

TRANSPORT SURVEY REPORT



REPUBLIC OF GHANA

**MINISTRY OF ROADS AND HIGHWAYS
MINISTRY OF TRANSPORT
&
GHANA STATISTICAL SERVICE**

**SECOND NATIONAL HOUSEHOLD
TRANSPORT SURVEY REPORT
2012**

**TRANSPORT INDICATORS DATABASE PROJECT
FUNDED UNDER
SUPPORT FOR THE TRANSPORT SECTOR DEVELOPMENT PROGRAMME**

NOVEMBER, 2013

PREFACE AND ACKNOWLEDGEMENTS

Phase I of the National Transport Household Survey was conducted in 2007 as part of the Transport Indicators Database Project. It was funded by the Danish Agency for International Development (DANIDA) under the Transport Sector Program Support. This first phase of the Household Survey was to collect baseline data for the production of transport indicators. The Project sought to establish a reliable, multi-sectorial database of transport-related indicators covering all modes of transport in Ghana for planning and evidence-based decision making.

The second phase of the project which was funded by the European Union was aimed at updating the baseline data. This was a national representative survey carried out between September 2012 and December 2012 by the Ghana Statistical Service in collaboration with the Ministry of Roads and Highways and Ministry of Transport.

This report represents the results of the household survey with particular emphasis on time use, market access and transportations in the country.

It is expected that the report will assist the transport sector and other stakeholders in planning, decision making and research.

We wish to thank all community and opinion leaders as well as respondents who willingly supported the field workers and provided them with the required information. We are indebted to all the field staff for their dedication towards this project. We are also grateful to the support staff for their tireless efforts which led to the successful completion of the survey.

We acknowledge with gratitude the funding support from the European Union and the Government of Ghana to the project. We are also grateful to the Ministry of Roads and Highways for not only sourcing for funds, but also supporting all the project activities.

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NOVEMBER, 2013

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EXECUTIVE SUMMARY

The successful implementation of the Transport Indicators Database (TID) Project is useful as it has provided the necessary support and ultimately the resources for the compilation of transport related information/data to measure some indicators on Millennium Development Goals (MDGs), Ghana Poverty Reduction Strategy (GPRS) and Sub Sahara Africa Transport Program (SSTAP). Effective and efficient modern transportation is key in accelerating socio-economic development of any country, and yet until the introduction of this project and the previous one, no conscious efforts had been made to measure the impact of transport on the economy.

Indeed, knowledge of the burden of transport expenditure on the household budget is essential for passenger transport policy formulation to improve travel conditions, social equity, the movement of people, goods and services, and indeed general transport accessibility. The information/data provided in this report includes the modes of travel, periods of travel, travel times and travel costs.

Demographic Characteristics

The survey showed that children of household heads constituted the largest percentage 46.5% of the population (total sample size). Also nearly one-fifth (19.8%) of the population were born in the Ashanti Region followed by 12.3% in the Northern Region. A little over two-fifth (42.5%) of the population were married.

Education

About three fifths (60.1%) of those who were currently in school attended schools which were less than a kilometer from their place of residence and almost three-fourth (74.4%) of students went to school on foot. Also about sixty-nine percent (69.3%) of students did not have any difficulty going to school. For those who reported facing difficulties, the main obstacles were bad roads (during the wet season) which constituted about 36.6% and instances where distance was too long 10.7%. Bad roads (all seasons) constituted 22.9%

Health

The survey showed that over two-fifth (42.5%) of Ghanaian residents chose a health facility because of its proximity and a little over two-fifth (43.2%) chose a health facility because of

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availability of health professional. It was recorded that about fifty eight percent (57.6%) visited health facility on foot whilst sixty eight percent (68.4%) of the respondents spent less than one minute at a boarding point before getting to a health facility.

Economic Activity

The survey results pointed to the fact that of the economically active population aged between twenty five and forty four (25 and 44) years, 48.3% worked during the period of the survey. About 44.0% of workers got vehicle to the workplace within fifteen minutes whilst sixty four percent (64.4%) of the workforce commuted to the workplace on foot. Around fifty two percent (51.6%) of workers cited bad roads as the main challenge faced in getting to the workplace. About half of the total respondents (50.8%) engaged in agricultural production were producing food crops for both domestic market and own consumption

General Transport Services

On the whole, two percent (2.0%) of respondents (total sample) were limited in travelling due to disability and most people who could not travel around (46.9%) were the physically challenged needing a wheel chair, clutches or prosthesis. Also about two-fifth (41.5%) of residents spent between one and two cedis (Ghana cedis) on taxi every month.

Analyzing the survey data (total sample size), it was observed that the *proportion of rural population in Ghana which was living within two kilometer of all season passable road (Rural Accessibility Index-RAI) was 66.6%.*

Fifty six percent (56.0%) of respondents who had travelled by bus before said the bus routes were convenient whilst about four fifth (82.1%) of respondents indicated satisfaction with the conditions on the buses. Almost three-quarters (75.3%) of respondents made up to ten trips a day on foot, and during the seven (7) days preceding the survey, 89.4% of Ghanaian residents made up to 5 trips on shared taxi. About 65.2% of respondents lived within 500 meters of a transport terminal or boarding point. About 45.9% of the respondents were satisfied with the level of transport availability in their neighborhoods

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DEFINITIONS AND CONCEPTS

(a) Enumeration Area

An enumeration area is the smallest geographical unit whose boundaries can be easily identified for the purpose of listing of the structures and households living within it.

(b) Household

A household is a group of people sleeping in the same structure and having the same catering arrangements, and who recognize one person as their head.

(c) Eligible household member

This is a household member who has lived within the household during the 6 months before the survey.

(d) Shared Public Transport

A means of transport in which more than one person, excluding the driver, pay and board it to reach his destination. Examples are tro-tro, taxi, ferry, etc.

(e) Individual Public Transport

A means of transport which one person hires to convey him to his destination. Examples are taxi, canoe, etc. generally referred to as “dropping”

(f) Private Transport

A means of transport which is not used for commercial purposes and is used to convey the owner and his family and friends only

(g) Motorized Means of Transport

A means of transport which is driven by an engine, for example, a motor car or a ferry

(h) Non-motorized Means of Transport

A means of transport not driven by an engine, for example, donkey, horse, paddled canoe.

(i) Trip

A segment of a journey, for example, for a journey from Accra Central to Odorkor, the segment, Accra to Kaneshie is a trip.

(j) Modal Share of Trips

Percentage of trips by a particular means of transport, as an example, let us consider a worker commuting between his residence and workplace. Sometimes he goes by train and sometimes by bus. The modal share of train is percentage going by train.

(k) Economic Activity Rate

It is the percentage of the population, both employed and unemployed, who constitutes the manpower supply of the labor market regardless of their current labor status.

(l) Ghana

This refers to the total sample size of six thousand (6000) respondents.

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LIST OF ABBREVIATIONS

BECE	Basic Education Certificate Examination
DANIDA	Danish Agency for International Development
EU	European Union
EA	Enumeration Area
GSS	Ghana Statistical Service
HHs	Households
Km	Kilometre
MDG(s)	Millennium Development Goal(s)
MRH	Ministry of Roads and Highways
MSLC	Middle School Leaving Certificate
RSIM	Research, Statistics and Information Management
SSATP	Sub-Sahara Africa Transport Program
TID	Transport Indicators Database

CHAPTER ONE

INTRODUCTION

1.1 Background

The efficient development, maintenance and administration of transport infrastructure and services are critical in the socio-economic development of any country. Scarce Government resources and support from donor funds are required to provide the needed transport infrastructure and services to all sectors of the economy and for attaining equity and the participation of the populace in the creation of wealth and reduction of poverty.

To ascertain the effectiveness of implementation of policies and development programs in the transport sector, key data on transportation must be collected on a sustainable basis for collation and analysis.

The Ministry of Roads and Highways (MRH), Ministry of Transport (MoT) and the Ghana Statistical Service (GSS) commenced the Transport Indicators Database Project to compile transport sector indicators for Ghana. Data for compiling the indicators have come from:

- Administrative Data
- Household Survey
- Establishment Sample Surveys.

This report presents the results of the second phase of the National Household Transport Survey which was carried out to collect socio-economic data on transport nationwide. The data were collected to update the baseline data which were collected in 2007.

1.2 Objectives of the Survey

These are:

- To update the baseline data that was collected during the first phase of the Survey.
- To use the household level data to produce indicators for the transport sector.
- To study differentials in accessibility of transport and quality of transport services being provided to residents in Ghana.

1.3 Sample Design

1.3.1 Objectives of the Sample Design

The main objective of the sample design is to

- i. Select a sample which will be representative of the whole Ghana.
- ii. Derive reliable estimates of indicators relevant to the transport sector in the country.

In view of the policy implications of estimates that will be obtained from the study, various designs were considered carefully to derive a good sample design

1.3.2 Coverage and Sample Size

The sample was representative of all households in Ghana. To achieve the study objectives, the sample size chosen was based on the type of variables under consideration, the required precision of the survey estimates and available resources.

Taking all of these into consideration, a sample size of 6,000 households was deemed sufficient to achieve the survey objectives. This was enough to yield reliable estimates of all the important survey variables as well as being manageable to control and minimize non-sampling errors.

1.3.3 Stratification and Sample Selection Procedures

The total list of the Enumeration Areas (EAs) from the demarcation for the 2010 Population and Housing Census formed the sampling frame for the Phase II of the Transport Indicators Survey.

The sampling frame was stratified into urban/rural residence and the 10 administrative regions of the country for the selection of the sample. The sample was selected in two stages. The first stage selection involved the systematic selection of 400 EAs with probability proportional to size, the measure of size being the number of households in each EA. The second stage selection involved the systematic selection of 15 households from each EA.. See Appendix A for more details on the sample design.

1.4 Survey Methodology

1.4.1 Questionnaire

A draft questionnaire was prepared based on indicators that had been agreed upon at meetings held with stakeholders within the transport sector. The draft questionnaire was pre-tested by personnel of the GSS in Accra and reviewed for a pilot survey. It was further reviewed in terms of rewording and the introduction of skips for a smooth flow of the questions.

The questionnaire had the following sections:

- a *household* roster which collected basic information on all household members and household characteristics to determine eligible household members
- an *education* section which was administered to household members aged 3 years and older on the use of transport services to school
- a *health* section that was used to collect information on all household members on access and the use of transport services to health facilities
- an *economic activity* section administered to household members 7 years and older to collect information on their economic activities and the use of transport services
- a *market access* section administered to household members engaged in agricultural activities to collect information on access to transport services for sale of farm produce
- a *general transport services* section administered to all household members on the access and use of various modes of transport.

A manual was also developed which explains the various terminologies and concepts for the various sections of the questionnaire to guide the trainees.

1.4.2 Training and Fieldwork

A ten-day (10 day) training workshop was organized in September 2012 for 60 field personnel for the main fieldwork. The training involved lectures on interviewing techniques, understanding of the concepts and questions, mock interviews and assessment tests.

There were two field practices during the training in order that interviewers would have a feel of the actual fieldwork. Supervisors and enumerators were selected based on their performance during the field practice, participation in class, assessment tests and fluency in a Ghanaian language.

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Data entry personnel were included in the training to give them a better understanding of the questions in the various sections of the questionnaire, the possible responses and the survey methodology.

Twelve (12) teams were formed for the main fieldwork which took place between September 2012 and December 2012.

1.4.3 Data Processing

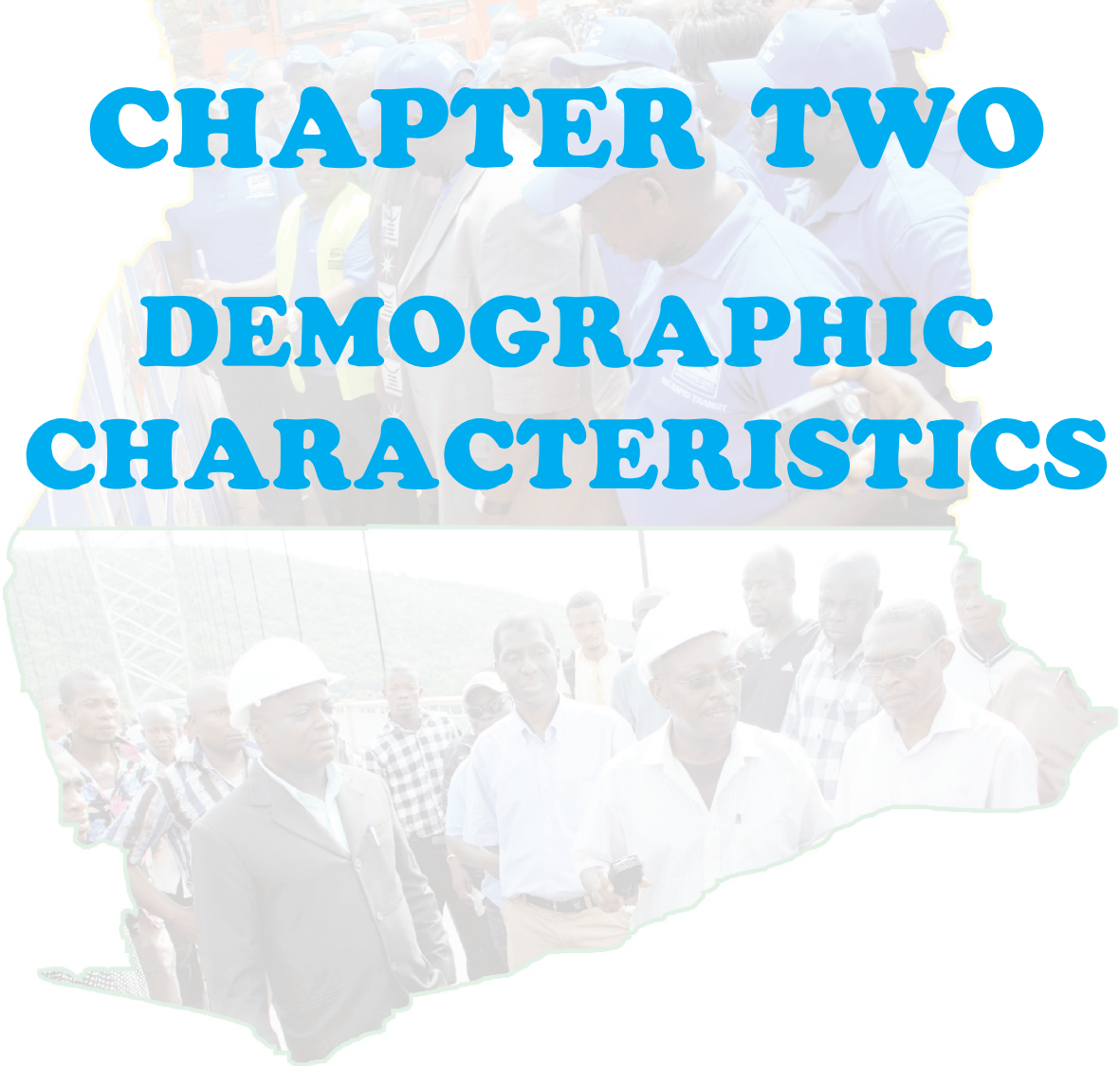
The questionnaires from the field were edited by five (5) office editors prior to data capture. Data were captured using CPro (Census and Survey Processing) software. Data entry was done by six (6) data entry operators. To ensure quality, questionnaires were double entered. Data were analyzed using the Statistical Package for the Social Sciences (SPSS) software program.



CHAPTER TWO

DEMOGRAPHIC

CHARACTERISTICS



CHAPTER TWO

DEMOGRAPHIC CHARACTERISTICS

2.1 *Characteristics of household members*

Females dominated the population in all regions except the Volta and Northern regions where males constitute a little over half (50.6%) of the population (Table 2.1). The sex ratio (proportion of males to 100 females) for the country was 94.2. Apart from the three northern regions, the Eastern, Volta and Greater Accra regions have sex ratios higher than the national average.

Table 2.1: Distribution of household members by region, sex and locality (National Population, Census, 2010)

Region	Sex							Total
	Male			Female				
	Urban	Rural	Total	Urban	Rural	Total		
Western	15.7	31.6	1,164,842	47.3	16.9	35.8	1,300,366	52.7
Central	16.1	31.3	1,084,288	47.3	20.3	32.4	1,205,947	52.7
Greater Accra	30.1	18.8	2,019,737	48.9	32.8	18.3	2,110,901	51.1
Volta	9.5	41.1	1,136,444	50.6	9.4	40.0	1,109,581	49.4
Eastern	20.9	28.6	1,374,050	49.4	23.4	27.1	1,405,036	50.6
Ashanti	23.7	22.9	2,328,611	46.6	28.6	24.9	2,671,911	53.4
Brong Ahafo	16.0	32.4	1,186,419	48.3	17.6	34.0	1,268,656	51.7
Northern	13.5	37.2	1,278,217	50.6	13.5	35.9	1,246,455	49.4
Upper East	15.2	34.3	538,735	49.4	15.5	35.1	551,499	50.6
Upper West	17.1	32.1	360,140	49.1	13.9	37.0	373,145	50.9
Ghana	19.4	29.1	12,471,484	48.5	21.7	29.8	13,243,496	51.5

2.2 *Relationship to Head of Household*

Nearly forty seven percent (46.5%) of the household population were children (sons and daughters) while about 26.8% were household heads.

A little more than one-third (34.1%) of the household population in the Central region were made up of household heads (Table 2.2). On the other hand, Northern and Upper East regions had more than half of the household population being children (sons and daughters) of the head of household.

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Table 2.2: Relationship to head of household by region

Relationship	Greater					Brong		Upper West	Upper East	Ghana	
	Western	Central	Accra	Volta	Eastern	Ashanti	Ahafo				Northern
Head	25.9	34.1	32.6	29.7	27.1	24.3	23.9	20.9	17.8	24.6	26.8
Spouse(Wife/Husband)	13.8	11.1	14.1	14.4	13.8	12.2	13.2	15.3	16.1	13.8	13.5
Child(Son/ Daughter)	48.0	45.6	40.7	42.3	43.9	47.3	46.7	55.1	55.2	49.8	46.5
Grandchild	5.6	6.1	3.8	6.7	8.2	8.0	8.0	3.3	5.4	4.2	6.1
Parent/Parent-in-law	0.6	0.1	0.5	0.8	0.8	0.8	0.7	0.3	1.1	1.6	0.7
Son/Daughter-in-law	0.2	0.0	0.1	0.2	0.1	0.3	0.4	0.0	1.0	0.4	0.2
Other Relative	4.9	2.3	6.5	5.4	4.5	6.2	6.3	4.1	3.1	5.2	5.2
Adopted/foster/ stepchild	0.5	0.3	0.6	0.3	0.7	0.3	0.0	0.5	0.2	0.0	0.4
Househelp	0.0	0.2	0.5	0.2	0.3	0.2	0.1	0.1	0.1	0.0	0.2
Non-relative	0.5	0.1	0.6	0.2	0.4	0.3	0.9	0.2	0.0	0.4	0.4
Total	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0

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2.3 Marital Status

With regard to marital status, a little over two-fifths (42.5%) of the respondents were married while a similar proportion (41.1%) were never married (Table 2.3). A little more than half of the population in the Northern, Upper East and West regions were married (52.6%, 52.0% and 50.5 respectively). The Eastern region had the highest proportion (10.0%) of the population who were in consensual union.

Table 2.3: Marital status by region (%)

Region	Consensual					Never married	Total
	Married	union	Separated	Divorced	Widowed		
Western	39.5	7.5	2.0	3.6	5.3	42.1	100.0
Central	39.0	8.6	2.0	4.3	7.1	39.1	100.0
Greater Accra	41.3	6.0	2.2	3.5	3.7	43.3	100.0
Volta	40.1	9.4	2.1	3.9	7.3	37.2	100.0
Eastern	37.9	10.0	1.5	3.9	6.3	40.4	100.0
Ashanti	39.0	7.4	2.3	2.9	5.7	42.8	100.0
Brong Ahafo	42.5	5.8	1.2	2.1	5.5	42.9	100.0
Northern	52.6	1.8	0.2	1.8	3.1	40.5	100.0
Upper East	52.0	1.2	0.8	0.8	6.7	38.5	100.0
Upper West	50.5	2.2	0.0	0.8	7.9	38.5	100.0
Ghana	42.5	6.3	1.6	2.9	5.5	41.1	100.0

2.4 Nationality

Majority of the population (98.9%) surveyed were Ghanaians by birth, with people who had naturalized constituting less than one percent (0.3%) as shown in Table 2.4. Respondents who were neither Ghanaian nor ECOWAS citizens formed only 0.5% of the population.

Table 2.4: Nationality by region (%)

Region	Ghanaian by birth	Ghanaian (Naturalized)	Burkinabe	Malian	Nigerian	Ivorian	Togolese	Liberian	Other ECOWAS	Other Africa	Other
Western	98.8	0.8	0.0	0.2	0.0	0.1	0.2	0.0	0.0	0.0	0.0
Central	98.9	0.6	0.0	0.0	0.0	0.2	0.2	0.1	0.0	0.1	0.0
Gt. Accra	99.2	0.2	0.0	0.0	0.2	0.1	0.1	0.0	0.1	0.0	0.2
Volta	97.6	1.1	0.0	0.1	0.0	0.1	0.7	0.1	0.4	0.0	0.0
Eastern	99.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0
Ashanti	99.2	0.2	0.2	0.0	0.1	0.1	0.0	0.0	0.0	0.0	0.0
Brong Ahafo	98.3	0.2	0.1	0.0	0.0	0.0	0.9	0.0	0.0	0.2	0.1
Northern	98.2	0.0	0.7	0.0	0.2	0.0	0.1	0.0	0.0	0.0	0.7
Upper East	99.7	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.2	0.0	0.0
Upper West	99.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.3
Ghana	98.9	0.3	0.1	0.0	0.1	0.1	0.2	0.0	0.1	0.0	0.1

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2.5 *Place of Birth by Region of Current Residence*

Almost one-fifth (19.8%) of the population was born in the Ashanti region followed by the Northern region (12.3%). Only 3.2% were born in the Upper West region (Table 2.5). With regard to the place of residence, more than 85.0% of residents in the Western, Greater Accra, Ashanti, Brong Ahafo and Upper East regions were born in their regions of current residence (86.9%, 85.3%, 86.8%, 88.1 and 85.2 respectively). One-tenth (10.0%) of the population living in the Greater Accra region were born in the Eastern region while twelve percent of those born in Volta Region were living in Greater Accra Region.

Table 2.5: Place of birth by region of current residence

Place of birth	Region of residence										Total
	Western	Central	Greater Accra	Volta	Eastern	Ashanti	Brong Ahafo	Northern	Upper East	Upper West	
Western	86.9	2.0	2.8	0.2	1.9	3.5	1.9	0.2	0.3	0.1	100.0
Central	7.7	70.4	9.8	0.4	4.8	5.1	1.0	0.4	0.0	0.5	100.0
Gt. Accra	1.3	1.6	85.3	0.9	6.0	3.2	0.7	0.7	0.2	0.0	100.0
Volta	2.4	0.9	12.0	71.3	7.7	2.2	1.2	2.2	0.0	0.1	100.0
Eastern	3.8	1.7	10.0	0.7	77.3	3.8	2.3	0.1	0.2	0.1	100.0
Ashanti	1.9	0.4	3.9	0.2	1.4	86.8	3.6	0.7	0.7	0.5	100.0
Brong Ahafo	1.5	0.1	1.4	0.1	0.9	6.1	88.1	1.2	0.2	0.4	100.0
Northern	1.0	0.2	2.4	1.1	0.8	5.5	5.1	83.3	0.5	0.0	100.0
Upper East	0.4	0.1	1.3	0.1	0.5	5.1	3.7	3.4	85.2	0.3	100.0
Upper West	0.7	0.0	1.0	0.0	0.6	4.8	8.5	9.1	0.0	75.2	100.0
Other ECOWAS	8.3	6.9	18.6	15.2	4.1	22.8	12.4	11.7	0.0	0.0	100.0
Africa other than ECOWAS	0.0	3.3	13.3	66.7	3.3	6.7	0.0	0.0	3.3	3.3	100.0
Outside Africa	0.0	5.0	40.0	0.0	10.0	20.0	0.0	15.0	0.0	10.0	100.0
Ghana	9.4	6.3	11.6	8.1	11.4	19.8	10.6	12.3	7.2	3.2	100.0

CHAPTER THREE

EDUCATION



CHAPTER THREE

EDUCATION

3.1 Introduction

Formal education is a key factor in the development of the human resource of a nation for sustainable development. To this end data was collected on the educational background of household members aged three (3) years and older in all the households selected.

