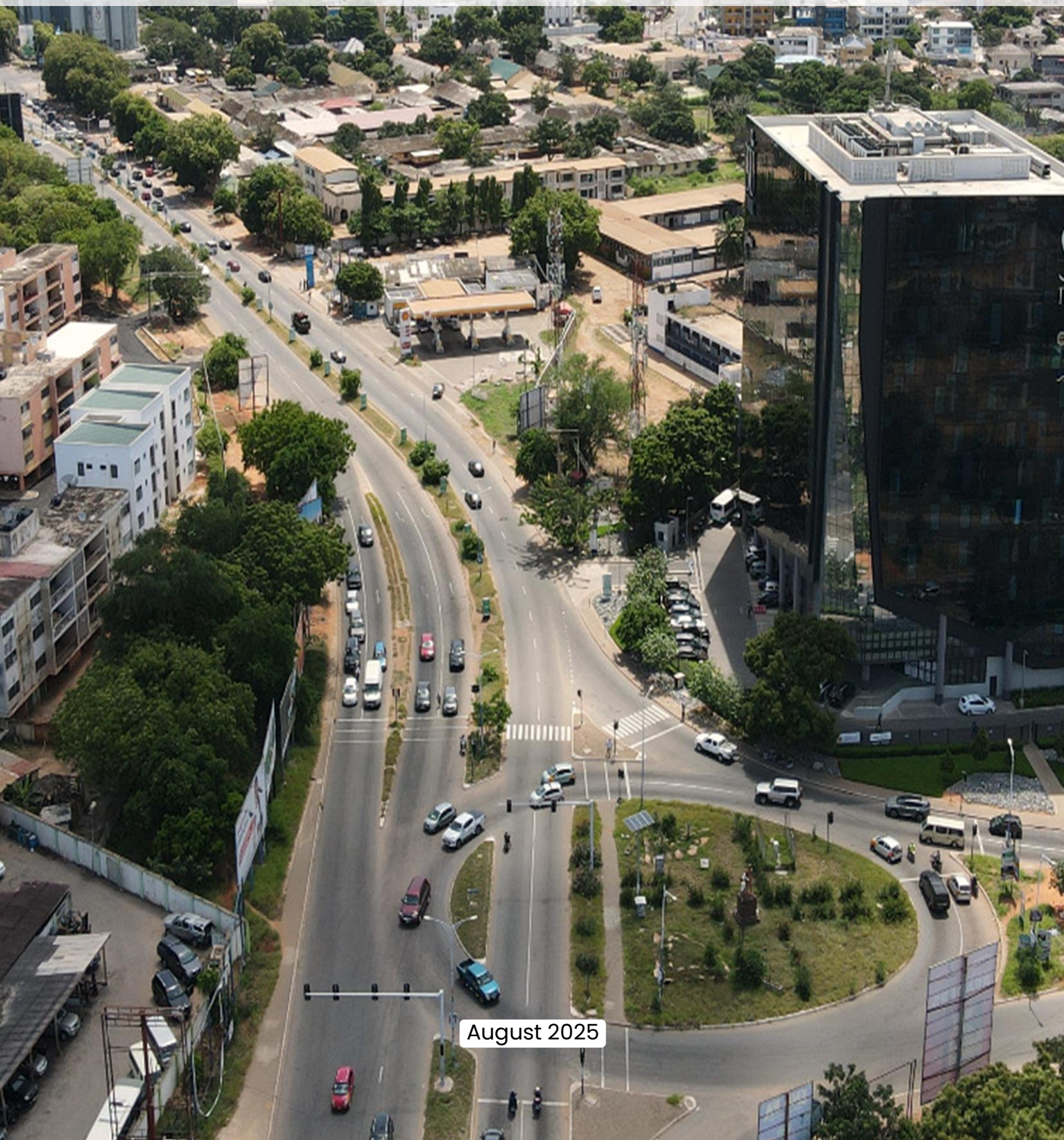
Accra

Road Safety Report 2024

Accra
Road Safety Report 2024



August 2025

Accra

Road Safety Report

In collaboration with

Observational studies by

International
Injury Research Unit

Contents

Preface

Hon. Michael Kpakpo Allotey
Metropolitan Chief Executive, Accra

Road traffic injuries remain a leading cause of death and disability worldwide, with Ghana bearing a growing burden from crashes and the disproportionately high costs of essential mobility. The significant risk of road traffic crashes—and the associated expenses for treatment and rehabilitation—should be a key concern for road safety policymakers, public health professionals, local government authorities, law enforcement, development partners, researchers, and civil society organisations.

This report presents data on road traffic crashes, injuries, and fatalities in Accra for the year 2024. It highlights the characteristics of vulnerable road users, identifies high-risk time periods, and maps crash-prone corridors and hotspots across the city. These insights are intended to inform and shape safety planning and targeted interventions to improve road safety outcomes in Accra.

In addition, the report underscores the importance of strengthening lead road safety institutions, implementing evidence-based policies, making strategic investments, and advancing data systems. It calls for a coordinated, multi-sectoral response that integrates data-driven approaches, education, engineering, and enforcement to meaningfully reduce road crashes and their devastating impacts.

I trust this report will serve as both a roadmap and a rallying call, inspiring renewed commitment and collaboration among all road safety stakeholders in Accra and beyond. As Chief Executive Officer of the city, I reaffirm my dedication to building on the foundation laid by my predecessors to deliver a safer, more inclusive mobility environment for all.

I extend heartfelt appreciation to Bloomberg Philanthropies, Vital Strategies, and all our local and international partners for their continued support in protecting the lives of all road users—especially the most vulnerable—across the metropolis.

Acknowledgements

This seventh edition of Accra's road safety report draws primarily on 2024 crash data from police reports. These annual publications aim to provide consistent reporting on road traffic outcomes in the city to guide evidence-based safety interventions.

Crash data were sourced from the Motor Traffic and Transport Department (MTTD) of the Ghana Police Service. The city's data unit, with the support of national service fellows, facilitated data collection and entry. Behavioural risk factor data were provided by the Johns Hopkins International Injury Research Unit (JH-IIRU), while Vital Strategies offered technical oversight throughout the report's production.

The report was drafted by Ebenezer Kofi Baidoo, the BIGRS Road Injury Surveillance Coordinator in Accra, under the technical guidance of Dr. Raphael Awuah, Regional Technical Advisor for Africa on Road Injury Surveillance at Vital Strategies. Valuable contributions were made by the BIGRS team in Accra: Osei Kufuor (Initiative Coordinator), Joshua Mensah (Enforcement Coordinator), Mavis Obeng-Mensah (Communications Coordinator), and Ing. Simon Manu (Safer Streets and Mobility Coordinator). Review support was also provided by Ing. Samuel Boamah Danquah, Senior Manager of the Road Safety Program in Ghana at Vital Strategies.

Sincere appreciation goes to the staff of the Accra Metropolitan Assembly for their contributions toward the report's development.

Finally, special thanks to Bloomberg Philanthropies, Vital Strategies, Johns Hopkins International Injury Research Unit, Global Road Safety Partnership, the MTTD of the Ghana Police Service, National Road Safety Authority, Department of Urban Roads and Ghana Highway Authority for their ongoing commitment to improving road safety in Accra.

Executive summary

Effective implementation of context-specific interventions to reduce road traffic crashes require robust data. This report provides an update on road crashes, fatalities, and injuries in Accra, drawing on 2024 police data. It also includes an assessment of behavioural risk factors contributing to road injuries.

In 2024, road traffic deaths rose by 34% compared to 2023, mirroring national trends. The fatality rate also increased from 3.7 to 4.9 deaths per 100,000 population.

Key findings

The number of reported **fatalities rose** from **88** in 2023 to **118** in 2024

Serious injuries decreased by 11%, from 582 in 2023 to 519 in 2024

Pedestrians accounted for **56% of deaths** in 2024

Males accounted for **86% of deaths** and **68% of serious injuries**

Deaths and serious injuries were frequently reported among those aged **30 to 39 years**

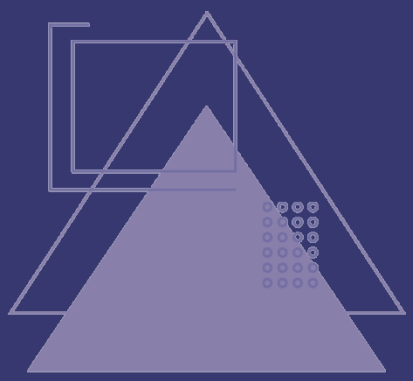
A high number of **fatalities** were reported from crashes occurring between **8 and 10 p.m.**

49% of fatalities frequently occurred from **crashes** which occurred on **weekends**

High-risk **fatal crash spots** included:
- Kwashieman intersection (N1)
- Flat Top junction (N1)
- North Dzorwulu intersection (N1)
- Abeka junction (J.A. Kufuor Avenue)
- ABii National junction (J.A. Kufuor Avenue)

Acronyms

AMA	Accra Metropolitan Assembly
BIGRS	Bloomberg Philanthropies Initiative for Global Road Safety
BRRI	Building and Road Research Institute
DUR	Department of Urban Roads
GHA	Ghana Highway Authority
GRSP	Global Road Safety Partnership
JH–IIRU	Johns Hopkins International Injury Research Unit
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

An estimated 1.19 million people died from road traffic crashes globally in 2021—a 5% decrease compared to the 1.25 million deaths recorded in 2010[1]. Despite this decline, road traffic injuries remain a critical public health challenge, particularly in low- and middle-income countries (LMICs), which account for 92% of global road deaths[1]. Many survivors also suffer lifelong disabilities. The risk of dying in a road crash is estimated to be three times higher in low-income countries than in high-income ones, even though the former own less than 1% of the world's motor vehicles[1].

Africa bears a disproportionate share of this burden, facing both a high fatality rate and significant costs related to the provision and maintenance of safer mobility infrastructure[2]. The continent contributes to 24% of global road fatalities, despite having less than 4% of the world's vehicles[3]. Between 2010 and 2020, road traffic deaths in Africa rose by 17%, in contrast to a 2% decrease in South-East Asia during the same period[1]. In 2021, Africa's fatality rate stood at 19.4 per 100,000 population, compared to a global average of 15.0[4].

Africa's rapid urban growth—currently estimated at over 1.3 billion people and projected to reach 2.5 billion by 2050[2]—is expected to significantly increase traffic volumes, especially along motorised urban corridors, putting vulnerable road users at greater risk[5]. Sub-Saharan Africa, and West Africa in particular, are experiencing high levels of urbanisation. For example, Ghana's urban population stands at 55% and is expected to grow rapidly in the coming decade[2].

In Ghana, reported road deaths rose by 10%, from 2,276 in 2023 to 2,494 in 2024[6]. This growing toll underscores the urgent need to address road safety more comprehensively.

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 perish are young and economically active[1]. Without the implementation of evidence-based interventions, these numbers are likely to climb, driven by increasing motorisation that far outpaces improvements in road infrastructure[7]. If current trends continue, road traffic injuries are projected to become the fifth leading cause of death globally by 2030[8].

Purpose of the report

This report provides information on road traffic crashes, deaths, and injuries in the Accra Metropolitan Area for 2024 using data from police records. It updates six previous editions, covering a cumulative 12-year period from 2011 to 2023. The report also examines road-user risk behaviours and highlights implemented data-informed interventions aimed at improving road safety in the city. It reinforces the importance of a multi-sectoral approach—integrating data-driven strategies, education, engineering, and enforcement—to effectively prevent and reduce road traffic crashes.

Data Sources and Systems

Police records remain the primary source of road crash data in Ghana. Data were extracted from narrative crash reports using an adapted version of the Building and Road Research Institute (BRRI)/Ghana Police Service data input form and road safety indicators developed by the Sub-Saharan Africa Transport Policy Program (SSATP).

Crash locations were geocoded using narrative descriptions and sketches from police reports. Spatial analysis was conducted using Quantum Geographic Information System (QGIS) software to identify high-risk crash sites.

Behavioural risk factor data were obtained through observational studies conducted by the Johns Hopkins University International Injury Research Unit (JH–IIRU) in collaboration with BRRI.

Definitions

Definitions in this report align with those provided by the National Road Safety Authority (NRSA), Ghana's lead road safety agency:

- **Road traffic crash:** An incident involving at least one vehicle that results in injury, death, or property damage.
- **Fatal crash:** A crash in which at least one person dies either at the scene or within 30 days of the incident.
- **Serious injury:** An injury that results in hospital admission for more than 24 hours.

1

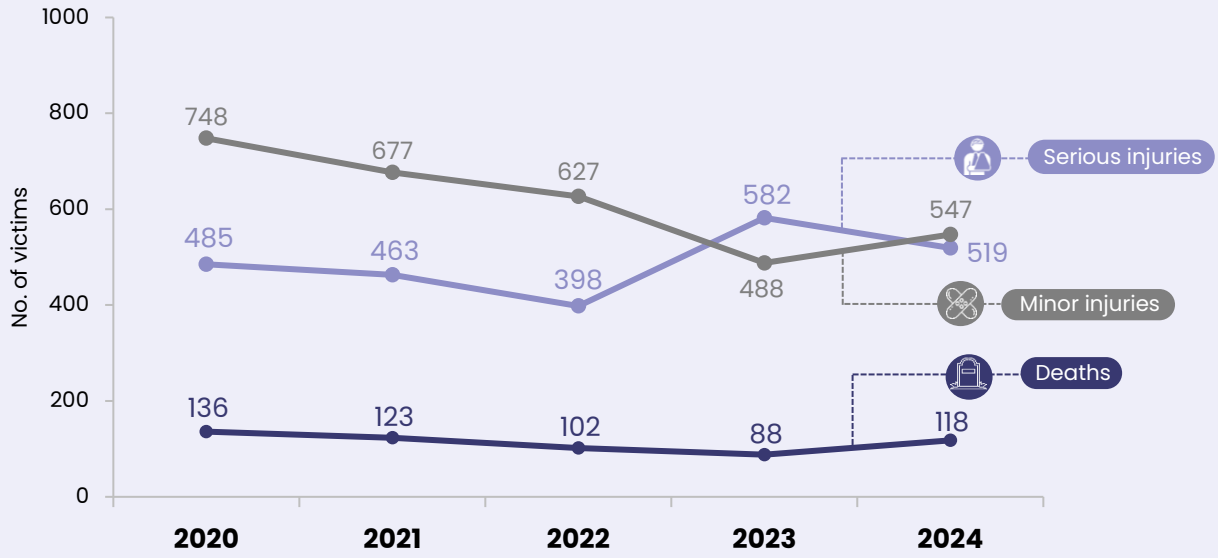
Patterns in Road Traffic Deaths and Injuries

Trends in road traffic deaths and injuries

Reported fatalities increased by 34% in 2024 compared to 2023 (Figure 1), reflecting a similar pattern observed at the national level during the same period[6].

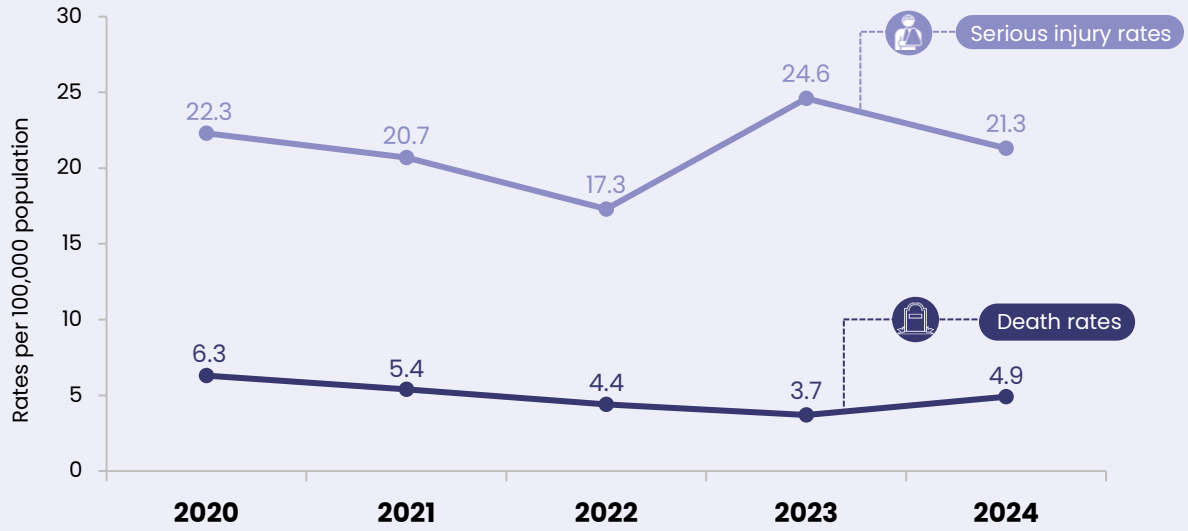
Serious injuries declined by 11%, dropping from 582 cases in 2023 to 519 in 2024. In contrast, minor injuries rose by 12% compared to the previous year.

