

BRONG AHAFO REGIONAL ROAD SAFETY COMMISSION



Mr. Daniel Hardy Wuaku
Road Safety Coordinator (Brong Ahafo Region)
P.O. Box 144
Sunyani

Tel : 061 - 28840

Fax : 061 - 28848

Mobile : 00233-243-585764

E – mail : wuakud@yahoo.com

: daniel.wuaku@nrsc.gov.gh

Brief about Regional Coordinator

The Brong Ahafo Regional Road Safety Office is under the direct responsibility of the Regional Road Safety Coordinator in the person of Mr. Daniel Hardy Wuaku.

Mr. Wuaku has a geography background from the University of Ghana, Legon and the Norwegian University of Science and Technology, Trondheim, Norway and prior to his appointment as the Brong Ahafo Regional Road Safety Coordinator, he was involved in teaching and refugee resettlement in the West African Sub-region.

Brief about Brong Ahafo Region

The Brong-Ahafo Region located in the mid-western part of [Ghana](#), between the [Ashanti Region](#) and the [Côte d'Ivoire](#) border is the second largest region covering an area of 39,557 km². According to the 2000 population census, Brong Ahafo Region's population stood at 1,815,408. Administratively, the region is divided into 19 districts and has [Sunyani](#) as its capital.

The region has quite a good road network linking most of the district capitals with straight roads constructed over the relatively flat landscape. Brong Ahafo Region is considered one of the food granaries in the country and boasts of the largest food market center located at Techiman that draws traders from every corner of the country and beyond its borders. The region provides a significant link between the three northern regions of Ghana and the southern part of the country. In addition, apart from being a major source of Ghana's cocoa, the Brong Ahafo Region also

abounds in timber resources. All these characteristics results in a significant vehicular and passenger mobility across the region, a situation that poses a tremendous road safety challenge.

Road Traffic Crash Situation in the Region

Pedestrians continue to be the most vulnerable road user group in the region accounting for 26% of people killed in road traffic crashes in 2006 followed by occupants of goods vehicles with 22% while occupants of buses and mini buses are the most injured.

Provisional figures for road traffic crash and casualty statistics released by the Brong Ahafo Regional Headquarters of the Ghana Police Service reveals an improvement in the accident situation for the region in 2007 as compared to that of 2006. For 2007, a total of 527 accident cases were reported as against 600 in the previous year. 155 people lost their lives and 511 were injured representing an 11% and 18% drop from 174 and 622 respectively in 2006. In all, 631 vehicles were involved in the accidents in the past year as against 730 in 2006 representing a 13% drop.

The situation demonstrates gains being made in the road safety awareness campaign as well as sustained enforcement of the traffic rules and regulations and road environment improvements in the region. However, it is not yet time to jubilate because every road user's life is precious and must be protected. The NRSC/BA will continue to work closely with all stakeholders to improve upon the road safety situation in the region in order to achieve the broader National Vision to make Ghana's transport system the safest in Africa.

ACCIDENT CHARACTERISTICS – BRONG AHAFO REGION PART 1

Figure 1: Distribution of Fatal Accidents and Fatalities by Region (2001-2005)

