THE ROLE OF ROAD TRANSPORTATION SERVICE IN THE DEVELOPMENT OF TRADITIONAL MARKET'S: A CASE OF ASESEWA AND AGORMANYA TRADITIONAL MARKETS IN THE EASTERN REGION, GHANA.

By

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DECLARATION

I hereby declare that this submission is my own work towards the MSc. in Development Policy and Planning and that, to the best of my knowledge, it contains no material previously published by another person or material which has been accepted for the award of any other degree of the University, except where acknowledgement has been made in the text.

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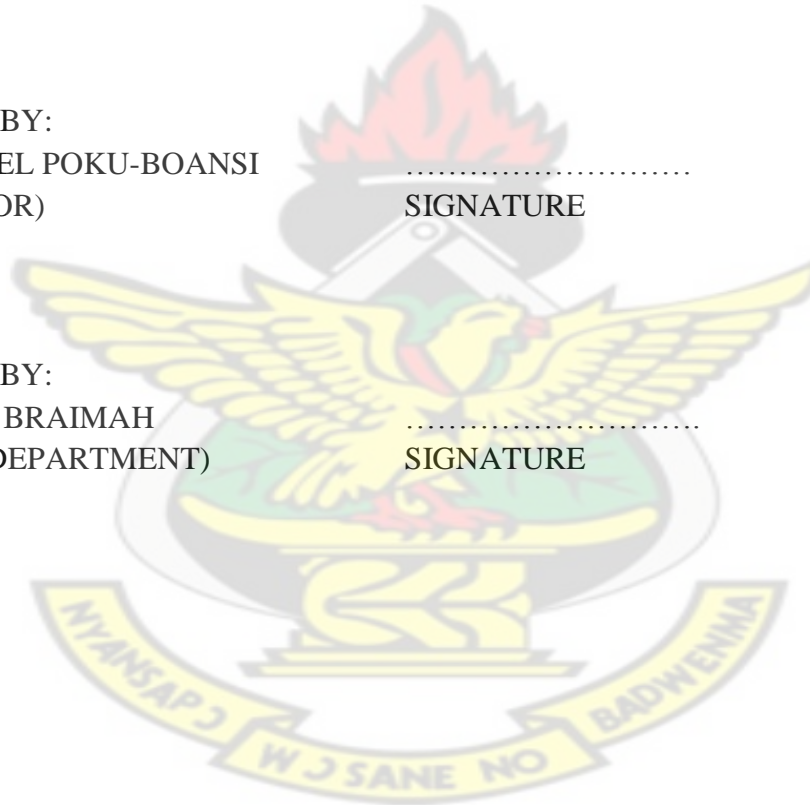
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ABSTRACT

Traditional markets in Ghana have played significant functions as the main source for rural inhabitant's livelihood and development of rural space. The attractions of population and economic activities to markets centres have enhanced the growth of communities and attracted socio-economic facilities. Traditional markets focus mainly on agriculture produce. In spite of the considerable effort of traditional market towards rural development, it is faced with numerous challenges.

The study examined the nexus existing between road transportation and traditional markets in the Upper Manya District and Lower Manya District. The study focused on two traditional markets namely the Agormanya and Asesewa markets. The study adopted the case study approach and using data from one hundred and sixty (160) respondents it was observed that the two markets exhibited characteristics of traditional markets because they trade mainly in agriculture produce.

It is also conspicuous from the study that there is a strong linkage between road transportation and traditional markets but the two have not been managed effectively and effectively for the past decade for the realisation of optimal benefit. The study also found out that owing to the poor nature of roads in the study area, travel speed is low, leading to long travel time and as a result traders pay high prices for the transportation of goods from the production centres to the markets.

Although these two markets have existed and contributed to rural development for decades, lip-service has been paid to physical infrastructure improvement and maintenance. In Agormanya, the market is deficient of a proper drainage system, a school, potable water, storage facilities, and electricity service for evening transactions and poor linkages for transport service to and from the market. The situation in Asesewa market is not far from Agormanya market.

In conclusion, the study recommends among others the constructions of roads from highly dominant agriculture production centres to traditional markets of Asesewa and Agormanya and the maintenance of major roads linking communities and markets. Market infrastructure must be given a facelift to enable traditional markets provide the necessary catalyst for improved rural livelihood and improved agricultural activities to ensure the sustainability of traditional markets.

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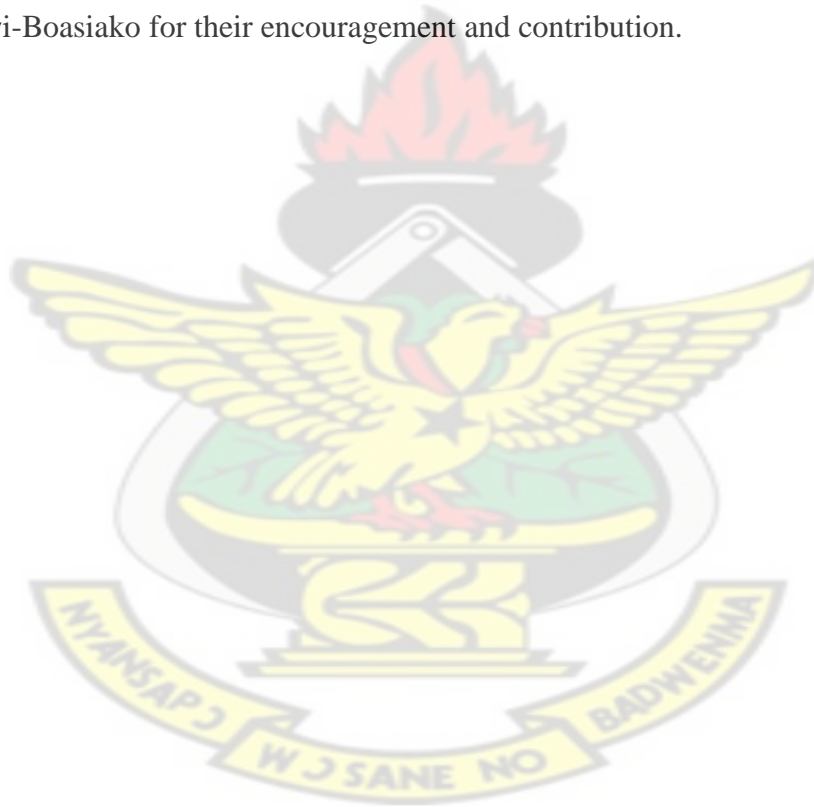
TABLE OF CONTENTS

CHAPTER ONE
GENERAL INTRODUCTION

CHAPTER TWO
THEORETICAL PERSPECTIVE OF THE NEXUS BETWEEN TRANSPORTATON AND TRADITIONAL MARKETS

CHAPTER THREE

RESEARCH APPROACH AND METHODOLOGY

CHAPTER FOUR

PROFILE OF STUDY AREAS

CHAPTER FIVE

TRANSPORTATION AND FUNCTIONING OF TRADITIONAL MARKETS

CHAPTER SIX

MAJOR FINDINGS, RECOMMENDATIONS AND CONCLUSION

LIST OF TABLES

KNUST

LIST OF FIGURES

LIST OF ACRONYMS

DFR   -   Department of Feeder Roads

IGF   -   Internally Generated Funds

LMKD   -   Lower Manya Krobo District

MTDP   -   Medium term Development Plan

SPSS   -   Statistical Package for Social Sciences

TCPD   -   Town and Country Planning Department

UAC   -   United African Company

UMKD   -   Upper Manya Krobo District
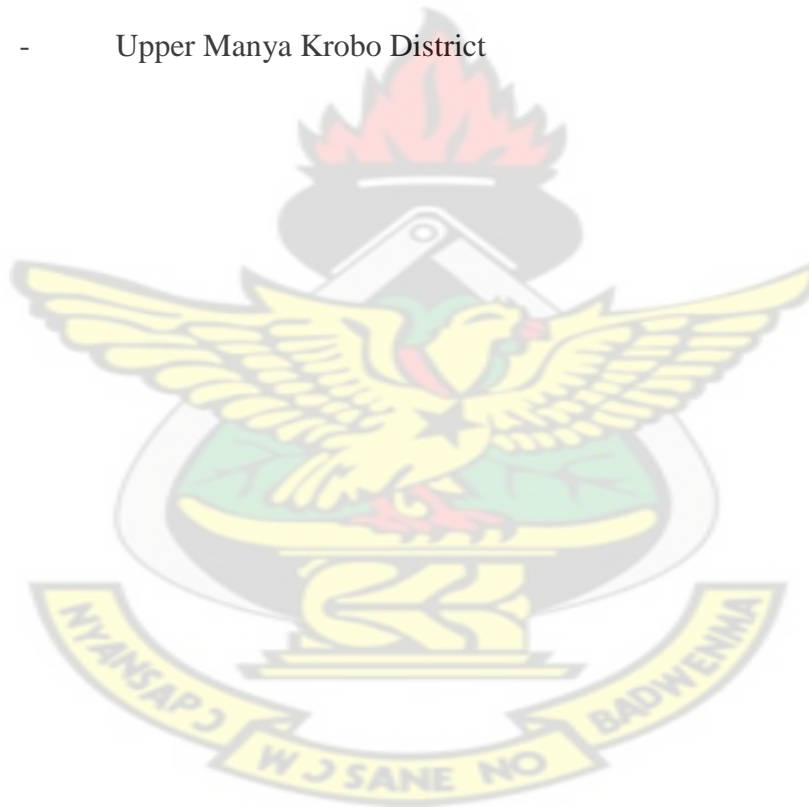
CHAPTER ONE
GENERAL INTRODUCTION

1.1 Introduction

The principal objective of all the Millennium Development Goals is incorporated in the first: eradication of extreme poverty and hunger. Africa's extensive rural areas contain the continent's greatest poverty concentrations of hunger and poverty (Baba-Moussa 2005). Nevertheless, they also offer the greatest potential for near-term growth, through increased agricultural production and processing. Unlocking these potentials requires rural transport infrastructure adequately maintained to permit farmers to obtain inputs and information at reasonable cost and sell their output at realistic prices to cover their overall cost at traditional markets.

A high quality and well- managed transportation system ensures a smooth flow of goods and services. Such a system to some extent alleviates the adverse effects of spatial inequity. The major mode of movement of goods within the region of the study is by road transportation which facilitates inter and intra-regional movement of passengers and goods to traditional markets. Traditional markets are trade arrangements in rural commodities where both agricultural and manufactured goods are assembled for sale. Most traditional markets in Ghana have not been able to perform to expectation because of poor accessibility and under-developed infrastructure resulting into poor human and commodity flow to market places. Typical of these are the Agormanya, Asesewa, Odumasi and Nuaso traditional markets.

Any spatial economic and social wellbeing depends largely on the performance of its transportation service system. Not only does the transportation system provide opportunities for the mobility of people and goods, also over the long term, it influences patterns of growth and the level of economic activity through the accessibility it provides to land (Meyer and Miller 2001).

In recent years, many public officials have treated changes to transportation systems as a means of meeting the variety of national and community objectives. Transport services are the outlet through which people living in rural and small villages obtain access to services, facilities, infrastructure and economic activities located in rural areas and towns.

The most important linkages for the rural economy are market networks through which commodities, raw materials and manufactured products flow. Through these, rural people receive many of their inputs needed to increase agricultural activities and market the goods they produce which leads to expansion of market linkages, commercialization of agricultural, diversify livelihood and expanding the spatial exchange.

1.2 Problem Statement

For a long time, the traditional markets in Ghana have played important roles for local inhabitants for the purchase of their foods and other daily goods. Notable amongst them are the Techiman and Wenchi Markets in the Brong-Ahafo Region, the Akatsi Market in the Volta Region, and the Asesewa and Agormanya Markets in the Eastern Region. The existence of the traditional markets as a formal transaction place with their own unique characteristics, a wide range of merchandises especially for agricultural products, and a face-to-face transaction, has direct relationship with history, culture, social interaction of the settlements in which these markets existed. Thus, in Asesewa and Agormanya, the existence of the traditional markets is inseparable with their growth and development, and for the survival of the rural people. Certainly, they have an impact on agricultural production and other daily products for local inhabitants.

In spite of these, however, the major challenge threatening the functionality and sustainability of these markets is poor accessibility; especially, from agricultural production centres to the markets. A preliminary survey undertaken showed that, the main roads linking agricultural producing centres to these markets are unmotorable especially in the rainy seasons. In essence, it will lead to increase in post-harvest food losses.

The problem of transportation has further affected the satisfactory functioning of traditional markets in the study areas, which is evident in the decline of socio-economic development and poor interaction of activities in space, which has consequently affected the revenue mobilisation capacity of the market, sustainability of the markets and the general living conditions of the rural people.

1.3 Research Questions

In trying to understand the relationship between transportation and traditional markets development, the following questions must be addressed:

1. What is the nature of transportation in the study areas?
2. What is the proportion of agricultural output that ends up in the market?
3. What are the characteristics of the Asesewa and Agormanya markets in terms of physical/spatial and the type of commodities traded?
4. What is the current state of the Asesewa and Agormanya traditional markets?
5. Has the markets contributed to the development of the Asesewa and Agormanya townships?

1.4 Research Goal and Objectives

The main goal of this study is to examine the role of transportation service in the development of traditional markets. Specifically, the study seeks to achieve the following objectives:

1. To identify and examine the nature of transportation service;
2. To examine the stimulus of transportation on agricultural production centres;
3. To assess the physical characteristics of markets in Asesewa and Agormanya and type of commodities traded;
4. To examine the current state of the Asesewa and Agormanya Markets.
5. To examine the contribution of the traditional markets in the growth and development of the study areas.

1.5 Relevance of the Study

The study of road transportation and traditional markets is very critical in any country's development agenda. Transportation and traditional markets are responsive development issues which have not been given the needed attention. The study therefore presents a logical standpoint to understand the link between transportation service and development of traditional markets.

