

Road Traffic Crash Statistics - 2016

General Overview of the Road Safety Situation

The crash statistics in 2016 represent an increase of 15.6% and 6.77% in fatalities and serious injuries respectively but a reduction of 11.7% in crashes over the 2015 figures.

For the third time running, the Traffic System Risk (TSR) index has hit the single digit mark (9.24 fatalities/10,000 vehicles).

There was an increase in fatal crashes by 7.6% in 2016, but at the regional level, the Greater Accra region recorded the highest percentage decrease of -22.1% in fatal crashes followed by the Upper West Region (-2.5%). All the remaining regions recorded increases in fatal crashes; Northern (34.9%), Volta (34.5%), Eastern (30.4%), Brong Ahafo (26.1%), Upper East (20.5%), Central (18.8%), Ashanti (11.3%) and Western (2.2%).

In addition to the above, in 2016, the Ashanti Region recorded the highest number of fatalities, totalling 403 deaths which represented 19.3% of all fatalities in Ghana. This was followed by Greater Accra Region (367 deaths; 17.6%), Brong Ahafo (299 deaths; 14.3%), Eastern (293 deaths; 14.1%), and Central (213 deaths; 10.2%). These five regions together contributed over three-quarters (75.5%) of all the road traffic fatalities in Ghana. It is worthy to note that, for the first time in three years, the Ashanti Region has recorded the highest number of fatalities as it used to be Greater Accra which was the leading crash-prone region based on the number of persons killed in road crashes. The worsening traffic safety situation in the Ashanti Region may, in part be attributed to the relaxation of traffic enforcement, in recent times, on the main Accra-Kumasi highway.

The road user class with the highest share of fatalities continued to be pedestrians (824; 39.5%) followed by motorcycle users (437; 21%) and then bus occupants (364; 17.5%). The crash statistics show that the pedestrian fatality share once again fell below

the 40% mark resulting in an annual reduction of -0.84% in pedestrian fatalities over the 2015 figure. This is in sharp contrast with the annual increase of 59.0% for bus occupant, 35.3% for motorcycle and 17.5% for car occupant fatalities. Safety measures for pedestrians should be sustained while those for bus occupants should be refocused and stepped up to stem the situation.

Motorcycle users also stood the greatest risk of death in traffic, registering the second highest road traffic fatalities (21.0%) after pedestrians, thus overtaking fatalities among bus occupants (17.5%) and car occupants (10.7%). Though there was a drop of -9.3% in motorcycle fatalities in 2015, it increased by 35.3% in 2016. This calls for pragmatic measures to curb the rising rate of increase in motorcycle fatalities.