Figure 1. Trends in road traffic deaths and injuries, 2020–2024



The death rate increased from 3.7 per 100,000 population in 2023 to 4.9 in 2024, while the serious injury rate decreased from 24.6 per 100,000 in 2023 to 21.3 per 100,000 in 2024 (Figure 2).

Figure 2. Trends in road traffic death and serious injury rates, 2020–2024



Deaths and serious injuries by road user type

Following three consecutive years of decline, pedestrian fatalities rose by 25% in 2024 compared to the previous year. More broadly, the overall increase in deaths in 2024 was driven primarily by a sharp rise in motorcyclist fatalities, which doubled from 2023 — a 100% increase (Figure 3).

Vulnerable road users—pedestrians, motorcyclists, and bicyclists—accounted for 86% of the reported deaths in 2024, while vehicle occupants made up the remaining 14% (Figure 4).

These findings highlight the urgent need to strengthen protective measures for vulnerable road users. Without targeted interventions, such as safer street designs, speed management, and behaviour change initiatives, the city risks reversing gains made in road safety over recent years.

Figure 3. Deaths by road user type, 2020–2024

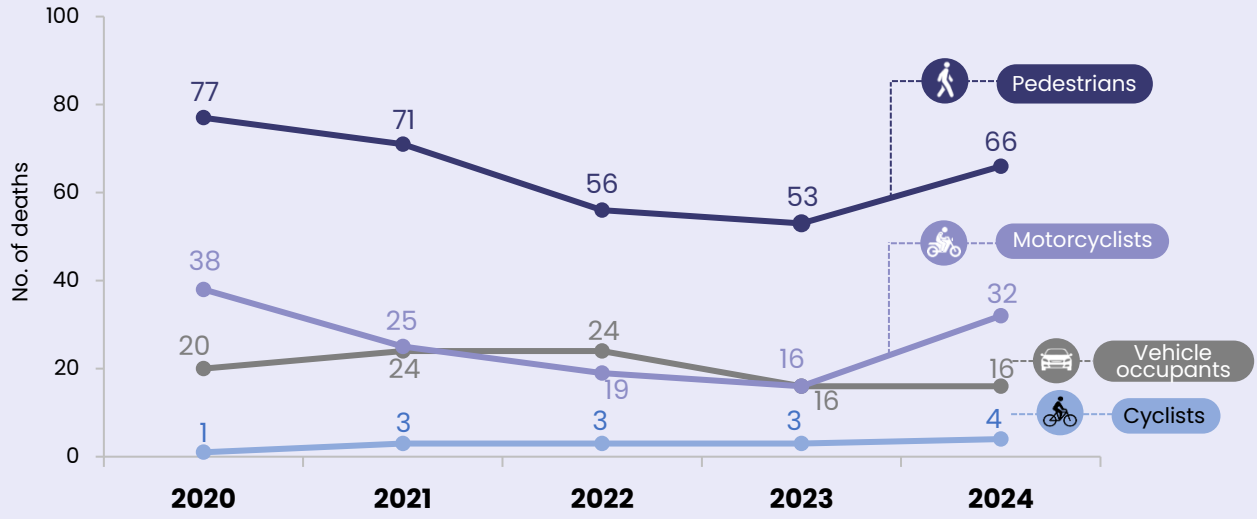
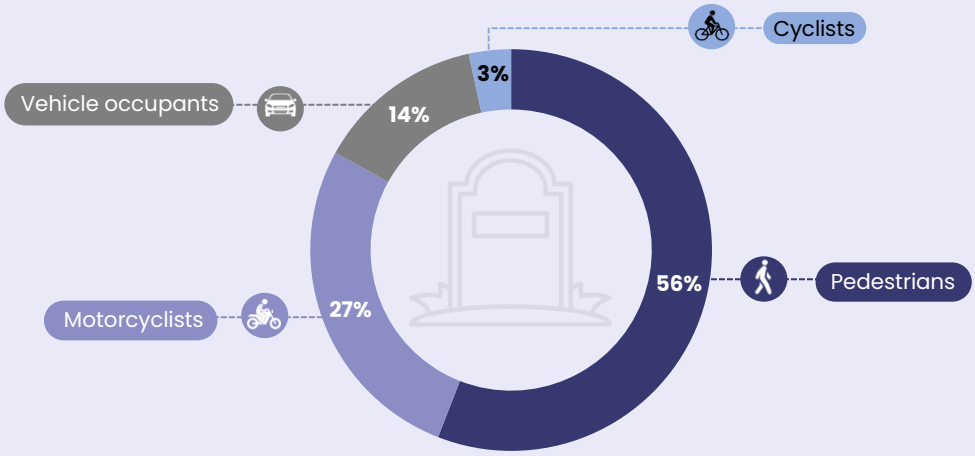


Figure 4. Percentage distribution of death by road user type, 2024



Following a notable surge in serious injuries among vehicle occupants in 2023, cases declined by 33% in 2024. In contrast, serious injuries among pedestrians and motorcyclists rose by 13% and 10%, respectively, during the same period (Figure 5). The percentage distribution of serious injuries by road user type in 2024 is presented in Figure 6.

These findings point to a concerning shift in the burden of serious road traffic injuries toward pedestrians and motorcyclists. While the decline in vehicle occupant injuries is encouraging, the rising injuries among vulnerable road users highlight persistent exposure to unsafe traffic environments. This calls for a strategic realignment of safety interventions — particularly in urban planning, and infrastructure design — to better protect those at greatest risk.

Figure 5. Serious injuries by road user type, 2020–2024

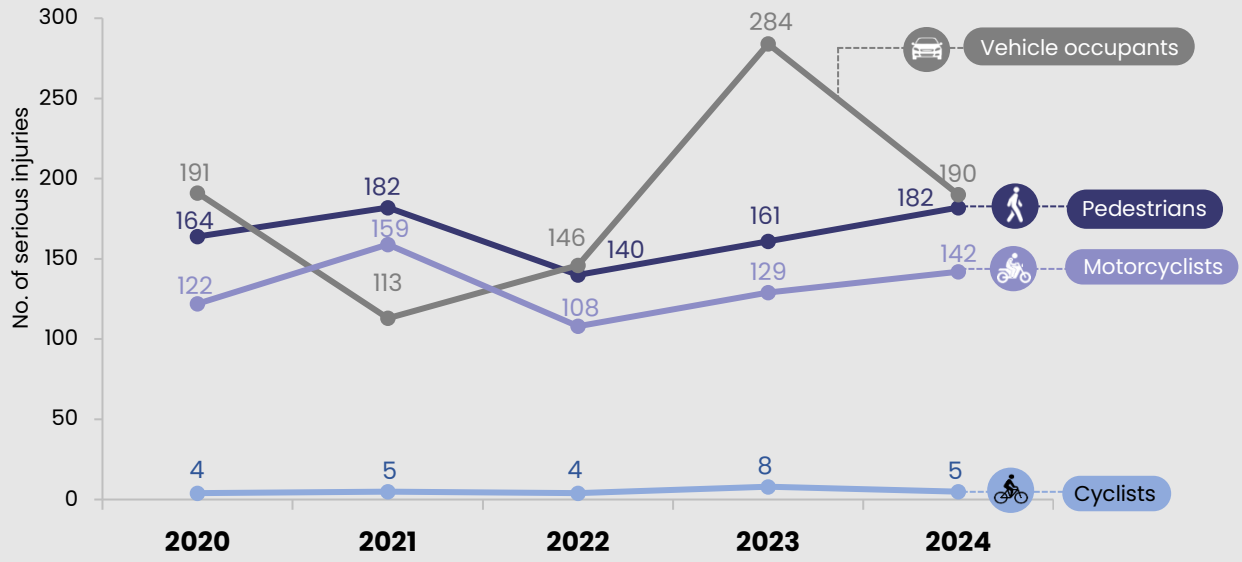
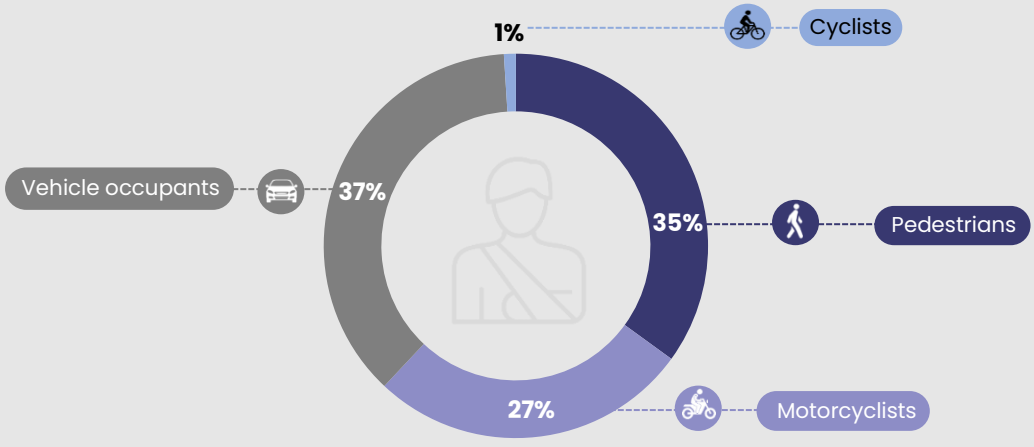


Figure 6. Percentage distribution of serious injury by road user type, 2024



Deaths and serious injuries by sex

Males accounted for the highest proportion of reported road traffic deaths in 2024, representing 86% of all fatalities (Figure 7). This overrepresentation may be linked to riskier road-user behaviours frequently observed among males[9]. Similarly, males made up 68% of those who sustained serious injuries (Figure 8). This gendered pattern has remained consistent in Accra over the past seven years[10–14].

These findings underscore the need for gender-responsive road safety strategies. Interventions that specifically address high-risk behaviours among male road users—such as targeted education campaigns, behaviour change initiatives, and improved enforcement—could help mitigate their disproportionate exposure to severe crash outcomes.

Figure 7. Deaths by sex, 2024

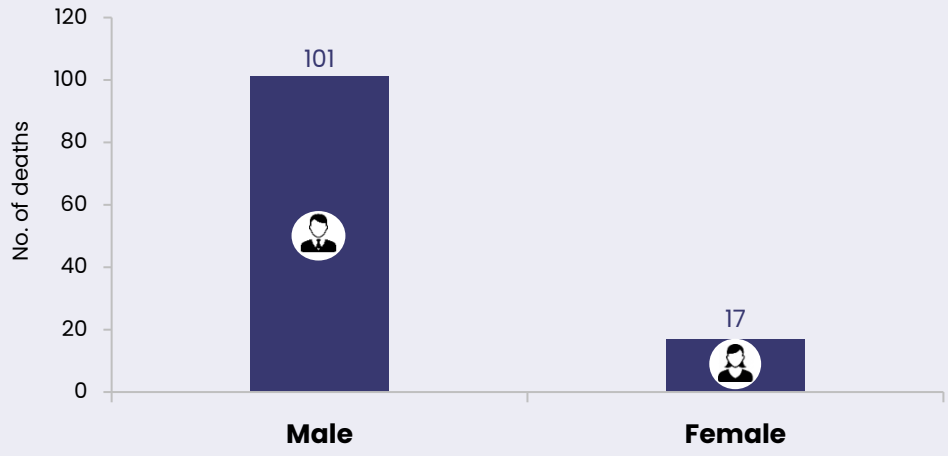
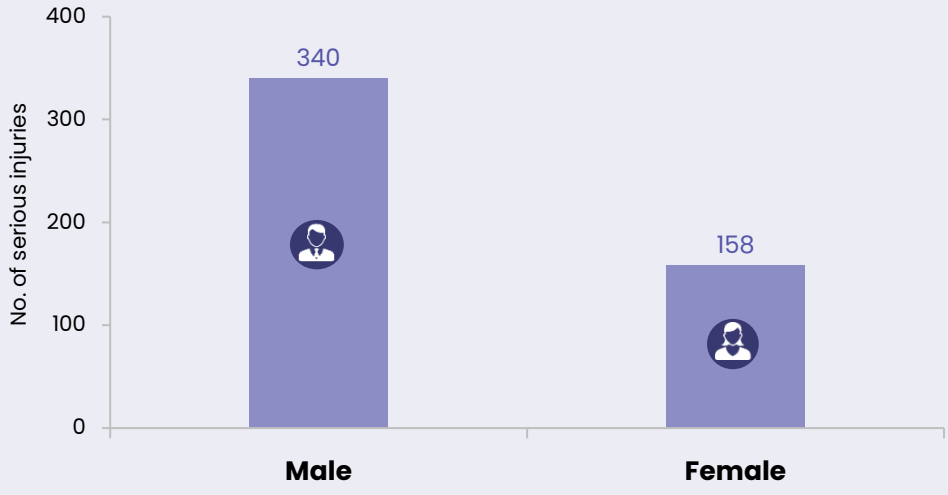


Figure 8. Serious injuries by sex, 2024



Deaths and serious injuries by age

In 2024, individuals aged 30 to 39 years recorded the highest number of road traffic deaths and serious injuries (Figures 9 and 10). This age group represents individuals in their most economically productive phase of life.

The overrepresentation of this demographic highlights a critical loss to households, the workforce, and broader economic development. Targeted interventions — such as workplace-based road safety education and improved commuter safety measures — are essential to protect this vital segment of the population and reduce the long-term socioeconomic impact of road traffic injuries.

