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Kumasi Road Safety Report, 2023

Bloomberg Philanthropies Initiative for Global =_____ Road Safety =

Strategies

Kumasi Road Safety Report, 2023



In collaboration with

Bloomberg Philanthropies





Observational studies by



International Injury 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 is an update of three previous reports providing information on crashes, deaths, and injuries. It aims to enable stakeholders to track trends and use the findings to guide the implementation of interventions for improved outcomes, focusing on at-risk road user groups, risk periods, and high-risk crash locations.

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 (NRSA). I encourage stakeholders at the local and national levels to use data to inform their actions to save lives from road crashes.

Thanks to Bloomberg Philanthropies, Vital Strategies, and other partners for their 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.



Supt. Evans Kwame Boadi Commander Motor Traffic and Transport Department (MTTD), Ghana Police Service

The Motor Traffic and Transport Department (MTTD) of the Ghana Police Service is responsible for managing and controlling traffic, 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 its partners in building the enforcement capacity of traffic officers to reduce the frequency of crashes and prevent the loss of lives.

Acknowledgement

This road safety report is the fourth edition for Kumasi with data sourced from 2023 police crash records. These reports aim to provide ongoing reporting to monitor road crash outcomes in the city, to significantly reduce 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, Regional Technical Advisor for Africa on Road Injury Surveillance from Vital Strategies supervised data collection, analysis, review, and publication 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), and 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's Transport Department, Regional Commander and Officers of the MTTD, Ghana Police Service and National Road Safety Authority (Ashanti region).

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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 2023 data from police records. An assessment of road injury behavioural risk factors is also presented.

Findings show that from 2022 to 2023, the number of reported road traffic crashes in Kumasi dropped by 30% — from 1550 to 1085. Likewise, the reported road traffic deaths dropped from 134 to 84, a 37% decrease. Deaths per 100,000 population also declined from 3.7 in 2022 to 2.2 in 2023.

Pedestrians, motorcyclists, and cyclists accounted for 87% of the reported fatalities in 2023. Males accounted for 84% of deaths and 70% of serious injuries in 2023. The highest proportion of deaths was recorded among those aged 30 to 39 years.

High-risk fatal crash locations were concentrated along high-capacity roads including Anloga Junction (N6), Santasi Oteng Nkwanta (N8), Silicon Hotel Junction (N6), Boadi Junction (N6), Krofrom traffic intersection, Asuoyeboah traffic intersection, and Sofoline station.

Studies on road injury risk factors on selected corridors in the city found that 30% of drivers were observed speeding above the posted limit.

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Highlights

- Pedestrians constituted 61% of the reported deaths.
- 84% of deaths were among males.
- 26% of deaths occurred among those aged 30 to 39 years.
- 16% of deaths occurred from crashes which occurred between 4 and 6 p.m.
- 41% of deaths occurred due to crashes on weekends.
- **30%** of vehicles were observed speeding over the posted limit.

Top 5 fatal crash intersections

- 1. Anloga Junction (N6)
- 2. Santasi Oteng Nkwanta (N8)
- 3. Silicon Hotel Junction (N6)
- 4. Boadi Junction (N6)
- 5. Krofrom traffic intersection

Top 5 fatal crash corridors

- 1. Osei Tutu Boulevard (N6)
- 2. Sunyani Road
- 3. Bekwai Road (N8)
- 4. Eastern Bypass
- 5. Accra Kumasi Road (N6)

List of abbreviations

КМА	Kumasi Metropolitan Assembly
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
MTTD	Motor Traffic and Transport Department
NRSA	National Road Safety Authority
GPS	Global Positioning System
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.

Africa has the highest road traffic death rate compared to the global rate and rates from other world regions — at 19 deaths per 100,000 population in 2021 compared to 15 deaths per 100,000 population globally and 16 deaths per 100,000 for Southeast Asia (which is the region with the second highest death rate)⁴. In Ghana, road injury is the eight leading cause of death and disability⁵.

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

Kumasi at a glance

Kumasi is the second largest metropolitan area in Ghana and the 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 Greater Kumasi using 2023 data from police records. The report includes spatial analysis findings that show the distribution of fatal and serious injury crashes in the city. Additionally, the report offers insights into 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 2023.

Narrative descriptions and sketches of crash locations 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 location maps.

Data on risk factors for road injuries were assessed through observation by Johns JH–IIRU.

Definitions

The definitions used in this report align with those used by the National Road Safety Authority, 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.