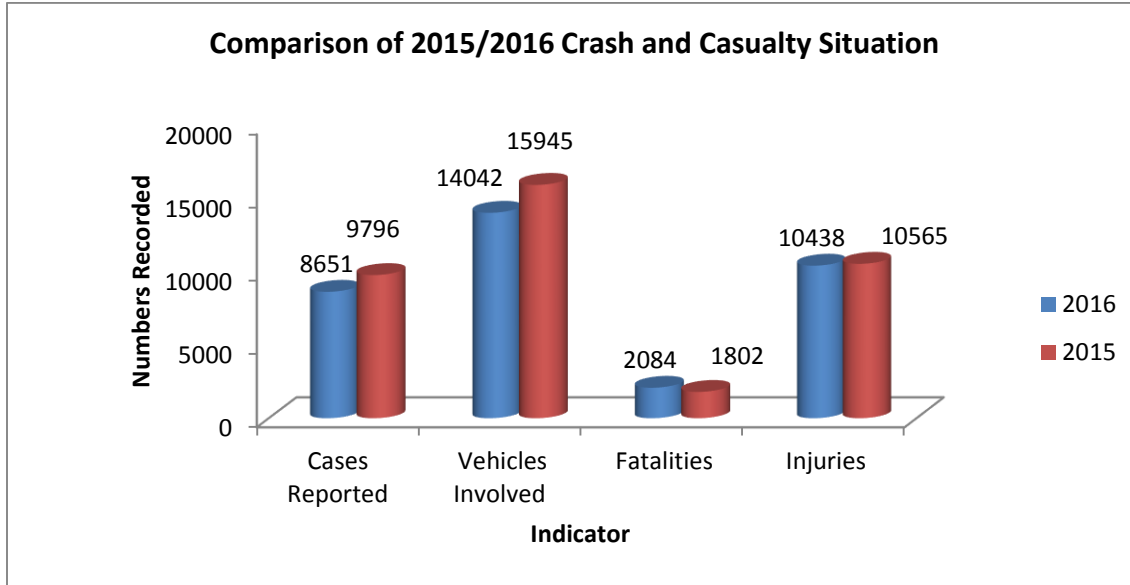
Similar to 2015, approximately 60% of road traffic fatalities continued to occur on the non-urban sections of the road networks in 2016 while the remaining 40% were on the urban road networks. Compared to 2015, there was an increase in fatalities on both urban and non-urban road environments by 12.4% and 17.9% respectively. The impact of speed humps on fatality reductions on the highways needs further investigations. Until 2016, there has been a consistent decrease in road traffic fatalities on the non-urban sections of the road networks since the year 2012.

Furthermore, the month of December recorded the highest monthly fatalities, for the third year running. Compared to the national population pattern, males (78.5%) are over-represented in road traffic fatalities, accounting for about 3.7 times those of females and that the 26-35 years age-group continued to be the modal age group in the fatality statistics.

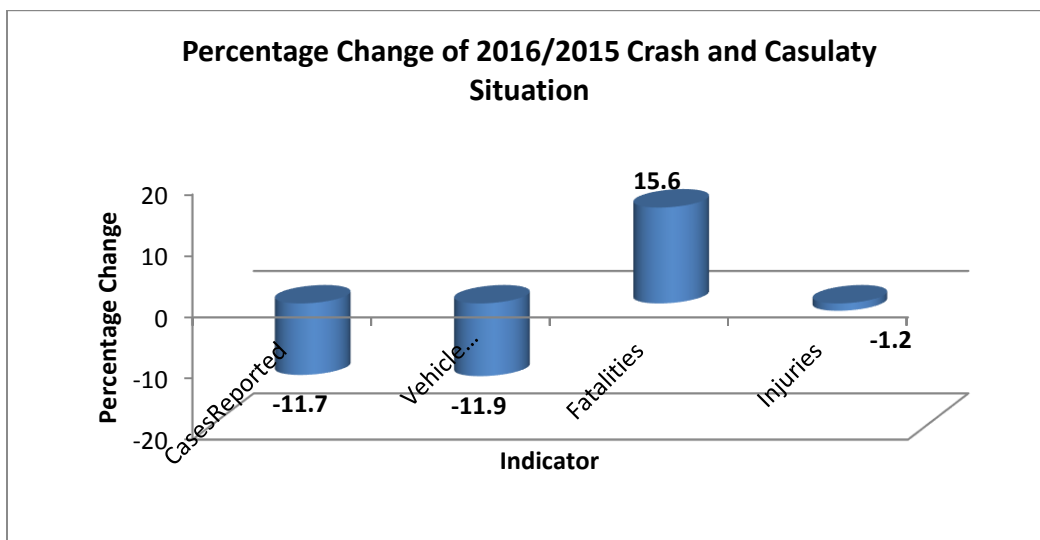
Road Traffic Crash and Casualty Situation - 2016