3.2 School Attendance

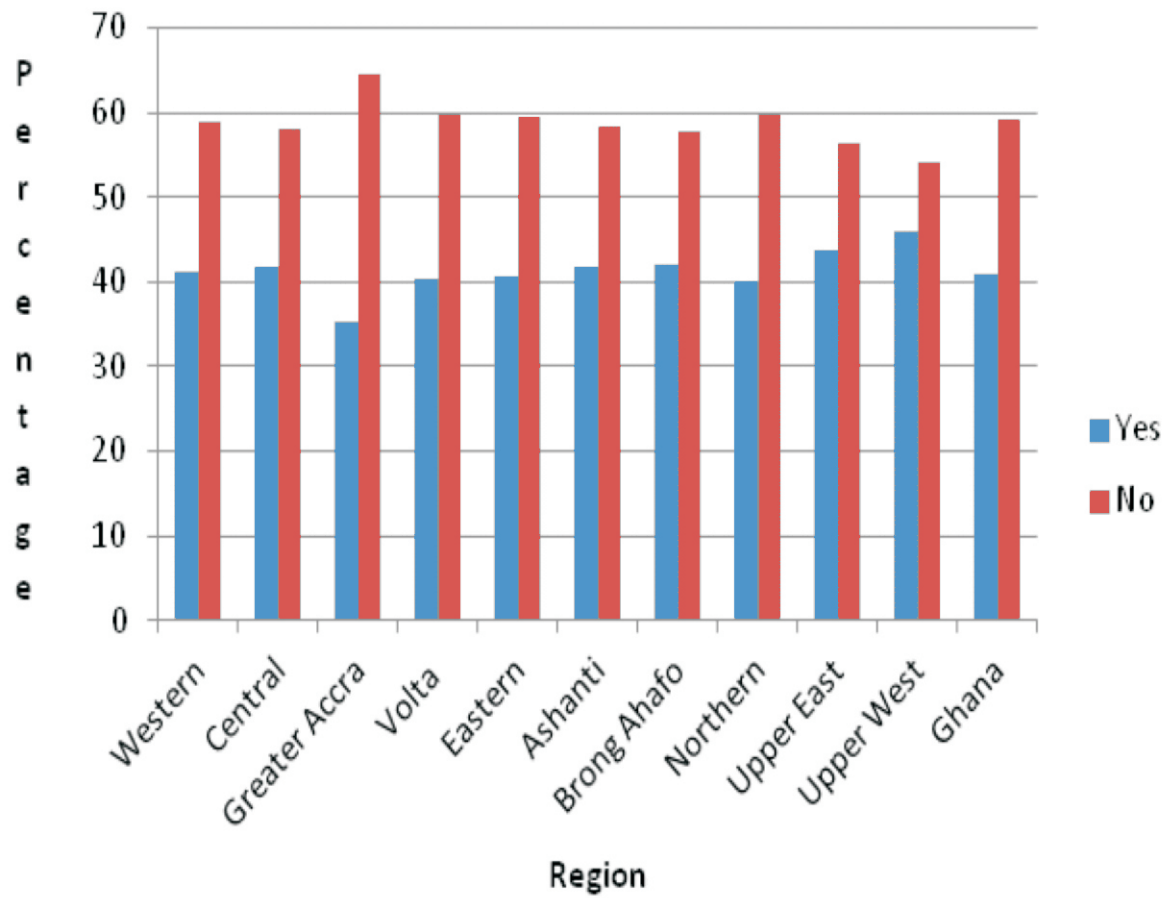
About forty-one percent (40.8%) of the respondents in the entire country were currently attending school (Table 3.1). With the exception of the Greater Accra Region which recorded less than 40 percent (35.4%) of the population aged three (3) years and older being currently in school, all the nine regions had over 40 percent of respondents currently attending school.

Table 3.1: Current school attendance (persons aged 3 years and older)

Region	Currently attending school		Total
	Yes	No	
Western	41.1	58.9	100.0
Central	41.9	58.1	100.0
Greater Accra	35.4	64.6	100.0
Volta	40.3	59.7	100.0
Eastern	40.6	59.4	100.0
Ashanti	41.7	58.3	100.0
Brong Ahafo	42.1	57.9	100.0
Northern	40.2	59.8	100.0
Upper East	43.7	56.3	100.0
Upper West	46.0	54.0	100.0
Ghana	40.8	59.2	100.0

More than one-fifth of respondents currently attending school were in pre-school (21.0%), 10.4% were in Primary One followed by Primary Three with 8.7% (Table 3.2). The proportion of respondents attending university was less than two percent (1.7%).

Figure 1.1: Current School Attendance for persons aged 3 years and older



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Table 3.2: Current school grade:

Region	Pre-School	P1	P2	P3	P4	P5	P6	JSS1/ JHS1	JSS2/ JHS2	JSS3/ JHS3	SSS1/ SHS1	SSS2/ SHS2	SSS3/ SHS3	SSS4/ SHS4	Voc/Tech Computer	Teacher Training	Nursing	Poly- technic	University	Other Tertiary
Western	20.0	9.8	8.7	9.1	7.9	8.5	5.4	8.0	6.2	6.2	1.3	2.2	2.5	1.7	0.2	0.2	0.1	0.5	1.1	0.2
Central	23.0	10.0	9.5	9.1	6.7	8.8	6.2	6.9	6.3	4.2	1.2	2.3	1.8	2.3	0.0	0.0	0.2	0.0	1.4	0.2
Greater Accra	18.3	7.2	8.2	7.2	7.3	7.3	7.1	6.7	5.0	4.4	2.7	3.4	3.1	2.9	1.5	0.5	0.3	1.0	5.2	0.6
Volta	21.6	10.5	8.3	8.6	9.4	7.4	6.9	5.9	7.6	4.5	1.0	2.9	1.3	2.1	0.4	0.3	0.0	0.1	0.7	0.3
Eastern	23.5	10.2	7.9	9.0	7.8	7.1	5.6	5.5	6.0	5.2	0.8	3.0	2.3	1.6	0.3	0.2	0.3	1.3	1.7	0.5
Ashanti	22.4	8.4	7.0	7.9	7.6	6.8	7.3	6.2	6.0	5.9	1.5	2.9	3.0	2.3	0.3	0.6	0.5	0.5	2.3	0.5
Brong Ahafo	23.5	10.6	8.4	8.0	7.7	6.7	6.9	6.2	5.8	4.1	2.8	2.4	2.4	2.1	0.0	0.3	0.5	0.2	1.2	0.1
Northern	18.9	13.6	10.3	10.8	9.2	7.1	8.4	5.8	5.5	3.8	0.7	2.3	1.2	0.7	0.0	0.2	0.1	0.8	0.7	0.0
Upper East	17.4	13.5	10.3	10.5	9.6	7.9	6.7	4.9	7.0	5.8	1.6	1.9	1.3	0.1	0.0	0.4	0.0	0.0	0.7	0.0
Upper West	16.4	13.8	11.6	6.6	10.7	7.9	7.2	5.7	6.9	5.0	1.9	2.2	0.9	0.6	0.6	0.6	0.0	0.0	1.3	0.0
Ghana	21.0	10.4	8.6	8.7	8.2	7.4	6.9	6.2	6.1	5.0	1.5	2.6	2.2	1.8	0.3	0.3	0.3	0.5	1.7	0.3

3.3 *Type of School*

A little over seventy-five percent (75.1%) of respondents currently in school were attending public schools. Over ninety percent of respondents in Upper West and Upper East regions were attending public schools (95.6% and 90.6% respectively). Greater Accra region had the highest proportion of respondents attending private schools (58.9%).

Table 3.3: Type of school attending

Region	Type of School		
	Public	Private	Total
Western	71.1	28.9	100.0
Central	76.0	24.0	100.0
Gt. Accra	41.1	58.9	100.0
Volta	85.1	14.9	100.0
Eastern	73.4	26.6	100.0
Ashanti	68.6	31.4	100.0
Brong Ahafo	80.8	19.2	100.0
Northern	89.4	10.6	100.0
Upper East	90.6	9.4	100.0
Upper West	95.6	4.4	100.0
Ghana	75.1	24.9	100.0

3.4 *Distance from residence to school*

Regarding the respondents currently in school, a little over sixty percent (60.1%) were attending schools which were less than one kilometer from their place of residence while more than seventeen percent (17.3%) had their schools located at a distance between one and two kilometers. Respondents who were living five or more kilometers from their school constituted seven percent (Table 3.4).

In the Upper West region the proportion of respondents who were currently attending school and living between 100 meters and one kilometer from their schools was 62.4% whilst it was 62.0% in the case of Eastern region (Table 3.4). This is followed by the Northern region with 57.6% for the same indicator.

On the other hand, the Greater Accra region (12.5%) recorded the highest proportion of respondents living more than five kilometers from their school, while the Volta region

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(8.9%) recorded the highest proportion of those who had to travel between three and four kilometers to school.

Table 3.4: Distance from residence to school

Region	Distance (km)							Total
	<0.1	0.1-0.9	1.0-1.9	2.0-2.9	3.0-3.9	4.0-4.9	5+	
Western	6.7	48.1	18.3	6.0	6.9	4.3	9.6	100.0
Central	4.7	49.4	20.6	7.0	6.1	1.9	10.3	100.0
Greater Accra	9.4	50.4	13.7	6.0	4.8	3.2	12.5	100.0
Volta	4.3	44.3	21.7	11.2	8.9	4.7	4.9	100.0
Eastern	7.9	62.0	13.2	5.1	3.8	1.3	6.8	100.0
Ashanti	9.4	56.3	13.0	6.2	5.1	4.6	5.4	100.0
Brong Ahafo	10.2	52.9	18.3	6.0	4.1	3.4	5.0	100.0
Northern	4.8	57.6	18.7	4.6	8.0	1.2	5.0	100.0
Upper East	3.4	39.5	28.2	1.3	2.8	5.6	9.1	100.0
Upper West	5.2	62.4	15.7	9.8	2.3	2.3	2.3	100.0
Ghana	7.2	52.9	17.3	6.8	5.4	3.3	7.0	100.0

3.5 Means of Transport to and from School

Majority of respondents currently attending school (74.4%) went to school on foot, while others went by bicycle (6.7%), tro-tro (3.6%) or school bus (4.1%). Very small proportion went to school using metro mass transport and public taxi (0.2% and 2.5% respectively) as shown in Table 3.5.

Table 3.5: Means of transport to and from school

Mode of Transport	To (%)	From (%)
Boarding school	6.2	1.1
Individual public / taxi	0.6	0.6
Shared public (taxi)	1.9	1.8
Public (trotro)	3.6	3.9
Public (bus)	0.3	0.3
Bus (metro mass)	0.2	0.1
Train	0.0	0.0
Boat / Ferry / Canoe	0.3	0.3
School bus	4.1	4.4
Motorcycle	0.7	0.8
Private car	0.9	0.9
Bicycle	6.7	7.1
On foot	74.4	78.6
Other	0.1	0.0
Ghana	100.0	100.0

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The situation was similar for the return journey from school as a large majority (78.6%) walk back home from school. This was followed by the use of bicycle (7.1%) and school bus (4.4%). On regional basis the Upper West had the highest proportion (86.5%) of respondents who went to school on foot, followed by the Upper East and Northern regions (86.3% and 81.1% respectively) while the Greater Accra region recorded the lowest percentage of 63.7% (Table 3.6a).

A similar pattern was observed regarding the means of transport from school to residence with majority of the respondents returning home on foot (Table 3.6b). Apart from the majority of respondents going to and from school on foot, the following means of transport were recorded in descending order; bicycle (7.1%), school bus (4.4%), public trotro (3.9%), shared public taxi (1.8%) and private car (0.9%).

On regional basis, Upper West recorded the highest percentage 90.6% of students going to and from school on foot, with Greater Accra region indicating the lowest percentage of 69.5%.

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Table 3.6a: Means of transport to school (%)

Region	Boarding school	Individual public		Shared public		Public (trotro)	Public (bus)	Bus (metro mass)		Boat/ Ferry/ Canoe	School Bus	Motor cycle	Private car	Bicycle	On foot	Other	Total
		(taxi)	(taxi)	(taxi)	(taxi)			(metro mass)	(metro mass)								
Western	6.9	0.7	2.1	3.6	0.4	0.4	0.4	0.0	0.0	6.8	0.0	0.4	0.4	6.8	71.5	0.5	100.0
Central	4.2	0.0	5.1	1.0	0.2	0.2	0.0	0.0	0.0	2.4	0.2	1.4	1.4	12.2	73.1	0.0	100.0
Gt. Accra	9.2	1.4	2.3	15.3	0.4	0.0	0.0	0.0	0.0	3.9	0.4	2.4	2.4	1.0	63.7	0.1	100.0
Volta	2.2	1.2	1.9	0.6	0.9	0.6	3.5	1.3	2.6	0.0	0.4	0.0	0.0	9.5	76.0	0.0	100.0
Eastern	6.8	0.6	2.8	3.0	0.6	0.2	0.0	0.0	0.0	4.1	0.5	0.5	0.5	2.9	77.9	0.0	100.0
Ashanti	7.2	1.0	2.5	6.4	0.1	0.1	0.0	0.0	0.0	8.3	0.0	1.8	1.8	4.1	68.6	0.0	100.0
Brong- Ahafo	8.9	0.6	1.1	0.0	0.0	0.0	0.0	0.0	0.0	5.0	0.5	0.5	0.5	10.0	73.3	0.0	100.0
Northern	4.5	0.0	0.3	0.3	0.3	0.4	0.0	0.0	0.0	0.9	1.7	0.7	0.7	9.9	81.1	0.0	100.0
Upper East	3.0	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.8	0.3	0.3	9.4	86.3	0.0	100.0
Upper West	5.1	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	2.6	0.0	0.0	5.5	86.5	0.0	100.0
Ghana	6.2	0.6	1.9	3.6	0.3	0.2	0.3	0.3	0.7	4.1	0.7	0.9	0.9	6.7	74.4	0.1	100.0

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Table 3.6b: Means of transport from school (%)

Region	Boarding school	Individual Public taxi	Shared public taxi	Public (trotro)	Public (bus)	Bus (metro mass)	Boat/ferry/canoe	School bus	Motor cycle	Private car	Bicycle	On foot	Other	Total
Western	0.5	0.8	2.0	4.0	0.4	0.4	0.0	7.3	0.0	0.4	7.3	76.5	0.5	100.0
Central	1.1	0.0	5.3	1.1	0.2	0.2	0.0	2.4	0.2	1.1	12.8	75.6	0.0	100.0
Greater Accra	1.9	1.7	2.4	16.2	0.4	0.0	0.0	4.2	0.4	2.1	1.2	69.5	0.0	100.0
Volta	0.0	1.2	1.0	0.6	0.9	0.4	3.7	1.3	2.7	0.0	9.8	78.3	0.0	100.0
Eastern	2.3	0.5	2.7	3.2	0.7	0.2	0.0	4.4	0.5	0.7	3.1	81.7	0.0	100.0
Ashanti	1.3	0.8	2.3	7.3	0.1	0.0	0.0	9.2	0.0	1.8	4.3	73.0	0.0	100.0
Brong-Ahafo	1.1	0.6	1.3	0.0	0.0	0.0	0.0	5.4	0.6	0.6	10.9	79.6	0.0	100.0
Northern	1.2	0.0	0.3	0.3	0.3	0.1	0.0	0.9	1.7	0.7	10.4	84.2	0.0	100.0
Upper East	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.6	0.3	10.1	88.8	0.0	100.0
Upper West	0.7	0.0	0.0	0.3	0.0	0.0	0.0	0.0	2.7	0.0	5.7	90.6	0.0	100.0
Ghana	1.1	0.6	1.8	3.9	0.3	0.1	0.3	4.4	0.8	0.9	7.1	78.6	0.0	100.0

3.6 *Average waiting time (minutes) spent at station for transport to and from school*

Of those who went to school by public transport 78.7% spent less than 15 minutes before getting transport to school. A little over nineteen percent (19.1%) waited for between fifteen and forty minutes and about two percent spent more than forty minutes before getting transport to school. The Western (39.3%), Volta (25.0%) and Brong Ahafo (26.4%) regions had proportions of students who waited for between 15 and 40 minutes before getting transport to school.

Table 3.7: Distribution of waiting time to and from school

Region	Under 15 minutes		15 - 40 minutes		Over 40 minutes	
	To	From	To	From	To	From
Western	57.2	67.6	39.3	32.4	3.5	0.0
Central	91.1	87.9	9.0	12.1	0.0	0.0
Gt. Accra	79.4	73.9	17.4	22.5	3.3	3.6
Volta	75.0	86.5	25.0	11.8	0.0	1.7
Eastern	84.4	88.7	15.6	10.6	0.0	0.7
Ashanti	80.3	85.3	16.2	13.0	3.5	1.7
Brong-Ahafo	73.6	80.0	26.4	19.0	0.0	0.7
Northern	92.7	98.1	5.5	1.9	1.8	0.0
Upper East	100.0	100.0	0.0	0.0	0.0	0.0
Upper West	85.7	85.7	14.3	14.3	0.0	0.0
Ghana	78.7	82.0	19.1	16.5	2.2	1.5

The trend was similar for the return journey from school (Table 3.7). In the Northern and Upper East regions, almost all those attending school spent less than 15 minutes waiting for transport to and from school.

3.7 *Difficulties and main obstacles to and from school*

Almost thirty one percent (30.7%) of those going to school faced some difficulties (Table 3.8). On regional basis Upper East (53.3%), Volta (42.9%) and Greater Accra (40.2%) regions reported relatively high proportions of students who had some difficulty getting to school.

Table 3.8: Any difficulty getting to school

Region	Yes	No	Total
Western	25.4	74.6	100.0
Central	15.4	84.6	100.0
Gt. Accra	40.2	59.8	100.0
Volta	42.9	57.1	100.0
Eastern	27.7	71.9	100.0
Ashanti	34.5	65.5	100.0
Brong Ahafo	23.0	77.0	100.0
Northern	15.4	84.6	100.0
Upper East	53.3	46.7	100.0
Upper West	35.3	64.7	100.0
Ghana	30.7	69.3	100.0

The three main difficulties respondents faced in getting to school were bad roads during the wet season (36.6%), followed by bad roads in all seasons (22.9%) and long distances to school (10.7%) (Table 3.9).

Table 3.9: Main difficulties faced in going to school

Type of difficulties	Percentages
No access road	6.5
Bad roads (wet season)	36.6
Bad roads (dry season)	1.2
Bad roads (all seasons)	22.9
Difficulty getting vehicle	7.4
Long waiting time	4.0
Heavy traffic on road	5.8
Distance too long	10.7
Frequent breakdowns of vehicles	0.4
No money for transport	3.8
Other	0.7
Total	100.0

3.8 Same means of transport to and from school

A large majority of students (98.1%) indicated that they used the same means of transport to and from school (Table 3.10). This was the case in all regions. In the Volta region, 5.2% of respondents used different means of transport to and from school.

Table 3.10: Same transport to and from school

Region	Yes	No	Total
Western	97.5	2.5	100.0
Central	99.4	0.6	100.0
Gt. Accra	97.2	2.8	100.0
Volta	94.8	5.2	100.0
Eastern	98.6	1.3	100.0
Ashanti	99.2	0.8	100.0
Brong Ahafo	99.4	0.6	100.0
Northern	96.8	3.2	100.0
Upper East	98.7	1.3	100.0
Upper West	98.6	1.4	100.0
Ghana	98.1	1.9	100.0

3.9 School Attendance in the past

About sixty-five percent (64.5%) of respondents not currently in school indicated that they had once been in school. Table 3.11 shows that, more than sixty percent of respondents in all regions, except the three Northern regions mentioned that they had attended school in the past.

Table 3.11: School attendance in the past

Region	Attended school in the past		
	Yes	No	Total
Western	74.9	25.1	100.0
Central	73.7	26.3	100.0
Gt. Accra	88.2	11.8	100.0
Volta	63.7	36.3	100.0
Eastern	77.8	22.2	100.0
Ashanti	78.3	21.7	100.0
Brong Ahafo	64.6	35.4	100.0
Northern	24.4	75.6	100.0
Upper East	25.5	74.5	100.0
Upper West	28.4	71.6	100.0
Ghana	64.5	35.5	100.0

3.10 Reasons for not currently being in school

For respondents who were not currently attending school, 22.5% indicated that they had completed school, 21.7% were not interested in school, while 21.6% said they had nobody to look after them (Table 3.12). Other reasons given for not being in school included not being of school age (14.5%), marriage (8.7%), inaccessibility of school (1.2%) and pregnancy (1.2%). Less than one percent (0.9%) cited the reason that the school was far from the residence and 0.6% cited disability as the reason for not being in school currently.

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At the regional level, most respondents in the Upper West (51.4%) and Upper East (46.9%) regions gave their reason as not having anybody to look after them while in the Northern region almost percent twenty six (25.9%) were not in school because of marriage.

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Table 3.12: Reasons for not currently being in school

Region	School far from residence	No money to pick up vehicle	School not accessible	Nobody to look after me	Not interested	Completed	Disability	Marriage	Pregnancy	Not of school age	Learning	Other	Total
Western	0.8	0.0	8.8	18.9	17.4	24.7	0.7	3.8	1.2	20.6	3.0	0.3	100.0
Central	1.0	0.4	0.3	18.3	28.8	36.7	0.4	2.3	2.4	5.5	2.5	1.4	100.0
Gt. Accra	1.0	0.1	0.3	23.0	8.7	39.3	1.1	1.8	0.5	9.4	9.5	5.0	100.0
Volta	1.0	0.4	0.0	29.8	23.8	20.1	0.7	6.5	2.0	11.1	1.1	3.5	100.0
Eastern	0.8	0.2	0.5	28.9	16.5	22.9	1.1	12.6	1.6	8.7	2.5	3.7	100.0
Ashanti	1.3	0.1	0.6	11.0	27.9	23.1	0.3	7.5	1.5	19.3	5.5	1.7	100.0
Brong-Ahafo	1.3	0.0	0.2	4.3	30.7	28.6	0.6	2.8	1.0	25.9	2.3	2.2	100.0
Northern	0.2	0.2	0.2	22.7	26.7	5.9	0.1	25.9	0.9	7.3	2.6	7.4	100.0
Upper East	0.2	0.5	0.1	46.9	16.5	3.7	0.4	11.1	0.6	18.0	1.2	0.7	100.0
Upper West	0.8	0.2	1.1	51.4	8.9	6.9	1.1	9.2	0.0	18.6	1.4	0.6	100.0
Ghana	0.9	0.2	1.2	21.6	21.7	22.5	0.6	8.7	1.2	14.5	3.8	3.0	100.0

CHAPTER FOUR

HEALTH



CHAPTER FOUR

HEALTH

4.1 Introduction

Healthy citizens make a healthy nation, since there is a strong positive correlation between the health of the citizenry and the level of productivity and consequent development of a country. Indeed, accessibility plays a key role in healthcare delivery. Ghana has placed the provision of quality health care delivery (through the provision of quality healthcare facilities) high on their developmental agenda. However, provision of the health facilities alone without effective transport access may not bring about the realization of this noble dream. This chapter looks at respondent's health status and their access to healthcare delivery.

