

the CCE Newsletter

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WHY CYCLE ?

CYCLING IS FUN:

Riding your bicycle allows you to feel active and energetic, feel your fitness improving and to enjoy the surroundings of the natural environment.

CYCLING IS HEALTHY:

Incorporating exercises into your lifestyle has many health benefits. It can strengthen your immune system, lower blood cholesterol, reduce stress, strengthen the heart and increase energy levels. Cycling improves personal health and a healthier population can ease the pressure on health care costs.

CYCLING IS LOW IMPACT EXERCISE:

It is easy on your joints because it is a non weight-bearing form of exercise. It can be done at any level of intensity, which makes it suitable for people of all ages and levels of fitness.

CYCLING IS PRACTICAL AND COST EFFECTIVE:

It is often just as fast as a car or a bus in city traffic and it makes it easier to avoid traffic jams. There are no petrol tanks to fill and parking is free and usually next to your destination. Once you have the basic equipment, cycling is an extremely economical form of transportation.

CYCLING IS GOOD FOR THE ENVIRONMENT:

Cycling produces no air pollution, greenhouse gases or noise. It reduces traffic congestion, deterioration of road surfaces and land requirements for roads and parking lots.

www.bikesense.bc.ca

I-CE TEAM VISITS GHANA

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A team from Interface for Cycling Expertise (I-CE) led by its director Mr Roelof Wittink, Irene Frieling, Arjen Jaarsma and Marieke De Wild was in Ghana in November 2008. (2nd to 14th) The main aim of the visit was to hold discussions on the Bicycle Partnership Programme and to sign a Memorandum of Understanding with the three Assemblies involved.

(Ashiaman, Tema and Sekondi Takoradi)

Courtesy calls were paid on the Chief Director and Director (Policy and Planning) Ministry of Transportation and the Director, Urban Policy of the Ministry of Local Government, Rural Development and Environment (MLGRD)

A meeting was held in Accra on Tuesday November 4th on the theme "Inner City Revitalization-Bicycle Inclusive Planning" The President of Ghana Institute of Planners, Mr Frank Tackie was the Chairman for the meeting. Present were stakeholders and representatives from the Tema, Ashiaman and Sekondi Takoradi Municipal/Metropolitan Assemblies.

After presentations by various experts, including the team from I-CE and the Executive Director of CCE, Mr Magnus Quarshie, a Memorandum of Understanding was signed between the three Assemblies and I-CE.

Specific city meetings were held with the Assemblies of Tema and



Ashiaman (Wednesday November 5) and Sekondi Takoradi (Monday November 10) respectively.

Present were staff of the various Assemblies and other stakeholders. Presentations were made by the team from I-CE and CCE. After both meetings, site visits were paid to these metropolis/municipalities by the team to familiarize themselves with the infrastructure network available.

A final city meeting was organized on Thursday November 13 2008 in Tema and the team left for the Netherlands on Friday 14th November 2008.



Participants at a city support workshop.

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From the DIRECTOR'S DESK

"THE WORTH OF BICYCLE IMPORTS INTO GHANA AND ITS ECONOMIC BENEFITS"



Ing. Magnus L. Quarshie

For the past 15 years the central business district has been invaded by petty traders and hawkers from all walks of life. These hawkers started by making sales as they walk along the pavement. They soon found a niche by selling to motorists in traffic. Before long they had occupied the pavement walk way. Pedestrians had to walk on motor traffic lanes. This increased the vehicle-pedestrian-cyclist conflict. The city centre almost ground to a halt as motor vehicles could barely make speeds of up to 10km/hr, walking and cycling became a luxury.

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The city authorities in 2007 created a pedestrian shopping mall to accommodate nearly 4000 of these hawkers in order to free the pavement walk way and improve traffic flow. The centre conducted a study to find out the public reaction to the exercise. Out of the 1000 respondents, 89% supported the exercise by AMA and 89% felt that walking in the city was much better. However, 2 years later, the hawkers are back and the situation is out of control. Every effort must be made by the city authorities to reclaim the city back for people. A city that facilitates mobility and accessibility is a pleasant place to be.

Bicycles make a valuable contribution in the socio-economic development of a nation- on transport, climate change, land use and public health. Bicycle imports should be closely looked at in view of its benefits to the economy of Ghana. The influx of bicycles into Ghana is intriguing and interesting as indicated by table1, below. Over a period of 5 years the estimated total amount of custom value of bicycles imported into the country amounted to GH ₵62,144,688.02. This reveals that for the period of 5 years the country averagely earns an estimated custom value of GH ₵12,428,937.60 per annum. This estimated amount can not be overlooked as it supports socio-economic development.

From the chart, the year 2005 recorded the highest custom value of bicycle imports into the country over a 5-year period spanning from 2002 to 2006.

Looking at the importation trend, there was 82.1% rise from 2002 to 2003 then it fell slightly by a percentage margin which was less than 1%. Imports from 2004 to 2005 showed a sudden increase by 124.1%. By implication, the bicycle importation trend reveals that bicycle market is increasingly expanding and becoming lucrative in Ghana.

Bicycle use has a number of advantages for employment. A high level of bicycle ownership and bicycle use gives rise to a substantial business sector engaged in the production, sale and repair of bicycles.

Bicycle amenities, including paid and bicycle hire, also provide structural employment, as do amenities aimed at recreational use of the bicycle. Also, an increase in economic activity and employment is partly generated as a result of mobility made possible by the bicycle.

