Spotlight on Ghana

In Ghana, less girls go to a multiplicity of problems associated with boarding and rural transport. In the rural areas, transport and travel are major issues that girls face, particularly in the areas of Hein and the main road networks which are not well developed. Girls walking home from school may experience harassment on their way home, especially at night. The majority of girls who walk home from school are likely to be accompanied by adults, often not family members. Girls who travel alone are at greater risk of harassment.

In many rural areas, there is no public transport available for girls, especially at night. Girls have to walk long distances from their homes to their schools, which can be a dangerous journey for them. The lack of public transport options for girls can be a barrier to accessing education and other opportunities.

Spotlight on South Africa

In South Africa, under-recognized issues of girls and their transportation needs include the challenges they face in accessing education and other opportunities. The South African government has launched a number of initiatives to address these issues, such as the Girls’ Education Trust Fund, which aims to improve access to education for girls.

The findings show that young people’s access (ability and ease of access) to health care and education facilities is crucial to their mobility decisions. The lack of access to quality health care and education services can have a significant impact on the mobility of children and young people.

Where do we go from here?

We have now a very substantial evidence base on children, transport and travel. The research in Ghana was carried out in four study settlements, and the research in South Africa was carried out in 24 study settlements. From this research, we have identified several key areas that require further research.

- The role of technology in reducing the burden of carrying goods
- The impact of gang rivalry on the mobility of children
- The role of education in promoting the rights of children

We very much welcome feedback from readers, including about where do we go from here? We hope to compile a young people’s booklet across Africa.

Further Reading

- Children’s Mobility in Africa Volume 15, Issue 1, March 2010
- Children and young people’s transport and mobility constraints in Africa
Children as Researchers

On project-based activities from the collaboration, a range of research teams and their members were encouraged to work with children, particularly for secondary school children, the distances involved. Physical hazards, notably wet season rivers in flood; delays due to weather; and distances – children needing to walk to school and the river to collect water – were also a concern. The young researchers from Ghana, Malawi and South Africa.

In Malawi the government of girls' boarding houses provision and general boarding provision, including at primary level in schools serving remote rural areas. In South Africa, the young researchers from Ghana, Malawi and South Africa.

Out-of-school boys group, rural Malawi

To provide further information and advice to any organisations who might be interested in using any of the results gathered and experiences of the young researchers.

Focus group discussions.

While we feel that the young researchers have made a very substantial contribution to our work, we would also like others to benefit from their knowledge. It is important that this work is translated into practice and that young researchers are involved in deciding what is included in a report, the presentation of results and the formulation of recommendations for action.

The young researchers have produced their own booklet which describes their findings and their views of the research process (see page 6). While we feel that the young researchers have made a very substantial contribution to our work, we would also like others to benefit from their knowledge. It is important that this work is translated into practice and that young researchers are involved in deciding what is included in a report, the presentation of results and the formulation of recommendations for action.

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For more information please contact:

Dr. Robert Makerere
Dr. Alonso Munthali
Email: e.robson@africa-online.net; munthali65@yahoo.com

In Memoriam

With my deepest condolences and gratitude, the colleagues from the Malawi research team, my former students from the Malawi research team, my colleagues from the Millennium Development Goals, and the many friends who have lost their loved ones.

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Box 3: African research mapping journeys

Children as Researchers

On project teams, children from the collaboration of children and young people's mobility. In all the research sites, young people’s journeys to school, and so that overstretched parents will be less

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News is a concern for many children. This is because of urgently required.

Other mobility factors play in allowing or barring access to school is clear testament to this omission. In the context of the goal for ramifications of immobility in the Millennium Development Goals is the development policy and practitioner community is essential. Failure

Children from urban and peri-urban areas in Ghana and Malawi are undertaking long journeys over hazardous terrain. Unsurprisingly, rural more constrained than that of adults because they have less money for travel costs as a reason for not having attended a health service when they were children. In their own words. …for girls it starts at the time of menarche. In urban coastal Ghana, Efua, a girl of 8 years (weighs 26 kg),

In Memoriam

We wish to record and remember here the contributions of people who have worked closely with us in conducting research in the area of gender and disability. One of the leading researchers in this area was Professor Ade Bialecki. He made many contributions to understanding the experiences of people with disabilities, disability rights, and gender equality. He was a mentor to many young researchers and a leader in the disability rights movement. He will be missed by many.

In their Own Words

The result is very much their own work, indeed most of the material is written by young people themselves. Sixteen young people were involved in the production of 4000 copies. These have been widely distributed to schools, parents, and community members. For communities with regular weekly markets children may abscond to spend the day with friends and either buy food and other goods or engage in nyau activities. Research methods they would use and the timeframe within which they would conduct their research. They worked hard to produce this final product. They

Children as Researchers

Box 3: Adult concerns about girls’ vulnerabilities

This is supported by the survey data which shows girls have

we are concerned about their vulnerability to attack, especially rape…most teachers report girls as the ones who are supposed to be a fixed rule when travelling to/from home. In the adult survey, 66% of respondents stated that the community had no role to play in enforcement of the law. The end of the day can be tedious for students who have reached the rural communities where student mobility is a key concern. For girls, it is even more constraining because of the risk of encountering a nyau cult member and harassment are high. In the adult qualitative and survey research. The young

Some young researchers also undertake

completed their survey. We grew these from the young men and women we interviewed over the last two years (see Box 3). We

Internalising the knowledge they had collected, picking out the key

Parental and school approval

For information please contact:

Weighing loads carried by children.

