

REPUBLIC OF GHANA
MINISTRY OF TRANSPORTATION
&
GHANA STATISTICAL SERVICE

NATIONAL TRANSPORT HOUSEHOLD SURVEY REPORT

TRANSPORT SECTOR PROGRAMME SUPPORT, PHASE II (TSPS II)
TRANSPORT INDICATORS DATABASE PROJECT

PREFACE

This report presents the results of a survey carried out by the Ghana Statistical Service in collaboration with the Ministry of Transportation a major part of the Transport Indicators Database Project. The survey was carried out in all ten regions of the country between October 2007 and March 2008 as an integral part of the process of establishing a reliable multi-sectoral transport-related indicators and database covering all transport modes in Ghana.

The analysis dwells on results of the household survey in Ghana with information collected on demographic characteristics, education, health, employment and time use, market access and transportation.

It is expected that this report will assist in planning, evidence-based decision making and research, principally on the transport sector.

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EXECUTIVE SUMMARY

The purpose of this survey is to produce reliable indicators for the transport sector. This will enable stakeholders in the transport sector to plan properly and take decisions based on evidence.

Demographic Characteristics

- Children of household heads form the highest percentage of the population (47.6%).
- About seventeen per cent of the population was born in the Ashanti Region, followed by 14% in the Greater Accra Region.
- Less than one per cent was born outside Ghana. 41.3% of the population are married.

Education

- About forty-five percent of those who were currently in school attended schools which were less than half a kilometer from their place of residence.
- With regards to transport, almost three-fourths (74%) of students went to school on foot.
- Nearly seventy-nine percent (78.7%) of students do not have any difficulty going to school.
- For those who report facing difficulties, the main obstacles are distance too long (25.9%) and bad roads during the rainy season (19.4%).
- More than two-thirds (67.4%) of respondents who were not currently in school had ever been to school.

Health

- Over one-third (33.9%) of Ghanaians choose a health facility because of proximity.
- A little over two-fifths (40.4%) choose it because of availability of health professionals.
- Forty per cent of Ghanaians live within 500 metres of a health facility.
- Nearly two-thirds (65.15) of the population encountered no difficulty in traveling to a health facility.
- Four per cent of the population spent less than one minute at a boarding point before getting transport to a health facility.
- More than half the population of Ghana incurs no cost on transport when visiting a health facility. This includes those who walk to a health facility and those who get lift.
- Over twenty-two per cent (22.5%) of Ghanaians spend 6 to 10 minutes on their way to markets.

Economic Activity

- Of the economically active population aged 7 years and above 48.1% worked during the reference period.
- Over two-fifths(43.7%) of workers travel less than one kilometer to their workplaces.
- Workers in agriculture, trades and manufacturing travel longer distances to their places of work than workers in other industries.
- Of the economically active population whose work requires travel from residence, majority (53.8%) go to work on foot.
- Majority of workers cited bad roads (33.8%), long distances (24.7%), and heavy traffic on road(18.8%) as the main difficulties they faced when going to work.
- A great proportion (96.2%) of workers reported waiting time at stations to work of less than 15 minutes.

General Transport Services

- On the whole, 2.3% of respondents are limited in traveling due to disability.
- Most people who cannot travel around are physically challenged (52.6), needing a wheel chair.
- Almost two-thirds of respondents have ever traveled by bus.
- Generally, the routes buses ply are convenient to respondents
- According to the survey, 77.8% of respondents were satisfied with conditions on the buses they take.
- Those who said they were not satisfied cited overloading (48.6%), uncomfortable seats and other problems as the reason for saying so.
- In 38.5% of bus stops, a bus arrives every 0-15 minutes.
- According to the survey, 60.9% of Ghanaian residents say they are satisfied with the bus frequencies.
- On the whole, the average Ghanaian resident makes three trips a day on foot.
- In the seven days preceding the survey, a little less than one-third (30%) of respondents made two trips on shared taxi.
- A little over half (54.4%) of respondents made 0-5 trips on trotro.
- Less than one-fifth (20.5%) of respondents made 2 trips on shared boat.
- Most Ghanaians (42.1%) live in towns.

- Almost half (48.8%) of residents in Ghana live in family houses.
- According to the survey, nearly two-thirds (64.2%) of Ghanaian residents live within 500 metres of a transport terminal or boarding point.
- Over two-fifths (46.7%) of respondents take five minutes to walk to the nearest transport terminal or boarding point.
- More than half (52.4%) of respondents say they are satisfied with the level of transport availability in their neighbourhoods.
- In 43% of cases when one stands at a boarding point, a means of transport comes every 0 to 15 minutes.
- Apart from walking (65.6%), trotro (16.0%) is the most popular means of transport to the market.

Way Forward

This survey forms the baseline study on transport activities and how they impact on the economic life of the country. It is recommended that this survey be conducted every three years in order to update the database of transport indicators so produced.

LIST OF ABBREVIATIONS

BEC	Basic Education Certificate
DANIDA	Danish Agency for International Development
EA	Enumeration Area
GSS	Ghana Statistical Service
HHs	Households
Km	Kilometres
MoT	Ministry of Transportation
MSLC	Middle School Leaving Certificate
TID	Transport Indicators Database
RSIM	Research, Statistics and Information Management

DEFINITIONS AND CONCEPTS

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.

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.

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

Shared Public Transport: A means of transport in which more than one person, excluding the driver, pay and board to reach his destination. Examples are trotro, taxi, ferry, etc.

Individual Public Transport: A means of transport which one person hires to convey him to his destination. Examples are taxi, canoe, etc.

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.

Motorised Means of Transport: A means of transport driven by an engine, for example, a motor car or a ferry.

Non-motorised Means of Transport: A means of transport not driven by an engine, for example, donkey, horse, paddled canoe.

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

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.

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1.0 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 these essential 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 on the transport sector, key information is required and the data for providing the information must be collected on a sustainable basis for collation and analysis.

The Ministry of Transportation (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:

- Institutional Data
- Sample Surveys
- National Household Survey.

This report presents the results of the National Transport Household Survey which was carried out to collect socio-economic data on transport nationwide.

1.2 Objectives of the Survey

These are:

- To establish the travel patterns of residents in Ghana and the role transport plays in their lives especially with regard to cost of travel.
- 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 for the Transport Indicators Survey was to derive reliable estimates of indicators relevant to the transport industry in the country. In view of the

policy implications of estimates that will be obtained from the study, various designs were considered carefully to ensure an efficient 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 2000 Population and Housing Census formed the sampling frame for 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 20 households from each EA. The first 15 households were interviewed, with the extra five being used as a back-up for replacement in case of a non-response or the absence of a selected household. 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 meeting of 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 households members and household characteristics to determine eligible household members

- an education section which was used 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.

1.4.2 Training and fieldwork

Ten days training was organized for 60 field personnel for the main fieldwork. There were 12 teams were formed for the data collection which took place between October 2007 and March 2008. Data entry personnel were included in the training to give them a better understanding of the questionnaire and survey techniques. The training involved lectures on interviewing techniques, understanding of the concepts and questions, mock interviews and assessment tests.

There was a field practice towards the end of the training for interviewers to have a feel of 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.

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 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.

2.0 DEMOGRAPHIC CHARACTERISTICS

2.1 Characteristics of Household Members

2.1.1 Household composition

Table 2.1 shows that females dominate the population in all regions except in the three Northern regions where males constitute about 53 percent of the population. The sex ratio (proportion of males to 100 females) for the country is 94.5. Apart from the three northern regions, the Western and Volta have sex ratios higher than the national average while that of Brong Ahafo is equal to the national average.

Table 2. 1: Distribution of household members by region, sex and locality (%)

Region	Sex						Total
	Male			Female			
	Urban	Rural	Total	Urban	Rural	Total	
Western	22.1	26.7	48.9	26.2	24.9	51.1	
Central	12.1	34.5	46.6	14.4	39.0	53.4	
Greater Accra	44.8	2.2	46.9	50.6	2.5	53.1	
Volta	23.3	25.6	48.9	24.6	26.4	51.1	
Eastern	20.7	27.1	47.8	24.1	28.2	52.2	
Ashanti	36.7	10.1	46.8	41.5	11.7	53.2	
Brong Ahafo	29.0	19.7	48.7	31.6	19.7	51.3	
Northern	25.2	27.8	53.0	25.6	21.4	47.0	
Upper East	7.5	45.9	53.4	6.8	39.9	46.6	
Upper West	12.8	40.2	53.0	13.5	33.5	47.0	
Ghana	28.1	20.7	48.7	31.3	19.9	51.3	

2.1.2 Relationship to Head of Household

Majority of the household population (47.6%) are children (sons and daughters) while about 28 percent are household heads. More than one-third of the household population in the Central (33.4%), Eastern (36.7%) and Brong Ahafo (33.4%) are household heads (Table 2.2).

Table 2. 2: Relationship to the Head of Household by Region (%)

Relationship to Head	Region										
	Western	Central	Greater Accra	Volta	Eastern	Ashanti	Brong Ahafo	Northern	Upper East	Upper West	Ghana
Head	29.5	33.4	25	28.5	36.7	30.0	33.4	21.0	19.5	20.5	27.8
Spouse (Wife/Husband)	18.4	12.7	13.1	15.3	13.2	11.9	14.5	17.8	18.5	16.6	14.7
Son/ Daughter	46.0	46.3	47.6	46.6	42.4	43.8	46	53.9	54.3	57.9	47.6
Grandchild	2.8	4.5	5.7	5.2	3.0	6.4	4.4	1.8	2.6	1.6	4.3
Parent/Parent-in-law	0.3	0.2	0.5	0.0	0.7	0.4	0.1	0.5	0.9	0.6	0.4
Son/Daughter-in-law	0.2	0.1	0.2	0.7	0.2	0.2	0.0	0.1	0.0	0.5	0.2
Other Relative	2.8	2.7	6.4	2.3	2.8	6.4	1.4	4.4	3.9	2.3	4.2
Adopted/foster/stepchild	0.0	0.1	0.6	0.9	0.4	0.2	0.0	0.5	0.1	0.0	0.3
Househelp	0.0	0.0	0.6	0.0	0.1	0.1	0.1	0.0	0.0	0.0	0.2
Non-relative	0.0	0.0	0.4	0.5	0.4	0.5	0.1	0.1	0.2	0.0	0.3

On the other hand, the three northern regions have more than 50 percent of the household population being children (sons and daughters) of the head of household; the Upper West dominating, with 57.9 percent.

2.1.3 Marital Status

With regard to marital status, 41.3 percent of the respondents were married. Within the Upper East region nearly half (49.7%) of the population were married. The Ashanti region had the highest proportion (10.9%) of the population who were in consensual union (Table 2.3).

Table 2. 3: Marital Status by region (%)

Region	Married	Consensual union	Separated	Divorced	Widowed	Never married
Western	49.7	3.4	2.0	1.6	4.0	39.3
Central	42	8.6	2.0	3.7	9.2	34.4
Gt. Accra	36.4	4.4	1.9	2.7	5.3	49.4
Volta	44.4	2.0	1.5	4.8	6.4	41.0
Eastern	38.3	3.7	2.1	4.1	6.4	45.4
Ashanti	33.8	10.9	3.8	3.5	6.2	41.7
Brong Ahafo	45.8	2.1	3.2	3.0	6.2	39.6
Northern	45.8	1.7	2.3	1.4	2.5	46.2
Upper East	49.7	1.5	1	0.9	4.5	42.5
Upper West	47.6	1.6	0.7	0.7	3.8	45.6
Ghana	41.3	4.7	2.3	2.7	5.4	43.5

2.1.5 Nationality

Majority of the population enumerated are Ghanaians by birth 98.8 percent with people naturalized constituting less than one percent (0.2%). Respondents who were neither Ghanaians nor Ecowas citizens formed only 0.1 percent of the population (Table 2.4).

Table 2. 4: Nationality by region (%)

Region	Ghanaian by Birth	Ghanaian (Naturalized)	Burkinabe	Malian	Nigerian	Ivorian	Togolese	Liberian	Other ECOWAS	Other Africa	Other
Western	99.8	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0
Central Gt. Accra	98.5	0.4	0.0	0.1	0.1	0.0	0.1	0.8	0.0	0.0	0.0
Volta	98.4	0.2	0.0	0.0	0.2	0.0	0.4	0.2	0.2	0.2	0.0
Eastern	96.6	0.7	0.1	0.1	0.0	0.0	1.2	0.0	0.3	1.0	0.0
Ashanti	99.0	0.5	0.1	0.0	0.2	0.0	0.2	0.0	0.1	0.0	0.0
Brong Ahafo	99.2	0.0	0.0	0.1	0.1	0.1	0.1	0.0	0.2	0.1	0.1
Northern	98.0	0.0	0.4	0.8	0.0	0.0	0.0	0.0	0.8	0.1	0.0
Upper East	99.7	0.0	0.0	0.0	0.0	0.0	0.1	0.2	0.0	0.0	0.0
Upper West	99.3	0.4	0.1	0.0	0.1	0.0	0.0	0.0	0.1	0.1	0.0
Total	99.9	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0

2.1.6 Place of Birth place of residence

About seventeen percent (17.2%) of the population were born in the Ashanti region followed by the Greater Accra region (14.6%). Less than one percent (0.9%) was born outside Ghana.

With regard to the place of residence, more than ninety percent of residents of the Volta, Northern and Upper East regions were born in their regions of current residence (94.5 %, 96.8% and 96% respectively). The Greater Accra region had 11.4 percent of people living there having been born in the Eastern region while the Upper East region had 6.5 percent of those born in Upper West (Table 2.5).

Table 2. 5: Place of birth by region of current residence (%)

Region/Country of Birth	Region of current residence										Ghana
	Western	Central	Greater Accra	Volta	Eastern	Ashanti	Brong Ahafo	Northern	Upper East	Upper West	
Western	83.4	2	1.5	0.1	0.7	0.9	0.5	0.1	0.1	0.2	9.6
Central	4.1	87	4.7	0.5	2.7	3.1	0.3	0.1	0	0	8.2
Greater Accra	0.8	1.3	65.3	0.9	1.4	0.7	0.1	0	0.3	0.6	14.6
Volta	0.9	4	5.9	94.5	4.2	1.1	0.9	0.8		0.5	8.5
Eastern	3.1	2.1	11.4	1.3	86.4	1.9	0.7	0.1	0.5	0.1	10.9
Ashanti	3	2	5.3	0.5	2.4	85.9	4.4	0.7	1.4	1.4	17.2
Brong Ahafo	2.3	0.4	1	0.1	0.9	2.5	87.4	0.5	0.3	0.4	7.6
Northern	1.1		1.8	0.1	0.3	2.1	2	96.8	0.5	0.5	10
Upper East	0.6	0.1	0.4	0	0.4	1.1	1.8	0.3	89.9	0.4	6.9
Upper West	0.4		0.9	0	0.1	0.4	1.5	0.6	6.5	96	5.6
Other ECOWAS	0.3	0.8	0.9	1.5	0.2	0.4	0.4	0.2	0.4	0	0.6
Africa other than ECOWAS	0	0.2	0.6	0.1	0.2	0	0	0	0	0	0.2
Outside Africa	0	0	0.3	0.1	0	0	0	0	0	0	0.1

3.0 EDUCATION

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) and older in all the selected EA's in the ten regions of the country.

3.1 School Attendance

Thirty-seven percent of the respondents in the entire country were currently in school. Within the regions, the Central, Volta, Upper East and Upper West had at least 40 percent of respondents who were currently in school.

Table 3. 1: Current school attendance (persons aged 3 years and older)

Region	Currently attending school		Total
	Yes	No	
Western	37.5	62.5	100.0
Central	40.6	59.4	100.0
Greater Accra	38.6	61.4	100.0
Volta	40.7	59.3	100.0
Eastern	32.6	67.4	100.0
Ashanti	34.6	65.4	100.0
Brong Ahafo	37.3	62.7	100.0
Northern	33.5	66.5	100.0
Upper East	41.2	58.8	100.0
Upper West	41.3	58.7	100.0
Ghana	37.5	62.7	100.0

Most of the respondents currently in school were pre-school pupils (18%). This is followed by primary 1 (9.6%) and primary 2 (9.2%). The proportion of respondents attending university was 2.1 percent (Table 3.2).

Table 3. 2: Current school grade

Region	Current grade																			
	Pre-sch.	P1	P2	P3	P4	P5	P6	JSS1	JSS2	JSS3	SSS1	SSS2	SSS3	Voc/	Teach.	Nursing	Poly	University	Other Tertiary	Other (specify)
														Tech/	Train.		Tech			
														Comput/			nic			
														Comm/						
Agric																				
Western	17.0	8.4	8.9	8.9	6.7	5.6	7.9	7.7	6.6	8.1	3.3	2.5	4.4	0.5	0.8		0.8	1.3	0.1	0.4
Central	20.7	11.9	9.3	9.5	8.4	6.5	7.3	5.8	7.8	6.1	1.7	1.5	1.7	0.4		0.2		0.6	0.2	
Gt. Accra	16.7	7.6	6.2	6.3	7.3	6.0	6.7	7.0	5.2	5.4	4.3	3.3	4.3	1.5	0.2	0.5	2.4	6.0	1.6	0.7
Volta	16.4	10.1	9.7	9.4	6.7	8.8	7.3	8.2	7.1	5.3	2.1	2.3	2.1	0.8	0.8	0.2	1.1	0.6	0.4	0.6
Eastern	16.8	9.0	9.9	9.0	6.4	6.6	6.3	9.8	7.4	7.7	2.2	2.4	2.6	0.4	0.6	0.6	0.6	1.1	0.4	0.2
Ashanti	18.8	9.4	8.5	7.8	7.0	6.6	7.9	7.3	7.7	6.4	2.6	3.2	3.0	0.6	0.5	0.1	0.7	1.3	0.3	0.1
Brong Ahafo	25.7	9.2	10.1	7.2	8.7	7.1	7.6	6.0	4.7	5.6	2.0	2.2	2.2	0.2	0.4	0.4	0.4	0.5		
Northern	15.4	11.0	11.8	8.3	9.3	5.6	8.2	6.1	5.2	5.9	3.1	2.1	3.6		0.7	0.3	1.3	1.3	0.2	
Upper East	12.3	13.9	13.0	10.4	9.8	7.6	8.1	6.0	5.3	3.9	2.8	1.8	1.9	0.9	0.4	0.2	0.7	1.1	0.2	
Upper West	19.9	10.5	11.2	11.2	6.9	7.1	6.1	8.2	5.1	4.3	1.8	2.0	2.3	0.8	1.3		0.5	0.3		0.3
Total	17.7	9.6	9.2	8.3	7.6	6.6	7.3	7.2	6.2	6.0	2.9	2.6	3.1	0.7	0.5	0.3	1.1	2.1	0.5	0.3

3.2 Type of school

More than seventy percent (72.8%) of respondents currently in school were attending public schools. About 95 percent (95.1%) of respondents in Upper West and Upper East regions were attending public schools. The Greater Accra region had the highest proportion of respondents attending private schools. (51.1%).

Table 3. 3: Type of school attending

Region	Type of school		Total
	Public	Private	
Western	68.0	31.8	100.0
Central	81.0	19.0	100.0
Greater Accra	48.9	51.1	100.0
Volta	79.8	20.2	100.0
Eastern	77.2	22.8	100.0
Ashanti	71.0	29.0	100.0
Brong Ahafo	83.8	16.2	100.0
Northern	84.3	15.7	100.0
Upper East	94.7	5.3	100.0
Upper West	95.1	4.9	100.0
Ghana	72.8	27.2	100.0

3.3 Distance from residence to school

About fifty-five percent (55.2%) of the respondents currently in school were attending schools which were less than one kilometer from their place of residence while about one-quarter (24.0%) were in schools at a distance between one and two kilometers. Respondents who were living five or more kilometers from their schools constituted 5.9 percent (Table 3.4).

Table 3. 4: Distance from residence to school

Region	Distance (km)							Total
	<.01	.01-.90	1.0-1.9	2.0-2.9	3.0-3.9	4.0-4.9	5+	
Western	2.2	56.1	21.9	5.6	5.2	4.0	5.0	100.0
Central	4.2	54.1	22.8	6.2	6.9	2.7	3.1	100.0
Greater Accra	4.5	48.5	18.3	7.8	5.1	2.2	13.4	100.0
Volta	4.9	52.4	23.8	7.1	4.9	3.3	3.7	100.0
Eastern	2.6	65.5	16.4	4.0	4.4	2.8	4.4	100.0
Ashanti	0.8	47.0	28.9	10.2	5.0	2.7	5.4	100.0
Brong Ahafo	1.2	72.9	13.4	2.8	4.8	1.4	3.6	100.0
Northern	0.4	61.3	22.9	3.7	5.5	1.5	4.8	100.0
Upper East	0.2	35.4	47.0	6.7	5.5	2.9	2.3	100.0
Upper West	0.0	47.5	29.1	8.2	13.7	0.3	1.1	100.0
Ghana	2.3	52.9	24.0	6.7	5.7	2.5	5.9	100.0

The Brong Ahafo region (72.9%) had the highest proportion of students living between 100 metres and one kilometer from their schools followed by the Eastern region with 65.5 percent. On the other hand, the Greater Accra region (13.4%) recorded the highest proportion of respondents living more than five kilometers from their schools with the Upper West region (13.7%) also recording the highest proportion of those who had to travel between three and four kilometers to school.

