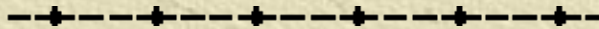


Non-Motorised Transport: The Ghana Experience (Past, Present & Future)

Presented by

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CONTENT OF PRESENTATION

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- ✦ Walking
- ✦ Cycling
- ✦ NMT: Past issues
- ✦ NMT: Current issues
- ✦ NMT Mode share: Accra
- ✦ NMT Mode share: Other cities
- ✦ Advocacy for people friendly cities
- ✦ NMT Hindrances
- ✦ NMT Benefits
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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



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



NMT: Past issues

- ✦ 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

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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?**

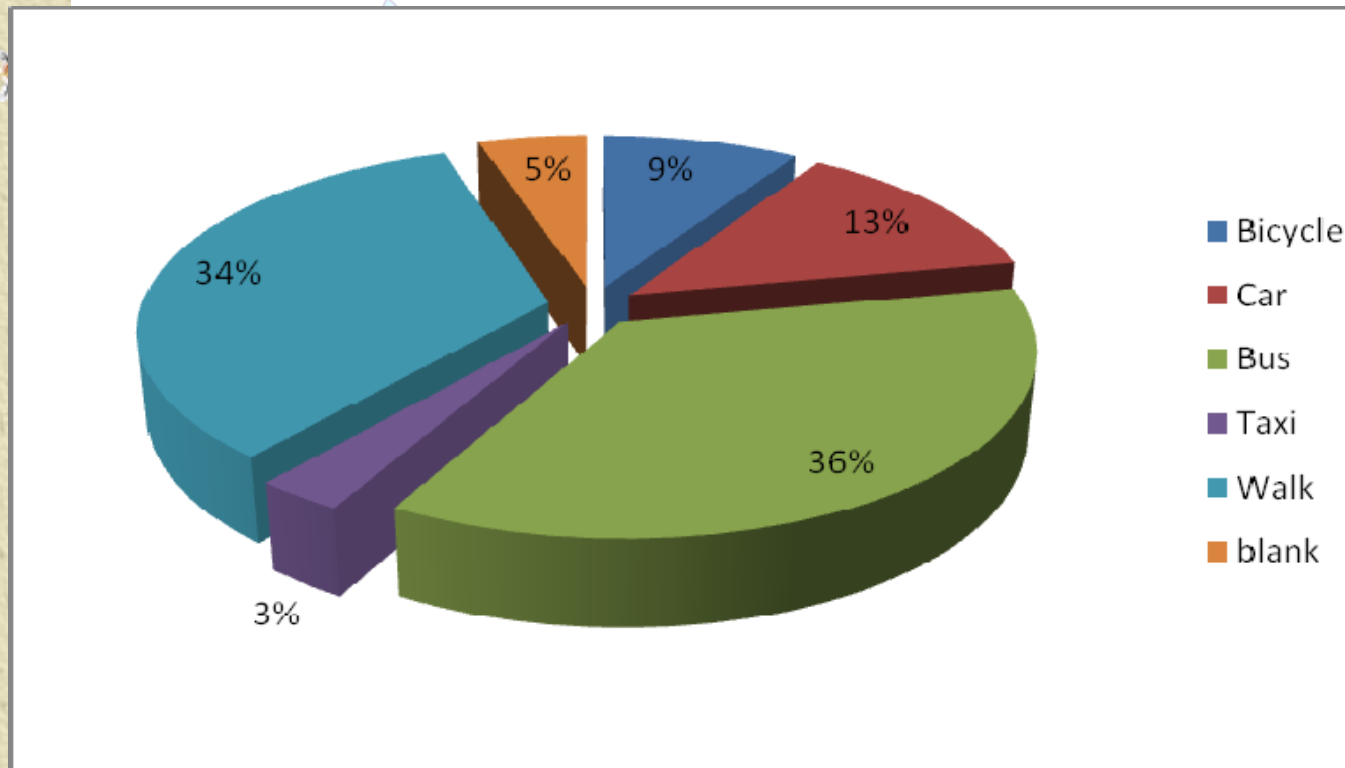


Directness of route?



