GHANA  Case study: Cape Coast
• Cape Coast, a secondary city of only 170,000 population (2012), but regional capital
• Major trade/transit centre [fishing + agricultural produce]
• Leading national education centre + UNESCO site
• Many local transport issues have country-wide resonances
Key issues/concerns about transport and accessibility in Cape Coast

- Traffic flow impeded by:
  - Congested core of pre-1900 buildings affects market access etc.
  - Accra-Takoradi trunk road at north edge
- Grid-locked core and residential areas in peak traffic hours
  - Traffic diverts to narrow, unpaved suburban roads
  - Hawkers take advantage of traffic go-slow
  - Hazards increase in wet season downpours
- Pedestrian safety [n.b. walking is principal means of transport for the majority poor]
- No street lighting at night – safety/security issues
- Freight movements include domestic water + fuel: many small loads carried on foot [head-loaded], or on handcarts
  - Impedes traffic flow
  - Health + education implications
- Conflicts between non-motorised [trucks] and motorised transport [+ now okada]
- Governance issues
Who are the most vulnerable populations?

- Children and young people; road-side traders/hawkers; older people; people with disabilities
Vulnerable children and young people

- A majority lack funds to travel by motor transport
- Walk to school occurs at peak traffic hours – dangers for pedestrian travel
- Small physical stature + limited traffic experience – especially dangerous for young hawkers
- Many poorly unsurfaced, narrow roads – dust, poor visibility
- Many drivers poorly trained, ignore traffic regulations
- Inadequate traffic controls
- Many required to carry loads [porterage] for family members
- Public transport mainly badly maintained, sub-standard vehicles
- Girls harassed on public transport/taxis
- Inadequate road safety training
- Lack of voice
Vulnerable older people

- Age-related physical/cognitive changes
  + Many issues mirroring those for children/youth
- Walking dominates - Lack of resources to take motor transport
- Many poorly unsurfaced, narrow roads – dust, poor visibility endangers travel
- Many drivers poorly trained, ignore traffic regulations
- Inadequate traffic controls
- Harassment/cheating by transport operators
- Lack of voice
Vulnerable pedestrian load carriers
Vulnerable roadside traders/hawkers

[some with no schooling, no road safety training]
Where are the vulnerable populations located?

- Many locations, notably:
  - **Urban high density, low income Abura**
    [our survey: only 23% households have piped water; 82% depend on wood or charcoal for cooking]
  - **Peri-urban lower density, low income Simiw**
    [our survey: under 1% households have piped water; 100% depend on wood or charcoal for cooking]
Existing research evidence: Cape Coast

- [www.dur.ac.uk/child.mobility/](http://www.dur.ac.uk/child.mobility/)
Key academics/research institutes

- University of Cape Coast
- University of Ghana, Legon
- KNUST Kumasi