3.4 Means of Transport to and from School

Table 3.4 shows that 80.1% of those attending school go to school on foot, 6.4% use trotro, while 0.1% go by metro mass transport, 3% go by public taxi with 4% on bicycle . On region basis, Upper East had the highest percentage (91.2%) of going to and form school on foot with Greater Accra region recording the lowest percentage of 55.

Table 3. 5: Means of Transport to and from School

Mode of transport	In	Out
Individual Public(taxi)	0.7	0.7
Public(taxi)	2.9	2.7
Public(trotro)	6.4	6.5
Public Bus	0.4	0.4
Bus(Metro Mass)	0.1	0.1
Train	0.0	0.0
Boat/Ferry/Canoe	0.1	0.1
School bus	2.9	2.9
Motorcycle	0.4	0.3
Private car	1.5	1.3
Bicycle	4.1	4.1
On foot	80.1	80.5
Other	0.3	0.3
Ghana	100.0	100.0

The distribution by region shows that the Upper East Region (95.7%) had the highest of student who went to school on foot followed by the Brong Ahafo (89.8%) and Central (86.1%) regions (Table 3.6). The distribution of means of transport from school to residence follows a similar pattern with majority of student's returning home on foot (Table 3.7). Apart from majority of respondents going to and from school on foot, the following means of transport were recorded in descending order: public trotro (6.5%), bicycle (4.1%), school bus (2.9%), public taxi (2.7%) and private car (1.3%).

On regional basis, Upper East had the highest percentage (91.2%) of going to and from school on foot with Greater Accra region recording the lowest percentage of 55.

Table 3. 6: Means of transport to school (%)

Region	Individual Public(taxi)	Public(taxi)	Public(trotro)	Public Bus	Bus(Metro Mass)	Train	Boat/Ferry/Canoe	School bus	Motorcycle	Private car	Bicycle	On foot	Other	Total
Western	0.3	6.4	3.0	1.3	0.3	0.0	0.0	2.7	0.3	0.6	2.7	80.2	2.2	100.0
Central Greater Accra	0.2	3.0	3.4	0.2	0.0	0.0	0.0	4.9	0.2	0.6	1.5	86.1	0.0	100.0
Volta	2.2	3.4	20.1	0.2	0.1	0.1	0.0	3.7	0.2	5.2	1.0	64.0	0.0	100.0
Eastern	1.0	4.6	2.3	0.0	0.0	0.0	1.5	0.2	0.2	0.0	5.2	85.1	0.0	100.0
Ashanti Brong Ahafo	0.6	4.0	2.6	0.2	0.8	0.4	0.0	2.6	0.0	0.6	5.7	82.6	0.0	100.0
Northern	0.1	2.7	7.1	0.4	0.1	0.0	0.0	4.9	0.0	1.5	3.3	79.7	0.2	100.0
Upper East	0.4	1.2	1.8	0.0	0.0	0.0	0.0	4.9	0.0	0.0	2.0	89.8	0.0	100.0
Upper West	0.4	1.3	0.0	0.7	0.0	0.0	0.0	0.4	2.2	0.2	9.9	85.0	0.0	100.0
Ghana	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.6	0.0	3.7	95.7	0.0	100.0
Ghana	0.0	0.0	0.0	1.3	0.0	0.0	0.3	0.8	1.1	0.5	14.6	81.4	0.0	100.0
Ghana	0.7	2.9	6.4	0.4	0.1	0.0	0.1	2.9	0.4	1.5	4.1	80.2	0.3	100.0

Table 3. 7: Means of transport from school (%)

Region	Individual Public(taxi)	Public(taxi)	Public(trotro)	Public Bus	Bus(Metro Mass)	Train	Boat/Ferry/Canoe	School bus	Motorcycle	Private car	Bicycle	On foot	Other	Total
Western	0.3	6.5	3.3	1.3	0.3	0.0	0.0	2.5	0.3	0.4	2.7	80.2	2.2	100.0
Central Greater Accra	0.2	3.0	3.4	0.2	0.0	0.0	0.0	4.9	0.2	0.6	1.5	86.1	0.0	100.0
Volta	2.2	2.8	20.8	0.2	0.0	0.1	0.0	3.6	0.1	4.5	1.0	65.0	0.0	100.0
Eastern	0.8	4.6	2.1	0.0	0.0	0.0	1.5	0.2	0.2	0.0	5.2	85.5	0.0	100.0
Ashanti Brong Ahafo	0.4	3.4	2.8	0.2	0.8	0.4	0.0	2.8	0.0	0.6	5.7	83.0	0.0	100.0
Northern	0.1	2.6	7.2	0.4	0.1	0.0	0.0	4.9	0.0	1.5	3.3	79.8	0.2	100.0
Upper East	0.2	1.2	1.8	0.0	0.0	0.0	0.0	4.9	0.0	0.0	2.0	90.0	0.0	100.0
Upper West	0.4	1.3	0.0	0.7	0.0	0.0	0.0	0.4	1.8	0.2	10.1	85.1	0.0	100.0
Ghana	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.6	0.0	3.7	95.7	0.0	100.0
Ghana	0.0	0.0	0.0	1.3	0.0	0.0	0.0	0.8	1.1	0.5	14.6	81.7	0.0	100.0
Ghana	0.6	2.7	6.5	0.4	0.1	0.0	0.1	2.9	0.3	1.3	4.1	80.5	0.3	100.0

3.5 Average waiting time (minutes) spent for transport to and from school

Of those who go to school by public transport (94.5%) spend less than 15 minutes before getting transport to school. About 4 percent wait for between fifteen minutes and forty minutes while less than 2 percent 11.7% spend more than forty minutes. The trend is similar for the return journey from school (Table 3.8).

Table 3. 8: Distribution of waiting time to and from school (%)

Region	0 – 5 minutes		15 – 40 minutes		Over 40 minutes	
	To	From	To	From	To	From
Western	92.8	92.1	4.3	5.6	2.9	2.3
Central	95.7	95.6	2.7	3.3	1.6	1.1
Greater Accra	92.4	92.5	6.4	5.7	1.2	1.8
Volta	89.4	98.4	9.1	9.1	1.5	1.5
Eastern	95.9	96.2	1.5	3.3	2.6	0.5
Ashanti	88.9	89.7	7.1	7.0	4.0	3.3
Brong Ahafo	96.6	96.6	2.7	2.7	0.7	0.7
Northern	99.6	99.6	0.2	0.2	0.2	0.2
Upper East	99.8	99.8	0.2	0.2	-	-
Upper West	99.9	99.9	0.1	0.1	-	-
Total	94.5	94.3	3.8	4.0	1.7	1.7

In the three Northern regions, almost all those attending school spent less than 15 minutes waiting for transport before going to school. The Ashanti, Greater Accra and Volta regions had the moderate proportions of students who waited for between 15 and 40 minutes before getting transport to school.

3.6 Daily Transport Fare

Table 3. 9: Distribution of transport fare to and from school

Transport cost (GH¢)	To school	From School
No cost	84.3	84.3
0.10 but less than 0.50	6.0	6.0
0.50 but less than 1.00	2.0	2.0
1.00 but less than 1.50	2.0	2.1
1.50 but less than 2.00	1.5	1.5
2.00 but less than 2.50	0.8	0.7
2.50 but less than 3.00	0.6	0.6
3.00 but less than 3.50	0.8	0.8
3.50 but less than 4.00	0.3	0.2
4.00 but less than 4.50	0.4	0.4
5.00 +	1.2	1.3

Over 80 percent of those attending school did not incur any transport cost. Less than two percent (1.2%) percent spent more than five Ghana cedis (GH¢5.00) to school while 6 percent spent between GH¢0.10 and GH¢0.50 (Table 3.9). The daily transport fare from school to the residence is similar to that of traveling to school.

3.7 Difficulties and main obstacles to and from school

Table 3.10 shows that 21.3% of those going to faced difficulties. Within the Western and Northern regions, 31.8 percent and 30.5 percent respectively reported that they had some difficulty getting to school (Table 3.10).

Table 3. 10: Any difficulty getting to School

Region	Yes	No	Total
Western	31.8	68.2	100
Central	9.6	90.4	100
Greater Accra	26.2	73.8	100
Volta	15.8	84.2	100
Eastern	27.2	72.8	100
Ashanti	13.5	86.5	100
Brong Ahafo	20.0	80.0	100
Northern	30.5	69.5	100
Upper West	15.1	84.9	100
Upper East	16.8	83.2	100
Ghana	21.3	78.7	100

Within the Western and Northern regions, 31.8 percent and 30.5 percent respectively reported that they had some difficulty getting to school (Table 3.11).

Table 3. 11: Main difficulties faced in going to school

Type of difficulty	Percentages
No access road	4.7
Bad road (wet season)	19.4
Bad road (dry season)	1.2
Bad road (all season)	8.9
Difficulty getting vehicle	6.3
Long Waiting time	6.8
Heavy Traffic on road	14.1
Distance too long	25.9
Frequent Breakdown of vehicles	0.9
No money for transport	6.9
Other	4.8
Total	100.0

A large majority of respondents (93.6%) indicated that they used the same means of transport to and from school (Table 3.12). In the Eastern region, 16.8 percent used different means of transport to and from school.

Table 3. 12: Same Transport to and from school

Region	Yes	No	Total
Western	93.6	6.4	100
Central	97.8	2.2	100
G/A	92.7	7.3	100
Volta	93.0	7.0	100
Eastern	83.2	16.8	100
Ashanti	94.7	5.3	100
B/A	95.6	4.4	100
Northern	93.1	6.9	100
U/East	97.6	2.4	100
U/West	94.6	5.4	100
Ghana	93.6	6.4	100

3.8 School Attendance in the past

About sixty-seven percent of respondents who were not currently in school had once been in school. More than sixty percent of respondents in all regions except the three northern regions indicated that they had attended school in the past (Table 3.13).

Table 3. 13: School attendance in the past

Region	Attended school in the past?		Total
	Yes	No	
Western	75.8	24.2	100.0
Central	66.0	34.0	100.0
Greater Accra	86.7	13.3	100.0
Volta	74.0	26.0	100.0
Eastern	78.8	21.2	100.0
Ashanti	79.5	20.5	100.0
Brong Ahafo	61.9	38.1	100.0
Northern	32.7	67.3	100.0
Upper East	26.4	73.6	100.0
Upper West	22.8	77.2	100.0
Ghana	67.4	32.6	100.0

For respondents who were not currently attending school, 24.2 percent had completed school, 16.3 percent were not of school going age and 19.9 percent were not interested in school. Other reasons given for not going to school include nobody to look after them (20.4%) and marriage (6.9%). Less than one percent (0.7%) cited the reason that the school was far from the residence (Table 3.14).

Most respondents in the Northern (46.5%) and Central regions (36.1%) indicated that they were not interested in school while in the Upper East region, 22.0 percent were not in school because of marriage.

Table 3. 14: Reason for not currently being in school (%)

Region	School is far from residence	No money to pick vehicle	School not accessible	Nobody to look after me	Not interested	Completed	Disability	Marriage	Pregnancy	Not of Sch.age	Learning a trade	Other	Total
Western	0.2	0.3	0.1	21.9	20.4	31.6	0.2	5.3	0.9	13.4	3.9	1.7	100.0
Central	1.4	0.1	0.5	16.7	36.1	34.5	0.6	0.9	0.9	5.4	0.9	1.8	100.0
Greater Accra	0.1	0.2	0.0	18.5	8.8	26.2	0.6	8.9	0.4	11.4	5.1	19.7	100.0
Volta	1.0	0.1	1.3	37.2	16.3	9.1	1.2	9.5	2.3	9.5	3.5	9.1	100.0
Eastern	0.0	0.2	0.0	22.2	22.3	38.5	0.8	1.6	1.3	8.2	3.3	1.7	100.0
Ashanti	0.1	0.5	0.2	24.3	13.6	35.2	0.3	5.2	0.6	11.1	3.0	5.7	100.0
Brong Ahafo	0.2	0.0	0.0	12.3	6.6	13.5	0.9	3.9	0.5	61.3	0.7	0.1	100.0
Northern	3.2	0.0	0.2	19.3	46.5	10.5	0.1	7.7	0.8	7.7	3.9	0.2	100.0
Upper East	1.3	0.0	0.0	5.3	17.0	6.3	0.5	22.0	0.1	41.0	1.7	4.8	100.0
Upper West	0.9	2.8	1.7	27.6	38.4	4.0	0.2	5.3	0.6	11.9	1.1	5.5	100.0
Ghana	0.7	0.3	0.3	20.4	19.9	24.2	0.5	6.9	0.8	16.3	3.2	6.5	100.0

4.0 HEALTH

4.1 Introduction

Major health policy objectives have been pursued in the past to improve access to essential health care and to ensure that the health sector plays a key role in poverty reduction. An efficient and reliable transport system plays a significant role in providing physical access to health facilities. The information captured includes the availability of health facility to members of a community, the distance and number of visits to the nearest health facility as well as difficulties encountered in accessing health facility. Other information collected include the means and cost of transportation, the availability and reliability of transport to and from a health facility as well as modal share of transport trips to and from health facility.

4.2 Health status in the last 4 weeks

Table 4.1 shows that majority of the population (78.7%) were neither ill nor injured and only a few (0.1%) responded to having suffered from both illness and injury. Those who responded to having suffered from illness (20%) were relatively more compared to those who suffered from injury only (1.1%).

Table 4. 1: Health status in the last 4 weeks

Region	Illness	Injury	Both	Neither	Total
Western	42.1	0.6	0.1	57.2	100.0
Central	23.5	1.1	0.1	75.4	100.0
Accra	20.8	1.1	0.0	78.0	100.0
Volta	18.0	1.3	0.1	80.6	100.0
Eastern	16.0	2.0	0.1	81.9	100.0
Ashanti	16.1	1.1	0.0	82.8	100.0
Brong Ahafo	11.0	0.3	0.1	88.6	100.0
Northern	16.3	1.8	0.0	81.9	100.0
Upper East	17.5	0.3	0.0	82.3	100.0
Upper West	12.4	2.7	1.2	83.7	100.0
Ghana	20.0	1.1	0.1	78.7	100.0

The Western region reported the highest percentage of illness (42.1%) while Brong Ahafo had the lowest (11.0%). The Brong Ahafo region had the highest percentage (88.6%) of those who did not suffer from an illness or injury while the lowest (57.2%) was from the Western region.

4.3 Visits to a health facility

Table 4.2 shows that majority of the population who was ill or injured (91.4%) reported visiting a health facility. Out of this number 75.7%, until formal health facility such on hospitals and

maternity homes.15.3% visited chemical and pharmacy shops. Nearly half (44%) visited hospital while about one-third (30.9%) sought treatment at a clinic. A few (0.4%) visited a maternity home as well as maternal and child health facility. About one-sixth of the majority (15.2%) visited chemical shop and 6.9% visited a pharmacy. Less than ten percent (8.3%) did not visit any health facility.

Table 4. 2: Visits to a health facility

Region	Health facility visited							No	Other	Total
	Yes Hospital	Yes-Clinic	Yes-Maternity home	Yes-Maternal & child health	Yes-Pharmacy	Yes-Chemical				
Western	43.7	43.9	1.5	0.0	2.2	6.0	2.7	0.1	100.0	
Central	27.0	39.1	0.0	0.3	0.6	29.9	2.9	0.3	100.0	
Accra	41.3	24.8	0.1	0.1	22.0	1.3	10.3	0.2	100.0	
Volta	39.4	24.4	0.4	0.0	3.9	2.8	29.1	0.0	100.0	
Eastern	44.6	30.9	0.3	1.6	6.5	10.1	5.2	0.7	100.0	
Ashanti	65.4	13.9	0.2	0.8	4.1	6.5	8.8	0.3	100.0	
Brong-Ahafo	62.8	26.1	0.6	2.2	0.0	7.2	1.1	0.0	100.0	
Northern	43.4	24.5	0.0	0.3	3.1	13.5	14.5	0.6	100.0	
Upper East	22.0	52.0	0.0	0.0	0.4	20.1	4.7	0.8	100.0	
Upper West	48.0	31.8	0.0	0.7	0.7	4.1	13.5	1.4	100.0	
Ghana	44.0	30.9	0.4	0.4	6.9	8.4	8.3	0.3	100.0	

The regional variations show the Ashanti region recorded the highest percentage (65.4%) of those who visited a hospital while Upper East had the lowest (22%). Upper East had the highest percentage (52%) of those who visited a clinic while the lowest (13.9%) was the Ashanti region. Greater Accra recorded the highest percentage (22%) of those who visited a pharmacy with the lowest (0.4%) from the Upper East.

4.4 Reasons for choosing a particular health facility

Out of the number of people who suffered from either illness or injury and visited a health facility, 40.4 percent cited the availability of health personnel as the main reason. Those who went because of proximity and cost affordability constituted 33.9 percent and 22.2 percent respectively. About 3.1 percent cited other reasons while a negligible number (0.3%) assigned a reason of good access road.

Table 4. 3: Reason for visiting a health facility

Region	Availability of health			Good access		Total
	personnel	Proximity	Affordability	road	Other	
Western	41.4	20.3	38.3	0.0	0.0	100.0
Central	36.3	33.4	28.0	0.0	2.3	100.0
Accra	42.4	32.9	16.6	0.0	8.2	100.0
Volta	56.1	20.8	19.7	1.2	2.3	100.0
Eastern	42.0	38.5	17.3	0.0	2.1	100.0
Ashanti	34.9	44.8	15.2	0.0	5.1	100.0
Brong-Ahafo	26.6	55.5	13.9	3.5	0.6	100.0
Northern	50.0	29.5	19.3	1.1	0.0	100.0
Upper East	22.5	62.8	12.1	0.0	2.6	100.0
Upper West	62.2	26.9	8.4	0.0	2.5	100.0
Ghana	40.4	33.9	22.2	0.3	3.1	100.0

On the basis of regions, Upper West had highest percentage (62.2%) in terms of those who cited availability of health personnel while the Upper East (22.5%) had the lowest (Table 4.3). Considering proximity, Upper East recorded the highest percentage (62.8%) while Western region had the lowest (20.3%).

4.5 Reasons for not visiting a health facility

About fifty percent of respondents who did not visit a health facility but were ill or injured indicated that they had no need. Only four percent indicated a lack of transport with another two percent citing the distance to the facility being too long.

Table 4. 4: Reasons for not visiting a health facility

Region	Reasons for not visiting a health facility								Total
	Lack of transport	Distance too far	Health facility not accessible	Non reliability of transport	High cost of transport fare	Bad nature of road	No need	Other	
Western	17.2	3.4	17.2	0.0	6.9	0.0	10.3	44.8	100.0
Central	0.0	4.8	0.0	0.0	0.0	0.0	38.1	57.1	100.0
Accra	2.1	0.0	0.0	0.0	1.1	0.0	64.9	31.9	100.0
Volta	0.0	0.0	1.3	0.0	7.8	1.3	32.5	57.1	100.0
Eastern	0.0	0.0	5.9	5.9	0.0	0.0	70.6	17.6	100.0
Ashanti	2.0	0.0	0.0	0.0	5.9	2.0	68.6	21.6	100.0
Brong-Ahafo	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	100.0
Northern	4.1	0.0	0.0	2.0	6.1	10.2	77.6	0.0	100.0
Upper East	19.0	23.8	9.5	0.0	0.0	0.0	23.8	23.8	100.0
Upper West	4.8	0.0	0.0	0.0	9.5	0.0	28.6	57.2	100.0
Ghana	3.9	1.8	2.4	0.5	4.5	1.8	50.5	40.0	100.0

4.6 Distance to the nearest health facility

Table 4.5 shows that majority of the population (40%) covered distances ranging from 10 to 500 metres to get to the nearest health facility, with 18.3 percent travelling between 510 metres and 1 kilometre (18.3%) while only (0.2%).covered on distance to a health facility . Overall 31.5% traveled more than one kilometer to the nearest health facility.

Table 4. 5: Distance to the nearest health facility

Region	Distance (km)													Total	
	0	0.01-0.5	0.51-1.0	1.01 - 1.5	1.51 – 2.0	2.01 - 2.5	2.51 – 3.0	3.01 - 3.5	3.51 – 4.0	4.01 - 4.5	4.51 – 5.0	5.01 - 5.5	5.51 – 6.0		6+
Western	0.1	20.7	20.8	3.7	19.2	3.7	2.7	3.1	3.4	0.8	4.6	1.0	1.9	13.0	100.0
Central	0.0	23.1	11.4	1.8	13.4	1.1	0.7	6.7	3.8	0.7	4.8	0.0	5.3	27.4	100.0
Accra	0.7	49.6	20.2	5.4	6.6	3.3	3.4	0.5	1.6	0.2	1.5	0.0	1.0	6.7	100.0
Volta	0.1	11.1	24.0	1.3	17.8	1.3	6.1	3.6	6.4	0.1	4.4	0.0	2.2	21.2	100.0
Eastern	0.0	16.6	16.7	2.9	12.0	3.2	5.4	2.9	3.3	1.2	7.7	0.0	1.0	27.9	100.0
Ashanti	0.0	25.1	17.0	6.5	13.4	3.8	8.2	1.6	4.4	0.3	4.3	0.6	3.4	11.6	100.0
Brong-Ahafo	0.3	12.8	18.7	1.8	19.5	3.1	2.6	8.2	2.4	0.0	5.8	0.0	0.3	24.6	100.0
Northern	0.0	12.6	22.5	2.9	10.8	1.3	2.4	6.2	0.4	0.0	13.5	0.0	0.8	26.9	100.0
Upper East	0.1	11.1	24.1	15.8	16.5	6.5	5.0	2.5	0.9	0.9	4.1	1.2	1.4	9.9	100.0
Upper West	0.4	9.1	2.6	8.5	2.0	0.0	6.0	22.7	8.9	1.0	0.4	5.6	0.2	32.1	100.0
Ghana	0.2	40.0	18.3	5.1	12.2	3.6	4.5	4.2	3.1	0.4	4.8	0.6	1.8	16.8	100.0

The Greater Accra region had the highest percentage (49.6%) of those who covered distances ranging from 10 to 500 meters while the Upper West region had the lowest (9.1%). Upper East and Volta regions had the highest proportion (24.1% and 24%, respectively) of respondents who traveled between 510 meters and 1 kilometer to visit a health facility.

