Non-Motorised Transport: The Ghana Experience (Past, Present & Future)

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INTRODUCTION

“No matter how you define sustainability, cycling must be part of it”

“Cycling should not be marginalized, it should be in the middle of things”

Jack Short – Secretary General, International Transport Forum, Former President European Conference of ministers of Transport

“A vigorous five-mile walk will do more good for an unhappy but otherwise healthy adult than all the medicine and psychology in the world” ~Paul Dudley White, American Physician & Cardiologist, 1886 -1973

“I have two doctors, my left leg and my right”

~G.M. Trevelyan, 1876 - 1962

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INTRODUCTION

There are several forms of non-motorised transport such as walking, cycling, ski, pull carts, sledges, elevators, etc.

In Ghana cycling and walking are the two most common.

Walking is commonly integrated with other modes of transport.

The bicycle is yet to achieve such a feat nationwide though in the north of Ghana about 50% are cycling.
Walking: most basic form of movement since creation!

- Basically every journey begins with walking.
- Walking is the most basic urban transport mode for short to medium length travel.

Don't let people drive you crazy when you know it's in walking distance!
Cycling

- Cycling plays an essential role in urban transport in most low- and middle income countries of the world.
- Cycling affects survival at the lowest rung of the income ladder.

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Cycling

- Cycling is not new in Ghana.
- Predominant means of transport in Northern Ghana.
- About 50% cycle to work and for pleasure
- Low cycling population in the south of Ghana. About 5% cycle
In the recent past NMT issues were not common place

Mobility and urban sprawl were not issues.

Most people lived and worked in walking distances

As cities and communities grew farmlands were relocated, homes and businesses / offices became far apart

Mobility issues sprang up!
NMT: Past issues

Nonetheless, the few who used various NMT forms did so peacefully.

No compromise on the safety of pedestrians and cyclists.
NMT: Current issues

As Ghana developed the rate of urbanization has increased.

Infrastructure provision for motorised vehicles compromises pedestrian and cyclist safety.

In the wake of Ghana’s development road engineering was *vehicle-oriented* instead of being *people-oriented*.
NMT: Current issues

Cyclist & Pedestrian compete with automobile

A bus takes over walkway

Running for life at crosswalk?

Directness of route?

NMT infrastructure?
In the city of Accra 34% walk whiles 6% cycle.
Of the 8% cycling in Accra, about 41% cycle to work whilst 30% cycle for recreation.
NMT Mode Share: Other Cities

<table>
<thead>
<tr>
<th>City</th>
<th>% of bicycle trips</th>
</tr>
</thead>
<tbody>
<tr>
<td>Wa</td>
<td>23</td>
</tr>
<tr>
<td>Techiman</td>
<td>7</td>
</tr>
<tr>
<td>Bolga</td>
<td>30</td>
</tr>
<tr>
<td>Bawku</td>
<td>49</td>
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</tbody>
</table>

Other modes versus Cycling
Advocacy for people friendly cities in Ghana

- Many road infrastructure designs lacked facilities for NMT
- CCE has been on the fore front in the fight for NMT facility provision on Ghana’s roads
- It started with informal negotiations with Project Managers and contractors during construction to add cycle lanes and walkways
- NMT is now a part of the policy document “National Transport Policy”
- DUR and GHA now make it as matter of policy to incorporate NMT in their design

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Advocacy Pays!

Tetteh Quarshie
Madina Rd

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Advocacy: Municipal NMT Master Plans

In collaboration with CCE the following municipal assemblies have prepared NMT master plans:
- Tema Municipal Assembly
- Sekondi-Takoradi Municipal Assembly
- Accra Metropolitan Assembly

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NMT Hindrances

- Lack of infrastructure: walkways and cycle lanes
- Encroachment of walkways and cycle lanes by hawkers and motorists
- Obstructions within walkways and cycle lanes which make them unsafe
- Poor signage of NMT infrastructure
- Safety issues: impatience of motor drivers, lack of education, etc

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NMT Hindrances

Safety issues

<table>
<thead>
<tr>
<th>Year</th>
<th>Pedestrians</th>
<th>Car</th>
<th>HGV</th>
<th>Bus</th>
<th>Motorcycle</th>
<th>Pick-up</th>
<th>Bicycle</th>
<th>Other</th>
<th>Total</th>
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</thead>
<tbody>
<tr>
<td>2002</td>
<td>681</td>
<td>202</td>
<td>171</td>
<td>421</td>
<td>48</td>
<td>57</td>
<td>69</td>
<td>16</td>
<td>1665</td>
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<tr>
<td>2003</td>
<td>724</td>
<td>218</td>
<td>228</td>
<td>341</td>
<td>53</td>
<td>47</td>
<td>91</td>
<td>16</td>
<td>1718</td>
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<tr>
<td>2004</td>
<td>869</td>
<td>246</td>
<td>235</td>
<td>556</td>
<td>100</td>
<td>53</td>
<td>100</td>
<td>14</td>
<td>2173</td>
</tr>
<tr>
<td>2005</td>
<td>733</td>
<td>242</td>
<td>200</td>
<td>317</td>
<td>109</td>
<td>76</td>
<td>92</td>
<td>13</td>
<td>1782</td>
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<tr>
<td>2006</td>
<td>770</td>
<td>206</td>
<td>270</td>
<td>382</td>
<td>94</td>
<td>34</td>
<td>84</td>
<td>16</td>
<td>1856</td>
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<tr>
<td>Total</td>
<td>3777</td>
<td>114</td>
<td>1104</td>
<td>2017</td>
<td>404</td>
<td>267</td>
<td>436</td>
<td>75</td>
<td>9194</td>
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<tr>
<td>%</td>
<td>41.08</td>
<td>12.12</td>
<td>12.01</td>
<td>21.94</td>
<td>4.39</td>
<td>2.90</td>
<td>4.74</td>
<td>0.82</td>
<td>100</td>
</tr>
</tbody>
</table>

Distribution of Fatalities by Road User Class (2002 – 2006)

- Pedestrian risk of exposure is high. Accounted for 41% of fatalities.
- Cyclists also prone to accidents. Accounts for about 4.7% fatalities

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Vehicular obstruction

Advert signs

No NMT infrastructure

Lack of technical know-how

Kerb obstruction

Overgrown tree
NMT Benefits

Improved safety

Reduced pollution

Reduced Congestion

Health Benefits
Current developments

Accra
Proposed Design concept for Tema Beach Development

Proposed Conceptual design for Ashaiman Underpass

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Conclusion

- Develop and publish a National NMT Strategy and Policy document.
- Develop city specific NMT Master plans
- Continued professional education and development
- Revise undergraduate and graduate engineering programs by incorporating NMT