4.2 Health status in the last 4 weeks

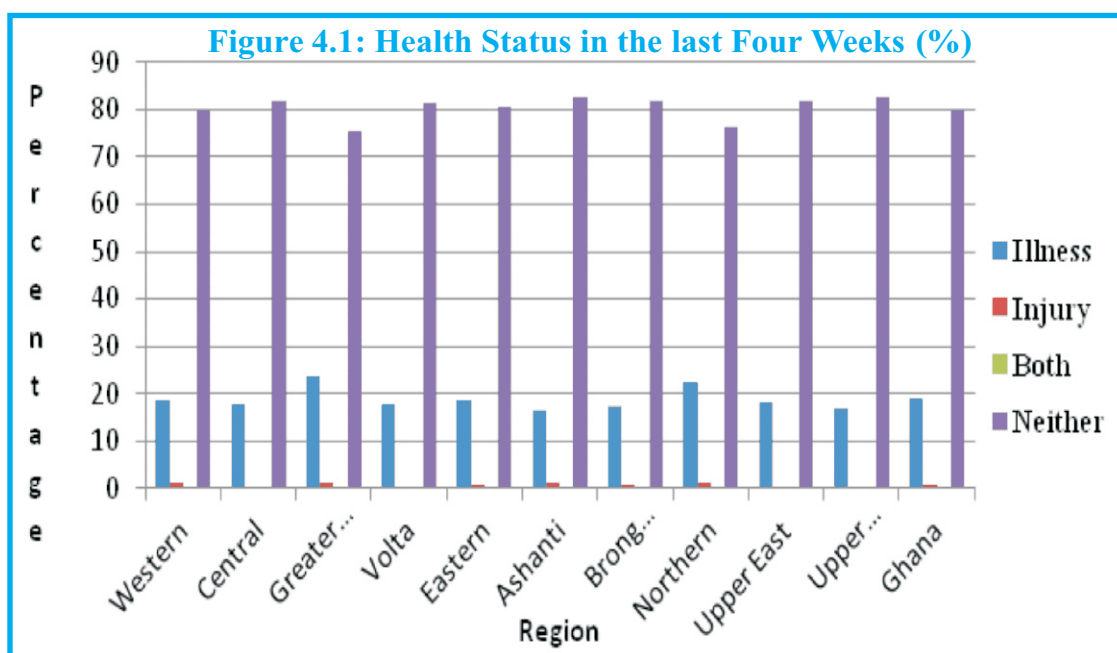
Four-fifth (80.1%) of the respondents were neither ill nor injured while about one-fifth (19.8%) did indicate that they were either ill or injured (Table 4.1).

The Greater Accra region (23.6%) had the highest proportion of respondents who indicated that they suffered an illness followed by the Northern region (22.4%) while Ashanti region (16.3%) recorded the lowest. Very low proportions of respondents reported suffering both an illness and an injury.

Table 4.1: Health status in the last 4 weeks (%)

Region	Suffered from illness or injury				Total
	Illness	Injury	Both	Neither	
Western	18.7	1.1	0.1	80.1	100.0
Central	17.6	0.5	0.1	81.8	100.0
Greater Accra	23.6	1.0	0.1	75.3	100.0
Volta	17.9	0.4	0.0	81.6	100.0
Eastern	18.5	0.7	0.1	80.7	100.0
Ashanti	16.3	1.1	0.0	82.6	100.0
Brong Ahafo	17.3	0.7	0.1	81.9	100.0
Northern	22.4	1.2	0.0	76.4	100.0
Upper East	18.0	0.2	0.0	81.8	100.0
Upper West	17.1	0.1	0.0	82.8	100.0
Ghana	19.0	0.8	0.1	80.1	100.0

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4.3 Visits to health facility

Almost ninety three percent (93.4%) of the respondents who were ill or injured reported visiting a health facility (Table 4.2). About 72.4% of the respondents visited established health facilities such as hospitals and maternity homes. Less than ten percent (6.5%) did not find it necessary to go for treatment. On the other hand, twenty percent (20.0%) preferred visiting a pharmacy or chemical shop.

Table 4.2: Visit to a Health facility by region

Region	Visit to a health facility							No	Other	Total
	Yes-Hospital	Yes-Clinic	Yes-Maternity home	Yes-Maternal & child health	Yes-Pharmacy	Yes-Chemical				
Western	42.5	33.1	0.2	0.0	3.2	10.8	10.1	0.0	100.0	
Central	46.2	30.4	0.0	0.0	3.3	17.6	2.2	0.4	100.0	
Gt. Accra	39.5	13.6	0.0	0.0	36.2	8.5	2.0	0.2	100.0	
Volta	38.4	38.7	0.0	0.9	2.9	12.0	6.9	0.3	100.0	
Eastern	46.4	31.5	0.6	0.0	6.9	6.9	7.9	0.0	100.0	
Ashanti	44.3	25.1	0.5	0.1	9.1	14.8	6.0	0.1	100.0	
Brong Ahafo	42.7	37.2	0.0	0.2	3.2	10.5	6.2	0.0	100.0	
Northern	43.3	34.1	1.2	1.3	0.4	8.6	11.0	0.1	100.0	
Upper East	71.8	15.6	0.0	0.3	1.4	1.7	9.2	0.0	100.0	
Upper West	61.9	23.8	0.0	0.0	0.0	1.6	12.7	0.0	100.0	
Ghana	44.3	27.5	0.3	0.3	10.6	10.4	6.5	0.1	100.0	

The regional distribution showed that the Upper East Region recorded the highest proportion (71.8 %) of those who visited the hospital while Volta Region had the lowest percentage

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(38.4%). On the other hand, the Volta Region recorded the highest proportion of persons (38.7%) who visited the clinic compared to Greater Accra Region which recorded 13.6%.

4.4 Reasons for choosing a particular health facility

More than half of the respondents in the Central (55.5%), Northern (55.0%) and the Upper West (54.0%) regions cited the availability of health personnel as influencing their decision to visit a health facility (Table 4.3).

The Western region recorded the highest percentage (60.4%) of those who visited a health facility during the period as a result of proximity while less than 40 percent of the respondents in the Central (37.1%), Volta (37.6%), Eastern (35.2%), Brong Ahafo (39.0%), Northern (31.6%) and the Upper West (38.0%) regions cited similar reason.

A negligible proportion cited good access roads (0.3%) and other reasons (1.8%) as influencing their decision to visit a health facility.

Table 4.3: Reasons for visiting a health facility by region

Region	Reason for visit					Total
	Availability of health personnel	Proximity	Cost of treatment reasonable	Good access road	Other	
Western	27.3	60.4	11.5	0.3	0.5	100.0
Central	55.5	37.1	6.6	0.8	0.0	100.0
Greater Accra	38.3	45.8	12.8	0.2	3.0	100.0
Volta	36.4	37.6	18.5	0.9	6.6	100.0
Eastern	49.0	35.2	14.9	0.2	0.7	100.0
Ashanti	39.4	47.0	12.0	0.1	1.5	100.0
Brong Ahafo	48.8	39.0	12.0	0.0	0.2	100.0
Northern	55.0	31.6	12.2	0.2	1.0	100.0
Upper East	44.9	44.9	6.4	0.0	3.8	100.0
Upper West	54.0	38.0	8.0	0.0	0.0	100.0
Ghana	43.2	42.5	12.2	0.3	1.8	100.0

4.5 Reasons for not visiting a health facility

Of those who were ill or injured but did not visit a health facility, more than three-fifth (64.1%) indicated that there was no need for them to visit a health facility (Table 4.4). More than

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three-quarters of the respondents in the Northern (75.6 %) and the Upper West (78.9 %) regions felt it was not important for them to consult a health provider.

Negligible proportions cited bad nature of roads (0.2 %) and non-reliability of transport (0.8 %) as their reasons for not visiting a health facility. The Brong Ahafo Region recorded about one-tenth (10.3 %) of the respondents who indicated that high cost of transport prevented them from seeking health care.

Table 4.4: Reasons for not visiting a health facility by region

Region	Reason for not visiting a health facility								Total
	Lack of means of transport	Distance too far	Health facility not accessible	Non reliability of transport	High cost of transport	Bad nature of road to health facility	No need	Other	
Western	0.0	7.0	31.6	1.8	5.3	0.0	49.1	5.3	100.0
Central	22.2	11.1	0.0	0.0	0.0	0.0	44.4	22.2	100.0
Greater Accra	11.8	0.0	0.0	0.0	0.0	0.0	58.8	29.4	100.0
Volta	13.9	0.0	0.0	2.8	0.0	0.0	61.1	22.2	100.0
Eastern	4.3	0.0	2.2	2.2	0.0	0.0	63.0	28.3	100.0
Ashanti	17.7	3.2	0.0	0.0	1.6	0.0	72.6	4.8	100.0
Brong Ahafo	3.4	13.8	0.0	0.0	10.3	0.0	65.5	6.9	100.0
Northern	2.6	1.3	0.0	0.0	6.4	1.3	75.6	12.8	100.0
Upper East	3.6	3.6	28.6	0.0	7.1	0.0	57.1	0.0	100.0
Upper West	5.3	0.0	5.3	0.0	0.0	0.0	78.9	10.5	100.0
Ghana	7.7	3.5	7.0	0.8	3.3	0.2	64.1	13.5	100.0

Regarding the inaccessibility of health facility, Western Region recorded the highest percentage (31.6 %) followed by the Upper East region (28.6%).

4.6. Distance to the health facility

More than seventy percent (73.0%) of the population nationwide travelled more than six kilometres in order to access a health facility (Table 4.5). Within the Greater Accra region a little less than half of the population (47.8%) travelled more than six kilometres to access a facility.

The Upper West region had the highest proportion (92.5%) of persons who covered more than 6 kilometres followed by the Northern Region (89.8 %).

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The Western (0.7%) and Brong Ahafo (0.7%) regions recorded less than one percent of those who travelled less than one kilometre to a health facility.

Table 4.5: Distance to the health facility

Region	Distance (km)							Total
	Less than 1.00	1.01-2.00	2.01-3.00	3.01-4.00	4.01-5.00	5.01-6.00	> 6	
Western	0.7	6.2	5.3	3.2	5.1	6.4	73.1	100.0
Central	1.5	4.0	5.1	7.0	2.2	6.2	74.0	100.0
Gt. Accra	1.1	15.8	10.8	10.0	5.9	8.7	47.8	100.0
Volta	2.1	2.4	0.6	2.4	0.6	2.7	89.1	100.0
Eastern	2.7	4.8	4.4	2.9	2.5	6.1	76.5	100.0
Ashanti	2.0	3.3	6.1	2.9	7.3	5.4	73.0	100.0
Brong Ahafo	0.7	3.5	4.2	3.0	5.4	4.4	78.7	100.0
Northern	1.5	1.9	1.5	2.3	0.3	2.7	89.8	100.0
Upper East	1.7	0.3	0.3	3.1	2.1	4.9	87.5	100.0
Upper West	3.3	0.8	0.0	1.7	0.0	1.7	92.5	100.0
Ghana	1.6	6.0	5.2	4.6	4.0	5.6	73.0	100.0

4.7 Main obstacles encountered visiting a health facility

Nearly one-fifth (19.4%) of the respondents cited long distance as the main obstacle encountered visiting a health facility (Table 4.6). Of those who complained about distance, Upper East Region had the highest percentage (31.9%) and the Greater Accra Region recorded the lowest percentage (10.2%).

Table 4.6: Main obstacle encountered in visiting health facility (%)

Region	Main obstacle being faced							Total	
	No access road	Bad roads	Difficulty getting vehicle	Long waiting time	Heavy traffic on the road	Distance too long	No money for transport		
Western	0.5	10.9	40.2	12.5	4.9	28.3	1.1	1.6	100.0
Central	3.1	16.8	19.8	29.8	2.3	18.3	9.9	0.0	100.0
Gt. Accra	2.0	21.4	12.2	18.9	28.1	10.2	2.6	4.6	100.0
Volta	1.0	20.7	29.3	18.2	1.0	16.2	7.6	6.1	100.0
Eastern	0.0	20.1	37.2	11.1	3.0	24.1	2.0	2.5	100.0
Ashanti	0.5	16.7	40.3	12.9	9.9	15.1	4.7	0.0	100.0
Brong Ahafo	0.0	9.8	64.1	9.2	0.0	16.3	0.7	0.0	100.0
Northern	5.1	32.0	22.4	3.7	0.4	26.5	9.6	0.4	100.0
Upper East	0.5	23.8	34.6	0.0	0.0	31.9	9.2	0.0	100.0
Upper West	1.2	19.8	50.0	3.5	0.0	19.8	5.8	0.0	100.0
Ghana	1.5	19.3	32.7	13.3	7.0	19.4	5.1	1.8	100.0

About one-fifth (19.3%) mentioned bad roads as the main obstacle they face visiting a health facility. Northern Region had more than a quarter (32.0%) of the respondents who mentioned bad roads while the Brong Ahafo Region had less than one-tenth (9.8%).

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Only 1.5% of the population mentioned no access road as the main obstacle faced visiting a health facility.

4.8 Means of transport to health facility

Near fifty eight percent of the respondents (57.6%) visited health facility on foot.(Table 4.7). The Central Region and the Northern Regions recorded the highest percentage (76.5%) and the lowest (29.4%) percentages respectively of those who travelled to the health facility on foot. An insignificant number (0.1%) visited the health facility by water, Metro Mass Bus and other means of transport.

Table 4.7: Means of transport to health facility

Region	Means of transport to health facility										Total
	Public (taxi-shared)	Public (taxi-indiv.)	Public (trotro)	Bus (Metro Mass)	Boat/ Ferry/ Canoe	Motor cycle	Private car	Bicycle	On foot	Other	
Western	13.7	11.5	0.7	0.0	0.0	1.0	0.7	0.5	71.9	0.0	100.0
Central	10.4	5.6	6.7	0.0	0.0	0.0	0.4	0.4	76.5	0.0	100.0
Greater Accra	19.8	13.7	2.5	0.0	0.0	1.6	3.6	0.7	58.0	0.2	100.0
Volta	10.5	2.6	11.4	0.3	0.7	25.8	0.3	0.7	47.7	0.0	100.0
Eastern	19.0	11.9	3.5	0.0	0.2	6.7	1.5	0.6	56.6	0.0	100.0
Ashanti	27.2	8.4	2.4	0.0	0.0	2.1	1.6	0.4	57.8	0.1	100.0
Brong Ahafo	13.8	2.9	2.1	0.0	0.0	5.2	1.7	4.3	70.1	0.0	100.0
Northern	7.7	1.3	1.3	0.3	0.0	34.0	2.3	23.7	29.4	0.0	100.0
Upper East	7.7	1.4	4.2	0.0	0.0	10.9	0.0	14.4	61.3	0.0	100.0
Upper West	8.5	0.0	3.4	0.0	0.0	38.5	0.0	11.1	38.5	0.0	100.0
Ghana	16.3	7.7	3.3	0.1	0.1	9.0	1.7	4.2	57.5	0.1	100.0

A higher proportion of the population patronized shared public taxi (16.3%) relative to those who travelled by trotro (3.4%). The percentage of those who visited the health facility by using trotro is relatively higher in the Volta Region (11.4%) than in the Western Region (0.7%).

4.9 Waiting time to a health facility

All the respondents (99.6%) spent less than one hour waiting at the station (Table 4.8). About seventy percent (68.4%) of the respondents spent less than one minute waiting at the station before getting vehicle to health facility. The Northern region (83.1%) had the highest

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proportion of those who spent less than one minute waiting for transport followed by the Upper East region (81.8%) while the Greater Accra region recorded the lowest (59.8%).

Table 4.8: Waiting time to a health facility (minutes)

Region	Waiting time to a health facility									Total
	<1	1-10	11-15	16-20	21-30	31-40	41-50	51-60	Over 60	
Western	73.2	1.3	0.9	2.2	6.5	0.4	15.6	0.0	0.0	100.0
Central	62.6	9.5	0.0	2.0	2.0	0.0	23.8	0.0	0.0	100.0
Greater Accra	59.8	2.6	1.1	2.6	1.1	1.1	31.6	0.0	0.0	100.0
Volta	74.4	0.8	0.8	1.6	0.0	0.0	22.4	0.0	0.0	100.0
Eastern	66.5	0.7	2.2	3.7	4.0	0.0	22.1	0.0	0.7	100.0
Ashanti	69.3	2.0	4.8	3.5	0.8	1.8	17.3	0.0	0.5	100.0
Brong Ahafo	77.3	1.7	0.6	3.5	0.0	0.0	15.7	0.0	1.2	100.0
Northern	83.1	0.0	0.0	1.3	0.0	0.0	14.3	0.0	1.3	100.0
Upper East	81.8	0.0	0.0	0.0	0.0	0.0	18.2	0.0	0.0	100.0
Upper West	75.0	0.0	0.0	0.0	0.0	0.0	16.7	8.3	0.0	100.0
Ghana	68.4	2.5	1.8	2.7	2.0	0.7	21.5	0.0	0.3	100.0

Only 0.3% of the population spent more than one hour waiting at the station before getting vehicle to the health facility. About one-fifth (21.5%) of the respondents spent between forty one and fifty minutes waiting at a station.

4.10 Travel time to a health facility

Nearly one-fifth (18.7%) of respondents spent less than one minute to travel to a health facility (Table 4.9). Also about sixty percent of respondents (59.5%) spent between one and five minutes travelling to a health facility while about eight percent (7.8%) spent between 6 and 10 minutes to reach a health facility.

Relatively higher proportions of respondents in the Brong Ahafo (0.2%) and Northern (0.5%) regions spent more than an hour to travel to a health facility.

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Table 4.9: Travel time to a health facility (minutes)

Region	Travel time to a health facility										Total
	<1	1-5	6-10	11-15	16-20	21-30	31-40	41-50	51-60	Over 60	
Western	18.0	60.9	8.2	7.4	3.4	1.4	0.5	0.2	0.0	0.0	100.0
Central	13.5	65.3	10.9	3.6	3.6	2.2	0.0	0.7	0.0	0.0	100.0
G. Accra	32.6	56.2	5.8	2.6	2.6	0.2	0.0	0.0	0.0	0.0	100.0
Volta	13.6	60.2	8.4	7.8	3.6	2.6	2.6	1.3	0.0	0.0	100.0
Eastern	17.3	60.1	9.6	7.1	4.4	1.2	0.0	0.4	0.0	0.0	100.0
Ashanti	17.7	59.4	6.3	9.3	1.8	2.5	2.1	0.6	0.3	0.0	100.0
Brong Ahafo	17.6	61.5	9.2	5.6	1.9	0.9	2.1	0.9	0.0	0.2	100.0
Northern	14.0	61.0	6.7	6.0	4.5	3.6	1.8	1.5	0.5	0.5	100.0
Upper East	2.5	54.3	8.6	16.1	2.5	6.8	4.3	4.6	0.4	0.0	100.0
Upper West	4.2	50.8	12.7	16.9	5.9	7.6	1.7	0.0	0.0	0.0	100.0
Ghana	18.7	59.5	7.8	6.7	3.1	2.0	1.2	0.8	0.1	0.1	100.0

4.11 Reliability of transport to health facility

More than three-fifth (60.3%) of respondents in urban areas had reliable transport to a health facility compared to 25.2 percent in rural areas.(Table 4.10) On the other hand, about one-quarter (26.0%) of the population in urban areas indicated that transport to health facilities was not reliable as against 32.1 percent in rural areas.

Table 4.10: Reliability of transport

		Locality		Ghana
		Urban	Rural	
How reliable is transport	Reliable	60.3	25.2	40
	Reliable sometimes	13.8	42.7	30.5
	Not reliable	26.0	32.1	29.5
	Total	100.0	100.0	100.0

4.12 Time of day transport is not available to health facility

Less than half (46.3%) of the population said transport was not available in the morning. More than three-quarter (77.7%) of the respondents in the urban centres reported it was difficult getting transport to health facility (Table 4.11) and this was about fifty-four percent (54.2%) higher than those residing in the rural areas (23.5%).

Table 4.11: Time of day transport is not available to a health facility

		Locality		
		Urban	Rural	Ghana
When is transport not available	Morning	77.7	23.5	46.3
	Afternoon	2.0	4.9	3.7
	Evening	10.8	56.5	37.2
	Night	0.1	0.3	0.2
	All day	9.4	14.8	12.5
	Always available	0.1	0.0	0.0
Total		100.0	100.0	100.0

4.13 Females who gave birth in the last 12 months

Females in the rural areas aged over 40 years recorded the highest percentage (29.6%) of births during the period followed by females between the age group 12 years and 20 years (28.9%) as indicated in Table 4.12. It could be seen that these percentages were slightly higher than their urban counterparts where females over 40 years had 28.0 percent births and those between the age group 12 years and 20 years also had 27.2 percent births during the same period.

Table 4.12: Females who gave birth in last 12 months

		Locality		
Age		Urban	Rural	Ghana
Females who gave birth over the past 12 months	12 - 20	27.2	28.9	28.2
	21-30	26.8	23.7	25.1
	31-40	18.0	17.8	17.9
	over 40	28.0	29.6	28.9
	Total	100.0	100.0	100.0

4.14 Place of birth of child

The proportion of women aged 12 years and older who gave birth during the 12 months preceding the interview was higher in rural areas (75.4%) than urban areas.

Majority (91.9%) of the births which occurred at home were in the rural areas (Table 4.13). Similarly, all births assisted by Traditional Birth Attendants (TBAs) took place in rural areas. In addition, more than eighty percent (84.7%) of respondents the rural areas reported delivering babies while on the way to a health facility.

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Table 4.13: Place of birth by locality

	Place of birth	Locality		
		Urban	Rural	Total
Where child was delivered	At home	8.1	91.9	100.0
	At home(TBA assisted)	0.0	100.0	100.0
	Hospital/clinic	71.1	29.0	100.0
	On way to health facility	15.3	84.7	100.0
	Other (e.g Maternity Home)	28.6	71.4	100.0
	Ghana		24.6	75.4

CHAPTER FIVE

ECONOMIC ACTIVITY



CHAPTER FIVE

ECONOMIC ACTIVITY

5.1 General Economic Activity

5.1.1 Introduction

This section which discusses the labour force module of the survey covers persons seven years and older. Persons who were engaged in some economic activity for pay, profit or family gain for at least one hour within the seven days preceding the interview were described as employed. On the other hand, those who did not work and were available for one were considered as unemployed. The two groups of people constituted the economically active population on which the analyses focus. Thus, the economically active population is the population which either engaged in or was available to be engaged in the production of goods and services in the country.

5.1.2 Current activity status

As expected, the activity rate of the 25-44 age group was the highest (48.3%) and that of the aged population (65 years and older) and children (7-14 years) were lower (5.8% and 4.8% respectively) as indicated in Table 5.1. This trend was observed in all regions, and also true for males and females as well as urban and rural dwellers. Three regions (Volta – 10.4%, Northern – 10.6% and Brong Ahafo – 10.8%) recorded relatively higher proportions of children engaged in economic activity. Children residing in rural areas were more likely than their urban counterparts to be engaged in some economic activity.