Figure 9. Deaths by age group, 2024

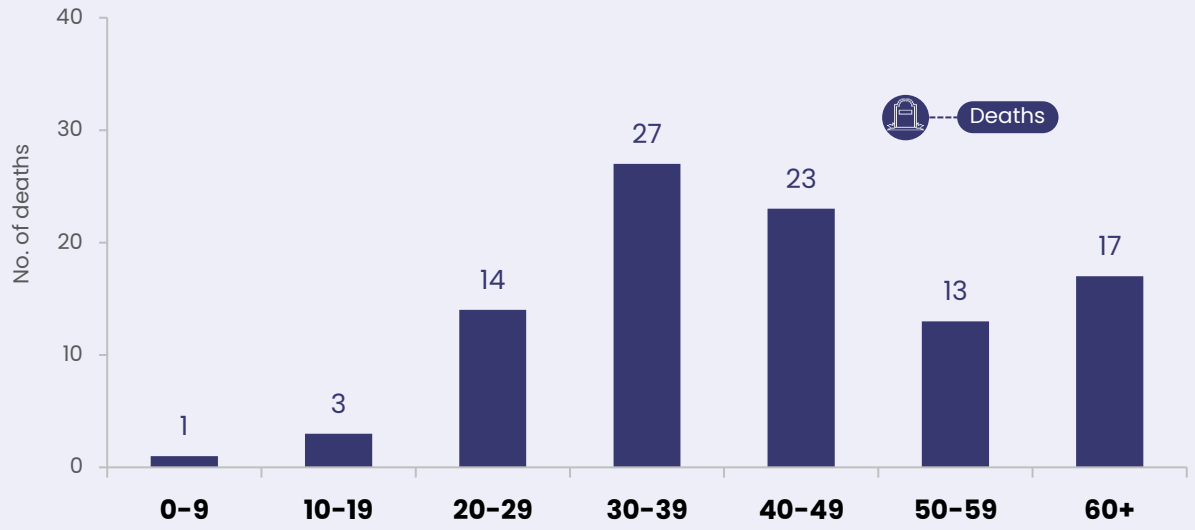
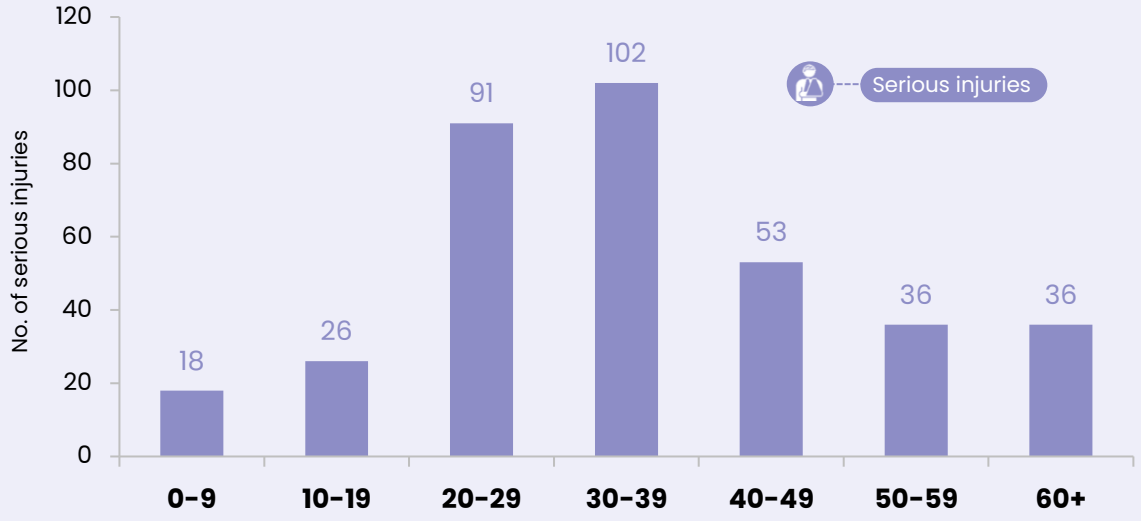


Figure 10. Serious injuries by age group, 2024



Death and serious injury rates by age

In 2024, males aged 40–49 years recorded the highest road traffic death rate at 18.3 per 100,000 population. Among females, those aged 60 years and above experienced the highest death rate at 7.7 per 100,000 population (Figure 11) and the highest serious injury rate at 18.0 per 100,000 population (Figure 12). Males aged 30–39 years registered the highest serious injury rate overall, at 39.4 per 100,000 population.

These findings reflect age- and sex-specific vulnerabilities in road traffic outcomes and highlight the need for targeted interventions across different demographic groups. For older females, strategies may focus on safer pedestrian environments and age-sensitive mobility planning, while for working-age males, risk-reduction efforts should prioritize enforcement, behaviour change, and commuter safety initiatives. Understanding these demographic patterns is critical for designing equity-focused road safety policies.

Figure 11. Death rate by age and sex, 2024

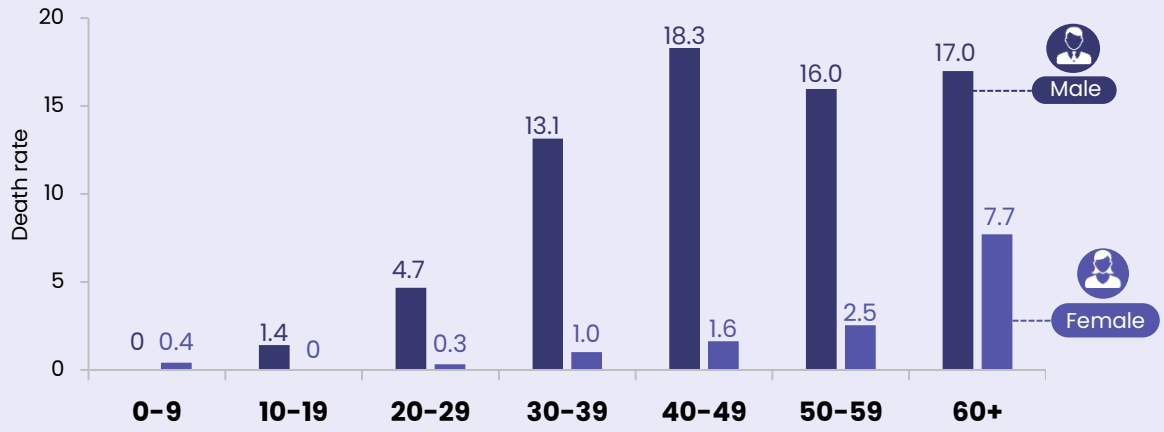


Figure 12. Serious injury rate by age and sex, 2024

Crashes and deaths by time of day

In 2024, the highest number of road crashes occurred between 12 p.m. and 2 p.m. (Figure 13). However, the majority of fatalities resulted from crashes that took place between 8 p.m. and 10 p.m. (Figure 14), likely due to factors such as speeding and reduced visibility at night. These findings highlight the need for targeted evening enforcement and visibility interventions.

Figure 13. Crashes by time of day, 2024

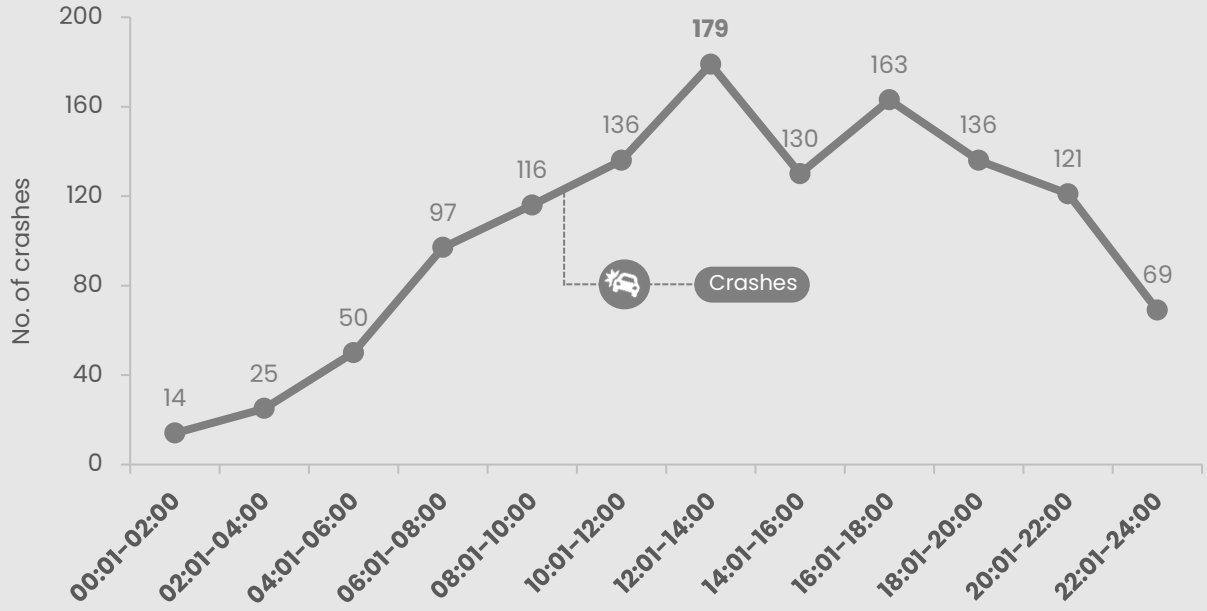
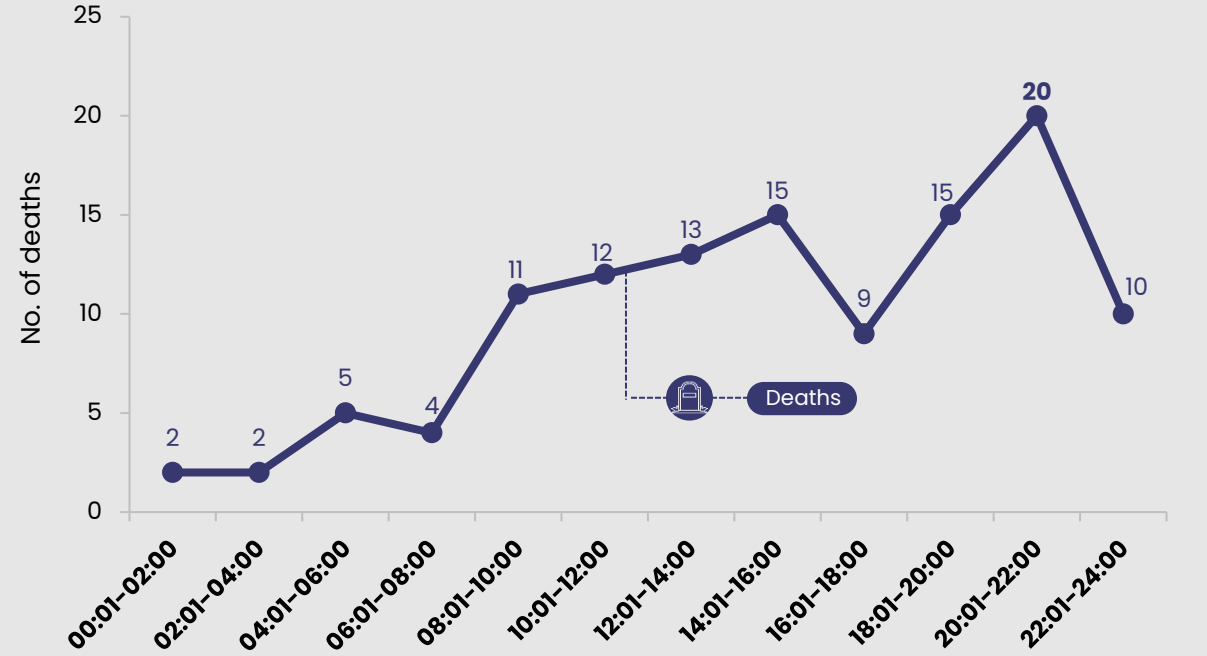


Figure 14. Deaths by time of day, 2024



Crashes and deaths by day of week

In 2024, the highest number of road crashes occurred on Mondays (Figure 15), while the majority of fatalities resulted from crashes on Fridays (Figure 16). Overall, 49% of road traffic deaths occurred during the weekend period (Fridays to Sundays). This trend has persisted in Accra since 2016[10–14] and may be attributed to increased speeding, drink driving, and reduced police enforcement on weekends. Speed assessments in Accra further show that speeding is twice as frequent on weekends compared to weekdays[15]. These findings underscore the need for data-driven deployment of weekend enforcement and road safety campaigns.

Figure 15. Crashes by day of week, 2024

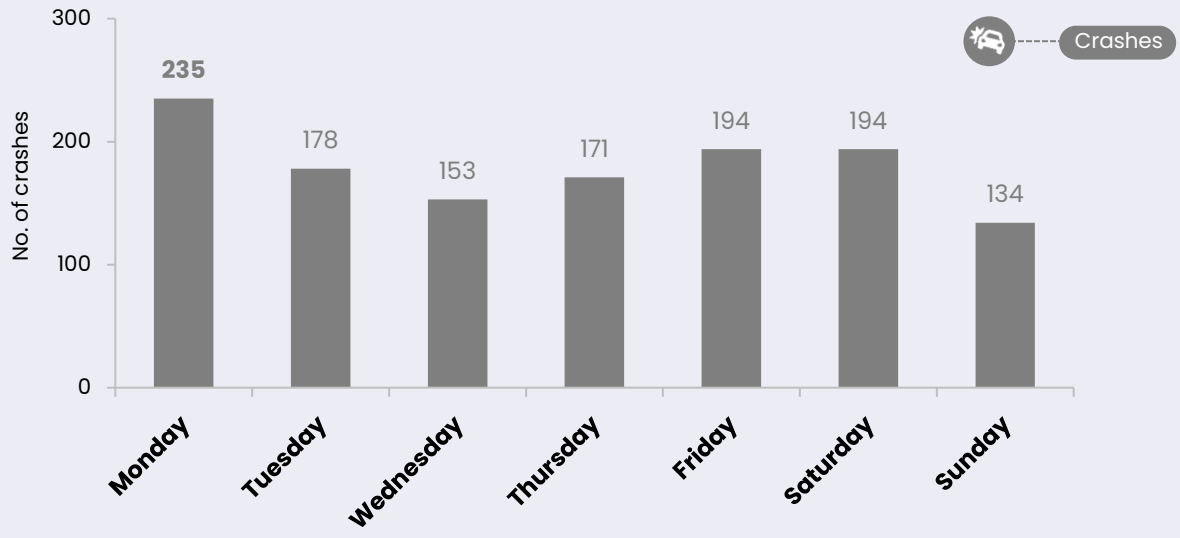
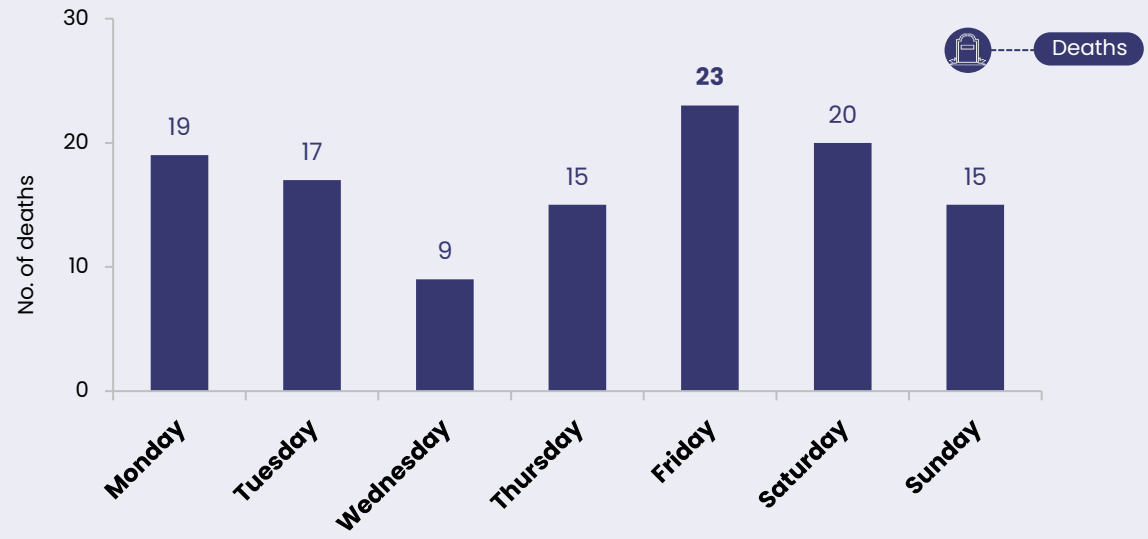


Figure 16. Deaths by day of week, 2024



Deaths by day of week and time

Over the five-year period, the majority of road traffic fatalities occurred during weekend crashes between 8 p.m. and 12 a.m. (Table 1). This pattern may be attributed to high vehicular speeds and reduced nighttime visibility.

These findings underscore the need to strengthen police enforcement of key road safety measures—such as speed regulation, drink driving deterrence, and helmet and seatbelt use—particularly during weekend nighttime hours.