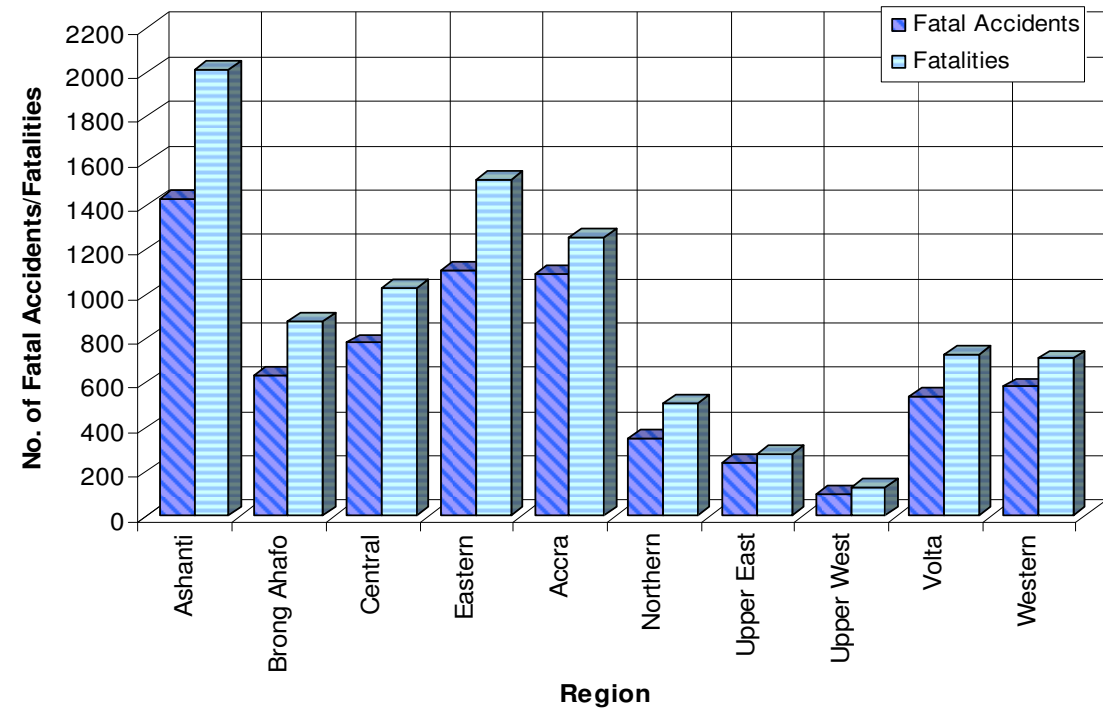


Figure 2: Proportion of Fatalities by Road User Class for Brong Ahafo Compared to National