Crashes	Vehicle Involved	Fatalities	Injuries
8,651	14,042	2,084	10,438

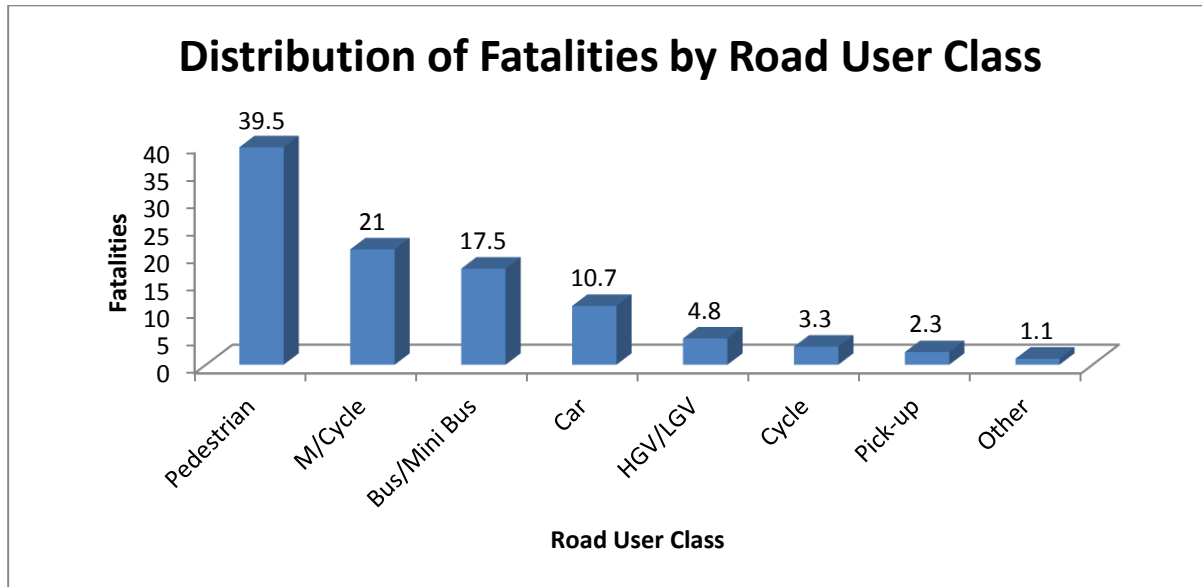
Road Traffic Crash and Casualty Situation – 2016/2015 Compared



Percentage Change in Road Traffic Crash and Casualty Situation



Distribution of Fatalities by Road User Class



Month of Casualty Incidence - 2016

Month	Persons Killed		Persons Injured	
	No	%	No	%
January	127	6.1	753	7.2
February	188	9	688	6.6
March	153	7.3	827	7.9
April	177	8.5	816	7.8
May	153	7.3	899	8.6
June	140	6.7	846	8.1
July	199	9.5	815	7.8
August	177	8.5	916	8.8
September	155	7.4	895	8.6
October	167	8	1013	9.7
November	205	9.8	952	9.1
December	243	11.7	1018	9.8
Total	2084	100	10438	100

