Active Transport Master Plan for Tema & Ashaiman

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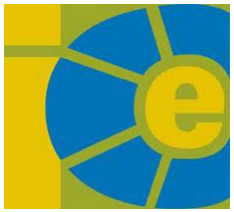


Structure

- Strategic framework
  - Background
  - Vision
  - Problem analysis
  - Major strategic choices
- Implementation plan
  - Communication strategy
  - Action plan

Profile of study area

- Population (2000 census)

  Tema 298,432

  Ashaiman 150,312

- Road network

  Tema

  – Paved road 500km

  – Unpaved 485km

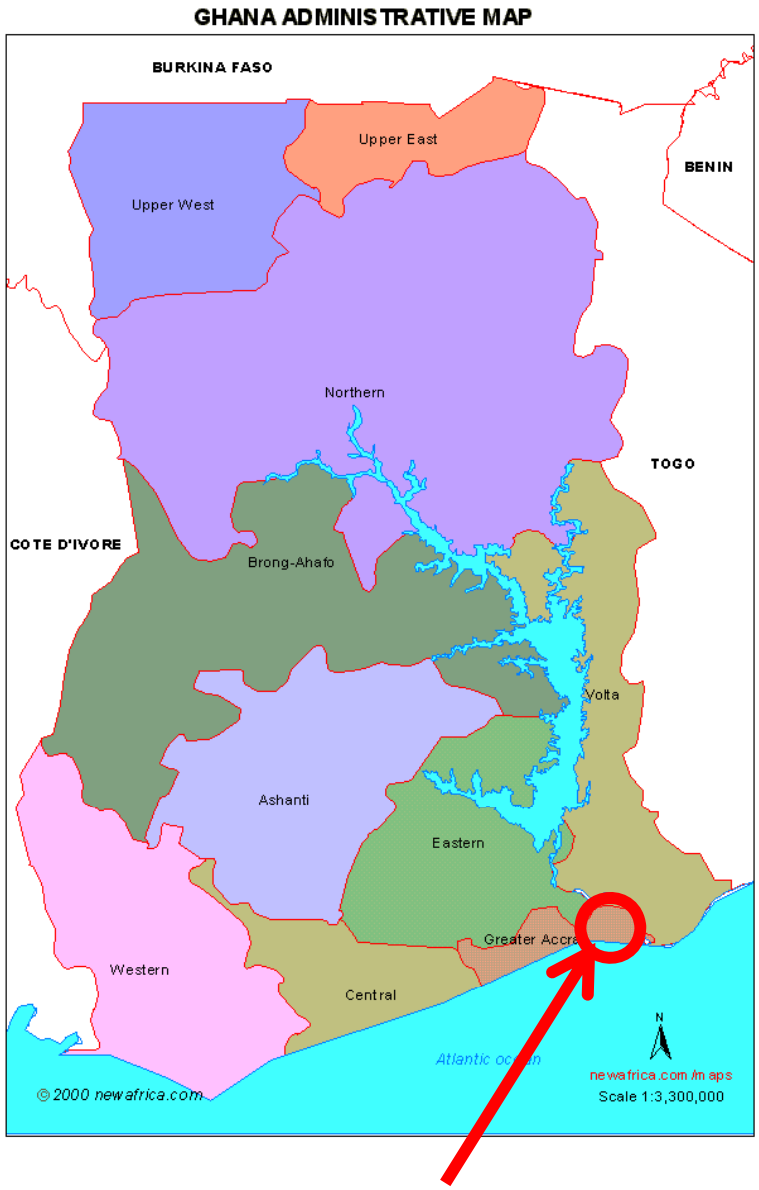
  – Total 985km

  Ashaiman

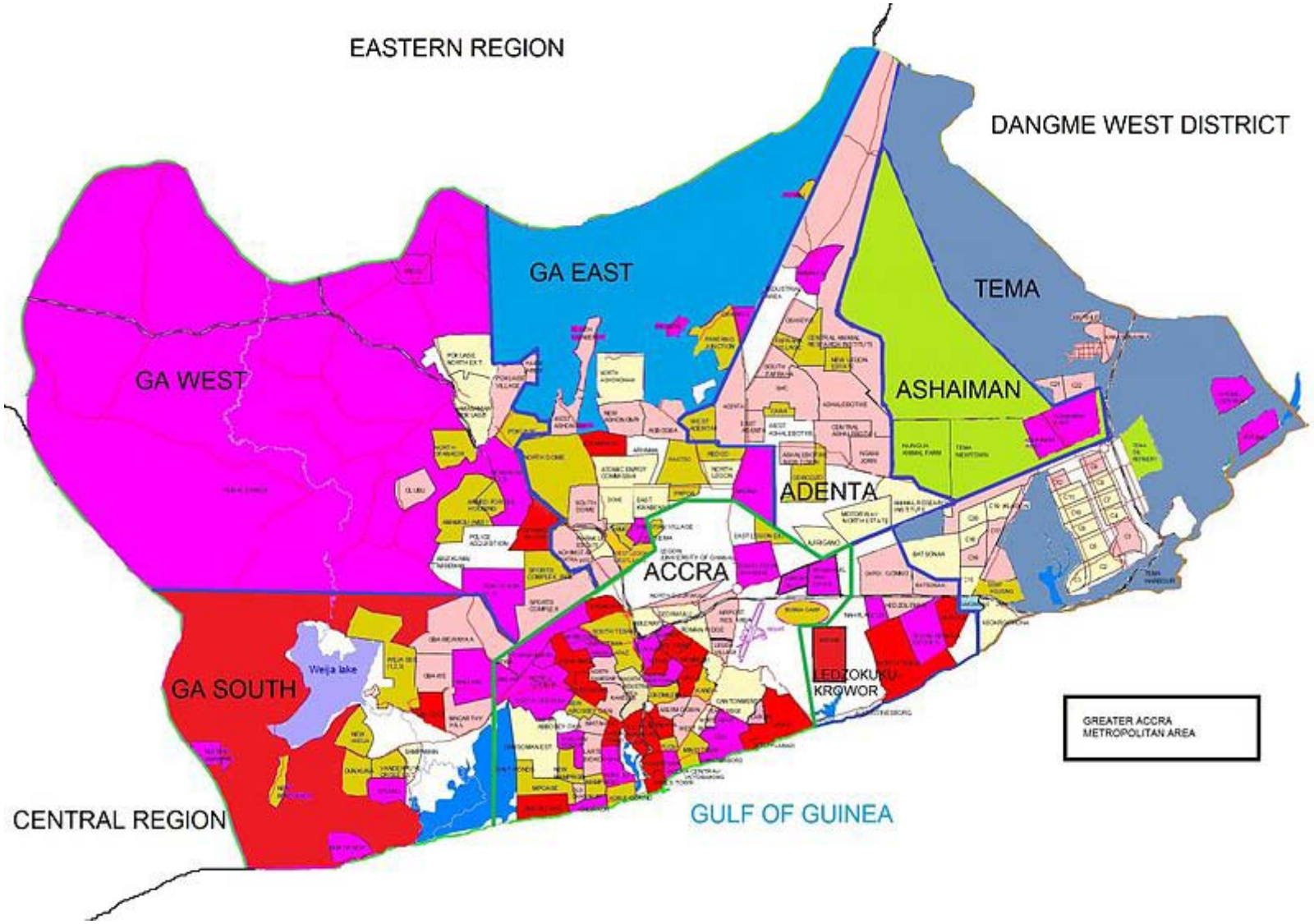
  – Paved 72km

  – Unpaved 205km

  – Total 277km



Tema/Ashaiman


EASTERN REGION
DANGME WEST DISTRICT
GA EAST
TEMA
GA WEST
ASHAIMAN
ADENTA
ACCRA
GA SOUTH
Weija lake
LEDZOKUKU-
KROWOR
GREATER ACCRA
METROPOLITAN AREA
CENTRAL REGION
GULF OF GUINEA

