



The urban population in Ghana has tripled over the last decade. Approximately 56 percent of the population, or 16.5 million people, live in urban areas. Rapid urbanisation without sufficient supporting infrastructure, including public transport and non-motorised transport (NMT) facilities, has led to serious congestion. There is need for significant investment in sustainable modes to improve access in urban centres.

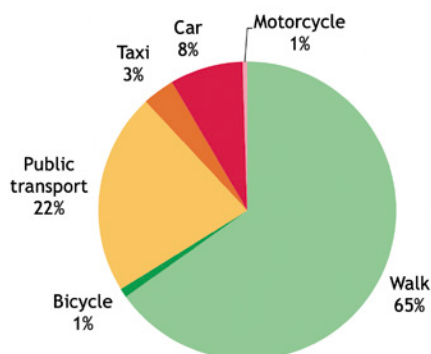
CURRENT CONDITIONS

The Republic of Ghana is home to nearly 29.6 million people. The major cities are Kumasi, with 3 million people and Accra the capital, with 2.4 million people. With 56 percent of Ghana's population living in urban areas, efficient mobility is critical to the prosperity of its cities.

In Ghanaian cities, some main roads have wide, well-maintained footpaths while others have none. The available footpaths present a range of different barriers, which include sloping pavements, stairs, and open drains. Universal access features such as curb ramps are rarely present, making it difficult for persons with disabilities to navigate the street environment. Most streets lack sufficient tree shade. The absence of consistent urban afforestation exposes pedestrians to a harsh urban environment, especially in the hot and humid climate experienced in many Ghanaian cities.



A street in Kumasi



Modal split in Accra

Accra and Tamale have some good examples of cycle facilities, but a lack of clear design standards has resulted in varying construction materials and quality levels. There are many signalised mid-block zebra crossings, but the distance between crossings is often large, particularly on high-speed roads. Pedestrians tend to choose the shortest route and do not change their paths to cross at formal crossing points.

Street lighting is missing on most streets, making paths dark and insecure for pedestrians and cyclists. The streets lack active frontages and store lights are the only ones to light the way. Most buildings also lack the exterior-interior interaction that is needed to make urban spaces more animated, secure, and inviting to pedestrians.

OPPORTUNITIES AND CHALLENGES



Wide footpaths on some streets



At-grade signalised pedestrian crossings



Uncovered drains along many streets



Widespread cycling culture



Lack of cycle tracks



Lack of shade

STRATEGY DEVELOPMENT PROCESS

In order to improve the walking and cycling environment, UN Environment appointed the Institute for Transportation and Development Policy (ITDP) to assist Ghana's government through the Ministry of Transport (MOT) in the preparation of a Non-Motorised Transport (NMT) Strategy. The ITDP team visited the cities of Accra, Kumasi, Tamale, and Tema to observe the existing mobility situation and assess the quality of facilities for walking, cycling and public transport.

The team also held one-on-one meetings with stakeholders, including:

- Ministry of Transport
- Ministry of Roads and Highways
- Department of Urban Roads



A street in Tema

- National Road Safety Commission
- National Council on Persons with Disability
- Accra Metropolitan Assembly
- Kumasi Metropolitan Assembly
- Tema Metropolitan Assembly
- Bloomberg Initiative for Global Road Safety

In October 2018, the team organised a stakeholder workshop on the draft national NMT strategy. Participants formed groups to discuss three basic issues related to NMT development: financial mechanisms, design standards, and street management. Participants developed lists of priority activities, including an identification of key stakeholders and timelines. The workshop concluded with a site visit to two streets in Accra where participants audited the existing facilities for pedestrians and cyclists.



A stakeholder workshop on the NMT Strategy

NMT STRATEGY PRINCIPLES

The NMT Strategy highlights the following principles:

- **Safety:** Making NMT viable and convenient requires rebalancing street space so that it caters to all modes of transport. Systematic traffic calming measures to reduce motor vehicle speeds are needed on smaller streets, while larger streets need pedestrian and cycle infrastructure that is physically separated from motor vehicle traffic.
- **Efficient use of road space:** Street designs should prioritise modes that can carry large numbers of passengers without an exponential increase in road space requirements. This means allocating road space to high-quality facilities for public transport and NMT.
- **Universal access:** All Ghanaian citizens have the right to safe and efficient transport services and infrastructure. Universal access is the concept of designing transport services and environments that as many people as possible can use, regardless of age or ability.
- **Gender sensitive design:** The Strategy seeks to ensure gender equity by supporting the development of an integrated and safe transport system that provides access to education, work, health care, cultural, and other important activities that are crucial to women's participation in the society. Of particular concern in the context of street design is the level of safety and security that female users experience.
- **Participation:** Development and implementation of the Ghana NMT Strategy will be achieved through close collaboration among government departments, civil society, the private sector, and other partners.

NMT STRATEGY INITIATIVES

The strategy involves incorporating a variety of interventions ranging from infrastructure improvements to more effective street management and improved public transport services.

