Girls School junction	4
7	Santasi station	4
8	Krofuom traffic intersection	3
9	University of Education junction	3
10	Siloam junction	3

Table 3: Top ten high-risk fatal crash points, 2020-2022

No.	Name of corridor	Number of deaths	Length of corridor (km)	Deaths per km
1	Accra-Kumasi Road (N6)	9	2.4	3.8
2	Sunyani Road	17	4.7	3.6
3	PV Obeng Bypass	7	2.0	3.5
4	Eastern Bypass	7	2.5	2.8
5	Bekwai Road (N8)	12	4.3	2.8
6	Osei Tutu Boulevard	9	3.3	2.7
7	West End Hospital Bypass	6	3.0	2.0
8	Kumasi - Techiman Road (N10)	10	5.6	1.8
9	Melcom Road	9	5.7	1.6
10	Ejura - Kumasi Road	9	5.8	1.6

Table 4: Top ten high-risk fatal crash corridors, 2020-2022

Figure 19: High-risk fatal crash corridors, 2020-2022





Figure 20: Distribution of all crash locations, 2020-2022

Figure 21: Fatal crash locations, 2020-2022





Figure 22: Serious injury crash locations, 2020-2022

Figure 23: Pedestrian fatal and serious injury crash locations, 2020-2022





Figure 24: Heat map of motorcyclist deaths and serious injuries, 2020-2022



Retrospective assessment of road traffic deaths and serious injuries using hospital records in Kumasi



Retrospective assessment of road traffic deaths and serious injuries from hospital records, 2021-2022

Background

Police crash reports are the primary source of many city and national data systems for road injuries and deaths, however, this poses significant limitations⁹. Underreporting is common and is usually higher for vulnerable road users like pedestrians, cyclists and motorcyclists¹⁰. To generate a more realistic estimate of road injuries and deaths, the World Health Organization (WHO) recommends using at least two independent data sources, including at least one health-sector source¹¹.

A retrospective study was conducted to collect road traffic fatality and serious injury data from hospital records. The study aimed to describe the profile of those killed or serious injured in road traffic crashes, and to provide a basis for a re-estimation of road traffic mortality in Kumasi.

Methodology

The study was conducted at the Accident and Emergency Unit and Mortuary Department of Komfo Anokye Teaching Hospital (KATH), the main tertiary referral hospital in Kumasi and the Ashanti region. The study covered January 1, 2021, to December 31, 2022, and included victims of road traffic crashes who were admitted due to their injuries (whether or not they later proved fatal), and patients who died at the scene of a crash and were transferred to the hospital's mortuary.

Ethics approval

Ethics approval was provided by the KATH Institutional Review Board and (on behalf of Vital Strategies) the BRANY SBER Institutional Review Board.

Analysis

Police fatal crash records were manually linked with data abstracted from hospital records. Deaths from crashes outside the city's boundaries were excluded.

A capture-recapture approach was applied to estimate the number of road fatalities in Kumasi. Capture-recapture is an approach for providing estimates of an event based on cases that are captured from discrete data sources¹².

The linkage and capture-recapture analysis included only those deaths in hospital records that followed crashes documented to have occurred in Kumasi.

Results

A total of 3048 road crash casualties were admitted at the KATH Accident and Emergency Unit during the period. Of these, 351 died on admission and an additional 236 died at the scene of the crash and their records captured at the mortuary department (Figure 25). Of those who died, 132 (22%) were from crashes occurring in the city (Figure 26).



Figure 25: Distribution of deaths and injuries in hospital records, 2021-2022



Figure 26: Distribution of hospital deaths by location of crash, 2021-2022

Hospital deaths and injuries by road user type

Road traffic deaths and injuries by road user type from hospital records showed a similar pattern to police records. The highest proportions of hospital-reported deaths and injuries were among vulnerable road users – pedestrians and motorcyclists/tricyclists (Figures 27 and 28).



Figure 27: Hospital deaths by road user type, 2021-2022



Figure 28: Hospital injuries by road user type, 2021-2022

A total of 59 cases in hospital records were linked to police records, yielding a 20% matching rate with police records. Table 5 shows the characteristics of victims of road traffic deaths from police reports, hospital reports and linked cases.

Characteristic	Police- deaths i	reported n Kumasi	Hospital-reported Linked Est deaths in Kumasi nu		Linked		ed Estimated number of	
	n	%	n	%	n	%	deaths (95% CI)	
Total	294	100	132	100	59	100	663 (543 - 763)	
Sex								
Male	226	78.7	107	81.1	51	86.4	470 (389 - 552)	
Female	61	21.3	25	18.9	8	13.6	178 (85 - 271)	
Age group (years)								
0 - 19	60	20.4	20	15.2	10	16.9	115 (70 - 161)	
20 - 39	101	34.4	54	40.9	26	44.1	207 (158 - 256)	
40 - 59	69	23.5	31	23.5	11	18.6	186 (106 - 265)	
60 +	42	14.3	25	18.9	11	18.6	92 (58 - 126)	
Missing	22	7.5	2	1.5	1	1.7	34 (0 - 71)	
Road user type								
Pedestrian	177	60.2	52	39.4	38	64.4	241 (206 - 276)	
2 and 3 wheelers	55	18.7	38	28.8	9	15.3	217 (106 - 329)	
Vehicle occupant	59	20.1	13	9.8	11	18.6	69 (55 - 83)	
Unknown	3	1.0	29	22.0	1	1.7	59 (0 - 139)	

Table 5: Characteristics of police and hospital reported road traffic deaths, 2021-2022

Figure 29 shows a flow chart of reported road traffic deaths in Kumasi from both police and hospital records. Using the capture-recapture analysis, the estimated number of road deaths in Kumasi from 2021 and 2021 was 663 (9.3 deaths per 100,000 population).