Secondly, the Asesewa and the Agormanya townships in the context of the Upper and Lower Manya Krobo Districts play a significant role as the commercial hub and a centre well noted for revenue mobilizations from traditional markets. The markets have a potential of contributing significantly to the socio-economic development of the entire region. This study therefore, will

provide insights to the selected areas, and examine whether this role is being optimized by the District Assemblies. This will create the platform to devise suitable measures to aid in the development aspirations of these areas in particular and the development of the nation in general.

The study will also assist local authorities and other development actors to recognize the influence of traditional markets of communities, prioritization of roads construction and maintenance in their decision making process. This will aid them on how to utilise scarce resources on spatial development to propel the needed socio-economic development for the study areas.

Finally, the findings of this study would serve as a basis for future research work on the interrelationship between transportation and traditional markets, and add to the universal body of knowledge.

1.6 Organisation of Study

The study is organised into six chapters. Chapter One shows introduction to the study, problem statement, research questions, objectives and importance of the study. Chapter Two provides the theoretical understanding of the nexus between transportation service and traditional market development.

Chapter Three describes the approaches and methods used in this research. The gist of the research is presented in Chapter Four. It applies the intellectual understanding expressed in the literature review, to analyse the relationship between transport and traditional markets using data from fieldwork survey, interviews and field observation. Analysis of transportation and functioning of traditional markets are presented in Chapter Five. Chapter Six entails the major findings and recommendations of the research.

CHAPTER TWO
THEORETICAL PERSPECTIVE OF THE NEXUS BETWEEN TRANSPORTATON AND TRADITIONAL MARKETS

2.1 Introduction

This chapter throws more light on the basic concept of the research. The literature overview of transportation and traditional markets will involve extensive reading in areas which are either directly or indirectly related to the topic of the study. It is aimed to identify relevant information on the subject matter of study, which is already known and present theoretical framework for the present as well as future research. The central issues examined are: Overview of traditional markets in Ghana; Local Economic Development; Transport development in Ghana; Role of transport in development of traditional markets; Lessons learnt; Conceptual framework; and Summary.

2.2 Overview of Traditional Markets

2.2.1 Definition of traditional markets

Traditional markets have been given various descriptions by different authorities. Although rural markets have some similarities in characteristics, they vary in relation to their spatial location and cultures. According to Tumbua *et al* (2006), traditional market is community square where traders set up stalls and buyers browse the merchandise.

Some traditional markets are operational for two days a week and others are open every day of the week. In terms of operations, traditional markets do function on some specific days of the week at a specific location with set up stalls to facilitate sales and better display of goods for buyers. Agricultural produce dominates manufactured items among commodities put up for sale.

2.2.2 Historical Perspective of Traditional Markets

The evolution of traditional markets marks a landmark in the history of its location. The establishment of traditional market is linked with agricultural activities in the area, the demand for agricultural produce of the area by other people, transport and the desire to obtain through the medium of purchase commodities which they are incapable of producing (Addo, 1988). This means that communities of traditional markets specialise in commodities they had advantage and

exchange with commodities they are less advantaged, especially manufactured goods. The choice of site for a market is also influenced by the distribution of the farming population and the convergence of routes at the market place (accessibility). In summary, the markets are established at the centres of zones of greatest agricultural activity with high accessibility.

Manado city of Indonesia is one of the areas that has experienced the evolution of a traditional market. The traditional market occupied a very vital role in its formative stages. Traditional markets in Manado bay has been recorded as a transaction place for people from Spain, Portugal and Holland with the local people (Tumbua *et al,* 2006). This interaction has led to the establishment of numerous traditional markets in other areas due to realization of the benefits Manado traditional market has introduced into their economy.

In Ghana, Techiman's history as a trading centre began in the fifteenth century when it served as a relay point on the trans-Saharan trade route. In 1946, under the sponsorship of the local traditional chief, the Techiman market was formalized in its present size and location (Techiman District Council, 1990). The traditional market's success in the past to date has been due, in part, to location factors, a steady supply of and demand for the market's products from neighbouring towns, regions and countries and support from local political institutions. The market is now a very strong force in terms of development of its territory and peripheral communities through revenue mobilization.

2.2.3 Characteristics of Traditional Markets

Traditional markets have numerous characteristics which span from spatial, variety of commodities; operational days and gender dominance which makes them distinct. The characteristics sometimes differ based on the spatial location and the culture of the inhabitants.

In the perspective of commodities, traditional markets assemble a wide range of commodities which are exchanged in monetary terms. In Ghana at the Techiman market, the most important commodities traded in are yams, plantains, corn, second-hand clothes, dried fish, groundnuts, cassava and so on. In Techiman, traders work from stalls and tables with thatch including some sellers of groundnut paste, dried fish, plantains, yams and clothes (Ameyaw, 1990).

In Manado City of Indonesia, most commonly found in the markets are horticultural produce such as fresh fruit, vegetables and flowers, freshly slaughtered meat, fresh and dried fish, dry

foods including grains, cooked food, non-perishable consumer goods and utensils and, most commonly, heterogeneous market trading in wide range of goods.

In terms of operational days, there is some trading every day of the week. However, the official market days are Wednesday, Thursday and Friday at Techiman market. They are clearly the busiest with the peak of activity on Thursdays (Nezic and Kerr, 1996). In order to attract patronage to periodic market, care is taken in choice of market days. The most important consideration is that large traditional markets close to each other do not function on the same days while smaller ones do function on daily bases. This idea is to make patronage of the large markets very high and to prevent the popularity of a particular market from collapsing other ones.

From the spatial standpoint, rural traders from near and far communities, mostly dominate the markets. Thus, the market provides economic activities that affect or influence very large areas of both rural and urban settings.

Addo (1988) emphasised that the markets are also fenced which demarcates the market place from the settlement and the assemblage of similar commodities in particular sections of the markets. The markets are also mostly located in the centre of the communities of traditional market (Ameyaw, 1990). This strategic location serves as the nexus of growth for these communities. In the area of gender dominance in traditional markets, it is skewed. According to Ameyaw (1990), about 98% of market participants are women, most of whom are mothers. This is indicative of the fact that females dominate in trading activities of these markets.

2.3 The Role of Traditional Markets in Local Economic Development

Traditional markets play a lot of purpose in the development of people and space. Traditional market as an economic institution has contributed immensely to local economic development in diverse ways through revenue mobilization, attraction of additional functions due to concentration of activities, support in the sustainability of urban markets and livelihood in both rural and urban setting.

Traditional market has influenced the urbanization process of many market communities. The best documented example of a market settlement which emerged as a town in 1928 by virtue of concentration of numerous services and official government recognition was Bisa (Gold Coast

7

Gazette, 9128). This feat was as a result of the attraction of population and socio-economic activities to Bisa due to the vibrant nature of the traditional market.

The existence of traditional markets is inseparable from the formation of Manado City of Indonesia three hundred and eighty two (382) years ago (Tumbua *et al*, 2006). This development progress did occur due to Manado's ability to attract additional population, which further attracted other social and economic activities thus compelling responsible authorities to raise its status to capital City of North Sulawesi Province in Indonesia.

Traditional markets also perform social and economic functions as well as serving as places for the profitable disposal of agricultural produce and provides an avenue through which the local people purchase the required manufactured goods. Agricultural producers also take advantage of these markets to sell their produce. The agricultural produce serves both rural and urban markets.

Owing to the node of the markets in Krobo during pre-1952, the villagers through communal labour and much encouragement from the Government managed to construct feeder roads to link their villages with the market centres. According to Addo, (1988) the constructed feeder roads linked their "huza" (a large area occupied by different clans within a village) with the markets. The central government improved these feeder roads considerably after 1966 which enhanced the effective interaction of activities in their communities and the market. Before 1952, most of the functioning markets centres formed the termini of roads. These networks of motorable roads, since that time have added other functions to the communities because of the accessibility of the area to other settlements. The growth in additional functions consequently affected the community and its neighbouring communities positively in their social and economic activities.

According to Nezic and Kerr (1996) increased market activity can contribute to local prosperity and increase tax revenues for community development. The users of these traditional markets contribute tolls in the form of tax. This contribution is used in the development of the markets and the community at large. In Manado City in Indonesia, traditional market users also pay market fee (Tumbua *et. al*, 2006). This revenue is used for upgrading of the market to meet current situations.

2.4 Transportation Development in Ghana

The Gold Coast had to wait for nearly half a century after the Legislative Council decided not to build any good roads before she was blessed with a Governor whose views on infrastructural development were broader and focused on the general development of the country for the benefit of both his majesty's government and the people of the Gold Coast. Governor Gordon Guggisberg refused to yield to pressure from the Advisory Council to postpone the construction of Takoradi harbour in the face of threatening economic slump in 1922. Wraith (1967) cited by Addo (1995) writes that Guggisberg was convinced the best approach to an economic slum was to build for the future when prosperity should have revived but not to sit aloof under adversity.

Guggisberg contributed to the development of the railways by bringing certain urgency and drive upon it and by formulating a more coherent policy, which sought to make road and rail complement each other. Wraith (1967) cited in Addo (1995) further stated that Guggisberg even reversed Clifford's policy and prepared plans for the extension of the railway into the Northern Territories. It must be recalled that Governor Clifford, in framing an economic policy, had requested for what amounted to a virtual abandonment of the North for an indefinite period. Administration cost was to be cut down to the barest minimum and attention concentrated on the potentially more prosperous, areas of the Colony and Ashanti.

According to Dickson (1969), the Legislative Council of the Gold Coast, on 30th September, 1870 in its quest to reduce investment to a minimum level in the Gold Coast assigned the following reasons among others for failing to build good roads:

i.   They asserted that the few good roads constructed for experiment purpose deteriorated with amazing rapidity and therefore found no relevance of constructing more;

ii. Before experimental and costly roads were built in the countryside, the streets and roads in the towns should first be put in proper state of repair;

iii. There would be no vehicles to travel on the roads when constructed; and

iv. Finally, they concluded that the African preferred head loading to wheeled transport on the basis that nature has endowed them with strong neck and muscles, such as no other men possess, and therefore must use this power in preference to any other.

The above reasons were given by the colonial master to justify least investment in infrastructure development in the Gold Coast. The actual development of the colony was of lesser importance. The infrastructural development which took place in the field of transportation almost three decades after the utterance of these views confirms the conclusion spelt out above. The railways were built purposely to help exploit the mineral and other natural resources of the country for the benefit of a metropolitan power.

The Gold Coast had to wait for nearly half a century after the Legislative Council decided not to build any good roads before Governor Gordon Guggisberg whose views on infrastructural development was focused on the general development of the country for the benefit of both the colonial master and the people of the Gold Coast (Addo, 1995).

As noticeably acknowledged by Wraith (1967), the full comprehension of the contribution of Sir Gordon Guggisberg to the development of the colonial transportation systems of this country can best be done within the framework of his Ten year Development Plan.

Busia's government lasted from 1969-1972 but a major element of his administration was the vibrant rural development programme pursued which depended heavily on the improvement in accessibility to most productivity rural areas of the country (Addo 1988). Aryertey *et. al* (2000), have argued that under that theme of increasing self- reliance, the Busia Government embarked on the comprehensive rural development programme after 1970, placing more emphasis on the economic services, especially feeder road construction. While one can recognize the very strong points in the transport development programmes since the Guggisberg era, none of the governments ever gave thought to a widespread national integrated transport plan which could have been executed in phases over a given period.

The greatest harm ever inflicted on the overland transport system of this country occurred during the Acheampong's period of governance (1972-1978). It was during this period that articulators were introduced in this country without regarding whatsoever the nature of the already existing fragile road network and axle-load capacity of the newly introduced vehicles. The result was that they damaged the roads and took away most of the traditional freight of the railways. According to Addo (1975), the railways needed rehabilitation to stay alive but their call for assistance fell

on deaf partly because the articulators were performing a sizeable portion of their duties, at a greater cost though.

According to Addo (1988) and La Anyane (1962), the construction and maintenance of the feeder roads became a major priority. In Manya Krobo in the Eastern Region noted then as a food basket of the country, this exercise was carried out almost to perfection. Agricultural produce from Asesewa market in particular travelled not only to Koforidua and Accra but also to Sekondi –Takoradi, Kumasi, Tamale and Bolgatanga.

Addo (1995) in his recommendation called upon the Government to establish a national transportation commission which serves in an advisory capacity. Its immediate task must be the submission of proposal for the formulation of a national transportation development policy and plan. Thereafter the commission should be charged with monitoring implementation of the plan and offering suggestions as and when necessary in the fields of integration of the overall system and the performance of the individual modes. In view of present developments the envisaged national transport planning commission can be a sub-set of the National Development Planning Commission.

2.5 The Nexus between Transportation and the Development of Traditional Markets

Transportation represents one of the most important human activities. It is an indispensable component of any economy, and plays a major role in spatial relations between locations. Transport creates valuable links between regions and economic activities, between people and the rest of the world.

Owen (1964) also makes a case for transportation as the key to national development because the widening of domestic markets is essential for growth. This reveals the fact that traditional markets are very sensitive elements in the upward movement of any economy thriving for growth. Owen in his assertion also stated categorically that transport plays a major role in the expansion of traditional markets to propel the necessary growth in any economy.

According to La Anyane (1962), Manya Krobo is one district (now Upper and Lower Manya districts) in Ghana which has continuously supplied the major urban centres of this country (including Accra, Takoradi, Kumasi, Tamale and Bolgatanga) with foodstuffs from colonial times to the late seventies. This feat was made possible because of road transportation as the

11

driving force. It enabled traders to move from different geographical areas everywhere to purchase goods for resale or for housekeep and movement of goods from agricultural production centres to market for sale.

Hoyle and Smith (1992), also assert that transport is an epitome of the complex relationships that exist between the physical environment patterns, social and political activity and levels of economic development. It can be assumed that, transportation serves as the nexus for economic activities in space. In this case rural communities can only have their share of this economic development through linkages of transport to traditional markets which is the growth centre of their economy.