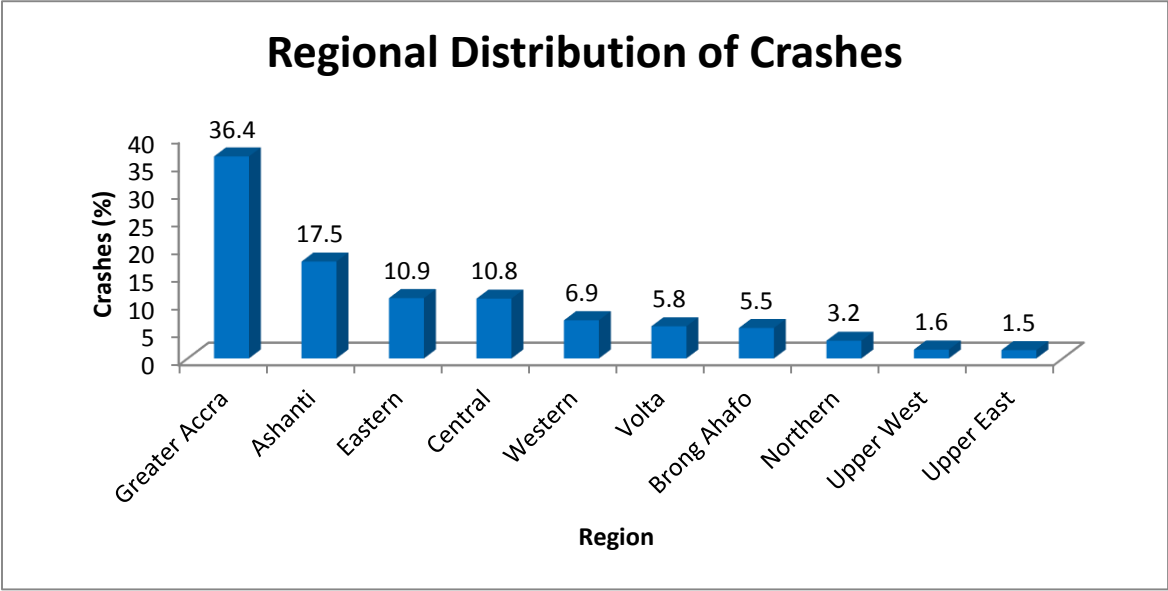
Day of Casualty Incidence -2016

Day	Persons Killed		Persons Injured	
	No	%	No	%
Monday	278	13.3	1457	14
Tuesday	238	11.4	1345	12.9
Wednesday	320	15.4	1065	10.2
Thursday	260	12.5	1450	13.9
Friday	300	14.4	1750	16.8
Saturday	365	17.5	1805	17.3
Sunday	323	15.5	1566	15
Total	2084	100	10438	100

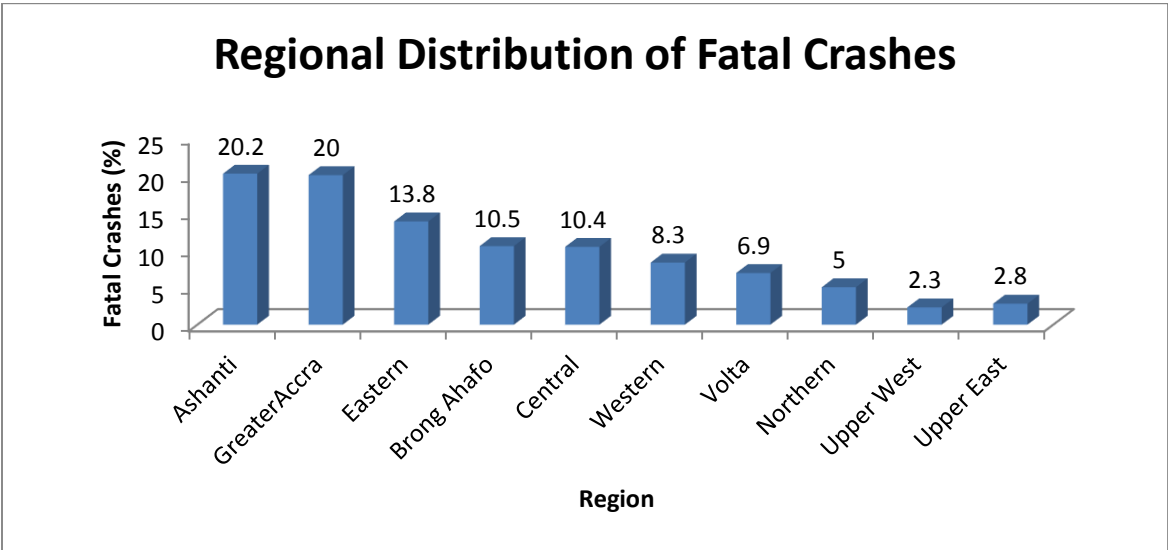
Hour of Casualty Incidence -2016

Hour of Day	Persons Killed		Persons Injured	
	No	%	No	%
00-02am	47	2.3	247	2.4
02-04am	60	2.9	225	2.2
04-06am	119	5.7	537	5.1
06-08am	109	5.2	644	6.2
08-10am	145	7	817	7.8
10-12noon	173	8.3	985	9.4
12-2pm	174	8.3	1199	11.5
2-4pm	199	9.5	1420	13.6
4-6pm	253	12.1	1463	14
6-8pm	456	21.9	1459	14
8-10pm	251	12	965	9.2
10-12midnight	98	4.7	477	4.6
Total	2084	100	10438	100