4.7 Difficulties encountered in visiting a health facility

About one-third (34.9%) of respondents reported that they had difficulty traveling to a health facility. The Northern and Eastern regions had higher proportions (48.9% and 48.7% respectively) of those who encountered difficulties (Appendix Table B.1)

Nearly 40 percent cited bad roads as their main obstacle they faced visiting a health facility. About one-fifth (22.2%) had difficulty getting vehicle while less than one percent (0.7%) complained of heavy traffic.

The Brong Ahafo region (88.2%) had the highest proportion of respondents who complained cited bad road as their main obstacle while the Upper East (67.1%) had the highest percentage of those who complained about the distance to a health facility.

Table 4. 6: Main obstacles encountered in visiting a health facility

Region	No access road	Bad roads	Difficulty getting vehicle	Long waiting time	Heavy traffic on road	Distance too long	No money for transport	Other	Total
Western	1.8	45.2	21.2	4.6	1.5	16.6	7.3	1.8	100.0
Central	3.3	54.9	30.8	5.7	0.4	1.0	1.2	2.7	100.0
Accra	0.7	28.1	14.1	12.6	31.2	4.4	1.3	7.6	100.0
Volta	5.9	39.6	21.4	8.6	0.7	20.0	2.7	1.1	100.0
Eastern	0.6	32.4	32.2	9.9	0.5	13.9	6.1	4.5	100.0
Ashanti	1.6	26.1	32.1	13.0	11.5	11.7	1.1	2.9	100.0
Brong-Ahafo	3.9	88.2	2.8	5.1	0.0	0.0	0.0	0.0	100.0
Northern	5.5	37.5	15.4	2.7	0.0	23.7	15.2	0.0	100.0
Upper East	0.0	3.9	12.9	3.2	0.0	67.1	0.2	12.7	100.0
Upper West	1.4	39.0	17.1	3.7	0.0	23.3	9.7	5.8	100.0
Ghana	2.4	36.9	22.2	7.7	5.7	16.7	4.9	3.5	100.0

4.8 Means of transport to health facility

Table 4.7 shows that about fifty percent (51%) of those who visited a health facility traveled on foot. This is followed by those who used a public trotro (16.5%) and shared public taxi (15%).

The Upper East region (83%) had the highest percentage of those who traveled on foot while Eastern region showed the lowest percentage (38.9%). Nearly 30 percent of respondents (29.7%) in the Western region traveled by shared public taxi while 28.2 percent in the Central region used a public trotro (Table 4.7).

Table 4. 7: Means of transport to health facility

Region	Shared Public (taxi)	Indiv. Public (taxi)	Public (trotro)	Bus (Metro)	Train	Boat / ferry / canoe	Motor cycle	Private car	Bicycle	On foot	Other	Total
Western	29.7	6.3	5.8	0.0	0.0	0.0	0.1	0.6	0.0	56.7	0.7	100.0
Central Greater	19.4	4.2	28.2	0.1	0.0	0.0	1.8	0.3	0.0	44.7	1.3	100.0
Accra	7.5	11.5	18.2	0.0	0.1	0.0	0.0	6.5	0.2	55.9	0.1	100.0
Volta	23.5	11.2	15.2	0.0	0.0	3.1	0.9	0.1	0.1	45.5	0.4	100.0
Eastern	23.4	12.7	24.2	0.4	0.0	0.0	0.0	0.3	0.1	38.9	0.0	100.0
Ashanti	18.4	7.5	26.4	0.0	0.0	0.0	0.0	2.2	0.0	45.3	0.2	100.0
Brong Ahafo	12.2	11.4	19.5	0.0	0.0	0.0	0.1	0.3	1.2	55.3	0.0	100.0
Northern	8.1	3.2	6.1	0.0	0.0	0.0	3.7	0.7	38.1	40.1	0.1	100.0
Upper East	1.5	0.1	1.1	0.0	0.0	0.0	4.2	0.4	9.7	83.0	0.0	100.0
Upper West	5.2	0.1	6.4	0.0	0.0	0.0	10.3	1.8	27.7	44.6	3.9	100.0
Ghana	15.0	7.6	16.5	0.1	0.0	0.2	1.4	2.0	5.8	51.0	0.4	100.0

4.9 Waiting time at station to and from a health facility

Table 4.8 shows that nearly 44 percent of spent less than one minute before getting transport to a health facility. Only six percent reported spending more than one hour before getting transport.

The Upper West region (84.2%) recorded the highest proportion of those who spent less than a minute waiting for transport followed by the Northern region (81.3%).

Table 4. 8: Waiting time to a health facility (minutes)

Region	0	(1-5)	(6-10)	(11-15)	(16-20)	(21-30)	(31-40)	(41-50)	60	60+	Total
Western	47.7	8.9	11.2	5.9	1.3	2.8	2.9	3.4	3.5	12.5	100.0
Central	33.9	17.2	11.7	2.3	1.9	5.6	0.0	1.5	15.8	10.1	100.0
Accra	46.6	30.3	6.1	3.5	3.4	5.6	0.8	1.0	1.9	0.8	100.0
Volta	13.2	22.0	13.7	11.7	3.6	10.2	0.5	2.0	14.1	8.7	100.0
Eastern	27.0	21.0	9.3	4.8	4.7	8.0	3.7	5.1	7.7	8.8	100.0
Ashanti	23.9	25.4	12.3	4.6	5.9	9.1	1.1	1.2	6.3	9.9	100.0
Brong-Ahafo	39.0	21.8	8.0	2.8	3.3	7.9	4.3	2.9	8.5	1.6	100.0
Northern	81.3	7.3	1.8	1.4	0.7	2.7	0.0	0.1	2.6	2.4	100.0
Upper East	32.9	31.5	1.4	0.0	19.2	0.0	0.0	0.0	11.0	4.2	100.0
Upper West	84.2	0.6	1.5	1.4	1.7	3.6	0.9	0.6	2.2	3.2	100.0
Ghana	43.5	18.9	8.4	4.0	3.2	6.1	1.5	1.9	6.1	6.0	100.0

The time spent waiting for transport from a health facility shows a similar trend with 43.5 percent of respondents spending less than a minute. About five percent waited more than an hour before getting transport (Table 4.9).

Table 4. 9: Waiting time for public transport from a health facility (minutes)

Region	0	(1-5)	6-10	(11-15)	(16-20)	(21-30)	(31-40)	(41-50)	(51-60)	60+	Total
Western	47.7	9.0	10.4	5.8	2.5	3.2	2.4	3.4	3.6	11.9	100.0
Central	34.4	14.9	11.7	4.9	3.1	5.8	0.6	0.7	14.9	8.9	100.0
Accra	46.2	30.1	7.3	4.7	2.2	5.2	0.9	1.0	1.7	0.4	100.0
Volta	13.2	22.4	13.0	12.2	4.0	9.1	1.5	2.0	12.2	10.4	100.0
Eastern	27.2	25.2	11.5	6.0	7.1	6.9	4.7	4.7	3.0	3.8	100.0
Ashanti	23.9	26.8	13.6	6.2	8.0	8.0	1.1	1.5	5.5	5.5	100.0
Brong-Ahafo	39.5	23.0	9.8	2.1	3.8	8.3	3.3	2.2	7.1	1.0	100.0
Northern	81.3	7.2	1.7	1.5	0.7	2.7	0.0	0.3	2.4	2.4	100.0
Upper East	32.9	31.5	0.0	0.0	11.0	9.6	0.0	0.0	11.0	4.2	100.0
Upper West	84.2	1.4	2.2	1.0	2.0	2.9	0.1	0.6	2.4	3.0	100.0
Ghana	43.5	19.5	9.2	4.9	3.9	5.8	1.6	1.8	5.1	4.6	100.0

4.10 Transport fare to and from a health facility

Table 4.10 shows that about fifty percent of respondents did not incur any cost traveling to a health facility. One-tenth of respondents spent between GHp21 and GHp30 while eight percent spent more than one Ghana Cedi.

Table 4. 10: Transport fare to health facility (Ghana Cedi)

Region	Cost of travel (Ghana Cedi)												Total
	No payment	0.01 - 0.1	0.11 - 0.2	0.21 - 0.3	0.31 - 0.4	0.41 - 0.5	0.51 - 0.6	0.61 - 0.7	0.71 - 0.8	0.81 - 0.9	1	1+	
Western	52.70	0.30	2.10	7.60	2.60	6.40	6.50	0.40	1.90	1.30	3.80	14.60	100.00
Central	35.40	0.90	8.20	12.90	13.50	10.00	5.10	1.50	30.00	0.30	3.40	5.80	100.00
Accra	50.30	0.70	8.50	10.80	5.10	4.30	2.30	1.30	0.20	0.20	3.80	12.50	100.00
Volta	28.90	2.40	50.00	18.70	9.80	5.10	1.40	1.30	10.00	0.00	6.10	20.40	100.00
Eastern	33.50	0.30	3.40	13.70	8.60	6.20	5.40	5.20	2.40	0.10	9.60	11.90	100.00
Ashanti	43.30	2.50	7.80	16.60	6.40	10.10	2.40	1.40	1.70	0.30	2.90	4.40	100.00
Brong-Ahafo	40.40	0.00	6.80	4.60	90.00	17.70	1.50	6.60	6.30	0.20	2.20	4.80	100.00
Northern	78.60	0.10	1.60	4.50	1.80	4.80	1.10	1.20	0.30	0.10	1.10	4.90	100.00
Upper East	94.30	0.00	2.20	0.30	2.50	0.00	0.00	0.00	0.00	0.00	0.00	0.50	100.00
Upper West	83.40	0.00	0.50	1.50	10.00	0.10	0.00	0.00	0.00	0.00	4.70	8.70	100.00
Ghana	51.40	0.90	5.40	10.30	5.70	6.90	2.80	1.80	1.60	0.20	3.70	8.30	100.00

The Upper East (94.3%) had the highest proportion of respondents who did not pay anything to visit a health facility with the lowest proportion of 28.9 percent from the Volta region. The distribution of transport fare from a health facility follows a similar trend (Appendix Table B.2)

4.11 Travel time to and from a health facility

Nearly 23 percent of respondents spent between 6 and 10 minutes to reach a health facility. Those who spent more than one hour constituted 7.7 percent.

Table 4. 11: Travel time to a health facility

Region	Travel time to health facility (minutes)										Total
	0	(1 - 5)	(6 - 10)	(11 - 15)	(16 - 20)	(21-30)	(31-40)	(41-50)	(51-60)	60+	
Western	0.0	12.7	19.2	12.8	9.4	14.2	10.4	10.0	4.8	6.5	100.0
Central	0.4	16.9	18.7	15.7	6.6	13.9	3.5	6.5	7.8	9.8	100.0
Accra	0.5	23.4	26.9	17.9	10.7	12.7	2.4	2.3	2.1	1.2	100.0
Volta	0.2	11.6	19.1	14.2	8.4	15.0	5.3	4.1	13.3	8.8	100.0
Eastern	0.2	16.7	23.3	18.0	11.1	13.2	5.6	2.3	4.5	5.4	100.0
Ashanti	0.0	13.9	25.1	14.2	12.6	18.7	6.1	3.2	2.9	3.4	100.0
Brong-Ahafo	1.4	5.8	27.8	14.0	15.2	16.0	4.9	2.3	5.0	7.9	100.0
Northern	0.2	13.5	21.0	13.1	7.9	11.3	1.6	3.1	8.9	19.3	100.0
Upper East	0.0	2.2	16.9	13.4	2.8	15.6	14.7	18.5	2.7	13.1	100.0
Upper West	0.0	2.5	14.2	3.6	8.4	9.8	7.0	21.4	10.6	22.4	100.0
Ghana	0.3	13.7	22.5	14.6	9.8	14.4	5.6	5.9	5.3	7.7	100.0

Higher proportions of respondents in the Upper West (22.4%), Northern (19.3%) and Upper East (13.1%) spent more than an hour to travel to a health facility. Similar proportions of respondents spent the same time traveling from a health facility. About 86 percent of respondents also used the same means of transport to and from a health facility.

4.12 Modal share of transport trips to health facility

Table 4.12 shows the modal share of transport to a health facility during the 4 weeks preceding the survey. Nearly 41 percent of respondents made trips to a health facility on foot, followed by the use of individual taxi (19.3%).

More respondents in rural than urban areas, used a public taxi or tro-tro for their trips. The proportion respondents who made trips on bicycle were also higher in rural areas (4.1%) than in urban areas (1.0%).

Table 4. 12: Modal share of transport trips to and from health facility

Means of Transport	Urban/Rural		Ghana
	Urban	Rural	
Car type- individual public taxi	8.6	4.6	7.1
Car type- Public taxi	16.5	24.1	19.3
Car type-trotro	11.0	15.5	12.7
Car type-bus public	1.4	1.2	1.3
Car type-metro mass	0.3	0.1	0.2
Car type-private car	3.5	0.3	2.3
Motor car-trips	13.5	7.2	11.1
Train-trips	0.2	0.1	0.1
Bicycle-trips	1.0	4.1	2.2
Motor cycle-trips	1.2	0.8	1.0
Canoe/Boat/Ferry-trips	0.5	0.3	0.4
Foot-trips	40.6	41.1	40.8
Other(specify)-trips	1.9	0.5	1.4
Total	100.0	100.0	100.0

4.13 Reliability of transport to the nearest health facility

About sixty percent of respondents indicated that transport to a health facility was reliable. The proportion was higher in urban areas (77.7%) than rural areas (22.3%). On the contrary, more rural dwellers (76.9%) than urban dwellers (23.1%) reported that transport to a health facility was not reliable

Table 4. 13: Reliability of transport

Reliability of transport	Urban/Rural		Total	Ghana
	Urban	Rural		
Reliable	77.7	22.3	100.0	58.3
Reliable sometimes	45.3	54.7	100.0	18.6
Not reliable	23.1	76.9	100.0	23.1
Total	59.1	40.9	100.0	100.0

4.14 Transport availability

Table 4.14 shows that 41.6 percent of respondents complained about transport non-availability throughout the day. This was made up of 81.2 percent of respondents from rural areas and 18.8 percent of urban respondents. More than sixty percent of rural respondents also reported that transport was not available during the afternoon and evening. Urban dwellers complained about transport non-availability mainly in the morning (69.1%).

Table 4. 14: Time of day transport is not available to health facility

Time of transport non-availability	Urban/Rural		Group Total	Ghana
	Urban	Rural		
Morning	69.1	30.9	100.0	16.9
Afternoon	34.6	65.4	100.0	21.4
Evening	39.7	60.3	100.0	20.1
All day	18.8	81.2	100.0	41.6
Total	34.9	65.1	100.0	100.0

4.15 Births by females during the last 12 months

Table 4.15 indicates that about one-third (31.2%) of females aged 12-20 years gave birth during the last 12 months preceding the survey. Most of these were living in urban areas (63.6%).

Table 4. 15: Females who gave birth in the last 12 months by rural/urban

Age group	Urban/Rural		Total	Ghana	
	Urban	Rural			
Given birth	12 - 20	63.6	36.4	100.0	31.2
	21-30	63.8	36.2	100.0	24.7
	31-40	60.1	39.9	100.0	18.0
	41+	57.5	42.5	100.0	26.1
	Total	61.4	38.6	100.0	100.0

On the whole, higher proportions of urban than rural dwellers gave birth during the reference period.

4.16 Place of childbirth

About sixty percent of childbirths occurred in an urban area. Of the births that occurred in urban areas, 67.2 percent were on the way to a health facility. Most births in the rural areas occurred at home (73.0%). The proportion of births occurring in hospitals was higher in urban areas (67.2%) than rural areas. On the other hand, birth assisted by a Traditional Birth Attendant (TBA) was higher in rural areas (51.8%) than urban areas.

Table 4. 16: Place of birth of child by urban/rural

Place of birth	Urban/Rural		Ghana
	Urban	Rural	
At home	27.0	73.0	100.0
At home(TBA assisted)	48.2	51.8	100.0
Hospital/clinic	67.2	32.8	100.0
On way to health facility	72.4	27.6	100.0
Other	33.3	66.7	100.0
Total	58.4	41.6	100.0

4.17 Reason for not delivering child in a hospital

About forty percent of respondents reported that they saw no need of going to health facility while 7.4 percent indicated that the distance to the facility was long. A little over a tenth (11.1%) of the respondents cited the reason as the bad nature of the road (Table 4.17).

Table 4. 17: Reasons why child was not delivered at hospital

Why child was not delivered in hospital	Ghana
Bad nature of road	11.1
Distance too long	7.4
Vehicle developed fault on the way	4.9
No need going to a health facility	40.7
No money for transport	7.4
Other	28.4
Total	100.0

5.0 ECONOMIC ACTIVITY

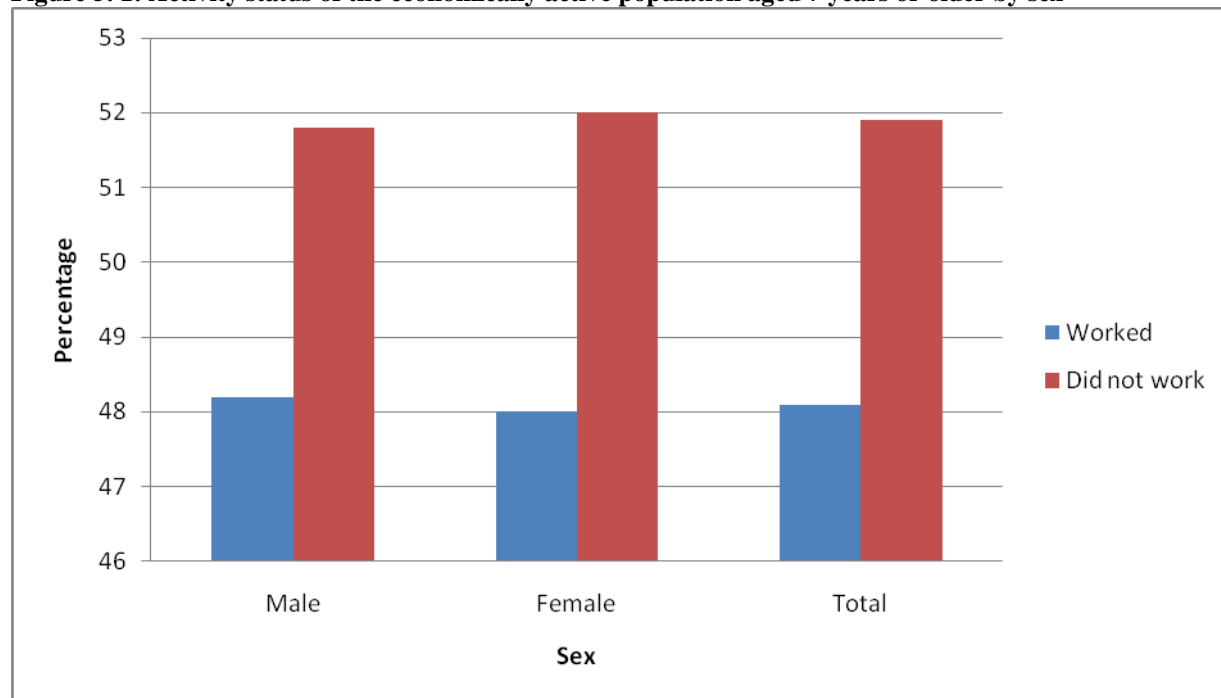
5.1 Introduction

This section looks at the labour force module of the survey. The labour force in this report covers persons aged seven years and older and the analyses focus on the economically active population. The economically active population is that part of the population which engaged or was available to be engaged in the production of economic goods and services. People were described as employed if they did some work for pay, profit or family gain in the seven days preceding the interview.

5.2 Employment

Of the economically active population aged 7 years or older, 48.1 percent worked within the reference period. Compared to females (48%), a relatively greater proportion of males (48.2%) worked within the reference period (Figure 5.1)

Figure 5. 1: Activity status of the economically active population aged 7 years or older by sex



As expected, those aged 25-44 years recorded the highest (49.5%) activity rate. The activity rates for males were higher than females for all the age groups except the 25-44 cohort. The activity rates of children aged 7-14 years and the aged (65 years and older) are higher for those in rural areas compared to their urban counterparts (Table 5.1).