Baba-Moussa (2005), also noted clearly that the factors that make rural road extensions and improvement such high priority investments at early stages of intensified rural development efforts are best demonstrated by microeconomic research. They are particularly connected with the need to reduce farmer's transaction costs in order to provide incentives sufficient to induce sustained shift from subsistence cultivation to commercial production, with increasing use of inputs that can raise yields, labour productivity and incomes. This will consequently lead to low prices of agricultural goods at traditional market that will enhance or reduce cost of living of both rural and urban population.

According to Addo (2002), at the local level, area chief farmers led a crusade for the construction of numerous feeder roads linking agriculturally productive areas with centrally located wholesale markets (large traditional markets) which were effectively linked to district and regional capitals. This clearly shows the enormous relevance attached to road transport in quest to develop linkages between communities and local markets.

In a self-centred development, rural roads should form the backdrop against which the improvement of the rural markets must be seen. The frequent neglect of road transport in the scheme of things has been in part responsible for the backwardness of the traditional markets, traditional markets communities and peripheral communities.

2.6 Conceptual Framework

As depicted by Figure 1, poor road transportation system has direct impact on traders, farmers and buyers of traditional markets. From the side of farmers, poor transportation affects effective

carriage of goods to the markets, increasing transportation cost and pricing of goods leading to reduction in the quantity of goods to the market. It further affects the function of the market causing reduction in traders' income and revenue of the Districts Assemblies. For buyers the increase in travel time leading to increase in fares is enough a disincentive to trading in the market, which negatively affects the effective function of the markets leading to decrease in revenue for the District Assemblies. Market traders who buy produce directly from the farmers also have trouble in conveying goods to the markets. These problems generated by poor road transportation system emerge at a point which retards socio-economic development.

Figure 2.1: Conceptual Framework
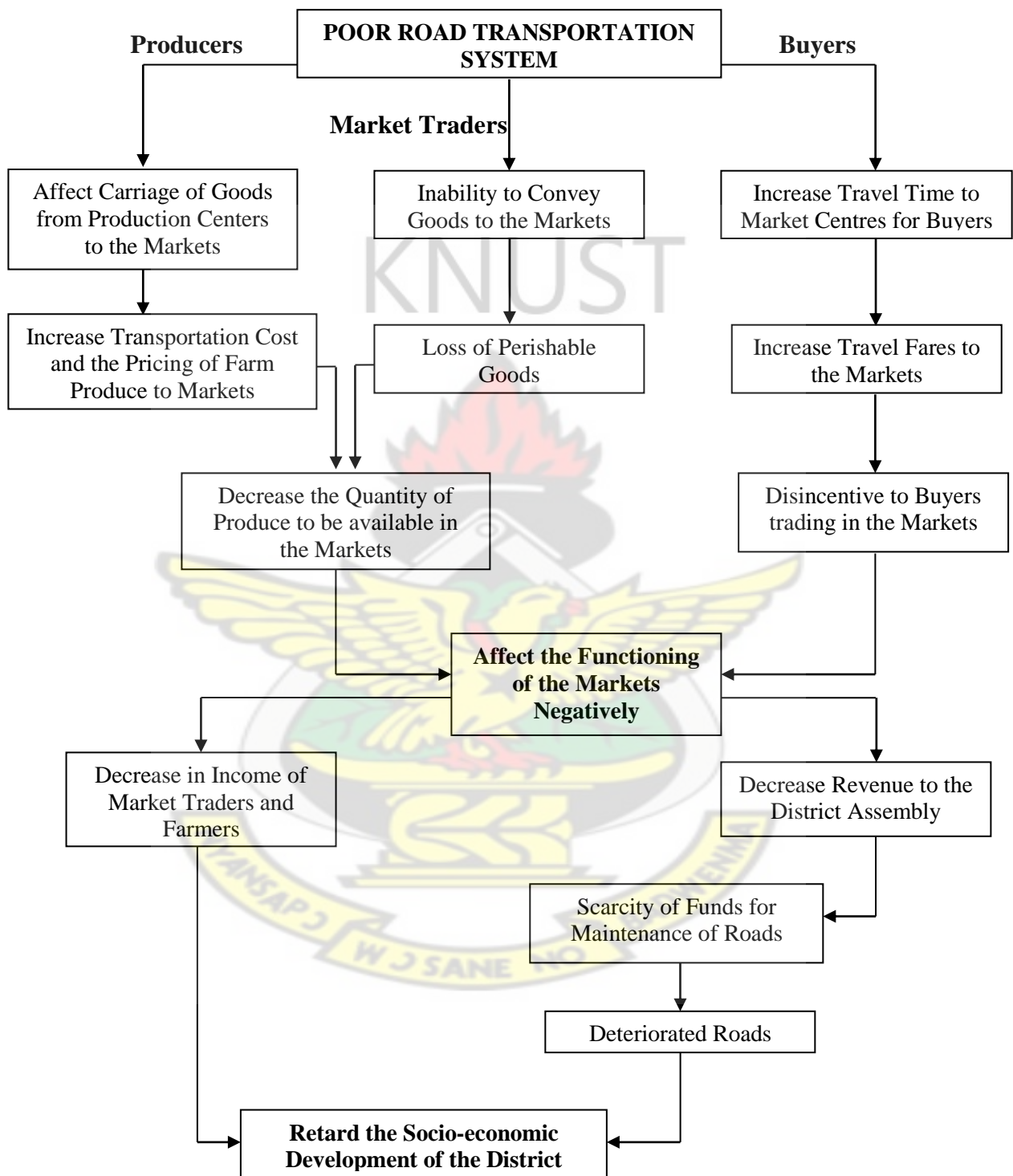
Source: Author's Construct, 2011

2.7 Lessons Learnt

From reviewed literature it has come to the realization that traditional markets are predominantly in rural areas and play sensitive role in rural economy and urban survival. The dynamic nature of these traditional markets draws additional population, which attracts socio-economic activities and other functions into market communities. These functions in localities gradually grow villages into small towns. It is also definite that these markets serve as important source of revenue, which is used to undertake development projects for the benefits of the populace. They also serve as the source of livelihood for rural people, agricultural producers and a source of supply of food for both rural and urban locations. Indigenous and external collaboration (development actors and community effort) also emerge in traditional market communities in their attempt to improve accessibility to markets.

Notwithstanding this exciting feat of traditional markets it was revealed that they are faced predominantly with problem of road transportation. This problem has persisted over the decades leading to the decline of effective function of the markets, ineffectiveness in the movement of buyers and goods from agricultural production point to the markets. This has resulted in a decline in growth of the market areas of operation and peripheral communities, thus affecting the livelihood of the mass inhabitant in traditional markets territories and beyond.

2.8 Summary of Chapter

This section has highlight on literature reviewed on problem to be investigated. It focused essentially on the overview of traditional markets comprising definitions, historical perspective and characteristics. The position of traditional markets in improving indigenous socio-economic environment is also discussed. It has become known that traditional markets served as a livelihood in rural areas and growth of location due to the attraction of additional functions. Transportation development in Ghana also revealed that transportation although a catalyst for development; has not received the needed national attention to propel the nation's development agenda. It is also concluded that traditional markets have strong link with transportation. This is visible in the movement of buyers and produce from agricultural production centres to markets, which determine the functionality of markets. The next chapter throws more light on the procedure to be followed in conducting this research.

CHAPTER THREE

RESEARCH APPROACH AND METHODOLOGY

3.1 Introduction

The discussion presented in this chapter covers the methods by which data for the study were obtained and analysed. While the study makes use of both primary and secondary data, the chapter concentrates on the means of obtaining primary data from the study areas. It elaborates on the design framework, research scope, data type and sources, sampling procedures and data collection methods, data analyses and presentation. These will be necessary to test the research questions that form the focus of the study.

3.2 Research Design Framework

The research design adopted was the case study approach. This is because the study tried to understand the dynamics and nexus between transportation services and traditional markets developments in the Upper Manya and Lower Manya Krobo Districts, which is a major feature of the case study approach to research. The issues discussed are similar to other geographical areas therefore outcome of this research can be replicated in any space to enhance the effective operation of traditional markets.

3.3 Scope of the Study

The Asesewa and Agormanya Markets in the Upper and Lower Manya Krobo Districts in the Eastern Region of Ghana provided the test ground for the study. Geographically, the Upper and Lower Manya Districts are bounded to the north by Afram Plains District, to the east by Asuogyaman, to the west by Fanteakwa and Yilo Krobo Districts, and to the south by Dangme District (see Figure 3.1 and Figure 3.2). The selection of the Asesewa and the Agomanya Markets in these districts was influenced by their accomplishment and affluence in the past, and the unfortunate current decline in their role towards the development agenda of Ghana.

Figure 3.1: Map of Upper Manya Krobo District
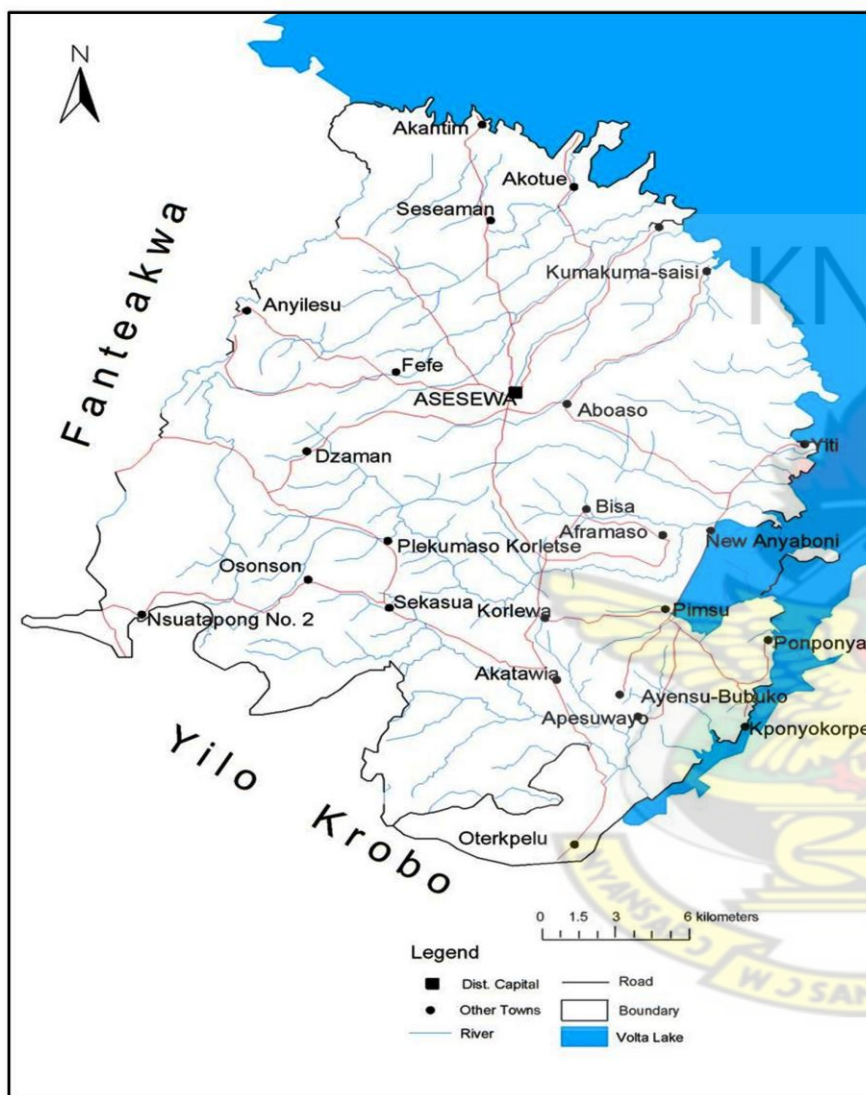
Source: Town and Country Planning Dep't, UMKD, 2011.

Figure 3.2: Map of Lower Manya Krobo District
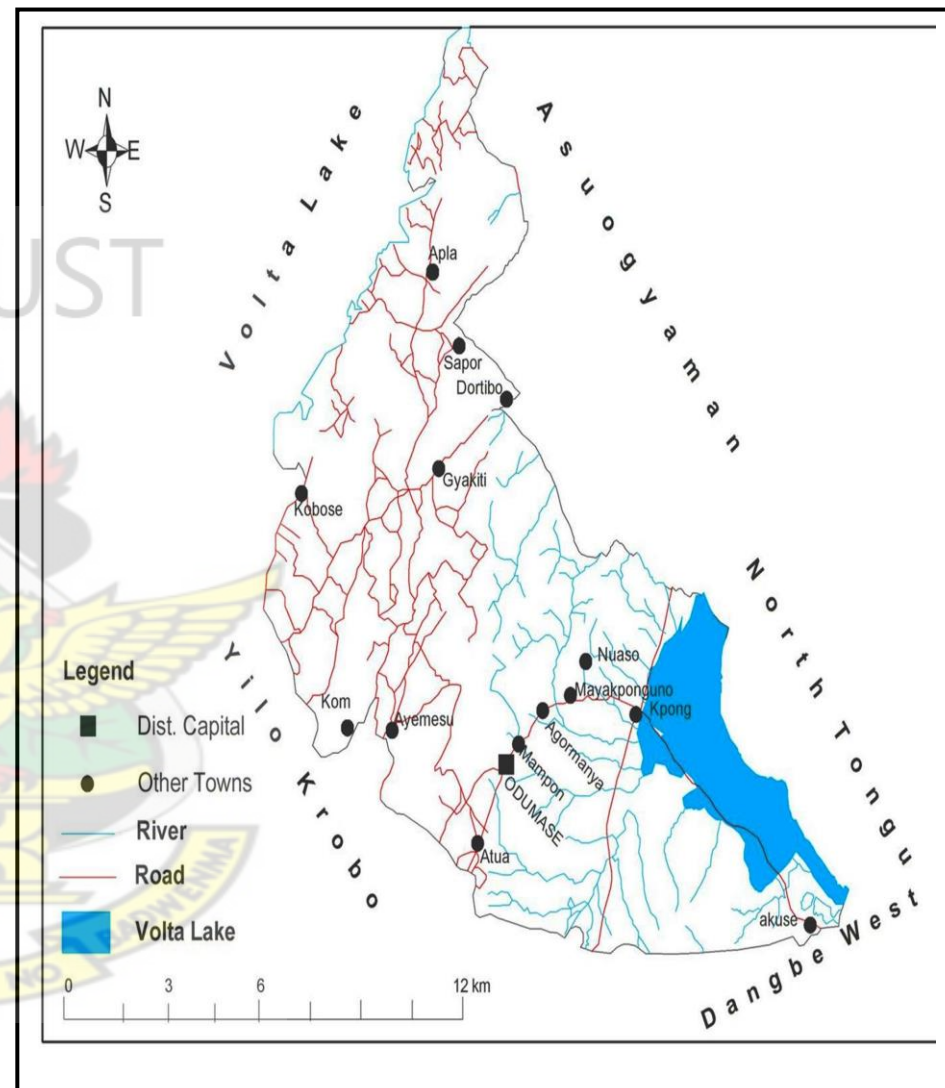
Source: Town and Country Planning Department, LMKD, 2011.