**NMT
infrastructure?**

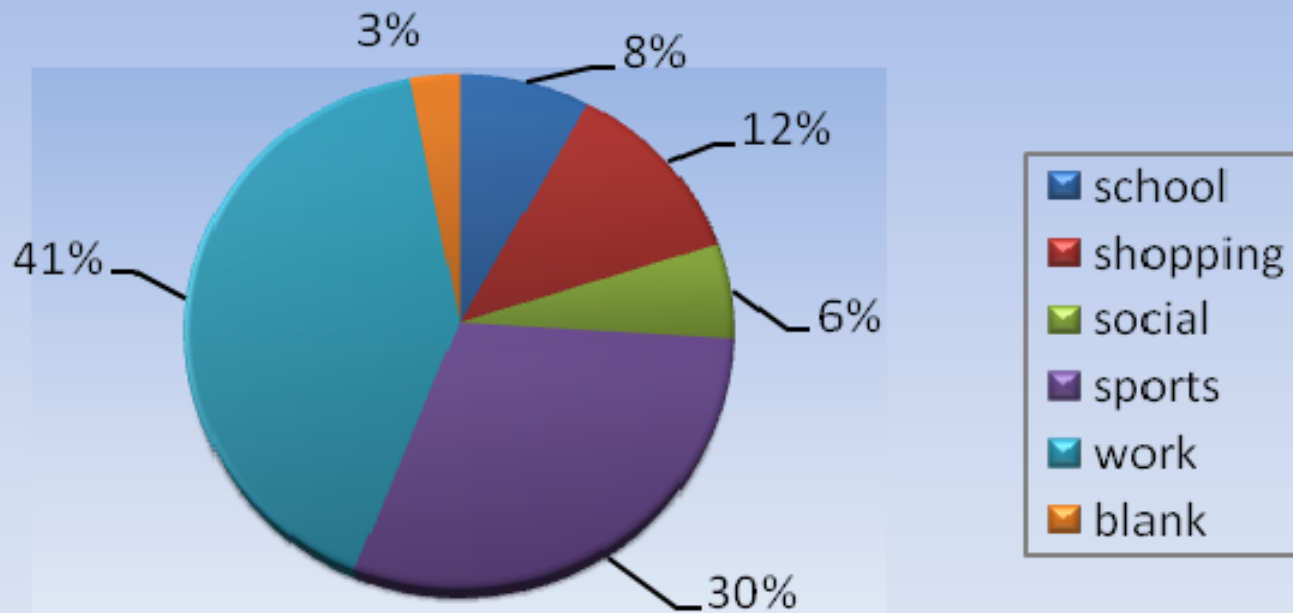
NMT Mode Share: Accra



In the city of Accra 34% walk while 6% cycle

NMT Mode Share: Accra

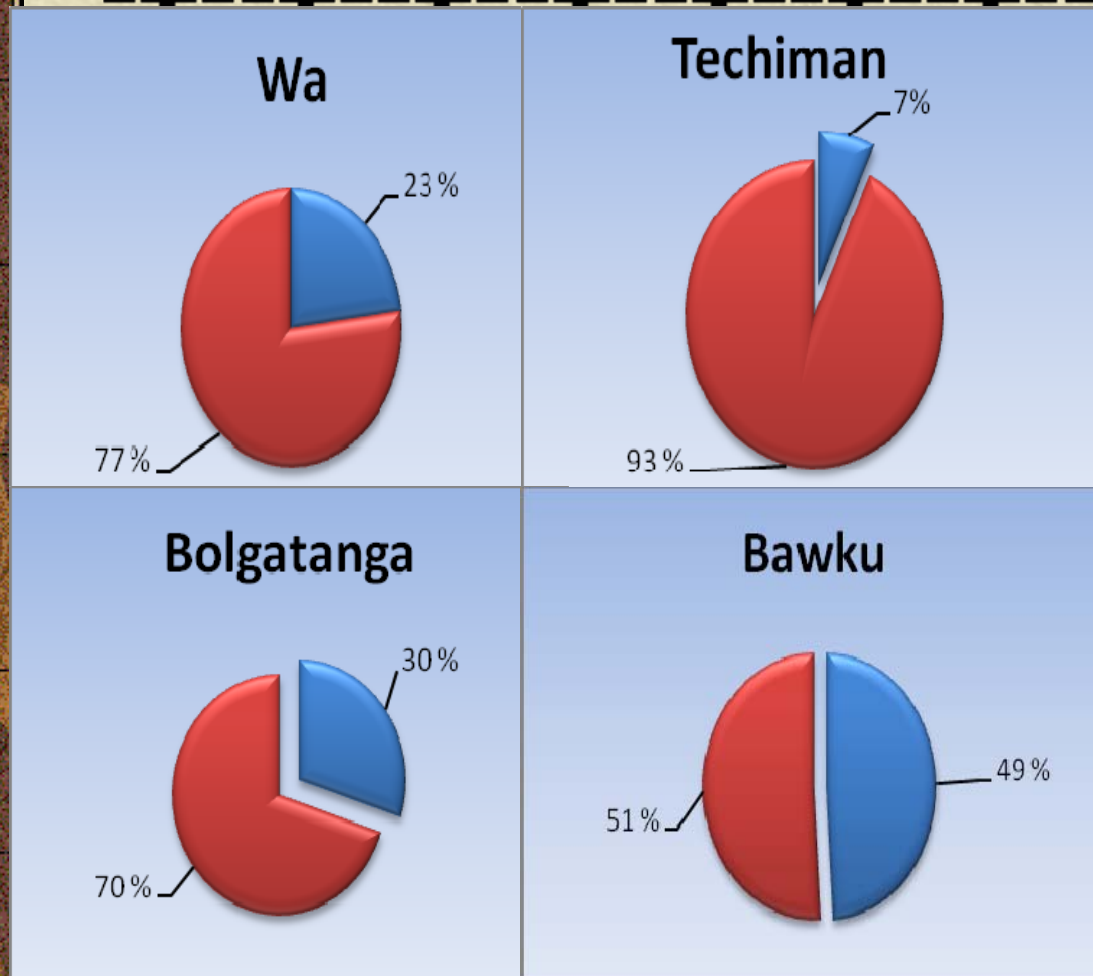
Purpose of Bicycle Trips



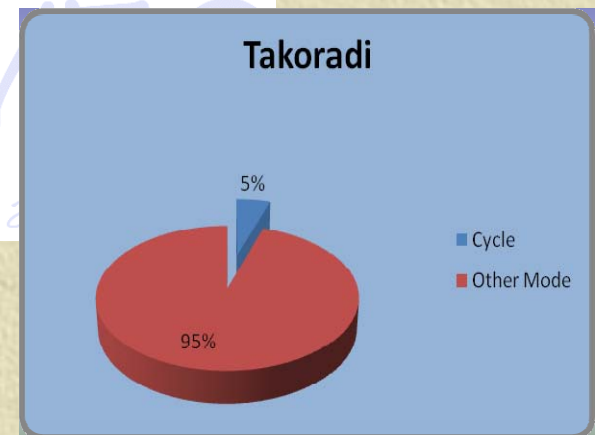
Of the 8% cycling in Accra, about 41% cycle to work whilst 30% cycle for recreation.

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NMT Mode Share: Other Cities



City	% of bicycle trips
Wa	23
Techiman	7
Bolga	30
Bawku	49