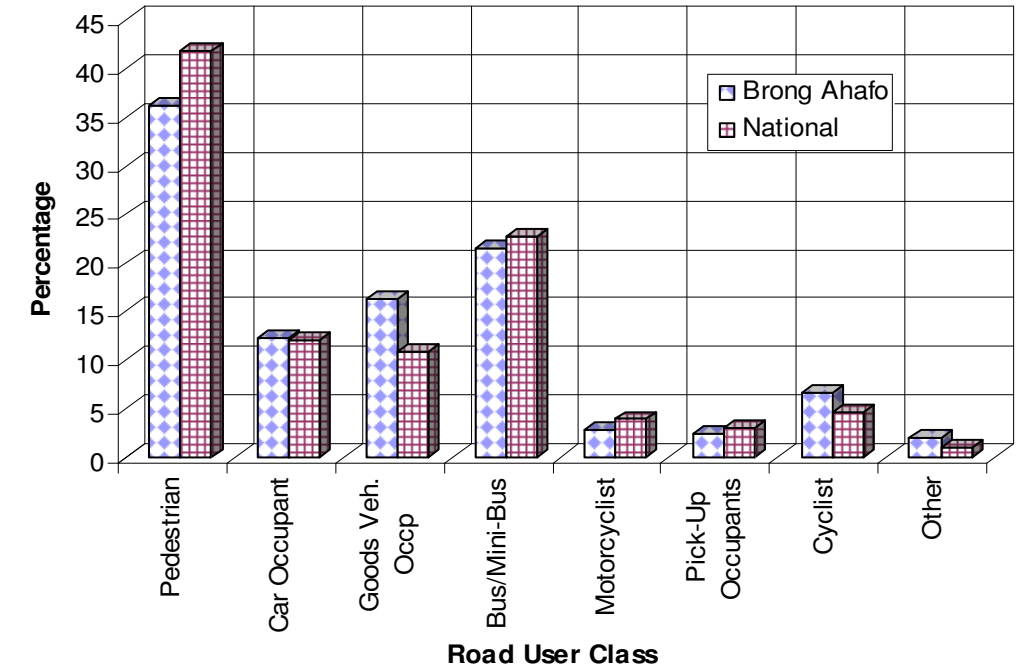


Figure 3: Proportion of