Contextually, the study focused on the interrelationship between transportation services and traditional markets development. The specific issues discussed in this regard are:

i. The conditions of roads in the districts, especially from agricultural production centres to the markets;

ii. The influence of transportation service on the development of traditional markets;

iii. The problems faced by agricultural producers and the market traders in the transportation and the selling of goods in the markets respectively; and

iv. Proposed policy measures to help address transportation challenges vis-à-vis traditional markets in the study area.

3.4 Study Variable and Data Type

Data for the research were based on primary and secondary sources. The data types for the research were on the traditional markets and transportation. The variables for the research were price for transport services, marketed goods, and condition of roads, origin and destination of goods as well as quality and quantity of market infrastructure. Data were collected from both published and unpublished information from Upper and Lower Manya Districts and the regional level.

3.5 Data Collection Methods and Tools

Relevant information for this study was obtained from both primary and secondary sources. A combination of questionnaires and interview guide were used to solicit for the primary data. Questionnaires were, however, the major data collection tool with face- to- face interviews used to augment or solicit explanations and additional information. The importance of using questionnaires is to help obtain first-hand information as well as reach out to a variety of respondents. Secondary sources of data such as periodicals, reports, publications and unpublished thesis were used to supplement the primary data.

3.5.1 Interview Guide

The market queens and officials, including non- officials of the study areas, and heads of the selected institutions of Town and Country Planning Department (TCPD); Department of Feeder Roads (DFR); Budget and Finance Department; and Market Traders Association were interviewed to gain more insight on the issues regarding problems faced by the markets in

relation to transportation. Some of the issues discussed were the problems of moving goods from production points to the market, facilities at the markets, history of the markets and suggestions to make the markets more productive among others.

3.5.2 Questionnaire

Questionnaires were used to collect data from the registered market traders in the markets, the transport service providers, especially the cargo drivers, and the agricultural producers at their production centres. Some of the issues discussed are roads used by agricultural producers and traders, conditions of road used, goods usually traded, origin and destination of commodities, how conditions of roads have influenced prices of goods, contributions of the markets to the District Assembly's among others.

3.5.3 Physical survey

Observation was used to take inventory of physical characteristics of the markets, road conditions and its effects on the markets. This was guided by a well prepared observational chart. Some of the physical features observed are facilities at the markets such as drainage, potable water, toilet facility, parking space, conditions of the roads used among others.

3.6 Sampling

3.6.1 Sample Size determination

The selection of respondents for the interview was based on a well- defined sampling procedure. Sample frames for the categories of respondents were determined for the appropriate selection of the sample sizes. The statistical sampling method adopted is given as:

$n = N/ (1 + N (\alpha)^2)$

Calculation of sample size for Agormanya market
N = 450;
n = Sample Size;
1 = 1; and
α = 0.1 (90% confidence interval)
n = 82 (sample size of Agormanya)

19

Calculation of sample size for Asesewa market

N = 350;

n = Sample Size;

1 = 1; and

α = 0.1(90% confidence interval)

n = 78 (sample size of Asesewa market)

In all, three hundred and fifty (350) and four hundred and fifty (450) traders are registered at the Asesewa and Agormanya markets respectively. Using 450 and 350 as sample frames, the number of respondents interviewed was, 82 for Agormanya market 78 for Asesewa market and four heads of institutions. In addition, to ensure data triangulation, 20 buyers were sampled accidentally, from both markets.

3.6.2 Sampling Techniques

Though the issue of transport and its effects on market development affect the operations of several institutions and organizations within the Upper and Lower Manya Districts, four institutions were considered to be directly and greatly affected. Purposive sampling technique was used to collect data from institutions. This technique was preferable because the institutions were consciously selected due to their thorough knowledge in the subject matter of study. The four institutions below were selected since their activities and the markets activities have mutual effect.

i.   Town and Country Planning Department;
ii.   Department of Feeder Roads;
iii. The Budget and Finance Department; and
iv.   The Market Traders Association.

Interview was used in validating the responses from the institutional survey, market traders and agricultural producers within the study areas. The study utilized accidental sampling technique in the selection of the agricultural producers and traders.

3.7 Data Analysis and Presentation

The data were analysed both quantitatively and qualitatively. Quantitatively, the data was collated and analysed using the Statistical Package for Social Sciences (SPSS). The responses for

the various questions in the questionnaire were coded, and their frequencies, percentages, and other descriptive statistics were discussed. Also, inferences were drawn from journals and other policy documents such as the medium term development plans of the Districts.

CHAPTER FOUR
PROFILE OF STUDY AREAS

4.1 Introduction

To enhance a better understanding of the study areas, this chapter has been designed to describe the current situation of the two districts under study within the context of the research's subject matter.

4.2 Geophysical and Socio-economic Characteristics of Study Areas

4.2.1 Location and Size

The Lower Manya Krobo District (LMKD) is located at the eastern corner of the Eastern Region of Ghana and lies between latitudes -6.2-6.5^{0}N and longitudes -0.3 - 0.0^0 W of the Greenwich Meridian and an altitude of 457.5m above sea level as the district shares boundaries with Upper Manya Krobo District, Asuogyaman District, Tongu District and Yilo and Dangme West Districts to the north-west, north-east, south-east and the south respectively. The LMKD covers an area of 591 square kilometers constituting about 3.28% of the total land area of the Eastern Region of Ghana (18,310km). The district capital, Odumase-Krobo is about 45 minutes' drive from Koforidua, the regional capital of Eastern Region and 60 minutes' drive from Accra, the capital city of Ghana.

The Upper Manya Krobo District (UMKD) on the other hand is located at the north-eastern corner of the Eastern Region of Ghana and lies between latitudes -6.2-6.5^{0}N and longitudes -0.3 - 0.0^0 W of the Greenwich Meridian and altitude of 457.5m above sea level. The capital of the district is Asesewa which is about 45 minutes' drive from Koforidua, the regional capital of Eastern Region and 125 minutes' drive from Accra, the capital city of Ghana. Afram Plains District, Lower Manya Krobo Districts, Asuogyaman District and Fanteakwa District border the District to the north, south, east and west respectively. The UMKD covers an area of 885 square kilometers constituting about 4.8% of the total land area of the Eastern Region of Ghana (18,310km).

The unique location of the two districts places them at a strategic position making them quickest points of call between the northern and southern parts of the eastern corridor of Ghana. This through Odumase, Juapong, Hohoe, Kpasah or Damanko with an easy link through Bimbila to

Tamale in the Northern Region and to other parts of Ghana and Togo in LMKD and Nkawkaw to Kumasi in the Ashanti Region and to other northern parts of Ghana in the UMKD. The geographic locations of the districts in national and regional as well as the location of the selected communities in the district context are shown in the Figures 4.1 and 4.2.

Figure 4.1: Regional location of LMKD and UMKD in the National Context
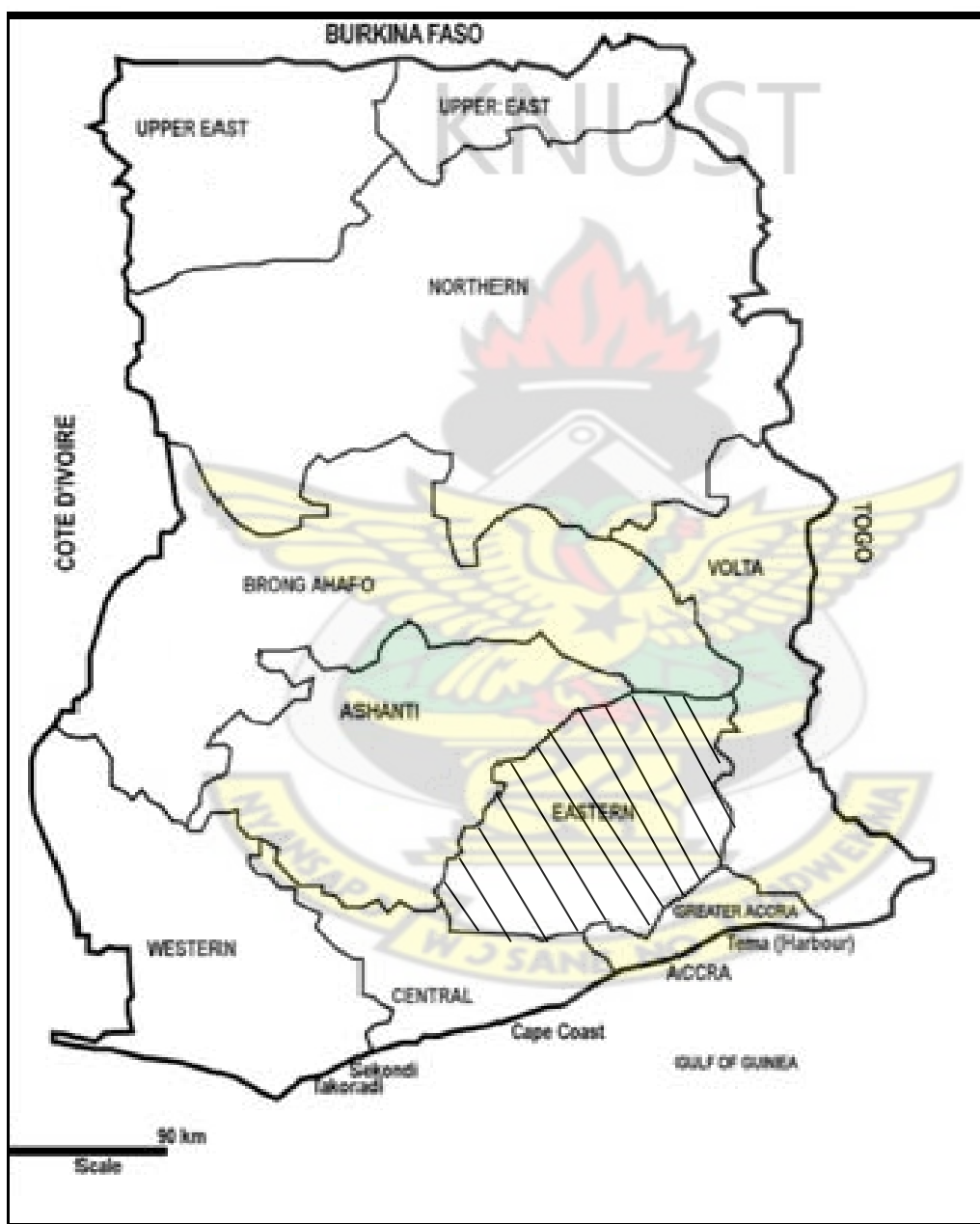
Source: Ghana Statistical Service, 2009

Figure 4.2: UMKD and LMKD in the Regional Contexts
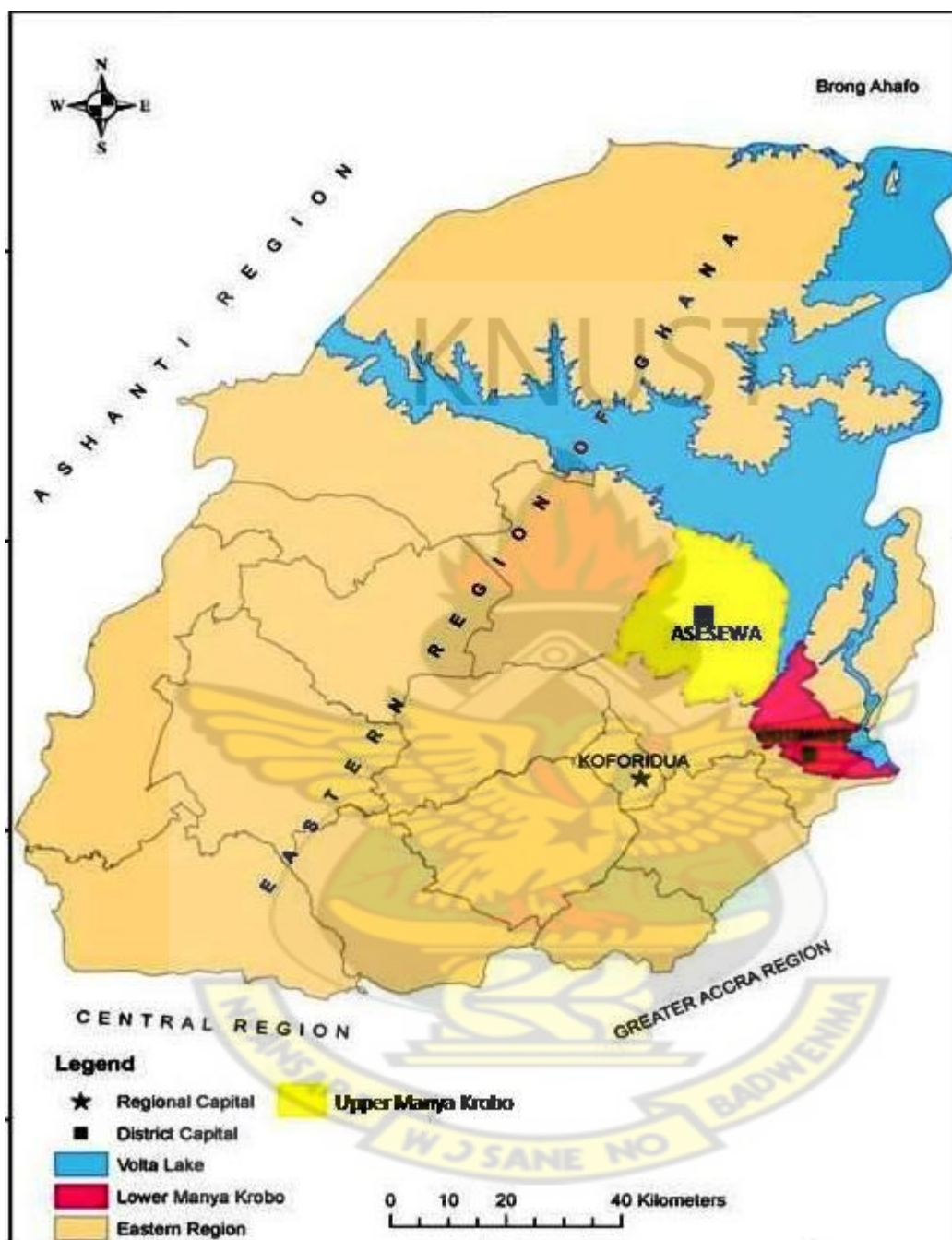
Source: UMKD, 2011