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

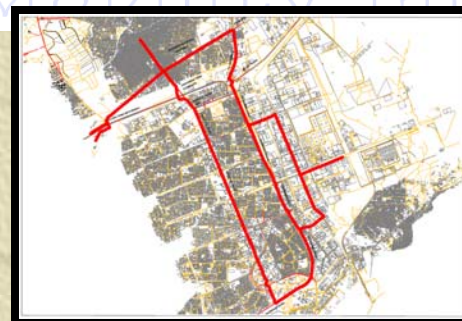
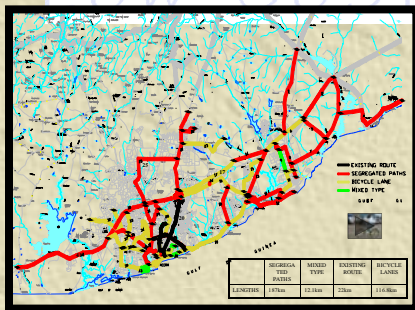
Advocacy Pays!



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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



NMT Hindrances

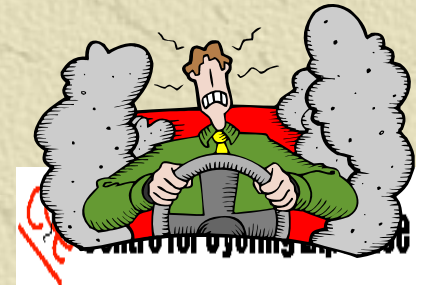
✦ Safety issues

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

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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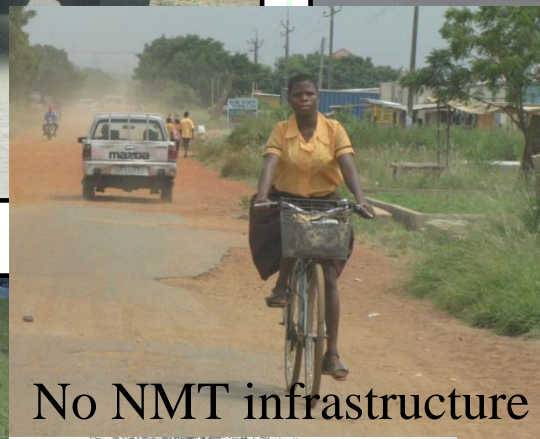