Table 5.1: Current activity rates of population 7 years and older by region, age, sex and locality

Characteristics	7-14	15-24	25-44	45-64	65+	Total
Region						
Western	0.5	15.3	51.8	26.5	5.8	100.0
Central	0.6	13.9	50.4	27.0	8.0	100.0
Greater Accra	1.3	14.2	60.0	22.0	2.5	100.0
Volta	10.4	18.8	39.9	23.5	7.4	100.0
Eastern	2.4	14.8	43.6	32.3	6.8	100.0
Ashanti	2.1	16.0	52.4	24.9	4.7	100.0
Brong Ahafo	10.8	20.7	42.7	20.1	5.7	100.0
Northern	10.6	21.7	44.2	18.4	5.1	100.0
Upper East	2.3	17.1	46.4	24.8	9.3	100.0
Upper West	1.3	13.0	51.7	27.0	7.0	100.0
Sex						
Male	5.5	16.9	47.1	24.3	6.3	100.0
Female	4.1	17.3	49.3	24.0	5.3	100.0
Residence						
Urban	2.2	15.5	53.7	24.5	4.1	100.0
Rural	6.4	18.0	45.0	23.9	6.7	100.0
Ghana	4.8	17.1	48.3	24.1	5.8	100.0

5.1.3 Employment status of employed persons 7 years and older

About two-thirds (67.6%) of the workforce were self-employed and most of them were without employees (Table 5.2). Employees constituted fourteen percent (14.0%) while apprentices formed about 13.6% of the workforce. Whereas males were more likely than females to be employees, females were more likely than males to be self-employed and apprentices. It is observed also that urban dwellers were more likely to be employees while those residing in rural areas were likely to be self-employed. The proportion of employees was relatively high in Greater Accra (25.5%) and Ashanti (19.3%). Also, the proportion of self-employed was highest in Northern region (72.6%).

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Table 5.2: Employment status of employed persons 7 years and older by region, sex and residence

Characteristics	Employee	Employer	Self-employed (with employees)	Self-employed (without employees)	Unpaid family worker	Apprentice	Other	Total
Region								
Western	14.9	1.4	5.8	65.1	3.6	6.4	2.9	100.0
Central	16.2	0.3	4.4	66.9	0.8	8.1	3.4	100.0
Greater Accra	25.5	6.9	10.1	49.7	0.3	4.1	3.4	100.0
Volta	9.7	0.7	10.7	59.1	0.9	18.9	0.1	100.0
Eastern	15.8	0.4	6.5	60.7	1.1	13.7	1.8	100.0
Ashanti	19.3	0.8	7.8	59.7	1.9	7.5	3.0	100.0
Brong Ahafo	10.4	1.0	7.0	62.1	0.8	16.7	2.1	100.0
Northern	4.7	0.7	4.1	68.5	0.4	19.5	2.2	100.0
Upper East	7.3	0.0	3.8	57.3	0.0	30.0	1.6	100.0
Upper West	9.9	0.0	4.1	57.6	0.0	27.7	0.6	100.0
Sex								
Male	19.6	1.8	7.8	55.5	1.3	12.0	2.0	100.0
Female	8.7	1.0	5.9	65.8	0.9	15.1	2.6	100.0
Residence								
Urban	24.7	2.8	9.3	52.3	1.0	6.7	3.1	100.0
Rural	7.5	0.5	5.3	66.0	1.2	17.7	1.8	100.0
Ghana	14.0	1.4	6.8	60.8	1.1	13.6	2.3	100.0

5.1.4 Means of transport to workplace

From their residence, majority (64.4%) of the workforce commuted to their workplace on foot (Table 5.3). The proportion of the employed who went to work on foot in the rural areas (73.9%) was higher than their urban counterparts (47.4%). Apart from walking, trotro (19.0%) and shared taxi (12.0%) were important means of transport in urban areas. In rural areas however, bicycle (11.2%) came second as important means of transport to the workplace. In both urban and rural areas, females were more likely than males to walk to the workplace.

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**Table 5.3: Means of transport from residence to workplace of the employed
by sex and locality**

Means of travel	Urban			Rural			Total		Ghana
	Male	Female	Total	Male	Female	Total	Male	Female	
Public (taxi shared)	12.3	11.6	12.0	4.0	3.4	3.7	6.9	6.3	6.7
Public (taxi-individual)	2.8	3.0	2.9	0.5	0.7	0.6	1.3	1.5	1.4
Vehicle (<i>trotro</i>)	21.7	16.2	19.0	5.7	5.2	5.4	11.4	9.1	10.3
Bus (Metro Mass)	0.4	0.4	0.4	0.2	0.1	0.2	0.3	0.2	0.2
Bus (public)	0.9	0.7	0.8	0.2	0.3	0.2	0.4	0.4	0.4
Train	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Company car/vehicle	0.1	0.1	0.1	1.9	0.6	1.3	1.3	0.4	0.9
Boat/ferry/canoe	3.5	0.7	2.1	0.9	0.2	0.6	1.8	0.4	1.1
Private car	7.9	3.4	5.7	1.0	0.2	0.6	3.5	1.4	2.5
Motorcycle	6.8	1.3	4.1	3.0	1.2	2.1	4.4	1.2	2.9
On foot	36.3	59.4	47.4	66.1	82.4	73.9	55.4	74.1	64.4
Bicycle	7.2	2.9	5.1	16.3	5.6	11.2	13.1	4.7	9.0
Other (specify)	0.3	0.4	0.3	0.2	0.1	0.2	0.2	0.2	0.2
Total	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0

5.1.5 Difficulties faced going to workplace

Workers whose work required travelling cited bad roads (51.6%) as the main challenge faced getting to the workplace. This was the main difficulty faced by both males and females and in all the regions.

Long distance (10.7%) was the next worrying situation and mainly reported by workers in Upper East (35.1%) and Upper West (26.4%) regions.

Whereas heavy traffic on the road was cited as the next challenge faced by respondents in Greater Accra (27.3%) and Ashanti (13.9%) regions, Northern (34.7%), Eastern (33.6%) and Volta (29.6%) complained about not having access road to their work place.

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Table 5.4: Main difficulties faced by the employed going to the workplace by region, sex and locality

	No access road	Bad roads	Difficulty getting vehicle	Long waiting time	Heavy traffic on road	Distance too long	No money for transport	Other	Total
Region									
Western	19.6	53.4	6.4	3.1	8.9	8.3	0.3	0.0	100.0
Central	22.0	22.0	10.6	10.6	12.1	22.0	0.8	0.0	100.0
Greater Accra	1.5	51.1	6.4	8.1	27.3	2.9	2.6	0.0	100.0
Volta	29.6	45.1	1.9	1.0	0.5	17.1	1.7	3.1	100.0
Eastern	33.6	55.9	1.2	1.7	3.8	2.9	0.0	0.9	100.0
Ashanti	11.5	46.5	10.8	6.3	13.9	10.4	0.6	0.0	100.0
Brong Ahafo	17.4	71.3	4.0	3.0	0.2	2.4	0.4	1.4	100.0
Northern	34.7	45.8	2.2	0.2	0.4	14.5	1.8	0.4	100.0
Upper East	6.0	54.2	3.0	0.6	0.6	35.1	0.6	0.0	100.0
Upper West	1.1	69.0	1.1	0.0	1.1	26.4	1.1	0.0	100.0
Male	19.4	50.0	5.0	4.1	9.8	9.9	1.0	0.8	100.0
Female	18.4	53.6	5.6	3.3	5.9	11.6	1.1	0.5	100.0
Ghana	18.9	51.6	5.3	3.7	8.0	10.7	1.1	0.7	100.0

5.1.6 Frequency of transport to workplace

Forty four percent (44%) of workers were likely to get vehicle to the workplace within 15 minutes (Table 5.5). About 15 percent of workers also reported that they were likely to get vehicle within 16 to 30 minutes. It was worrying to find that about one-quarter (25.3%) of the workers indicated that they had to wait for more than 60 minutes before getting transport to the workplace. Compared to urban workers, workers located in rural areas were more likely to wait for longer time before getting transport to work.

Table 5.5: Frequency of transport schedule by sex and locality

Time (minutes)	Urban			Rural			Total		Ghana
	Male	Female	Total	Male	Female	Total	Male	Female	
Less than 15	58.7	60.0	59.3	36.1	34.7	35.4	44.2	43.8	44.0
15 to less than 30	19.2	15.7	17.5	13.1	13.0	13.1	15.3	14.0	14.7
30 to less than 45	7.0	7.2	7.1	5.6	5.9	5.8	6.1	6.4	6.3
45 to less than 60	5.9	6.5	6.2	11.8	11.7	11.7	9.7	9.8	9.7
60 and above	9.2	10.7	9.9	33.4	34.7	34.0	24.7	26.0	25.3
Total	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0

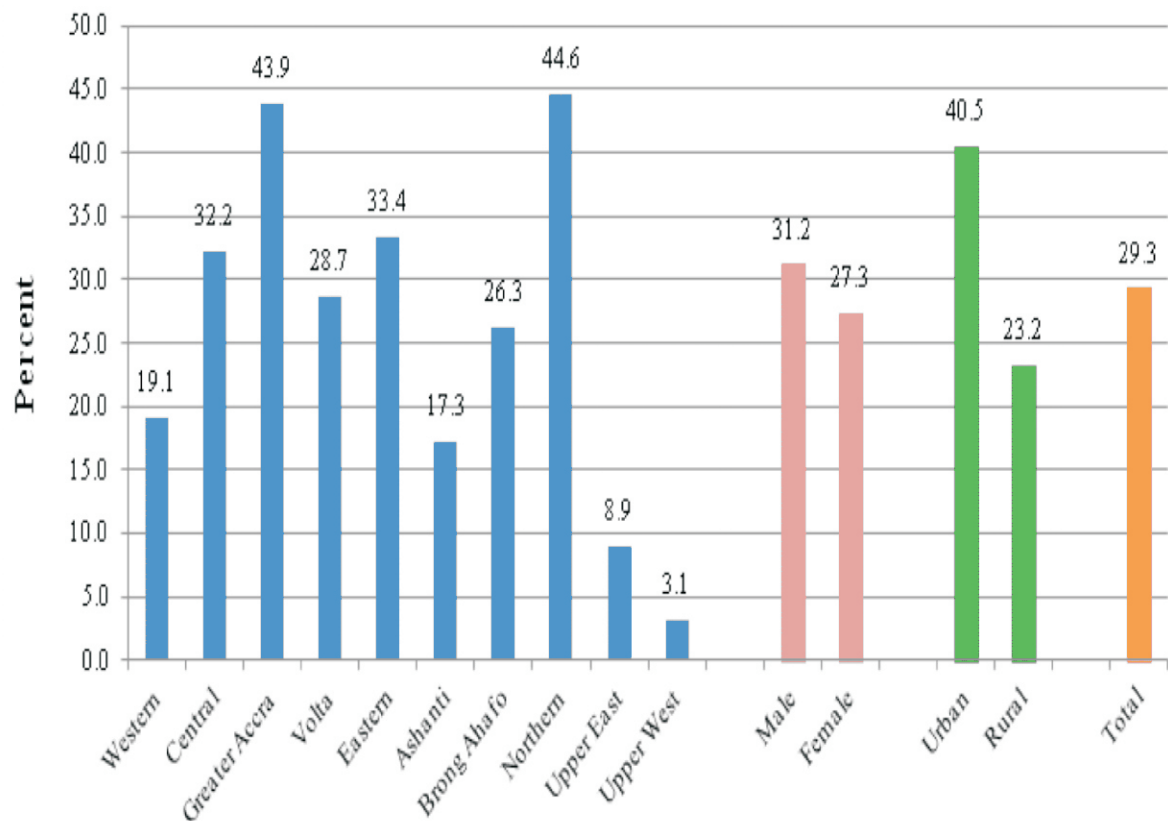
5.1.7 Availability of transport to workplace

On availability of transport, 29.3 percent of workers reported that transport was always available throughout the day (Figure 1). Urban dwellers (40.5%) and males (31.2%) were more likely to have access to transport throughout the day. Also, workers in Northern

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(44.6%) and Greater Accra (43.9%) were more likely while those in Upper West (3.1%) and Upper East (8.9%) were least likely to access transport throughout the day to the workplace.

Figure 5.1: Availability of transport throughout the day to workplace by region, sex and locality



More than two-fifth (43.6%) of workers reported that transport was not always available throughout the day while getting to the workplace (Table 5.6). This problem was more faced by workers in Upper East (73.1%) and Upper West (77.4%) regions. About one-fifth (20.1%) indicated that availability of transport was a problem in the morning while a fifth (22.2%) also mentioned that transport was not available to them in the night. More workers in rural areas (53.9%) indicated that transport was not available to them throughout the day but in the case of urban workers (43.1%), it was in the morning. Availability of transport in the morning was a challenge for workers in Greater Accra (69.3%) and Ashanti (40.0%) regions.

Table 5.6: Time of day transport is not available to workplace by region, sex and locality

Characteristics	Morning	Afternoon	Evening	Night	All day	Total
Region						
Western	9.5	13.8	14.6	49.1	12.9	100.0
Central	8.5	8.9	8.9	19.0	54.8	100.0
Greater Accra	69.3	13.7	3.0	3.3	10.7	100.0
Volta	14.7	6.3	3.9	50.3	24.9	100.0
Eastern	7.0	4.4	3.1	9.7	75.9	100.0
Ashanti	40.0	7.2	1.7	8.8	42.2	100.0
Brong Ahafo	15.6	18.1	7.5	12.5	46.4	100.0
Northern	2.9	5.7	3.2	33.0	55.3	100.0
Upper East	2.6	0.9	0.4	23.1	73.1	100.0
Upper West	1.3	0.0	1.3	20.0	77.4	100.0
Sex						
Male	20.2	9.0	4.9	22.4	43.5	100.0
Female	20.1	9.1	5.1	22.0	43.7	100.0
Residence						
Urban	43.1	9.8	5.2	22.3	19.6	100.0
Rural	10.3	8.7	4.9	22.1	53.9	100.0
Ghana	20.1	9.0	5.0	22.2	43.6	100.0

5.1.8 Reasons for not looking for work

Majority of the respondents did not actively look for other work because they were either satisfied with the work they were doing (46.7%) or were in full time education (40.7%) as detailed out in Table 5.7. Less than one percent (0.9%) of respondents cited reasons that related to transportation (i.e. long distance and inaccessibility). The Brong Ahafo region (2.0%) recorded a relatively high proportion of those who cited long distance to the workplace.

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Table 5.7: Reasons why people did not actively look for work by region, sex and locality

	Work available but distance too far	Workplace inaccessible	Sick/ Incapacitated	Full time student	Old age	Preferred work not available	Already working (satisfied)	Other	Total
Region									
Western	0.1	1.0	0.8	40.1	4.4	1.0	51.1	1.5	100.0
Central	0.0	0.1	0.9	38.8	6.1	0.8	51.6	1.7	100.0
Greater Accra	0.1	0.2	1.8	37.3	5.0	1.1	50.9	3.8	100.0
Volta	1.0	0.1	2.1	38.7	6.5	3.9	43.9	3.7	100.0
Eastern	0.0	0.1	2.3	39.2	4.7	2.3	48.1	3.3	100.0
Ashanti	1.5	0.2	1.0	43.0	5.1	5.3	41.0	2.9	100.0
Brong Ahafo	2.0	0.5	0.8	42.5	2.1	1.0	48.8	2.3	100.0
Northern	0.6	0.0	0.9	38.3	3.1	2.1	46.2	8.7	100.0
Upper East	0.1	0.0	0.8	45.1	3.9	1.1	46.4	2.5	100.0
Upper West	0.0	0.0	0.8	46.8	3.3	0.2	45.7	3.2	100.0
Sex									
Male	0.7	0.2	1.1	43.8	3.4	1.9	45.7	3.1	100.0
Female	0.7	0.2	1.4	37.8	5.4	2.8	47.6	4.2	100.0
Residence									
Urban	0.2	0.2	1.3	41.2	4.9	2.7	46.3	3.3	100.0
Rural	1.1	0.2	1.3	40.3	4.1	2.2	46.9	3.9	100.0
Ghana	0.7	0.2	1.3	40.7	4.4	2.4	46.7	3.7	100.0

5.1.9 Challenges faced looking for work

Asked about the main challenges they faced, majority of the people who actively looked for work mentioned inaccessibility (31.0%) and long distance (29.1%) to the workplace (Table 5.8). About sixty percent of job seekers in Northern and Volta and almost fifty percent of job seekers in Upper East and Upper West complained about long distance of the workplace. The main challenge faced by more than sixty percent of job seekers in Western and Central and fifty percent (50.2%) of job seekers in Greater Accra was inaccessibility of the workplace.

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Table 5.8: Main challenges faced by people actively looking for work by region

Region	Work available but distance too far	Work available but transport cost too high	Workplace inaccessible	Incapacitated	Sick/ student	Full time	Old age	Out of season	Retrenchment	Other	Total
Western	9.8	4.9	68.3	2.4	0.0	0.0	0.0	2.4	0.0	12.2	100.0
Central	16.7	8.3	61.7	3.3	3.3	0.0	0.0	0.0	0.0	6.7	100.0
Greater Accra	4.5	2.7	50.2	2.3	2.7	0.0	0.0	6.8	0.9	29.9	100.0
Volta	66.0	10.6	4.3	1.1	0.0	0.0	0.0	7.4	0.0	10.6	100.0
Eastern	9.4	3.1	28.1	2.1	5.2	1.0	1.0	8.3	2.1	40.6	100.0
Ashanti	15.7	4.5	33.1	2.2	2.8	2.2	2.2	6.2	2.2	30.9	100.0
Brong Ahafo	15.4	7.7	26.9	0.0	3.8	0.0	0.0	3.8	3.8	38.5	100.0
Northern	61.3	8.8	4.6	1.5	2.1	2.1	2.1	5.7	3.1	10.8	100.0
Upper East	50.0	15.5	25.9	1.7	0.0	0.0	0.0	3.4	0.0	3.4	100.0
Upper West	50.0	6.3	40.6	0.0	0.0	0.0	0.0	0.0	0.0	3.1	100.0
Ghana	29.1	6.4	31.0	1.9	2.3	0.9	0.9	5.6	1.5	21.3	100.0

5.2 Market Access for Agricultural Produce

5.2.1 Main reason for engaging in agriculture

Agriculture which contributed more than half to the nation's Gross Domestic Product (GDP) in the recent past has declined in contribution in the last few years. However, a significant proportion of the economically active population is still engaged in agricultural activities. Table 5.9 shows about half of respondents (50.8%) engaged in agricultural production were producing food crops for both domestic market and own consumption. Over 23.6 percent were producing food crops mainly for their own consumption, while less than a tenth (8.7%) were producing commercial crops mainly for export.

In the Western region, a little more than eighty percent (80.4%) of respondents were producing commercial crops for both export and domestic markets. On the contrary, within the Greater Accra (75.9%), Volta (78.1%) and Eastern (70.9%) regions, majority of the farmers were producing food crops for the domestic market as well as own consumption. Food crop farmers in the Upper East and Upper West (81.8% and 68.4% respectively) were producing crops mainly for their own consumption.

Table 5.9: Reason for engaging in agricultural activity

Region	Reasons							Other	Total
	Commercial crops mainly for export	Commercial crops for both export and domestic market	Food crops for export market	Food crops for domestic market	Food crops both for domestic market and own consumption	Food crops for own consumption			
Western	4.2	80.4	0.0	2.8	10.6	2.0	0.0	100.0	
Central	30.7	11.6	0.7	3.1	38.9	15.0	0.0	100.0	
Greater Accra	3.7	3.7	7.4	0.0	75.9	7.4	1.9	100.0	
Volta	5.6	1.8	0.0	3.9	78.1	10.4	0.2	100.0	
Eastern	9.5	9.6	1.3	2.5	70.9	6.2	0.0	100.0	
Ashanti	11.7	18.4	1.0	6.7	59.0	3.2	0.0	100.0	
Brong Ahafo	24.5	10.5	0.0	1.9	57.9	5.2	0.0	100.0	
Northern	0.3	0.2	0.0	0.9	62.2	36.4	0.0	100.0	
Upper East	0.0	0.7	0.0	1.6	15.9	81.8	0.0	100.0	
Upper West	0.0	0.0	0.0	0.0	31.6	68.4	0.0	100.0	
Ghana	8.7	13.9	0.4	2.7	50.8	23.6	0.0	100.0	

5.2.2 Main outlet for sale of farm produce

About one-third (31.3%) of respondents engaged in agricultural production sold their produce in markets outside the locality in which they undertook their agricultural activities (Table 5.10). More than one-quarter (26.9%) sold their produce in markets within their locality, with one-fifth (20.4%) selling the produce through a government agency.

Nearly half the total population of farmers (49.5%) in the Western region and forty-two percent (41.8%) of those in the Central region sold their produce through a government agency. In the Upper West region, majority of the farmers (81.2%) sold their produce in a market outside their locality.

Table 5.10: Main outlet for the sale of farm produce

Region	Type of outlet							NGO	Other	Total
	Government agency	Private company	Farm gate buyer	Co-operative society	Market outside this locality	Local market within locality				
Western	49.5	33.8	0.6	0.2	7.2	8.7	0.0	0.0	100.0	
Central	41.0	6.1	16.0	0.8	22.1	13.9	0.0	0.0	100.0	
Greater Accra	6.1	16.3	28.6	0.0	30.6	14.3	0.0	4.1	100.0	
Volta	6.8	0.8	16.2	0.2	34.9	39.9	0.0	1.2	100.0	
Eastern	15.8	4.2	9.4	0.2	48.3	21.0	0.0	1.2	100.0	
Ashanti	21.7	6.0	22.2	1.4	24.4	24.3	0.0	0.0	100.0	
Brong Ahafo	28.0	4.9	18.3	0.0	25.7	22.9	0.2	0.0	100.0	
Northern	1.2	0.0	8.1	0.0	42.8	45.5	0.0	2.4	100.0	
Upper East	2.0	2.0	2.0	0.0	36.0	58.0	0.0	0.0	100.0	
Upper West	0.0	0.0	0.0	0.0	81.2	18.8	0.0	0.0	100.0	
Ghana	20.4	7.4	12.9	0.4	31.3	26.9	0.0	0.7	100.0	

5.2.3 Distances travelled to the nearest market

About 31.6% of farmers travelled up to one kilometer to the nearest market whilst 32.0% travelled between 3 and 6 kilometres to the nearest market to sell their farm produce (Table 5.11). In the Upper West region 64.5% of farmers travelled between 3 and 6 kilometres to sell their produce compared to the Western and Central regions where only 13.3% and 20.2% respectively travelled that distance.

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On the contrary, about fifty five (55.4%) of farmers in the Western region and forty two (42.1%) in the Central region travelled less than one kilometer to sell their farm produce

Table 5.11: Distance travelled to the nearest market (%)

Region	Distance (Km)					Total
	0-1	1.1-2	2.1-3	3.1-6	6.1-10	
Western	55.4	19.5	11.7	13.3	0.0	100.0
Central	42.1	21.3	16.3	20.2	0.0	100.0
Greater Accra	27.3	21.2	6.1	42.4	3.0	100.0
Volta	23.6	19.2	17.3	39.9	0.0	100.0
Eastern	29.0	18.8	21.0	31.0	0.2	100.0
Ashanti	30.3	18.9	17.8	32.9	0.0	100.0
Brong Ahafo	30.7	18.9	13.3	37.1	0.0	100.0
Northern	22.7	19.2	20.1	38.0	0.0	100.0
Upper East	22.4	23.5	27.6	26.5	0.0	100.0
Upper West	1.3	10.5	23.7	64.5	0.0	100.0
Ghana	31.6	19.2	17.2	32.0	0.1	100.0

5.2.4 Any problems encountered in the sale of farm produce

More than half (55.5%) of persons engaged in agricultural production in the country indicated they faced difficulties in marketing their farm produce (Table 5.12). The Upper East (89.9%) and Upper West (82.4%) regions had the highest proportion of farmers who reported having a difficulty. On the other hand, high proportions of farmers in the Western (60.4%) and Central (67.6%) regions had no difficulty in marketing their farm produce. This could probably be due to the fact that the two regions produce commercial crops either mainly for export or for both export and the domestic market which were purchased by government agencies and private companies.