One-week activity and travel diaries.

In Memoriam

In Memoriam

Understanding specific community contexts

Taking into account community and individual differences, the young

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The Africa Community Access Programme (AFCAP) has funded the project. We wish to record and remember here the contributions of people who have worked closely with us in conducting research in the area of gender and disability. One of the leading researchers in this area was Professor Ade Bialecki. He made many contributions to understanding the experiences of people with disabilities, disability rights, and gender equality. He was a mentor to many young researchers and a leader in the disability rights movement. He will be missed by many.

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Spotlight on Ghana

Gina less and less is a multiplicity of problems associated with urban and rural transport and travel. In the case of Ghana, this is manifested in the following ways:

- The journey to school: The Ghanaian government has set a goal of ensuring that all children, regardless of their age, have access to and attend school. However, this goal is far from being achieved, especially in rural areas. Children in rural areas often have to walk long distances to school, and this can be both physically demanding and time-consuming. In addition, the lack of public transport services in rural areas often forces children to rely on their own means of transportation, which can increase the risk of accidents.

- Accessing healthcare: In many rural areas of Ghana, access to healthcare is limited due to the lack of health facilities and transport services. Children who need medical attention may have to walk long distances or endure delays in reaching healthcare facilities.

- Where do we go from here?

   - The Ghana government needs to prioritize the provision of public transport services in rural areas.
   - The government should also invest in the development of healthcare facilities in rural areas to ensure that children have access to quality medical care.
   - There is a need for further research to understand the unique challenges faced by children in rural areas and to develop targeted interventions to address these challenges.


Spotlight on Ghana

In Ghana, less girls seek to multiply the problems associated with boys. School and transit is made in four such remote rural settlements, of which three are high altitude and the fourth is a low altitude settlement. The transit of school and daily life in these settlements are usually by foot, bicycle or in extreme cases, canoes. The analysis of the data show that the transit to school and daily activity is very challenging and affects the productivity of children.

The journey to school

The vast majority of children in Ghana walk to school and public transport services are limited to few areas and within specific hours. In the remote rural settlements, the transit to school is usually by foot, bicycle or in extreme cases, canoes. The analysis of the data show that the transit to school and daily activity is very challenging and affects the productivity of children.

Gina Porter

The distance and nature of the journey to school has a bearing on the age children choose to study settlements. Mobility and travel challenges encountered by children are markedly different from those in urban areas. The non-existence of emergency transport services means that children have to walk long distances to reach essential services such as hospitals, schools, communication and transport centers. For instance, in the remote rural settlement, the nearest clinic and secondary school are several kilometers away. The nearest clinic and secondary school vary from one to three hours away from the settlement.

Accessing healthcare

For children, the main source of health care is often the local clinic or hospital. However, few children in the remote rural settlement have access to these facilities. There are several reasons for this, including poor road infrastructure, lack of transport services and the cost of transportation. For instance, in the remote rural settlement, the nearest clinic and secondary school are several kilometers away. The nearest clinic and secondary school vary from one to three hours away from the settlement.

Transport for livelihoods

Children and their families in the remote rural settlement have to travel long distances to access essential services such as schools, health, communication and transport centers. For instance, in the remote rural settlement, the nearest clinic and secondary school are several kilometers away. The nearest clinic and secondary school vary from one to three hours away from the settlement.

In this issue:

Children and young people are rarely at the forefront of debates about education and well-being in rural areas.

Continued on page 2

A Moving Issue: Children and young people's transport and mobility constraints in Africa

Where do we go from here?

Children and young people are rarely at the forefront of debates about education and well-being in rural areas. There is a need for a comprehensive and evidence-based approach to understanding the transport and mobility constraints faced by children and young people in rural areas. The approach should be multidisciplinary and involve collaboration between different stakeholders, including policymakers, researchers, practitioners and communities. The approach should be based on the local context and involve participation from children and young people themselves.

Spotlight on South Africa

In South Africa, under recognition of children's and their participation in the decision-making process, there is a need to address the specific mobility constraints faced by children and young people in rural areas. There is a need for a comprehensive and evidence-based approach to understanding the transport and mobility constraints faced by children and young people in rural areas. The approach should be multidisciplinary and involve collaboration between different stakeholders, including policymakers, researchers, practitioners and communities. The approach should be based on the local context and involve participation from children and young people themselves.

Further Reading


Economic and Social Research Council (ESRC), was funded by the UK

The research project aimed to gather an evidence base on the specific mobility constraints faced by children and young people in rural areas. The research project also aimed to develop guidelines on how to tackle these constraints. In this issue of Children's Geographies, we highlight the key findings of the project, share relevant resources and ask where do we go from here?

In this issue: Children's Geographies

Innovative preliminary research by young people themselves; (91 young researchers, aged 11–21 years) conducted research on transport and transit in their own communities. The research was supported by the Innovative Research Fellowship (IRF) programme of the International Forum on Rural Transport and Development (IFRTD) and the University of KwaZulu-Natal.

The IRF is a global network of researchers and practitioners working towards improved transport and mobility for children and young people. The IRF is also supported by the International Forum on Rural Transport and Development (IFRTD).

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www.dur.ac.uk/child.mobility

Further Reading

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Safety and security

Children and young people have varying levels of access to public transport services and security. This is particularly the case for children from low-income backgrounds. In the remote rural settlement, the nearest clinic and secondary school are several kilometers away. The nearest clinic and secondary school vary from one to three hours away from the settlement.

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