Client(s) & contractors

- Clients
  - Department of Urban Roads (DUR)
  - Tema Metropolitan Assembly (TMA)
  - Ashaiman Municipal assembly (ASHMA)
- Contractors
  - Delin Consult Ltd.
  - Centre for Cycling Expertise (CCE)
  - Interface for Cycling Expertise (I-CE)

Strategic framework

Context for Active Transport Plan

- Department of Urban Roads Objectives:
  - To reduce the average travel time for all modes on the road network in Urban Centres
  - To minimize the adverse and enhance the beneficial impacts of urban road projects on people and the environment
  - To reduce the number of accident fatalities and serious injuries on the road network in Urban Centres

Urban Transport Challenges

- Congestion
- Urban Sprawl
- Encroachment of ROW
- Lack of pedestrian and cycling facilities
- Inadequate public transport
- Environmental impacts

Urban Transport Project

- Improving mobility
  - Traffic engineering measures
  - Management improvements
  - Regulation public transport
  - Implementation BRT
- Promoting sustainable transport modes

Active transport master plan

- Active transport can contribute
  - …but disappointing experiences in the past
  - …comprehensive approach required!
- Strategic framework
  - To increase use of active transport
  - Safe and friendly environment
- Action plan
  - Implementation over next five years

Visions for Tema & Ashaiman

- Twin cities
- The cities Tema and Ashaiman aspire to be:
  - Maritime, industrial and commercial centre
  - Attractive tourist destination: a vibrant fun city
  - Pleasant living conditions for its inhabitants
  - Developing in a sustainable way

Transport policies

- Enable participation of citizens
- Enhance economic functioning
- Minimize adverse effects
- Efficient transport system

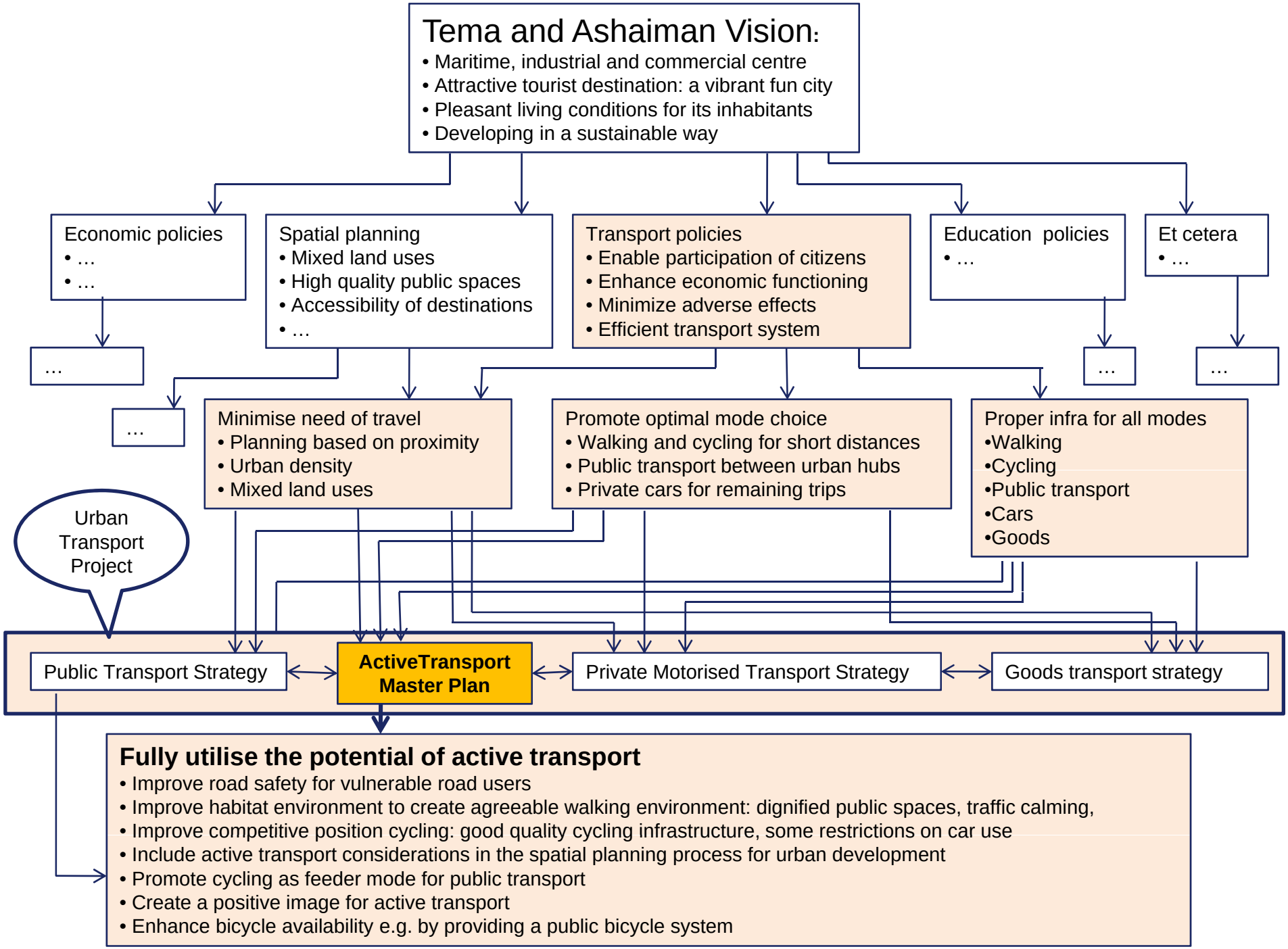
Specific transport visions

Ashaiman

- Our transport strategy will empower active transport users by ensuring a safer, more pleasant and more efficient walking and cycling environment.

Tema

- Our transport strategy will provide commuters with a modal choice and encourage a reduction in car use to minimize pollution and improve air quality.