Table 1. Deaths by day of week and time, 2020-2024

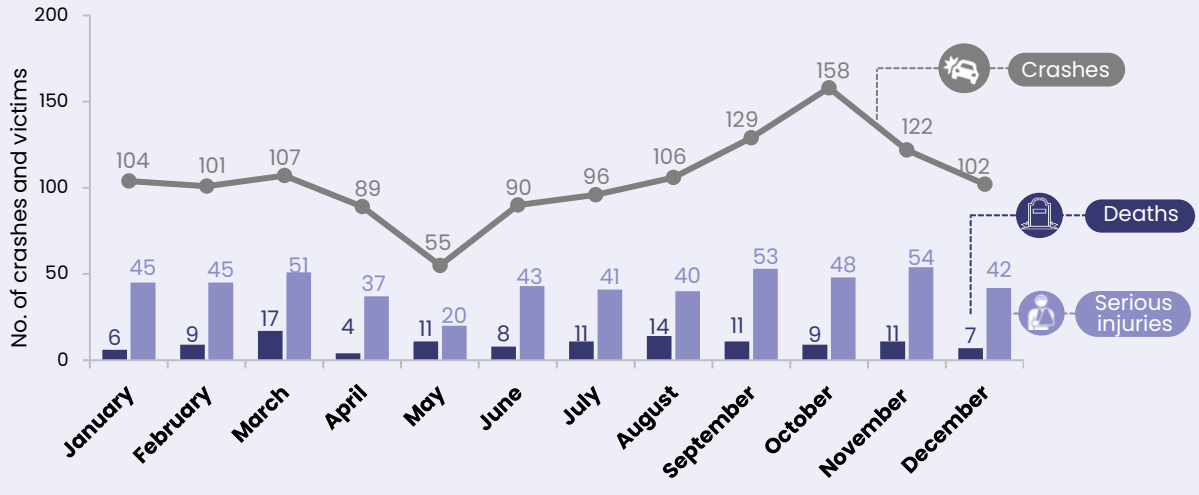
Time	Mon	Tue	Wed	Thu	Fri	Sat	Sun
00:01-04:00	3	1	1	4	6	7	7
04:01-08:00	11	10	12	7	9	15	11
08:01-12:00	10	12	6	20	17	11	14
12:01- 16:00	14	16	10	11	21	12	22
16:01- 20:00	17	17	10	21	18	24	17
20:01- 24:00	30	12	11	19	20	25	25
Total	**85**	**68**	**50**	**82**	**91**	**94**	**96**

20+ deaths 10–19 deaths 0–9 deaths

Crashes, deaths and serious injuries by month

In 2024, road crashes were frequently reported in October. However, deaths and serious injuries were frequently recorded in March and November respectively (Figure 17). These temporal variations suggest the need for month-specific road safety planning and resource allocation.

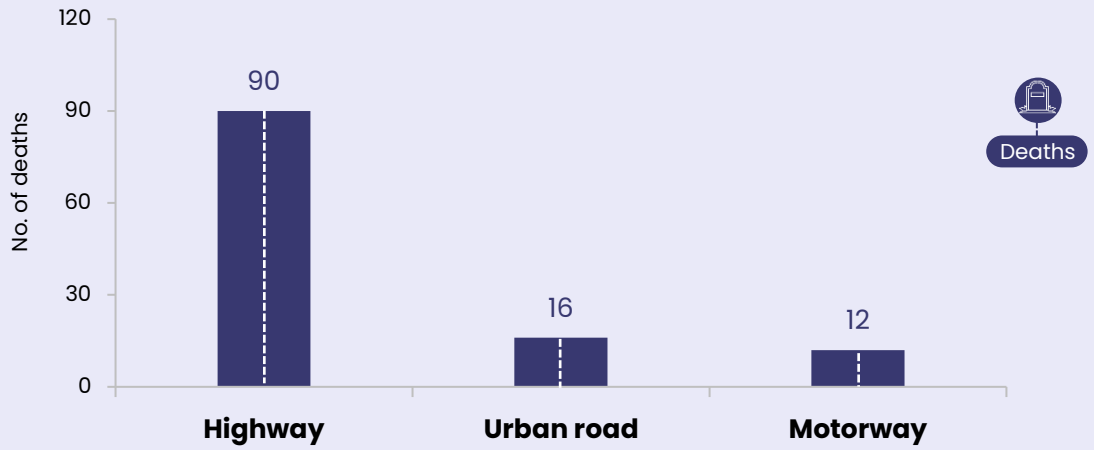
Figure 17. Crashes, deaths and serious injuries by month, 2024



Deaths by road classification type

In 2024, 76% of road deaths occurred from crashes on highways within the city (Figure 18). A similar pattern was observed in the previous year[14], suggesting a persistent high-risk profile for arterial roadways. This may be attributed to excessive speeding, as observational studies indicate that speeding is more prevalent on arterial roads than on urban roads[15]. These findings reinforce the need for targeted speed management strategies and infrastructure upgrades on high-speed corridors to reduce fatalities.

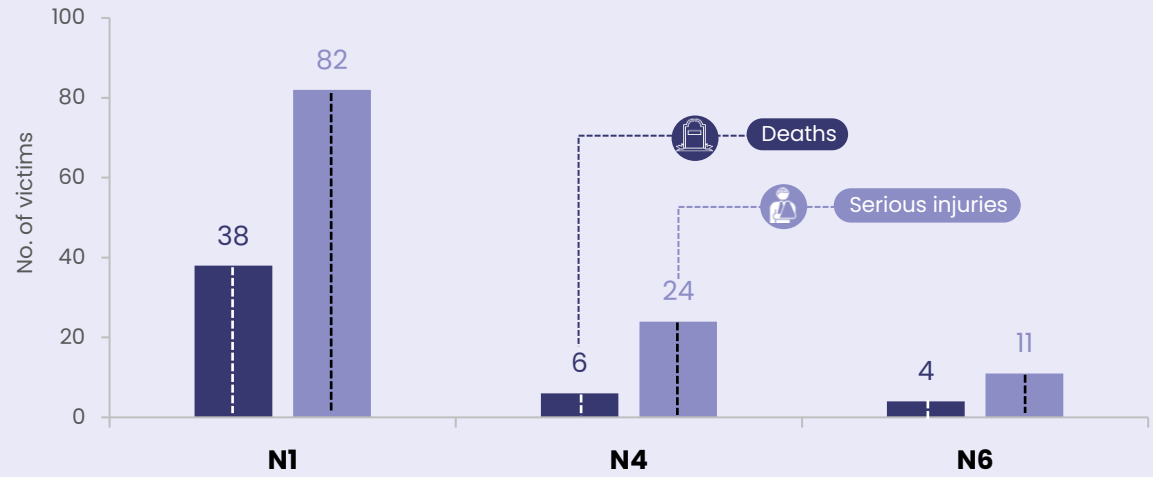
Figure 18. Deaths by road type, 2024



Deaths and serious injuries on major national highways in Accra

In 2024, the number of reported deaths and serious injuries on the N1 highway exceeded the combined total for the N4 and N6 corridors (Figure 19). This highlights the need for targeted safety interventions along the N1, including speed enforcement, improved signage, and infrastructure enhancements.

Figure 19. Deaths and serious injuries on major national highways, 2024



Deaths by road user and colliding vehicle type

Table 2 presents the relationship between road user fatalities and the types of colliding vehicles from 2020 to 2024. Nearly half (48%) of pedestrian deaths resulted from collisions with cars and pickups, while buses/minibuses and motorcycles were involved in 20% and 18% of pedestrian fatalities, respectively. Among vehicle occupants, single-vehicle collisions accounted for the highest proportion of deaths (46%). Additionally, 29% of motorcyclist fatalities were linked to single-vehicle crashes.

These findings underscore the importance of vehicle-specific and user-targeted road safety measures, highlighting the need for differentiated engineering, enforcement, and communication strategies to reduce fatalities across distinct crash scenarios.

Table 2. Deaths by road user and colliding vehicle type, 2020 – 2024

Victim	Colliding vehicle						
	Car and pickup	Bus and minibus	High Goods Vehicle	Motor-cycle	Single vehicle crash	Unknown vehicle	Total
Pedestrians	155	66	25	58	0	19	**323**
Motorcyclists	40	19	26	4	38	3	**130**
Vehicle occupants	23	5	20	4	46	2	**100**
Bicyclists	8	1	5	0	0	0	**14**
Total	**226**	**91**	**76**	**66**	**84**	**24**	**567**

High-risk crash locations

Crash location coordinates provide a critical foundation for analyzing spatial patterns and relationships in road traffic incidents[16]. When visualized on maps, geocoded crash data offer important insights for road safety planning, intervention design, and the evaluation of outcomes[17],[18].

Using crash data from 2022 to 2024, a spatial statistical model was applied to identify and rank high-risk locations across Accra. The resulting crash maps support the development of targeted road safety interventions.

The spatial distribution of all crashes is shown in Figure 20. Additional visualizations include fatal crash corridors (Figure 21), fatal crash spots (Figure 22), serious injury crash locations (Figure 23), pedestrian fatal and serious injury crash locations (Figure 24), motorcyclist fatal and serious injury crash locations (Figure 25), and fatal and serious injury locations by administrative area (Figure 26).

The list of top 10 high-risk corridors (Table 3), top 10 high-risk fatal spots (Table 4), top 10 high-risk serious injury crash locations (Table 5), top 10 locations for pedestrian fatal and serious injuries (Table 6), top 10 locations for motorcyclist fatal and serious injury crash locations (Table 7), and pedestrian fatal crash locations by local administrative areas are also presented.

These findings offer actionable insights for statutory road agencies and safety committees, enabling data-informed planning for road infrastructure maintenance, enforcement operations, and behaviour change campaigns.

Figure 20. Heat map of all crash locations, 2022–2024

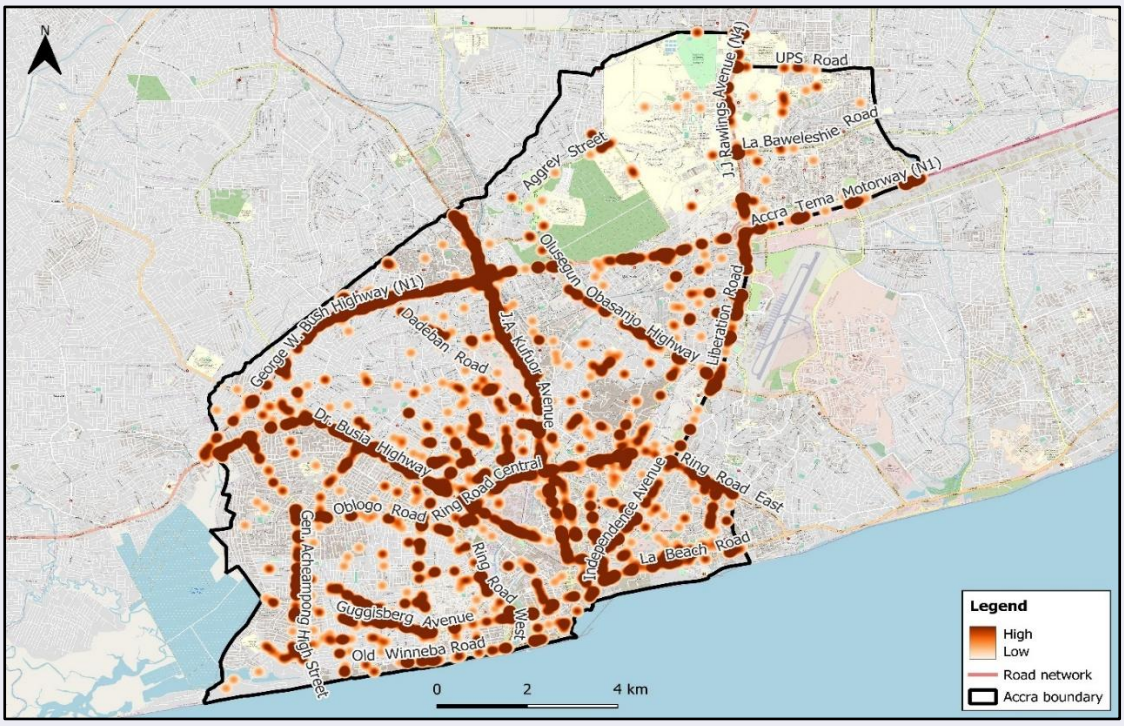


Figure 21. Map showing high-risk fatal crash corridors, 2022–2024

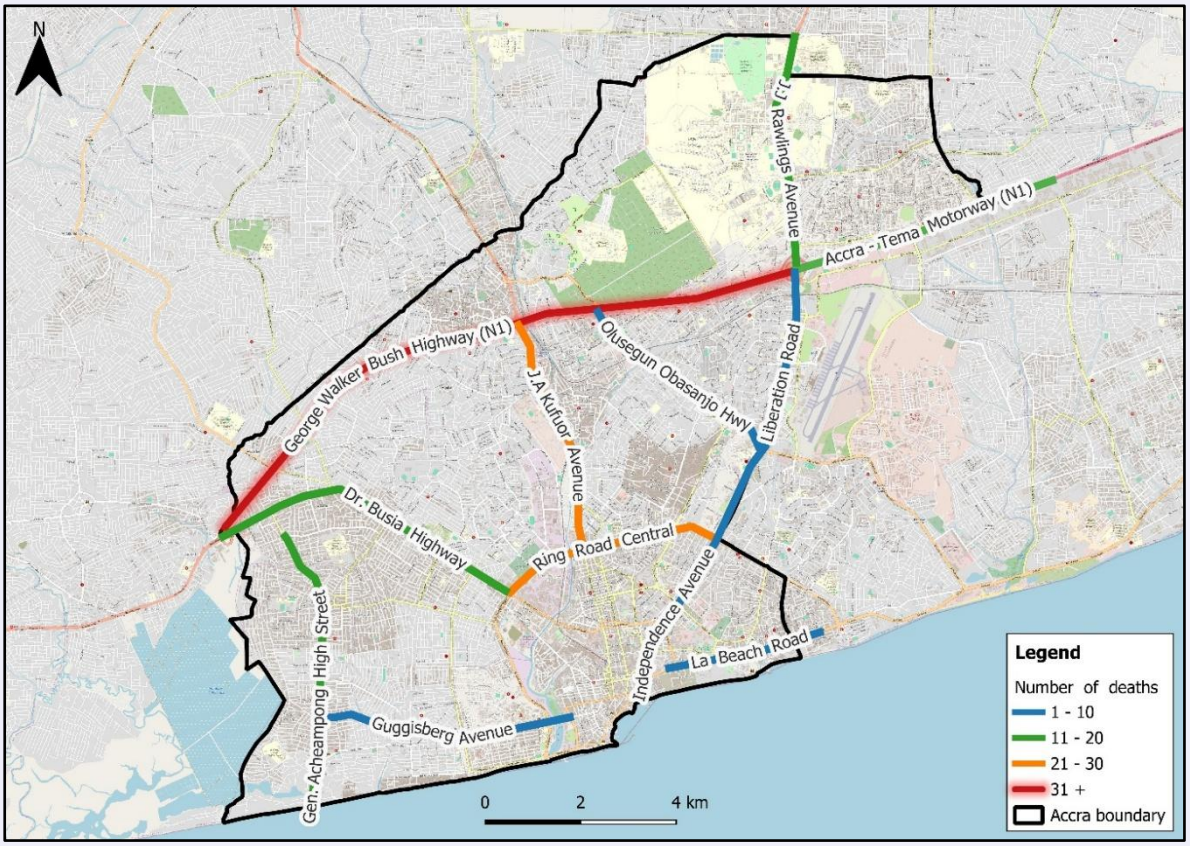


Table 3. Top 10 high-risk fatal crash corridors, 2022-2024

No.	Name of corridor	Number of deaths	Length of corridor (km)	Deaths per km
1	Ring Road Central	22	4.7	4.7
2	J.A Kufuor Avenue	15	4.7	3.2
3	Kwashieman – Lapaz intersection	13	2.5	5.2
4	Tetteh Quarshie interchange – Motorway Tollbooth	13	4.5	2.9
5	KAAF University – Airport Junction	12	2.4	5.0
6	Darkuman junction – Mallam bus stop	11	3.5	3.1
7	Akweteyman – Lapaz lorry station	10	1.8	5.6
8	Liberation Road	10	3.7	2.7
9	Hansonic junction – Obetsebi circle	9	2.8	3.2
10	Kwame Nkrumah Avenue	7	3.0	2.3