Table 5.12: Difficulty in marketing farm produce (%)

Region	Yes	No	Total
Western	39.6	60.4	100.0
Central	32.4	67.6	100.0
Greater Accra	53.1	46.9	100.0
Volta	67.0	33.0	100.0
Eastern	60.7	39.3	100.0
Ashanti	60.0	40.0	100.0
Brong Ahafo	57.1	42.9	100.0
Northern	47.7	52.3	100.0
Upper East	89.9	10.1	100.0
Upper West	82.4	17.6	100.0
Ghana	55.5	44.5	100.0

5.2.5 Difficulties encountered in the marketing of farm produce

Almost sixty percent (59.2%) of farmers, who indicated that they had difficulty marketing their farm produce cited bad roads as the main difficulty they faced (Table 5.13). Another 16.4% indicated that there were no access roads to enable them travel to market their farm produce, while 11.4% lacked a means of transport to market their produce.

In the Central region, about forty-six percent (45.8%) of persons engaged in agriculture had no access roads in their area of work. Most respondents in the Greater Accra (53.8%), Volta (53.3%), Eastern (67.9%) Ashanti (69.2%), Brong Ahafo (81.9%) and Upper West (58.6%) regions cited bad roads as the main difficulty faced in marketing their farm produce. In the Northern (12.5%) and Upper West (15.7%), non-reliability of transport was also a problem faced by farmers.

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Table 5.13: Main difficulty faced marketing farm produce (%)

Region	Difficulty faced						Total	
	No access road	Bad road	No means of transport	Transport cost high	Transport not reliable	Other		Not applicable
Western	24.0	40.8	14.3	11.2	9.7	0.0	0.0	100.0
Central	45.8	31.3	10.8	4.8	7.2	0.0	0.0	100.0
Greater Accra	23.1	53.8	15.4	3.8	3.8	0.0	0.0	100.0
Volta	24.3	53.3	3.0	7.2	7.5	3.9	0.9	100.0
Eastern	16.7	67.9	10.7	1.6	3.1	0.0	0.0	100.0
Ashanti	14.4	69.2	8.1	3.0	4.5	0.8	0.0	100.0
Brong Ahafo	10.0	81.9	0.6	2.9	4.3	0.3	0.0	100.0
Northern	11.1	39.6	25.3	11.5	12.5	0.0	0.0	100.0
Upper East	2.2	48.3	41.6	4.5	3.4	0.0	0.0	100.0
Upper West	1.4	58.6	22.9	1.4	15.7	0.0	0.0	100.0
Ghana	16.4	59.2	11.4	5.4	6.7	0.8	0.1	100.0

5.2.6 Condition of roads during rainy and dry season

Nearly fifty-three percent (52.6%) of farmers in the country indicated that the nearest roads in their areas were motorable with difficulty during the rainy season (Table 5.14). In the Brong Ahafo region, 57.6 percent reported that their roads were unmotorable during the rainy season while the proportion was 48.8% for the Ashanti region. Generally, the roads accessible to farmers in all the ten regions were only motorable with difficulty during the rainy season.

Table 5.14: Condition of nearest road during rainy season (%)

Region	Road Condition			Total
	Motorable	Motorable with difficulty	Unmotorable	
Western	13.2	62.9	23.9	100.0
Central	19.4	66.1	14.5	100.0
Greater Accra	9.2	77.8	13.0	100.0
Volta	25.5	62.6	11.9	100.0
Eastern	21.9	56.6	21.5	100.0
Ashanti	12.3	38.9	48.8	100.0
Brong Ahafo	18.7	23.8	57.6	100.0
Northern	21.0	55.3	23.7	100.0
Upper East	5.9	60.3	33.8	100.0
Upper West	15.7	64.2	20.1	100.0
Ghana	17.2	52.6	30.2	100.0

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Almost sixty percent (59.3%) of persons engaged in agricultural production indicated that the nearest road was motorable with difficulty during the dry season. The proportion of respondents alluding to this was higher in the Western (71.3%) and Greater Accra (75.9%) regions (Table 5.15). In the Upper West region, 58.6% of the respondents indicated that the roads were motorable during the dry season.

Table 5.15: Condition of nearest road during dry season (%)

Region	Road Condition			Total
	Motorable	Motorable with difficulty	Unmotorable	
Western	26.1	71.3	2.6	100.0
Central	28.7	63.7	7.6	100.0
Greater Accra	18.5	75.9	5.6	100.0
Volta	27.6	65.7	6.6	100.0
Eastern	32.9	60.4	6.7	100.0
Ashanti	17.4	69.7	12.9	100.0
Brong Ahafo	32.9	59.1	8.0	100.0
Northern	41.2	52.3	6.6	100.0
Upper East	42.0	47.3	10.6	100.0
Upper West	58.6	37.7	3.7	100.0
Ghana	33.1	59.3	7.6	100.0

CHAPTER SIX

GENERAL TRANSPORT SERVICES



CHAPTER SIX

GENERAL TRANSPORT SERVICES

This section focuses on the general use of transport by the population. Data was collected on the daily movement of people to and from work, school, hospital and other places using various modes of transport. It is divided into two parts; individual use of transport and use of transport by the entire household.

6.1 Individual Use of Transport

6.1.1 Limitations in travelling due to disability

Various forms of disability including loss of sight and the inability to walk without support, limit people from moving about freely or travelling.

A small proportion of respondents (2%) nationwide indicated that they were limited in travelling due to disability. At the regional level, the Volta region recorded the highest proportion of 4.8 percent followed by the Eastern region with 2.8 percent. The lowest incidence of inability to move about effectively due to disability occurred in the Western region (0.6%).

Table 6.1.: Proportion of persons limited in travelling due to disability (%)

Region	Limitation in travelling due to disability		Total
	Yes	No	
Western	0.6	99.4	100.0
Central	1.0	98.6	100.0
Greater Accra	2.5	97.5	100.0
Volta	4.8	95.2	100.0
Eastern	2.8	97.2	100.0
Ashanti	1.8	98.2	100.0
Brong Ahafo	1.4	98.5	100.0
Northern	1.4	98.5	100.0
Upper East	2.7	97.3	100.0
Upper West	1.5	98.5	100.0
Ghana	2.1	97.9	100.0

Of those who were limited in travelling due to disability, nearly half (46.9%) nationwide were physically challenged (needing wheelchairs and crutches to move about). A little over one-fifth (21.5%) suffered from visual impairment while about one-tenth (10.4%) suffered

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from hearing loss. The rest suffered from disabilities ranging from speech impairment to psychological problems.

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Table 6.2: Kind of disability (%)

Region	Sight (blind/ severe visual limitations)	Hearing (deaf, profoundly hard of hearing)	Communicating (speech impairment)	Physical(need wheel chairs, crutches or prothesis; limb or hands	Intellectual(seri ous difficulties in learning, mental retardation	Emotional (behavioural, psychology problems)	Other	Total
Western	20.0	10.0	0.0	60.0	0.0	0.0	10.0	100.0
Central	50.0	0.0	0.0	50.0	0.0	0.0	0.0	100.0
Greater Accra	5.4	24.3	5.4	43.2	5.4	13.5	2.7	100.0
Volta	24.1	5.6	3.7	48.1	9.3	3.7	5.6	100.0
Eastern	13.2	2.6	5.3	47.4	10.5	21.1	0.0	100.0
Ashanti	26.4	11.3	1.9	43.4	5.7	11.3	0.0	100.0
Brong Ahafo	30.0	0.0	5.0	40.0	10.0	15.0	0.0	100.0
Northern	25.9	29.6	0.0	29.6	14.8	0.0	0.0	100.0
Upper East	23.5	5.9	0.0	64.7	2.9	0.0	2.9	100.0
Upper West	22.2	0.0	11.1	55.6	0.0	11.1	0.0	100.0
Ghana	21.5	10.4	3.1	46.9	7.3	8.7	2.1	100.0

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6.1.2 Travel by bus

Nearly a quarter (24.8%) of all respondents surveyed had never travelled by bus. The figure was highest in the Upper East Region where a little over two-fifths (42.5%) of all respondents had never travelled by bus. This was followed by Upper West with 40.1 percent. The region with the highest percentage of respondents who had ever travelled by bus is Brong Ahafo (84.1%).

Table 6.3: Travel by bus (%)

Region	Ever travelled by bus		Total
	Yes	No	
Western	73.1	26.9	100.0
Central	76.4	23.6	100.0
Greater Accra	78.7	21.3	100.0
Volta	68.7	31.3	100.0
Eastern	69.7	30.3	100.0
Ashanti	80.5	19.5	100.0
Brong Ahafo	84.1	15.9	100.0
Northern	80.1	19.9	100.0
Upper East	57.5	42.5	100.0
Upper West	59.9	40.1	100.0
Ghana	75.2	24.8	100.0

6.1.3 Convenience of bus routes

Overall, fifty six percent (56.0%) of respondents who had travelled by bus before said that the bus routes were convenient to them. However, in the Greater Accra and Volta regions more than half (56.9% and 51.2% respectively) of respondents who had travelled by bus said the bus routes were inconvenient to them. In addition, 68.4% each of respondent in the Upper East and Upper West regions indicated that the bus routes were inconvenient to them.

Table 6.4: Convenience of bus routes (%)

Region	Convenience of bus routes		Total
	Yes	No	
Western	58.6	41.4	100.0
Central	62.1	37.9	100.0
Greater Accra	43.1	56.9	100.0
Volta	48.8	51.2	100.0
Eastern	54.9	45.1	100.0
Ashanti	61.4	38.6	100.0
Brong Ahafo	77.2	22.8	100.0
Northern	55.2	44.8	100.0
Upper East	31.6	68.4	100.0
Upper West	31.6	68.4	100.0
Ghana	56.0	44.0	100.0

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For those who indicated that the bus routes were not convenient, the major reasons assigned were “bad roads” (82.8%), “traffic jam” (6.1%) and the “final bus stop not close to destination” (5.5%) (Table 6.5). In the Greater Accra and Central regions, traffic jams were the second largest problems for commuters. In the Upper East, Upper West and Eastern regions, the second reason for the inconvenience of bus routes to travellers was that the final bus stop was far from their destination.

Table 6.5: Reasons for inconvenience of bus routes (%)

Region	Bad road	Traffic jam	Too long	Final bus stop not close to destination	Bus stop far away from home	Total
Western	65.7	2.7	3.0	0.4	28.2	100.0
Central	65.4	18.2	1.7	8.7	6.1	100.0
Greater Accra	78.2	19.3	0.3	1.8	0.2	100.0
Volta	95.9	1.7	0.0	0.4	1.3	100.0
Eastern	82.5	3.6	0.9	10.0	2.8	100.0
Ashanti	93.6	3.4	0.1	0.8	1.9	100.0
Brong Ahafo	93.4	0.0	0.3	0.8	5.6	100.0
Northern	91.6	2.1	1.8	2.7	1.8	100.0
Upper East	73.0	1.5	4.4	20.6	0.6	100.0
Upper West	60.7	3.2	2.8	33.2	0.0	100.0
Ghana	82.8	6.1	1.3	5.5	4.3	100.0

6.1.4 Satisfaction with conditions on the bus

Over four-fifths (82.1%) of respondents indicated that they were satisfied with the conditions on the buses they rode on (Table 6.6). Commuters in the Western Region (93.6%) were the most satisfied, while those in the Northern region were the least satisfied (60.3%). Rural people were less satisfied (81.8%) than urban dwellers (82.5%).

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Table 6.6: Satisfaction with conditions on the bus

Region	Yes	No	Total
Western	93.6	6.4	100.0
Central	89.3	10.7	100.0
Greater Accra	73.9	26.1	100.0
Volta	79.6	20.4	100.0
Eastern	87.5	12.5	100.0
Ashanti	88.8	11.2	100.0
Brong Ahafo	88.7	11.3	100.0
Northern	60.3	39.7	100.0
Upper East	69.5	30.5	100.0
Upper West	77.7	22.3	100.0
Locality			
Urban	82.5	17.5	100.0
Rural	81.8	18.2	100.0
Ghana	82.1	17.9	100.0

For those who indicated that they were not satisfied with the conditions on the buses, the reasons assigned were over loading (41.4%), uncomfortable seats (37.2%) and poor ventilation (15.2%) (Table 6.7). More respondents in the Northern region (25.9%) complained about poor ventilation, whereas those in Greater Accra (67.9%) and Central (53.5%) regions complained more about the seat not being comfortable

Table 6.7: Reason for dissatisfaction with conditions on bus by region, sex and locality

Region	Poor Ventilation	Seat Uncomf	Leaking roof	Smoking Engine	Over loading	Total
Western	17.3	23.5	1.2	2.5	55.6	100.0
Central	9.9	53.5	1.0	5.9	29.7	100.0
Greater Accra	9.3	67.9	0.7	4.1	18.0	100.0
Volta	19.5	31.0	11.9	8.6	29.0	100.0
Eastern	6.8	27.1	4.0	5.1	57.1	100.0
Ashanti	12.7	29.9	0.0	3.0	54.4	100.0
Brong Ahafo	6.7	19.1	0.0	1.0	73.2	100.0
Northern	25.9	24.3	1.6	2.7	45.5	100.0
Upper East	23.6	7.6	3.0	0.0	65.8	100.0
Upper West	12.7	26.6	0.0	17.7	43.0	100.0
Sex						
Male	17.5	34.4	2.4	4.2	41.5	100.0
Female	13.0	39.9	1.8	4.0	41.3	100.0
Urban/Rural						
Urban	12.9	47.3	0.7	3.5	35.6	100.0
Rural	16.9	29.5	3.2	4.6	45.9	100.0
Ghana	15.2	37.2	2.1	4.1	41.4	100.0

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6.1.5 Daily number of trips on foot

Almost three-quarters (75.3%) of respondents made up to ten trips a day on foot while 18.6% made 11-20 trips (Table 6.8). About 3.5% made 21-30 trips a day on foot. The proportion is highest in the Eastern region where 86.5% of residents make ten trips or less daily on foot. This is followed by Western region with 85.7%. In the Greater Accra region more than sixty percent (64.0%) of residents made ten trips or less on foot daily.

Table 6.8: Number of trips on foot (%)

Region	0-10	11-20	21-30	31-40	41-60	Over 60	Total
Western	85.7	11.4	1.6	0.8	0.4	0.1	100.0
Central	64.3	23.0	6.3	4.4	1.8	0.2	100.0
Greater Accra	64.0	22.8	6.2	2.9	3.4	0.7	100.0
Volta	66.1	26.9	4.8	1.1	1.1	0.0	100.0
Eastern	86.5	12.3	0.5	0.4	0.3	0.0	100.0
Ashanti	79.9	12.3	4.4	2.0	0.9	0.5	100.0
Brong Ahafo	79.9	17.6	1.6	0.3	0.3	0.3	100.0
Northern	67.0	26.2	5.1	1.2	0.5	0.0	100.0
Upper East	76.5	21.4	1.0	0.3	0.6	0.2	100.0
Upper West	76.5	22.5	1.0	0.0	0.0	0.0	100.0
Ghana	75.3	18.6	3.5	1.4	1.0	0.2	100.0

6.1.6 Number of trips on shared public transport (taxi)

During the seven (7) days preceding the survey, 89.4% of Ghanaian residents made up to 5 trips on shared taxi while about seven percent (7.4%) made between 6 and 10 trips as indicated in Table 6.9. In the Central region, almost six percent (5.8%) of respondents made between 11 and 20 trips on shared taxi during the seven days preceding the survey.

Table 6.9: Number of trips on shared taxi

Region	Up to 5	6-10	11-20	21-50	over 50	Total
Western	83.7	12.5	3.5	0.1	0.1	100.0
Central	79.8	14.3	5.8	0.1	0.0	100.0
Greater Accra	85.2	9.6	4.3	0.6	0.2	100.0
Volta	94.3	4.1	1.6	0.1	0.0	100.0
Eastern	89.7	8.2	1.9	0.1	0.0	100.0
Ashanti	86.3	9.2	4.1	0.3	0.0	100.0
Brong Ahafo	88.6	7.9	3.2	0.3	0.0	100.0
Northern	97.1	1.6	1.1	0.1	0.1	100.0
Upper East	99.4	0.2	0.4	0.0	0.0	100.0
Upper West	99.3	0.7	0.0	0.0	0.0	100.0
Ghana	89.4	7.4	2.9	0.2	0.1	100.0

6.1.7 Number of trips on shared public transport (tro-tro)

About ninety percent (90.2%) of commuters made up to 5 trips on tro-tro during the seven days preceding the survey with about 6.4% making 6 to 10 trips (Table 6.10). In the Ashanti region, 0.5% of residents made between 21 and 40 trips by tro-tro during the seven days preceding the survey. In the Upper East region, all the respondents (99.5%) made up to 5 trips on trotro during the seven days preceding the survey.

Table 6.10: Number of trips on tro-tro

Region	Up to 5	6-10	11-20	21-40	Total
Western	92.5	5.5	2.0	0.0	100.0
Central	92.5	6.3	1.1	0.1	100.0
Greater Accra	67.2	18.3	12.5	2.0	100.0
Volta	97.1	2.5	0.4	0.0	100.0
Eastern	94.4	4.9	0.7	0.0	100.0
Ashanti	82.5	11.4	5.6	0.5	100.0
Brong Ahafo	98.6	1.1	0.2	0.0	100.0
Northern	98.6	1.3	0.1	0.0	100.0
Upper East	99.5	0.4	0.1	0.0	100.0
Upper West	97.2	2.0	0.8	0.0	100.0
Ghana	90.2	6.4	3.1	0.3	100.0

6.1.8 Number of trips on shared public transport (Boat/Canoe/Ferry)

About 0.4% of commuters nationwide made less than 5 trips on shared boat during the week before the survey while 0.1% made between 6 and 10 trips. In the Greater Accra region, 0.1% made less than 5 trips on shared boat whilst 0.6% in the Eastern region made less than 5 trips during the seven days preceding the survey (Table 6.11). In the Volta region 2.7 percent of respondents made trips ranging from 6 to 10 by shared boat during the week preceding the survey.

Table 6.11: Number of trips on shared boat (%)

Region	< 1	1-5	6-10	11-20	21-30	Total
Western	99.8	0.2	0.0	0.0	0.0	100.0
Central	99.7	0.2	0.2	0.0	0.0	100.0
Greater Accra	99.8	0.1	0.0	0.0	0.0	100.0
Volta	95.0	2.1	2.5	0.4	0.0	100.0
Eastern	98.9	0.6	0.4	0.1	0.0	100.0
Ashanti	100.0	0.0	0.0	0.0	0.0	100.0
Brong Ahafo	99.5	0.4	0.0	0.0	0.0	100.0
Northern	98.7	1.2	0.1	0.0	0.0	100.0
Upper East	100.0	0.0	0.0	0.0	0.0	100.0
Upper West	100.0	0.0	0.0	0.0	0.0	100.0
Ghana	99.3	0.5	0.2	0.0	0.0	100.0

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6.1.9 Choice of residence of respondents

About thirty six percent (35.9%) of the respondents lived in towns, about one-third (31.9%) lived in sub-urban areas of cities and towns while five percent (4.5%) lived city in centres. It is also on record that nine percent (9.1%) lived along a major road and the same percentage living on farms (Table 6.12).

Nearly two-fifths (18.0%) of residents in the Greater Accra region lived in city centres and more than three-quarters (78.3%) of those in the Western region lived in towns.

Table 6.12: Choice of place of residence (%)

Region	City centre	Town	Sub-urban	Along a major road	On the farm	Near trans terminal	Other specify	Total
Western	3.8	78.3	13.1	4.1	0.4	0.3	0.0	100.0
Central	5.1	38.1	53.4	2.8	0.3	0.0	0.2	100.0
Greater Accra	18.0	27.9	46.5	5.8	0.3	0.4	1.3	100.0
Volta	1.0	35.5	30.9	3.3	1.1	0.1	28.1	100.0
Eastern	4.1	34.9	32.6	13.8	2.9	0.9	10.8	100.0
Ashanti	3.6	33.7	37.9	8.2	11.2	0.0	5.5	100.0
Brong Ahafo	3.7	37.3	25.8	12.3	18.1	0.0	2.7	100.0
Northern	0.5	23.3	25.2	24.9	5.7	0.0	20.3	100.0
Upper East	0.1	25.2	20.6	0.2	36.4	0.0	17.5	100.0
Upper West	0.5	18.0	25.4	1.5	39.0	0.0	15.6	100.0
Ghana	4.6	35.9	31.9	9.1	9.1	0.2	9.2	100.0

6.1.10 Reasons for choice of residence

Thirty six percent of respondents (48.4%) lived in their present place of residence because this was their family house (Table 6.13). Those who lived in their current place of residence due to marriage constituted 9.3 percent of the population. The phenomenon of living in a family house was more prominent in the Upper East (77.2%), Upper West (64.2%) and Ashanti (50.8%) regions. Only 7.7 percent of respondents chose a residence due to proximity to workplace, this proportion being relatively higher in the Eastern (12.0) and Brong Ahafo (15.8%) regions.

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Table 6.13: Reasons for choice of residence

Reason	Region										Ghana
	Western	Central	Greater Accra	Volta	Eastern	Ashanti	Brong Ahafo	Northern	Upper East	Upper West	
Proximity to workplace	6.6	7.0	6.1	9.2	12.0	7.9	15.8	3.1	0.7	3.3	7.7
Proximity to school	3.3	1.3	1.1	0.3	1.0	0.9	3.1	0.5	0.0	1.6	1.3
Proximity to market	0.3	0.0	0.4	0.1	0.0	0.2	0.2	0.4	0.6	0.5	0.3
Proximity to health facility	0.0	0.0	0.1	0.1	0.0	0.2	0.7	0.2	0.0	0.0	0.2
Proximity to access road	0.1	0.1	0.4	0.0	0.1	0.5	0.2	0.0	0.0	0.0	0.2
Proximity to water way	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0
Easy to get transport to town centre	0.5	0.1	10.0	0.0	0.2	1.3	0.3	0.1	0.0	0.0	1.6
Proximity to agricultural heart land	15.9	3.4	1.0	10.6	3.4	3.2	14.8	9.1	6.7	3.1	7.0
Proximity to transport station terminal	0.2	0.5	0.2	0.1	0.2	0.0	0.3	0.0	0.0	0.0	0.1
Family house	48.1	46.3	42.6	38.2	38.9	50.8	48.5	46.2	77.2	64.2	48.4
Cost of housing cheap	1.6	2.9	7.1	0.9	3.1	5.9	1.1	0.6	1.6	1.0	3.1
No alternative	15.6	32.8	23.9	26.1	27.7	22.2	4.8	22.7	7.1	16.7	20.4
Marriage	7.8	5.6	5.9	13.1	11.7	6.4	9.7	16.8	6.1	9.5	9.3
Other specify	0.0	0.0	1.2	1.3	1.7	0.5	0.4	0.3	0.0	0.1	0.4
Total	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0

6.1.11 Distance from house to the nearest transport terminal or boarding point

About 65.2% of respondents lived within 500 metres of a transport terminal or boarding point. About fourteen percent (13.8%) lived 0.6 - 1 kilometre away from a transport terminal or boarding point while 5.8% lived between one and two kilometres away (Table 6.14).

In the Greater Accra region, 83.2% of residents lived within 500 metres of a transport terminal or boarding point. Also 39.3% of residents in the Upper West region lived over five kilometres away from the nearest transport terminal or boarding point.