4.2.2 Demographic Characteristics

According to the 2000 Population and Housing Census the then Manya Krobo District which comprised of the UMKD and LMKD had a population size of 154,301. This comprised 76,070 males (49.30%) and 78,231 females (50.70%). The census indicated an annual growth rate of 2.8% for the district. However, the estimated population of UMKD and LMKD as at 2000 stood at 89,646 and 64,655 respectively. The projected population and annual growth rates of UMKD and LMKD as at 2010 are 100,046 and 80,278 and 2.8 % and 2.9% respectively. The population of both UMKD and LMKD is generally youthful constituting 57.91% and 55.72% of the population of the districts respectively. This indicates the availability of labour force for undertaking economic activities to promote the growth and development of the districts.

4.2.3 Economic Characteristics

The economy of LMKD is dominated by agriculture with commerce and industrial sectors least developed. Agriculture accounts for about 80% of the District labour force, commerce accounts for about 12%, while industry and other sectors account for about 8%. Similarly, the people of UMKD are predominantly farmers with about 10% of the population engaged in trading, 80% in agricultural production representing fishing, animal husbandry, crops farming, fruits and citrus cultivation. The remaining 10% are engaged in industrial and service activities. The above reveals that agriculture is the mainstay of the economy of both districts. However, it is mainly undertaken on subsistence basis due to limited capital and the lack of credit facilities.

4.3 Agriculture Production in the Study Areas

As observed in the country as a whole, agriculture is the mainstay of the economy of both UMKD and LMKD. The main agricultural activities carried out in the two districts are farming (crop farming), with quite a significant proportion of the people engaged in fishing and livestock rearing.

4.3.1 Crop Farming

The total land under cultivation in UMKD and LMKD is about 7.3 hectares and 6.5 hectares respectively. The main crops grown in the districts include cassava, maize, plantain, legume and vegetables. Mixed cropping is a common feature among the farmers in the districts. This is largely because crops grown are suitable to be inter-cropped with others. The cultivation of industrial or cash crops in the district is on a small scale. The principal industrial crops grown in

the district include cocoa, oil palm, soya beans, groundnuts and tomatoes. Generally, farming in both districts is still at a primary stage of development or subsistence level with average farm size of 3.5 acres and 4 acres in LMKD and UMKD respectively. Agricultural production in the districts is thus characterized by use of rudimentary implements. The main implements used for farming include cutlasses and hoes.

Although both districts are endowed with large expanse of water resources irrigation by any form is not practiced and hence the people still practice rain fed agriculture. This is largely due to the absence of irrigation equipment and partly due to limited knowledge of farmers on irrigation development. Steps therefore need to be taken to enhance irrigation development at Akateng-Manya, Akotoe, Agajajetey and Anyaboni Dzogbe environs etc in UMKD and at Akuse in LMKD. Table 4.1 presents the output levels and size of farms in the two districts.

Table 4.1: Crops Yield (in tonnes) and Land under Cultivation (in hectares) in LMKD

Year/ Crop	2007		2008		2009	
	Crop Yield	Land Area	Crop Yield	Land Area	Crop Yield	Land Area
Maize	18,907	23,755	23,290	29,110	22,120	27,650
Cassava	101,568	8,830	113,050	9,830	107,800	9,800
Plantain	2,415	3,425	23,970	3,420	25,310	3,590
Cocoyam	23,965	10,830	2,410	5,820	2,494	6,101
Vegetables	9,453	1,615	9,450	1,620	9,653	1,650

Source: LMKD MTDP, 2010-2013

Table 4.2: Crops Yield (in tonnes) and Land under Cultivation (in hectares) in UMKD

Year/ Crop	2007		2008		2009	
	Crop Yield	Land Area	Crop Yield	Land Area	Crop Yield	Land Area
Maize	32,198	24,473	35,321	27,130	35,978	27,271
Cassava	158,004	7,980	147,145	8,740	168,634	10,741
Plantain	28,007	4,598	24,881	3,120	27,450	3,732
Cocoyam	25,795	8,645	20,385	8,203	18,327	6,221
Vegetables	50,847	2,011	47,087	1,736	50,358	1,890

Source: UMKD MTDP, 2010-2013

4.3.2 Live-Stock and Poultry Production

It is a common phenomenon in both districts that, almost all households keep live stock or poultry mostly on free range basis. Types of animals kept are fowls, goats and sheep are reared on a limited scale. Livestock and poultry are not kept for commercial purposes but as a shock absorber against poverty and it needs to be reversed to encourage commercial livestock farming like grass-cutter farming etc. Due to the districts' proximity to Accra and Koforidua the nation's capital and regional capital, respectively there is a ready market for livestock production.

4.3.3 Fish Farming/Aquaculture

Fishing is an important agricultural activity of the people in the two districts especially those who live along the Volta Lake. About 80,000 fishermen and 20,000 fish processors and traders are engaged in the Lake Volta fishery in the both LMKD and UMKD. The fishing gears used is cast and gill nets, hook-and line, and traps. Various types of fresh water fish harvested include tilapia, mudfish, "gear box" and tug fish among others. About 50 metric tonnes and 65 metric tonnes of fish are produced through aquaculture in LMKD and UMKD annually respectively. The fishes harvested are normally smoked and some salted into salted fish (used as flavour in soup). Both salted and smoked fish are normally sold in the local markets to resident buyers who use it locally. A large chunk of the locally processed fish is sold out to market women from other districts and surrounding regions. Trade in fishing in the districts has become such an

important business. The major problem with fish farming in both districts is the absence of storage facilities, which results in the rotting of fish when there is bumper harvest as well as lack of financial support from government.

4.3.4 Marketing of Agricultural Produce

All the farmers in the two districts lack access to appropriate storage facilities and this leads to high post-harvest losses. Owing to this, most farmers prefer selling their produce at give-away prices immediately after harvest. The bulk of agricultural produce is sold unprocessed as there are few agro-processing industries in both districts. Most of the farmers in UMKD sell their produce in the major markets of Asesewa, Akateng and Sekesua among others. In addition, most of the farmers in LMKD sell their produce in the major market at Agormanya. However the roads leading to most of these market centres in both districts are in deplorable conditions. However, the Asesewa market in UMKD, can boast of good road from the regional capital but deficient of adequate storage facility and shelter.

4.4 The State of Markets in the Study Areas

There is available market infrastructure in the two districts where periodic buying and selling takes place. The types of markets available in the two districts are weekly and daily markets (Refer to Tables 4.3 and 4.4 for the details of markets in LMKD and UMKD).

It is only the Agormanya Market in LMKD that has permanent market stores and stalls and thus serves as the commercial hub of the district. Apart from the Agormanya Market all the other markets function as daily markets and they are located at Atua, Ako, Tsonya, Akuse, Mampong Akwenor, Manya Kpongunor, Kpong, Laasi and Asitey all in the LMKD (see Figure 4.3).

Figure 4.3: Distribution of Market Facilities in the LMKD
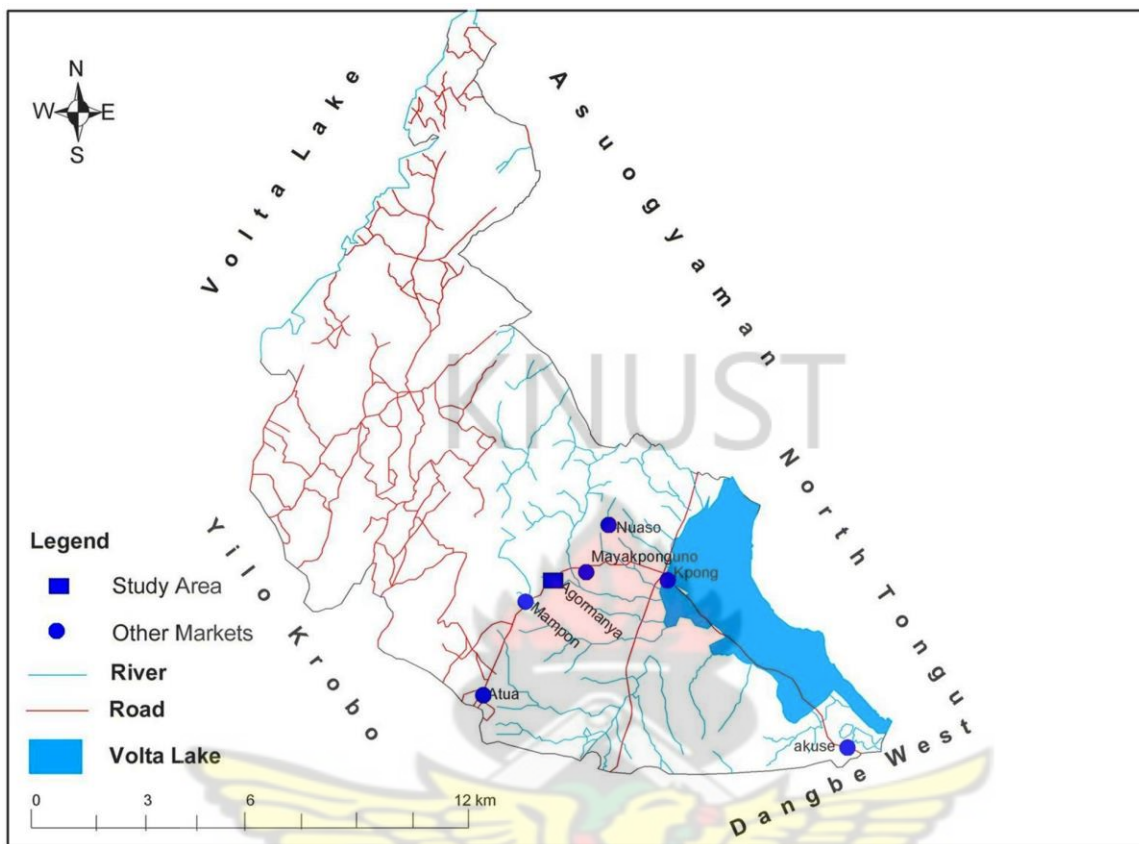
Source: Town and Country Planning Department, LMKD, 2011

The UMKD seems to have a different situation as the markets at Asesewa, Akateng and Sekesua have permanent market stores and stalls. These three large markets form the vibrant commercial hubs of the UMKD. Other markets in the district include the Akrusu, Akotoe, Puponya and Anyaboni daily markets (see Figure 4.4).

Figure 4.4: Distribution of Market Facilities in the UMKD

Source: Town and Country Planning Department, UMKD, 2011

One common feature of the large markets in both the LMKD and UMKD is the absence of specific structures for Artisans to display their wares. All the markets in the two districts can readily be classified as traditional markets as agricultural produce constitutes about 65% of the goods traded in the markets.

Most of the remote markets in the two districts lack permanent stalls and stores and periodic markets are held under trees. There are only trees and some cases market sheds erected by the traders themselves. The problem of inadequate market infrastructure in the districts is further

compounded by the inaccessibility to most of the market centres especially during rainy seasons. Most of the feeder roads linking farming communities to the market centres become impassable in the rainy seasons and this phenomenon hinders trading activities in the small communities markets.

Table 4.3: Market infrastructure and facilities in LMKD

Type of Market (Daily/Weekly)	Location	Condition	Availability of Lorry Parks
Weekly	Agormanya	Average	Good
Weekly	Akuse	Bad	Bad
Daily	Kpong	Fair	Good
Daily	Atua	Fair	Average
Daily	Laasi	Fair	Average
Daily	Kpongunor	Fair	Average
Daily	Nuaso	Fair	Average
Daily	Mampong	Fair	Average

Source: LMKD MTDP, 2010-2013.

Table 4.4: Market infrastructure and facilities in UMKD

Type of Market (Daily/Weekly)	Location	Condition	Availability of Lorry Parks
Weekly	Asesewa	Good	Good
Weekly	Sekesua	Fair	Fair
Weekly	Akateng	Average	Average
Daily	Akrusu	Bad	Bad
Daily	Akotoe	Bad	Bad
Daily	Puponya	Fair	Fair
Daily	Anyaboni	Bad	Bad
Daily	Mampong	Bad	Bad

Source: UMKD MTDP, 2010-2013.

31

4.5 The Current State of Transportation in the Study Areas

The available modes of transportation in both study areas are water/river and roads, with roads constituting a majority of about 92%. River transportation follows next with 8%, and this situation is because, about 10% and 8% of the settlements in the UMKD and LMKD respectively are located close to the Volta Lake. With the overwhelming usage of road transport in both study areas, this section examines the current state of transport infrastructure in terms of categories, lengths and their conditions.