Fatalities by Collision Type

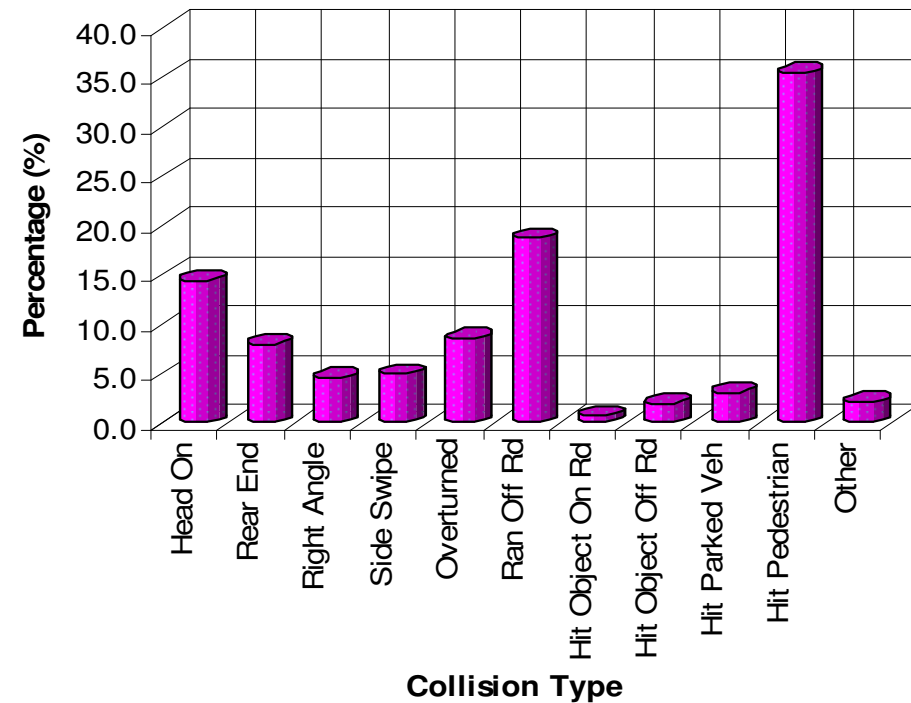