Figure 22. Map of fatal crash spots, 2022–2024

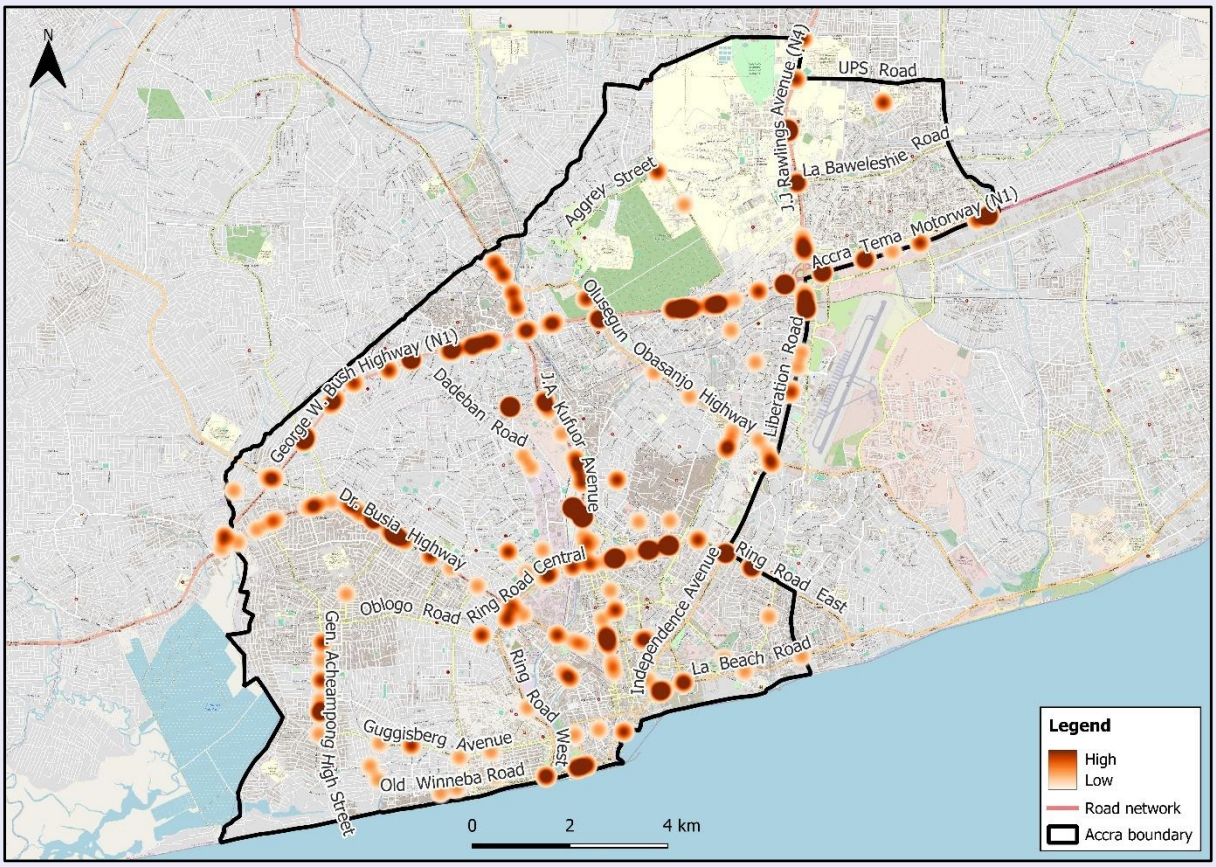


Table 4. Top 10 high-risk fatal crash spots, 2022–2024

No.	Name of spot	Number of deaths
1	Kwashieman intersection (N1)	5
2	Flat Top junction (N1)	4
3	North Dzorwulu intersection (N1)	4
4	Abeka junction (J.A Kufuor Avenue)	3
5	Abi National junction (J.A Kufuor Avenue)	3
6	Airport junction (N1)	3
7	Fire Service junction (Ring Road East)	3
8	Lapaz intersection (N1)	3
9	Okponglo intersection (N4)	3
10	Shangrila junction (Liberation Road)	3

Note: A 100m intersection radius was applied

Figure 23. Map showing serious injury locations, 2022–2024

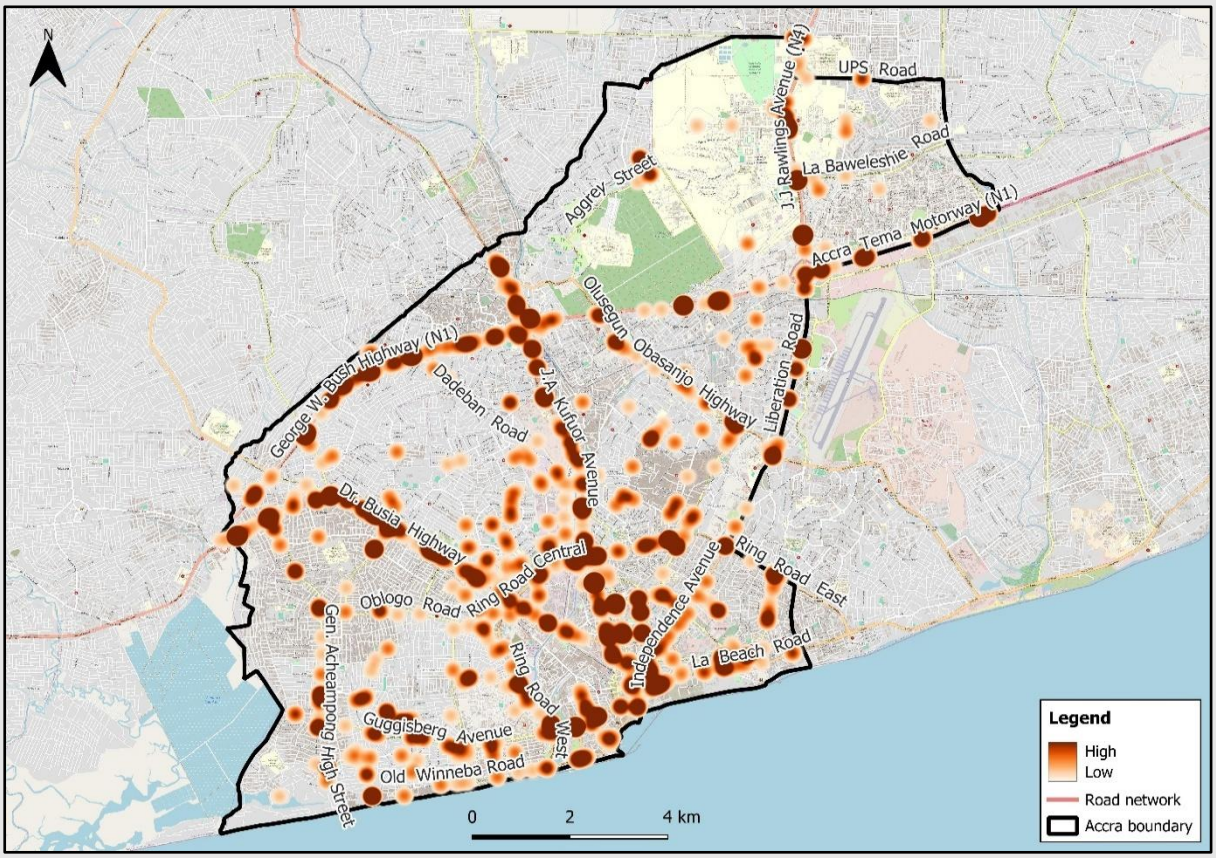


Table 5. Top 10 high-risk serious injury crash locations, 2022–2024

No.	Name of spot	Number of serious injuries
1	Lapaz intersection (N1)	17
2	Kwashieman intersection (N1)	15
3	Odorkor junction (Dr. Busia Highway)	14
4	Hansonic junction (Dr. Busia Highway)	13
5	Nyamekye junction (N1)	11
6	Okponglo intersection (N4)	11
7	Pasico intersection (Guggisberg Avenue)	10
8	Abeka junction (J.A Kufuor Avenue)	9
9	Nima junction (Ring Road Central)	9
10	Sakaman junction (Dr. Busia Highway)	9

Figure 24. Map showing pedestrian fatal and serious injury crash locations, 2022–2024

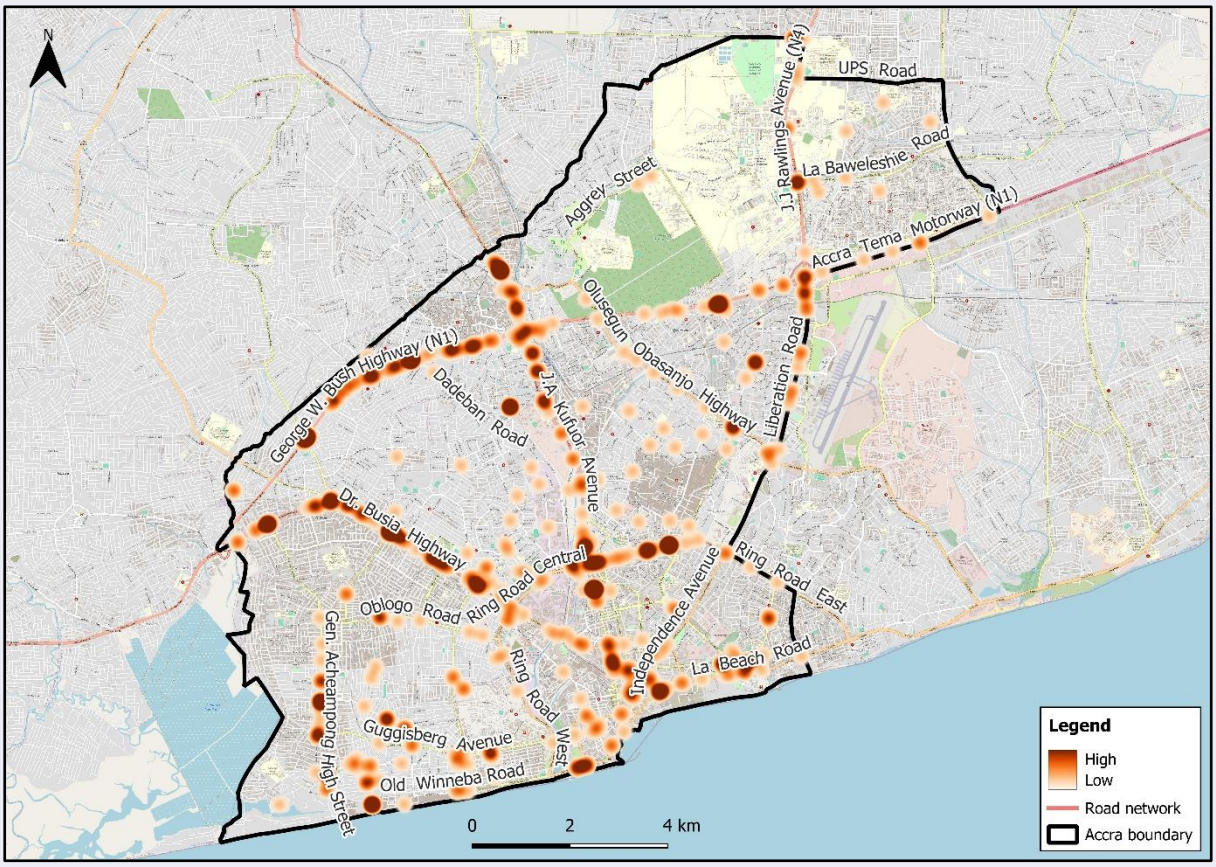


Table 6. Top 10 high-risk pedestrian fatal and serious injury crash locations, 2022–2024

No.	Name of locations	No. of deaths & serious injuries
1	Lapaz intersection (N1)	12
2	Kwashieman intersection (N1)	10
3	Hansonic junction (Dr. Busia Highway)	8
4	Odorkor junction (Dr. Busia Highway)	8
5	North Dzorwulu intersection (N1)	6
6	Arts Centre (John Evans Atta Mills High Street)	5
7	Flat Top junction (N1)	5
8	Nima junction (Ring Road Central)	4
9	Okponglo intersection (N4)	4
10	Sakaman junction (Dr. Busia Highway)	4

Figure 25. Map of motorcyclist fatal and serious injury crash locations, 2022–2024

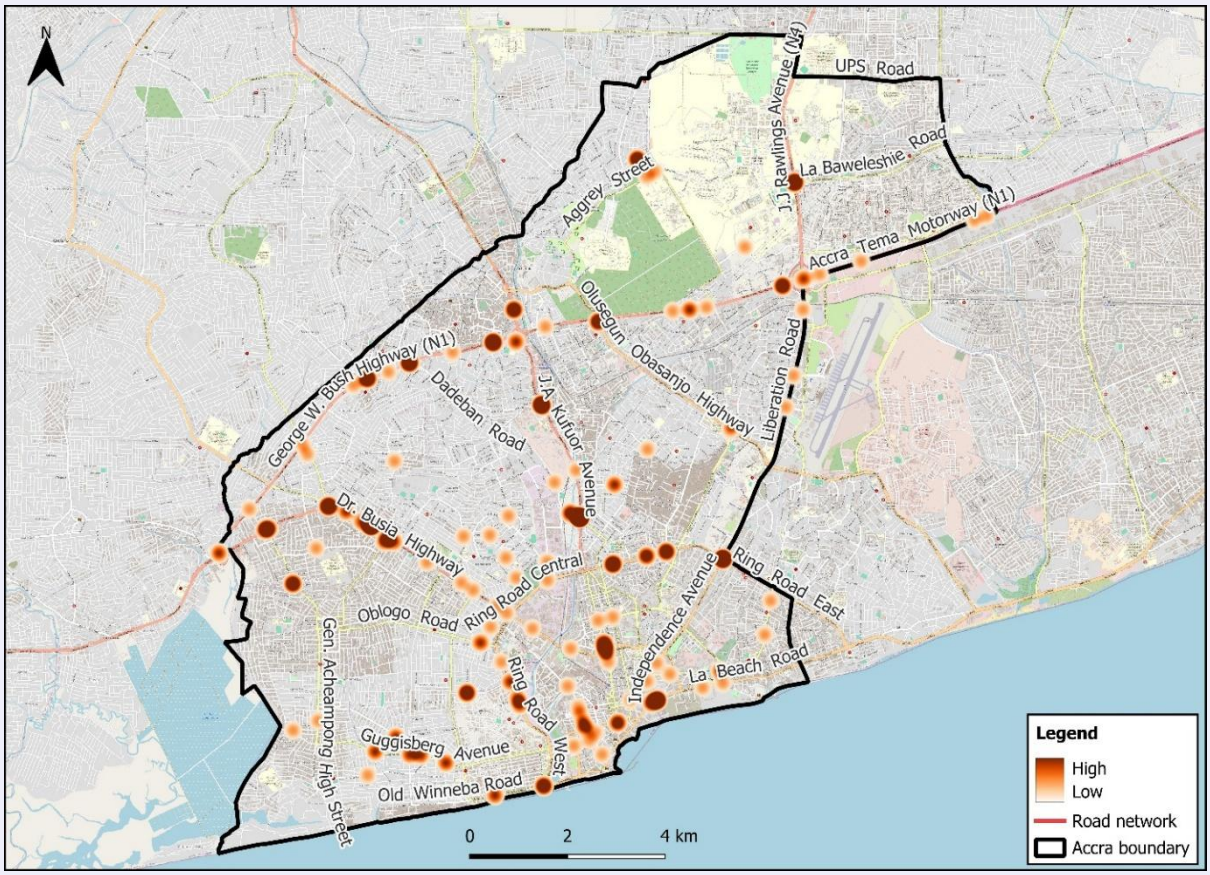


Table 7. Top 10 high-risk motorcyclist fatal and serious injury crash locations, 2022–2024

No.	Name of locations	No. of deaths & serious injuries
1	Nima junction (Ring Road Central)	6
2	Odorkor junction (Dr. Busia Highway)	6
3	Avenor junction (J.A Kufuor Avenue)	5
4	Nyamekye junction (N1)	5
5	Okponglo intersection (N4)	5
6	Abeka junction (J.A Kufuor Avenue)	4
7	Alajo junction (J.A Kufuor Avenue)	4
8	Darkuman junction (Dr. Busia Highway)	4
9	Kwashieman intersection (N1)	4
10	Arts Centre junction (John E.A Mills High Street)	3

Figure 26. Distribution of fatal and serious injury locations by local administrative areas, 2022-2024