4.5.1 Category and Lengths of Roads

The Districts have an extensive network of roads, which can be classified by their function, surface type and condition. The Upper Manya Krobo District has a total road network of 333km, comprising feeder roads, trunk roads and community access roads. According to the Medium Term Development Plan (2010-2013) of UMKD, 212km of the total road network constitutes feeder roads (roads linking rural areas to major towns within the District). In addition, 65km constitutes trunk roads (roads leading into and out of the district), and community access roads taking 56km (see Table 4.5).

Similarly, according to the MTDP (2010-2013) of LMKD, out of the total 302km of road network in the Lower Manya Krobo District, 190km comprises feeder roads, while truck roads and community access roads equally have 56km.

Table 4.5: Categories and Length of Roads in the Study Areas

Road Category	Length of Roads			
	Asesewa		Agormanya	
	Length (km)	Proportion (%)	Length (km)	Proportion (%)
Trunk roads	65	19.5	56	18.5
Feeder roads	212	63.7	190	63.0
Access roads	56	16.8	56	18.5
Total	**333**	**100**	**302**	**100**

Source: Department of Feeder Roads (UMKD and LMKD), 2011

4.5.2 Conditions of Roads

Largely, the conditions of these roads are also related to their surface types, because roads higher in the hierarchy ought to have a surface type that will facilitate the smooth flow of traffic. According to data from the Department of Feeder Roads (2011) in both districts, the surface types include bitumen, gravel, and earth as linked with the trunk, feeder, and community access roads respectively. It is worth noting that, the classification of roads into good, fair and poor is not informed by the surface type but by parameters such as availability of drains along roads, presence of potholes on the roads and travel time and speed. Out of the total 212km of feeder roads in the UMKD, 53.7%, 21.1%, and 25.2% are classified as good, fair, and poor with a corresponding average speed of 70km/hr, 55km/hr and 20km/hr respectively.

The situation presented for the UMKD is not so different from that of the LMKD, as 65.7%, 19.5% and 14.8% of the total feeder roads are good, fair and poor with a corresponding average speed of 65km/hr, 40km/hr and 30km/hr respectively. The total length of trunk roads in the two districts is considered good, while all the community access roads are poor. Comparatively, roads conditions in the UMKD are in better conditions than the roads in the LMKD.

Table 4.6: Summary of Length and Conditions of Road Types in the Study Areas

Road Type	Asesewa				Agormanya			
	Length (km)	Good (%)	Fair (%)	Poor (%)	Length (km)	Good (%)	Fair (%)	Poor (%)
Trunk	65	100	0	0	56	100	0	0
Feeder	212	53.7	21.1	25.2	190	65.7	19.5	14.8
Access	56	0	0	100	56	0	0	100
Total	**333**				**302**			

Source: Department of Feeder Roads, UMKD and LMKD, 2011

Generally, the current state of roads in both districts leaves much to be desired as depicted in Table 4.6. Out of 333km of total road length in UMKD, 100% are access roads are poor and 25.2% of feeder roads are poor. In LMKD, out of 302km of roads length 100% of access roads are poor and 14.8 are poor. Comparatively, road length and conditions are in LMKD are better than UMKD. A greater proportion of the road networks especially from the market centre's to the farming communities in both district are un-tarred. In addition, most of the town roads are

not tarred and this makes it difficult for transportation. There are extensive potholes on them thereby reducing their ability to support any effective transportation in the districts. This situation increases travel time, and in the rainy seasons, most of the community access roads become impassable.

4.6 Summary of Chapter

In this chapter a brief profile of the study areas, in terms of their geophysical and socio-economic characteristics, agricultural production, and the state of transportation have been discussed. It was observed that, the UMKD and the LMKD are strategically located in the regional context, making them quickest points of call between the northern and southern parts of the eastern corridor of Ghana. In addition, agricultural production was identified to be the major occupation of the people in both districts due to their location in the semi-deciduous forest, with cassava, maize, and vegetables as the major crops being produced.

The chapter concluded with the state of transportation in the study areas. It was observed that most of the roads especially within the towns of the districts are in poor state, and inadequate funding as alluded by the Department of Feeder Roads, is the main cause of this. This chapter therefore sets the tone for a full blown discussion of the nexus between transportation, agricultural production and the development of traditional markets in the next chapter.
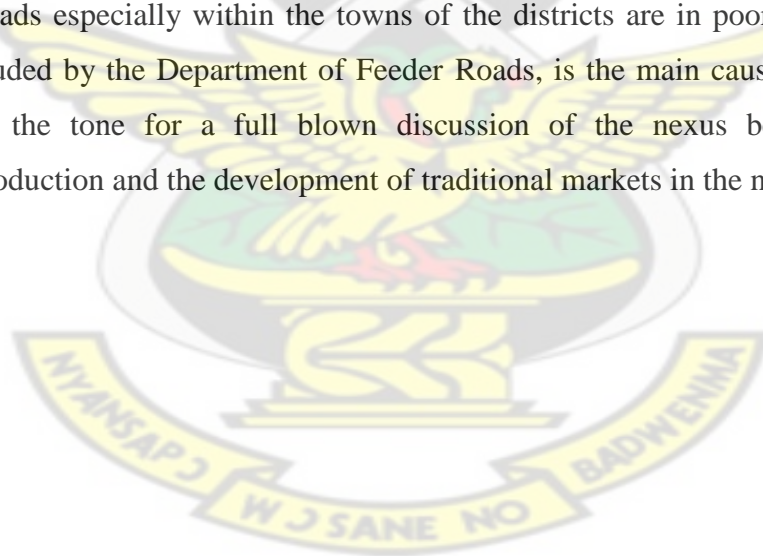
CHAPTER FIVE

ANALYSIS OF TRANSPORTATION AND FUNCTIONING OF TRADITIONAL MARKETS

5.1 Introduction

This chapter analyses and rationalises the data collected for the purpose of the study in order to make meaning out of it. The chapter establishes linkages between and among the variables that interplay in the functioning of transport systems and traditional markets. The views of the various stakeholders on the impacts of transportation on the functioning of the Agormanya and Asesewa Traditional Markets in the LMKD and UMKD respectively, which were gathered using the questionnaire and interview guides, are thoroughly discussed in this chapter. Among the issues on which analyses have been done include agricultural production, modes of transportation and traditional market facilities in the study areas.

5.2 Functions of the Market

This section of the chapter gives an overview of the functioning of the two markets under consideration. It brings out the characteristics of the markets in terms of their locations, the categories of people who trade there and the goods they trade in.

5.2.1 Historical Background and Location of the Markets

Before 1952, most of the functioning markets centres formed the termini of roads. After 1952 the Krobo's constructed feeder roads to link their "huza" with the markets. The central government improved these feeder roads considerably after 1966. This network of motorable roads which replaced the bush-paths constitutes a significant landmark on the landscape (Addo, 1988). This made it advantageous for movement of goods than the head loads carriage formerly practiced.

In pre-1952, Manya Krobo farmers travelled with head loads over distances up to 9.7km to sell their produce. By the time of independence 1957 the villagers through communal labour and much encouragement from the Government managed to construct feeder roads to link their villages with the market centres. Since that time the carriage of farm produce to the markets has been done more by trucks than by head porterage. Due to the nodality of the markets, other functions were added to them. An example of this was Asesewa and Agormanya which could be described as the social and economic nerve centre of the then Manya Krobo District. In 1948

Asesewa contained only two primary schools, a UAC retail shop, two churches, a mosque and several small retail shops selling either pharmaceutical drugs or imported food or beverages. Because of these markets, the two communities especially Asesewa experienced significant growth in population and improvement in accessibility.

The establishment of traditional markets in the two districts was linked up with the agricultural activities in the area, the demand for agricultural produce of the area by other people and the desire of the Manya Krobo (currently Upper and lower Manya district) to obtain non-agricultural produce through medium of exchange. These markets made the then Manya Krobo District in Ghana to become the source of foodstuffs to major urban centers of the country (including Accra, Takoradi, Kumasi, Tamale and Bolgatanga) from colonial times to the late seventies. This was made possible because of transportation service as the driving force. The Asesewa market at one time was the largest market in Ghana, but it lost that prominence due to poor infrastructure development and lack of meticulous management of the market.

Presently the Asesewa Market is located in Asesewa the capital of UMKD following the split of the Manya Krobo District in UMKD and LMKD. The total land area of the market is an acre and serves as the epicentre of commercial activities for communities in the district and beyond, attracting an average of 3000 traders and visitors during the market days. This is due to its location in Asesewa, which is situated on a major road that links the northern and southern parts of the eastern corridor of Ghana. Trading activities are at their peaks on Mondays and Fridays (the periodic market days) although people sell and buy at the market daily.

Situated in the Agormanya Township in the LMKD district, the Agormanya Market covers a land area of an acre. The market days for the Agormanya Market are Wednesdays and Saturdays even though just like the Asesewa Market, selling and buying activities take place at the market daily. The Agormanya Market is the only large market in the LMKD and as such forms the vibrant commercial hub of the district with an average visitor/trader population of 2300 per market day. A major challenge that hinders the expansion of the market is encroachment by developers due to its location within a residential area. Both markets are currently experiencing decline in their importance to national development due to the poor transport systems that service them. This is greatly affecting the activities in the markets as discussed in the subsequent sections.

5.2.2 Background of Market Traders

The total number of registered traders in the Asesewa Market and Agormanya Market are 350 and 450 respectively comprising different categories of people. From the data gathered from the field survey, it was revealed that the population of the traders in both Asesewa and Agormanya Markets are youthful. Traders aged 21-40 years constitute 55.2% and 68% of traders captured by the survey in Asesewa and Agormanya markets respectively. The youthful nature of the traders gives an indication that the markets are major sources of employment to a significant proportion of the youth in the towns and the Districts as a whole. The breakdown of the age composition of the traders is shown in Table 5.1

Table 5.1: Ages of Market Traders

Age	Asesewa		Agormanya	
	Traders	%	Traders	%
< 20	2	2.6	1	1.0
21-30	18	23.1	29	35.0
31-40	25	32.1	27	33.0
41-50	16	20.5	16	20.0
50 >	17	21.8	9	11.0
Total	**78**	**100**	**82**	**100**

Source: Field Survey, 2011

In addition to the youthful nature of the traders in the market, the survey further showed that females constitute about 89.7% and 92.0% of traders at the Asesewa and Agormanya markets respectively. This is a confirmation of the general perception that trading activities in traditional markets, which involves the sale of agricultural produce, is undertaken by females. This implies that the formulation of policies to ensure effective functioning of market will help to empower the females economically in the two districts. This will facilitate the realization of the Millennium Development Goal Two which seeks to promote women welfare. The result of the survey on the gender distribution of the traders in the two markets is shown in Table 5.2.

Table 5.2: Gender of Market Traders

Gender	Asesewa		Agormanya	
	Frequency	%	Frequency	%
Male	8	10.3	7	8.0
Female	70	89.7	75	92.0
Total	**78**	**100.0**	**82**	**100.0**

Source: Field Survey, 2011

The survey results in Table 5.3 showed that majority of the traders have been working in both markets for more than five (5) years. Only 11.5% and 26.0% of the traders at the Asesewa and Agormanya Markets respectively have traded in the markets for less than five years. This means that trading in both markets have been the source of livelihood for the traders for at least more than half of a decade. This clearly shows that the markets form an important part of the economic lives of the people in the two districts.

Table 5.3: Number of Years Traded in the Market

No. of Years	Asesewa		Agormanya	
	Traders	%	Traders	%
0-5	9	11.5	21	26.0
6-10	33	42.3	19	23.0
11-15	16	20.5	21	25.0
16-20	6	7.7	14	17.0
21>	14	17.9	7	9.0
Total	**78**	**100**	**82**	**100**

Source: Field Survey, 2011

5.2.3 Facilities in the Market

The effective functioning of a market is usually dependent on the availability of certain ancillary facilities to support it. According to Maple Consult and Center for Remote Sensing and Geographic Information System (CERSGIS) (2010), a local market should be supported by facilities and services such as parking space, water, electricity, store/sheds, cold storage facilities, public toilet, refuse disposal site and access roads.

Contrary to this, the survey of the two markets revealed that most of these facilities are absent while the ones available are inadequate or not in good conditions. From the survey, both markets are not serviced with electricity and water while fire fighting equipment's are woefully lacking.

It is important to note that the very small spaces being utilised by vehicles in both markets are not designed lorry parks. The facilities available in the Agormanya and Asesewa Markets are presented in Tables 5.4 and 5.5 respectively.

Table 5.4: Facilities in Agormanya and Asesewa Market

Facilities/Services	Agormanya Conditions and Remarks	Asesewa Conditions and Remarks
Toilet and Urinal	Poorly kept	Well managed
Open drain	Filled with rubbish	Well managed
Access roads (in and out)	Occupied by traders	Easy movement of pedestrians but difficult for vehicles
Lorry park (no. of cars)	Overstretched (virtually no space for vehicles as just 10 mini cargo vehicles find difficulty in movement)	Overstretched (a small space for about 15 vehicles restricting free traffic movement)
Electricity	No facility	No facility

Source: Field Survey, 2011

Tables 5.4 clearly show that both markets lack most of the requisite support facilities and services, a situation, which has partly accounted for the retarded growth of the Agormanya Market and retrogression of the Asesewa Market. The inadequate space for vehicles in both markets encourages unauthorised on-street parking which leads to vehicular congestion especially, on the market days.

5.2.4 Goods Traded in the Markets

The survey showed that there are six categories of goods traded in the markets. These categories are food crops, meat, processed food, non-food products, fish and fruits. Agricultural produce comprising food crops, vegetables and food are the most predominant categories of goods traded in both. These types of goods altogether constitute 95.0% and 92.0% of the goods sold by the traders in the Asesewa and Agormanya markets respectively. This is a clear indication of the two markets status as traditional markets. The agro products include vegetables like tomatoes, pepper, okra, garden eggs, onion; maize, plantains and tubers such as cassava and cocoyam. This implies that the markets provide important avenues for the marketing of the goods that are

produced in both districts as their economies are dominated by the agrarian sector. Table 5.6 shows the various categories of goods traded in the markets by participant's traders.