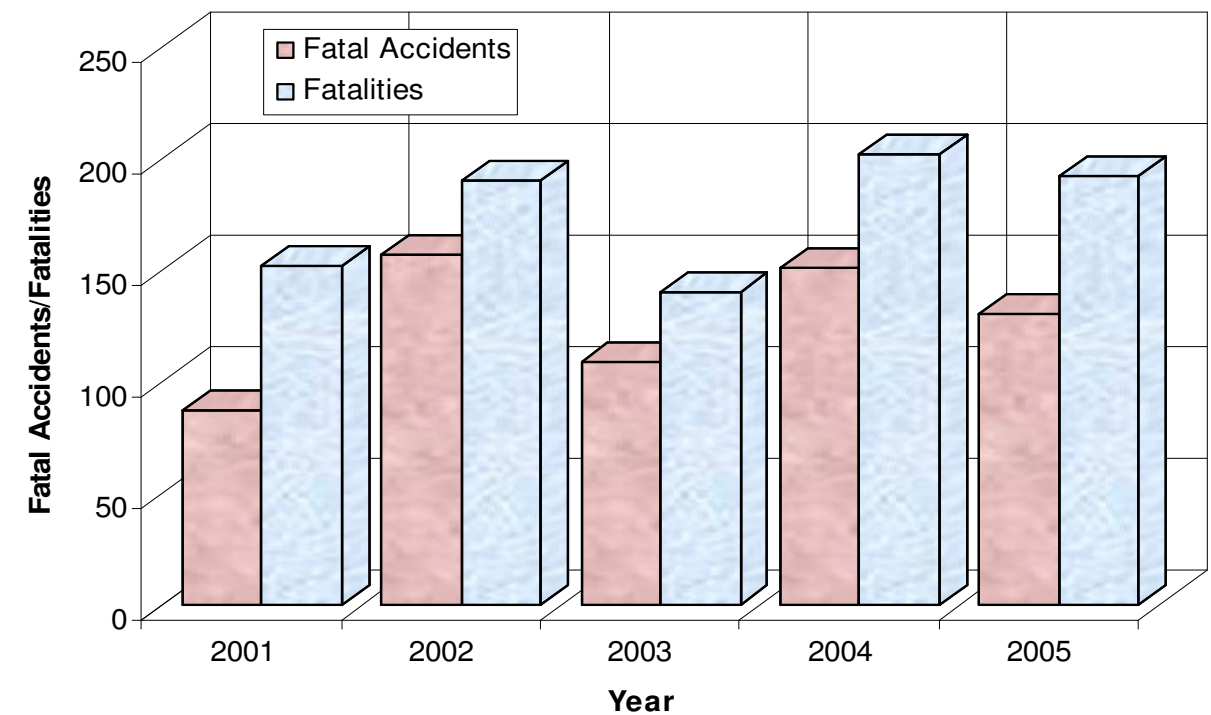
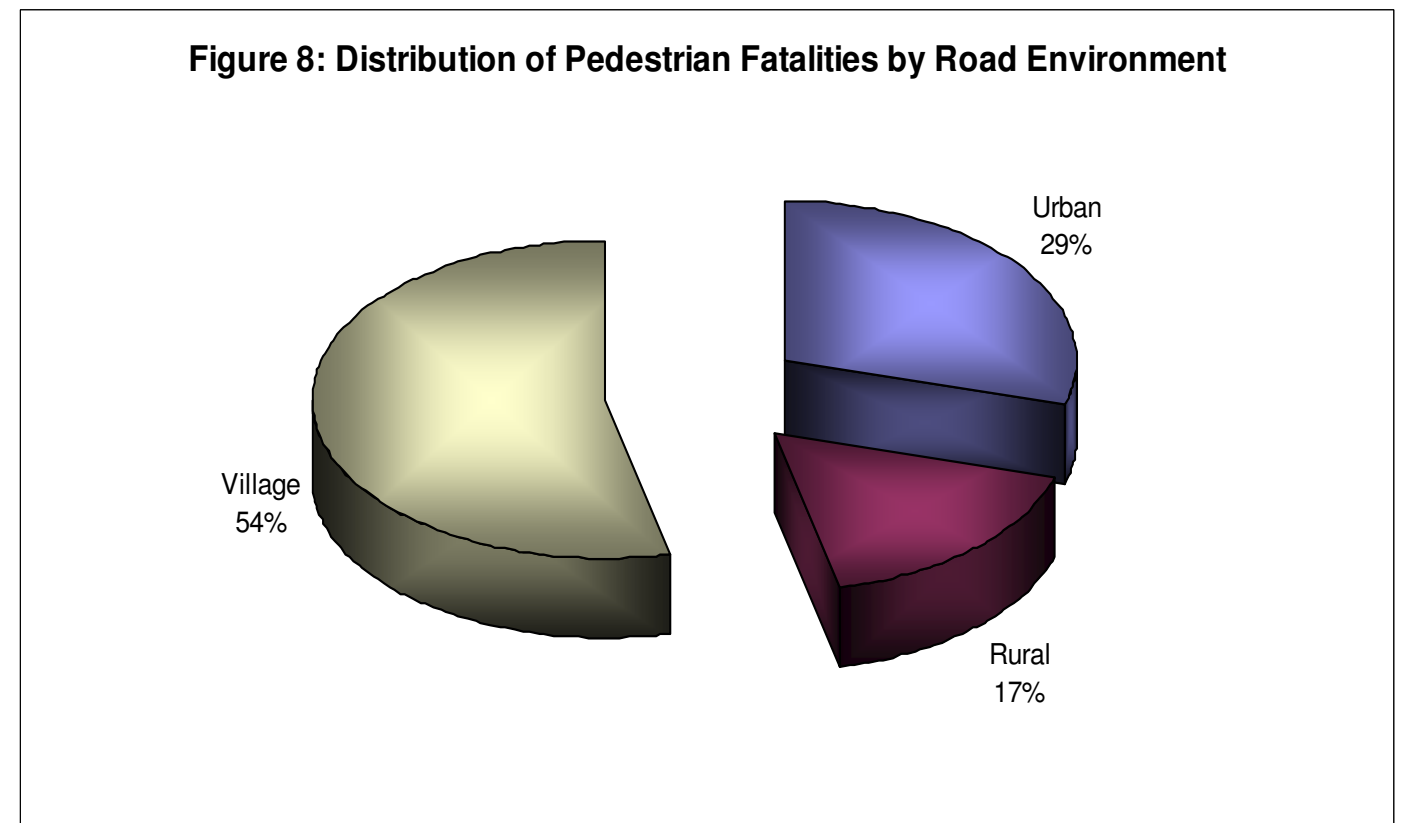