Table 6.14: Distance from residence to the nearest transport terminal or boarding point

Region	Distance (km)					Total
	< 0.5	0.6-1.0	1.1-2.0	2.1-5.0	>5	
Western	71.3	12.6	9.1	4.7	2.3	100.0
Central	75.2	8.8	5.3	1.9	8.8	100.0
Greater Accra	83.2	11.9	2.3	0.5	2.2	100.0
Volta	53.0	26.1	10.5	7.9	2.6	100.0
Eastern	82.9	5.9	1.5	5.8	3.8	100.0
Ashanti	73.7	12.1	1.9	6.2	6.1	100.0
Brong Ahafo	55.9	18.7	7.1	9.4	8.8	100.0
Northern	61.5	16.5	5.1	6.1	10.8	100.0
Upper East	23.4	15.9	15.6	23.8	21.3	100.0
Upper West	13.2	10.7	13.4	23.3	39.3	100.0
Ghana	65.2	13.8	5.8	7.3	7.9	100.0

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With regard to time taken to walk to the nearest terminal, over half of respondents (51.3%) lived within five minutes' walk. About one-fifth (20.3%) have to walk for 5 to 10 minutes to reach a transport terminal or boarding point (Table 6.15).

In the Eastern Region nearly two-thirds (66.5%) of respondents lived within 5 minutes' walk to the nearest terminal or boarding point while in the Upper East Region, nearly a quarter (24.4%) had to walk between thirty one minutes and one hour.

Table 6.15: Time taken to walk from residence to the nearest transport terminal or boarding point

Region	Time (minutes)						Total
	<5	5-10	11-15	16-20	21-30	31-60	
Western	50.1	24.1	8.8	5.8	8.0	3.2	100.0
Central	59.6	21.6	4.6	4.0	7.0	3.1	100.0
Greater Accra	52.2	26.3	11.9	4.4	3.7	1.5	100.0
Volta	54.0	18.3	6.5	5.3	9.0	6.9	100.0
Eastern	66.5	18.7	4.9	4.9	2.2	2.9	100.0
Ashanti	54.9	20.3	6.4	7.6	6.9	4.0	100.0
Brong Ahafo	43.5	23.0	9.0	8.1	8.2	8.2	100.0
Northern	55.9	19.0	7.6	4.9	8.1	4.5	100.0
Upper East	21.6	11.9	7.2	9.7	25.2	24.4	100.0
Upper West	24.1	10.2	9.7	9.8	22.6	23.6	100.0
Ghana	51.3	20.3	7.6	6.3	8.3	6.2	100.0

6.1.12 Satisfaction with transport availability

About forty six percent (45.9%) of respondents indicated their satisfaction with the level of transport availability in their neighborhoods (Table 6.16). The Brong Ahafo region (63.2%) had the highest proportion of respondents who were satisfied with the level of transport availability. On the other hand, 83.9% of respondents in the Upper East and a little over four-fifths (80.8%) in the Upper West region were not satisfied with the level of transport availability.

Table 6.16: Satisfaction with transport availability

Are you satisfied with transport availability?			
Region	Yes	No	Total
Western	47.2	52.8	100.0
Central	62.4	37.6	100.0
Greater Accra	53.8	46.2	100.0
Volta	36.6	63.4	100.0
Eastern	47.2	52.8	100.0
Ashanti	47.4	52.6	100.0
Brong Ahafo	63.2	36.8	100.0
Northern	40.6	59.2	100.0
Upper East	16.0	83.9	100.0
Upper West	19.2	80.8	100.0
Ghana	45.9	54.1	100.0

The reasons assigned for non-satisfaction included long delays (52.6%) and unpredictable schedules (45.9%). The Western region recorded the highest proportion of respondents (70.6%) who cited long delays. In the Northern region, the major problem was unpredictable schedules and these constituted about fifty eight percent (57.5%).

Table 6.17: Reason for non-satisfaction with transport availability

Region	Long delays	Unpredictable schedule	Other	Total
Western	70.6	27.6	1.8	100.0
Central	57.7	42.3	0.0	100.0
Greater Accra	53.3	44.1	2.6	100.0
Volta	32.5	65.1	2.4	100.0
Eastern	62.7	36.4	0.8	100.0
Ashanti	54.2	43.8	2.0	100.0
Brong Ahafo	44.1	54.1	1.8	100.0
Northern	41.0	57.5	1.5	100.0
Upper East	56.0	44.0	0.0	100.0
Upper West	60.4	39.6	0.0	100.0
Ghana	52.6	45.9	1.5	100.0

6.1.13 Frequency of transport schedules

One-third (33%) of respondents reported that they got a means of transport at a boarding point after waiting for 1 to 15 minutes (Table 6.18). Nearly one-fifth (19.9%) waited for 16 minutes to 30 minutes and also a little over one-fifth (21.9%) waited for more than an hour before a means of transport arrived at the boarding point.

A relatively high proportion of respondents in the Upper West (65.6%) and Upper East (66.0%) reported they had to wait for more than an hour before a means of transport arrived.

Table 6.18: Frequency of transport schedules (%)

Region	Frequency(minutes)					Total
	1-15	16-30	31-45	46-60	>60	
Western	36.6	17.5	6.9	20.4	18.7	100.0
Central	44.7	22.8	12.3	11.5	8.7	100.0
Greater Accra	55.9	27.1	4.7	7.5	4.7	100.0
Volta	24.4	19.6	12.8	22.0	21.2	100.0
Eastern	38.0	17.0	6.4	15.0	23.7	100.0
Ashanti	37.7	19.9	15.6	11.3	15.5	100.0
Brong Ahafo	35.0	29.6	11.9	8.9	14.5	100.0
Northern	21.1	18.8	11.3	22.3	26.5	100.0
Upper East	1.4	8.6	9.4	14.6	66.0	100.0
Upper West	0.0	2.3	3.8	28.4	65.6	100.0
Ghana	33.0	19.9	10.3	14.9	21.9	100.0

6.2 Household Access to and Use of Transport

This section of the questionnaire seeks to get collective response to questions pertaining to households, their movement and transport problems encountered in their daily activities.

6.2.1 Walking time to the nearest bus stop

About fifty-four percent (54.2%) of people who patronized bus services spent ten minutes or less to walk to the nearest bus stop to board transport to their desired destination while less than one-fifth (16.7%) spent more than one hour (Table 6.19). Majority of bus commuters in the Greater Accra (80.6%), Eastern (66.5%) and Brong Ahafo (60.4%) regions spent ten minutes or less to walked to the nearest bus stop

On the contrary, relatively large proportions of commuters in the Upper West (58.7%) and Upper East (46.9%) walked more than one hour to the nearest bus stop.

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Table 6.19: Walking time to the nearest bus stop

Region	Time spent in Minutes							Total
	Less than 10	10 to less than 20	20 to less than 30	30 to less than 40	40 to less than 60	60 and above	Don't know	
Western	36.2	10.9	6.6	3.6	7.3	25.5	10.0	100.0
Central	56.2	14.3	5.4	6.9	6.9	7.5	2.8	100.0
Greater Accra	80.6	13.5	4.3	1.3	0.1	0.0	0.1	100.0
Volta	42.7	14.0	8.5	5.1	6.6	16.2	6.9	100.0
Eastern	66.5	10.4	1.7	1.6	2.7	8.9	8.2	100.0
Ashanti	56.8	12.8	4.4	1.9	3.3	12.4	8.4	100.0
Brong Ahafo	60.4	10.6	3.5	2.1	2.9	15.1	5.3	100.0
Northern	58.5	6.5	4.7	2.5	3.8	18.6	5.4	100.0
Upper East	19.5	14.1	7.2	5.5	6.8	46.9	0.0	100.0
Upper West	12.5	13.6	9.0	1.3	4.9	58.7	0.0	100.0
National	54.2	11.7	5.0	2.9	4.0	16.7	5.5	100.0

6.2.2 Walking time to the nearest train station

About nineteen percent (18.6%) of respondents reported that they spent more than one hour to walk to the nearest train station. Only 3.2 percent lived within 10 minutes' walk to the nearest train station.

Within the Greater Accra region, nearly forty percent (39.8%) of respondents walked more than one hour to reach the nearest train station whereas about twenty five percent (24.8%) in the Central region spent the same time to walk to the nearest train station. The Eastern region had the highest proportion (7.1%) of the population who live within 10 minutes walking time to the nearest railway station.

Table 6.20: Walking time to the nearest train station

Region	Time spent in Minutes						Don't know	Total
	0.0-10.5	10.5-20.0	20.5-30.0	30.5-40.0	40.5-60.0	>60		
Western	1.2	0.3	0.9	3.1	2.2	12.4	79.9	100.0
Central	0.4	2.0	3.1	6.1	4.9	24.8	58.7	100.0
Greater Accra	3.5	1.6	3.3	9.1	10.9	39.8	31.9	100.0
Volta	NA	NA	NA	NA	NA	NA	NA	NA
Eastern	7.1	3.3	3.1	2.3	1.9	7.0	75.3	100.0
Ashanti	4.0	0.8	1.7	1.2	1.5	8.9	81.9	100.0
Brong Ahafo	NA	NA	NA	NA	NA	NA	NA	NA
Northern	NA	NA	NA	NA	NA	NA	NA	NA
Upper East	NA	NA	NA	NA	NA	NA	NA	NA
Upper West	NA	NA	NA	NA	NA	NA	NA	NA
Ghana	3.2	1.6	2.4	4.4	4.3	18.6	65.5	100.0

6.2.3 Walking time to the nearest ferry/canoe landing site

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About sixteen percent (15.6%) of the population had to walk more than one hour to reach the nearest ferry or canoe landing site, as indicated in Table 6.21. Relatively high proportions of the population in the Volta (20.3%) and Eastern (16.7%) regions lived within less than 11 minutes' walking time from a ferry or canoe landing site. In the Upper West Region, more than half (57.7%) and over one-third in the Upper East and Greater Accra regions (35.3% and 33.7% respectively) had to walk more than one hour to the nearest ferry or canoe landing site.

Table 6.21: Walking time to the nearest ferry/canoe landing site

Region	Time spent in Minutes						Don't know	Total
	Less than 10	10 to less than 20	20 to less than 30	30 to less than 40	40 to less than 60	60 and above		
Western	1.5	1.4	0.2	2.3	2.0	10.0	82.6	100.0
Central	3.7	5.0	1.9	1.9	3.7	30.9	52.8	100.0
Greater Accra	3.3	4.4	3.3	1.8	2.3	33.7	51.1	100.0
Volta	20.3	8.4	8.2	6.7	6.5	4.7	45.2	100.0
Eastern	16.7	2.5	0.0	0.7	0.8	8.60	70.6	100.0
Ashanti	1.3	0.2	0.4	0.0	0.0	2.5	95.6	100.0
Brong Ahafo	2.5	0.7	0.0	0.0	0.0	10.8	86.0	100.0
Northern	3.5	0.3	0.2	0.9	1.2	17.5	76.4	100.0
Upper East	0.0	0.8	0.0	0.0	2.2	35.3	61.6	100.0
Upper West	0.0	0.0	0.0	0.0	0.0	57.7	42.3	100.0
Ghana	4.4	1.9	1.1	1.1	1.4	15.5	74.6	100.0

6.2.4 Walking time to the nearest taxi rank

Nearly forty-four percent of the population who patronized the services of a taxi walked less than 11 minutes to reach the nearest taxi rank (Table 6.22). About nineteen percent (18.9%) spent more than one hour to walk to the nearest taxi rank. In the Upper West region, more than two-thirds (68.4%) of the population walked more than one hour to get to the nearest taxi rank. The regions in which majority of the population lived within easy reach of a taxi rank are Central (66.5%), Western (61.6%) and Greater Accra ((57.2%).

Table 6.22: Walking time to the nearest taxi rank

Region	Time spent in Minutes						Don't know	Total
	0.0-10.5	10.5-20.0	20.5-30.0	30.5-40.0	40.5-60.0	>60		
Western	61.6	11.9	6.9	3.4	6.5	6.5	3.2	100.0
Central	66.5	16.7	5.7	2.3	2.3	3.9	2.5	100.0
Greater Accra	57.2	25.7	10.4	2.9	0.8	0.9	2.0	100.0
Volta	28.6	12.3	8.2	1.9	6.3	17.0	25.6	100.0
Eastern	47.1	13.8	2.5	2.9	4.9	17.2	11.6	100.0
Ashanti	47.0	12.2	6.3	4.0	4.5	15.5	10.4	100.0
Brong Ahafo	53.6	12.7	5.2	3.1	3.9	20.4	1.2	100.0
Northern	20.0	5.6	5.3	1.9	2.7	32.3	32.2	100.0
Upper East	14.3	9.5	6.1	6.5	3.7	56.0	3.8	100.0
Upper West	4.7	3.9	5.1	2.6	5.9	68.4	9.4	100.0
Ghana	43.8	13.1	6.2	3.2	4.0	18.9	10.7	100.0

6.2.5 Mode of transport to food shop

More than four-fifths (83.7%) of households went to food shops on foot. Almost four in hundred (3.6%) went to food shop by means of taxi or bicycle, while 3.2% went by means of trotro (Table 6.23). Less than two percent of households (1.9%) went to food shops on motorcycle. On regional basis, six regions reported percentages of people going on foot to food shops higher than the national average (83.7); with Central region recording the highest percentage of 95.9 percent, followed by Greater Accra (93.3%), Ashanti (91.7%), Eastern (86.5%), Western (85.7%) and Upper East (83.9%) regions.

The high percentage of households walking to food shops might be due to the proximity of markets and food vendors to their places of residence.

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Table 6.23: Mode of transport to food shop

Region	Public (taxi)	Public (trotro)	Bus (metro mass)	Bus (public)	Boat/ ferry/ canoe	Motor cycle	Private car	Bicycle	On foot	Don't need to go there	Other specify	Total
Western	7.1	2.6	0.3	0.0	0.0	0.0	0.0	0.1	85.7	4.1	0.3	100.0
Central	2.6	0.0	0.2	0.0	0.0	0.0	0.0	0.0	95.9	0.2	1.0	100.0
Greater Accra	1.7	3.1	0.2	0.0	0.0	0.0	0.8	0.0	93.3	0.8	0.0	100.0
Volta	9.7	8.8	0.0	2.1	7.0	11.1	0.2	1.4	58.1	1.5	0.0	100.0
Eastern	3.4	6.4	0.0	0.0	0.0	0.0	1.2	0.0	86.5	2.0	0.5	100.0
Ashanti	1.2	1.3	0.0	1.1	0.0	0.7	0.3	1.1	91.7	2.4	0.0	100.0
Brong Ahafo	8.9	4.1	0.0	0.2	0.0	0.7	0.3	3.0	82.9	0.0	0.0	100.0
Northern	1.7	1.5	0.7	0.6	0.6	3.6	0.5	13.4	71.1	6.1	0.2	100.0
Upper East	0.0	1.2	0.0	0.0	1.2	1.5	0.0	11.7	83.9	0.5	0.0	100.0
Upper West	0.0	4.9	0.0	0.0	0.0	7.8	0.2	13.6	72.4	1.1	0.0	100.0
Ghana	3.6	3.2	0.1	0.5	0.7	1.9	0.4	3.6	83.6	2.2	0.2	100.0

The distribution of the use of different modes of transport by households to shops other than food shops follows a similar pattern with majority of households (84.2%) walking to these places (Table 6.24). Other means of transport used by households were trotro (4.6%), taxi (3.5%), bicycle (3.3%) and private car (0.5%).

Table 6.24: Mode of transport to the nearest other shop (%)

Region	Public (Taxi)	Public (trotro)	Bus (metro mass)	Bus (public)	Boat / ferry/ canoe	Motor cycle	Private car	Bicycle	On foot	Don't need to go there	Other (specify)	Total
Central	3.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	95.7	0.0	1.0	100.0
Greater Accra	3.3	15.8	0.2	0.0	0.0	0.4	1.3	0.2	78.2	0.7	0.0	100.0
Volta	9.5	10.3	0.0	2.2	7.0	10.7	0.2	1.4	57.1	1.5	0.0	100.0
Eastern	2.6	6.6	0.0	0.0	0.0	0.0	1.4	0.1	88.3	0.5	0.5	100.0
Ashanti	0.6	0.4	0.0	0.0	0.0	0.8	0.2	1.2	95.8	1.0	0.0	100.0
Brong Ahafo	6.7	4.3	0.0	0.2	0.0	0.7	0.3	2.3	85.3	0.3	0.0	100.0
Northern	1.7	1.5	0.5	0.6	0.3	2.0	0.7	12.7	77.9	2.0	0.2	100.0
Upper East	0.3	1.2	0.0	0.0	1.2	1.5	0.0	11.7	83.6	0.5	0.0	100.0
Upper West	0.0	4.7	0.0	0.0	0.0	7.6	0.2	9.2	77.2	1.1	0.0	100.0
Ghana	3.5	4.6	0.1	0.3	0.7	1.7	0.5	3.3	84.2	0.9	0.2	100.0

6.2.6 Means of transport to a traditional healer

Nearly half (48.4%) of households reported they did not need to go to traditional healers, while 42.4% travelled on foot to see the nearest traditional healer (Table 6.25). This situation was prominent in the three northern regions where very high proportions of households in the Upper East (77.3%), Upper West (65%) and Northern (64%) regions visited the nearest

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traditional healers on foot. In the Western and Greater Accra regions, 72.0% and 69.9% of households respectively did not see the need to go to a traditional healer.

Table 6.25: Mode of transport to the nearest Traditional Healer (%)

Region	Public (Taxi)	Public (trotro)	Bus (metro mass)	Bus (public)	Boat / ferry/ canoe	Motor cycle	Private car	Bicycle	On foot	Don't need to go there	Other (specify)	Total
Western	3.0	1.5	0.1	0.0	0.0	0.0	0.0	0.4	22.5	72.0	0.5	100.0
Central	8.4	1.5	0.1	0.0	0.0	0.3	0.0	0.0	44.5	44.9	0.0	100.0
Greater Accra	2.6	6.4	0.8	0.0	0.0	0.9	2.0	0.3	16.5	69.9	0.2	100.0
Volta	0.1	1.0	0.0	4.0	2.8	3.2	0.0	0.0	27.7	60.1	0.0	100.0
Eastern	2.8	2.0	0.0	0.0	0.2	0.0	0.0	0.1	37.7	55.6	0.4	100.0
Ashanti	1.2	2.0	0.0	0.1	0.0	1.0	0.2	0.7	32.7	61.9	0.0	100.0
Brong Ahafo	9.9	2.3	0.0	0.0	0.0	1.1	0.2	1.5	42.8	29.1	0.0	100.0
Northern	1.8	0.6	0.0	0.6	0.1	0.8	0.6	9.5	64.0	18.9	0.0	100.0
Upper East	0.6	0.0	0.0	0.0	0.0	1.7	0.0	2.8	77.3	17.7	0.0	100.0
Upper West	2.5	0.7	0.0	0.0	0.0	6.0	0.2	0.2	65.0	25.5	0.0	100.0
Ghana	3.2	2.1	0.1	0.3	0.2	1.0	0.4	1.8	42.4	48.4	0.1	100.0

6.2.7 Means of transport to the nearest post office

A little over one-quarter (26.7%) of respondents went to the nearest post office on foot, while twenty percent went there by trotro (Table 6.26). One-fifth (20%) got to the post office by taxi. On regional basis, while majority preferred trotro (42.5%) to walking (28.4%) as a means of transport to the post office in the Greater Accra region, taxi (46.5%) was rather preferred to walking (37.1%) in Central Region.

The Upper regions recorded the highest use of motorcycle and bicycle to the Post Office, Upper West (25.3%) and Upper East (28.4%) regions respectively apart from going on foot.

Table 6.26: Mode of transport to the nearest Post Office (%)

Region	Public (taxi)	Public (trotro)	Bus (metro mass)	Bus (public)	Boat/ ferry/ canoe	Motor cycle	Private car	Bicycle	On foot	Don't need to go there	Other (specify)	Total
Western	43.0	17.6	0.7	0.0	0.2	0.3	0.1	0.1	21.3	13.5	3.4	100.0
Central	46.5	9.8	0.3	0.0	0.0	0.1	1.2	0.0	37.1	4.8	0.2	100.0
Greater Accra	9.0	42.5	4.3	0.0	0.0	3.2	6.7	0.1	28.4	5.6	0.1	100.0
Volta	24.4	13.8	0.6	4.4	6.2	18.2	0.7	2.6	24.4	4.8	0.0	100.0
Eastern	18.8	23.1	0.6	0.1	0.2	2.1	3.1	0.4	26.8	23.7	1.0	100.0
Ashanti	15.1	31.8	0.7	0.9	0.0	1.4	0.6	1.1	26.3	22.0	0.1	100.0
Brong Ahafo	35.9	18.6	0.0	0.6	0.2	1.6	0.6	3.0	38.8	0.4	0.2	100.0
Northern	5.5	14.6	1.6	4.6	2.3	17.9	2.0	23.9	12.7	13.6	1.4	100.0
Upper East	0.6	6.8	0.0	0.4	0.2	9.9	0.3	28.4	33.9	19.5	0.0	100.0
Upper West	0.0	6.9	0.0	0.0	0.0	25.3	0.2	22.7	23.6	21.3	0.0	100.0
Ghana	20.0	22.0	1.1	1.2	0.8	6.1	1.8	6.2	26.7	13.4	0.7	100.0

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6.2.8 Means of transport to the nearest police station

The use of taxi (21.7%), trotro (22.9%) and walking (28.2%) were the main means by which respondents got to the nearest police station (Table 6.27). The Upper East (44%) had the highest proportion of respondents who went to the police station on foot, followed by the Brong Ahafo (38.5%) and Central (33.1%) regions. The Central Region (50.2%) on the other hand, recorded the highest proportion of respondents who went to the police station by taxi.

Table 6.27: Mode of transport to the nearest Police Station (%)

Region	Public (taxi)	Public (trotro)	Bus (metro mass)	Bus (public)	Boat /ferry /canoe	Motor cycle	Private car	Bicycle	On foot	Don't need to go there	Other (specify)	Total
Western	42.8	17.6	0.9	0.0	0.2	0.3	0.1	0.0	26.5	8.3	3.4	100.0
Central	50.2	12.2	0.1	0.2	0.0	0.1	1.2	0.2	33.1	2.5	0.2	100.0
Greater Accra	9.4	40.9	4.4	0.0	0.0	3.9	7.3	0.2	28.2	5.7	0.0	100.0
Volta	21.1	13.2	0.5	4.2	6.0	17.2	0.7	2.7	30.0	4.4	0.0	100.0
Eastern	29.1	28.8	0.6	0.1	0.2	2.6	3.2	0.4	20.3	13.7	1.0	100.0
Ashanti	17.4	34.4	0.7	0.9	0.0	1.5	1.2	1.1	28.6	14.0	0.1	100.0
Brong Ahafo	36.7	18.3	0.0	0.6	0.0	1.8	0.3	3.3	38.5	0.3	0.2	100.0
Northern	5.8	12.9	1.3	4.5	2.3	18.2	1.8	25.5	15.1	11.4	1.4	100.0
Upper East	0.6	6.8	0.0	0.4	1.6	9.4	0.3	27.1	44.0	9.8	0.0	100.0
Upper West	0.0	7.8	0.0	0.0	0.0	23.8	0.4	24.9	29.8	13.4	0.0	100.0
Ghana	21.7	22.9	1.0	1.2	0.9	6.2	1.9	6.5	28.2	8.8	0.7	100.0

6.2.9 Waiting time at station on the way to the market

A little over twenty eight percent of households spent up to 5 minutes at station on their way to market while about twenty one percent (21.3%) spent between 21 and 30 minutes (Table 6.28a). About a third or more of households in the Eastern (38%), Northern (36.7%) and Greater Accra (33%) regions spent less than 5 minutes waiting at a station to the market. The situation reported by residents of Upper East is alarming as nearly eighty four percent (84.2%) spent between 31 and 60 minutes at the station before getting transport to the market.