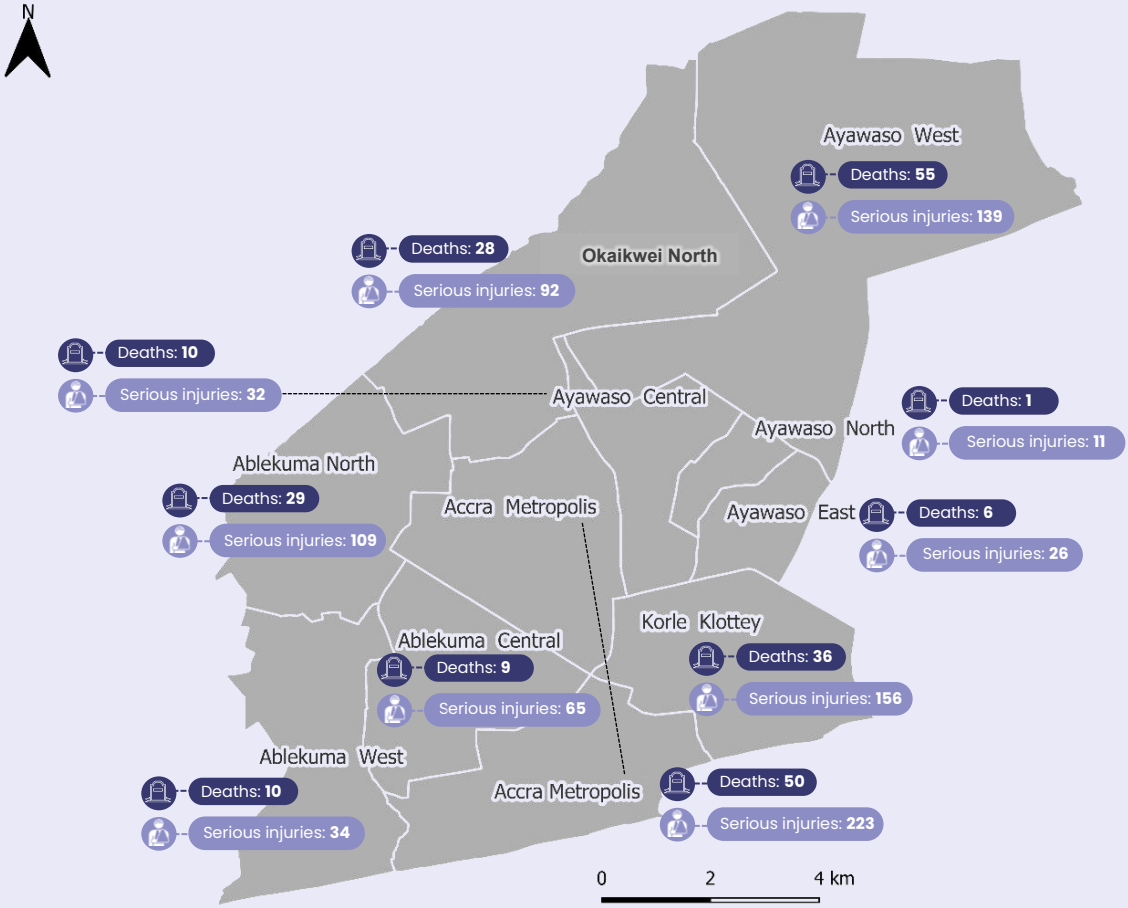


Table 8. Distribution of pedestrian deaths by local administrative areas, 2022–2024

No	Administrative area	Number of pedestrian deaths	Top 2 pedestrian fatal crash corridors
1	Accra Metropolis	28	J.A. Kufuor Avenue Dr. Busia Highway
2	Ayawaso West	26	George W. Bush Highway (N1) J.J. Rawlings Avenue (N4)
3	Korle Klottey	22	Ring Road Central Dr. Kwame Nkrumah Avenue
4	Okaikwei North	22	George Bush Highway Nsawam Road
5	Ablekuma North	18	George W. Bush Highway (N1) Dr. Busia Highway
6	Ablekuma Central	7	Dr. Busia Highway Ring Road West
7	Ablekuma West	7	Gen. Acheampong High Street Guggisberg Avenue
8	Ayawaso Central	7	J.A Kufuor Avenue Olusegun Obasanjo Highway
9	Ayawaso East	4	Liberation Road Dr. Hilla Limann Highway
10	Ayawaso North	1	Olusegun Obasanjo Highway

Death statistics in these locations are based on the geocoded crash data from 2022 to 2024.

2

Speeding as a Risk Factor for Road Crashes

Speeding as a risk factor

As part of the road injury surveillance support under BIGRS, the Johns Hopkins University International Injury Research Unit conducts observational surveys along selected road corridors in Accra. These studies aim to monitor the prevalence and trends of key road injury risk behaviours, particularly speeding.

Speeding

Globally, speeding remains one of the leading risk factors for severe road traffic crashes[19]. In Accra, findings from speed observations show a reduction in overall speeding—from 49% in March 2024 to 44% in September 2024 (Figure 27). This decline may help explain the corresponding drop in reported crashes during the same period.

Motorcycles were most frequently observed exceeding posted speed limits (Figure 28), a pattern that has remained consistent over the past four years[15]. This trend may be attributed to the growing use of motorcycles for commercial transport in Accra and surrounding communities[20].

These findings reinforce the need for sustained monitoring and targeted speed management strategies, particularly among commercial motorcycle users.

Figure 27. Percentage of vehicles observed speeding, 2020–2024

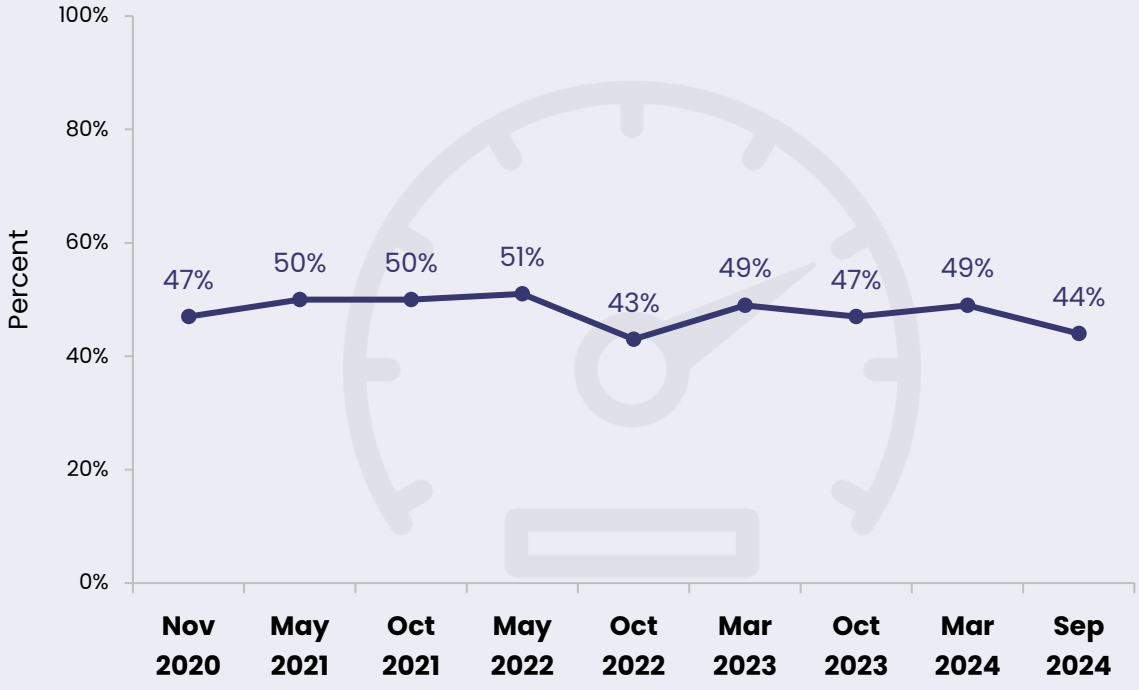


Figure 28. Observed speeding by vehicle type, 2024

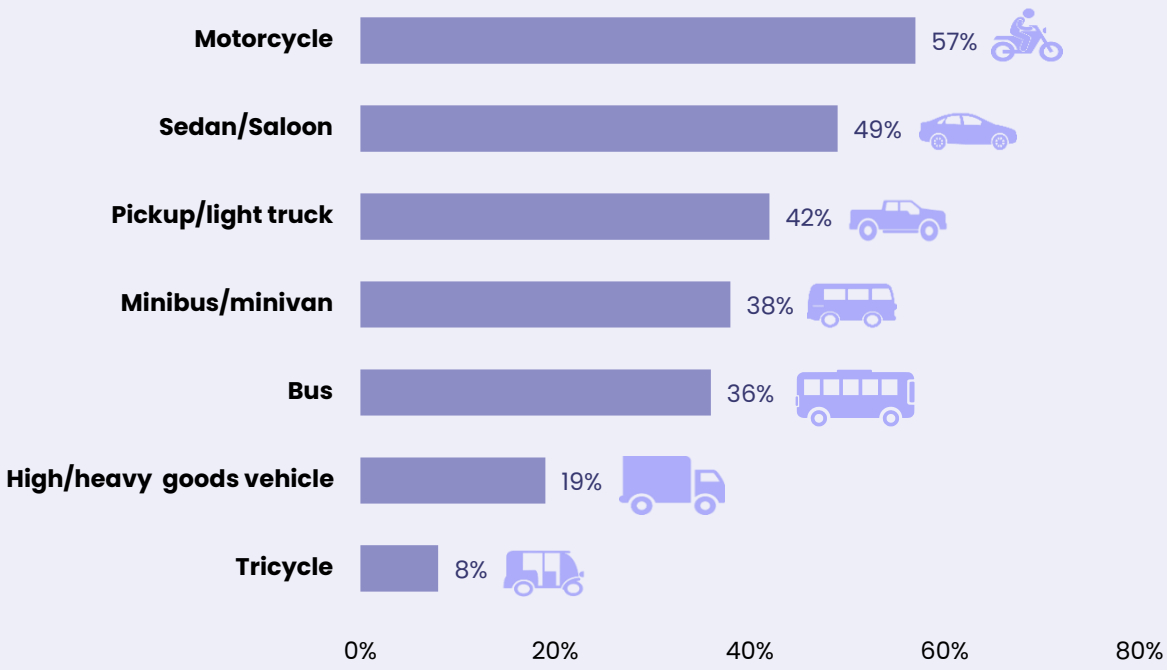


Figure 29 indicates that 54% of vehicles observed on weekends (Saturdays and Sundays) exceeded the posted speed limit. This elevated rate of speeding may be a key contributing factor to the severity of crashes recorded during weekend periods.

Figure 29. Observed speeding by period of the week, 2024

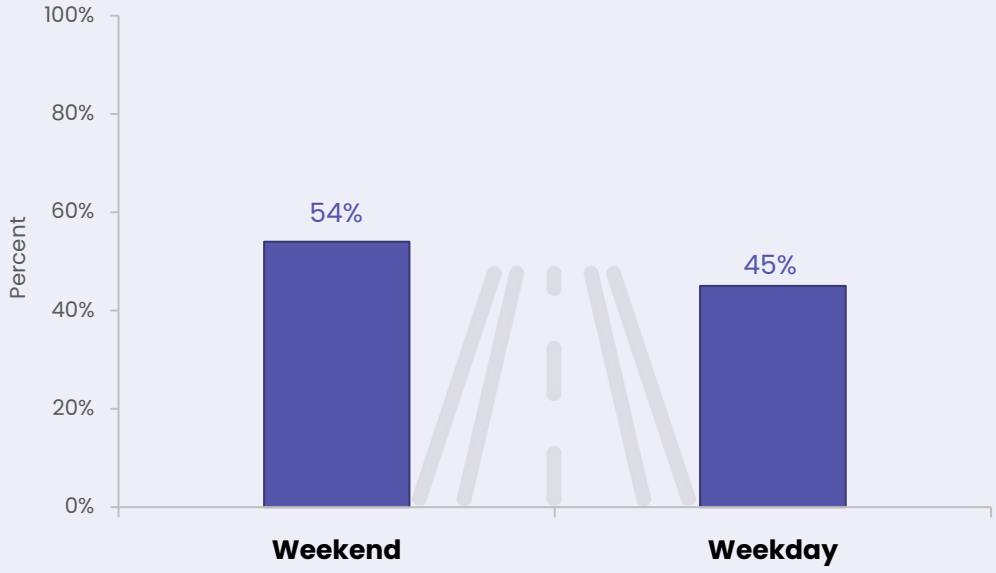


Figure 30 shows that 55% of the vehicles traveling on arterial roads drive above the posted speed limit. This could explain the higher number of crashes and fatalities recorded on the arterial roads in Accra.

Figure 30. Observed speeding by road type, 2024

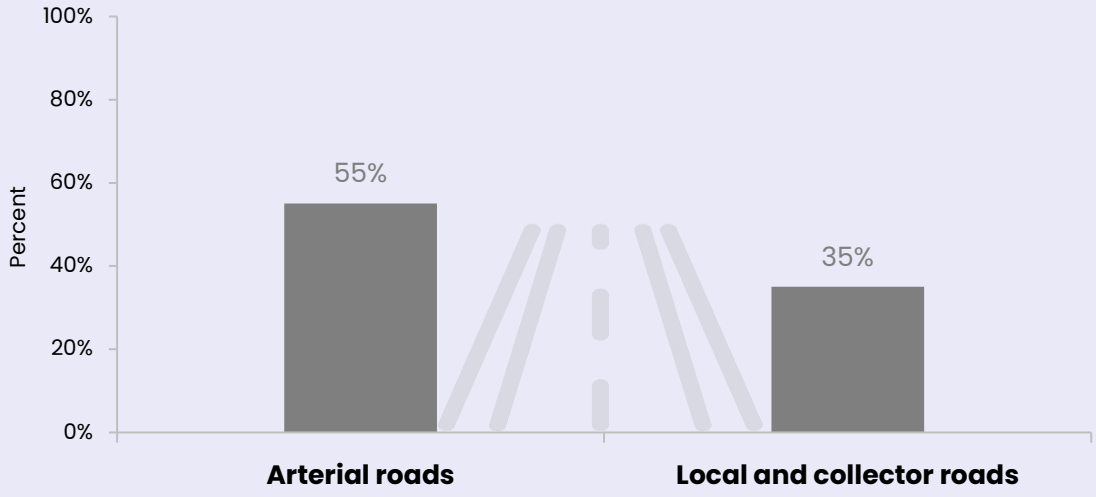
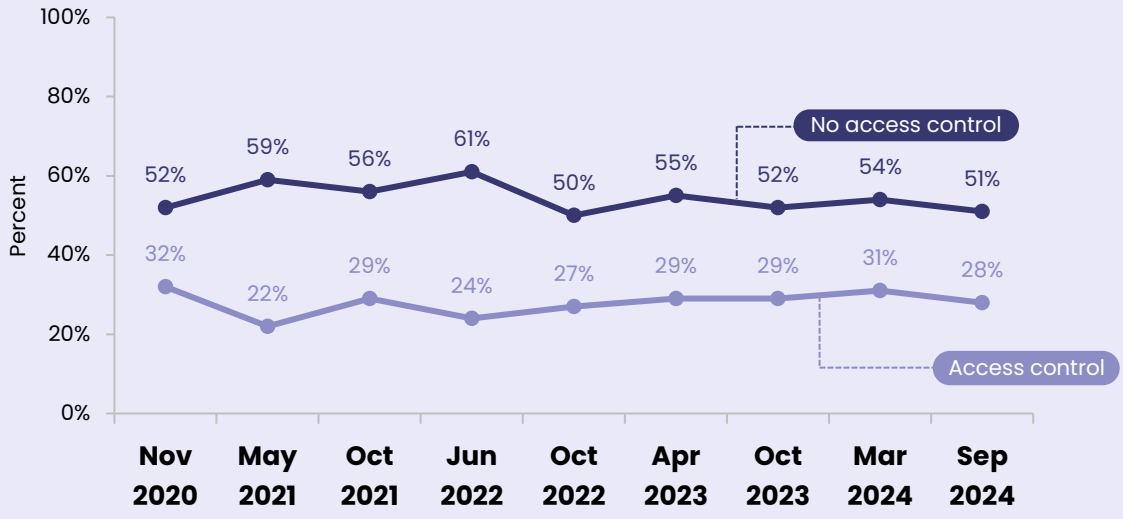


Figure 31 shows speed levels along corridors with and without pedestrian access control. The data show that speeding was significantly more frequent on corridors lacking pedestrian barriers or crossing infrastructure (no access control).