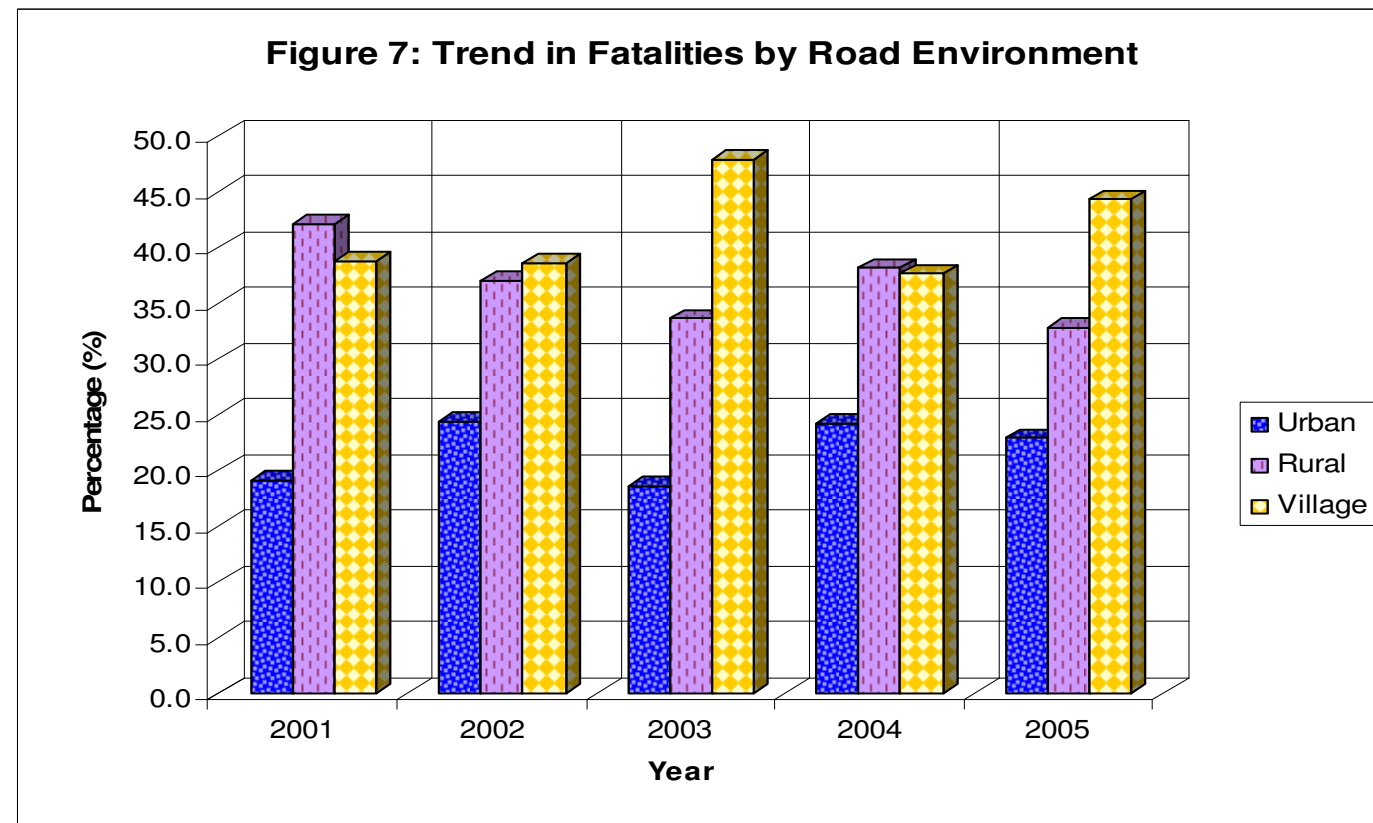