Table 5.5: Goods traded in the Markets

Goods	Asesewa		Agormanya	
	Traders	%	Traders	%
Non-Food Products	2	2.6	3	4.0
Food Crops	53	67.9	35	43.0
Meat	8	10.3	3	4.0
Processed food	2	2.6	3	4.0
Vegetables	11	14.1	25	30.0
Fish	1	1.3	4	5.0
Fruits	1	1.3	9	10
Total	78	100	82	100

Source: Field Survey, 2011

The dominance of agro products in the goods traded in the markets emphasizes the important role of effective transport in the functioning of such traditional markets. This is because most of these agricultural produce are perishable and as such need to be conveyed to the market centres.

5.2.5 Origin of Goods

The survey indicated that goods sold in the study markets under study are obtained from within and outside the districts in which they are situated. The towns and villages in the UMKD from which goods that are traded in the Asesewa Market include Akantin, Bisa, Aklusi-Sisi, Osonson, Seseaman and Akotue among others. The Agormanya Market on the other hand receives goods from towns and villages such as Akuse, Kpong, Ayemesu, Atua and so on all within the LMKD. These communities are largely responsible for the agricultural commodities (e.g., Plantain, Cassava, Cocoyam, Yam, Banana and Orange) that flow into the market. These commodity inflows are very prominent on the respective market days (Mondays and Fridays for Asesewa and Wednesdays and Saturdays for Agormanya) of both markets as it is on these days that traders and buyers from within and outside the district do business.

Buyers coming into the markets to purchase commodities from outside the districts primarily come from Ho and Accra with some also coming from Kumasi. A good road transport service makes it possible for effective spatial interactions and in the case of Asesewa and Agormanya markets, the presence of trunk roads help in the spatial linkages between UMKD and LMKD and other parts of the country, primarily in the transportation of agricultural commodities, facilitating food distribution.

It is however, worthy to note that other agricultural commodities from, especially Northern Ghana (such as Maize, Rice, Beans, Tomatoes, Yam and Groundnut) also flow into the Asesewa and Agormanya markets. Industrial goods (such as Clothing, Footwear, Farming Implement, Radio, Torchlight and Batteries) primarily flow into both markets from Accra and Tema. Other areas from which goods traded in both markets originate include Koforidua, Kumasi and Ho.

As indicated earlier, both markets are the major ones in their respective districts and this underscores the importance of the Asesewa and Agormanya markets as far as access to food – a prime indicator of food security is concerned. Since the economy of both districts is predominantly agrarian (agriculture sector accounting for 80% of active labour force), the presence of both markets helps the residents of both districts to access other agricultural and industrial products. Table 5.6 to 5.9 present the endogenous commodity flows for both the Asesewa and Agormanya markets.
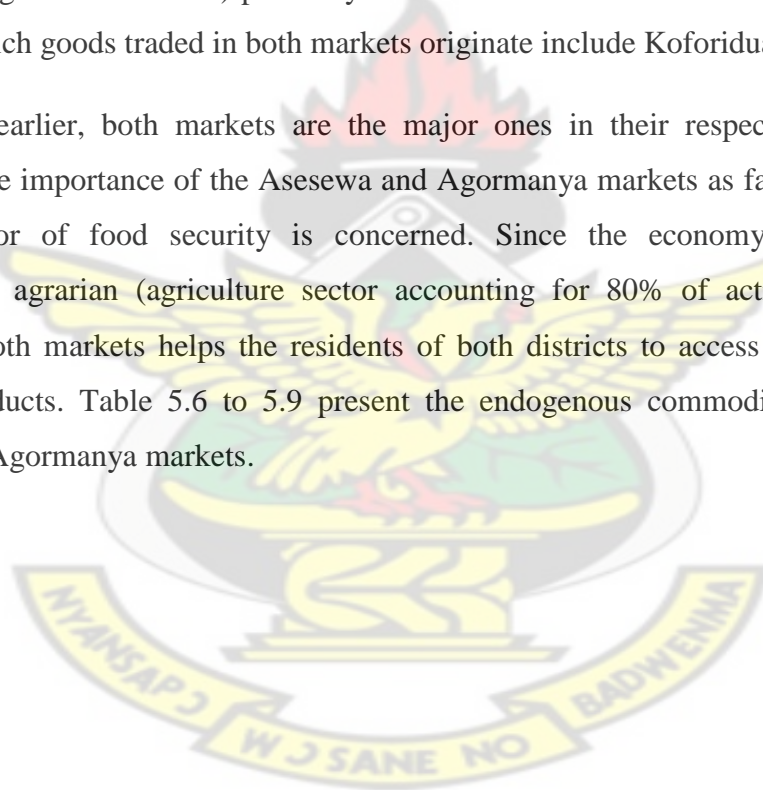
Table 5.6: Endogenous Inflow for Asesewa Market

Market center	Origin	Agric Goods	Quantity	Unit	Unit Price	Total Price	%	Industrial Goods	Quantity	Units	Unit Price	Total Price	%	Total *MV	Total %
Asesewa	Osonson	Cassava	120	Kg	1	120	5.1	Gari	200	Kg	2	400	60.4	775	9.6
		Plantain	75	Kg	2	150									
		Banana	35	Kg	3	105									
	SUB-TOTAL					**375**		**SUB-TOTAL**				**400**			
	Aboaso	Plantain	100	Kg	1.5	150	9.6	-	-	-	-	-	-	710	8.8
		Banana	80	Kg	2	160									
		Cocoyam	50	Kg	1	50									
		Yam	200	Kg	1	200									
		Cassava	150	Kg	1	150									
	SUB-TOTAL					**710**		**SUB-TOTAL**				**-**			
	Akantin	Maize	200	Kg	1	200	15.6	-	-	-	-	-	-	1150	14.3
		Yam	150	Kg	1	150									
		Orange	400	Kg	2	800									
	SUB-TOTAL					**1150**		**SUB-TOTAL**				**-**			
	Bisa	Plantain	150	Kg	2	300	9.5	Oil Palm	10	Litres	15	150	24.2	860	10.7
		Cassava	110	Kg	1	110		Palm Wine	5	Litres	2	10			
		Banana	85	Kg	2	170									
		Maize	120	Kg	1	120									
	SUB-TOTAL					**700**		**SUB-TOTAL**				**160**			
	Akotue	Cassava	90	Kg	1	90	10.2	-	-	-	-	-	-	750	9.3
		Cocoyam	180	Kg	1	180									
		Plantain	240	Kg	2	480									
	SUB-TOTAL					**750**		**SUB-TOTAL**				**-**			
	Aklusi-Sisi	Yam	200	Kg	1	200	13.9	-	-	-	-	-	-	1025	12.7
		Cocoyam	130	Kg	1	130									
		Plantain	160	Kg	2	320									
		Orange	250	Kg	1.5	375									
	SUB-TOTAL					**1025**		**SUB-TOTAL**				**-**			

42

Market center	Origin	Agric Goods	Quantity	Unit	Unit Price	Total Price	%	Industrial Goods	Quantity	Units	Unit Price	Total Price	%	Total MV	Total %
	Seseaman	Banana	400	Kg	3	1200	36.1	Oil Palm	8	Litres	12	96	15.4	2772	34.6
		Orange	300	Kg	2	600		Palm Wine	3	Litres	2	6			
		Cassava	150	Kg	1	150									
		Plantain	280	Kg	2	560									
		Cocoyam	160	Kg	1	160									
SUB-TOTAL						2670		TOTAL				102			
GRAND TOTAL						7380	100	GRAND TOTAL				662	100	8042	100

Table 5.7: Endogenous Outflow for Asesewa Market

Market center	Destination	Agric Goods	Quantity	Units	Unit Price	Total Price	%	Industrial Goods	Quantity	Units	Unit Price	Total Price	%	Total MV	Total %
Asesewa	Osonson	Fish	3	Kg	3	9	8.6	Torch	10	No.	6	60	5.2	221	6.4
		Groundnut	0.5	Kg	2	1		Battery	3	No.	4	12			
		Tomatoes	5	Carton	14	70		Soap	20	No.	1	20			
		Eggs	2	Crate	5	10		Footwear	5	No.	5	25			
		Rice	10	Kg	2	20									
		Beans	2	Kg	2	4									
SUB-TOTAL						104		SUB-TOTAL				117			
	Aboaso	Fish	5	Kg	3	15	12.9	Radio	2	No.	15	30	7.1	317	9.2
		Groundnut	1	Kg	2	2		Battery	5	No.	5	25			
		Tomatoes	5	Carton	13	65		Clothing	40	No.	2	80			
		Eggs	5	Crate	5	25		Soap	20	No.	1	20			
		Rice	25	Kg	2	50		Bowl	10	No.	0.50	5			
SUB-TOTAL						157		SUB-TOTAL				160			
	Akantin	Tomatoes	2	Carton	15	30	8.2	Footwear	10	No.	5	50	11.1	350	10.1
		Fish	5	Kg	3	15		Clothing	30	No.	2	60			
		Eggs	3	Crate	5	15		Radio	5	No.	18	90			
		Rice	20	Kg	2	40		Soap	30	No.	1	30			
SUB-TOTAL						100		SUB-TOTAL				250			

43

Market center	Destination	Agric Goods	Quantity	Units	Unit Price	Total Price	%	Industrial Goods	Quantity	Units	Unit Price	Total Price	%	Total MV	Total %
	Bisa	Tomatoes	2	Carton	12	24		Battery	3	Pack	3	9			
		Eggs	2	Crate	5	10		Radio	5	No.	5	25			
		Rice	10	Kg	2	20		Torch	5	No.	6	30			
		Pepper	2	Kg	1	2	4.6	Hoe	5	No.	9	45	7.7	230	6.6
								Soap	25	No.	1	25			
								Clothing	20	No.	2	40			
	SUB-TOTAL					56		SUB-TOTAL				174			
	Akotue	Fish	5	Kg	3	15		Cutlass	3	No.	10	30			
		Groundnut	1	Kg	2	2		Hoe	5	No.	8	40			
		Tomatoes	3	Carton	15	45		Radio	4	No.	12	48			
		Rice	10	Kg	2	20	7.1	Battery	3	Pack	5	15	9.6	304	8.6
		Beans	2	Kg	2	4		Soap	25	No.	1	25			
								Palm Oil	5	Litres	10	50			
								Gari	5	Kg	2	10			
	SUB-TOTAL					86		SUB-TOTAL				218			
Asesewa	Aklusi-Sisi	Fish	4	Kg	3	12		Clothing	25	No.	1	25			
		Groundnut	2	Kg	2	4		Hoe	5	No.	8	40			
		Eggs	3	Crate	5	15		Radio	10	No.	15	150			
		Rice	15	Kg	2	30	5.4	Torch	10	No.	5	50	14	381	11
		Beans	2	Kg	2	4		Battery	5	Pack	3	15			
								Cutlass	3	No.	12	36			
	SUB-TOTAL					65		SUB-TOTAL				316			
	Seseaman	Fish	10	Kg	3	30		Hoe	5	No.	10	50			
		Groundnut	3	Kg	2	6		Radio	5	No.	8	40			
		Tomatoes	3	Carton	15	45		Battery	2	Pack	3	6			
		Eggs	5	Crate	5	25	16	Soap	20	No.	1	20	11.3	450	13
		Rice	40	Kg	2	80		Clothing	50	No.	2	100			
		Beans	3	Kg	2	6		Gari	20	Kg	2	40			
		Pepper	2	Kg	1	2									
	SUB-TOTAL					194		SUB-TOTAL				256			

44

Market center	Destination	Agric Goods	Quantity	Units	Unit Price	Total Price	%	Industrial Goods	Quantity	Units	Unit Price	Total Price	%	Total MV	%
	Fefe	Garden Eggs	5	Kg	2	10	6	Torch	10	No.	6	60	7.1	233	6.7
		Eggs	3	Crate	5	15		Battery	5	Pack	4	20			
		Eggs	20	Rice	2	40		Soap	30	No.	1	30			
		Rice	4	Kg	2	8		Footwear	10	No.	5	50			
		Groundnut													
	SUB-TOTAL					73		SUB-TOTAL				160			
	Akatawia	Fish	8	Kg	3	24	11.9	Palm Oil	5	Litres	8	50	15.2	489	14.1
		Tomatoes	3	Kg	15	45		Radio	10	No.	15	150			
		Eggs	5	Carton	5	25		Battery	5	No.	5	25			
		Rice	15	Kg	2	30		Gari	15	Kg	2	30			
		Garden Eggs	10	Kg	2	20		Footwear	15	No.	6	90			
	SUB-TOTAL					144		SUB-TOTAL				345			
	Aframaso	Groundnut	3	Kg	2	6	7.4	Torch	15	No.	5	75	5.1	206	5.9
		Tomatoes	4	Carton	15	60		Battery	5	No.	3	15			
		Eggs	5	Crate	5	25		Footwear	5	No.	5	25			
	SUB-TOTAL					91		SUB-TOTAL				115			
	Akotue	Rice	25	Kg	2	50	11.9	Clothing	35	No.	2	70	6.6	293	8.4
		Beans	2	Kg	2	4		Footwear	6	No.	5	30			
		Tomatoes	4	Carton	15	60		Battery	3	Pack	3	9			
		Eggs	6	Crate	5	30		Radio	5	No.	8	40			
	SUB-TOTAL					144		SUB-TOTAL				149			
	GRAND TOTAL					1214	100	GRAND TOTAL				2260	100	3474	100