This trend suggests that the absence of pedestrian access control may create an environment where drivers feel less compelled to reduce speed thereby increasing the risk of collisions with pedestrians. This likely contributes to the disproportionately high number of pedestrian fatalities compared to other vulnerable road user groups in the city. The finding underscores the need for targeted infrastructure interventions, such as pedestrian fences, raised crossings, or refuge islands, along high-speed corridors to calm traffic and protect pedestrians

Figure 31. Percentage of vehicles observed speeding by presence of pedestrian access control, 2020–2024



3

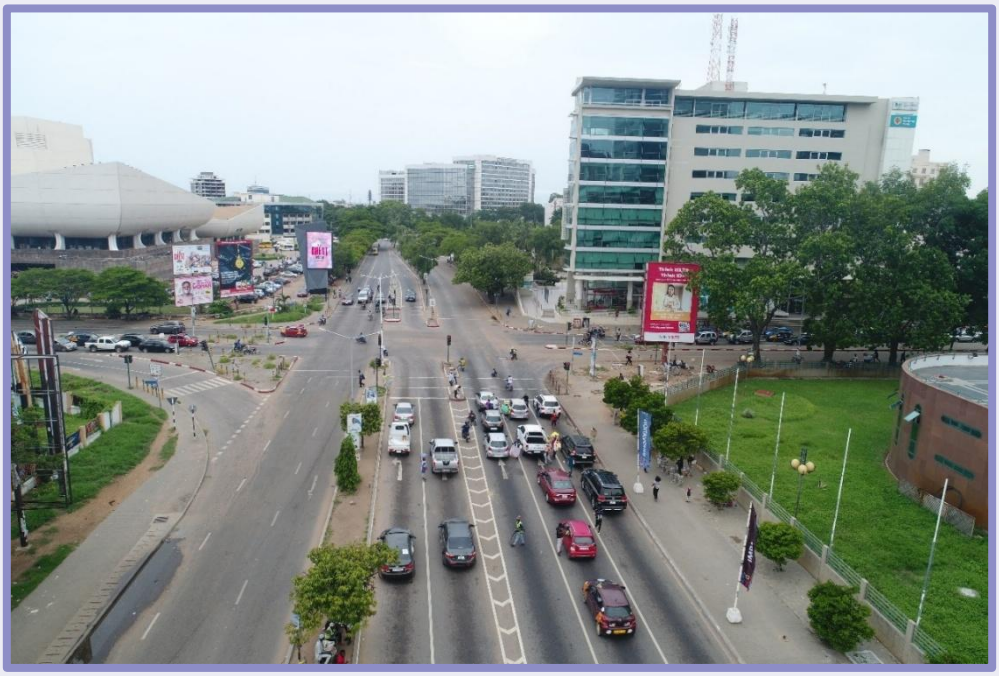
Implemented Actions to Improve Road Safety in Accra

Safer streets and mobility

The city has adopted a data-driven approach to managing speed and improving road safety. Since 2024, a range of interventions have been implemented to support this effort, including:

- Repair of malfunctioning traffic signals at key intersections—such as the Holy Spirit Cathedral, Lapaz, Opeibea, National Theatre, and Kwashieman—to regulate speed, coordinate traffic flow, and enhance overall safety.
- Remarking of faded road lines along major corridors including Independence Avenue, Liberation Road, and the George Walker Bush Highway (N1), providing clearer lane guidance to promote safe and consistent driving behaviour.
- Installation of crash barriers along high-risk segments of the George Walker Bush Highway (N1) and the Olusegun Obasanjo Highway to reduce crash severity and protect road users.
- Construction of speed humps on selected corridors to physically calm traffic, reduce speeding, and make streets safer for pedestrians and motorcyclists.

These initiatives are being spearheaded by the Department of Urban Roads (DUR) and the Ghana Highway Authority (GHA). The accompanying photographs illustrate some of the safety improvements underway across the city.



Fixed traffic signal at National Theatre intersection along Independence Avenue and Liberia Road

Remarked road lines along the Independence Avenue

Remarked road lines along the George Walker Bush Highway (N1)

Installed crash barriers along Lapaz section of the George Walker Bush Highway (N1)

Installed crash barriers along Olusegun Obasanjo Highway

Installed 30km/h speed limit sign on the Kenneth Kaunda Road

Installed 30km/h speed limit sign on the Nii Kojo Armah Street

All of these intersections and corridors were identified through previous years' road safety reports which have served as a critical evidence base for planning. These interventions are expected to significantly enhance safety across the city by reducing vehicle speeds, minimizing collision risks, and improving the overall movement of both vehicles and pedestrians.

By targeting high-risk locations with data-informed strategies, the city seeks to lower crash rates, protect vulnerable road users—particularly pedestrians—and foster a more orderly and safer urban transport environment. Ongoing monitoring of these sites will support the evaluation of impact and guide future safety efforts.

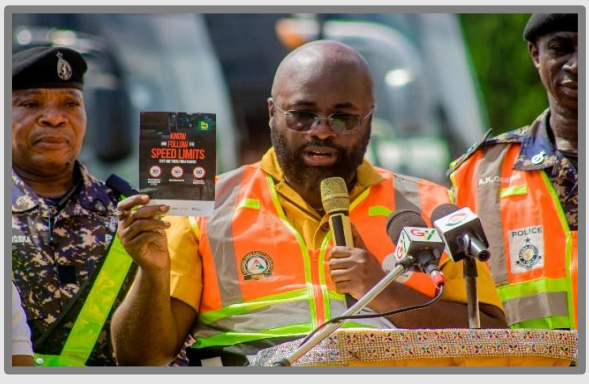
Communications

Strategic planning meeting

In collaboration with the Accra and Kumasi Metropolitan Assemblies — and with support from the BIGRS — the National Road Safety Authority (NRSA) convened a stakeholder meeting to review the post-campaign evaluation report from recent enforcement activities. The meeting also explored prospects for launching an additional mass media campaign in December 2024.

Fourth quarter campaign launch

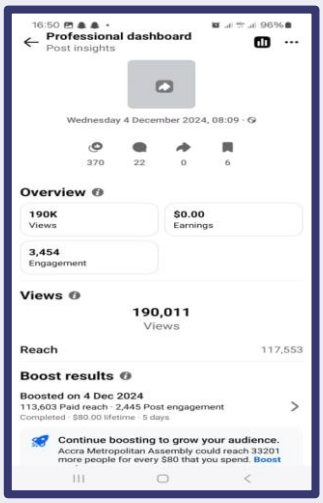
The fourth quarter campaign themed "Know and Follow the Speed Limits" was launched by the NRSA at Bonsu in the Eastern Region amidst massive police enforcement. The campaign which was launched in collaboration with the Accra and Kumasi Metropolitan Assemblies was well attended by stakeholders in the transport and road safety sector.

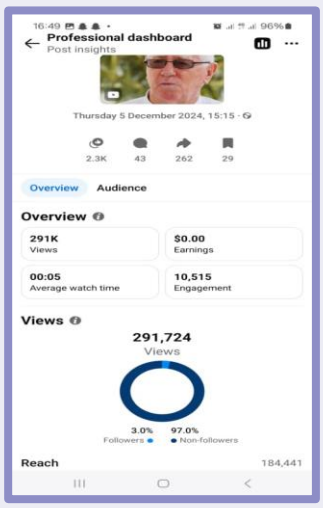


Fourth quarter campaign implementation

In collaboration with the Accra and Kumasi Metropolitan Assemblies — and with technical and financial support from BIGRS — NRSA implemented the "Know and Follow the Speed Limits" campaign. This phase of the campaign specifically targeted male drivers aged 18 to 55 years, with a particular focus on political figures traveling extensively across the country in the lead-up to the 2024 general elections. The campaign successfully reached an estimated 40% of the target audience, with approximately 80% of them reporting that they had made efforts to reduce their speed as a result of the intervention.

Billboards erected at different parts of the city of Accra

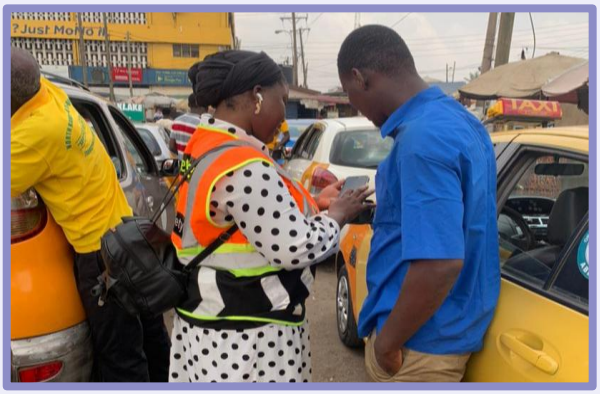




Social media posts during the campaign

Post campaign evaluation

The evaluation of the fourth quarter mass media campaign commenced immediately after the campaign concluded. The team trained data enumerators and collected responses from over 1,000 individuals to assess the campaign's effectiveness.



Media training workshop

In collaboration with the Legal Resources Centre, the BIGRS Communication team in Accra organized a journalist workshop focused on seatbelt and child restraint usage. The workshop aimed to build journalists' capacity to report effectively on seatbelt-related issues and to encourage their engagement in the ongoing review of legislation on seatbelt and child restraint use.

2024 Road Crash Victims Remembrance Day

The World Day of Remembrance for Road Crash Victims was commemorated at City Hall with participation from key stakeholders. The event served as a platform for reflection on pressing road safety challenges and facilitated dialogue on potential solutions. With support from the NRSA, donations were made to selected road crash victims in attendance. The occasion also marked the official launch of the 2023 Accra Road Safety Report, reinforcing the city's commitment to evidence-based action and support for victims of road traffic incidents.

Enforcement

Enforcement operations targeting speeding play a critical role in enhancing road safety[1]. The Global Road Safety Partnership (GRSP) provides technical support to the Ghana Police MTTD to strengthen speed enforcement efforts in Accra and surrounding areas. Drawing on geocoded crash data, the police routinely conduct speed enforcement exercises along high-risk corridors in the city.

Technical support provided to the Ghana Police MTTD

Training the police MTTD officers on the operation of the speed detection device.

Donation of enforcement accessories to the police MTTD to aid speed checks in the city.

Utilization of the speed detection devices to calm speed levels in Accra

Speed enforcement

Capacity building workshops organized for the Police MTTD, Accra

No	Training	Frequency	No. of participants
1	Speed enforcement training	3	180
2	Operationalization of TruCam II Speed detection device	3	67
3	The dangers of speeding and standard operating procedures on speed enforcement	1	50
4	Data-led enforcement	1	25

Speed enforcement exercise conducted in Accra, February to December 2024

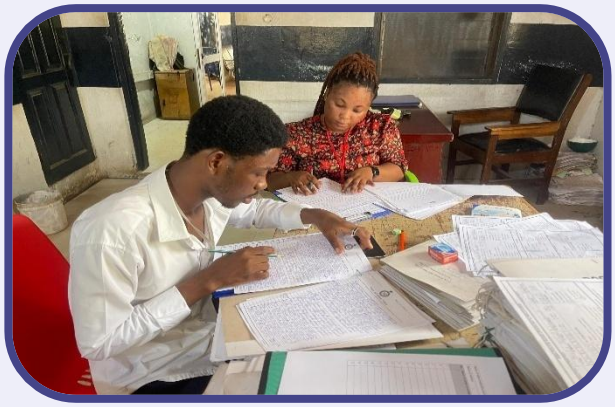
No.	Location	Frequency	No. of vehicles stopped and checked	No. of drivers arrested
1	Aborfu (N1)	4	96	87
2	Anyaa (Awoshie Highway)	5	126	107
3	East Legon (Boundary Road)	2	50	41
4	Kasoa (N1)	3	73	56
5	Korle Bu (Ring Road West)	8	178	137
6	Tesano (J.A. Kufuor Avenue)	7	152	132

Enforcement of traffic laws can reduce crashes by up to 20%
(Source: World Health Organization)

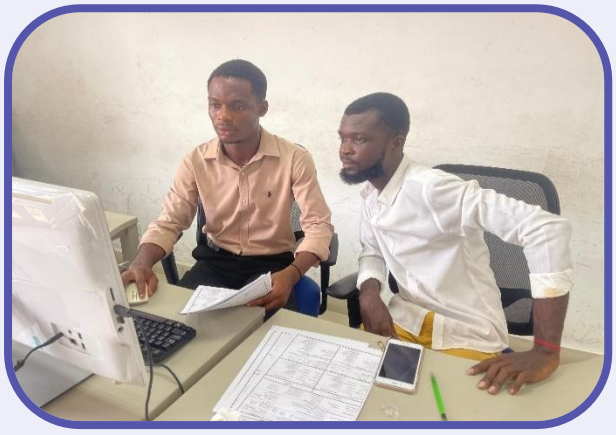
Road injury surveillance systems strengthening

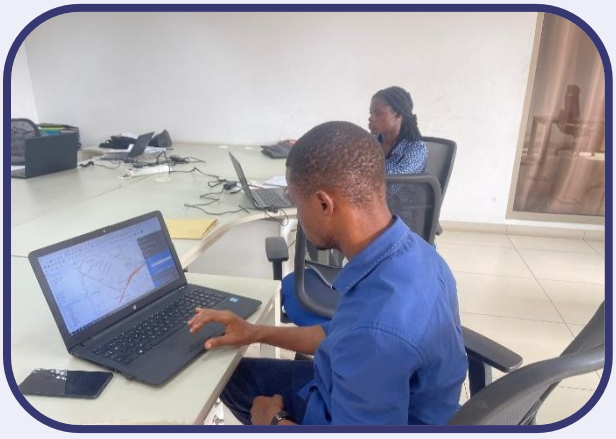
Routine monitoring of traffic crash data is an important component of promoting road safety[21]. Improving the accuracy and consistency of data is important to assess the magnitude of the problem at hand, track trends, analyze spatial patterns, provide insights for planning, prioritise investments, and implement and evaluate interventions.

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



Extraction of crash data from police reports





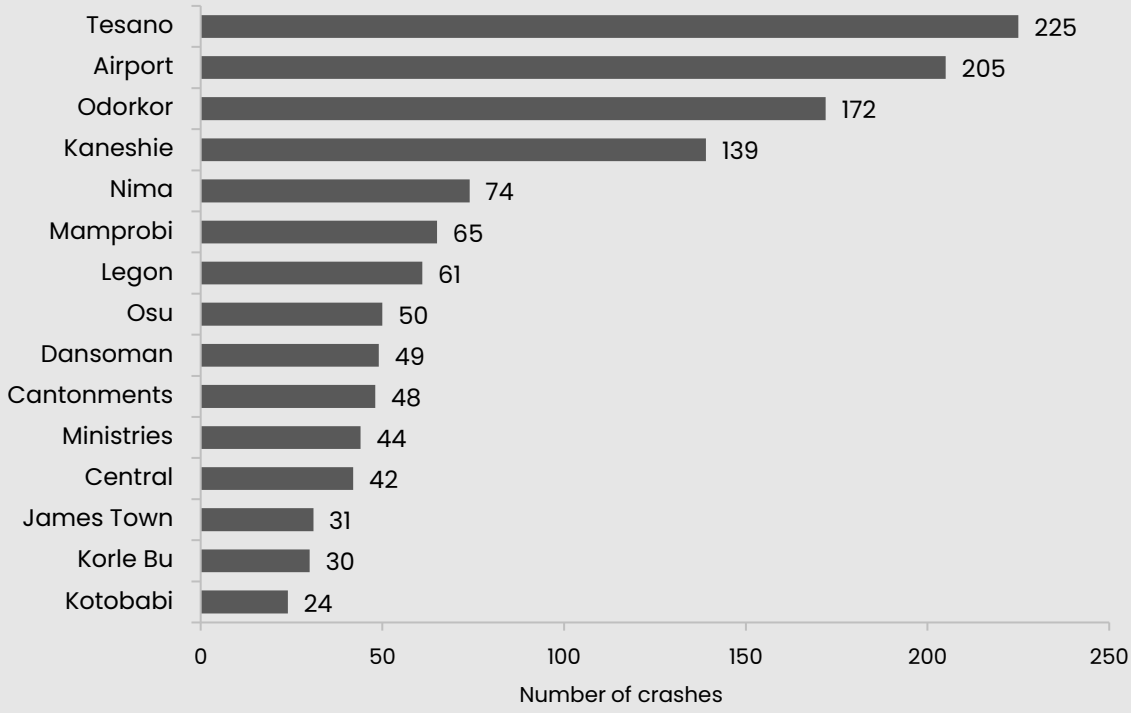
Entry of police crash data at the AMA Data Unit