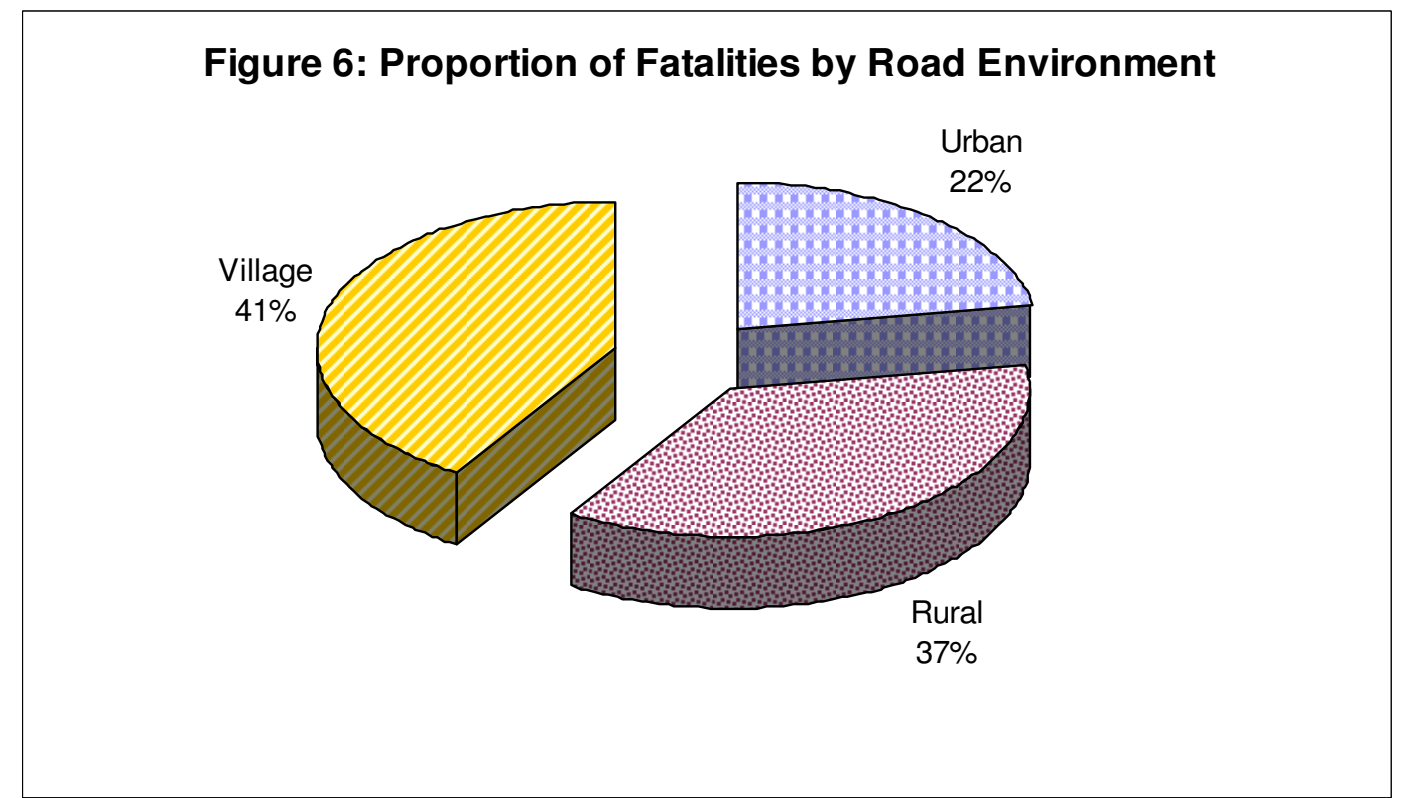
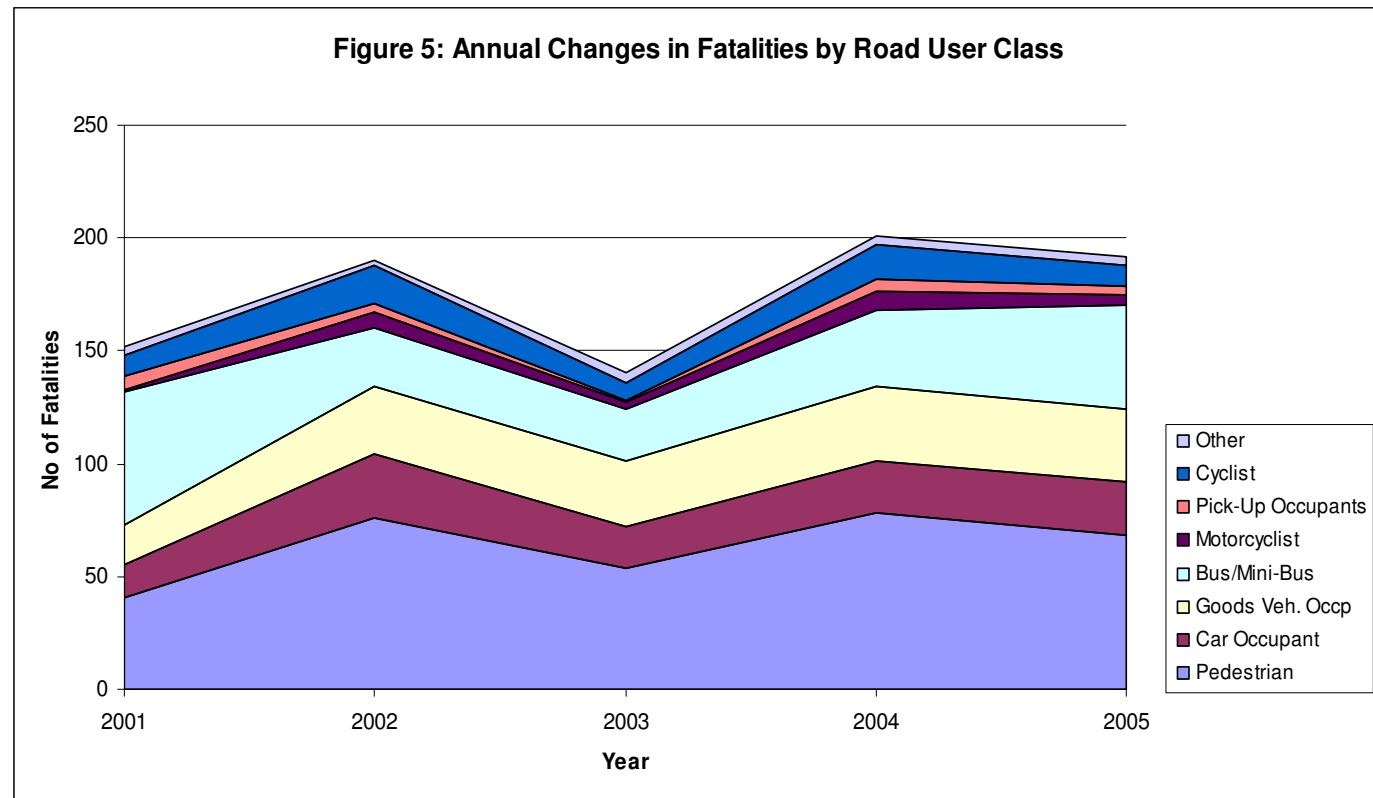