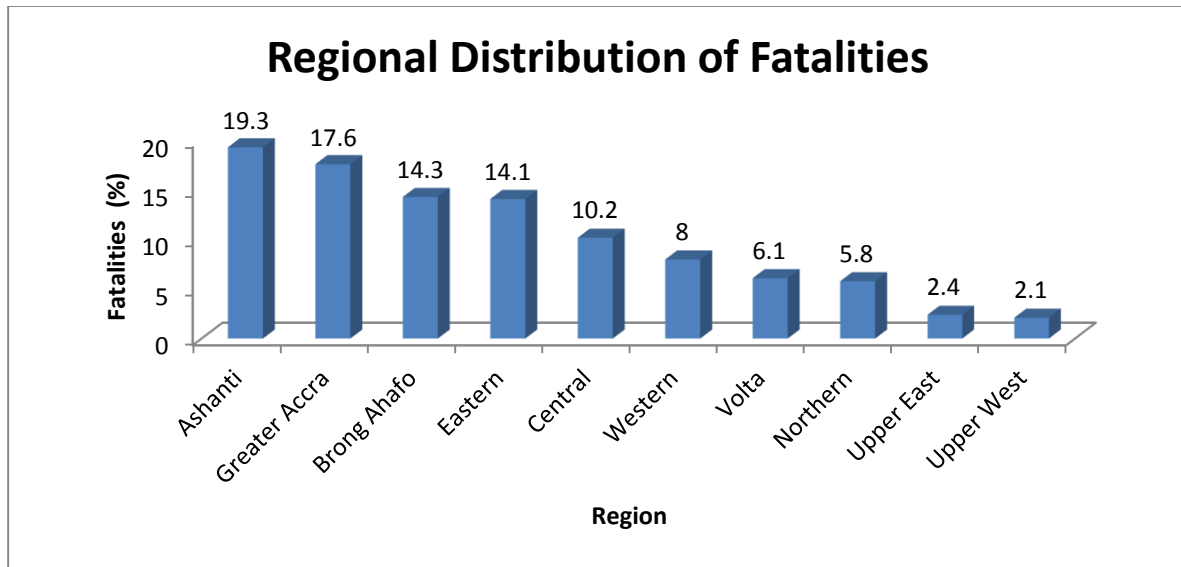
Regional Distribution of Crashes



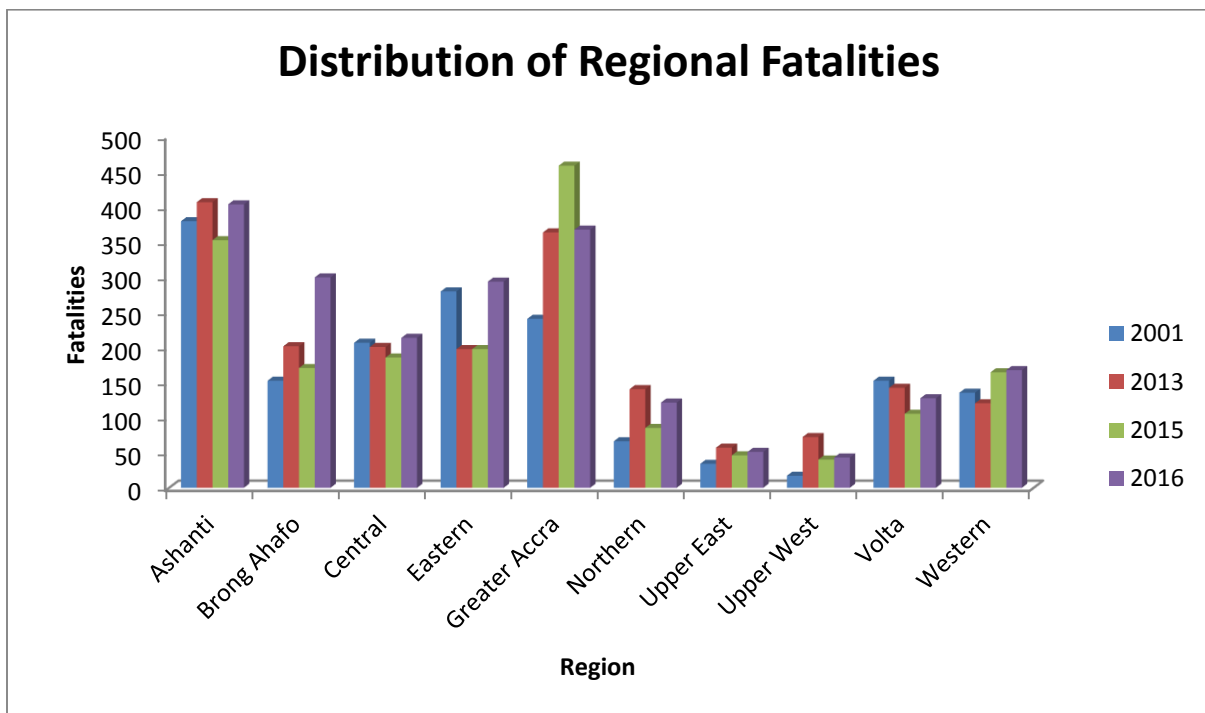
Regional Distribution of Fatal Crashes