Tema and Ashaiman Vision:
• Maritime, industrial and commercial centre
• Attractive tourist destination: a vibrant fun city
• Pleasant living conditions for its inhabitants
• Developing in a sustainable way
Economic policies
• …
• …
Spatial planning
• Mixed land uses
• High quality public spaces
• Accessibility of destinations
• …
Transport policies
• Enable participation of citizens
• Enhance economic functioning
• Minimize adverse effects
• Efficient transport system
Education policies
• …
Et cetera
• …
…
…
…
…
Minimise need of travel
• Planning based on proximity
• Urban density
• Mixed land uses
Promote optimal mode choice
• Walking and cycling for short distances
• Public transport between urban hubs
• Private cars for remaining trips
Proper infra for all modes
•Walking
•Cycling
•Public transport
•Cars
•Goods
Urban Transport Project
Public Transport Strategy
ActiveTransport Master Plan
Private Motorised Transport Strategy
Goods transport strategy
Fully utilise the potential of active transport
• Improve road safety for vulnerable road users
• Improve habitat environment to create agreeable walking environment: dignified public spaces, traffic calming,
• Improve competitive position cycling: good quality cycling infrastructure, some restrictions on car use
• Include active transport considerations in the spatial planning process for urban development
• Promote cycling as feeder mode for public transport
• Create a positive image for active transport
• Enhance bicycle availability e.g. by providing a public bicycle system

Strategic goal
Active Transport Master Plan

Fully utilise the potential of active transport

Tactical goals

1. Improve road safety for vulnerable road users
2. Create agreeable walking environment
   - dignified public spaces
   - traffic calming,
3. Improve competitive position cycling
   - good quality cycling infrastructure
   - some restrictions on car use
4. Proper spatial planning for active transport needs
5. Promote cycling as feeder mode for public transport
6. Create a positive image for active transport
7. Enhance bicycle availability
   - e.g. by providing a public bicycle system

Problem analysis

- Existing studies
- Questionnaires
- Focus group discussions
- Observations (road safety audit)
- Parking study
- Stakeholder meetings

Problems

- Traffic congestion and parking difficulties;
- Difficulties for pedestrians;
- Loss of public space;
- Accidents and safety;
- Freight distribution

Analysis

- City originally not built for cars
  - Accommodating motorised traffic at cost of active road users
  - Growing car ownership
- No attractive walking environment
  - For majority of road users
  - Hawkers block sidewalks
- Perceptions and attitudes


