

How can knowledge about gender specific mobilities contribute in the planning processes for sustainable transportation systems in Accra, Ghana?

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Abstract

In my master project I want to study gender differences in urban mobility in the context of Accra, Ghana. In recent decades Accra has gone through rapid urbanization processes like many other African cities. Among other things this has led to highly congested streets and long travel times in the urban space of Accra. Due to a high degree of participation in the labor market, especially in trading activities, women in Ghana are highly mobile. There are plans and approaches from the government to handle those challenges and implement sustainable urban transportation systems in the future. With this project I want examine how local knowledges and perspectives, especially about gender specific mobilities are considered in those plans and the can contribute in the planning processes for sustainable transport systems.

Research Questions

Part 1

- ❖ What were the historical developments that lead to the traffic situation in Accra today?

Part 2

- ❖ How are mobility patterns and transportation needs in Accra gendered
- ❖ How can knowledge about gender specific mobilities contribute in the planning processes for sustainable transportation systems in Accra, Ghana?

Methods

- ❖ Due to the pandemic I can not conduct an actual field work in Accra
- ❖ Literature and secondary data
- ❖ Online interviews with experts from academia in Accra
- ❖ Online interviews with people in Accra (Students)
- ❖ Online questionnaires and photo collection



Figure 1) a typical lorry park in Accra (Kaneshi Station) from where the 'trotros' start on their routes. Credits: Graphic online



Figure 2) Satellite image of the Napoleon station in Accra, a 'trotro' transfer station. — Google Maps

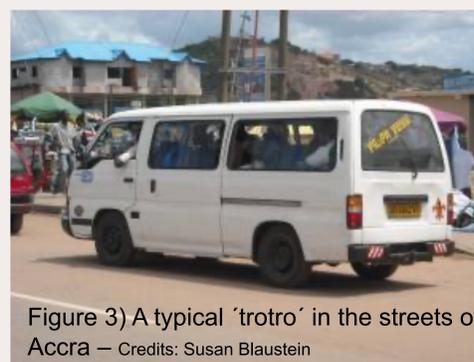


Figure 3) A typical 'trotro' in the streets of Accra — Credits: Susan Blaustein

'Trotros'

- ❖ Mini vans, very flexible way of operating: hop on and off on the route - no determined stops, fares are payed after entering the vehicle

- ❖ But also low level of comfort due to overcrowding and bad vehicle condition

Accra's transport sector today

- ❖ Dominated by the use of private cars
- ❖ Main mode of public transportation -> 'trotro'
- ❖ Informal commercial motorbikes -> 'okada'
- ❖ Taxis which recently stand in competition with new emerging transport network companies like uber and lyft

- ❖ 'trotros' answer the needs of the local people -> they are relatively cheap, have storage space for goods and operate on flexible routes

Highly mobile trading women

- ❖ To a high degree women in Accra are engaged in trading activities and therefor highly mobile

- Due to the high numbers of private vehicles Accra has to deal with traffic and transportation challenges like enormous rush hour traffic jams, resulting in long travel times and and unsecure travel conditions

- ❖ Especially 'trotros' are used by female small-scale traders as transport mode

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Figures:

- 1). Source: <https://www.graphic.com.gh/images/2020/mar/19/transport.jpg> (05.11.2020)
- 2). Source: https://blogs.ei.columbia.edu/wp-content/uploads/2010/09/Accra_Victoria_Trotro_PackedTrotro-300.jpg (05.11.2020)
- 3). Source: <https://www.google.no/maps/@5.5505509,-0.2123398,1538m/data=!3m1!1e3> (05.11.2020)