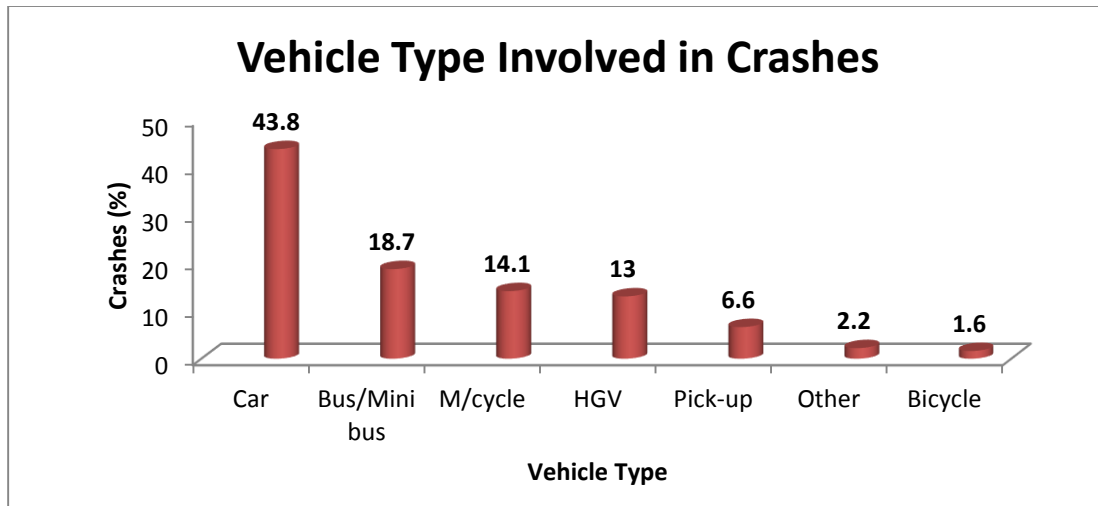
Regional Distribution of Fatalities - 2016



Distribution of Regional Fatalities (2001, 2013, 2014 and 2015)