LAWYER IRENE
NAA TORSHIE ADDO
CHEMOPHARM

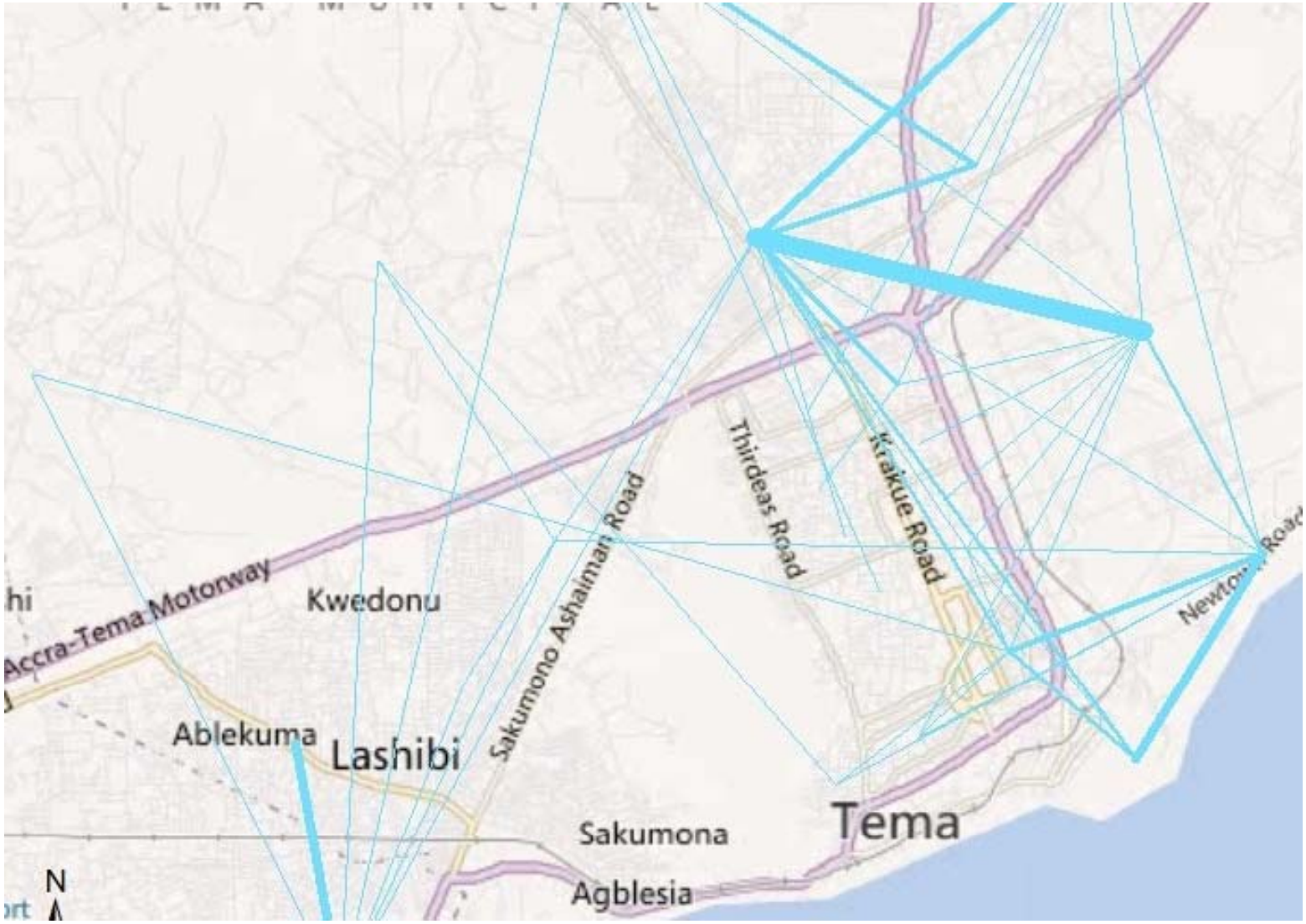

ESCA'S
ABIS
Cards, Gifts
& Stationery
SAB DENTAL


SSNIT
TEMA COMM 2 BRANCH
REFORM
HEALTH CENTRE

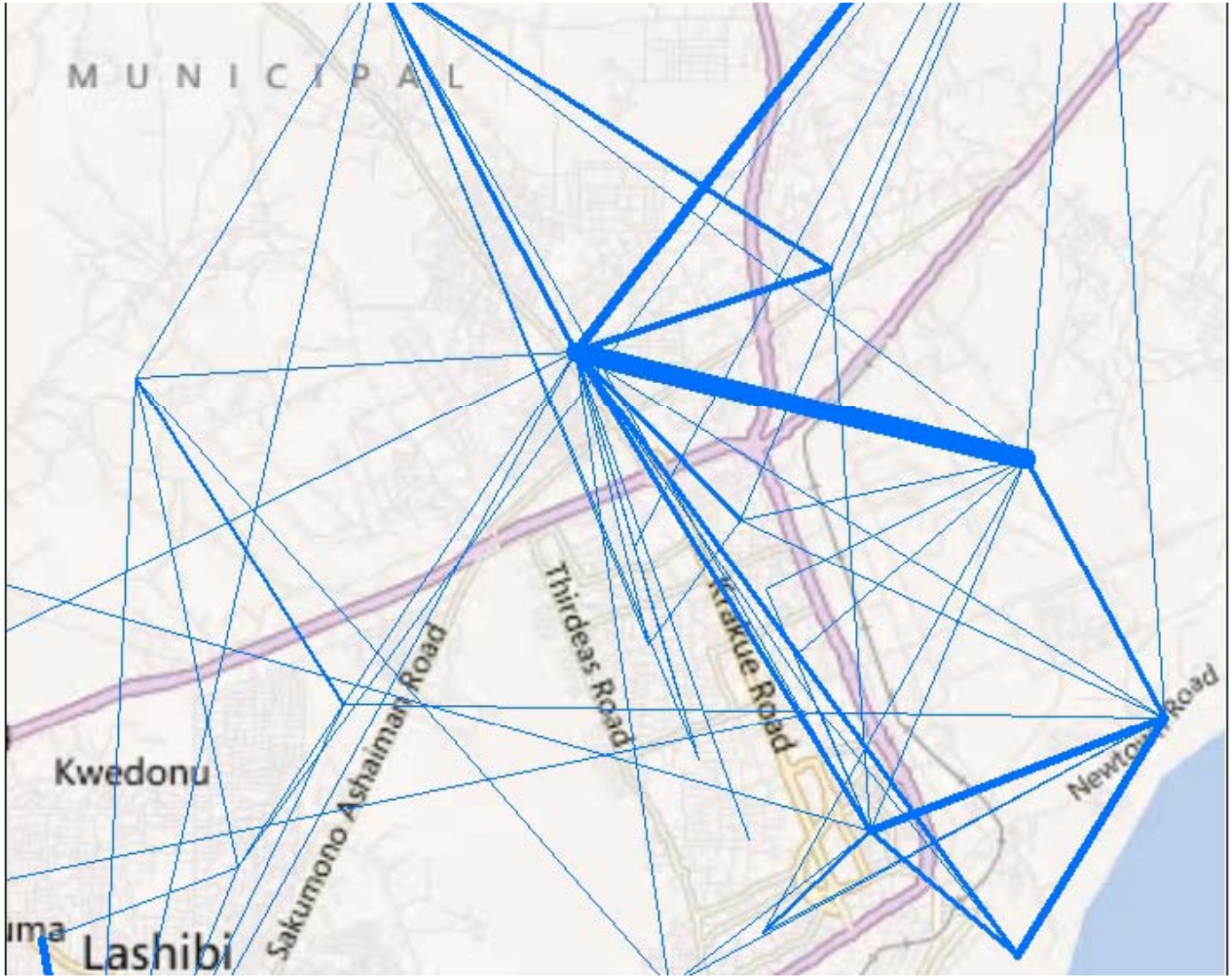