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

Serious injury crash: 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



Road crashes, deaths, and serious injuries in Kumasi

A total of 84 road traffic fatalities were reported in 2023 - a 37% drop from the previous year. Likewise, the number of seriously injured victims declined by 26% (Figure 1). Total crashes reported in 2023 also fell by 30% over 2022, from 1550 to 1085 (Figure 2).



Figure 1: Trends in road deaths and serious injuries, 2018–2023

Figure 2: Trends in reported road traffic crashes, 2018–2023



Death and serious injury rates

The death rate per 100,000 population in 2023 was 2.2 - the lowest in the last six years. Similarly, the serious injury rate fell from 22.8 per 100,000 in 2022 to 16.2 in 2023 (Figure 3).





Deaths and serious injuries by road user type

Pedestrian deaths decreased by 38% in 2023 — a two-year consecutive decline after a consistent increase since 2018 (Figure 4). Vulnerable road users (pedestrians, bicyclists, and motorcyclists) accounted for 87% of deaths in 2023 (Figure 5). These findings reinforce the need to prioritise interventions to improve outcomes for pedestrians and other vulnerable road users.



Figure 4: Trends in deaths by road user type, 2018–2023

Figure 5: Percentage distribution of deaths by road user type, 2023



Similarly, serious injuries among pedestrians, vehicle occupants, and motorcyclists (two- and- three-wheelers) decreased by 17%, 27% and 35% respectively from 2022 to 2023 (Figure 6). Vehicle occupants comprised the highest proportion of seriously injured victims in 2023, at 42% (Figure 7).



Figure 6: Serious injuries by road user type, 2018–2023

Figure 7: Percentage distribution of serious injuries by road user type, 2023



Cyclists

Deaths and serious injuries by sex

Males made up the highest proportion (84%) of reported deaths and 70% of serious injuries in 2023 (Figures 8 and 9). These figures are consistent with the proportions of deaths and injuries by sex in Kumasi over the last five years.



Figure 8: Distribution of deaths by sex, 2023

Figure 9: Distribution of serious injuries by sex, 2023



Deaths and serious injuries by age

The highest proportion of deaths (48%) and serious injuries (54%) in 2023 occurred among those aged 20 to 39 (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 10: Distribution of deaths by age group, 2023

Figure 11: Distribution of serious injuries by age group, 2023



Crashes and deaths by time of day

A higher number of crashes in 2023 occurred between 2 and 4 p.m. (Figure 12). This pattern has remained unchanged in the last two years. However, road deaths were frequently reported following crashes between 4 and 6 p.m. (Figure 13). These findings can be used by the police in deploying officers to curb behavioural risk factors and control traffic.



Figure 12: Trends in crashes by time of day, 2023

Figure 13: Trends in deaths by time of day, 2023



Crashes and deaths by day of week

No pattern was observed for crashes by day of week (Figure 14). However, 41% of the fatalities reported in 2023 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 riskfactor enforcement.



Figure 14: Distribution of crashes by day of week, 2023





Deaths by day and times of week

Most reported deaths from 2020 to 2023 occurred following weekend crashes (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	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
00:01-04:00	5	0	5	2	1	9	4
04:01-08:00	14	7	11	14	6	9	8
08:01-12:00	13	15	6	10	13	12	14
12:01-16:00	7	10	12	13	14	20	16
16:01-20:00	19	22	26	22	14	20	23
20:01-00:00	15	11	12	8	18	24	21
Total	73	65	72	69	66	94	86
_							

Table 1: Deaths by time and day of the week, 2020–2023

≥ 20 deaths

15-19 deaths 📃 10-14 deaths 🗌 ≤ 10 deaths

Crashes, deaths and serious injuries by month

The distribution of crashes, deaths and serious injuries by month showed no seasonal pattern for 2023 (Figure 16). The highest number of reported deaths in 2023, occurred following crashes in November.



Figure 16: Crashes, deaths, and serious injuries by month, 2023

Crashes, deaths and serious injuries involving commercial vehicles

The number of reported road traffic crashes and fatalities involving commercial buses and minibuses decreased by 15% and 39% respectively in 2023. No pattern was observed in the number of serious injuries (Figure 17).

Figure 17: Crashes, deaths, and serious injuries involving commercial vehicles, 2018–2023



Deaths by collision type

Pedestrian knockdowns accounted for 61% of the reported deaths in 2023 (Figure 18).

Figure 18: Deaths by collision type, 2023



Who-hit-whom matrix

Table 2 below shows the correlation between deaths by road user type and colliding vehicles from 2020 to 2023. Pedestrian deaths were frequently caused by cars, sport utility vehicles (SUVs), or pickups (47%). Buses/minibuses and heavy goods vehicles were the colliding vehicles in 23% and 16% of pedestrian deaths respectively.