Discussion

The findings of the capture-recapture analysis suggest an underreporting of road traffic deaths in Kumasi. Fatalities are estimated to be 2.3 times higher than police reports. This is comparable to a previous study in Accra that suggested road traffic deaths were 2.2 times higher than official police reports¹³.

The findings reinforce the importance of linking multiple data sources to generate a more accurate estimate of the burden of road traffic deaths to inform planning and implementation of health, transport, and enforcement interventions to reduce deaths and injuries from road traffic crashes.

Limitations

The study covered a limited geographical area, so caution should be taken when extrapolating these estimates to other cities in Ghana. In addition, there were data quality and completeness concerns in hospital records, including inconsistent documentation of crash locations. Excluding cases with unknown crash locations from the analysis, makes the re-estimated deaths a conservative one. If a nontrivial number of these unknown locations were within the city's boundary, the estimate would be significantly higher, as it is sensitive to the quality of case matching.

Conclusion and recommendations

Underreporting of road traffic deaths in police records underscores the importance of using complementary data sources to get better estimates of deaths to improve outcomes. The re-estimation suggests that at least twice as many road traffic deaths occur in Kumasi than official statistics reflect.

The following recommendations aim to improve data collection systems and data linkage processes and ensure that quality data informs road-safety interventions.

- Improve data collection systems in major referral hospitals in Kumasi to facilitate the documentation of reliable, standardised, and accurate data for analysis, planning and decision-making. This would improve surveillance data quality and provide additional information on the burden of road deaths and injuries.
- Hospital and police data should be periodically linked to assess the level of underreporting of official crash records and to get realistic estimates of the number of victims killed or seriously injured in road crashes, since the burden of road crashes carries significant social and economic implications.



Road injury behavioural risk factors in Kumasi



Road injury behavioural risk factors

Johns Hopkins University International Injury Research Unit conducts observational surveys on selected road corridors in Kumasi 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 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 March 2023.

Speeding

Speeding is directly related to both the likelihood of a crash and the severity of injuries when a crash occurs⁷. The prevalence of speeding in Kumasi has increased from 27% in September 2022 to 30% in March 2023 (Figure 30). Sedans and SUVs topped the list of vehicles observed to be speeding over the posted limit (Figure 31).



Figure 30: Trend of speeding prevalence



Figure 31: Observed speeding by vehicle type, 2023

Helmet use 🖉

Correct use of a standardised helmet reduces the risk of head injury among motorcyclists in the event of a crash⁷. Correct helmet use requires the complete wearing of helmet secured with a chin strap¹⁴. Wearing an unfastened or loosely fastened helmet is regarded as incorrect use. Figure 32 shows observed helmet use among motorcycle drivers and passengers in 2020.



Figure 32: Observed helmet use among motorcycle riders and passengers

Seat-belt and child restriant use

There is evidence to show that wearing a seat-belt significantly reduces the risk of death⁷. A quarter of drivers (25%) were observed using a seat-belt compared to 5% of passengers. Use of a child restraint device for children estimated to be less than 5 years old was low, at 17% (Figure 33).



Figure 33: Observed seat belt use among drivers and passengers



Implemented actions to improve road safety in Kumasi

Mass media communication

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 Kumasi 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 Kumasi.





News editors' forum

News editors' workshops were organised with the aim of 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 Kumasi.



Enforcement

Over 170 police officers have been trained on enhanced enforcement operations on speed, drink-driving, and seat-belt/child restraint and helmet use organized by Global Road Safety Partnership. More than 8000 vehicles have been checked through speed enforcement operations.



Training the Trainer workshop on TruCam IV speed measuring device





Officers conducting a speed enforcement operation



Training on Intelligence-led policing



Monitoring and mentoring training for MTTD personnel



Speed enforcement in Kumasi

■ No. of cars captured ■ No. of cars exceeding the posted limit

Safer streets and mobility

Site visits to crash zones (school zone safety)

Road infrastructure assessments were conducted at high-risk crash locations close to school zones as identified from the analyses of police data. The objective of the assessments was to provide recommendations to reduce crashes at these locations. The locations identified included Abrepo Road (Bohyen to County Hospital stretch) and Yaa Asantewaa Road.



The team undertaking inspection

Training on blackspot management with PTV Visum Safety

WRI with support from PTV Group (Germany), organized a PTV Visum Safety training on road crash analysis for key road safety agencies in Kumasi.



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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, 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

As part of the road injury surveillance system strengthening in Kumasi, KMA and Vital Strategies' road injury surveillance team engaged with teams from the KATH Accident and Emergency and mortuary departments to access retrospective hospital data on road traffic deaths and injuries. The study linked hospital records to police records to generate a more accurate estimate of the number of road traffic deaths in the city.



Training of hospital staff on data extraction





Engagement with co-investigator



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Appendices



Serious injuries by collision type, 2022

Serious injuries by time of day, 2022



Reported deaths by station, 2022



Reported serious injuries by station, 2022





GLOBAL PLAN

DECADE OF ACTION FOR ROAD SAFETY 2021-2030

The Global Plan describes what is needed to achieve that target, and calls on governments & partners to implement an integrated

SAFE SYSTEM **APPROACH**



Safe road infrastructure



Safe road use



Safe vehicles



Post-crash response

ega framew

ATTOD







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