LILAHI

Origin / destination analysis

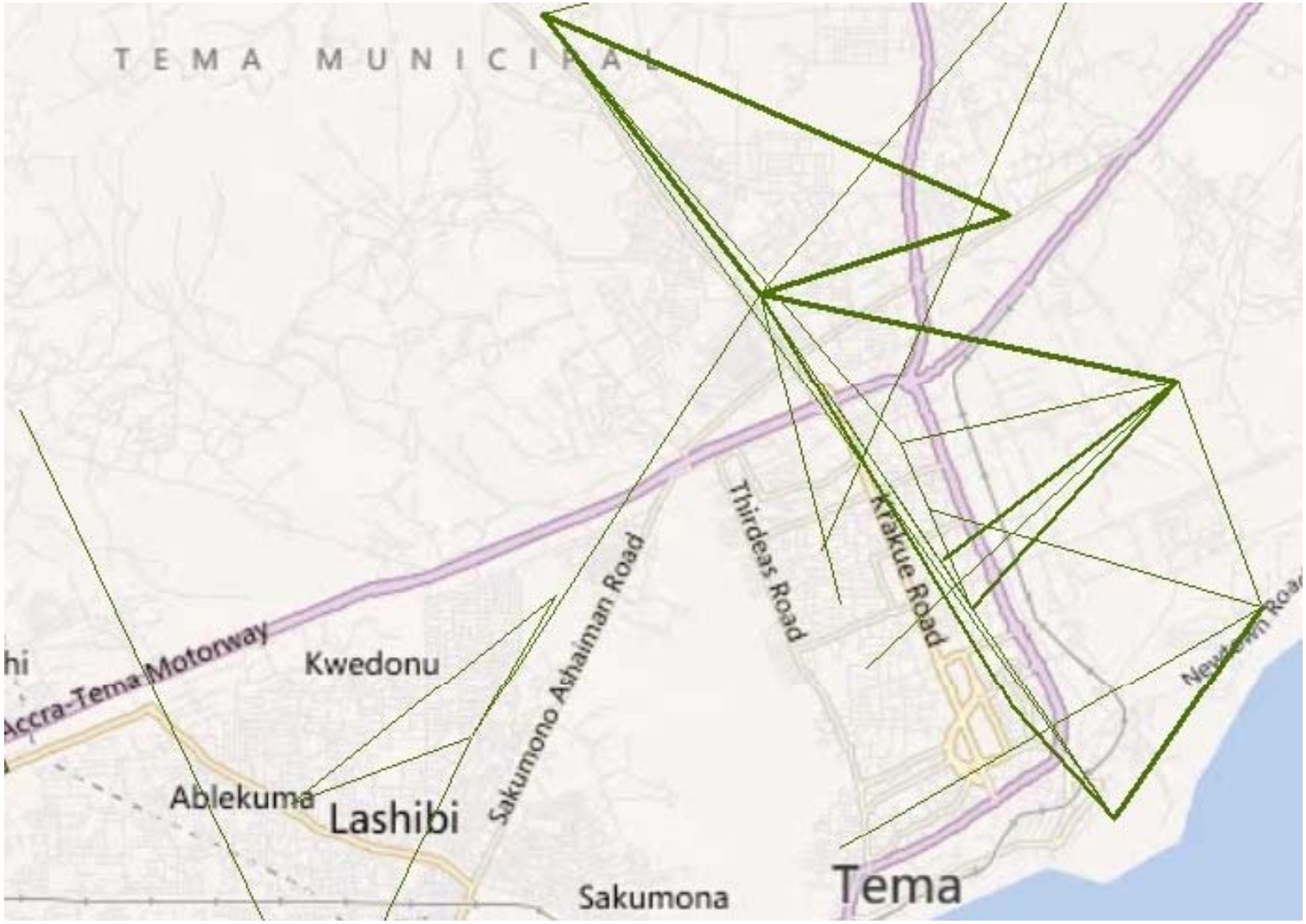
Cycling


Accra-Tema Motorway
Kwedonu
Ablekuma
Lashibi
Sakumono Ashaiman Road
Thirdeas Road
Krakue Road
Sakumona
Agblesia
Tema
N