About a third (32%) of motorcyclist and tricyclist deaths were caused by other motorcyclists or tricyclists and a quarter (23%) caused by cars, SUVs, or pickups. These findings can inform strategies, plans, and targeted interventions in road engineering, enforcement and behaviour change communication strategies to reduce deaths among specific road-user groups.

		Colliding vehicle					
Victim	Car & SUV & Pickup	Bus & minibus	High Goods Vehicle	2 & 3 Wheelers	Single Vehicle Crash	Others/ Unknown	Total
Pedestrians	142	69	48	20	0	23	302
Car & SUV & Pickup occupants	21	2	7	1	12	3	46
Bus & minibus occupants	4	25	10	0	9	0	48
High Goods Vehicle	3	3	6	0	5	0	17
Motorcyclists	18	9	16	25	7	3	78
Tricyclists	6	7	6	9	6	1	35
Cyclists	0	1	1	0	0	0	2
Others/ Unknown	1	0	0	0	0	4	5
Total	195	116	94	55	39	34	533

Table 2: Deaths by road user and colliding vehicle type, 2020–2023

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 four years of geolocation crash data (2020–2023), 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 fatal crashes (Figure 20), serious injury crashes (Figure 21), pedestrian fatal crashes (Figure 22), and motorcyclists' fatal crashes (Figure 23) 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)	10
2	Oteng Nkwanta (Bekwai Road) (N8)	7
3	Silicon Hotel Junction (Accra Road) (N6)	7
4	Boadi Junction (Accra Road) (N6)	7
5	Krofrom traffic light	5
6	Asuoyeboah traffic light	5
7	Sofoline station	5
8	Suame roundabout	4
9	Santasi market	4
10	Poku transport traffic light	4
11	Kumasi Girls School junction	4
12	Amakom traffic intersection	4

Table 3: Top ten high-risk fatal crash points, 2020–2023

No.	Name of corridor	Number of deaths	Length of corridor (km)	Deaths per km
1	Osei Tutu Boulevard	30	5.0	6.0
2	Sunyani Road	28	5.1	5.5
3	Bekwai Road (N8)	23	3.8	6.1
4	Eastern Bypass	22	5.3	4.2
5	Accra-Kumasi Road (N6)	20	2.8	7.1
6	Kumasi – Techiman Road (N10)	19	7.1	2.7
7	Abrepo Road	18	9.1	2.0
8	Melcom Road	16	5.7	2.8
9	Lake Road	16	6.7	2.4
10	Ejura – Kumasi Road	15	5.6	2.7
11	PV Obeng Bypass	15	3.1	4.8
12	Buokrom – Kenyasi Road	13	4.4	3.0

Table 4: Top ten high-risk fatal crash corridors, 2020–2023

Figure 19: High-risk fatal crash corridors, 2020–2023





Figure 20: Fatal crash locations, 2020–2023

Figure 21: Serious injury crash locations, 2020–2023





Figure 22: Pedestrian fatal crash locations, 2020–2023

Figure 23: Heat map of motorcyclist deaths 2020–2023



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Case study: Monitoring road traffic deaths on selected intersections/corridors



Selected corridors and intersections

Previous road safety reports have identified the Sunyani Road and Accra-Kumasi Road as high-risk fatal crash corridors which require interventions to reduce the number of fatal crashes. In the fourth quarter (Q4) of 2022, road line marking, traffic signals, and signages were implemented on the Sunyani Road. In addition, a traffic signal intersection was implemented at Boadi Junction roundabout on the Accra–Kumasi Road.

Analysis of the data after the implementation of the interventions show that the number of deaths on the Sunyani Road decreased by nearly half in 2023 compared to the previous year. However, the number of deaths recorded on the section of the Accra–Kumasi Road within the KMA boundary increased from 3 in 2022 to 4 in 2023 (Figure 24). Additional road engineering solutions and other interventions such as behaviour change communication together with enhanced enforcement may be required at the Boadi Junction.







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 August 2024.

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 decreased from 32% in February 2024 to 30% in August 2024 (Figure 25). SUVs and motorcycles topped the list of vehicles observed to be speeding over the posted limit (Figure 26).



Figure 25: Percent distribution of vehicles speeding over the posted limit



Figure 26: Observed speeding by vehicle type, 2024

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 27 shows observed helmet use among motorcycle drivers and passengers in 2020.



Figure 27: Observed helmet use among motorcycle riders and passengers

Seat-belt and child-restraint 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 28).



