



GLOBAL
ROAD SAFETY
PARTNERSHIP

ROAD SAFETY AND POVERTY

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TABLE 1: ANNUAL DISTRIBUTION OF FATALITIES BY ROAD USER CLASS

	ROAD USER CLASS								
Year	PED	CAR	HGV	BUS/MI NI BUS	M/CYCLE	PICK- UP	CYCLE	OTHER	TOTAL
2001	339	49	26	54	23	6	19	5	521
2002	306	50	31	51	27	20	21	6	512
2003	326	55	35	50	19	11	26	4	526
2004	359	68	34	75	57	11	35	3	642
2005	292	57	34	74	59	16	35	5	572

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TABLE 2: ANNUAL DISTRIBUTION OF NON-URBAN FATALITIES BY ROAD CLASS

	ROAD USER CLASS								
YEAR	PED	CAR	HGV	BUS/ MINI BUS	M/CYCLE	PICK- UP	CYCLE	OTHER	TOTAL
2001	416	133	120	345	21	35	39	26	1135
2002	375	152	139	368	21	37	48	9	1149
2003	395	163	193	291	34	36	65	11	1530
2004	510	178	201	481	42	42	65	12	1189
2005	440	185	166	243	50	60	57	8	1209

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FINANCIAL IMPACTS OF POVERTY

- IMPACT OF ROAD INFRASTRUCTURAL DEVELOPMENT ON POVERTY
- INCREASE IN HOUSEHOLD INCOMES
- INCREASE IN HOUSEHOLD INCOMES ALONG TRUNK ROAD

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Income related to highway development

\$1USD = 9200¢

£1GPB = 18000¢

Measure of Welfare

Average household monthly income.

Ecological zone	Baseline	Monitoring	Variance
Southern Forest			
Completed Feeder	¢691,700	¢892,100	¢200,400
Uncompleted Feeder	¢325,000	¢406,700	¢81,700
Trunk	¢466,700	¢675,500	¢208,800
Coastal			
Completed Feeder	¢415,000	¢438,900	¢23,900
Uncompleted Feeder	¢241,700	¢293,750	¢52,050
Trunk	¢491,700	¢496,000	¢4,300
Southern Savanna			
Completed Feeder	¢183,300	¢417,000	¢233,700
Uncompleted Feeder	¢158,300	¢390,200	¢231,900
Trunk	¢375,000	¢416,100	¢41,100

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Income related to highway development

\$1USD = 9200¢

£1GPB = 18000¢

Measure of Welfare

Average household monthly income.

Ecological zone	Baseline	Monitoring	Variance
Northern Savanna			
Completed Feeder	¢606,500	¢690,000	¢83,500
Uncompleted Feeder	¢523,400	¢620,500	¢97,900
Trunk	¢650,000	¢842,000	¢192,000
Transitional			
Completed Feeder	¢579,700	¢1,000,500	¢420,800
Uncompleted Feeder	¢513,000	¢890,700	¢377,700
Trunk	¢610,000	¢1,002,000	¢392,000
Northern Forest			
Completed Feeder	¢629,000	¢1,240,000	¢611,000
Uncompleted Feeder	¢574,400	¢1,100,000	¢425,600
Trunk	¢690,000	¢1,340,000	¢650,000

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SUMMARY OF NATIONAL ACCIDENT DATA

- 45% OF PERSONS KILLED ANNUALLY ARE PEDESTRIANS
- OVER 60% OF PERSONS KILLED ANNUALLY ARE THE ACTIVE AGE GROUP OF 18-55 YEARS
- 70% OF PERSONS KILLED IN ROAD TRAFFIC ACCIDENTS ARE MALES
- 67% OF ANNUAL FATALITIES OCCUR IN NON-URBAN AREAS

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IMPACT OF ROAD ACCIDENTS ON THE POOR

- WOMEN BECOMING WIDOWS AND SINGLE PARENTS PREMATURELY
- EFFECT ON DEPENDANTS GHEES STUDY ON ZIMBABWE,
- BANGLADESH AND INDONESIA
- COST OF TREATMENT AND INABILITY TO GO TO HOSPITAL
- IMPACT ON HOUSEHOLDS

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ROAD SAFETY AND POVERTY REDUCTION

- **LINKAGE BETWEEN ROAD SAFETY AND POVERTY**

- **DEFINITION OF POVERTY**

European Union's working definition of poverty is:

Persons, families and groups of persons whose resources (material, cultural and social) are so limited as to exclude them from the minimum acceptable way of life in the Member State to which they belong'.

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CHALLENGES

- **PROVISION OF ADEQUATE INFRASTRUCTURE FOR PEDESTRIANS AND CYCLISTS**



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CHALLENGES

- **MILLENNIUM DEVELOPMENT GOALS AND GROWTH AND POVERTY REDUCTION STRATEGY II**
- **FATALISM, SOCIAL AND SPIRITUAL BELIEFS**

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CHALLENGES

- **FORMULATION OF ADEQUATE LEGISLATION AND ENFORCEMENT**



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*African Road Safety Conference
Accra, Ghana*

Road traffic crashes and poverty.

Mike Winnett

Senior Advisor GRSP

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Reducing the poverty drain

Reducing traffic crashes will not
solve the issue of poverty

What goes IN:
Bi-lateral grant aid for
Road safety = \$20m/annum

What goes OUT:
\$7.3billion/annum
1% GDP

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It will keep the poor from becoming poorer



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Who pays?



•For young men road injuries are the second leading cause of premature death (behind HIV/AIDS).

•In some developing country hospitals, as many as 40% of surgical hospital beds are taken up by road traffic injury victims.

•For the poorest countries, 1% - 5% of their Gross National Product (GNP).

•At least 100,000 people are killed in road crashes in Sub-Saharan Africa each year. Road deaths in the region are predicted to rise by 80% between 2000 - 2020.

•In Kenya, more than 75% of road crashes involve economically productive young adults.

•In Botswana, road fatalities have increased by nearly 400% in the past 30 years. Over the same period the UK has reduced road deaths by 50%.

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Community funding?



- Ashiaman. 5th largest urban community in Ghana
- DfID sponsored programme conducted by GRSP Ghana
- Good practice developed, enthusiastic community
- Activities curtailed due to lack of funding.

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Road safety need not be expensive



Many road safety improvements in developing countries can be made at relatively low cost.

The benefits of road safety investment can be in the order of a **10-1** return.

- including road safety audits in road building projects funded by international donors;
- introducing road traffic laws and improving police enforcement;
- requiring seat belt and motorcycle helmet use;
- building pedestrian crossings, tunnels or bridges;
- introducing road markings and crash barriers;
- raising awareness and encouraging road safety education.

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Make Roads Safe



- Minimum 10% of all road infrastructure projects should be committed to road safety
- An Action Plan for sustainable global road safety
- A 10 year commitment of US\$300 million
- A (UN) Ministerial Conference on Global Road Safety
- A Global Road Safety Charter
- Sustained reduction in global road traffic deaths and injuries, adopting national road traffic casualty reduction targets.

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Time to act



AD 1957

FREEDOM AND JUSTICE

"Thought without practice is empty"

Will this conference become another talk shop?

"Action without thought is blind"

Kwame Nkrumah

Will we act on the issues?

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