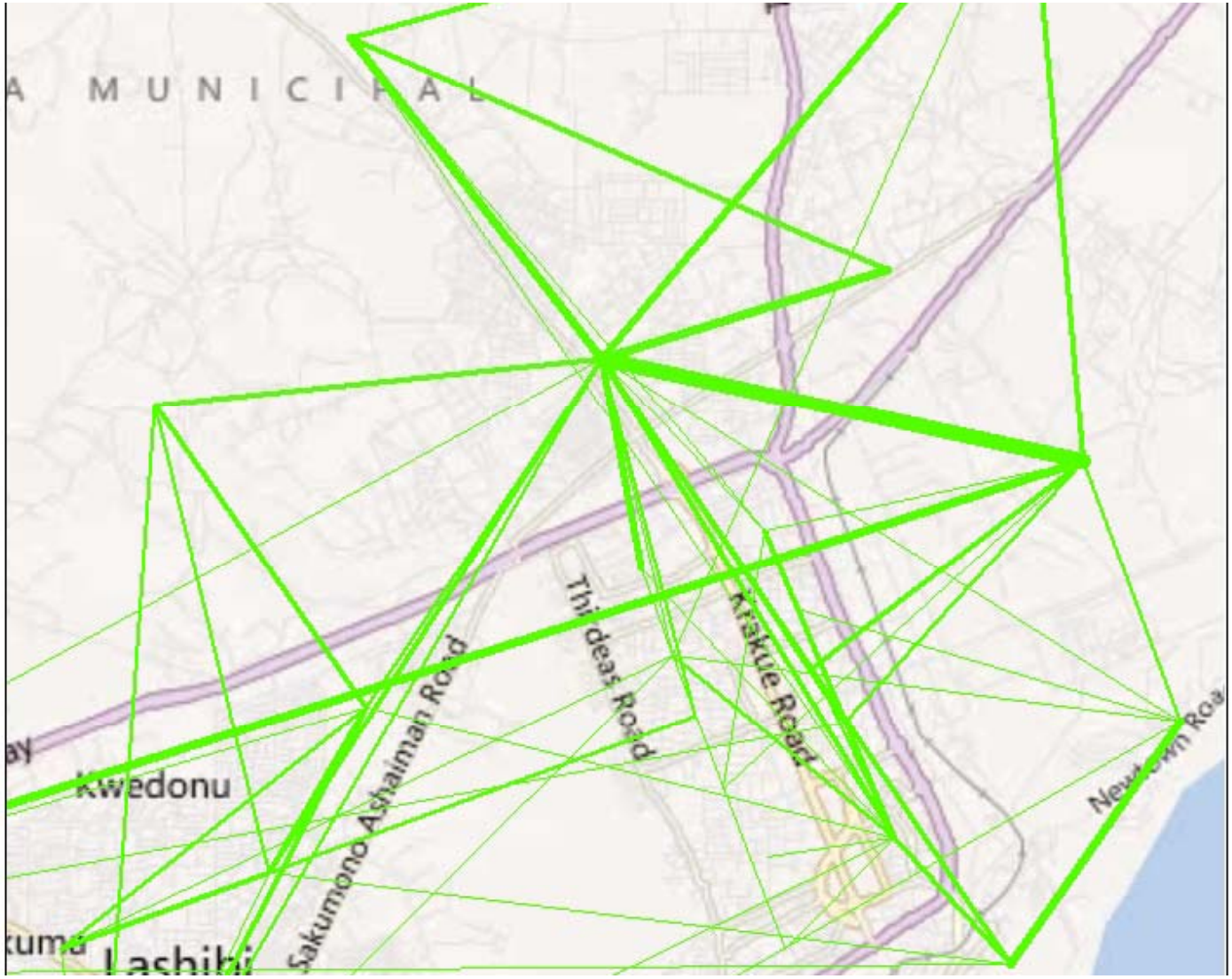
Cycling incl PT part of trip



Walking as main mode



Walking incl PT part of trip

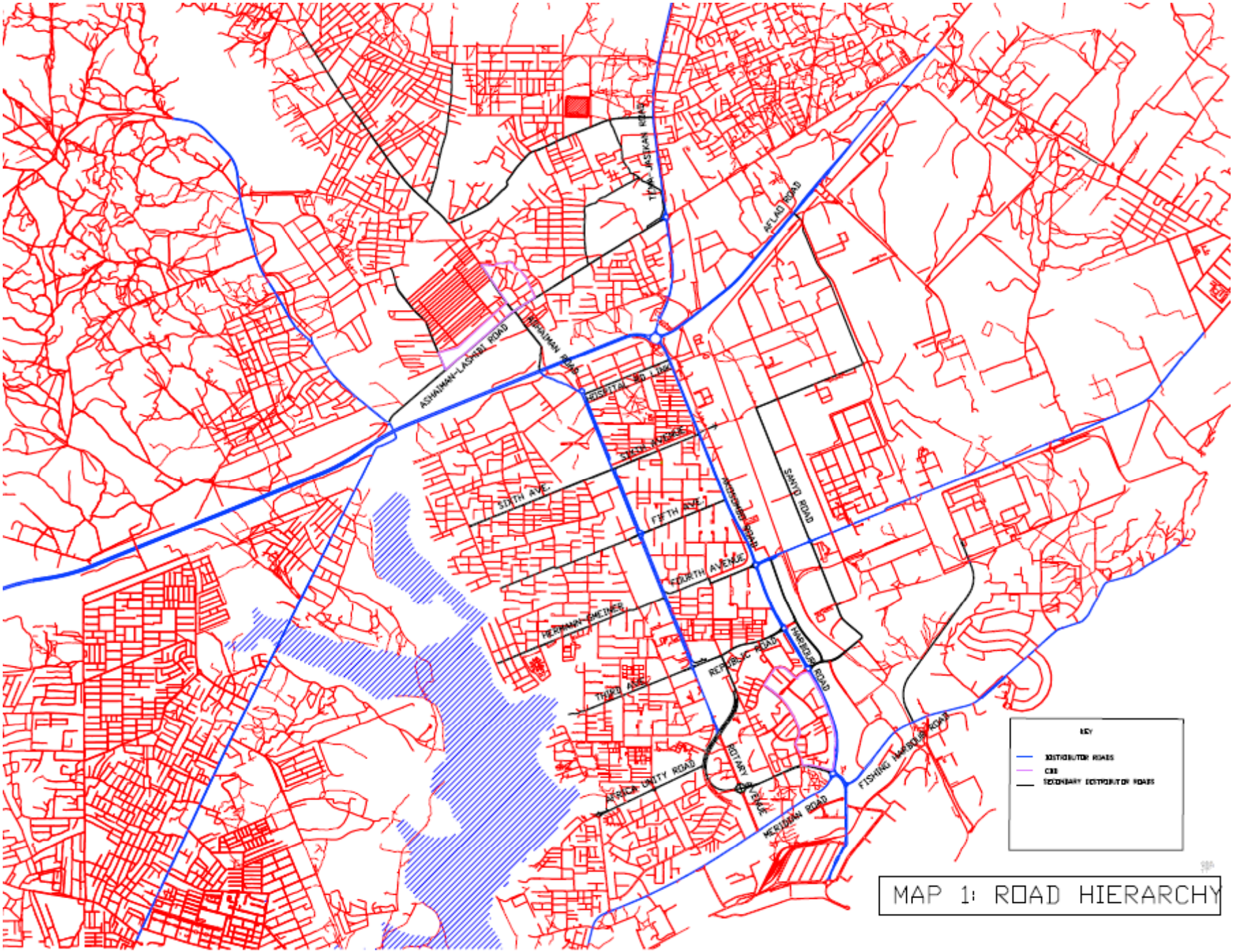


Major strategic choices

- Functional road hierarchy
- Triple A communities: for All Ages & Abilities
- Active Transport Route Network
- Intermodality
- Institutional set up for implementation