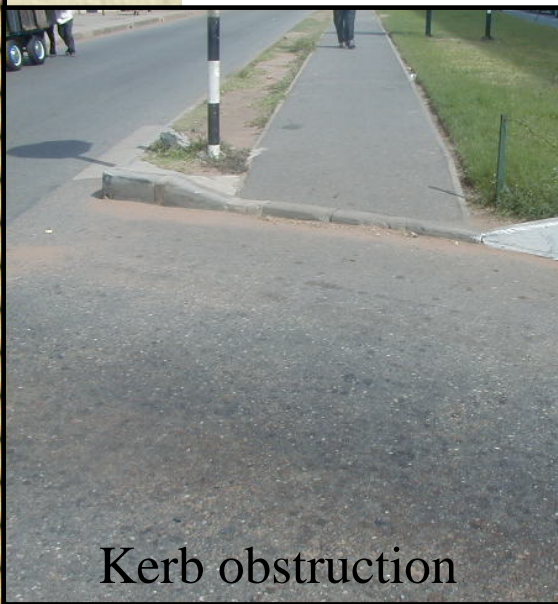
Vehicular obstruction



Advert signs



No NMT infrastructure



Kerb obstruction



Lack of technical know-how



Overgrown tree

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NMT Benefits

Improved safety



Reduced pollution



Reduced Congestion



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Health Benefits

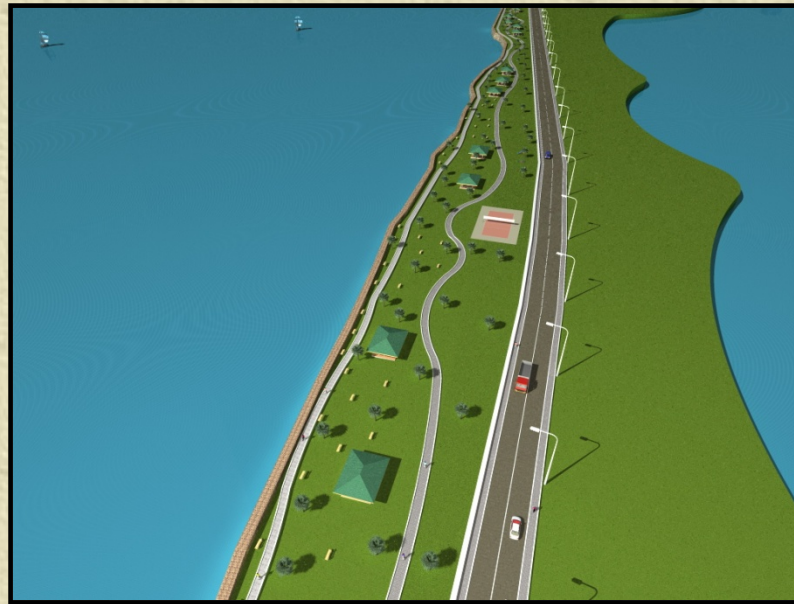


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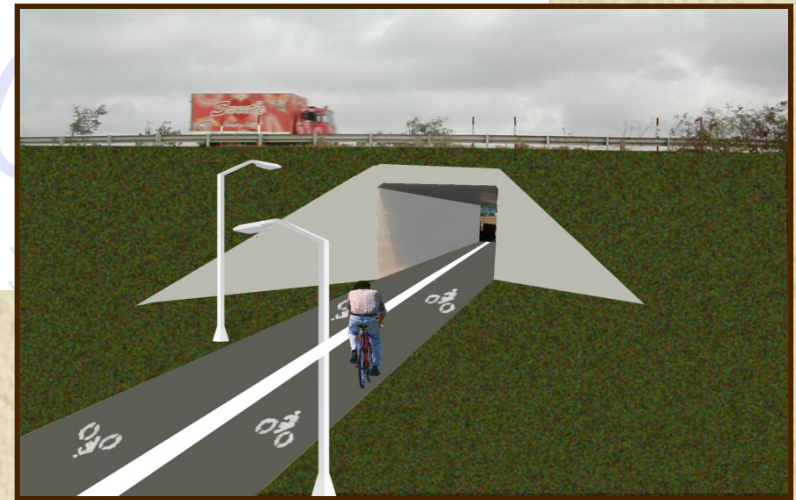
Current developments

✦ 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



Thank you

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Low Cost Mobility Initiatives

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