References

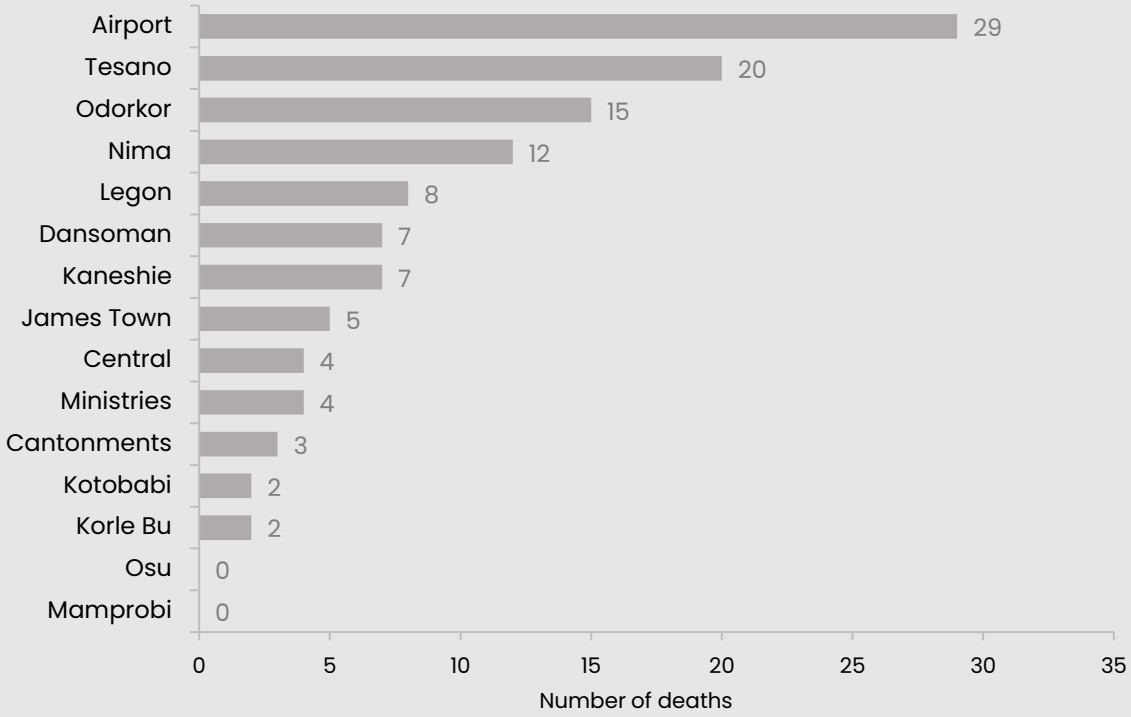
1. Global status report on road safety 2023. Geneva: World Health Organization; 2023. Licence: CC BY-NC-SA 3.0 IGO.
2. Fatima Arroyo-Arroyo, Brendan Finn and Philip van Ryneveld. 2021. Urban Mobility in African Cities: Developing National Urban Mobility Policy and Delivering at the City level. Washington, DC: SSATP
3. Africa status report on road safety 2025. The World Bank Group 1818 H Street, NW Washington D.C. 20433 USA.
4. World Health Organisation (WHO). Estimated road traffic death (per 100,000 population). Available at https://www.who.int/data/gho/data/indicators/indicator-details/GHO/estimated-road-traffic-death-rate-(per-100-000-population). Accessed on May 10, 2025.
5. Martin Small, and Tawia Addo-Ashong. 2021. Road Safety Strategies for African Cities: A Guide to Development. Washington, DC: SSATP.
6. NRSA laments increase in fatalities and injuries. Available at https://citinewsroom.com/2025/02/nrsa-laments-increase-in-fatalities-and-injuries/. Accessed on May 7, 2025
7. Chen S, Kuhn M, Prettner K, Bloom DE. The global macroeconomic burden of road injuries: estimates and projections for 166 countries. The Lancet Planetary Health. 2019; 3(9), e390-e398..
8. World Health Organisation (WHO). 2nd Global Status Report on Road Safety. Available at https://www.who.int/violence_injury_prevention/global_status_report/flyer_en.pdf. Accessed May 25, 2025.
9. Rhodes N, Pivik K, Sutton M. Risky driving among young male drivers: The effects of mood and passengers. Transportation research part F: traffic psychology and behaviour. 2015 Jan 1;28:65-76.
10. Accra Metropolitan Assembly. Road Safety Report, 2016-2018. Accra Metropolitan Assembly; 2019.
11. Accra Metropolitan Assembly. Road Safety Report, 2019-2020. Accra Metropolitan Assembly; 2021.
12. Accra Metropolitan Assembly. Road Safety Report, 2021. Accra Metropolitan Assembly; 2023.
13. Accra Metropolitan Assembly. Road Safety Report, 2022. Accra Metropolitan Assembly; 2023.
14. Accra Metropolitan Assembly. Road Safety Report, 2023. Accra Metropolitan Assembly; 2024.
15. Johns Hopkins International Injury Research Unit. Report on Road Safety Risk Factors in Accra Ghana, 2024. Baltimore; 2024.
16. Netek, R., Pour, T., & Slezakova, R. (2018). Implementation of heat maps in geographical information system–exploratory study on traffic accident data. *Open Geosciences*, *10*(1), 367-384.
17. Bíl M, Andráši R., Janoška Z. Identification of hazardous road locations of traffic accidents by means of kernel density estimation and cluster significance evaluation. Acc. Anal. Prevent. 2016; 55, 265–273. doi: 10.1016/j.aap.2013.03.003.
18. Afolayan A, Easa SM, Abiola OS, Alayaki FM, Folorunso O. GIS-based spatial analysis of accident hotspots: A Nigerian case study. Infrastructures. 2022 Aug 9;7(8):103.
19. International Transport Forum (ITF). Road safety annual report 2020. OECD Publishing, 2020. Paris, https://doi.org/10.1787/f3e48023-en.
20. Alimo PK, Rahim AB, Lartey-Young G, Ehebrecht D, Wang L, Ma W. Investigating the increasing demand and formal regulation of motorcycle taxis in Ghana. Journal of Transport Geography. 2022 Jul 1;103:103398.
21. World Health Organization. Data systems: a road safety manual for decision-makers and practitioners. World Health Organization; 2010.

Appendices

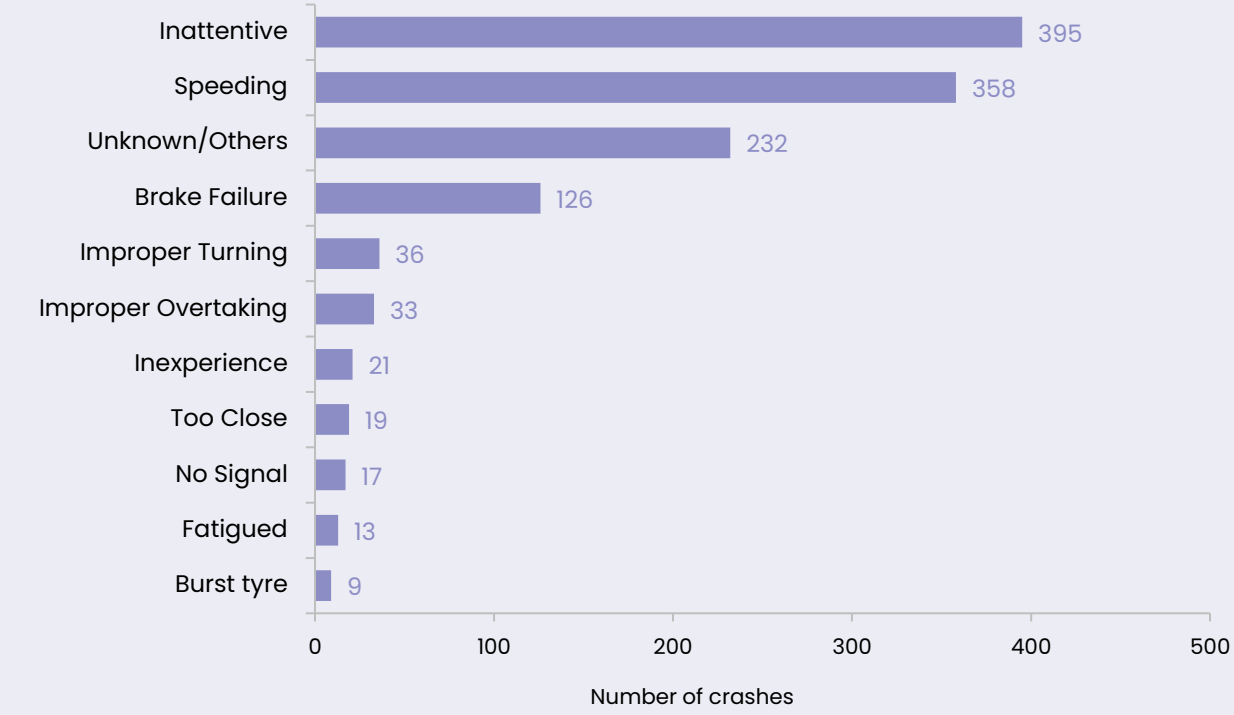
Reported road crashes by police stations, 2024



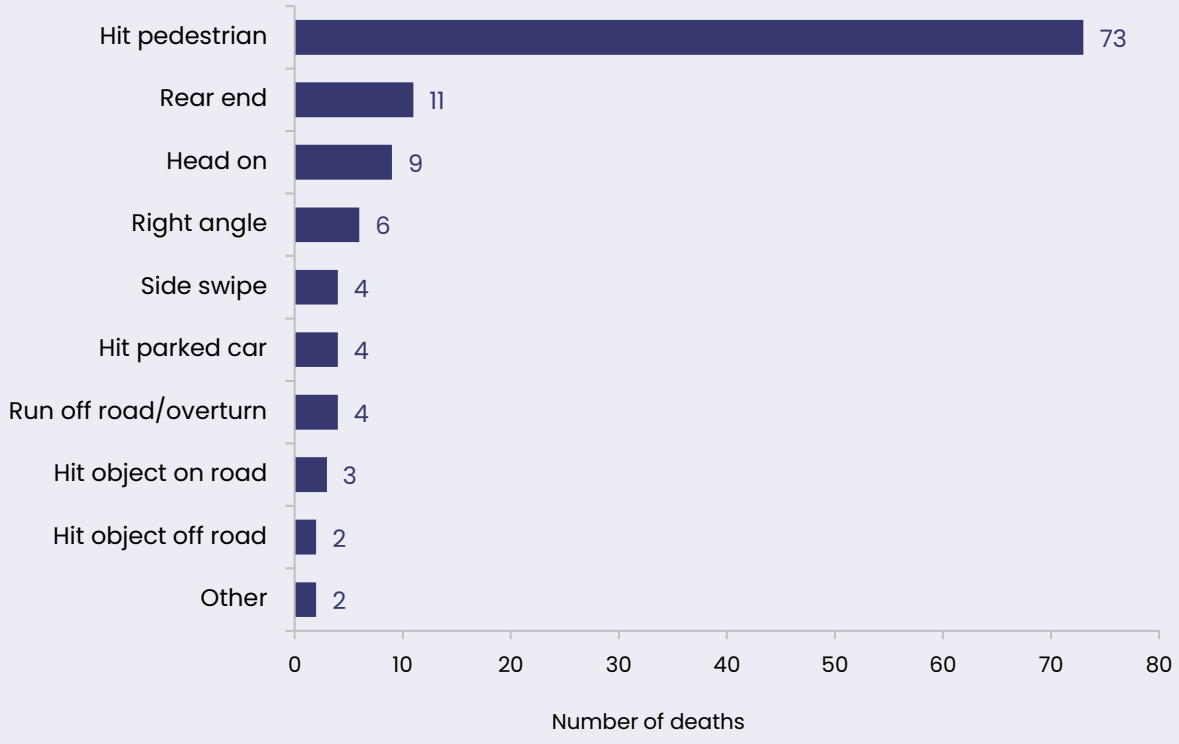
Reported road deaths by police stations, 2024



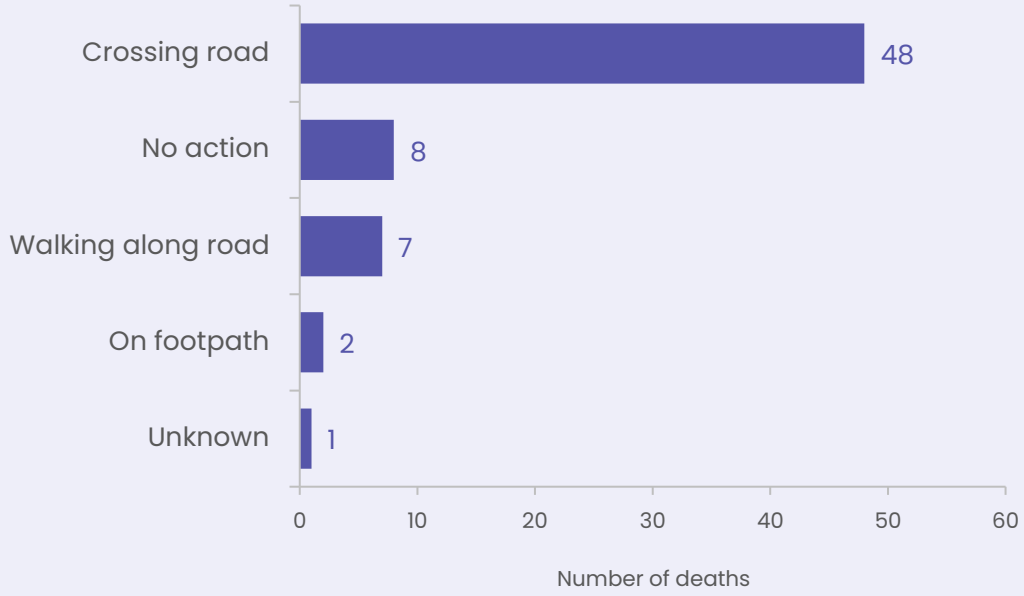
Crashes by suspected casual factor, 2024



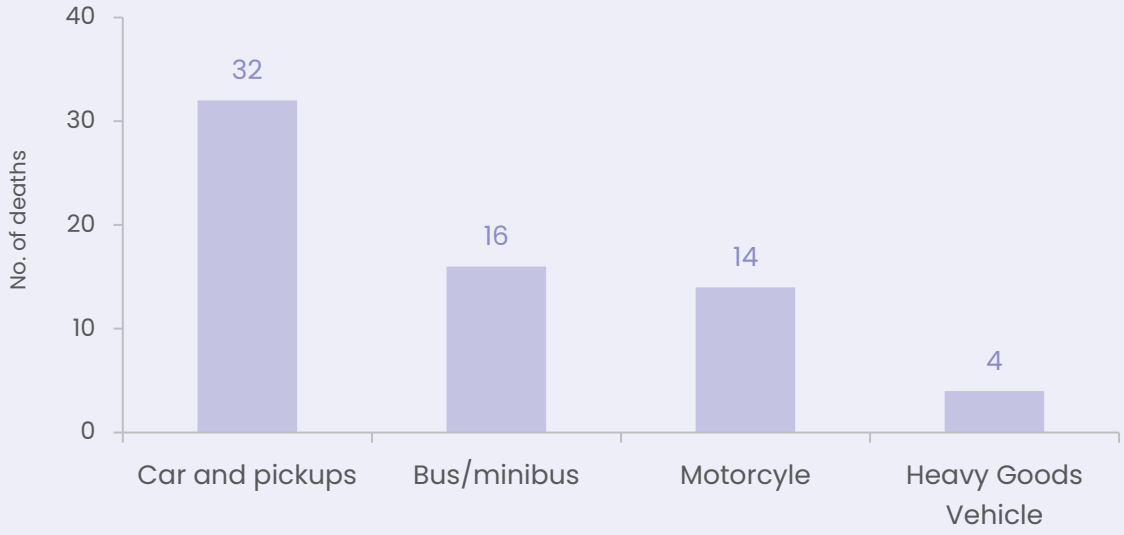
Deaths by collision type, 2024



Road deaths by pedestrian action, 2024



Pedestrian fatal collision by vehicle type, 2024



Scan for an e-copy