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Table 6.28a: Time spent at station to the market

Region	Time Spent in Minutes						Total
	< 5	6-10	11-15	16-20	21-30	31-60	
Western	21.4	15.2	9.3	11.6	29.9	12.7	100.0
Central	28.4	24.9	8.4	7.1	18.8	12.4	100.0
Greater Accra	33.0	24.8	19.4	9.3	10.6	2.9	100.0
Volta	23.3	15.4	10.3	8.9	25.2	17.0	100.0
Eastern	38.0	15.6	6.4	7.4	18.6	14.0	100.0
Ashanti	25.9	13.7	11.3	14.3	28.0	6.8	100.0
Brong Ahafo	20.8	12.5	13.0	15.3	26.9	11.4	100.0
Northern	36.7	20.9	5.0	9.4	21.6	6.5	100.0
Upper East	0.0	0.0	0.0	5.3	10.5	84.2	100.0
Upper West	29.2	4.2	0.0	25.0	25.0	16.7	100.0
Ghana	28.3	18.0	11.7	10.5	21.3	10.2	100.0

A similar pattern was observed in the waiting time for the household population at stations on their way from market (Table 6.28b). This was evident in the fact that 29.6% of households spent up to 5 minutes at stations on their way from market, while 21.3% spent between 21 and 30 minutes. The waiting time for residents of Upper East was not too skewed to 31-60 minutes interval as was the case in going to the market (Table 6.28a), but rather 21.4% and 46.4% of them spent between 16-20 minutes and 31-60 minutes respectively waiting at the station on their way from a market.

Table 6.28b: Waiting time at station from the market

Region	Time Spent in Minutes						Total
	< 5	6 -10	11 -15	16 - 20	21-30	31 – 60	
Western	27.4	22.4	9.8	14.5	17.8	8.1	100.0
Central	28.8	22.5	7.2	6.8	19.8	14.9	100.0
Greater Accra	34.6	26.1	18.1	9.8	9.6	1.7	100.0
Volta	25.9	13.0	7.5	11.3	28.2	14.1	100.0
Eastern	37.0	17.4	3.3	6.2	24.6	11.5	100.0
Ashanti	23.5	13.8	9.8	16.6	32.1	4.2	100.0
Brong Ahafo	22.4	20.3	10.4	14.4	25.0	7.5	100.0
Northern	38.7	17.8	4.3	9.2	25.8	4.3	100.0
Upper East	32.1	0.0	0.0	21.4	0.0	46.4	100.0
Upper West	0.0	23.5	0.0	17.6	29.4	29.4	100.0
Ghana	29.6	19.8	10.0	11.3	21.3	8.0	100.0

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6.2.10 Amount spent on transport to market (%)

Table 6.29 shows that 14.4 percent of households did not spend any money on transportation when going to the market. The proportions were higher in the Upper East (93.9%), Upper West (38.0%) and Central (28.8%) regions. Nearly one-fifth (18.0%) of households spent between 20 Ghana Pesewas and 50 Ghana Pesewas while nearly 40 percent (39.3%) spent more than One Ghana Cedi. Over 28 percent (28.1%) of households spent between half and one Ghana cedi on transport to the market. In the Western Region over fifty percent (54.7%) of the number of households spent more than one Ghana cedi on transport to the market.

Table 6.29: Amount spent In Ghana cedis on transport to market (%)

Region	Nothing	0.01 to less than 0.20	0.20 to less than 0.50	0.50 to less than 1.00	Over1.00	Total
Western	15.0	0.0	9.5	20.8	54.7	100.0
Central	28.8	0.0	9.3	30.7	31.3	100.0
Greater Accra	3.0	0.0	36.2	30.1	30.7	100.0
Volta	21.2	0.1	12.0	30.6	36.2	100.0
Eastern	5.7	0.3	18.1	26.3	49.6	100.0
Ashanti	1.5	0.6	23.4	30.7	43.8	100.0
Brong Ahafo	0.3	0.0	11.4	38.1	50.3	100.0
Northern	19.3	0.0	3.0	36.5	41.2	100.0
Upper East	93.9	0.0	0.0	0.7	5.4	100.0
Upper West	38.0	1.7	5.0	20.1	35.2	100.0
Ghana	14.4	0.2	18.0	28.1	39.3	100.0

6.2.11 Obstacles faced going to the market

“Bad roads” was identified as the major obstacle facing 64% of respondents nationwide when going to the market (Table 6.30). This was the case in all the regions, particularly, in the Western (73.8%), Brong Ahafo (84.1%), Ashanti (69.5%), Eastern (67.7%), Volta (67.8%) and Greater Accra (67.6%). On the other hand, about fifty eight percent (57.5%) of the households in Upper East and fifty two percent (51.6%) in Upper West regions cited distance to market as their main problem.

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Table 6.30: Main obstacle faced going to the market

Region	No access road	Bad Roads	Long waiting time at station	Heavy traffic on road	Distance too long	No money for transport	Other	Total
Western	0.9	73.8	12.8	6.8	4.4	1.2	0.0	100.0
Central	5.7	51.8	25.6	9.5	7.1	0.3	0.0	100.0
Greater Accra	0.7	67.6	11.8	13.7	4.6	1.4	0.2	100.0
Volta	8.5	67.8	7.1	0.0	9.7	2.8	4.1	100.0
Eastern	3.6	67.7	13.0	1.3	13.6	0.2	0.7	100.0
Ashanti	1.4	69.5	7.8	4.9	15.6	0.0	0.8	100.0
Brong Ahafo	0.7	84.1	6.1	0.7	4.5	1.1	2.7	100.0
Northern	13.3	58.7	2.0	0.0	20.7	1.6	3.8	100.0
Upper East	1.6	36.3	0.2	0.4	57.5	3.9	0.0	100.0
Upper West	0.0	46.0	0.0	0.0	51.6	2.4	0.0	100.0
Ghana	3.4	64.1	8.1	3.9	17.9	1.4	1.2	100.0

6.2.12 Time spent on the way to the market

A high proportion of Ghanaian households (85.9%) spent maximum of half an hour to get to the market (Table 6.31). A little over two-fifths (42.2%) spent not more than 10 minutes, and the rest (43.7%) spent between 11 minutes to half an hour. On regional basis, a little more than half of the respondents in the Eastern (51.9%) and Ashanti (54.3%) regions spent up to 10 minutes going to the market. Similar proportions in Greater Accra (51.5%) and Upper East (51.2%) regions spent between 11 minutes and half an hour.

Table 6.31: Time spent on the way to market (%)

Region	Time spent in minutes				Total
	0 - 10	11-30	31 - 60	61-120	
Western	44.1	44.2	11.7	0.0	100.0
Central	44.0	44.5	11.4	0.0	100.0
Greater Accra	39.4	51.5	8.5	0.6	100.0
Volta	31.7	47.8	20.5	0.0	100.0
Eastern	51.9	37.0	11.1	0.0	100.0
Ashanti	54.3	38.3	7.3	0.0	100.0
Brong Ahafo	37.9	43.9	18.2	0.0	100.0
Northern	43.5	41.8	14.7	0.0	100.0
Upper East	18.4	51.2	30.4	0.0	100.0
Upper West	15.1	49.3	35.6	0.0	100.0
Ghana	42.2	43.7	14.0	0.1	100.0

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6.2.13 Frequency of transport to the market

Nearly forty nine percent (48.9%) of households reported that transport to the market arrived at a bus stop every 15 minutes while about nearly twenty two percent (21.9%) indicated that transport arrived at least every sixty (60) minutes (Table 6.32). Regionally, majority of households in the Greater Accra (73.1%) and Northern (63.8%) regions reported that transport was available to the market about every fifteen minutes. In the Upper West (78.6%) and Upper East (64.5%) regions however, most households indicated that transport arrived at a boarding point at least every one hour.

Table 6.32: Frequency of transport to the market

Region	Time spent at station in Minutes					Total
	< 15	15 to < 30	30 to < 45	45 to < 60	60 and Above	
Western	46.4	11.9	6.4	22.0	13.3	100.0
Central	53.0	10.9	6.9	9.9	18.5	100.0
Greater Accra	73.1	17.2	1.7	3.0	5.0	100.0
Volta	44.2	17.3	8.7	13.0	16.8	100.0
Eastern	46.3	10.7	6.4	14.9	21.8	100.0
Ashanti	42.9	15.5	11.1	6.5	24.0	100.0
Brong Ahafo	56.4	15.6	5.4	4.6	18.0	100.0
Northern	63.8	8.1	4.8	11.2	12.0	100.0
Upper East	12.6	9.5	3.0	10.4	64.5	100.0
Upper West	5.1	6.3	3.0	7.0	78.6	100.0
Ghana	48.9	13.0	6.2	10.0	21.9	100.0

6.2.14 Reliability of transport to the market

Nearly forty nine percent (48.6%) of households reported that transport to the market was reliable, while more than a quarter indicated that transport to a market was either reliable sometimes (25.7%) or not reliable (25.7%) (Table 6.33). The proportion of respondents who indicated reliability of transport to market was considerably high in Greater Accra Region (66.9%), Northern (65.3%), and Brong Ahafo region (61.1%). On the other hand, majority of the households in Upper West (77.2%) and Upper East (72.7%), reported that transport to the markets were not reliable.

Table 6.33: Reliability of transport to the market

Region	Reliable	Reliable sometimes	Not reliable	Total
Western	42.3	49.7	8.0	100.0
Central	55.7	19.7	24.6	100.0
Greater Accra	66.9	27.7	5.4	100.0
Volta	47.9	38.3	13.9	100.0
Eastern	51.0	15.5	33.5	100.0
Ashanti	41.6	32.8	25.6	100.0
Brong Ahafo	61.1	17.1	21.8	100.0
Northern	65.3	12.6	22.1	100.0
Upper East	7.1	20.2	72.7	100.0
Upper West	5.1	17.7	77.2	100.0
Ghana	48.6	25.7	25.7	100.0

6.2.15 Most important transport problem faced by households

About one-fifth (20.3%) of respondents cited high transport fares as the most important transport problem faced. Over two-fifths (40.9%) also indicated that the roads were bad. The problem of bad roads was most pronounced in the Brong Ahafo (55.4%) and Eastern (50%) regions. Also 23.5% of respondents cited long delays at stations as the most important transport problem facing their community. Most respondents in the Northern Region (43.7%) faced the problem of high transport fares. Respondents the Greater Accra Region (30.8%) complained about traffic jams while in the Upper West region most respondents (39.6%) complained about long delays at the transport station. In both the rural and urban areas the most important transport problem was bad roads.

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Table 6.34: Most important transport problem faced by household by region, sex and locality

Region	Transport fares too high	Long delays at stations	Bad roads	Traffic jam	Other	Total
Western	20.9	25.0	35.9	17.8	0.3	100.0
Central	14.6	28.1	42.5	13.9	0.9	100.0
Greater Accra	14.7	20.5	32.5	30.8	1.5	100.0
Volta	23.9	27.5	42.4	1.5	4.8	100.0
Eastern	10.3	25.7	50.0	9.8	4.2	100.0
Ashanti	17.0	25.1	43.1	12.9	1.8	100.0
Brong Ahafo	22.5	17.5	55.4	1.9	2.7	100.0
Northern	43.7	15.8	29.1	3.2	8.3	100.0
Upper East	24.8	21.1	48.8	0.8	4.5	100.0
Upper West	26.8	39.6	33.1	0.0	0.5	100.0
Sex						
Male	20.0	23.0	41.6	12.4	3.0	100.0
Female	20.5	24.0	40.3	12.6	2.6	100.0
Urban/Rural						
Urban	20.7	20.9	30.6	23.9	3.9	100.0
Rural	20.1	25.3	48.1	4.4	2.1	100.0
Ghana	20.3	23.5	40.9	12.5	2.8	100.0

6.2.16 Distance to the nearest road

Almost ninety six percent (95.8%) of respondents lived within two kilometres of the nearest road. The figure is highest in the Greater Accra Region where one hundred percent of respondents lived within two (2) kilometres of a road, and lowest in the Upper East Region where about ninety percent (89.8%) of all respondents lived within two (2) kilometres of a road. In the rural areas the proportion (93.0%) was lower than in the urban areas (99.3%). Over four-fifths of all respondents lived within five hundred metres of a road while two percent of residents in Ghana lived more than three kilometres from the nearest road.

Table 6.35: Distance from residence to the nearest road by region and locality

Region	< 0.50km	0.51- 1.00km	1.01- 1.50km	1.51- 2.00km	2.01- 2.50km	2.51- 3.00	>3km	Total
Western	88.3	6.2	1.5	1.6	0.1	2.4	0.1	100.0
Central	94.0	3.3	0.4	0.7	0.0	1.5	0.0	100.0
Greater Accra	96.6	3.4	0.0	0.0	0.0	0.0	0.0	100.0
Volta	74.8	14.8	4.3	2.8	0.6	1.2	1.5	100.0
Eastern	91.1	3.9	0.0	0.6	0.1	2.6	1.7	100.0
Ashanti	85.5	4.8	1.8	0.7	0.4	1.0	5.8	100.0
Brong Ahafo	76.9	11.2	1.8	2.1	0.4	4.3	3.3	100.0
Northern	86.2	6.9	1.0	1.1	0.9	2.1	1.8	100.0
Upper East	47.3	29.6	7.0	6.0	1.3	8.1	0.8	100.0
Upper West	52.5	25.3	4.3	12.5	0.8	3.9	0.7	100.0
Locality								
Urban	91.0	6.5	1.1	0.6	0.1	0.5	0.1	100.0
Rural	80.2	8.6	1.9	2.3	0.5	3.1	3.4	100.0
Ghana	84.8	7.8	1.6	1.6	0.3	2.0	2.0	100.0

6.2.17 Condition of nearest road throughout the year

Four-fifths (80%) of Ghanaian residents said that the road nearest them was passable throughout the year (Table 6.36). This proportion was highest in the Volta Region (90.1%) In urban areas 91.4 percent of respondents said that the road nearest to them was passable throughout the whole year. In the Upper East Region, over half (55.4%) of roads were impassable all seasons of the year.

From Table 6.35, the rural population whose residence was within two kilometres of the nearest road was 93.0% and out of this 71.6% (Table 6.36) said the road was passable at all seasons, hence **the proportion of the rural population which was living within two kilometres of the nearest all season passable road was 66.6 percent.**

Table 6.36: Condition of road throughout the year

Region	Is the road passable at all seasons?		Total
	Yes	No	
Western	83.6	16.4	100.0
Central	80.0	20.0	100.0
Greater Accra	71.9	28.1	100.0
Volta	90.1	9.9	100.0
Eastern	81.9	18.1	100.0
Ashanti	84.7	15.3	100.0
Brong Ahafo	82.4	17.6	100.0
Northern	89.2	10.8	100.0
Upper East	44.6	55.4	100.0
Upper West	59.8	40.2	100.0
Sex			
Male	79.6	20.4	100.0
Female	80.3	19.7	100.0
Urban/Rural			
Urban	91.4	8.6	100.0
Rural	71.6	28.4	100.0
Ghana	80.0	20.0	100.0

6.2.18 Monthly expenditure on various modes of transport

About two-fifths (41.5%) of households spent between one and two Ghana Cedi on taxi per month while thirty two percent (32.0%) spent less than one Ghana Cedi monthly on taxi (Table 6.37). Majority of households particularly in the three northern regions; Northern (70.1%), Upper East (88.9%) and Upper West (96.8%) spent less than one Ghana Cedi monthly on taxi.

While 63% of the respondents in Brong Ahafo, 58.4% in Central, 51.2% in Greater Accra and 50.1% in Ashanti regions incurred a monthly expenditure between GH¢1 and GH¢2, twenty two percent (21.7%) of households in Western Region spent more than GH¢5 every month on transportation.

Table 6.37: Average monthly household expenditure on taxi

Region	Amount in Ghana Cedis						Total
	0.01-1.00	1.01-2.00	2.01-3.00	3.01-4.00	4.01-5.00	>5.00	
Western	10.2	37.3	15.7	6.1	8.9	21.7	100.0
Central	11.6	58.4	21.0	5.4	1.7	1.9	100.0
Greater Accra	12.2	51.2	17.8	11.7	3.9	3.1	100.0
Volta	41.7	32.5	15.8	3.7	2.6	3.7	100.0
Eastern	17.9	38.9	17.1	8.2	5.8	12.1	100.0
Ashanti	22.9	50.1	16.2	4.5	3.0	3.4	100.0
Brong Ahafo	18.6	63.0	12.3	2.5	2.6	1.0	100.0
Northern	70.1	25.4	3.7	0.5	0.2	0.1	100.0
Upper East	88.9	9.5	1.7	0.0	0.0	0.0	100.0
Upper West	96.8	2.8	0.4	0.0	0.0	0.0	100.0
Ghana	32.0	41.5	13.4	4.8	3.2	5.1	100.0

6.2.19 Monthly expenditure on boat

Low patronage in boat transport by households reflected in its monthly expenditure (Table 6.38). Almost ninety seven percent of Ghanaians either did not spend anything or an amount less or equal to one Ghana Cedis on transportation using boat. Evidently, apart from Upper West and Ashanti Regions which indicated that all respondents spent an amount less or equal to one Ghana Cedis on boat transportation, about ninety percent of households in all the other regions with the exception of Volta (74.5%) reported to have spent an amount less or equal to one Ghana Cedi on transportation by boat.

Again in the Volta Region where patronage of boat transport was relatively higher, 17.7% of household spent between one and two Ghana Cedis and almost four percent indicated that they spent more than five Ghana Cedis monthly on transportation using the boat.

Table 6.38: Average monthly household expenditure on ferry/boat

Region	Amount in Ghana Cedis						Total
	< 1.00	1 to < 2	2 to < 3	3 to < 4	4 to < 5	5.00 and Above	
Western	99.2	0.0	0.0	0.0	0.3	0.5	100.0
Central	99.8	0.0	0.0	0.0	0.0	0.2	100.0
Greater Accra	99.8	0.1	0.0	0.0	0.0	0.1	100.0
Volta	74.5	17.7	2.6	1.4	0.0	3.9	100.0
Eastern	92.1	4.3	2.2	1.1	0.2	0.1	100.0
Ashanti	100.0	0.0	0.0	0.0	0.0	0.0	100.0
Brong Ahafo	97.2	2.8	0.0	0.0	0.0	0.0	100.0
Northern	95.0	3.3	1.4	0.0	0.4	0.0	100.0
Upper East	98.8	0.0	0.0	0.0	0.0	1.2	100.0
Upper West	100.0	0.0	0.0	0.0	0.0	0.0	100.0
Ghana	96.5	2.3	0.6	0.1	0.1	0.4	100.0

6.2.20 Monthly expenditure on trotro

A little more than two-fifths (43.3%) of households that patronized trotro, indicated that they spent between one and two Ghana Cedis every month (Table 6.39). This proportion was higher in the Upper West (62.5%), Ashanti (59.1%) and Central (55.1%) regions. Secondly, 34.8% of respondents spent between ten pesewas and one Ghana Cedis every month. The highest proportion of respondents spending this amount was in Northern Region (64.7%), followed by Brong Ahafo Region (53.8%). On the other hand, 12.4% of respondents in the Western Region spent more than five Ghana Cedis every month on trotro.

Table 6.39: Average monthly household expenditure on Tro -tro

Region	Amount in Ghana Cedis						Total
	< 1	1 < 2	2 < 3	3 < 4	4 < 5	5 and Above	
Western	46.9	23.2	7.4	4.9	5.1	12.4	100.0
Central	29.8	55.1	12.1	2.2	0.6	0.3	100.0
Greater Accra	5.8	43.7	31.6	13.3	3.9	1.7	100.0
Volta	33.5	41.6	12.4	3.5	3.7	5.3	100.0
Eastern	35.6	33.7	19.3	6.8	1.6	2.9	100.0
Ashanti	16.7	59.1	14.9	6.1	1.3	1.9	100.0
Brong Ahafo	53.8	40.8	4.0	0.9	0.0	0.5	100.0
Northern	64.7	30.1	4.2	0.6	0.4	0.1	100.0
Upper East	45.1	49.7	3.2	0.5	0.4	1.0	100.0
Upper West	28.8	62.5	4.4	4.3	0.0	0.0	100.0
Ghana	34.8	43.3	12.7	4.8	1.8	2.6	100.0

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6.2.21 Number of bicycles in good condition owned by household

A little over thirty percent (30.21%) of households in the country owned one or more bicycles (Table 6.40). The proportion of households who owned one bicycle was relatively higher in the three northern regions; Upper West (39.5%), Northern (38%) and Upper East (31.2%). Ownership of bicycle was lowest in the Central Region (5.5%), followed by Western Region (10.2%).

Table 6.40: Number of bicycles owned by household

Region	Number of Bicycles										Total
	0	1	2	3	4	5	6	9	10	11	
Western	89.8	8.6	1.0	0.0	0.3	0.4	0.0	0.0	0.0	0.0	100.0
Central	94.5	5.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0
Greater Accra	85.3	11.2	2.6	0.2	0.0	0.2	0.3	0.0	0.1	0.2	100.0
Volta	69.4	23.8	4.8	2.1	0.0	0.0	0.0	0.0	0.0	0.0	100.0
Eastern	88.9	9.3	1.7	0.1	0.0	0.0	0.0	0.0	0.0	0.0	100.0
Ashanti	84.7	11.7	2.7	0.3	0.5	0.0	0.0	0.1	0.0	0.0	100.0
Brong Ahafo	57.8	27.5	10.5	2.6	1.1	0.2	0.0	0.0	0.3	0.0	100.0
Northern	29.4	38.0	20.4	6.8	3.2	2.2	0.0	0.0	0.0	0.0	100.0
Upper East	29.4	31.2	23.2	8.9	4.5	1.2	1.0	0.6	0.0	0.0	100.0
Upper West	33.4	39.5	22.5	4.0	0.6	0.0	0.0	0.0	0.0	0.0	100.0
Ghana	69.8	18.9	7.6	2.1	1.0	0.4	0.1	0.1	0.0	0.0	100.0

6.2.22 Number of cars owned by households for private use

Almost four percent (3.7%) of households in Ghana owned between one and six cars for private use which was in good condition (Table 6.41). The Greater Accra region (9.0%) had the highest proportion of households who owned one private car which was in good condition, followed by the Eastern (4.3%), and Ashanti (3.2%) regions. Also, apart from Greater Accra (1.6%), three other regions, namely Eastern (0.7%) and Ashanti (0.8%) had households who reported owning two (2) private cars that were in good condition.

Table 6.41: Number of cars in good condition for private use

Region	Number of cars							Total
	0	1	2	3	4	5	6	
Western	99.2	0.8	0.0	0.0	0.0	0.0	0.0	100.0
Central	98.2	1.3	0.0	0.5	0.0	0.0	0.0	100.0
Greater Accra	88.5	9.0	1.6	0.4	0.5	0.0	0.0	100.0
Volta	99.1	0.9	0.0	0.0	0.0	0.0	0.0	100.0
Eastern	94.8	4.3	0.7	0.2	0.0	0.0	0.0	100.0
Ashanti	95.3	3.2	0.8	0.0	0.5	0.2	0.0	100.0
Brong Ahafo	97.2	2.2	0.4	0.0	0.0	0.0	0.2	100.0
Northern	98.5	1.2	0.2	0.0	0.0	0.0	0.0	100.0
Upper East	99.5	0.5	0.0	0.0	0.0	0.0	0.0	100.0
Upper West	98.7	1.3	0.0	0.0	0.0	0.0	0.0	100.0
Ghana	96.3	2.8	0.5	0.2	0.2	0.0	0.0	100.0

6.2.23 Number of motorcycles owned by households for private use

Eight and a half percent of respondents reported owning between one and four motorcycles which were in good condition for private use (Table 6.42). The Upper West region had the highest proportion (22.6%) of households who owned a motorcycle, followed by Northern (19.3%), Upper East (17.9%) and Brong Ahafo (10.7%) regions. Less than a half percent of respondents in Ashanti (0.3%) and Eastern (0.1%) regions indicated ownership of 4 motorcycles that were in good condition.

