

## ABOUT INTALInC

Our mission is to provide the evidence to ensure that *every human being has a basic right to affordable, safe, clean and reliable mobility resources, with a particular focus on meeting the needs of low-income populations and excluded communities.*

Since January 2017, the International Network for Transport and Accessibility in Low Income Communities (INTALInC) has worked to build collaborative, cross disciplinary partnerships in eight African and Asian cities. The University of Cape Coast in Ghana is one of our case study partners.

The main aim of these collaborations is to develop a better understanding of issues impacting on mobility and accessibility in Global South cities, with a specific focus on the needs of the residents of low-income settlements and especially for vulnerable population groups, such as children, women, older and disabled people.

## RESEARCH RATIONALE

- Transport is a key component of economic, environmental and social wellbeing, and increasingly so within the context of developing cities
- Due to a fundamental lack of access to transport services and resources, low income populations are often excluded from key, life-supporting activities, such as education, work, healthcare, social networking and leisure
- Where new transport systems are introduced, they do not take account of the needs and financial circumstances of the poorest citizens, and can worsen rather than improve their current travel conditions
- Little attention is given to transport poverty within the social welfare policies of developing nations, so that its consequences for social development are not adequately considered in the planning of cities or provision of public services.

## STUDY TOUR

Half of the workshop participants visited a local school in the area and walked and talked with pupils on their journeys home. The other half accompanied disabled students on the campus minibus as they took the journey home. These 'mobile interviews' helped greatly to improve our understanding of the challenges and risks children and young people face whilst undertaking their everyday activities.

## CAPE COAST STUDY CONTEXT

Cape Coast is a secondary city in southern Ghana with a population of approximately 170,000. It is a major trade and transit hub, and a leading centre of education.

Transport problems in the city are exacerbated by pre-1900 buildings dominating the centre. While offering significant potential for tourism, they inhibit traffic flow, particularly around markets and other busy areas.

Transport poverty is strongly in evidence. While the middle classes have increasing access to private vehicles, this privilege does not extend to the urban poor. A survey of 125 children in the Abura district of Cape Coast, suggests that only 4.5% of families own a car. Others are dependent on privately-run taxis or walk or cycle to school and work.

Traffic is often gridlocked on poorly maintained, potholed roads. Hold ups are compounded by street hawkers, many of whom are young people, who congregate at busy junctions to sell their wares.

Many households rely on wood or charcoal for cooking, and portorage of these essentials, often carried out by young girls, leading to further congestion, as well as having significant health risks for load bearers.

During the wet season, roads are often flooded or covered in mud. Pedestrians and non-motorized road users are further impeded by the absence of pavements and street lighting.

## WORKSHOP OBJECTIVES

- To draw more specific attention to the mobility needs of children and young people, especially in low income settlements, and to recognise the diversity of their travel needs
- To encourage researchers and policymakers to actively engage in field investigations through the use of participatory research methods with children and young people, such as walking interviews and local neighbourhood tours
- To build locally-based networks and coalitions across the academic community, policy makers and practitioners that can provoke debate among diverse actors regarding the mobility concerns of children and young people

## WORKSHOP PARTICIPANTS

The Cape Coast workshop was attended by 30 academics, policy makers and transport practitioners. Over the course of two days, participants contributed to discussions with local and international stakeholders, conducted participatory fieldwork with children from low income families in the city, and listened to academic and stakeholder presentations.

Participants included:

- Researchers and students from the University of Cape Coast
- Researchers from the five UK Universities in the INTALInC partnership – Leeds; Durham; and Oxford
- Overseas university partners – Lagos State University, Nigeria; and Makerere University, Uganda
- The African Development Bank
- Policy officials from the Ministries of Transport, Education, Women and Children, Environment and Science
- The National Road Safety Commission and the Motor Transport and Traffic Department of the Ghana Police Service
- The Environmental Protection Agency
- Representatives from non-government organisations (NGOs) - Cities Alliance and the Metropolitan Education Directorate
- The Head Teacher of a local primary school, which has been working with University researchers to improve road safety for its pupils
- The Deputy Director of Education, Cape Coast

## KEY FINDINGS

- Children face significant challenges and risks every day when walking to and from school and their after-school activities, but they are very skilled at interacting with these dangerous travel conditions
- Even very small children travel unaccompanied, often over long journey distances by foot to reach their schools. This is despite a policy stating that schools should be situated within a 15-minute walk of children's homes, though it is not always possible to attend the nearest school if it is privately run
- Drivers take priority on the roads and have little consideration for non-motorised road users, especially children who can go unnoticed because of their size. There are low levels of policy understanding of road safety risks faced by children
- Few systems are in place to promote safety for all road users. Some schools have introduced road calming measures in their local areas but there is generally an absence of safe space and walking infrastructures
- Men are more likely to use taxis than women. The majority of women walk and risk exposure to attacks and abuse whilst travelling
- A high level of exposure to road traffic pollution whilst walking is generally ignored. There is no pollution monitoring outside of the capital, Accra. Small children are particularly exposed because they play alongside the main road after school, while their mothers are street-vending.

Link to full report: <https://intalinc.leeds.ac.uk/media/africa/>



## FUTURE ACTIONS

For research	Gather evidence enabling policymakers to draw better conclusions about mobility and accessibility challenges faced by poor urban communities in order to facilitate change · Investigate existing datasets such as road accident data and travel surveys, to identify evidence gaps · Undertake participatory research with young people to understand mobility
For policy	Evaluate existing transport policy to understand how it addresses the needs of children and young people and to explore how embedded power relations in the provision of transport infrastructure shape their travel vulnerabilities
For practice	Find better ways to share information and maintain connections between researchers, policymakers and NGO stakeholders. This will not happen automatically and needs continued funded collaborative planning activities and evidence gathering bringing people together regularly