Table 5. 1: Current activity rates by region, age, sex and locality

Characteristics	Age Group					Total
	7-14	15-24	25-44	45-64	65+	
Region						
Western	2.8	14.2	50.8	27.2	4.9	100.0
Central	1.3	10.8	48.2	32.8	7.0	100.0
Greater Accra	3.1	16.8	49.8	26.6	3.7	100.0
Volta	1.4	9.9	51.3	27.1	10.3	100.0
Eastern	0.5	14.4	48.8	28.5	7.8	100.0
Ashanti	0.7	16.4	55.8	21.3	5.7	100.0
Brong Ahafo	0.0	11.6	63.3	20.9	4.2	100.0
Northern	4.5	21.6	44.2	24.5	5.2	100.0
Upper East	5.8	20.0	38.3	23.1	12.8	100.0
Upper West	6.2	16.1	43.6	25.3	8.8	100.0
Sex						
Male	3.1	16.1	47.2	26.1	7.4	100.0
Female	2.1	15.7	51.7	25.0	5.4	100.0
Locality						
Urban	1.5	14.9	53.0	25.6	5.0	100.0
Rural	4.0	17.3	44.9	25.6	8.2	100.0
Ghana	2.6	15.9	49.5	25.6	6.4	100.0

There are regional variations in the activity rates. The three northern regions recorded relatively higher proportions of children engaged in economic activity. In the case of the aged (65 years or older), the activity rates (more than 10 percent) were comparatively high in the Upper East and Volta regions (Table 5.1).

Table 5.2 indicates that majority (72.5%) of the economically active population were self employed. In addition, 16.8 percent were employees with six percent as unpaid family workers. Males were in larger proportions in all categories with the exception of the self employed (without employees) and unpaid family workers. Males were more likely to be employees and less likely to be self employed compared to their female counterparts.

Table 5. 2: Employment status of economically active population by region, sex and locality

Characteristics	Employment Status							Total
	Employee	Employer	Self employed (with employees)	Self employed (without employees)	Unpaid family worker	Apprentice	Other	
Region								
Western	12.1	2.0	4.8	74.7	4.6	1.9	0.0	100.0
Central	12.7	0.2	2.4	80.6	2.8	0.7	0.7	100.0
Greater Accra	33.6	1.7	9.1	42.6	8.9	3.7	0.4	100.0
Volta	9.1	1.0	3.9	80.7	2.0	2.2	1.0	100.0
Eastern	11.4	2.7	8.9	71.1	2.7	3.2	0.0	100.0
Ashanti	17.4	2.9	7.0	63.6	4.7	4.4	0.1	100.0
Brong Ahafo	20.4	2.6	27.6	48.0	0.7	0.7	0.0	100.0
Northern	11.6	0.6	2.0	77.9	5.0	2.9	0.0	100.0
Upper East	7.3	0.3	4.2	69.3	16.3	2.6	0.0	100.0
Upper West	7.5	0.0	2.4	81.7	7.1	1.3	0.0	100.0
Sex								
Male	23.8	2.1	6.6	58.9	5.3	3.0	0.3	100.0
Female	10.1	1.1	5.9	73.3	6.7	2.7	0.1	100.0
Locality								
Urban	24.6	2.4	8.1	56.3	4.6	3.7	0.2	100.0

Rural	6.5	0.6	3.7	79.3	7.9	1.7	0.2	100.0
Ghana	16.8	1.6	6.2	66.3	6.1	2.9	0.2	100.0

There were marked differences in the employment status between urban and rural dwellers and among the regions. In urban areas, employees ranked next to self employed whereas in rural areas it was unpaid family workers. The proportion of employees in urban areas were much higher compared to that of rural areas (more than three times) while the proportion of unpaid family workers in the rural areas was about twice that of urban dwellers. Very high proportions (more than four-fifth) of the self- employed without employees were reported in Upper West, Volta and Central regions. Also, Greater Accra (33.6%) and Brong Ahafo (20.4%) regions recorded relatively high proportions of employees (Table 5.2).

5.3 Working Conditions

The occupational distributions (Table 5.3) depict that majority (80.4%) of the employed were mainly engaged in three occupations: agricultural workers (47.7%), service and sales workers (19.5%) and craft and related workers (13.2%). There were greater proportions of agricultural workers in Upper West, Upper East, Northern, Brong Ahafo, western and Central regions while in Volta, Eastern and Ashanti regions, the main occupations were agriculture, services/sales and craft and related work (Table 5.3).

Table 5.3: Main occupation of the currently employed population by region, sex and locality

Region	Main Occupation										Total
	Legislators/ Managers	Professionals	Technicians	Clerks	Services/sales workers	Agriculture	Craft & related workers	Plant & machine workers	Elementary occupations	Security personnel	
Western	0.0	3.6	3.7	1.5	11.4	57.6	12.6	3.5	3.9	2.1	100.0
Central	0.0	3.7	1.4	0.9	12.1	67.2	5.7	2.0	6.9	0.1	100.0
Greater Accra	2.3	7.5	6.1	3.8	30.4	19.0	20.6	6.0	2.8	1.6	100.0
Volta	0.0	5.3	1.8	0.2	30.9	33.4	21.5	2.0	4.1	0.6	100.0
Eastern	0.3	3.3	3.4	0.6	21.5	46.8	16.6	3.5	2.4	1.6	100.0
Ashanti	0.6	6.2	3.4	0.6	31.0	29.2	15.5	3.7	9.2	0.7	100.0
Brong Ahafo	0.0	2.3	1.2	0.8	17.9	59.5	11.0	5.8	1.3	0.2	100.0
Northern	0.5	5.6	1.6	1.0	7.0	65.2	7.0	1.3	10.6	0.1	100.0
Upper East	0.2	1.8	3.1	0.3	3.7	80.2	5.5	0.5	4.4	0.3	100.0
Upper West	2.0	1.8	1.8	0.4	2.4	85.7	2.6	0.9	2.2	0.2	100.0
Ghana	0.7	4.8	3.3	1.3	19.5	47.7	13.2	3.4	5.2	0.9	100.0

Table 5.4 indicates that 43.7 percent of the workers on average, traveled less than 1 kilometre to their workplaces. Another 23.1 percent traveled for between 1 and 2 kilometres and 13.6 percent traveled for more than 5 kilometres to reach their workplaces. Generally, males and urban dwellers traveled much longer distances to work compared to females and those living in rural areas.

Table 5. 4: Average distance (km) from residence to place of work of the currently employed by sex and locality

Distance	Urban			Rural			Ghana	
	Male	Female	All	Male	Female	All	Total	
Less than 1	37.5	58.1	48.4	32.5	42.8	37.6	43.7	
1-2	20.9	15.3	18.0	31.7	27.6	29.7	23.1	
2.1-3	7.3	4.7	5.9	10.0	7.2	8.6	7.1	
3.1-4	6.9	5.0	5.9	10.3	8.6	9.4	7.4	
4.1-5	5.6	4.2	4.9	5.7	5.5	5.6	5.2	
5.1-10	12.9	7.3	10.0	6.6	5.1	5.9	8.2	
10.1-15	3.7	2.0	2.8	1.3	1.2	1.2	2.1	
15.1-20	2.5	1.4	1.9	0.2	0.7	0.4	1.3	
20.1+	2.8	2.0	2.4	1.8	1.2	1.5	2.0	
All	100.0	100.0	100.0	100.0	100.0	100.0	100.0	

Table 5.5 shows that of the economically active population whose work required travel from their residences, majority (53.8%) went to their places of work on foot. Rural dwellers were more likely to walk to their work places compared with urban dwellers: compared to males, females were in bigger proportions in both urban and rural areas. *Trotro* (14.6%) and bicycle (10.9%) were the next important means of transport by workers. A bigger proportion of males (16.5%) used bicycles compared to females (4.4%) while a bigger proportion of females (13.4%) used *trotro* than males (2.2%).

Table 5. 5: Means of transport from residence to workplace of the currently employed by sex and locality

Means of transport	Urban			Rural			Ghana		
	Male	Female	All	Male	Female	All	Male	Female	All
Individual Public (taxi)	3.3	3.1	3.2	0.7	0.5	0.6	2.2	2.0	2.1
Vehicle (<i>trotro</i>)	23.9	3.3	21.9	4.6	0.7	4.7	2.2	13.4	14.6
Vehicle (taxi)	11.5	11.0	11.3	4.0	3.9	3.9	8.3	8.0	8.2
Bus (metro mass)	0.2	0.3	0.3	0.1	0.0	0.0	0.2	0.2	0.2
Bus (public)	1.7	1.6	1.7	0.9	0.9	0.9	1.3	1.3	1.3
Company Bus	3.1	0.7	2.0	1.0	0.3	0.7	2.2	0.5	1.4
Train	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Vehicle (private)	8.8	3.8	6.5	0.2	0.2	0.2	5.1	2.3	3.8
Motorcycle	2.7	1.2	2.0	2.0	0.4	1.3	2.4	0.9	1.7
Boat/Ferry/Canoe	0.8	0.5	0.7	2.1	0.9	1.6	1.3	0.7	1.0
On foot	34.8	54.8	44.1	56.1	80.6	67.2	43.8	65.5	53.8
Bicycle	8.5	2.9	5.9	27.5	6.5	17.9	16.5	4.4	10.9
Other	0.8	0.4	0.6	0.9	0.9	0.9	0.8	0.6	0.7
Total	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0

To get to their place of work, majority of the workers cited bad roads (33.8%), long distance (24.7%) and heavy traffic on roads (18.8%) as the main difficulties they faced. The difficulties mentioned varied depending on the locality of residence. The concerns of many in the urban areas were heavy traffic on roads (35.9%) and bad roads (20.9%) whereas in the rural areas, majority mentioned bad roads (47.8%) and long distance (32.6%) as the main difficulties they faced. Heavy traffic on roads was the major problem for the Greater Accra region while bad

roads were reported by majority of respondents in the Western, Northern and Upper West regions. In Brong Ahafo and Volta regions, most of them complained about no access road and long distance respectively (Table 5.6).

Table 5. 6: Main difficulties faced by the currently employed going to the workplace by region, sex and locality

Region	Main Difficulty								Total
	No access road	Bad roads	Difficulty getting vehicle	Long waiting time	Heavy traffic on road	Distance too long	No money for transport	Other	
Western	3.9	54.6	3.0	3.0	2.8	28.7	3.0	1.1	100.0
Central	15.9	34.1	11.4	13.6	2.3	13.6	4.5	4.5	100.0
Greater Accra	0.2	11.2	5.4	11.0	61.5	7.2	0.8	2.7	100.0
Volta	11.0	31.4	1.7	3.4	0.8	44.1	3.4	4.2	100.0
Eastern	20.1	27.8	5.9	5.9	1.8	34.9	2.4	1.2	100.0
Ashanti	6.7	23.3	18.1	12.2	22.4	14.9	0.9	1.5	100.0
Brong Ahafo	60.0	30.0	10.0	0.0	0.0	0.0	0.0	0.0	100.0
Northern	5.7	59.8	3.5	0.4	0.0	25.8	3.5	1.3	100.0
Upper East	0.0	18.4	2.9	1.9	0.0	71.8	1.9	2.9	100.0
Upper West	6.4	52.2	2.5	0.6	0.0	35.7	0.0	2.5	100.0
Sex									
Male	6.1	34.7	6.0	6.3	20.7	22.4	1.8	2.0	100.0
Female	5.6	33.2	7.0	6.3	16.1	27.8	2.1	2.0	100.0
Ghana	5.9	34.0	6.4	6.3	18.7	24.7	1.9	2.0	100.0

Table 5.7 depicts that overall, getting transport to work appeared not to be much of a problem for workers. A greater proportion (96.2%) of the workers reported that one was likely to get a vehicle to the workplace within 15 minutes. Only one percent of the workers indicated that they had to wait for more than 30 minutes before getting transport to the workplace.

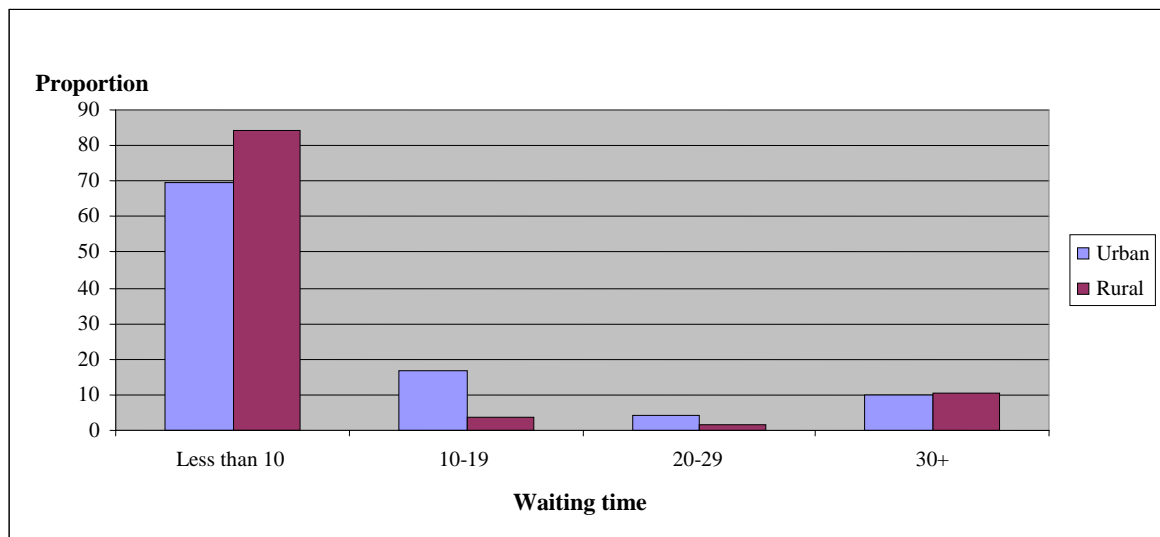
Table 5. 7: Frequency of transport schedule by sex and locality

Time (minutes)	Urban			Rural			Ghana		
	Male	Female	All	Male	Female	All	Male	Female	All
Up to 15	96.9	96.5	96.7	95.7	95.0	95.4	96.1	96.3	96.2
16-30	2.5	2.6	2.6	3.1	2.9	3.0	2.5	3.0	2.8
31-45	0.5	0.8	0.6	1.2	2.0	1.6	1.0	1.0	1.0
46-60	0.0	0.1	0.1	0.0	0.0	0.0	0.0	0.1	0.0
60+	0.1	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0
All	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0

About three-quarters (69.4 percent for urban and 84.2 percent for rural) of the workers reported that they waited for a maximum of 10 minutes at the station to get transport to work. Only 10 percent of the respondents mentioned that they waited for at least 30 minutes to get transport to the workplace (Figure 5.2).

Workers who reported that transport was not always available to them getting to the workplace, about two-fifth (39.5%) mentioned “all day” while 27.6 percent indicated that availability of transport was a problem in the morning.

Figure 5. 2: Average waiting time (minutes) at station of the employed population by locality



About a third of the respondents also mentioned that transport was not available to them either in the afternoon or the evening. Majority of workers in rural areas (59.2%) indicated that transport is not available to them all day, but for majority of those in urban areas (51.4%), it is in the morning. Transport availability was a problem for majority (more than 70 percent) of such workers in Upper East, Brong Ahafo and Northern regions but for those in Greater Accra region, it was in the morning (Table 5.8).

Table 5. 8: Time of day transport is not available to workplace by region, sex and locality

Characteristics	Morning	Afternoon	Evening	All day	Total
Region					
Western	11.3	36.8	15.6	36.3	100.0
Central	14.6	38.4	9.3	37.7	100.0
Greater Accra	87.8	5.3	3.5	3.4	100.0
Volta	17.1	35.3	24.1	23.5	100.0
Eastern	11.1	17.3	36.4	35.2	100.0
Ashanti	34.7	7.4	22.7	35.2	100.0
Brong Ahafo	14.3	14.3	0.0	71.4	100.0
Northern	11.9	2.9	14.0	71.3	100.0
Upper East	2.4	1.0	13.0	83.6	100.0
Upper West	14.7	41.9	6.0	37.3	100.0
Sex					
Male	28.5	16.4	15.1	39.9	100.0
Female	26.7	19.4	14.9	38.9	100.0
Locality					
Urban	51.4	16.0	15.4	17.2	100.0
Rural	7.7	19.3	14.8	59.2	100.0
Ghana	27.7	17.8	15.0	39.5	100.0

Table 5.9 indicates that, on average, workers paid 45 Gp as transport fares to get to the workplace daily. Fares paid by workers in urban areas were much higher (more than 2 times) than what was paid by their rural counterparts. Legislators (Gh¢ 1.69) and Technicians (Gh¢ 1.25) are the occupational groups that paid more than Gh¢ 1.00 per day with those in agriculture

paying the least transport fares. There were also differences in the average daily transport fares paid in industry with workers engaged in Electricity, Public administration and Financial services paying more than others.

Table 5. 9: Daily average amount (Ghc) spent on transport by the currently employed from residence to workplace by main industry, occupation and locality

Main Industry	Urban	Rural	Ghana	Main Occupation	Urban	Rural	Ghana
Agriculture	0.30	0.10	0.20	Legislators/managers	1.77	0.47	1.69
Fishing	1.17	0.19	0.86	Professionals	0.82	0.25	0.74
Mining	0.79	0.05	0.57	Technicians	1.25	1.25	1.25
Manufacturing	0.36	0.30	0.35	Clerks	0.69	0.14	0.64
Electricity	2.07	0.00	1.95	Service/sales workers	0.75	0.75	0.75
Construction	0.52	0.36	0.50	Agricultural workers	0.40	0.12	0.22
Trade	0.67	1.40	0.64	Craft & related workers	0.38	0.47	0.40
Hotel	1.00	0.00	1.00	Plant & machinery workers	0.35	0.54	0.38
Transport and communication	0.51	0.65	0.52	Elementary occupation	0.41	0.21	0.33
Financial Services	1.40	0.50	1.37	Security personnel	0.31	0.82	0.47
Real estate	0.50	0.40	0.48	Total	0.59	0.23	0.45
Public administration	1.48	0.87	1.51				
Education	0.39	0.39	0.39				
Health and social work	1.31	1.09	1.34				
Other community services	1.06	0.33	0.98				
Activities of private households	0.24	0.30	0.27				
Computer and related activities	1.43	0.00	1.12				
Printing	0.50	0.00	0.50				
Extra territorial organization	1.55	0.00	1.50				
Total	0.59	0.23	0.45				

Overall, workers on average, traveled for about 38 minutes to their workplaces. Workers found in rural areas (43 minutes) traveled for longer time compared to those in urban areas (34 minutes). In rural areas, females traveled for a longer time compared to males but in the urban areas, the reverse is the case. Again, workers engaged by extra territorial organizations and the agriculture industries travel much longer distances to their workplaces compared to others (Table 5.10).

Table 5. 10: Average travel time (min) to the workplace of the employed by industry, sex and locality

Industry	Urban			Rural			Ghana
	Male	Female	All	Male	Female	All	
Agriculture	55	63	58	44	49	46	49
Fishing	31	48	34	47	50	47	40
Mining	33	24	32	16	65	22	29
Manufacturing	23	21	22	27	35	30	24
Electricity	22	14	21	50	15	33	22
Construction	28	34	28	26	0	26	28
Trade	32	30	31	65	34	40	32
Hotel	25	27	26	0	0	0	26
Transport and communication	27	23	26	34	2	33	28
Financial services	28	21	27	48	2	37	28
Real estate	20	28	23	50	0	50	28
Public administration	34	36	34	41	0	41	35
Education	21	19	20	29	25	28	22
Health & social	37	33	34	41	26	34	34
Other community services	26	22	24	44	26	30	25
Activities of private households	20	35	25	24	25	24	25
Computer and related activities	40	12	34	0	0	0	34
Printing	38	0	38	0	0	0	38
Extra territorial organization	0	60	60	0	0	0	60
Total	33	34	34	42	45	43	38

5.4 Challenges Faced

Table 5.11 depicts that half of those who worked within the reference period did not actively look for work because they were satisfied with their work while 32 percent of them combined schooling and work. Only 1.5 percent of the respondents gave reasons that related to transportation (inaccessibility, long distance and high transport cost).

Table 5. 11: Reasons why people did not actively look for work by region, sex and locality

Characteristics	Reason											Total
	Work available but distance too far	Work available but transport cost high	Workplace inaccessible	Sick/Incapacitated	Student	Old age	Out of season	Retrenchment	Preferred work not available	Already working (satisfied)	Other	
Region												
Western	0.0	0.0	0.3	1.2	43.0	3.1	0.2	0.2	1.0	46.9	4.1	100.0
Central	0.3	0.1	0.2	1.4	34.3	4.8	0.3	0.2	2.7	53.2	2.5	100.0
Greater Accra	0.1	0.0	0.3	1.1	36.6	7.1	0.1	0.1	4.6	43.6	6.5	100.0
Volta	1.2	0.0	0.0	1.8	37.4	6.2	0.0	0.1	3.0	45.7	4.5	100.0
Eastern	0.0	0.1	0.8	2.9	32.6	5.1	0.1	0.0	3.4	53.9	1.2	100.0
Ashanti	0.9	0.9	4.1	1.2	22.5	8.1	0.2	0.6	6.3	49.9	5.2	100.0
Brong Ahafo	0.2	0.2	1.1	0.6	32.2	4.1	0.1	0.0	14.0	46.9	0.7	100.0
Northern	1.0	0.8	0.0	0.5	30.6	6.5	0.8	0.1	7.9	50.8	1.1	100.0
Upper East	0.0	0.0	0.0	1.5	19.8	6.0	0.0	0.0	1.0	71.4	0.2	100.0
Upper West	0.2	0.0	0.0	0.5	23.6	5.8	0.8	0.0	3.8	55.9	9.4	100.0
Sex												
Male	0.5	0.2	0.7	1.1	35.0	4.8	0.2	0.2	4.2	50.1	2.9	100.0
Female	0.2	0.3	1.2	1.4	29.1	7.2	0.3	0.1	5.8	49.9	4.6	100.0
Locality												
Urban	0.3	0.3	0.9	1.4	34.0	6.4	0.2	0.2	5.1	46.6	4.5	100.0
Rural	0.5	0.1	0.9	1.1	29.2	5.4	0.2	0.1	4.8	54.9	2.8	100.0
Ghana	0.4	0.2	0.9	1.3	32.0	6.0	0.2	0.2	5.0	50.0	3.8	100.0

The Ashanti region recorded a relatively high proportion of those who cited inaccessibility of workplace (4.1%) and high transport cost (0.9%). The proportion (1.2%) of respondents from the Volta region who mentioned that they traveled for long distance searching for work is comparatively high.