Table 6.42: Number of motorcycles in good condition for private use

Region	Number of Motorcycles					Total
	0	1	2	3	4	
Western	97.4	2.6	0.0	0.0	0.0	100.0
Central	98.4	1.6	0.0	0.0	0.0	100.0
Greater Accra	96.6	3.3	0.1	0.0	0.0	100.0
Volta	91.2	8.8	0.0	0.0	0.0	100.0
Eastern	97.2	2.7	0.0	0.0	0.1	100.0
Ashanti	96.6	3.0	0.0	0.0	0.3	100.0
Brong Ahafo	89.1	10.7	0.2	0.0	0.0	100.0
Northern	77.2	19.3	3.0	0.4	0.1	100.0
Upper East	80.6	17.9	1.4	0.0	0.0	100.0
Upper West	74.8	22.6	2.5	0.0	0.0	100.0
Ghana	91.5	7.8	0.6	0.0	0.1	100.0

6.2.24 Transport constraints facing emergency patients

The information sought for at the household level was whether any member fell into a critical condition during the last 12 months preceding the survey; and if they did, what action was

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taken (Table 6.43). Nearly 46 percent (45.6%) of households reported that a member fell into a critical condition during the period. The proportions were higher in the Greater Accra (71.0%), Brong Ahafo (50.6%) and Volta (50.2%) regions. Of the 45.6% of households which indicated that a member fell into a critical condition, almost ninety three percent (92.6%) indicated that they made an attempt to send the person to a health facility.

Table 6.43: Constraints facing emergency patients

Region	Any member in critical condition?			Attempted Sending Patient to Health Facility		
	Yes	No	Total	Yes	No	Total
Western	43.9	56.1	100.0	89.6	10.4	100.0
Central	49.5	50.5	100.0	93.7	6.3	100.0
Greater Accra	71.0	29.0	100.0	87.8	12.2	100.0
Volta	50.2	49.8	100.0	92.4	7.6	100.0
Eastern	42.3	57.7	100.0	94.7	5.3	100.0
Ashanti	38.6	61.4	100.0	93.0	7.0	100.0
Brong Ahafo	50.6	49.4	100.0	88.9	11.1	100.0
Northern	56.4	43.6	100.0	95.9	4.1	100.0
Upper East	13.4	86.6	100.0	97.6	2.4	100.0
Upper West	4.1	95.9	100.0	96.7	3.3	100.0
Ghana	45.6	54.4	100.0	92.6	7.4	100.0

For households who did not make any attempt to send the member who was in a critical condition to a health facility, about twenty eight percent (27.7%) attributed it to lack of money, twenty nine percent cited the bad nature of the road leading to the health facility (Table 6.44). On regional basis, there were varying constraints households indicated. In the Northern region, all the households cited the lack of money as the main challenge, while the lack of transport was the case for households in the Volta region. Majority of households in Ashanti region (75%) attributed the reason to bad nature of the road to the health facility with less than a tenth (8.3%) citing the high cost of transport.

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Table 6.44: Reasons for inability to send the person to a health facility

Region	Reasons assigned							Total
	Lack of money	Lack of means of transport	Non reliability of transport	High cost of transport	Bad nature of road to health facility	No need	Other	
Western	0.0	0.0	0.0	0.0	0.0	0.0	100.0	100.0
Central	12.5	0.0	0.0	0.0	0.0	87.5	0.0	100.0
Greater Accra	8.3	0.0	0.0	0.0	0.0	91.7	0.0	100.0
Volta	0.0	100.0	0.0	0.0	0.0	0.0	0.0	100.0
Eastern	57.1	0.0	7.1	0.0	0.0	21.4	14.3	100.0
Ashanti	5.0	5.0	0.0	8.3	75.0	6.7	0.0	100.0
Brong Ahafo	37.5	0.0	0.0	0.0	0.0	62.5	0.0	100.0
Northern	100.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0
Upper East	0.0	27.8	0.0	0.0	0.0	72.2	0.0	100.0
Upper West	44.4	0.0	0.0	0.0	0.0	55.6	0.0	100.0
Ghana	27.7	6.5	0.6	3.3	29.0	31.0	1.9	100.0

More than four-fifths (84.4%) could not reach a health facility in cases of an emergency due to the bad nature of the roads while less than a tenth (9.4%) indicated that the health facility was not accessible (Table 6.45). In the Western, Greater Accra, Northern and Upper East regions, all households attributed their inability to reach a health facility to the bad nature of the roads. In the Ashanti region, 17.7% gave their reason as long distance while 48.1 indicated that the health facility was inaccessible.

Table 6.45: Reasons for inability to reach a health facility

Region	Reasons assigned				Total
	Bad nature of roads	Distance too long	Health facility not accessible	Other	
Western	100.0	0.0	0.0	0.0	100.0
Central	97.3	0.0	0.0	2.7	100.0
Greater Accra	100.0	0.0	0.0	0.0	100.0
Eastern	82.6	0.0	0.0	17.4	100.0
Ashanti	32.9	17.7	48.1	1.3	100.0
Brong Ahafo	98.5	0.0	0.0	1.5	100.0
Northern	100.0	0.0	0.0	0.0	100.0
Upper East	100.0	0.0	0.0	0.0	100.0
Upper West	0.0	0.0	0.0	100.0	100.0
Ghana	84.4	3.5	9.4	2.7	100.0

**SURVEY
PERSONNEL**

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APPENDIX A: SURVEY PERSONNEL

Project management Staff:

NAME	ORGANIZATION	POSITION
Dr. Philomena Nyarko	Ghana Statistical Service	Government Statistician
Mr. Baah Wadieh	Ghana Statistical Service	Ag. Deputy Government Statistician (TS)
Mr. Kofi Agyeman -Duah	Ghana Statistical Service	Ag. Deputy Government Statistician (O)
Mr. Charles Cartey	Ghana Statistical Service	Divisional Head, Public Information & Communication
Mr. Anthony Amuzu	Ghana Statistical Service	Divisional Head, Data Management & Analysis
Mr. Henry Nii Odai	Ghana Statistical Service	Divisional Head, Social & Demographic
Mr. Joseph Ahiabor	Ghana Statistical Service	Head, Transport & Communication
Mr. Johnson Owusu Kagya	Ghana Statistical Service	Head, GhanaInfo
Mr. Maxwell Bessah	Ghana Statistical Service	Senior Statistician – Data Centre
Mr. Felix Geli	Ghana Statistical Service	Senior Statistician – Volta Region
Mrs. Abena Osei-Akoto	Ghana Statistical Service	Principal Programmer – Information Technology Section
Mr. Appiah Kusi Boateng	Ghana Statistical Service	Senior Programmer – Information Technology Section
Mr. Ephraim Kakpor	Ghana Statistical Service	Accountant
Mr. E.N.K. Ashong	Ministry of Roads & Highways	Director – Research, Statistics & Information Management
Mr. Godwin J. Brocke	Ministry of Roads & Highways	Director – Policy & Planning
Mr. Victor E. Amamoo	Ministry of Roads & Highways	Chief Planning Officer - Research, Statistics & Information Management
Mr. Emmanuel Gbadago	Ministry of Roads & Highways	Senior Engineer - Research, Statistics & Information Management

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Field Monitors

Name	Regions
Mr. Charles Cartey	Western / Brong Ahafo
Mr. Anthony Amuzu	Ashanti / Brong Ahafo
Mr. Joseph Ahiabor	Volta / Eastern
Mr. Johnson Owusu Kagya	Eastern / Ashanti
Mr. Maxwell Bessah	Northern / Upper East
Mr. Appiah Kusi Boateng	Upper West / East
Mr. Henry Nii Odai	Eastern/Ashanti

Data Entry & Support Staff

Mrs. Abena Osei-Akoto	Ghana Statistical Service
Mr. Appiah Kusi Boateng	Ghana Statistical Service
Richmond Amoaku	Ghana Statistical Service
Genevieve Lawson	Ghana Statistical Service
Lydia Adzoko	Ghana Statistical Service
Betty Laryea	Ghana Statistical Service
Emelia Adjei	Ghana Statistical Service
Dorcas Anaafi	Ghana Statistical Service
Asiedu Ayeh	Ghana Statistical Service
Vivian Asante	Ghana Statistical Service
Gilbert Tetteh	Ghana Statistical Service
Michael Gyamfi	Ghana Statistical Service
Nicholas Lutterodt	Ghana Statistical Service
Abigail Sodzi (Mrs)	Supporting Staff (GSS)
Godson Quaye	Supporting Staff (GSS)
Felix Adjei	Supporting Staff (GSS)
Samuel Esiamah	Supporting Staff (GSS)

Survey Teams

Team 1 – Western Region

Name	Designation
Samuel Otchere	Supervisor
Jonas Amankwa Harrison	Interviewer
Anthony Ankumah	Interviewer
Philip Kartey Teye-Narh	Interviewer
Sarah Assan	Interviewer
Gladstone Adovor	Driver

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Team 2 – Central Region

Name	Designation
Orlando Ackumey	Supervisor
Charles Eshun	Interviewer
Mary Broni	Interviewer
Abakah Foli	Interviewer
Benjamin Koomson	Interviewer
Abass Rockson	Driver

Team 3 - Greater Accra (A)

Name	Designation
Anthony Oduro Denkyira	Supervisor
Richard Taxier Bendzie	Interviewer
Bridget Sena Borbor	Interviewer
Kate Peprah Yeboah	Interviewer
George R. Cartey	Interviewer
Ernest Kadi	Driver

Team 4 - Greater Accra (B)

Name	Designation
Samuel Mortey	Supervisor
Ahiabor Mawuli	Interviewer
Michael Baah	Interviewer
Abraham Aryeetey	Interviewer
Philip Kwesi Appiah	Interviewer
Michael Mensah	Driver

Team 5 – Eastern Region (A)

Name	Designation
Robert Lawson	Supervisor
Paul Amuzu	Interviewer
Laud Ametepey	Interviewer
Joseph Ampiah	Interviewer
Ellen Antwi	Interviewer
Amos Tetteh	Driver

Team 6 – Volta region

Name	Designation
Fritz Adom	Supervisor
Richard Ahedor	Interviewer

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James Amewuda	Interviewer
Elliot Mawuko	Interviewer
Roselyn Emefa Akplu	Interviewer
Emmanuel Abu	Driver

Team 7 – Eastern Region (B)

Name	Designation
Valentine Victor Mensah	Supervisor
Nicholas Lutterodt	Interviewer
Kwabena Gyamfi Opoku	Interviewer
Hellen Gyan	Interviewer
Patience Dadzie	Interviewer
Elvis Kwasi Nuh	Driver

Team 8 – Ashanti Region (A)

Name	Designation
William Addo	Supervisor
Emmanuella Dumevi	Interviewer
Boakye Marfo	Interviewer
Kusi Benjamin	Interviewer
Smart A. Sarpong	Interviewer
Phillip Baiden	Driver

Team 9 – Ashanti (B)

Name	Designation
Esther Tetteh	Supervisor
Emmanuel Lorankye Arhin	Interviewer
Edward Lamptey	Interviewer
Koshi Dzah	Interviewer
Selasie Ocloo	Interviewer
Maxwell Ofori	Driver

Team 10 – Brong Ahafo

Name	Designation
Tweneboa William	Supervisor
Richard Kobina Mintah	Interviewer
Richard Kobina Mintah	Interviewer
Glokpör Bridget	Interviewer
Bedzo Gilbert	Interviewer

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Musah Listowel Andrew Aboah	Interviewer Driver
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Team 11 – Northern Region

Name	Designation
Patrick Adzovor	Supervisor
Adam Abdul Fatawu	Interviewer
Gifty Tetteh	Interviewer
Benson Hail Akpah	Interviewer
Isaac Kobina Adjei	Interviewer
Adam Eliasu	Driver

Team 12 – Upper East & Upper West

Name	Designation
Felix Geli	Supervisor
Jonathan Amartey	Interviewer
Wisdom Agbeko	Interviewer
Francis Quarshie	Interviewer
Agnes Nsoh	Interviewer
Bakari Mathias	Driver

**SAMPLING
ERRORS
FOR
SELECTED
INDICATORS**

TRANSPORT SURVEY REPORT

No daily travelling activities due to disability

Region	Proportion	Yes	Estimate	Standard Error	Interval		Coefficient of Variation	Design Effect	Square Root Design Effect	Unweighted Count
					Lower	Upper				
Western	Proportion	Yes	.006	.002	.003	.010	.268	.807	.898	11
Central	Proportion	Yes	.010	.003	.006	.016	.275	1.261	1.123	12
Greater Accra	Proportion	Yes	.025	.005	.017	.037	.198	3.265	1.807	57
Volta	Proportion	Yes	.048	.007	.035	.065	.155	1.987	1.410	75
Eastern	Proportion	Yes	.028	.005	.019	.041	.189	2.156	1.468	61
Ashanti	Proportion	Yes	.018	.003	.013	.025	.175	2.078	1.442	68
Brong Ahafo	Proportion	Yes	.014	.003	.009	.020	.204	1.066	1.032	28
Northern	Proportion	Yes	.014	.003	.009	.022	.223	1.329	1.153	34
Upper East	Proportion	Yes	.027	.005	.018	.039	.201	.928	.963	37
Upper West	Proportion	Yes	.015	.004	.008	.027	.304	.761	.873	9
Ghana	Proportion	Yes	.020	.001	.018	.023	.071	2.031	1.425	392

TRANSPORT SURVEY REPORT

Ever travelled by bus

Region	Proportion	Yes	Estimate	Standard Error	Interval		Coefficient of Variation	Design Effect	Square Root Design Effect	Unweighted Count
					Lower	Upper				
Western	Proportion	Yes	.73	.03	.68	.78	.036	6.609	2.571	1368
Central	Proportion	Yes	.76	.02	.72	.80	.025	3.577	1.891	962
Greater Accra	Proportion	Yes	.79	.02	.74	.83	.028	9.168	3.028	1806
Volta	Proportion	Yes	.69	.03	.62	.74	.045	7.424	2.725	1086
Eastern	Proportion	Yes	.70	.02	.66	.74	.029	4.145	2.036	1517
Ashanti	Proportion	Yes	.80	.01	.77	.83	.018	5.059	2.249	3085
Brong Ahafo	Proportion	Yes	.84	.02	.80	.88	.024	5.740	2.396	1739
Northern	Proportion	Yes	.80	.02	.76	.84	.025	4.648	2.156	1904
Upper East	Proportion	Yes	.58	.03	.51	.64	.056	3.614	1.901	797
Upper West	Proportion	Yes	.60	.06	.47	.71	.105	8.989	2.998	364
Ghana	Proportion	Yes	.8	.0	.7	.8	.010	6.008	2.451	14628

TRANSPORT SURVEY REPORT

Satisfied with bus conditions

Region	Proportion	Yes	Estimate	Standard Error	Interval		Coefficient of Variation	Design Effect	Square Root Design Effect	Unweighted Count
					Lower	Upper				
Western	Proportion	Yes	.94	.01	.91	.96	.013	3.439	1.854	1278
Central	Proportion	Yes	.89	.02	.85	.93	.023	5.547	2.355	859
Greater Accra	Proportion	Yes	.74	.02	.69	.78	.029	6.130	2.476	1331
Volta	Proportion	Yes	.80	.03	.73	.85	.045	6.172	2.484	867
Eastern	Proportion	Yes	.87	.02	.84	.91	.020	4.014	2.004	1325
Ashanti	Proportion	Yes	.89	.01	.86	.91	.014	4.537	2.130	2737
Brong Ahafo	Proportion	Yes	.89	.02	.84	.92	.023	6.293	2.509	1538
Northern	Proportion	Yes	.60	.04	.52	.68	.067	10.081	3.175	1148
Upper East	Proportion	Yes	.70	.03	.63	.75	.045	2.230	1.493	551
Upper West	Proportion	Yes	.78	.05	.66	.86	.068	5.321	2.307	283
Ghana	Proportion	Yes	.82	.01	.81	.84	.009	5.390	2.322	11917

TRANSPORT SURVEY REPORT

Satisfied with level of trans. availability

Region	Estimate	Standard Error	Interval		Coefficient of Variation	Design Effect	Square Root Design Effect	Unweighted Count	
			Lower	Upper					
Western	Yes	.47	.06	.36	.58	.121	24.807	4.981	883
Central	Yes	.62	.06	.50	.73	.094	25.361	5.036	787
Greater Accra	Yes	.54	.04	.46	.61	.071	19.122	4.373	1225
Volta	Yes	.36	.05	.27	.47	.147	20.565	4.535	573
Eastern	Yes	.47	.06	.36	.59	.122	27.926	5.285	1032
Ashanti	Yes	.47	.04	.40	.55	.079	20.692	4.549	1801
Brong Ahafo	Yes	.63	.05	.52	.73	.085	23.363	4.834	1302
Northern	Yes	.41	.05	.32	.50	.117	17.253	4.154	962
Upper East	Yes	.16	.04	.10	.25	.238	9.088	3.015	222
Upper West	Yes	.19	.05	.11	.30	.248	7.975	2.824	116
Ghana	Yes	.48	.02	.44	.51	.034	20.434	4.520	8903

TRANSPORT SURVEY REPORT

Bicycles owned

Region	Number	Bicycles owned	Estimate	Standard Error	95% Confidence Interval		Coefficient of Variation	Design Effect	Root Design Effect	Unweighted Count
					Lower	Upper				
Western	Number	Bicycles owned	215,048	24,941	165,967	264,128	.116	3.095	1.759	192
Central	Number	Bicycles owned	101,890	15,164	72,048	131,731	.149	2.367	1.538	67
Greater Accra	Number	Bicycles owned	545,408	59,025	429,254	661,561	.108	7.268	2.696	347
Volta	Number	Bicycles owned	564,134	73,341	419,808	708,460	.130	10.888	3.300	483
Eastern	Number	Bicycles owned	260,706	41,334	179,366	342,046	.159	7.071	2.659	244
Ashanti	Number	Bicycles owned	619,667	91,358	439,886	799,449	.147	15.546	3.943	574
Brong Ahafo	Number	Bicycles owned	895,581	76,497	745,044	1,046,117	.085	7.969	2.823	893
Northern	Number	Bicycles owned	1,489,393	78,976	1,333,979	1,644,808	.053	5.816	2.412	1735
Upper East	Number	Bicycles owned	667,038	59,543	549,864	784,211	.089	6.192	2.488	993
Upper West	Number	Bicycles owned	408,159	54,899	300,124	516,194	.135	8.187	2.861	408
Ghana	Number	Bicycles owned	5,767,024	196,005	5,381,310	6,152,737	.034	.	.	5936

TRANSPORT SURVEY REPORT

Motorcycle in good conditions for private use

Region	Number	Motorcycle in good conditions for private use	Estimate	Standard Error	95% Confidence Interval		Coefficient of Variation	Design Effect	Square Root Design Effect	Population Size	Unweighted Count
					Lower	Upper					
Western		Motorcycle in good conditions for private use	54882	15222	24955	84809	.277	3.8	2.0	2112395	1886
Greater Accra		Motorcycle in good conditions for private use	121027	28219	65547	176507	.233	5.5	2.4	3360466	2138
Volta		Motorcycle in good conditions for private use	154173	32559	90160	218186	.211	6.3	2.5	1804528	1545
Brong Ahafo		Motorcycle in good conditions for private use	237685	47191	144904	330466	.199	8.3	2.9	2128133	2122
Northern		Motorcycle in good conditions for private use	603483	89043	428419	778548	.148	4.6	2.2	2111762	2460
Upper East		Motorcycle in good conditions for private use	160546	37714	86398	234694	.235	7.0	2.7	781905	1164
Upper West		Motorcycle in good conditions for private use	172067	40628	92190	251945	.236	7.4	2.7	622243	622
Ghana		Motorcycle in good conditions for private use	1793643	141279	1515880	2071405	.079	6.3	2.5	21371341	19274

TRANSPORT SURVEY REPORT

Reliability of transport to market

Region	Proportion	Reliable	Estimate	Standard Error	Interval		Coefficient of Variation	Design Effect	Square Root Design Effect	Unweighted Count
					Lower	Upper				
Western	Proportion	Reliable	.4	.1	.3	.5	.142	28.009	5.292	793
	Proportion	Reliable sometimes	.5	.1	.4	.6	.108	21.895	4.679	934
Central	Proportion	Reliable	.6	.1	.4	.7	.107	25.404	5.040	709
	Proportion	Reliable sometimes	.2	.0	.1	.3	.180	13.683	3.699	248
Greater Accra	Proportion	Reliable	.7	.0	.6	.7	.054	20.086	4.482	1565
	Proportion	Reliable sometimes	.3	.0	.2	.3	.109	14.982	3.871	643
Volta	Proportion	Reliable	.5	.0	.4	.6	.098	14.466	3.803	746
	Proportion	Reliable sometimes	.4	.0	.3	.5	.096	9.555	3.091	606
Eastern	Proportion	Reliable	.5	.1	.4	.6	.104	24.680	4.968	1150
	Proportion	Reliable sometimes	.2	.0	.1	.2	.187	13.888	3.727	349
Ashanti	Proportion	Not reliable	.3	.0	.2	.4	.150	24.083	4.907	742
	Proportion	Reliable	.4	.0	.3	.5	.090	19.761	4.445	1448
Brong Ahafo	Proportion	Reliable sometimes	.3	.0	.3	.4	.087	12.486	3.533	1139
	Proportion	Reliable	.6	.1	.5	.7	.097	28.898	5.376	1299
Northern	Proportion	Reliable sometimes	.2	.0	.1	.2	.165	10.862	3.296	363
	Proportion	Reliable	.7	.0	.6	.7	.064	15.120	3.888	1621
Ghana	Proportion	Reliable sometimes	.1	.0	.1	.2	.148	5.912	2.431	304
	Proportion	Reliable sometimes	.2	.0	.1	.3	.234	12.183	3.490	292
	Proportion	Reliable	.5	.0	.5	.5	.032	20.105	4.484	9466
	Proportion	Reliable sometimes	.3	.0	.2	.3	.044	13.268	3.642	4989

TRANSPORT SURVEY REPORT

How reliable is transport to the nearest health facility?

	Estimate	Standard Error	Interval		Coefficient of Variation	Design Effect	Square Root Design	Unweighted Count
			Lower	Upper				
% of Total								
0	.5	.0	.4	.5	.027	13.143	3.625	9536
Reliable	.0	.0	.0	.1	.177	28.353	5.325	816
Reliable some times	.1	.0	.0	.1	.092	9.736	3.120	1096
Not reliable	.1	.0	.0	.1	.107	13.514	3.676	1159
4	.0	.0	.0	.0	.137	10.242	3.200	530
5	.3	.0	.3	.3	.033	8.892	2.982	5546
6	.0	.0	.0	.0	.118	4.725	2.174	317
7	.0	.0	.0	.0	.156	5.707	2.389	218
8	.0	.0	.0	.0	.120	5.241	2.289	335
9	.0	.0	.0	.0	.225	4.627	2.151	112
Total	1.0	.0	1.0	1.0	.000	.	.	19665