Figure 4: Annual Distribution of Fatal Accidents and Fatalities



ACCIDENT CHARACTERISTICS – BRONG AHAFO REGION PART 2



ACCIDENT CHARACTERISTICS – BRONG AHAFO REGION PART 3

Figure 9: Distribution of Goods Vehicle Fatalities by Road Environment

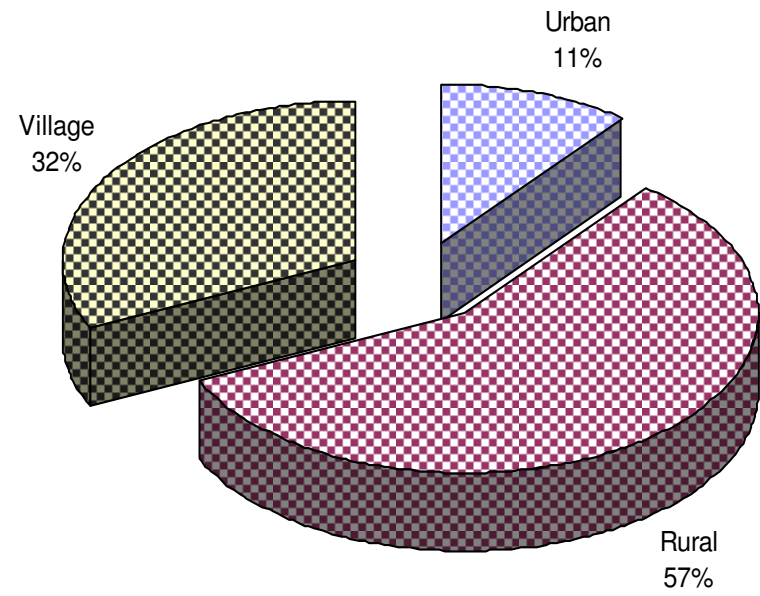


Figure 10: Distribution of Fatalities by Month

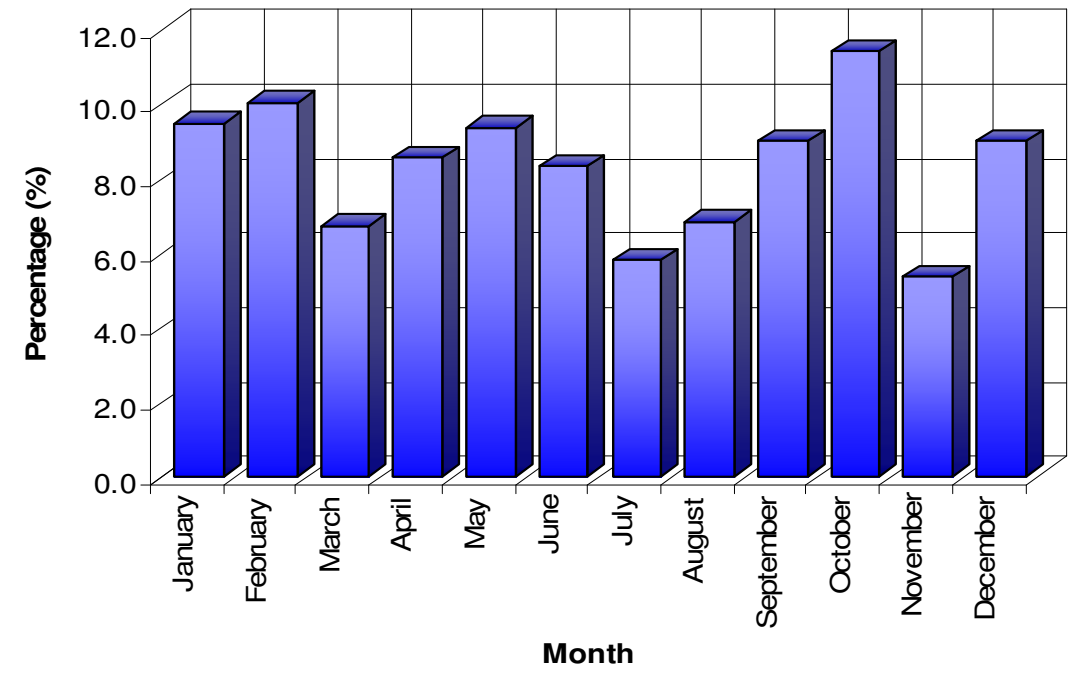


Figure 11: Distribution of Fatalities by Day of Week

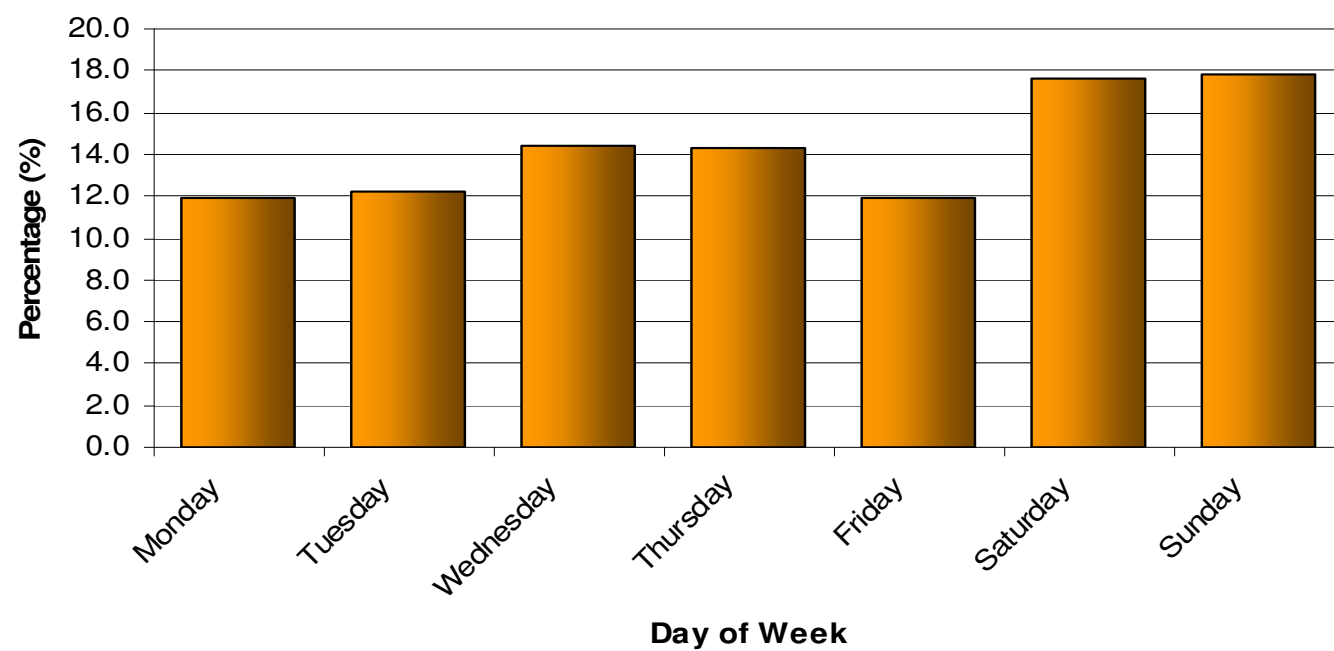


Figure 12: Distribution of Fatalities by Hour of Day