Table 5. 12: Main challenges faced by people actively looking for work by region

Region	Main Challenge										Total
	Work available but distance too far	Work available but transport cost too high	Workplace inaccessible	Sick/Incapacitated	Full time student	Old age	Out of season	Retrenchment	Other		
Western	40.2	21.1	12.4	1.0	0.0	0.0	2.6	2.1	20.6	100.0	
Central	14.6	53.7	22.0	2.4	0.0	2.4	0.0	4.9	0.0	100.0	
Greater Accra	42.4	8.7	43.1	1.3	0.5	1.3	1.1	1.1	0.5	100.0	
Volta	71.2	13.5	10.6	1.9	1.0	0.0	1.9	0.0	0.0	100.0	
Eastern	3.9	2.9	80.4	5.9	2.0	0.0	0.0	4.9	0.0	100.0	
Ashanti	58.2	6.6	25.3	0.6	2.5	1.6	1.9	3.2	0.0	100.0	
Brong Ahafo	28.0	13.3	50.7	2.7	0.0	0.0	4.0	1.3	0.0	100.0	
Northern	65.4	20.5	3.9	3.1	0.0	1.6	5.5	0.0	0.0	100.0	
Upper East	68.0	20.0	0.0	4.0	0.0	0.0	8.0	0.0	0.0	100.0	
Upper West	61.1	0.0	22.2	0.0	0.0	11.1	5.6	0.0	0.0	100.0	
Ghana	46.2	12.7	30.2	1.8	0.9	1.1	2.2	1.9	3.0	100.0	

Asked about the main challenges they faced, majority of the people who were actively looking for work mentioned long distance (46.2%) and inaccessibility (30.2%) as indicated in Table 5.12. Majority of respondents in the Volta, Northern, Upper East and Upper West regions reported long distance as the main challenge and for majority of those found in Volta and Eastern regions, it was inaccessibility to the workplace.

5.5 Market Access for Agricultural Produce

5.5.1 Main reason for engaging in Agriculture

Nearly 60 percent of respondents assigned the main reason for engagement in agricultural production as producing for the domestic market as well as own consumption (Table 5.13). About one-fifth (18.7%) also indicated that they were producing for only own consumption. Less than one-tenth (9.8%) were producing crops mainly for export.

One-third of farmers in the Western region and about one-fifth in the Ashanti region were producing commercial crops mainly for export. In contrast, over 65 percent of farmers in the remaining regions, except Upper West were producing crops for the domestic market and own consumption.

Table 5. 13: Main purpose for engaging in agriculture

Region	Commercial crops for both export and domestic market		Food crops for export market	Food crops for domestic market	Food crops for both for domestic market and own consumption	Food crops for own consumption	Other	Total
	Commercial crops mainly for export	Commercial crops for both export and domestic market						
Western	33.6	27.6	0.4	12.6	24.1	1.8	0.0	100.0
Central	19.1	2.0	0.0	6.6	69.4	3.0	0.0	100.0
Greater Accra	0.0	1.5	0.0	11.8	83.8	1.5	1.5	100.0
Volta	0.0	0.9	0.0	3.6	72.5	23.0	0.0	100.0
Eastern	8.0	0.7	0.7	12.2	71.2	6.9	0.3	100.0
Ashanti	23.1	23.6	0.4	7.2	36.8	8.9	0.0	100.0
Brong Ahafo	8.9	13.4	0.2	2.2	65.8	9.4	0.0	100.0
Northern	0.0	0.0	0.5	0.5	65.2	33.7	0.0	100.0
Upper East	0.4	0.0	0.0	0.2	81.8	17.6	0.0	100.0
Upper West	0.2	1.2	0.0	1.9	43.5	52.9	0.2	100.0
Ghana	9.8	7.9	0.3	4.7	58.6	18.7	0.1	100.0

5.5.2 Main outlet for sale of farm produce

About 50 percent of farmers sold their farm produce in a local market within their locality while about one-fifth (20.5%) sold them in a local market outside their locality (Table 5.14). Government agencies bought farm produce from only 13.5 percent of producers mainly in the Ashanti, Western, Brong Ahafo and Central regions. These are regions where commercial crops were grown mainly for export.

The activities of farm-gate buyers were dominant in the Central (36.6%), Greater Accra (16.7%), Ashanti (16.5%) and Eastern regions (10.9%).

Table 5. 14: Main outlet for the sale of farm produce

Region	Government Agency	Private Company	Farm-gate Buyer	Cooperative Society	Market outside this locality	Market within locality		Total
						Other		
Western	23.9	22.2	8.0	0.9	8.6	36.4	0.0	100.0
Central	16.9	4.4	36.6	1.0	21.4	19.7	0.0	100.0
Greater Accra	0.0	0.0	16.7	1.5	15.2	66.7	0.0	100.0
Volta	0.0	0.0	3.7	0.0	18.3	77.4	0.6	100.0
Eastern	11.2	1.9	10.9	0.4	17.6	58.1	0.0	100.0
Ashanti	38.5	2.5	16.5	3.4	14.9	24.2	0.0	100.0
Brong Ahafo	17.8	7.2	2.8	0.0	18.1	54.2	0.0	100.0
Northern	0.0	0.0	1.5	0.0	36.7	61.8	0.0	100.0
Upper East	0.4	0.0	2.0	0.0	15.4	81.9	0.2	100.0
Upper West	2.1	0.5	9.3	0.0	43.5	44.6	0.0	100.0
Ghana	13.5	4.9	9.7	0.8	20.5	50.6	0.1	100.0

5.5.3 Distances traveled to the nearest market

More than a third (36.1%) of people engaged in agricultural production traveled a kilometre or less to sell their farm produce. Majority of these were in the Eastern (52.5%), Western (45.2%), Ashanti (44.3%), Volta (42.3%) and Central (41.8%) regions.

In comparison to the other regions, a higher proportion of farmers in the Northern (32.2%) and Volta (26.2%) regions traveled at least ten kilometres to the nearest market to sell their produce.

Table 5. 15: Distance to the nearest market

Region	Distance (km)							Total
	0-1.0km	1.1-2km	2.1-3km	3.1-6km	6.1-10km	10.1-15km	>15km	
Western	45.2	29.7	9.5	9.3	0.7	1.8	3.8	100
Central	41.8	15.1	8.2	18.5	6.2	5.5	4.8	100
Greater Accra	27.7	46.2	15.4	0.0	4.6	0.0	6.2	100
Volta	42.3	10.7	0.6	13.1	7.1	15.5	10.7	100
Eastern	52.5	15.7	11.4	9.0	5.5	4.3	1.6	100
Ashanti	44.3	18.6	10.1	9.4	8.0	5.0	4.6	100
Brong Ahafo	19.3	47.7	10.7	11.6	2.5	5.0	3.3	100
Northern	32.2	9.9	2.5	14.8	8.4	16.8	15.4	100
Upper East	27.8	27.8	12.9	12.7	9.5	7.2	2.0	100
Upper West	23.1	15.6	23.1	29.6	5.9	2.2	0.5	100
Ghana	36.1	22.9	9.6	12.9	6.0	7.0	5.5	100

5.5.4 Problems encountered in the sale of farm produce

About thirty-eight percent responded that they had problems in marketing their farm produce (Table 5.16). The Upper West region had the highest proportion (67.4%) of respondents who indicated that they had difficulties, followed by the Volta (57.2%) and Northern (54.0%) regions.

Table 5. 16: Difficulty in the marketing of farm produce

Region	Any difficulty faced in marketing farm produce?		Total
	Yes	No	
Western	19.5	80.5	100.0
Central	21.8	78.2	100.0
Greater Accra	40.0	60.0	100.0
Volta	57.2	42.8	100.0
Eastern	40.3	59.7	100.0
Ashanti	40.2	59.8	100.0
Brong Ahafo	26.7	73.3	100.0
Northern	54.0	46.0	100.0
Upper East	32.2	67.8	100.0
Upper West	67.4	32.6	100.0
Ghana	37.5	62.5	100.0

5.5.5 Difficulties encountered in the marketing of farm produce

With regard to the type of difficulties encountered, 36.7 percent of respondents indicated that the roads to the markets were in a bad shape. This was followed by the lack of means of transport (23.4%) to the marketing centres (Table 5.17).

The Brong Ahafo region recorded the highest proportion of farmers (71.9%) who complained about the bad nature of roads, followed by Greater Accra (58.1%) and Northern (45.0%) regions.

The lack of a means of transport was the main difficulty farmers in the Upper East region (77.5%) faced in the marketing of their farm produce.

High transport costs were cited as major problems in the Ashanti (32.4%), Volta (27.7%) and Upper West (24.6%) regions.

Table 5. 17: Main difficulty faced marketing farm produce

Region	No access road	Bad road	No means of transport	High cost	transport	Other	Total
Western	15.6	33.0	22.0	21.1		8.3	100.0
Central	0.0	20.6	11.1	3.2		65.1	100.0
Greater Accra	9.7	58.1	16.1	12.9		3.2	100.0
Volta	7.9	18.8	6.9	27.7		38.6	100.0
Eastern	16.5	40.9	17.4	13.0		12.2	100.0
Ashanti	10.1	39.7	15.1	32.4		2.8	100.0
Brong Ahafo	18.8	71.9	5.2	4.2		0.0	100.0
Northern	14.1	45.0	21.0	19.5		0.4	100.0
Upper East	0.0	5.6	77.5	16.9		0.0	100.0
Upper West	0.0	44.0	14.2	24.6		17.2	100.0
Ghana	9.6	36.7	23.4	19.6		10.6	100.0

5.5.6 Distance to the nearest motorable road

Nearly two-fifths (36.7%) of persons engaged in agricultural activities were within one kilometre from the nearest motorable road. Another 27.4 percent were operating in areas that were between one and two kilometers from a motorable road.

Table 5. 18: Distance to the nearest motorable road by region (km)

Region	0-1km	1.1-2km	2.1-3km	3.1-6km	6.1-10km	10.1-15km	>15km	Total
Western	42.3	35.1	17.6	4.1	0.7	0.2	0.0	100.0
Central	39.2	21.9	12.0	18.3	7.0	1.0	0.6	100.0
Greater Accra	40.0	40.0	12.3	3.1	3.6	0.0	0.0	100.0
Volta	42.0	23.2	10.7	13.8	4.9	2.7	2.7	100.0
Eastern	52.0	19.9	12.2	8.5	4.8	1.8	0.7	100.0
Ashanti	44.5	31.1	9.0	5.0	6.7	2.5	1.3	100.0
Brong Ahafo	16.3	46.0	20.0	13.4	3.2	1.0	0.0	100.0
Northern	27.4	13.0	2.9	18.2	7.9	13.9	16.7	100.0
Upper East	36.8	33.3	18.2	6.0	5.3	0.0	0.4	100.0
Upper West	42.6	23.2	8.4	12.6	5.3	1.1	6.8	100.0
Ghana	36.7	27.4	11.9	10.9	5.2	3.5	4.3	100.0

On the contrary, 30.6 percent of farmers in the Northern region were undertaking their farming activities in areas at least 10 kilometres from a motorable road (Table 5.18).

The distribution by locality (Table 5.19) shows that in the Northern region, 21.3 percent of respondents in the rural areas live between 10 and 15 kilometres away from a motorable road with another 16.1 percent living more than 15 kilometres away. In the Western and Brong Ahafo regions, 20.9 percent and 25.1 percent of rural dwellers live between 2 and 3 kilometres away from the nearest motorable road.

Table 5. 19: Distance to the nearest motorable road by region and locality (km)

Region	Area	0-1km	1.1-2km	2.1-3km	3.1-6km	6.1-10km	10.1-15km	>15	Total
Western	Urban	53.1	41.7	5.2	0.0	0.0	0.0	0.0	100.0
	Rural	39.3	33.5	20.9	5.2	0.9	0.3	0.0	100.0
Central	Urban	70.0	10.0	0.0	5.0	10.0	0.0	0.0	100.0
	Rural	37.0	22.8	12.8	19.2	6.8	1.1	0.4	100.0
Greater Accra	Urban	25.0	50.0	0.0	25.0	0.0	0.0	0.0	100.0
	Rural	40.7	37.3	13.6	3.4	3.4	0.0	0.0	100.0
Volta	Urban	29.5	23.0	27.9	11.5	4.9	1.6	1.6	100.0
	Rural	46.6	23.3	4.3	14.7	4.9	3.1	3.1	100.0
Eastern	Urban	62.3	8.2	11.5	6.6	9.8	0.0	1.6	100.0
	Rural	45.6	26.0	14.2	8.4	3.1	2.2	0.4	100.0
Ashanti	Urban	39.6	28.6	13.0	5.2	9.4	2.6	1.6	100.0
	Rural	47.6	33.0	6.3	4.9	4.9	2.4	1.0	100.0
Brong Ahafo	Urban	14.4	57.5	13.8	11.6	2.2	0.6	0.0	100.0
	Rural	17.9	36.8	25.1	14.8	4.0	1.3	0.0	100.0
Northern	Urban	42.6	15.8	5.5	13.7	11.5	7.7	3.3	100.0
	Rural	22.2	12.0	2.0	19.8	6.7	16.1	21.3	100.0
Upper East	Urban	84.0	8.0	8.0	0.0	0.0	0.0	0.0	100.0
	Rural	34.5	34.5	18.7	6.3	5.5	0.0	0.4	100.0
Upper West	Urban	40.0	25.7	17.1	7.1	4.3	2.9	2.9	100.0
	Rural	43.2	22.6	6.5	13.9	5.5	0.6	7.7	100.0
Ghana		36.5	27.7	11.9	10.9	5.2	3.5	4.2	100.0

5.5.7 Condition of roads during rainy and dry seasons

More than half (57.7%) of farmers reported that the nearest road was motorable with difficulty during the rainy season. This was the situation in the Upper West (77.5%) and Western (74.4%) regions (Table 5.20).

About a third (33.7%) of farmers in the Northern region and 35.1 percent in the Volta region also indicated that the road nearest to them was unmotorable during the rainy season.

Table 5. 20: Condition of nearest road during rainy season

Region	Motorable with			Total
	Motorable	difficulty	Unmotorable	
Western	9.6	74.4	15.9	100.0
Central	30.9	51.2	17.9	100.0
Greater Accra	15.4	69.2	15.4	100.0
Volta	24.0	40.9	35.1	100.0
Eastern	22.4	57.3	20.3	100.0
Ashanti	22.8	65.1	12.0	100.0
Brong Ahafo	34.1	43.5	22.5	100.0
Northern	18.1	48.1	33.7	100.0
Upper East	27.2	55.4	17.4	100.0
Upper West	18.5	77.5	4.0	100.0
Ghana	22.3	57.7	20.0	100.0

The Western region again had the highest proportion of farmers (80.7%) reporting that the road nearest to their localities were motorable with difficulty during the dry season. This is followed by the Greater Accra (67.7%) and Ashanti (64.1%) regions (Table 5.21).

The proportion of farmers who reported that the nearest road to their localities were unmotorable during the dry season was highest for the Volta region (27.6%).

Table 5. 21: Condition of nearest road during dry season

Region	Motorable	Motorable with difficulty	Unmotorable	Total
Western	18.2	80.7	1.1	100.0
Central	38.1	57.5	4.3	100.0
Greater Accra	32.3	67.7	0.0	100.0
Volta	25.8	46.7	27.6	100.0
Eastern	23.4	59.1	17.5	100.0
Ashanti	30.9	64.1	5.0	100.0
Brong Ahafo	37.8	59.0	3.2	100.0
Northern	40.1	52.3	7.7	100.0
Upper East	83.9	15.0	1.1	100.0
Upper West	69.4	30.1	0.5	100.0
Ghana	43.1	51.0	5.9	100.0

Most roads in the Upper East and Upper West were reported to be motorable during the dry season. This assertion was made by 83.9 percent of farmers in the Upper East region and 69.4 percent in the Upper West region.

6.0 GENERAL TRANSPORT SERVICES

This section focuses on the general use of transport by households. Data was collected on the daily movement of people to and from work, school, hospital and other places by various modes of transport.

6.1 Individual use of transport

6.1.1 Limitations in traveling 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 traveling. About two percent of respondents had limitations to traveling due to disability. In the Volta region, 6.1 percent of respondents had one limitation or another. Less than one percent of respondents in the Brong Ahafo region (0.4%) were limited in traveling due to disability (Table 6.1).

Table 6. 1: Proportion of persons limited in traveling due to disability

Region	Yes	No	
Western	1.5	98.5	100.0
Central	1.2	98.7	100.0
Accra	2.2	97.8	100.0
Volta	6.1	94.0	100.0
Eastern	3.7	96.3	100.0
Ashanti	2.8	97.2	100.0
Brong-Ahafo	0.4	99.6	100.0
Northern	2.4	97.6	100.0
Upper East	1.0	99.0	100.0
Upper West	1.0	99.0	100.0
Ghana	2.3	97.7	100.0

For those who were limited in movement due to a physical challenge, 52.6 percent needed a wheel chair or other support while 20.9 percent were visually impaired (Table 6.2).

Table 6. 2: Kind of disability

Region	Sight (visual limitation)	Impaired hearing	Physical (needs support to move)	Other	Total
Western	22.2	0.0	77.8	0.0	100.0
Central	20.0	0.0	40.0	40.0	100.0
Gt. Accra	12.3	4.1	53.4	30.2	100.0
Volta	26.8	10.7	50.0	12.5	100.0
Eastern	36.4	3.6	47.3	12.7	100.0
Ashanti	13.0	13.0	56.5	17.5	100.0
Brong Ahafo	16.7	0.0	66.7	16.6	100.0
Northern	20.0	11.4	51.4	17.2	100.0
Upper East	15.4	7.7	46.2	30.7	100.0
Upper West	12.5	12.5	50.0	25.0	100.0
Ghana	20.9	7.1	52.6	19.4	100.0

At the regional level, 77.8 percent of the physically challenged in the Western Region and 66.7 percent in the Brong Ahafo Region needed a wheel chair or other form of support to move. In the Eastern Region, 36.4 percent were visually impaired.

6.1.2 Travel by bus

A little more than one-third (34.7%) of the respondents had never traveled by bus. In the Ashanti region, 92.7 percent of residents have ever traveled by bus, while in the Brong Ahafo region, only 16.9 percent had done same (Table 6.3).

Table 6. 3: Travel by Bus

Region	Ever traveled by bus		Total
	Yes	No	
Western	72.7	27.3	100.0
Central	54.1	45.9	100.0
Accra	77.5	22.5	100.0
Volta	56.1	43.9	100.0
Eastern	46.2	53.8	100.0
Ashanti	92.7	7.3	100.0
Brong-Ahafo	16.9	83.1	100.0
Northern	59.7	40.3	100.0
Upper East	70.5	29.5	100.0
Upper West	35.0	65.0	100.0
Ghana	65.2	34.7	100.0

6.1.3 Convenience of bus routes

Generally, about 70 percent of commuters indicated that the routes buses plied were convenient to them. In the Northern Region, however, 65.5 percent of respondents indicated that the bus routes were not convenient to them.

Table 6. 4: Convenience of bus routes

Region	Yes	No	Total
Western	77.9	22.1	100.0
Central	57.7	42.3	100.0
Accra	71.4	28.6	100.0
Volta	57.5	42.5	100.0
Eastern	86.5	13.5	100.0
Ashanti	82.7	17.3	100.0
Brong-Ahafo	93.1	6.9	100.0
Northern	34.5	65.5	100.0
Upper East	54.3	45.7	100.0
Upper West	53.9	46.1	100.0
Ghana	69.9	30.1	100.0

For those who indicated that the routes were not convenient, the major reasons assigned were “bad roads” (76.2%), “traffic jam” (5.4%) and the “final bus stop not close to destination” (11.8%). In the Greater Accra and Ashanti regions, traffic jams were the second largest problems for commuters. In the Brong Ahafo and Upper East regions, the greatest source of inconvenience to travelers was that the final bus stop was far from their destination (Table 6.5)

Table 6. 5: Reasons for inconvenience of Routes

Region	Bad road	Traffic jam	Bus route too long	Final bus stop not close to destination	Bus stop far away from home	Other	Total
Western	96.8	0.0	1.6	0.3	1.3	0.0	100.0
Central	90.9	1.4	0.7	2.5	4.0	0.4	100.0
Greater Accra	75.3	13.7	2.9	1.6	2.2	4.3	100.0
Volta	97.1	1.4	0.7	0.7	0.0	0.0	100.0
Eastern	96.7	2.2	0.0	1.1	0.0	0.0	100.0
Ashanti	65.5	11.6	0.4	16.2	6.2	0.2	100.0
Brong Ahafo	31.2	0.0	0.0	43.8	25.0	0.0	100.0
Northern	95.9	0.4	1.3	0.0	2.4	0.0	100.0
Upper East	10.3	0.0	0.0	76.9	12.8	0.0	100.0
Upper West	85.6	0.0	3.8	3.8	3.8	3.0	100.0
Ghana	76.2	5.4	1.4	11.8	4.0	1.2	100.0

6.1.4 Satisfaction with conditions on the bus

Nearly 80 percent of respondents indicated that they were satisfied with the conditions on the buses they rode on. Commuters in the Brong Ahafo region (96.5%) were the most satisfied, while those in the Northern region were the least satisfied (37.9%).