Figure 28: Observed seat belt use among drivers and passengers

Speed observation site and fatal crash location

Figure 29 shows the relationship between the most recent speed observation sites and high-risk fatal crash locations. Four speed observational sites overlapped with three of the top 10 high-risk fatal crash intersections. In addition, five speed observational sites overlapped with four of the top 10 high-risk corridors.



Figure 29: Observed speed and fatal crash location



Implemented actions to improve road safety in Kumasi



Mass media communication

Mass media campaign

During the 2023 period, BIGRS in collaboration with AMA, KMA and the National Road Safety Authority (NRSA) undertook the "enforcement campaign" a national mass media campaign focused on speed enforcement. The campaign which targeted male drivers between the ages of 18 and 29 years reached 61% of the target audience with 74% of the target audience attesting to the positive impact the campaign had on their speeding habit.



NRSA PRO, Pearl Sateckla, speaking about the campaign on TV



Police enforcement activities during the campaign



Campaign billboard in Kumasi



Campaign community sensitization, led by the NRSA

Post campaign evaluation

Post campaign evaluation for the mass media campaign begun immediately after the campaign came to an end. The team trained data enumerators and collected data to assess the success of the mass media campaign.



Training of data collection enumerators by the NRSA



Easter campaign data collection ongoing. Led by the NRSA research team

Road crash victims remembrance day

The World Day of Remembrance for Road Crash Victims was commemorated in 2023 at Kumasi's biggest referral hospital the Komfo Anokye Teaching Hospital (KATH). Stakeholders from different agencies led by the Hon. Mayor of Kumasi, Samuel Pyne and the National Road Safety Authority converged at this hospital to commemorate the day and to visit some road crash victims on admission. The team also made donations to the crash victims at the hospital.



The team led the Mayor of Kumasi present donation items to the hospital.



Items donated to the hospital



The team visits road crash victims on admission at the hospital

UN Global Road Safety Week

The UN Global Road Safety week is commemorated every other year by local and international road safety agencies worldwide to draw the attention of policy makers to a prevailing road safety issue. The 2023 event was themed "We demand safe and sustainable mobility". Stakeholders within the country came together and had a commemorative event with some social media advocacy.



Mayor of Kumasi lead the team in a float during the UNGRSW event.



Speed enforcement organized during the event



School children posing with the UNGRSW placard



An event, held to train drivers during the UNGRSW

Media coaching workshop

Public Relation Officers (PROs) from road safety stakeholder institutions were brought together and taken through a media coaching workshop where government PROs (government spokes persons) were taught on how to better communicate in the media. About 28 PROs attended the event.





BIGRS communication officer speaking at the event

Road Injury Surveillance Coordinator moderating a session



Government spokes persons in a practical session



Participants at the event

Enforcement

The enforcement technical area of BIGRS initiative has trained about hundred police MTTD personnel and twenty Kumasi Metro Guards (KMGs) this year to assist in consolidating the gains achieved in road safety. The areas of training have included intelligence-led policing, speed enforcement, securing the crash scene etc. This has been done while supplying stakeholders with some enforcement logistics to assist in ensuring safety on roads. Below is a breakdown of supplies to both police MTTD and KMGs this year:

No	Items	Police	Metro Guards
1	Reflective vests	248	198
2	Cones	60	20
3	Signages	46	



Training of trainers in operationalization of speed radar guns

Training senior police officers in Intelligence Led Policing





Mayor of Kumasi engaging members of police and KMG

Security personnel gathered to receive speed enforcement accessories



Group picture with the mayor of Kumasi when speed enforcement accessories were presented



MTTD commander receiving speed enforcement accessories on behalf of the police

Safer streets and mobility

Efforts to enhance pedestrian safety in Kumasi

Road traffic crash data outcomes from the 2022 annual road safety report in Kumasi highlighted that more than 60% of the reported road traffic fatal crashes are constituted by pedestrian knockdowns. Any actions towards the enhancement of the safety of the vulnerable road users, such as the pedestrians would reduce road traffic fatalities.

In view of this, Kumasi Metropolitan Assembly (KMA) is collaborating with World Resources Institute (WRI) to prepare a pedestrian safety action plan as part of the Bloomberg Philanthropies Initiative for Global Road Safety (BIGRS). A training workshop was organized to bring together key stakeholders and agencies from Kumasi and beyond to discuss this critical issue of pedestrian safety in Kumasi. The workshop aimed at building the capacity of stakeholders to identify pedestrian safety challenges in the road space, discuss strategies, and lay the foundation for a safer pedestrian environment in Kumasi. The discussion also highlighted abysmal pedestrian knockdown figures and emphasized the importance of collaboration and partnership among stakeholders to improve pedestrian safety.