Functional road hierarchy

- Flow roads (highways)
- Regional distributor roads
- Local distributor roads
- Access roads

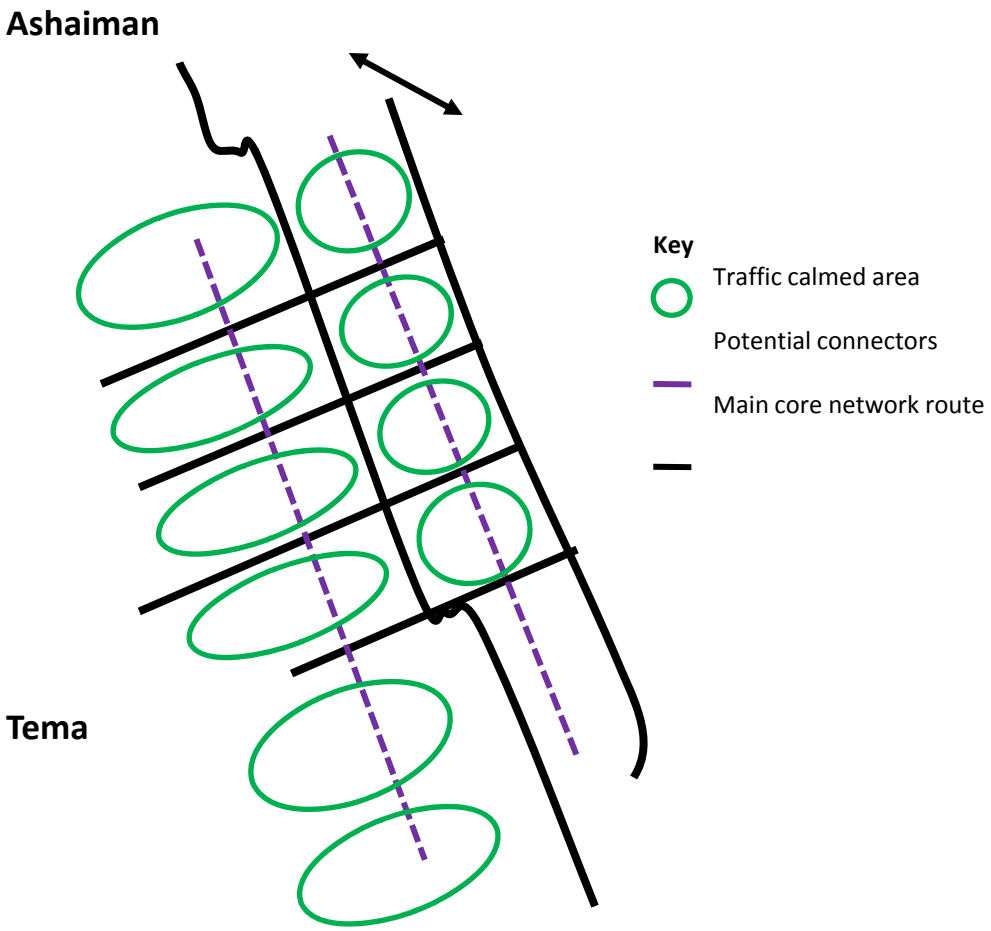


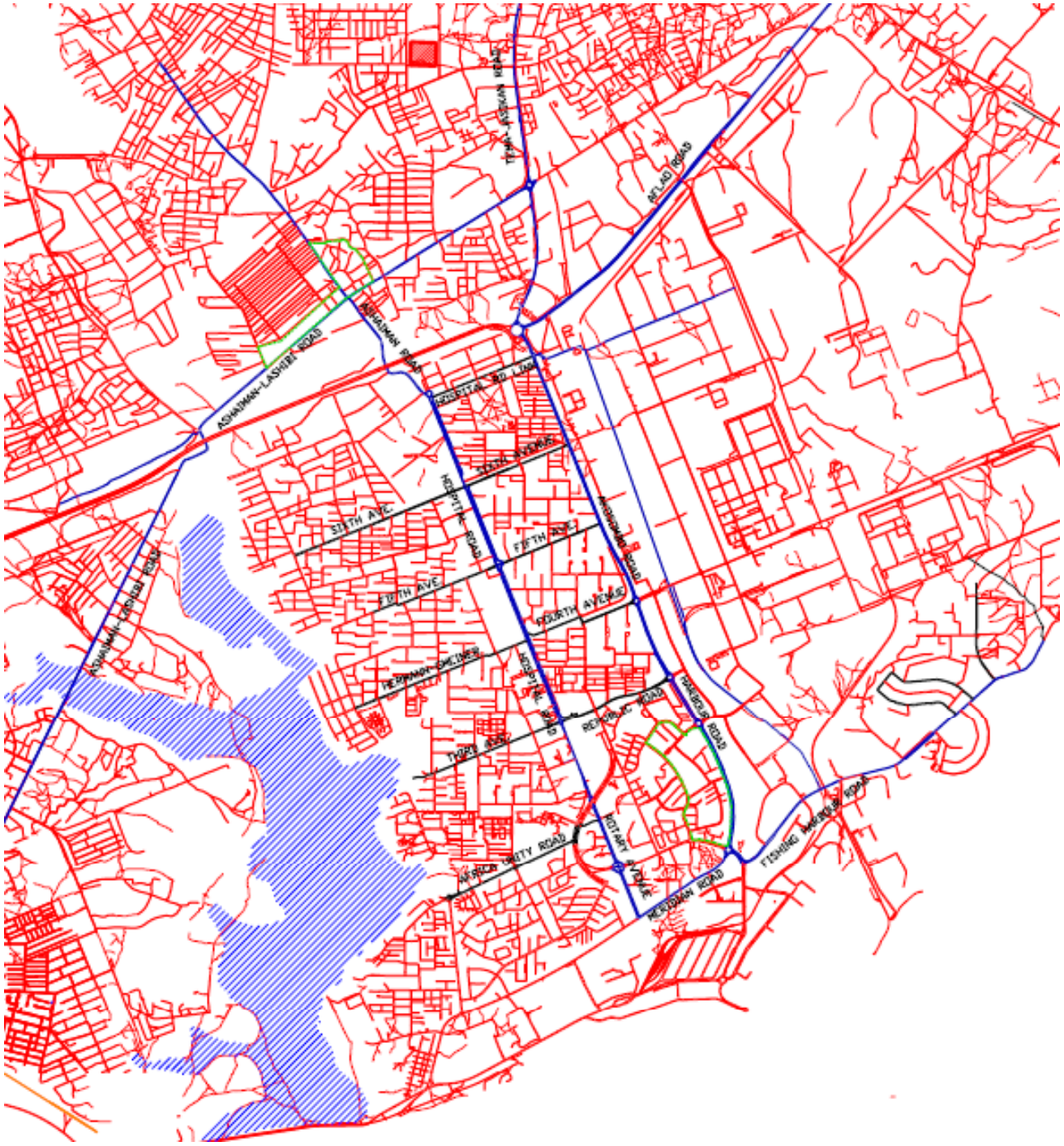
MAP 1: ROAD HIERARCHY

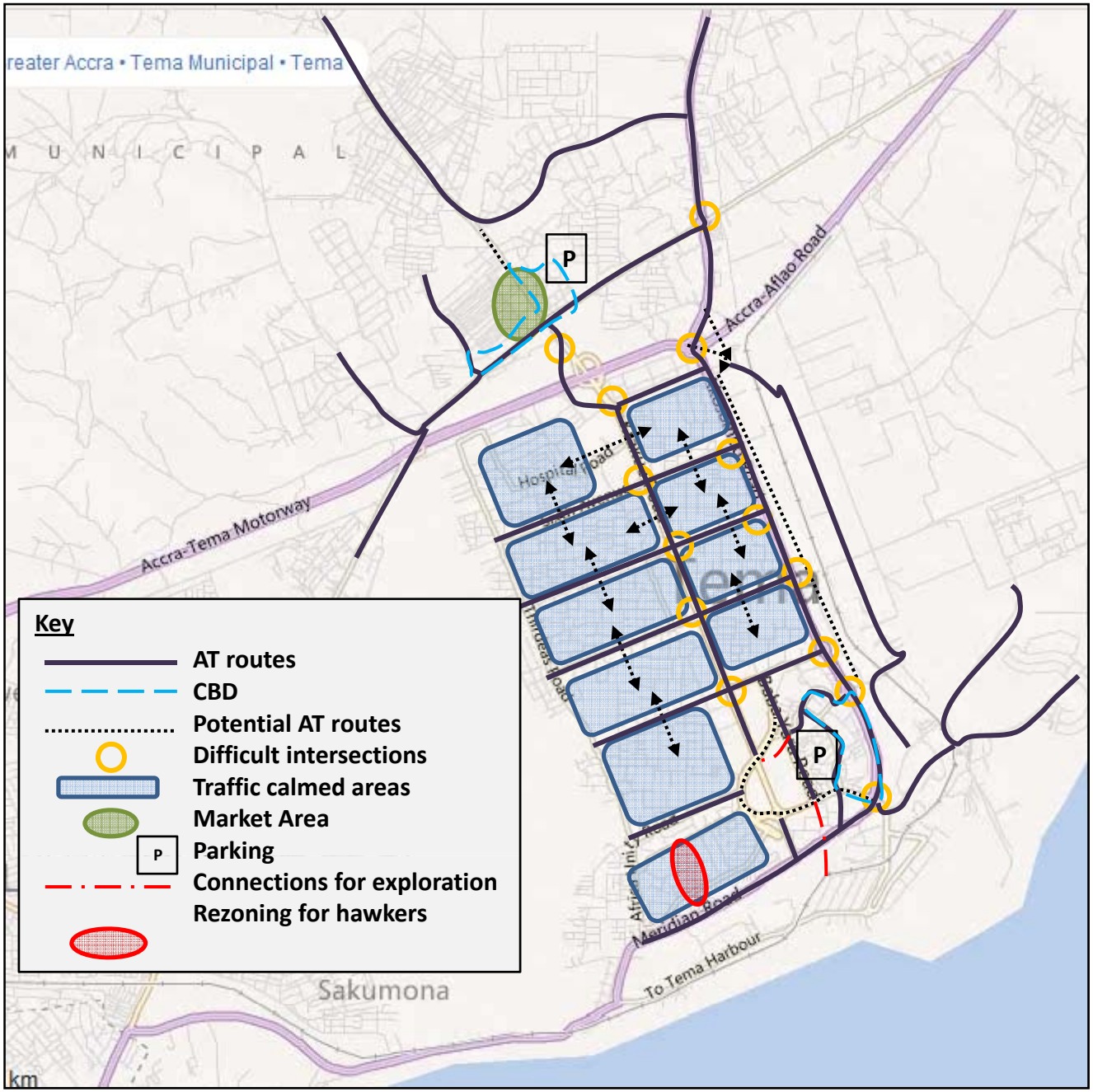
Triple A communities

- Address chaotic parking
- Regulate hawkers
- Specials attention for market areas