For those who indicated that they were not satisfied with the conditions on the buses, the reasons assigned were over loading (48.6%), uncomfortable seats (28.7%) and poor ventilation (6.1%). More respondents in the Eastern region complained about poor ventilation (32.9%), whereas those in Greater Accra (43.7%) and Ashanti (43.3%) complained about the seat not being comfortable (Table 6.6).

Table 6. 6: Reason for Non-satisfaction with Bus Conditions

Region	Poor ventilation	Seat uncomfortable	Leaking roof	Smoking engines	Overloading	Other	Total
Western	2.8	13.0	1.6	2.0	79.8	0.8	100.0
Central	4.5	35.0	0.5	0.9	59.1	0.0	100.0
Greater Accra	8.4	43.7	1.0	2.5	20.1	24.2	100.0
Volta	0.9	17.0	0.0	2.7	78.6	0.9	100.0
Eastern	32.9	18.3	0.0	1.2	47.6	0.0	100.0
Ashanti	2.8	43.3	4.3	8.9	35.9	4.9	100.0
Brong Ahafo	0.0	0.0	0.0	0.0	100.0	0.0	100.0
Northern	4.3	19.3	16.5	4.9	55.1	0.0	100.0
Upper East	0.0	0.0	0.0	2.4	97.6	0.0	100.0
Upper West	11.5	10.6	0.0	1.8	71.7	4.4	100.0
Ghana	6.1	28.7	4.9	3.6	48.6	8.1	100.0

6.1.5 Number of trips made on foot

On the whole, the average Ghanaian makes three trips a day on foot. Almost one quarter of Ghanaians (24.5%) made 1-10 trips on foot while about half (49.5%) made 11-20 trips on foot in the seven days preceding the survey. In the Central region, 8.8 percent of respondents made more than 150 trips during the seven days preceding the survey. In the Northern Region, as high as 11.0 percent made between 101 and 150 trips during the period (Table 6.7).

Table 6. 7: Number of Trips on foot

Region	Number of trips								Total
	1-10	11- 20	21-30	31-40	41-60	61-100	101-150	>150	
Western	46.8	43.1	0.2	1.30	5.5	2.2	0.7	0.2	100.0
Central	2.3	9.6	19.8	8.5	23.6	21.1	6.3	8.8	100.0
G.Accr	20.4	76.2	0.5	0.4	0.5	0.0	0.0	2.0	100.0
Volta	38.1	45.6	5.3	2.3	1.9	0.4	0.2	6.2	100.0
Eastern	48.1	31.4	3.3	2.5	7.6	3.9	1.6	1.6	100.0
Ashanti	21.5	75.1	1.0	0.5	0.3	0.0	0.0	1.6	100.0
B.Ahafo	12.8	87.0	0.0	0.2	0.0	0.0	0.0	0.0	100.0
Northern	1.6	18.9	9.1	16.0	25.1	6.4	11.9	11.0	100.0
Upper East	99.4	0.6	0.0	0.0	0.0	0.0	0.0	0.0	100.0
Upper West	1.7	5.1	3.8	7.9	20.2	51.7	6.0	3.6	100.0
Ghana	24.5	49.1	3.7	3.6	7.1	5.7	2.3	4.0	100.0

6.1.6 Average daily Number of trips on shared public Transport (taxi)

In the seven days preceding the survey, 30 percent of Ghanaians made 2 trips on shared taxi. 20.4% made 4 trips. In the Upper West region, 60 percent of respondents made 20 trips on shared taxi during the seven day preceding the survey (Table 6.8).

Table 6. 8: Average daily trips by shared taxi (%)

Region	Number of trips					Total
	Up to 5	6-10	11-20	21-50	Over 50	
Western	70.7	24.0	4.9	0.4	0.0	100.0
Central	58.0	31.9	8.7	0.9	0.6	100.0
Greater Accra	51.2	35.2	12.4	1.4	0.0	100.0
Volta	60.6	30.0	7.2	2.2	0.0	100.0
Eastern	68.8	25.1	5.4	0.8	0.0	100.0
Ashanti	52.9	26.4	17.0	3.7	0.2	100.0
Brong. Ahafo	35.7	64.3	0.0	0.0	0.0	100.0
Northern	59.5	21.8	12.9	6.0	0.0	100.0
Upper East	91.0	9.1	0.0	0.0	0.0	100.0
Upper West	40.0	0.0	60.0	0.0	0.0	100.0
Ghana	60.9	28.1	9.4	1.5	0.1	100.0

6.1.7 Average daily number of trips on shared public transport (tro-tro)

More than half (54.4%) of commuters made up to 5 trips on tro-tro during the seven days preceding the survey with about 30 percent making 6 to 10 trips. In the Ashanti region, 0.7% of residents made 61-90 trips by tro-tro during the seven days preceding the survey (Table 6.9).

Table 6. 9: No. of trips on shared public trotro (%)

Region	Number of trips						TOTAL
	Up to 5	6 - 10	11 - 20	21 - 40	41 - 60	61 - 90	
Western	76.5	19.5	3.8	0.2	0.0	0.0	100.0
Central	62.1	31.3	6.0	0.6	0.0	0.0	100.0
Greater Accra	33.1	41.9	20.6	4.1	0.2	0.1	100.0
Volta	65.7	26.7	3.9	2.3	1.4	0.0	100.0
Eastern	69.4	22.3	6.9	1.4	0.0	0.0	100.0
Ashanti	57.6	22.1	17.4	1.4	0.8	0.7	100.0
Brong Ahafo	54.5	36.4	9.1	0.0	0.0	0.0	100.0
Northern	64.8	20.4	14.8	0.0	0.0	0.0	100.0
Upper East	97.2	2.7	0.1	0.0	0.0	0.0	100.0
Upper West	70.0	19.0	0.0	10.4	0.6	0.0	100.0
Ghana	54.4	29.5	13.6	2.2	0.3	0.0	100.0

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

One-fifth of commuters made 2 trips on shared canoe during the week before the survey while 17.6 percent made 4 trips. In the Greater Accra region, 50 percent made 2 trips on shared boat with 12.9 percent in the Eastern region making 40 trips (Table 6.10).

Table 6. 10: Number of Trips on Shared Public Transport (Boat/Canoe/Ferry)

Region	Number of trips												Total
	0	2	4	6	8	10	12	14	16	20	40	42	
Western	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0
Central	60.0	0.0	20.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0
Greater Accra	33.3	50.0	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0
Volta	0.0	13.3	16.7	6.7	26.7	6.7	3.3	16.7	3.3	0.0	6.7	0.0	100.0
Eastern	0.0	14.0	14.0	9.9	12.9	11.3	13.5	2.7	0.0	4.3	12.9	4.3	100.0
Ashanti	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0
Brong Ahafo	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0
Northern	0.0	37.9	27.6	13.8	3.4	10.3	6.9	0.0	0.0	0.0	0.0	0.0	100.0
Upper East	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0
Upper West	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0
Ghana	3.6	20.5	17.6	9.2	12.8	9.9	8.8	4.9	0.7	2.1	7.8	2.1	100.0

6.1.9 Choice of residence of respondents

Most respondents (42.1%) live in towns, about one-third (33.6%) live in sub-urban areas of cities and towns while 8.3 percent live city centres. About 6 percent live along a major road with 3 percent living on farms (Table 6.11).

One-third (33.1%) of residents in the Greater Accra region live in city centres and 67.7 percent of those in the Western region live in towns.

Table 6. 11: Choice of place of residence (%)

Region	Place of residence							Total
	City centre	Town	Suburb	Along a major road	On the farm	Near trans terminal	Other specify	
Western	2.3	67.7	20.8	3.6	1.0	0.0	4.6	100.0
Central	0.0	34.4	56.9	8.7	0.0	0.0	0.0	100.0
Greater Accra	33.1	40.6	20.1	5.4	0.2	0.1	0.6	100.0
Volta	0.0	48.3	19.3	15.4	4.4	1.4	11.2	100.0
Eastern	1.7	30.8	18.8	17.3	0.7	11.8	18.9	100.0
Ashanti	2.0	55.7	39.3	1.6	1.4	0.0	0.0	100.0
Brong Ahafo	0.1	55.7	43.9	0.2	0.0	0.1	0.0	100.0
Northern	3.2	29.7	52.1	6.5	8.5	0.0	0.0	100.0
Upper East	0.1	14.3	63.4	4.8	17.5	0.0	0.0	100.0
Upper West	5.2	5.8	20.7	5.9	6.2	0.0	56.2	100.0
Ghana	8.3	42.1	33.6	6.2	3.0	1.2	5.6	100.0

6.1.10 Reasons for choice of residence.

Majority of respondents (48.8%) lived in their present place of residence because this was their family house. Those who lived in their current place of residence due to marriage constituted 7.4 percent. The phenomenon of living in a family house is more prominent in the Eastern (58.5%), Ashanti (57.7%), Northern (55.8%), Brong Ahafo (51.7%) and Upper West (53.8%). Only 7.9 percent of respondents lived in a place due to proximity to workplace, the proportions being higher in the Eastern and Volta regions (Table 6.12).

Table 6. 12: Reasons for choice of place of residence (%)

Region	Western	Central	Greater Accra	Volta	Eastern	Ashanti	Brong Ahafo	Northern	Upper East	Upper West	Ghana
Near to workplace	11.4	10.8	4.7	20.2	15.6	8.1	2.8	2.3	1.1	8	7.9
Near to school	2.7	1	0.9	12.3	1	5.4	0.1	1.2	0.4	2.9	2.7
Near to market	0	0	0.3	2.7	0.1	0.4	0.4	0.7	0	1.3	0.5
Near to health facility	0	0	0.6	0.8	0.1	0	0.7	0.9	0.1	0.1	0.3
Near access road	0.1	0.3	0.2	0.7	1	1.2	2	0	0	0	0.6
Near water way	0	0	0.3	0.8	0.4	0	0	3.5	0	0	0.5
Near to rail line	0	0	0	0	0	0	0.5	0	0	0	0
Easy to get transport to town	0.2	0.1	1	0.3	0.5	0.9	10.4	4.6	0.2	0.4	1.7
Proximity to agricultural heart land	16.7	6.1	0	6.6	0.7	1.6	21.6	18.3	0.2	8.4	6.7
Proximity to transport terminal	0.1	0.1	0.7	0	0.1	0.6	1.3	0	0	0	0.4
Family house	32.3	25.9	43.7	37.4	58.5	57.7	51.7	55.8	72	53.8	48.8
Cost of housing cheap	1.6	1.2	5.4	1.7	13.4	7.3	1.8	3.3	0.3	0.4	4.5
No alternative	21.9	40.4	32.5	7.4	4.3	7	0.3	2.1	3.1	6.8	14.9
Marriage	8.6	11	4.5	4.9	3.3	4.7	6.3	7.3	22.3	15.5	7.4
Other specify	4.3	3.1	5.4	4.4	1	5.1	0.2	0	0.1	2.4	3.2
Total	100	100	100	100	100	100	100	100	100	100	100

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

About 65 percent of respondents live within 500 metres of a transport terminal or boarding point. Another one-fifth (19.4%) live between 600 metres to 1 kilometre away from a transport terminal while 7.2 percent live between 1 and 2 kilometres (Table 6.13).

In the Eastern region, 76.5 percent of residents live within 500 metres of a transport terminal or boarding point. On the contrary, 12.4 percent of residents in the Upper East region live over 5 kilometres from the nearest transport terminal or boarding point.

Table 6. 13: Distance from residence to nearest transport terminal or boarding point

Region	Distance in km				
	0-0.5	0.6-1.0	1.1-2.0	2.1-5.0	>5
Western	70.5	23.8	2.9	1.3	1.5
Central	72.2	11.8	8.3	0.0	7.7
G. Accra	77.3	14.8	4	1.6	2.3
Volta	52.7	28.8	8.5	6.7	8.8
Eastern	76.5	16.9	2.7	2.3	1.6
Ashanti	70.2	17.2	7.3	4.1	1.2
Brong Ahafo	61.4	34.4	0.8	0.0	3.4
Northern	44	27.3	6	2.9	9.8
Upper East	14.9	21.3	30.6	20.8	12.4
Upper West	68.4	8.8	12	7.9	2.9
Ghana	64.2	19.8	7.2	4.2	4.6

With regard to time taken to walk to the nearest terminal, majority of respondents (46.7%) lived within five minutes walk. A little over one-quarter (26.6%) have to walk for 5 to 10 minutes to reach a transport terminal or boarding point (Table 6.14).

In the Eastern Region, 70.3 percent of respondents lived within 5 minutes walk to the nearest terminal while in the Upper East Region, 39.7 percent had to walk between 31 minutes and one hour.

Table 6. 14: Time taken to walk to nearest transport terminal

Region	Time taken in minutes						
	0-5	5-10	11-15	16-20	21-30	31-60	>60
Western	40.2	35.7	11.3	4.6	3.7	1.8	2.7
Central	57.5	21.3	4.6	3.0	2.0	7.2	4.4
G. Accra	49.9	30.2	9.0	5.0	3.7	2.2	0.0
Volta	46.0	19.3	8.7	5.7	9.8	8.9	1.6
Eastern	70.3	19.4	3.2	2.6	2.1	1.7	0.7
Ashanti	58.9	25.2	5.6	3.2	3.8	2.3	1.0
B. Ahafo	46.5	36.6	5.7	1.0	.0.0	3.1	7.1
Northern	35.0	25.6	8.5	6.7	3.2	3.8	17.2
U. East	6.3	7.9	9.6	3.3	15.0	39.7	18.2
U. West	25.8	41.5	19.6	3.3	3.9	4.8	1.1
Ghana	46.7	26.6	8.0	3.9	4.3	5.8	4.7

6.1.12 Satisfaction with transport availability

More than half (52.4%) of respondents indicated their satisfaction with the level of transport availability in their neighborhoods. The Brong Ahafo region (77.6%) had the highest proportion of respondents who were satisfied with the level of transport availability. On the other hand, almost 90 percent of respondents in the Upper West and two-thirds (66.6%) in the Northern region people were not satisfied with the level of transport availability (Table 6.15).

Table 6. 15: Satisfaction with transport availability

Region	Satisfied with transport availability		Total
	Yes	No	
Western	50.3	49.7	100.0
Central	55.9	44.0	100.0
G. Accra	65.6	34.4	100.0
Volta	41.7	58.3	100.0
Eastern	55.1	44.9	100.0
Ashanti	54.0	46.0	100.0
Brong Ahafo	77.6	22.4	100.0
Northern	33.4	66.6	100.0
Upper East	44.2	55.8	100.0
Upper West	10.3	89.7	100.0
Ghana	52.4	47.5	100.0

The reasons assigned for non-satisfaction included long delays and unpredictable schedules. The Central region recorded the highest proportion of respondents who cited long delays. In the Northern region, the major problem was unpredictable schedules.

Table 6. 16: Reasons for non-satisfaction with transport availability

Region	Long delays	Unpredictable schedule	Other	Total
Western	52.7	44.2	3.0	100.0
Central	73.3	24.9	1.8	100.0
G.Accra	55.7	21.8	22.6	100.0
Volta	50.4	45.0	4.6	100.0
Eastern	51.2	47.8	0.9	100.0
Ashanti	71.1	28.4	0.5	100.0
Brong Ahafo	49.6	45.5	4.9	100.0
Northern	28.0	60.6	11.3	100.0
Upper East	47.4	52.1	0.6	100.0
Upper West	21.2	75.6	3.2	100.0
Ghana	50.7	42.9	6.4	100.0

6.1.13 Frequency of transport schedules

Forty-three percent of respondents reported that they get a means of transport at a boarding point after waiting for up to 15 minutes. Nearly the same proportion wait for either 16 to 30 minutes or more than an hour before a means of transport arrives at the boarding point.

A high proportion of respondents in the Northern (49.9%), Upper West (39.3) and Upper West (32.6%) reported they had to wait for more than an hour before a means of transport arrived.

Table 6. 17: Frequency of transport schedules

Region	Frequency (Minutes)					Total
	1 - 15	16 - 30	31 - 45	46 - 60	60+	
Western	28.6	21.9	11.2	16.6	21.7	100.0
Central	50.0	7.1	1.8	20.2	20.9	100.0
G. Accra	72.0	16.0	7.0	4.3	0.7	100.0
Volta	31.4	17.2	11.1	25.6	14.8	100.0
Eastern	46.6	8.9	16.2	20.7	7.6	100.0
Ashanti	49.0	16.6	9.5	12.8	12.1	100.0
B. Ahafo	49.8	28.8	6.1	12.7	2.7	100.0
Northern	20.4	11.6	3.7	14.5	49.9	100.0
Upper East	7.9	18.5	15.2	19.1	39.3	100.0
Upper West	11.5	22.3	10.4	23.2	32.6	100.0
Ghana	43.0	16.5	9.0	14.6	16.9	100.0

6.2 Household access 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 train station

About four percent of households reported that the nearest train station was within 10 minutes walk from their homes. Majority of respondents however, did not know how long it would take them to walk to the nearest train station. In the Eastern Region 10.7 percent of respondents were living within 10 minutes was to the nearest train station (Table 6.18).

Table 6. 18: Walking time to the nearest train station

Region	Time (Minutes)						Don't Know	Total
	0 - 10	11-20	21-30	31-40	41-60	60+		
Western	3.6	4.0	3.4	0.8	0.0	1.4	86.9	100.0
Central	0.9	0.2	0.0	0.0	1.1	3.7	94.2	100.0
Gt. Accra	3.7	2.1	2.3	0.8	0.8	4.6	85.6	100.0
Volta	0.0	0.0	0.0	0.0	0.0	2.6	97.4	100.0
Eastern	10.7	2.8	2.3	2.6	2.8	1.4	77.3	100.0
Ashanti	4.7	3.5	5.4	5.7	5.5	27.3	47.8	100.0
Brong Ahafo	0.0	0.0	0.0	0.0	0.0	0.8	99.2	100.0
Northern	0.0	0.0	0.0	0.0	0.0	0.0	100.0	100.0
Upper East	0.0	0.0	0.0	0.0	0.0	0.0	100.0	100.0
Upper West	0.0	0.0	0.0	0.0	0.0	0.0	100.0	100.0
Ghana	0.0	2.0	2.3	1.8	1.8	7.8	80.4	100.0

6.2.2 Walking time to the nearest canoe/ferry/boat stop

Most Ghanaians (86.8%) did not know how long it would take them to walk to the nearest boat stop. In the Northern Region 11.3 percent lived within 10 minutes walk to a boat stop while 31.4 percent in the Volta Region had to walk between 31 minutes and one hour (Table 6.19).

Table 6. 19: Walking time to the nearest boat stop (%)

Region	Time (Minutes)						Don't Know	Total
	0-10	11-20	21-30	31-40	41-60	60+		
Western	1.0	1.6	0.0	0.0	2.9	0.3	94.3	100.0
Central	1.9	0.0	0.0	0.0	0.0	2.6	95.5	100.0
Greater Accra	0.0	0.0	0.0	0.0	0.0	0.0	100.0	100.0
Volta	2.0	7.8	7.8	31.4	7.8	7.8	35.3	100.0
Eastern	4.6	7.9	0.0	0.0	0.0	0.0	87.5	100.0
Ashanti	1.8	0.0	0.0	0.4	1.8	2.4	93.6	100.0
Brong Ahafo	1.0	0.0	0.0	0.0	0.0	0.0	99.0	100.0
Northern	11.3	19.8	1.9	0.0	2.4	2.9	61.7	100.0
Upper East	1.9	0.0	0.0	0.0	4.1	11.1	82.8	100.0
Upper West	2.1	0.0	0.0	0.0	0.0	0.0	97.9	100.0
Ghana	3.4	4.1	0.4	0.5	1.7	3.1	86.8	100.0

6.2.3 Walking time to the nearest taxi rank.

Over sixty percent of households reported that the nearest taxi rank was within 10 minutes walking distance from their homes. About four percent walk between 21 and 30 minutes to a taxi rank. Most of those who walked more than an hour were in the Upper East (26.9%) and Central (11.8%) regions (Table 6.20).

Table 6. 20: Time taken to walk to the nearest taxi rank (%)

Region	Time (minutes)						Don't Know	Total
	0-10	11-20	21-30	31-40	41-60	60+		
Western	61.1	20.6	3.2	1.4	1.1	1.2	11.4	100.0
Central	61.6	10.1	4.4	2.3	3.2	11.8	6.7	100.0
Greater Accra	63.3	17.1	4.9	1.5	0.7	0.5	12.0	100.0
Volta	62.4	12.1	9.6	4.6	2.5	5.3	3.5	100.0
Eastern	81.8	11.0	2.2	1.3	1.0	0.2	2.6	100.0
Ashanti	75.7	9.5	3.0	1.9	1.2	1.2	7.5	100.0
Brong Ahafo	87.0	7.4	0.6	0.8	0.2	0.8	3.2	100.0
Northern	22.9	15.1	4.1	0.9	1.7	4.9	50.4	100.0
Upper East	14.4	13.3	17.3	10.7	5.5	26.9	11.8	100.0
Upper West	27.8	1.9	0.5	0.0	2.4	0.5	67.0	100.0
Ghana	63.4	12.6	4.2	2.1	1.5	3.5	13.0	100.0

6.2.4 How Household members get to food shop

More than 80 percent of respondents (84.1%) got to food shops on foot while less than four percent (3.8%) go by tro-tro. About one-third of respondents in the Northern region (31.1%) and 10.9 percent in the Upper East Region went by bicycle (Table 6.21).