Participants at the workshop



The team undertaking the pedestrian safety assessment at selected sites on the Osei Tutu II Boulevard, as part of the activities of the workshop

School zone improvement

In the effort to enhance road safety around school zones, inspections were carried out at various school locations within the city. As a result, the Department of Urban Roads implemented several road safety measures. Notably, at the Ridge School area, a set of rumble strips was installed to reduce vehicle speeds, complemented by designated pedestrian crossings equipped with clear signages. These interventions aim to improve pedestrian safety, particularly for school children, and ensure safer mobility.



An aerial view showing some of the interventions such as rumble strips and pedestrian crossings around the school

Managing speed in Kumasi

Mayor Samuel Pyne jointly launched the Summary Status Report and Speed Management Plan for Kumasi. The launch event climaxed the series of plans, research, data analyses, stakeholder consultations, review and finalising the speed management plan.

The speed management plan was produced by World Resources Institute (WRI) in partnership with local stakeholders, as part of the Bloomberg Philanthropies Initiative for Global Road Safety (BIGRS). It offers a city-wide assessment of freeflow speed on Kumasi's corridors. The plan not only presents tools for establishing safe speed limits but also identifies priority areas for interventions within the city. It is anticipated that addressing challenges in these priority areas will significantly contribute to the reduction of fatalities and serious injuries.



Group picture of participants at the event



Keynote address by the Mayor of Kumasi



Rebecca Bavinger of Bloomberg Philanthropies advocating for the need to manage speed



Nii Darko Darko (Senior Urban Mobility Manager) bringing remarks from WRI at the event



Mark Tonyemevor (Urban Mobility Analyst-WRI) presenting the overview of speed management plan.

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–BIGRS released a road traffic mortality validation study report using hospital data from the KATH Accident and Emergency and Mortuary departments. The study linked hospital records to police records to generate a more accurate estimate of the number of road traffic deaths in the city.











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Appendix

Serious injuries by collision type, 2023



Serious injuries by time of day, 2023



Reported deaths by station, 2023



Reported serious injuries by station, 2023



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boatho and conous injunce by manopancy, Lozo Lozo

No.	Municipality	Deaths	Serious injuries
1	Kwadaso	99	441
2	Kumasi Metropolitan	68	551
3	Oforikrom	58	359
4	Suame	45	228
5	Old Tafo	42	183
6	Asokwa	24	92
7	Asokore Mampong	21	85



No.	Name of intersection/ junction/ roundabout	No. of Deaths
1	Oteng Nkwanta	7
2	Asuoyeboah traffic light	5
3	Sofoline station	4
4	Kwadaso JO and JU	4
5	Santasi station	3

Kwadaso Municipal fatal crash locations, 2020–2023



No.	Name of intersection/ junction/ roundabout	No. of Deaths
1	Krofrom traffic light	5
2	Amakom traffic light	4
3	Mango Down	3
4	Cocoboard	3

Kumasi Metropolitan fatal crash locations, 2020–2023



No.	Name of intersection/ junction/ roundabout	No. of Deaths
1	Anloga Junction	11
2	Silicon Hotel Junction	7
3	Boadi Junction	7
4	Poku Transport traffic light	4

Oforikrom Municipal fatal crash locations, 2020–2023



No.	Name of intersection/ junction/ roundabout	No. of Deaths
1	Suame roundabout	4
2	KGHS Gate Junction	4
3	K Gyasi Junction	2
4	Brukutu Junction	2
5	Kronom Market	2

Suame Municipal fatal crash locations, 2020–2023



No.	Name of intersection/ junction/ roundabout	No. of Deaths
1	Atimatim Junction	4
2	Magazine New Road Junction	2
3	Moshie Zongo First Station	2
4	Akate Farms Buokrom	2

Old Tafo Municipal fatal crash locations, 2020–2023



No.	Name of intersection/ junction/ roundabout	No. of Deaths
1	Atonsu Monaco Junction	3
2	Ahisan traffic light	2
3	Abatoir	2
4	Okodee Junction (Ring Road)	2

Asokwa Municipal fatal crash locations, 2020–2023



No.	Name of intersection/ junction/ roundabout	No. of Deaths
1	Aboabo traffic light	3
2	Akate Farms	3
3	Buokrom Estate Junction	2

Asokore Mampong Municipal fatal crash locations, 2020–2023





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