Table 1. Shows the custom value and netweight of bicycles imported into Ghana from 2002 to 2006.

YEAR	CUSTOM VALUE (GH ₵)	NETWEIGHT (Kg)
2002	5,269,173.86	5,978,438
2003	9,636,734.09	8,743,090
2004	9,441,010.72	9,940,167
2005	21,191,985.24	14,066,819
2006	16,605,784.10	9,949,879
TOTAL	62,144,688.02	48,678,393

A chart showing bicycle imports into Ghana from the year 2002 to 2006.

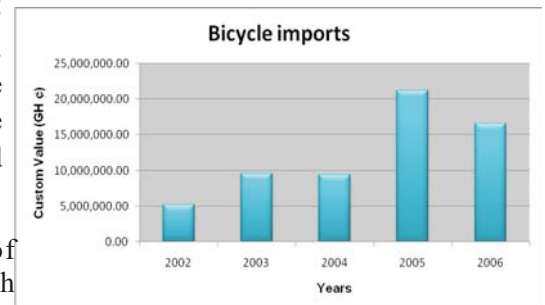


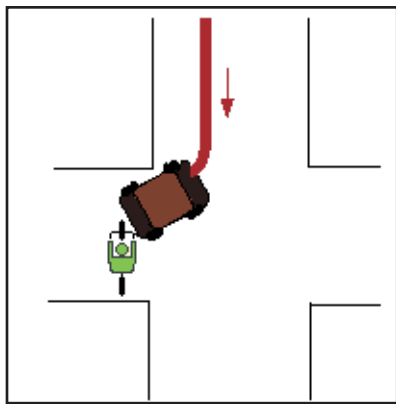
Fig. 1 Bicycle imports (Source: GSS, External Trade Section, May 7, 2008).

The fact that the bicycle is a clean and silent means of transport is one of the most important arguments for promoting bicycle use, given that traffic and transport's share of global environmental pollution is increasing every year.

10 Ways to Avoid Getting Hit by a Car

9. The Crosswalk Slam

You're riding on the sidewalk and cross the street at a crosswalk, and a car makes a right turn, right into you. Cars aren't expecting bikes in the crosswalk, so you have to be VERY careful to avoid this one.



How to avoid this collision:

1. Slow down.

Slow down enough that you're able to completely stop if necessary.

2. Don't ride on the sidewalk in the first place.

Crossing between sidewalks can be a fairly dangerous maneuver. If you do it on the left-hand side of the street, you risk getting slammed as per the diagram. If you do it on the right-hand side of the street, you risk getting slammed by a car behind you that's turning right. You also risk getting hit by cars pulling out of parking lots or driveways. These kinds of accidents are hard to avoid, which is a compelling reason

to not ride on the sidewalk in the first place.

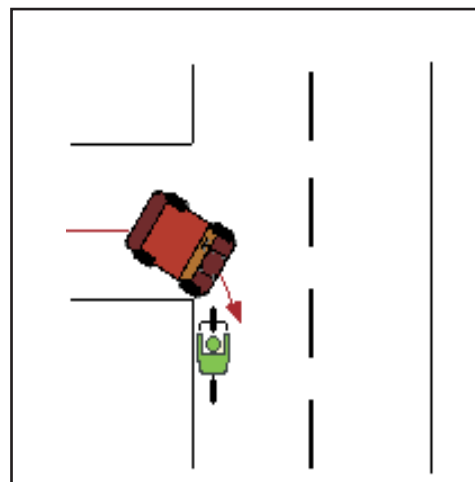
And another reason not to ride on the sidewalk is that you're threatening to pedestrians. Your bike is as threatening to a pedestrian as a car is threatening to you. Finally, riding on the sidewalk is illegal in some places. (In Austin, those places are the Drag, and downtown on 6th St. and on Congress). If you do plan on riding on sidewalks, do it slowly and EXTRA carefully, ESPECIALLY when crossing the street between two sidewalks.

10. The Wrong-Way Wallop

You're riding the wrong way (against traffic, on the left-hand side of the street). A car makes a right turn from a side street, driveway, or parking lot, right into you. They didn't see you because they were looking for traffic only on their left, not on their right. They had no reason to expect that someone would be coming at them from the wrong direction.

Even worse, you could be hit by a car on the same road coming at you from straight ahead of you. They had less time to see you and take evasive action because they're approaching you faster

than normal (because you're going towards them rather than away from them). And if they hit you, it's going to be much more forceful impact, for the same reason. (Both your and their velocities are combined.)



How to avoid this collision:

Don't ride against traffic.

Ride with traffic, in the same direction.

Riding against traffic may seem like a good idea because you can see the cars that are passing you, but it's not. Here's why:

Cars which pull out of driveways, parking lots, and cross streets (ahead of you and to the left), which are making a right onto your street, aren't expecting traffic to be coming at them from the wrong way. They won't see you, and they'll plow right into you.

www.bicyclesafety.com

BICYCLE EVENTS

UPCOMING EVENTS FOR THE YEAR 2009!!

WATCH OUT FOR THE ANNUAL BICYCLE CARAVANS
TAKING PLACE IN **ACCRA, ASHIAMAN, TEMA** AND
SEKONDI TAKORADI



4 REASONS WHY YOU NEED TO JOIN THE CARAVAN

- 1. It is going to be fun- exercising and riding together in a group.**
- 2. You will have the opportunity to sample products of sponsoring organizations.**
- 3. It offers you the opportunity to network and socialize.**
- 4. You stand the chance of winning a prize.**



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