- **Pedestrian networks:** An active transport pedestrian network should provide safe, direct, convenient, and continuous connections among relevant origins and destinations.
- **Bicycle networks:** Ghana's cities and towns should plan for networks of dedicated cycle tracks with safe, user-friendly and convenient infrastructure. Proposed networks should be based on origin and destination analysis.



Well shaded footpath in Accra



Footpath and cycle track in Accra

- **Greenway network:** Greenway networks promote NMT as a means of transport and for recreational purposes by creating an attractive environment for walking and cycling for all.
- **Child mobility and health:** Globally, road traffic injury is the leading cause of death for children and young adults. Specific efforts are needed to improve safety for children. As a first step, safe school zones should be developed around each elementary school to improve safety and expand opportunities for play. School zones typically include speed restrictions to 30 km/h or below within a 200 m radius of the school as well as traffic calming elements to ensure that vehicles follow the speed limit.
- **Intersection improvements:** Improved intersection design can significantly reduce road crashes, injuries, and fatalities while at the same time improving motorised traffic flow. Dedicated and protected space should be provided for pedestrians to safely cross the street at intersections. Vehicle traffic should be controlled through traffic signals to allow ample time for pedestrians to cross a street.
- **Bicycle sharing:** Bicycle sharing can serve short trips in Ghanaian cities and improve last-mile connectivity to public transport through a healthy, safe, and environmentally friendly means of transport. Bicycle sharing will contribute towards the roll out of a truly integrated transport system, based on a network of high-capacity BRT and city bus/ paratransit corridors.
- **Vendor management:** Dedicated vending spaces on city streets should be identified and clearly marked. Some vending zones can be time-based, with streets closed to motorised traffic at certain times of the day or certain days of the week. Local authorities can issue licenses to street vendors, set standards for vending stands and monitor the upkeep of vending areas. Local authorities should provide waste disposal bins and constant enforcement to ensure that vendors keep their spaces clean and they do not occupy pedestrian spaces.
- **Parking management:** On-street parking should be provided only after adequate provisions have been made for higher priority transport modes, including walking, cycling and public transport. Where on-street parking is provided, market-based parking fees can help manage demand. In addition, robust parking enforcement mechanisms are needed to ensure that walking and cycling facilities, once built, remain well maintained and free of encroachments.



Shared street in central Kumasi

STRATEGY IMPLEMENTATION

Effective implementation mechanisms are needed to achieve the objectives outlined in the Ghana NMT Strategy. The primary responsibility for implementation lies with the government through its ministries, departments, and agencies.

There are several projects and strategies that are being developed in order to improve urban mobility in Ghana. While many recent urban street projects currently include basic footpaths, the designs for on-going projects should be reviewed to ensure the inclusion of key NMT elements including cycle tracks and full universal access.

To guide the implementation of NMT improvements, the Strategy calls on all cities with a population of 200,000 and above to develop a Sustainable Mobility Plan (SMP). Some cities such as Kumasi have already begun the SMP preparation process. SMPs will set a vision and quantitative goals for transport system improvements and outline a comprehensive time-bound programme for expanding and improving transport facilities. Cities with a population below 200,000 will develop NMT Plans.

Monitoring of the goals listed here will consist of two broad components:

- Tracking of progress toward implementation targets (e.g., km of footpath, km of cycle tracks, number of managed parking spaces, etc.)
- Measurement of NMT Strategy outcomes (e.g., mode share of walking and cycling, VKT by personal motor vehicles, local air pollution levels, etc.)

Regular data collection should be carried out by local governments.

SUCCESS FACTORS

- > Elimination of tariffs on bicycle imports to improve affordability
- > Basic footpaths and at-grade crossings incorporated in the design of many new streets

Ten-year goals for an improved NMT environment

Goal	Actions
Integrate NMT into transport infrastructure	<ul style="list-style-type: none"> • Integrate NMT into all public transport systems to improve accessibility.
Provide basic NMT infrastructure	<ul style="list-style-type: none"> • Map existing NMT facilities and the existing NMT traffic • Create sidewalks and bicycles lanes in high traffic flows areas and in low income areas.
Facilitate the access to bicycles	<ul style="list-style-type: none"> • Improve the accessibility of bicycles to low income Ghanaians.
Promote the use of bicycles for short distance travel	<ul style="list-style-type: none"> • Initiate campaigns to promote NMT at the national and regional levels and show its advantages. • Fight the cultural barrier to women cycling with educational programmes in villages and cities
Promote cycle use amongst women	<ul style="list-style-type: none"> • Help women to buy bicycles through collaboration with micro-credit companies and offering of subsidies
Improved road safety	<ul style="list-style-type: none"> • Improve intersection design and pedestrian crossing • Include bollards separating walkways from the carriageway
Regulate the design of new and existing roadway facilities	<ul style="list-style-type: none"> • Preparation of regulations on design standards of NMT facilities on the design of new roads • All roads should include grade-separated bicycles lanes and footpaths

MORE INFORMATION

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How to develop a non-motorised transport strategy or policy

Visit nmttoolkit.itdp.org