Table 6. 21: Mode of transport to a food shop (%)

Region	Individual Public (taxi)	Shared Public (taxi)	Public (trotro)	Bus (Public)	Motorcycle	Private car	Bicycle	On foot	Don't need to go there	Other	Total
Western	2.0	6.4	0.3	0.8	0.0	0.2	0.0	88.2	2.0	0.2	100.0
Central	2.5	2.9	4.6	0.2	0.0	0.2	0.0	89.3	0.2	0.0	100.0
Greater Accra	4.5	4.7	7.9	0.0	0.1	3.0	0.2	78.4	0.9	0.4	100.0
Volta	5.1	8.6	6.7	0.0	0.3	0.0	0.0	75.9	1.9	1.6	100.0
Eastern	1.9	6.0	8.2	0.5	0.0	0.0	0.2	81.0	2.2	0.2	100.0
Ashanti	3.1	0.7	0.9	0.0	0.0	0.3	0.4	94.3	0.3	0.0	100.0
Brong Ahafo	1.3	0.0	0.6	0.0	0.0	0.0	0.2	97.9	0.0	0.0	100.0
Northern	1.0	5.3	3.0	1.3	1.8	0.8	31.1	50.4	5.3	0.0	100.0
Upper East	0.0	1.5	1.8	0.0	1.5	0.0	10.9	81.4	2.2	0.7	100.0
Upper West	2.4	0.0	0.0	0.0	1.4	1.0	3.3	91.9	0.0	0.0	100.0
Ghana	2.7	3.6	3.8	0.2	0.3	0.8	3.0	84.1	1.3	0.2	100.0

6.2.5 Distance to the nearest market

Table 6.22 shows that, most households (61.3%) live up to one kilometre from the nearest market. The proportions are higher in the Eastern (77.2%) and Central (76.4%) regions. Higher proportions of households in the Upper West (53.6%) and Upper East (31.5%) regions were living more than two kilometres from the nearest market (Table 6.22).

Table 6. 22: Distance to nearest market (%)

Region	Distance in km							
	0.0-.01	0.11-0.2	0.21-.50	0.51-1.0	1.01-2.0	2.01-5.0	5.01-10.0	>10
Western	7.80	8.2	30.3	21.1	6.3	10.1	8.3	0.1
Central	14.4	7.3	30.8	13.9	7.1	8.7	7.6	0.1
G. Accra	9.5	8.9	17.6	27.1	16.5	13.1	6.3	0.02
Volta	5.5	2.8	16.9	25.5	10.2	16.0	9.6	0.14
Eastern	12.4	10.8	27.9	26.1	6.5	8.2	4.6	0.04
Ashanti	7.4	5.9	33.0	20.3	12.4	9.9	3.8	0.08
B. Ahafo	3.1	9.2	18.0	33.8	7.5	8.4	6.4	0.14
Northern	4.6	1.1	10.2	27.9	15	16.3	6.1	0.18
U. East	0.4	2.2	3.0	14.7	35.8	24.3	17.2	0.03
U. West	1.0	4.8	15.3	18.2	0.5	39.1	14.5	0.07
Ghana	7.5	6.8	22.7	23.3	11.7	12.4	6.9	0.08

6.2.6 Usual means of transport to the market

Apart from walking (65.7%), trotro is the most dominant means of transport to the market (16%) followed by taxi (10.8%). In the Western region, taxi is the most popular means of transport to the market (21.1%) after walking, whereas in the Northern Region the bicycle is the most popular after walking. In the Upper West region, motorcycles account for 8.1 percent of all travelling to the market. Nearly all respondents (95.9%) used the same means of transport back from the market. In the Brong Ahafo region, the proportion was 99.8 percent. In the Upper West Region 13.9 percent of the people use a different mode of transport from the market (Table 6.23).

Table 6. 23: Usual means of transport to the market

Region	Mode of transport											Total
	Public (taxi)	Public (trotro)	Bus (Metro Mass)	Bus (Public)	Train	Ferry/Cano e/Boat	Motorcycle	Private car	Bicycle	On foot	Other	
Western	21.1	5.8	0.8	0.8	0.0	0.0	0.0	0.2	0.2	69.4	1.8	100.0
Central	13.4	13.0	0.4	1.9	0.0	0.0	0.0	0.2	0.2	70.9	0.0	100.0
Greater Accra	9.1	32.4	0.8	0.0	0.1	0.0	0.1	4.9	0.2	52.1	0.4	100.0
Volta	20.3	20.5	3.1	0.3	0.0	1.0	1.0	0.0	0.3	53.1	0.5	100.0
Eastern	8.5	12.7	0.0	0.0	0.0	0.0	0.0	0.2	0.0	78.5	0.2	100.0
Ashanti	7.9	16.8	0.4	1.5	0.0	0.0	0.1	1.1	0.3	71.8	0.0	100.0
Brong Ahafo	11.1	15.5	0.2	0.0	0.0	0.0	0.0	0.2	1.0	72.0	0.0	100.0
Northern	10.0	7.0	0.0	0.7	0.0	0.0	2.2	0.7	34.8	44.3	0.2	100.0
Upper East	0.7	1.1	0.0	0.0	0.0	0.0	1.4	0.0	11.2	85.5	0.0	100.0
Upper West	1.4	2.4	0.0	0.0	0.0	0.0	8.7	2.9	14.9	65.9	3.8	100.0
Ghana	10.8	16.0	0.6	0.6	0.0	0.1	0.6	1.4	3.7	65.7	0.5	100.0

6.2.7 Time spent at station to and from market

Thirty-one percent of households spent up to 5 minutes at a station before getting transport to the market. Furthermore, 15.4 percent had to wait between 6 and 20 minutes before getting transport to the market. Households in the Greater Accra (53.4%) and Northern (53.4) regions spent lesser time waiting at the station. Nearly a third (30.4%) of households in the Western Region spent between one and two hours before getting transport to the market (Table 6.24).

Table 6. 24: Time spent at station to and from market (%)

Region	Time in minutes															
	0-5		6 - 10		11 - 15		16-20		21-30		31-60		61-120		>120	
	To	From	To	From	To	From	To	From	To	From	To	From	To	From	To	From
Western	12.8	12.3	8.5	9.6	13.9	12.9	5.3	7.0	5.9	7.5	15.0	14.6	30.4	29.5	8.2	6.6
Central	12.8	15.2	18.1	19.7	9.8	8.3	3.8	5.3	6.0	9.1	30.9	25.0	16.6	15.9	2.0	1.5
G. Accra	53.4	48.1	20.1	25.7	8.0	10.4	5.4	4.5	7.3	5.6	4.6	4.2	1.1	1.2	0.1	0.3
Volta	19.2	19.8	11.8	11.6	13.3	13.3	2.6	2.6	10.7	11.2	24.5	23.9	11.8	11.8	6.1	5.8
Eastern	30.6	39.1	11.7	14.1	4.7	3.1	4.7	7.8	7.8	10.2	25.7	11.0	14.8	14.7	0.0	0.0
Ashanti	28.6	36.0	18.1	15.7	7.3	8.0	4.2	7.3	15.3	14.3	13.9	9.3	9.4	5.9	3.5	3.5
B. Ahafo	13.5	15.0	15.7	17.9	7.2	7.8	5.0	5.0	15.7	13.6	36.4	35.0	6.4	5.7	0.1	0.0
Northern	53.4	52.0	9.3	10.7	1.3	1.3	0.0	0.1	14.6	13.3	13.3	14.6	5.3	5.3	2.8	2.7
U. East	14.3	14.3	0.0	0.0	0.0	14.3	28.8	42.9	28.6	0.0	28.3	28.5	0.0	0.0	0.0	0.0
U. West	0.0	0.0	9.1	18.2	0.0	0.0	18.2	27.3	18.2	9.1	36.4	27.3	18.1	18.1	0.0	0.0
Ghana	31.0	31.8	15.4	17.5	8.7	9.3	4.7	5.6	10.2	9.8	17.2	14.3	10.4	9.7	2.4	2.0

The waiting time at the station from the market follows a trend similar to the time spent at the station to the market.

6.2.8 Amount spent on transport to market.

Table 6.25 shows that 60 percent of households did not spend any money on transportation when going to the market. The proportions were higher in the Upper East (96.0%), Upper West (92.0%) and Eastern (75.9%) regions. One-fifth of households spent between 20 Ghana Pesewas and 50 Ghana Pesewas while less than six percent spent more than One Ghana Cedi.

Table 6. 25: Amount Spent on transport to Market (%)

Region	Amount in Ghana Cedis				
	0.0	0.01-0.20	0.20 – 0.50	0.51 – 1.00	> 1.00
Western	59.7	2.3.0	13.0	15.1	9.9
Central	59.3	5.5	21.5	10.3	3.4
G. Accra	40.1	13.1	34.6	8.6	3.6
Volta	40.0	4.9	29.6	11.0	14.5
Eastern	75.9	0.6	18.1	5.0	0.4
Ashanti	61.9	10.3	19.1	4.2	4.5
B. Ahafo	63.0	0.5	18.8	11.1	6.6
Northern	74.1	5.0	14.9	5.1	0.9
U. East	96.0	1.0	3.0	0.0	0.0
U. West	92.0	0.0	1.4	2.2	4.4
Ghana	60.0	6.0	20.9	7.7	5.4

6.2.9 Obstacles faced going to the market

About one-quarter (24.6%) of households indicated that they faced some difficulty getting to the market. In the Upper West Region the proportion was 45.9 percent.

The main obstacle faced by people getting to the market was roads (44.2%), followed by long waiting times at transport stations or stops (18.2%). The Brong Ahafo region (84.4%) had the highest proportion of households who complained about bad roads followed by the Central (61.0%) and Western (57.1%) regions (Table 6.26).

Table 6. 26: Main obstacles 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	1.3	57.1	17.3	0.6	14.7	5.8	3.2	100.0
Central	1.2	61.0	26.8	2.4	3.7	3.7	1.2	100.0
G. Accra	0.8	30.4	17.8	35.6	8.9	0.7	5.9	100.0
Volta	3.7	50.7	20.6	0.7	13.2	5.9	5.1	100.0
Eastern	0.0	25.3	57.1	0.0	11.0	5.5	1.1	100.0
Ashanti	3.3	39.2	22.1	16.0	5.5	5.5	8.3	100.0
B. Ahafo	11.5	84.4	4.1	0.0	0.0	0.0	0.0	100.0
Northern	9.2	47.4	11.2	2.0	24.3	5.9	0.0	100.0
U. East	0.0	10.7	2.7	0.0	58.7	2.7	25.3	100.0
U. West	1.1	35.9	6.5	0.0	38.0	1.1	17.4	100.0
Ghana	3.3	44.2	18.2	9.7	15.0	3.6	5.9	100.0

6.2.10 Time spent on the way to the market.

Table 6. 27: Time spent on the way to market (%)

Region	Time in minutes					
	0-10	11-30	31-60	61-120	121-300	over300
Western	48.7	32.4	14.6	4.0	0.0	0.0
Central	55.3	29.9	11.5	2.3	0.0	0.0
G.Accra	36.7	53.2	9.9	0.2	0.0	0.0
Volta	45.5	30.5	18.5	4.5	0.0	0.0
Eastern	62.3	30.7	6.7	0.2	0.0	0.0
Ashanti	61.4	28.1	6.7	2.3	0.0	0.5
B. Ahafo	38.4	46.9	11.1	4.1	0.0	0.0
Northern	44.3	28.7	9.9	3.3	0.1	0.0
U. East	9.3	34.1	40.4	11.2	0.0	1.9
U. West	15.1	20.0	39.7	25.2	0.0	0.0
Ghana	44.2	35.8	13.8	3.7	0.0	0.1

About 44 percent of households spent up to 10 minutes on their way to market while 35.8 percent spent 11-30 minutes. More than sixty percent of households in the Ashanti and Eastern regions spent less than 10 minutes to the market. In the Upper West region, 25.2 percent in respondents spent between one and two hours on the way to market (Table 6.27). The distribution of the time spent on the way from the market follows a similar trend.

6.2.11 Frequency of transport to markets

More than fifty percent (56.1%) of households reported that transport to the market arrived at most every 15 minutes. Another 15.6 percent indicated that the frequency of transport was between 16 and 30 minutes. Most households in the Greater Accra (79.4%) and Eastern (72.1%) regions reported that transport was available to the market every 15 minutes.

In the three northern regions, more than one-third of households indicated that transport was available at least every one hour.

Table 6. 28: Frequency of transport to markets

Region	Frequency of transport in minutes					Total
	0-15	16-30	31-45	46-60	60+	
Western	43.7	21.3	5.8	11.1	18.2	100.0
Central	58.2	4.5	2.0	15.3	20.1	100.0
G.Accra	79.4	15.8	2.0	1.5	1.2	100.0
Volta	30.0	18.6	9.9	22.1	19.4	100.0
Eastern	72.1	12.2	5.1	7.5	3.1	100.0
Ashanti	63.8	13.8	7.3	9.9	5.2	100.0
B. Ahafo	50.8	29.4	6.5	10.3	2.9	100.0
Northern	43.6	6.8	3.0	9.0	37.6	100.0
U. East	12.9	14.7	22.7	11.7	38.0	100.0
U. West	13.3	15.5	14.9	21.5	34.8	100.0
Ghana	56.1	15.6	6.0	9.8	12.5	100.0

6.2.12 Reliability of transport to the market

A little over sixty percent (62.5%) of respondents reported that transport to the market was reliable While 19.1 percent indicated that is was not reliable. The Brong Ahafo region (79.7%) had the highest proportion of respondents who indicated reliability of transport followed by the Greater Accra (78.7%) and Eastern (70.6%) regions.

On the other hand, the Upper East (49.3%), Northern (38.6%), Volta (30.2) and Central (30.2%), had relatively high proportions of respondents who reported that transport to the markets were not reliable (Table 6.29).

Table 6. 29: Reliability of transport to the market

Region	Reliable	Reliable sometimes	Not reliable	Total
Western	56.6	27.7	15.7	100.0
Central	56.2	13.6	30.2	100.0
G.Accra	78.7	16.8	4.5	100.0
Volta	51.1	18.8	30.2	100.0
Eastern	70.6	14.3	15.2	100.0
Ashanti	64.4	18.2	17.4	100.0
Brong Ahafo	79.7	12.4	8.0	100.0
Northern	49.3	12.2	38.6	100.0
U. East	37.8	12.9	49.3	100.0
U. West	20.9	50.7	28.4	100.0
Ghana	62.5	18.4	19.1	100.0

6.2.13 Most important transport problems faced by communities

Nearly half (48.6%) of respondents cited high transport fares as the most important transport problem faced. One-fifth (20.3%) also indicated that the roads were bad. Most respondents in the Volta (79.1%) and Brong Ahafo (60.3%) faced the problem of high transport fares. Respondents the Greater Accra (29.0%) and Ashanti (11.6%) complained about traffic jams while in the Upper West region (53.1%) most respondents complained about long delays at the transport station.

Table 6. 30 : Most important transport problem faced by communities (%)

Region	Type of transport problems faced					Total
	Transport fares too high	Long delays at transport station	Bad roads	Traffic jam	Other	
Western	54.8	15.3	22.7	0.3	6.9	100.0
Central	45.4	14.0	20.0	0.9	19.8	100.0
G.Accra	39.0	9.7	14.7	29.0	7.6	100.0
Volta	79.1	4.9	14.2	0.3	1.5	100.0
Eastern	44.2	23.7	22.4	1.9	7.9	100.0
Ashanti	48.9	16.6	20.8	11.6	2.2	100.0
B. Ahafo	60.3	9.4	30.3	0.0	0.0	100.0
Northern	48.4	8.6	42.1	0.9	0.0	100.0
U. East	36.6	19.8	11.4	0.4	31.9	100.0
U. West	25.5	53.1	8.7	0.5	12.2	100.0
Ghana	48.6	15.1	20.8	8.2	7.3	100.0

6.2.14 Monthly expenditure on various modes of transport

About one-third (31.1%) of Ghanaians did not spend anything on taxi while 26.9 percent spent more than 5 Ghana cedis on taxi every month (Table 6.31). This is especially the case in the three northern regions where more than two-thirds of respondents in the Northern (66.1%), Upper East (69.4%) and Upper West (79.9%) did not spend anything on taxi.

Majority of respondents (97.7%) did not spend anything on water transport (Table 6.32). It is however, worth noting that there is water travel in every region in Ghana. In the Northern Region 8.1 percent of respondents spent between 10 pesewas and 1 Ghana cedi on water transport while in the Volta Region, 2.6 spent a similar amount.

Table 6. 31: Monthly expenditure on taxi (%)

Region	Amount in Ghana Cedis						
	Nothing	0.01-1.00	1.01-2.00	2.01-3.00	3.01-4.00	4.01-5.00	Over 5.00
Western	12.6	6.3	13.7	9.7	5.4	9.7	42.8
Central	32.3	10.1	9.5	7.5	6.0	9.7	24.8
Greater Accra	23.6	8.9	9.8	7.1	4.2	8.0	38.4
Volta	32.9	13.6	18.7	5.9	5.9	7.4	15.6
Eastern	15.2	10.3	13.4	7.9	7.9	12.5	32.9
Ashanti	28.1	5.0	6.9	6.3	8.1	14.1	31.4
Brong Ahafo	31.4	18.8	16.3	14.9	3.3	3.3	12.1
Northern	66.1	5.1	5.6	6.8	3.7	3.7	9.0
Upper East	69.4	15.7	4.6	2.8	3.2	2.1	2.1
Upper West	79.9	9.2	7.5	1.1	0.0	1.1	1.1
Ghana	31.1	9.4	10.7	7.6	5.5	8.8	26.9

Table 6. 32: Monthly expenditure on boat

Region	Amount in Ghana Cedis						
	Nothing	.01-1.00	1.01-2.00	2.01-3.00	3.01-4.00	4.01-5.00	Over 5.00
Western	98.9	0.0	0.2	0.0	0.0	0.0	0.9
Central	98.5	0.0	0.0	0.2	0.0	0.0	1.2
Greater Accra	98.9	0.0	0.0	0.0	0.0	0.1	1.0
Volta	89.4	2.6	2.2	1.1	2.2	1.8	0.7
Eastern	97.0	0.2	0.6	0.2	0.0	1.4	0.6
Ashanti	99.3	0.2	0.4	0.0	0.0	0.0	0.1
Brong Ahafo	100.0	0.0	0.0	0.0	0.0	0.0	0.0
Northern	87.6	8.1	0.3	1.0	1.3	0.3	1.3
Upper East	99.6	0.4	0.0	0.0	0.0	0.0	0.0
Upper West	99.4	0.0	0.6	0.0	0.0	0.0	0.0
Ghana	97.7	0.7	0.3	0.2	0.2	0.3	0.7

A little less than 30 percent (28.6%) of respondent did not spend anything on tro-tro (Table 6.33). This was mostly the case in the Brong Ahafo (54.3%), Northern (59.6%) and Upper West (60.5%) regions. More than half of respondents in the Greater Accra Region (52.4%) as well as 38.7 percent in the Ashanti Region and 26.8 percent in the Western Region spend over 5 Ghana Cedis on tro-tro monthly.

Table 6.33: Monthly expenditure on tro-tro

Region	Amount in Ghana Cedis						
	Nothing	0.01-1.00	1.01-2.00	2.01-3.00	3.01-4.00	4.01-5.00	Over 5.00
Western	33.4	2.8	13.0	9.3	5.4	9.3	26.8
Central	32.9	9.9	9.7	9.5	4.3	13.3	20.4
Greater Accra	8.8	6.4	10.4	5.8	5.1	11.1	52.4
Volta	35.2	14.2	14.2	9.4	3.3	4.5	19.1
Eastern	26.7	13.2	14.6	10.8	7.3	9.4	18.0
Ashanti	10.6	6.4	7.2	9.4	8.7	19.0	38.7
Brong Ahafo	54.3	8.6	10.0	12.9	4.0	1.0	9.2
Northern	59.6	12.8	5.6	4.7	2.2	5.3	9.7
Upper East	44.6	22.9	12.1	10.4	6.4	3.6	0.0
Upper West	60.5	20.9	15.1	3.5	0.0	0.0	0.0
Ghana	28.6	9.4	10.6	8.8	5.5	10.0	27.1

6.2.15 Bicycles owned by households.

About 20 percent of households in the country owned a bicycle. Bicycle ownership is high in the three northern regions where households in the Northern (40.6%), Upper East (41.4%) and Upper West (54.5%) regions own one bicycle. Less than one percent of households in the Volta (0.3%), Western (0.2%) and Eastern (0.2%) regions own six bicycles.