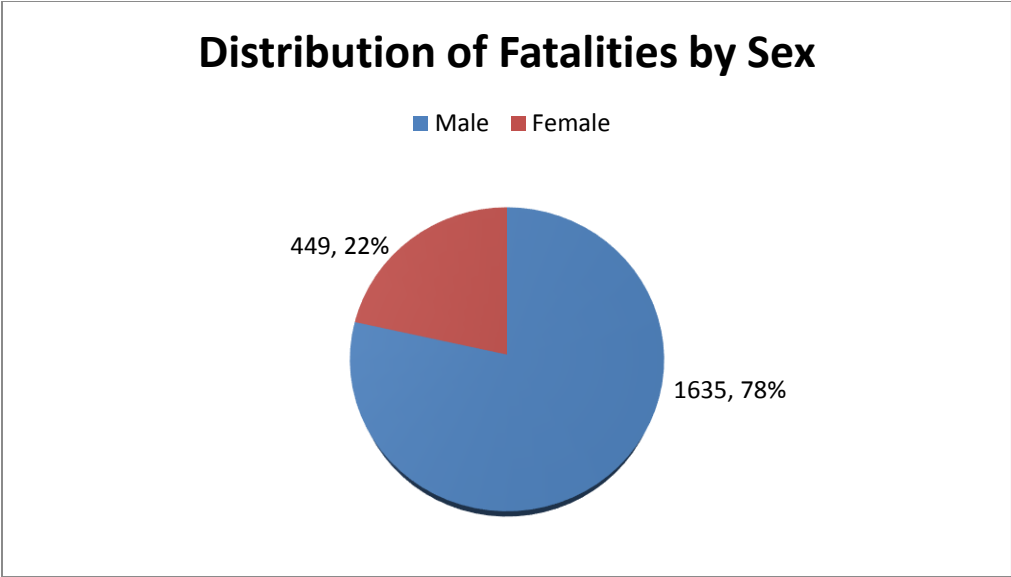
Distribution of Traffic Crashes by Type of Vehicle Involved



Type of Vehicle Involved in Fatal and Non-Fatal Crashes

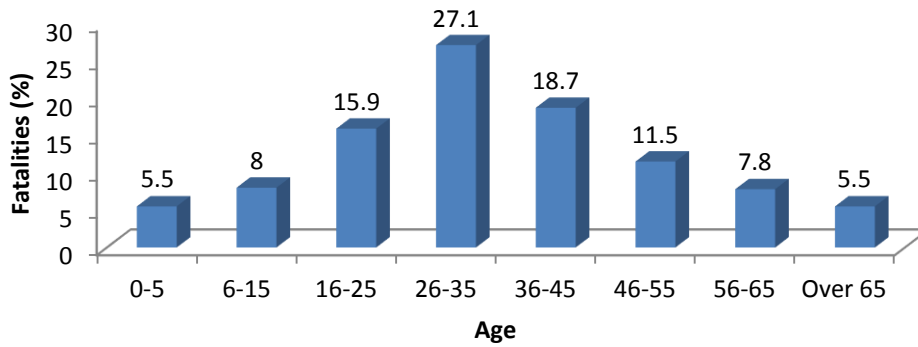
Vehicle Type	Vehicle Type in Fatal Crashes	%	Vehicle Type in Non- Fatal Crashes	%
Car	690	28.6	5463	47
Goods Vehicle	379	15.7	1446	12.4
Bus/Mini Bus	471	19.5	2154	18.5
Motor-cycle	547	22.7	1429	12.3
Pick-Up	130	5.4	803	6.9
Bicycle	77	3.2	148	1.3
Other	120	5	185	1.6
Total	2414	100	100	100

Distribution of Traffic Fatalities by Sex



Distribution of Traffic Fatalities by Age

Distribution of Fatalities by Age



Changes in the National Fatality Indices

Trends in National Fatality Indices