Conceptual diagram of active transport network



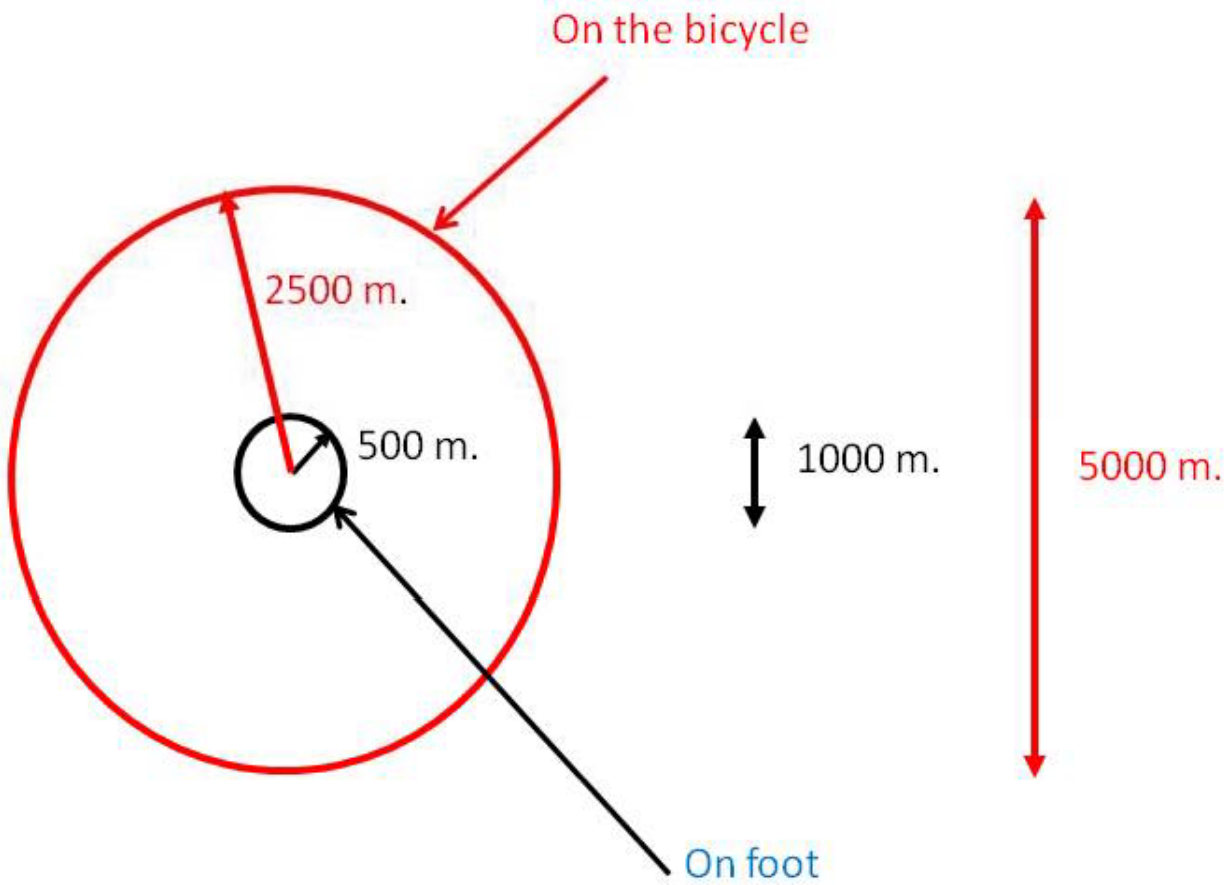

ASHAIMAN-LASHIBI ROAD
ASHAIMAN ROAD
HOSPITAL ROAD
SIXTH AVE.
FIFTH AVE.
FOURTH AVENUE
REPUBLIC ROAD
ROTARY AVENUE
MERIDIAN ROAD
FISHING HARBOUR ROAD


reater Accra • Tema Municipal • Tema
M U N I C I P A L
P
Accra-Aflao Road
Accra-Tema Motorway
Hospital Road
Harbour Road
Meridian Road
To Tema Harbour
Sakumona
km
Key
AT routes
CBD
Potential AT routes
Difficult intersections
Traffic calmed areas
Market Area
Parking
Connections for exploration
Rezoning for hawkers

Intermodality

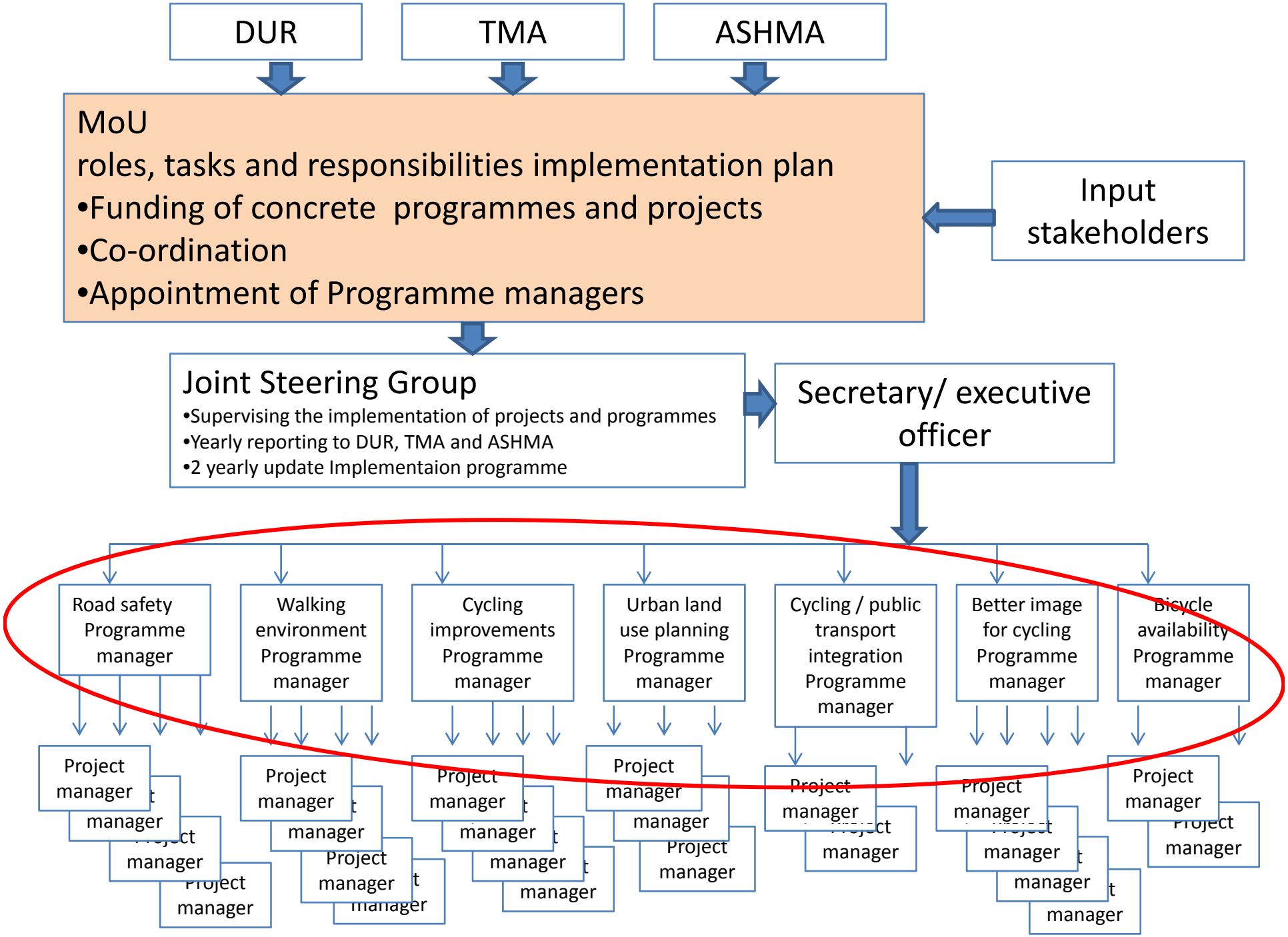
- Pedestrian friendly environments at public transport stops
- Promote cycling as feeder mode
- Create bicycle parking

Enlargement of catchment area



Institutional set up implementation

- Three major players: DUR, TMA and ASHMA


DUR
TMA
ASHMA
MoU
roles, tasks and responsibilities implementation plan
•Funding of concrete programmes and projects
•Co-ordination
•Appointment of Programme managers
Input stakeholders
Joint Steering Group
•Supervising the implementation of projects and programmes
•Yearly reporting to DUR, TMA and ASHMA
•2 yearly update Implementaion programme
Secretary/ executive officer
Road safety Programme manager
Walking environment Programme manager
Cycling improvements Programme manager
Urban land use planning Programme manager
Cycling / public transport integration Programme manager
Better image for cycling Programme manager
Bicycle availability Programme manager
Project manager

Implementation plan

- Steering group: DUR, TMA and ASHMA
- Executive officer for master plan
- Programmes for each tactical goal
- Concrete projects within programme
- Accountable programme & project managers

Communication

- Public acceptance and support condition for successful implementation
- 3 important groups
  - Owners of the plan (DUR, TMA and ASHMA)
  - Intermediaries
  - Public
- Shift in communication message over time

Stages of communication

- Getting support for vision
- Identifying affected groups' specific interventions (programmes & projects)
- Support specific projects
- Promotion of behavioural change
  - Promote bicycle use (after improved conditions)
  - Promote respectful behaviour

Conclusions

- Active Transport requires integrated approach
- Challenges are large
- Institutional arrangement vital for successful implementation
- Communication shifting from asking for support to promotion of behavioural change