Table 6.34: Number of bicycles owned by households

Region	Number owned														Total
	0	1	2	3	4	5	6	7	9	10	13	15	20	25	
Western	93.6	5.1	0.8	0.3	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0
Central	95.3	4.4	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0
G.Accra	90.7	7.8	1.0	0.3	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	100.0
Volta	76.5	18.7	3.7	0.5	0.3	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0
Eastern	88.5	9.5	1.2	0.3	0.0	0.0	0.2	0.0	0.0	0.3	0.0	0.0	0.0	0.0	100.0
Ashanti	90.2	7.3	1.4	0.4	0.3	0.1	0.0	0.0	0.0	0.3	0.0	0.1	0.0	0.0	100.0
B. Ahafo	88.5	9.4	1.7	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.0	100.0
Northern	24.5	40.6	18.6	8.9	5.0	1.0	0.7	0.2	0.0	0.2	0.2	0.0	0.0	0.0	100.0
U. East	46.4	41.4	9.3	1.4	0.0	0.0	0.4	0.0	0.0	0.7	0.0	0.0	0.0	0.4	100.0
U. West	17.7	54.5	15.8	8.6	1.4	0.5	0.5	0.5	0.5	0.0	0.0	0.0	0.0	0.0	100.0
Ghana	80.3	13.9	3.5	1.3	0.5	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0

6.2.16 Number of cars owned by households for private use

About 4 percent of households had a car which was in good condition for private use. Less than 2 percent (1.2%) had two cars which were in good condition. Nearly one-tenth of respondents in the Greater Accra Region had a car for private use which was in good condition. The Greater Accra Region also had some respondents (0.3%) who reporting having 4 cars for private use (Table 6.35).

Table 6. 35: : Number of cars in good condition for private use (%)

Region	Number					Total
	0	1	2	3	4	
Western	97.6	1.9	0.5	0.0	0.0	100.0
Central	99.4	0.6	0.0	0.0	0.0	100.0
Greater Accra	86.1	9.1	4.2	0.3	0.3	100.0
Volta	97.0	3.0	0.0	0.0	0.0	100.0
Eastern	98.9	1.1	0.0	0.0	0.0	100.0
Ashanti	94.2	4.7	1.1	0.0	0.0	100.0
Brong Ahafo	99.6	0.4	0.0	0.0	0.0	100.0
Northern	99.3	0.7	0.0	0.0	0.0	100.0
Upper East	98.7	1.3	0.0	0.0	0.0	100.0
Upper West	96.4	3.6	0.0	0.0	0.0	100.0
Ghana	95.0	3.7	1.2	0.1	0.1	100.0

6.2.17 Number of motorcycles owned by households for private use

Less than 4 percent of respondents reported owning a motorcycle which was in good condition for private use. Motorcycle ownership is predominant in the Upper West Region where about one-quarter (24.7%) of respondents owned a motorcycle. This is followed by the Northern and Upper East regions with 8.9 percent and 8.6 percent respectively owning a motorcycle (Table 6.36).

Table 6. 36: Number of motorcycles in good condition for private use (%)

Region	Number					Total
	0	1	2	3	4	
Western	98.2	1.6	0.2	0.0	0.0	100.0
Central	99.6	0.4	0.0	0.0	0.0	100.0
Greater Accra	99.1	0.8	0.1	0.0	0.0	100.0
Volta	96.9	3.1	0.0	0.0	0.0	100.0
Eastern	99.4	0.6	0.0	0.0	0.0	100.0
Ashanti	97.5	2.0	0.3	0.3	0.0	100.0
Brong Ahafo	99.0	1.0	0.0	0.0	0.0	100.0
Northern	88.2	8.9	2.3	0.5	0.1	100.0
Upper East	91.4	8.6	0.0	0.0	0.0	100.0
Upper West	73.5	24.6	1.9	0.0	0.0	100.0
Ghana	95.8	3.7	0.4	0.1	0.0	100.0

6.2.18 Transport constraints facing emergency patients

Households were asked whether any member fell into a critical condition during the last 12 months preceding the survey; and if they did what action was taken. About 37 percent of households reported that a member fell into a critical condition during the period. The proportions were higher in the Western (41.7%) and Ashanti (40.4%) regions (Table 6.37).

Table 6. 37: Any constraints facing emergency patients

Region	Yes	No	Total
Western	41.7	58.3	100.0
Central	29.1	70.9	100.0
Greater Accra	34.4	65.6	100.0
Volta	29.1	70.9	100.0
Eastern	27.4	72.6	100.0
Ashanti	40.4	59.6	100.0
Brong Ahafo	5.5	94.5	100.0
Northern	35.5	64.5	100.0
Upper East	22.3	77.7	100.0
Upper West	37.3	62.7	100.0
Ghana	31.7	68.2	100.0

For households in which a member fell into a critical condition, over 90 percent indicated that they made an attempt to send the person to a health facility (Table 6.38).

Table 6. 38: Any attempt to send patient to a health facility

Region	Yes	No	Total
Western	98.1	1.9	100.0
Central	96.4	3.6	100.0
Greater Accra	98.4	1.6	100.0
Volta	92.9	7.1	100.0
Eastern	99.4	0.6	100.0
Ashanti	99.1	0.9	100.0
Brong Ahafo	100.0	0.0	100.0
Northern	93.7	6.3	100.0
Upper East	98.4	1.6	100.0
Upper West	93.6	6.4	100.0
Ghana	97.6	2.4	100.0

For households who did not make any attempt to send the member who was in a critical condition to a health facility, majority (63.7%) attributed it to the lack of money. Only 13.6 percent and 6.8 percent respectively, reported that it was either due to the bad nature of the road to the health facility or the lack of means of transport.

Table 6. 39: Reasons for inability to send the person to a health facility

Region	Reasons given						Total
	Lack of money	Lack of means of transport	Non reliability of transport	Bad nature of road to health facility	No need	Other	
Western	80.0	0.0	0.0	0.0	0.0	20.0	100.0
Central	60.0	0.0	0.0	0.0	40.0	0.0	100.0
Greater Accra	66.7	0.0	0.0	0.0	16.7	16.7	100.0
Volta	75.0	0.0	0.0	0.0	0.0	25.0	100.0
Eastern	100.0	0.0	0.0	0.0	0.0	0.0	100.0
Ashanti	0.0	25.0	25.0	0.0	50.0	0.0	100.0
Northern	50.0	20.0	0.0	10.0	10.0	10.0	100.0
Upper East	100.0	0.0	0.0	0.0	0.0	0.0	100.0
Upper West	100.0	0.0	0.0	0.0	0.0	0.0	100.0
Ghana	63.7	6.8	2.3	2.3	13.6	11.4	100.0

6.2.19 Emergency patients unable to reach a health facility on time.

Less than one percent (0.6%) of households reported they could not reach a health facility with their emergency patients on time. The Upper East region had 1.5 percent of households reporting this, with 0.8 percent in the Central region (Table 6.40).

Table 6. 40: Households with emergency patients who were unable to reach a health facility

Region	Was the patient able to reach health facility?		
	Yes	No	Total
Western	100.0	0.0	100.0
Central	99.2	0.8	100.0
G.Accra	100.0	0.0	100.0
Volta	100.0	0.0	100.0
Eastern	99.4	0.6	100.0
Ashanti	99.5	0.5	100.0
Brong Ahafo	100.0	0.0	100.0
Northern	98.5	1.5	100.0
Upper East	100.0	0.0	100.0
Upper West	94.4	5.6	100.0
Ghana	99.4	0.6	100.0

Regarding the reasons why the emergency patient could not reach a health facility 36.4 percent of households attributed it to the bad nature of roads. A further 18.2 percent reported that the distance was too long, while 9.1 percent assigned it to the lack of a means of transport (Table 6.41).

Table 6. 41: Reasons for inability to reach a health facility

Region	Reasons assigned				Total
	Bad nature of roads	Distance too long	Means of transport not available	Other	
Eastern	0.0	0.0	0.0	100.0	100.0
Ashanti	50.0	25.0	0.0	25.0	100.0
Northern	100.0	0.0	0.0	0.0	100.0
Upper East	0.0	0.0	0.0	100.0	100.0
Upper West	0.0	33.3	33.3	33.3	100.0

APPENDICES

APPENDIX A - SAMPLE DESIGN

The sample design took into consideration the sample size, sample frame and listing, sample allocation and the calculation of weights. This was done 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.

The total list of the Enumeration Areas (EAs) from the demarcation for the 2000 Population and Housing Census formed the sampling frame for 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 selections 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 20 households from each EA. The first 15 households were interviewed, with the extra five being used as a back-up for replacement in case of a non-response or the absence of a selected household. See Appendix A for more details on the sample design.

Calculation of weights

A major component of the weights was the reciprocal of the sampling fraction used in the selection of the households in each enumeration area.

The probability of selecting a household is;

$$\begin{aligned}
 H_i &= \frac{aE_i}{\sum E_i} * \frac{20}{E_i} \\
 &= \frac{20a}{\sum E_i}
 \end{aligned}$$

a = the number of EAs selected (i. e. $a = 400$).

E_i = Total number of households in the i^{th} EA

$\sum E_i$ = Total number of household according to the results of the 2000 Census.

Weighting Factors

Although the sample is self-weighting, there is the need for weights to calculate estimates for the population as a whole. The weights are adjusted by the number of households successfully interviewed.

Thus, the weights are as follows:

$$W_i = \frac{\sum E_i}{20a} * \frac{20}{h_i}$$

Where W_i = sampling weight for the i^{th} EA

h_i = number of households interviewed in the i^{th} EA.

These values are corrected to the current listing level.

Let E_{Ti} = total number of households in the i^{th} EA according to the TIDB listing.

$$\text{then } W_{2i} = \frac{\sum E_i}{ah_i} \times \frac{E_{Ti}}{E_i}$$

where W_{2i} = the final weight of the i^{th} EA.

APPENDIX B: TABLES

Appendix Table B. 1

Region	Face any difficulty		Total
	Yes	No	
Western	40.9%	59.1%	100%
Central	35.6%	64.4%	100%
Accra	18.5%	81.5%	100%
Volta	42.2%	57.8%	100%
Eastern	48.7%	51.3%	100%
Ashanti	37.2%	62.8%	100%
Brong-Ahafo	22.8%	77.2%	100%
Northern	48.9%	51.1%	100%
Upper East	28.6%	71.4%	100%
Upper West	46.9%	53.1%	100%
Total	34.9%	65.1%	100%

Appendix Table B. 2: Cost of travel from health facility (Ghana Cedi)

Region	No payment	Cost of Travel: Out (Ghana Cedi)												Total
		0.01 - 0.1	0.11 - 0.2	0.21 - 0.3	0.31 - 0.4	0.41 - 0.5	0.51 - 0.6	0.61 - 0.7	0.71 - 0.8	0.81 - 0.9	0.91 - 1	1+		
Western	52.8%	0.3%	2.1%	7.6%	2.6%	6.4%	6.5%	0.4%	1.9%	1.3%	3.8%	14.5%	100%	
Central	35.6%	0.7%	7.8%	12.8%	13.5%	10.1%	5.2%	1.1%	30.0%	0.3%	3.9%	5.9%	100%	
Accra	50.2%	0.5%	90.0%	10.8%	4.7%	4.4%	2.1%	1.3%	0.2%	0.3%	3.9%	12.3%	100%	
Volta	28.9%	2.4%	5.2%	18.7%	10.0%	4.5%	0.8%	0.6%	10.0%	0.0%	7.4%	20.6%	100%	
Eastern	33.4%	0.4%	3.3%	14.6%	8.7%	6.5%	5.4%	5.3%	2.3%	0.1%	9.3%	10.7%	100%	
Ashanti	43.6%	2.5%	7.9%	16.7%	6.5%	9.8%	2.3%	1.3%	1.8%	0.3%	2.9%	4.3%	100%	
Brong-Ahafo	40.4%	0.0%	6.8%	4.6%	90.0%	17.6%	1.5%	6.6%	6.3%	0.2%	2.2%	4.8%	100%	
Northern	78.6%	0.1%	1.6%	4.5%	1.8%	4.9%	1.1%	1.2%	0.3%	0.1%	1.1%	4.9%	100%	
Upper East	94.3%	0.0%	2.2%	0.3%	2.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.5%	100%	
Upper West	83.3%	0.0%	0.5%	1.5%	10.0%	0.1%	0.0%	0.0%	0.0%	0.0%	4.7%	8.7%	100%	
Total	51.5%	0.9%	5.5%	10.4%	5.8%	6.9%	2.8%	1.8%	1.6%	0.3%	3.8%	8.3%	100%	

Appendix Table B. 3: Travel time from a health facility: out (min)

Region	Travel time at station: out (min)										Total
	0	(1 - 5)	(6 - 10)	(11 - 15)	(16 - 20)	(21-30)	(31-40)	(41-50)	(51-60)	60+	
Western	0.0%	12.4%	19.5%	12.8%	9.3%	13.9%	10.7%	10.0%	4.8%	6.5%	100%
Central	0.3%	17.0%	18.3%	15.5%	6.9%	14.2%	3.5%	6.5%	7.6%	10.1%	100%
Accra	0.5%	23.0%	26.1%	18.2%	10.7%	13.4%	2.5%	2.4%	2.1%	1.2%	100%
Volta	0.2%	11.6%	19.0%	14.2%	8.3%	14.9%	5.3%	4.1%	13.4%	8.9%	100%
Eastern	0.2%	16.6%	23.6%	17.6%	10.8%	13.6%	5.5%	2.8%	3.6%	5.9%	100%
Ashanti	0.0%	13.9%	25.2%	14.7%	12.9%	18.4%	5.4%	3.1%	3.0%	3.3%	100%
Brong-Ahafo	1.4%	5.8%	27.6%	14.0%	15.3%	16.0%	4.9%	2.3%	5.0%	7.9%	100%
Northern	0.2%	13.6%	20.9%	13.0%	7.8%	11.3%	1.7%	3.1%	8.6%	19.9%	100%
Upper East	0.0%	2.2%	16.9%	13.4%	2.7%	15.6%	14.7%	18.4%	2.7%	13.2%	100%

East

Upper

West	0.0%	2.5%	14.2%	3.6%	8.4%	9.8%	7.0%	21.5%	10.5%	22.4%	100%
Total	0.3%	13.8%	22.3%	14.7%	9.9%	14.5%	5.6%	5.9%	5.1%	7.7%	100%

Appendix Table B. 4: Satisfaction with bus conditions

		Satisfied with bus conditions		Total
		Yes	No	
Region	Western	82.50%	17.50%	100.00%
	Central	66.30%	33.70%	100.00%
	G. Accra	74.70%	25.30%	100.00%
	Volta	83.20%	16.80%	100.00%
	Eastern	89.60%	10.40%	100.00%
	Ashanti	88.90%	11.10%	100.00%
	B. Ahafo	96.50%	3.50%	100.00%
	Northern	37.90%	62.10%	100.00%
	U. East	85.50%	14.50%	100.00%
	U. West	59.50%	40.50%	100.00%
Ghana		77.80%	22.20%	100.00%

Appendix Table B. 5: Do you face any difficulties going to the market?

		Any difficulty to market		Total
		Yes	No	
Region	Western	24.90%	75.10%	100.00%
	Central	17.20%	82.80%	100.00%
	G. Accra	24.70%	75.30%	100.00%
	Volta	32.40%	67.60%	100.00%
	Eastern	15.40%	84.60%	100.00%
	Ashanti	19.10%	80.90%	100.00%
	B. Ahafo	24.90%	75.10%	100.00%
	Northern	39.20%	60.80%	100.00%
	U. East	29.20%	70.80%	100.00%
	U. West	45.90%	54.10%	100.00%
Ghana		24.60%	75.40%	100.00%

APPENDIX C : SURVEY PERSONNEL

Project Management Staff:

Name	Organization	Position
Dr. Grace Bediako	Ghana Statistical Service	Government Statistician
Prof. NNN Nsowah Nuamah	Ghana Statistical Service	Deputy Govt. Statistician
Mr. Charles Cartey	Ghana Statistical Service	Divisional Head, Analytical Studies
Mr. Joseph Ahiabor	Ghana Statistical Service	Head, Transport and Communication Statistics Section
Mr. Henry Nii Odai	Ghana Statistical Service	Divisional Head, GIS and Field Operations
Mr. Anthony Amuzu	Ghana Statistical Service	Head, Trade Statistics Section
Mr. Johnson Owusu Kagya	Ghana Statistical Service	Head, Ghanainfo
Mr. Felix Geli	Ghana Statistical Service	Statistician, Transport and Communication Statistics Section
Mrs. Abena Osei-Akoto	Ghana Statistical Service	Principal Programmer, Data Systems and Application Development
Mr. Appiah Kusi Boateng	Ghana Statistical Service	Senior Programmer, Data Systems and Application Development
Mr. William Addo	Ghana Statistical Service	Technical Officer
Mr. Godwin J. Brocke	Ministry of Transportation	Director - Research, Statistics & Information Management
Mr. Victor E. Amamoo	Ministry of Transportation	Chief Planning Officer - Research, Statistics & Information Management
Mr. Francis D. Ahlidza	Ministry of Transportation	Engineer - Research, Statistics & Information Management
Mrs. Mavis Asare-Donkor	Ministry of Transportation	Assistant Director - Research, Statistics & Information Management
Mr. William Ampomah-Darko	Ministry of Transportation	Asst Programmer - Research, Statistics & Information Management
Mr. Joe Drapson	Ministry of Transportation	Accountant

Data Entry & Support Staff:

Mrs. Abena Osei-Akoto	Ghana Statistical Service	Principal Programmer
Mr. Appiah Kusi Boateng	Ghana Statistical Service	Senior Programmer
Mr. Edward Eshun	Ghana Statistical Service	Data Entry Operator
Elizabeth Ayiku	Ghana Statistical Service	Data Entry Operator
Millicent Anning	Ghana Statistical Service	Data Entry Operator
Matilda Kwayisi	Ghana Statistical Service	Data Entry Operator
Mary Colley	Ghana Statistical Service	Data Entry Operator
Milicent Amoah	Ghana Statistical Service	Data Entry Operator
Agnes Anane	Ghana Statistical Service	Secretary, Survey Secretariat
Nii Mensah	Ghana Statistical Service	Secretary(Questionnaire Formatting)

Field Monitors:

Name	Region (s)
Mr. Charles Cartey	Western
Mr. Joseph Ahiabor	Eastern
Mr. Henry Nii Odai	Central
Mr. Anthony Amuzu	Ashanti
Mr. Johnson Owusu Kagya	Ashanti
Mr. Felix Geli	Volta
Mr. Godwin Brocke	Central/Greater Accra
Mr. Victor Amamoo	Greater Accra
Mrs. Mavis Asare Donkor	Northern/Ashanti
Mr. Francis Ahlidza	Brong Ahafo, Upper East, Upper West

Field Teams

Team 1 - Western	
Name	Designation
Orlando Akumey	Supervisor
Norviewu Evans	Interviewer
George Cartey	Interviewer
Emmanuel Danso	Interviewer
Kwesi Donkor	Driver
Team 2 - Central	
Name	Designation
Noah Acquandoh	Supervisor
Isaac Mensah	Interviewer
Charles Eshun	Interviewer
Mary Broni	Interviewer
George Tawiah	Driver

<u>Team 3A- GT.Accra</u>	
Name	Designation
Mawuli Ahiabor	Supervisor
Elizabeth Hammond	Interviewer
Esther Owiredu	Interviewer
Emmanuel Sackey	Interviewer
John Djan	Driver

<u>Team 3B- GT.Accra</u>	
Name	Designation
Anthony Oduro Denkyira	Supervisor
Samuel Tamakloe	Interviewer
Linda Lawson	Interviewer
Laud Ametepey	Interviewer
Kweku Boateng	Driver
<u>Team 4 - Volta</u>	
Name	Designation
Fritz Adom	Supervisor
John Geli	Interviewer
Elliot Mawuko	Interviewer
Fred Kuagbenu	Interviewer
Kweku Anane	Driver

<u>Team 5- Eastern</u>	
Name	Designation
William Tweneboah	Supervisor
Oduro-Konadu Micheal	Interviewer
Abraham Aryetey	Interviewer
Joseph Ampiah	Interviewer
James Tetteh	Driver

<u>Team 6A - Ashanti</u>	
Name	Designation
Samuel Otchere	Supervisor
Victor Ayim	Interviewer
Samuel Wilberforce	Interviewer
Noble Dzah	Interviewer
Kojo Simon	Driver

<u>Team 6B - Ashanti</u>	
Name	Designation
Mark Morgan	Supervisor
William Badiako Asante	Interviewer
Fianu Abotsi Evelyn	Interviewer
Sylvia Oforiwa	Interviewer
Kofi Baah	Driver

<u>Team 7 - Brong Ahafo</u>	
Name	Designation
Emmanuel Oppong	Supervisor
Vicentia Agboda	Interviewer
Frank Arthur	Interviewer
Yemoson Koka	Interviewer
Eugene Anipam	Driver

<u>Team 8 - Northern</u>	
Name	Designation
Selassie Ocloo	Supervisor
Isaac Obeng Adjei	Interviewer
Konney Bajen	Interviewer
Ellis Gyamerah Bonsu	Interviewer
Philip Andoh	Driver

<u>Team 9 - Upper East</u>	
Name	Designation
Valentine Victor Mensah	Supervisor
Jonathan Amartey	Interviewer
Edmund Clottey	Interviewer
Albert Tetteh	Interviewer
William Terezina	Driver

<u>Team 10 - Upper West</u>	
Name	Designation
Samuel Mortey	Supervisor
Eric Ofosu	Interviewer
Wisdom Agbeko	Interviewer
William Obubuafo	Interviewer
Kofi Nkum	Driver

<u>Team 11</u>	
Name	Designation
Lawson Solomon	Editor
Kodjo Dankou	Editor
Gifted Tetteh	Editor
Brace Micheal	Editor
Bridget Glokpor	Editor
Eric Nimo	Editor
Ellen Antwi	Editor
Mr. Akoto	Editor