Table 5.8: Endogenous Inflow for Agormanya Market

Market center	Origin	Agric Goods	Quantity	Units	Unit Price	Total Price	%	Industrial Goods	Quantity	Units	Unit Price	Total Price	%	Total MV	Total %
Agormanya	Odumase	Yam	200	Kg	1	200		Torch	20	No.	8	160			
		Plantain	240	Kg	2	480		Palm Oil	10	Litre	12	120			
		Cassava	250	Kg	1	250		Clothing	50	No.	1	50			
		Banana	200	Kg	3	600	39.7	Soap	50	No.	1	50	62	2270	43.7
		Rice	50	Kg	2	100		Radio	20	No.	8	160			
		Fish	20	Kg	3	60		Battery	10	Pack	4	40			
	SUB-TOTAL					1690		SUB-TOTAL				580			
	Atua	Plantain	50	Kg	1	50		-	-	-	-	-			
		Cocoyam	100	Kg	1	100	5.9						-	250	4.8
		Cassava	100	Kg	1	100									
	SUB-TOTAL					250		SUB-TOTAL				-			
	Akuse	Maize	50	Kg	0.7	35		-	-	-	-	-			
		Yam	100	Kg	1	100	6.7						-	285	5.5
		Cocoyam	150	Kg	1	150									
	SUB-TOTAL					285		SUB-TOTAL				-			
	Kpong	Cocoyam	150	Kg	1	150		Footwear	30	No.	5	150			
		Plantain	150	Kg	1.5	225		Radio	10	No.	15	150			
		Yam	100	Kg	1	100	15.4	Battery	5	Pack	3	15	38	1010	19.4
		Orange	120	Kg	1.5	180		Padlocks	20	No.	2	40			
	SUB-TOTAL					655		SUB-TOTAL				355			
	Nuaso	Plantain	150	Kg	2	300		-	-	-	-	-			
		Cassava	110	Kg	1	110	13.6						-	580	11.2
		Banana	85	Kg	2	170									
	SUB-TOTAL					580		SUB-TOTAL				-			
	Ayemesu	Banana	100	Kg	3	300		-	-	-	-	-			
		Orange	100	Kg	1	100	11.7						-	500	9.6
		Yam	100	Kg	1	100									
	SUB-TOTAL					500		SUB-TOTAL				-			

Market center	Origin	Agric Goods	Quantity	Units	Unit Price	Total Price	%	Industrial Goods	Quantity	Units	Unit Price	Total Price	%	Total MV	Total %
	Mampon	Cassava	100	Kg	0.5	50	7	-	-	-	-	-	-	300	5.8
		Cocoyam	100	Kg	1	100									
		Plantain	150	Kg	1	150									
SUB-TOTAL						300		SUB-TOTAL				-			
GRAND TOTAL						4260	100	GRAND TOTAL				935	100	5195	100

Table 5.9: Endogenous Outflow for Agormanya Market

Market center	Destination	Agric Goods	Quantity	Units	Unit Price	Total Price	%	Industrial Goods	Quantity	Units	Unit Price	Total Price	%	Total MV	Total %
Agormanya	Odumase	Groundnut	5	Kg	3	15	29.8	-	-	-	-	-	-	325	16.4
		Tomatoes	20	Carton	15	300									
		Beans	5	Kg	2	10									
SUB-TOTAL						325		SUB-TOTAL				-			
	Atua	Fish	5	Kg	4	20	9.7	Radio	2	No.	6	12	14.2	232	11.7
		Tomatoes	5	Carton	4	20		Battery	5	No.	3	15			
		Eggs	5	Crate	5	25		Clothing	40	No.	2	80			
		Rice	20	Kg	2	40		Soap	20	No.	1	20			
SUB-TOTAL						105		SUB-TOTAL				127			
	Akuse	Tomatoes	15	Carton	13	195	24.5	Footwear	10	No.	6	60	25.7	497	25.1
		Fish	5	Kg	3	15		Clothing	30	No.	2	60			
		Eggs	3	Crate	5	15		Radio	5	No.	12	60			
		Beans	1	Kg	2	2		Gari	10	Kg	2	20			
		Rice	20	Kg	2	40		Soap	30	No.	1	30			
SUB-TOTAL						267		SUB-TOTAL				230			
	Nuaso	Tomatoes	2	Carton	16	32	5.9	Battery	3	Pack	5	15	13.4	184	9.2
		Eggs	2	Crate	5	10		Torch	5	No.	8	40			
		Rice	10	Kg	2	20		Soap	25	No.	1	25			
		Pepper	2	Kg	1	2		Clothing	20	No.	2	40			
SUB-TOTAL						64		SUB-TOTAL				120			

Market center	Destination	Agric Goods	Quantity	Units	Unit Price	Total Price	%	Industrial Goods	Quantity	Units	Unit Price	Total Price	%	Total MV	%
		Fish	5	Kg	4	20		Radio	4	No.	18	48			
		Groundnut	1	Kg	3	3		Battery	3	Pack	5	15			
	Mampon	Tomatoes	3	Carton	15	45	9	Soap	25	No.	1	25	17.7	256	12.9
		Rice	10	Kg	2	20		Palm Oil	5	Litres	12	60			
		Beans	5	Kg	2	10		Gari	5	Kg	2	10			
	SUB-TOTAL					98		SUB-TOTAL				158			
		Fish	4	Kg	5	20									
		Groundnut	2	Kg	3	6									
Agormanya	Kpong	Eggs	3	Crate	5	15	4.3	-	-	-	-	-		47	2.4
		Beans	2	Kg	3	6									
	SUB-TOTAL					47		SUB-TOTAL				-			
		Fish	10	Kg	3	30		Hoe	5	No.	10	50			
		Groundnut	3	Kg	2	6		Radio	5	No.	8	40			
	Ayemesu	Tomatoes	3	Carton	12	36		Battery	2	Pack	5	10			
		Eggs	5	Crate	5	25	16.8	Soap	20	No.	1	20	29	443	22.3
		Rice	40	Kg	2	80		Clothing	50	No.	2	100			
		Beans	3	Kg	2	6		Gari	20	Kg	2	40			
	SUB-TOTAL					183		SUB-TOTAL				260			
	GRAND TOTAL					1089	100	GRAND TOTAL				895	100	1984	100

48

Tables 5.6 to 5.9 show the endogenous inflows and outflows of agricultural and industrial commodities of the Asesewa and Agormanya markets.

The commodity flow analysis was primarily to identify the commercial interaction between the two major markets and the district, finding the origin and destination of the commodities.

It was not surprising to observe that the endogenous inflows of the Asesewa market are mainly agricultural products, with Palm Oil and 'Gari', being the only industrial commodities. Due to the existence of urban towns in the Lower manya Krobo District (Odumase and Kpong), there are substantial endogenous industrial inflows into the Agormanya market. These include Clothing, Footwear and Hardware.

Total endogenous agricultural inflow for Asesewa market constituted 91.8%, with 8.2% being industrial commodities. A similar situation can be found in the Agormanya market, with agricultural endogenous inflows constituting 82%, with the remaining 18% being industrial commodities. It was also observed from the commodity flow analysis for Upper Manya Krobo District that, 65.1% of all endogenous outflows are industrial in nature as against 34.9% being agricultural. These agricultural products are basically commodities that are fairly produced within the district and they include groundnut, beans, rice, maize and yam. The total value of all endogenous inflows for both Asesewa and Agormanya markets were GH¢8,042 and GH¢5,195 respectively.

The endogenous commodity inflows and outflows have been presented in Figures 5.1 and 5.2 respectively.

Figure 5.1: Endogenous Inflows for Asesewa Market
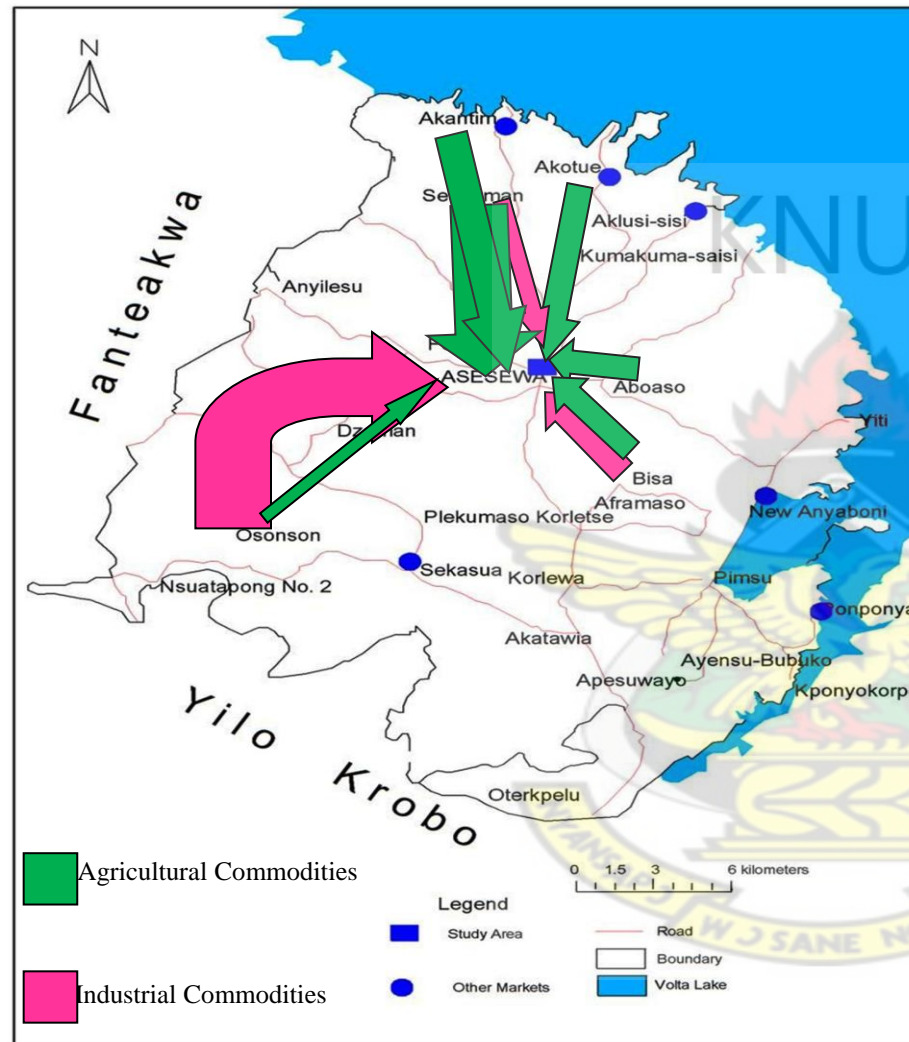
Figure 5.2: Endogenous Inflows for Agormanya Market
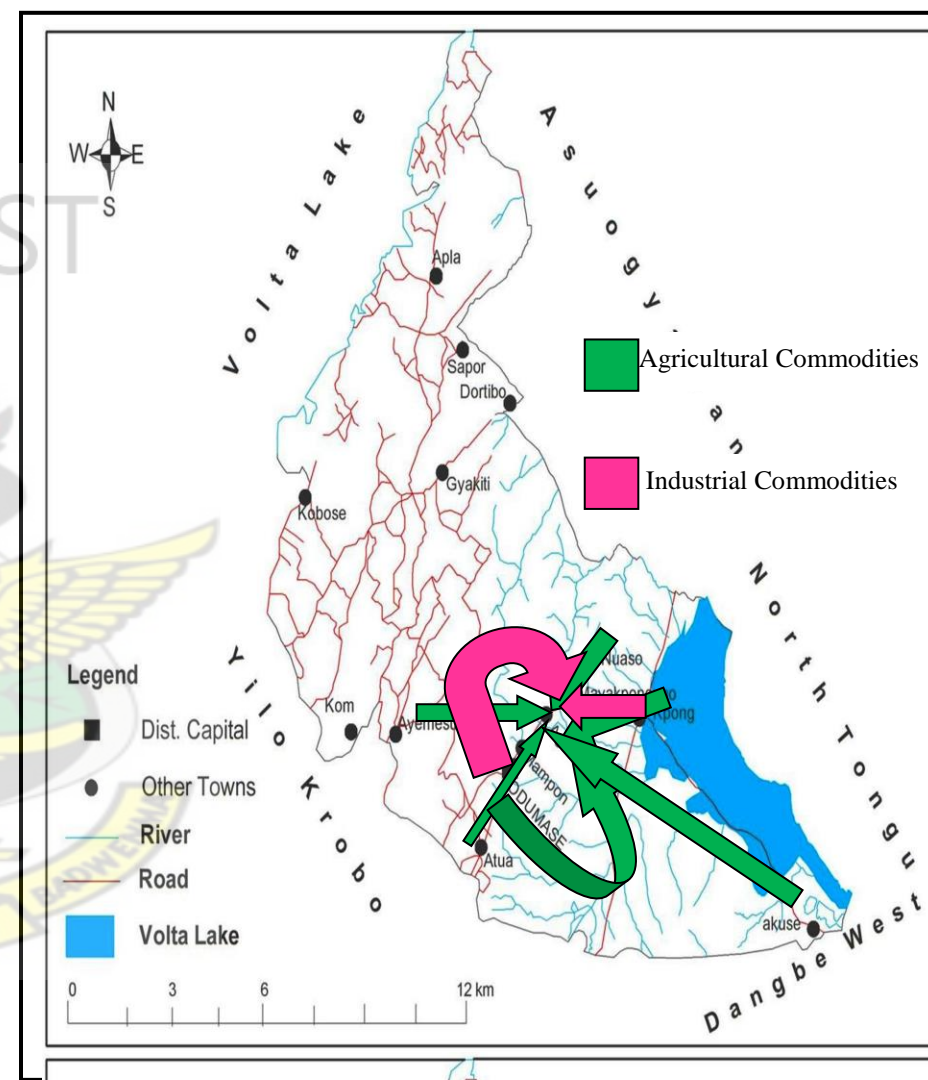
Table 5.10: Flow of Commodities into the Asesewa Market (Endogenous Inflow)

Community	Agriculture (%)	Industrial (%)	Total Contribution
Osonson	5.1	60.4	9.6
Aboaso	9.6	-	8.8
Akotue	10.2	-	9.3
Seseaman	36.1	15.4	34.6
Bisa	9.5	24.2	10.7
Akantin	15.6	-	14.3
Aklusi-Sisi	13.9	-	12.7
Total	**100**	**100**	**100**

Source: Field Survey, 2011

Table 5.11: Flow of Commodities into the Agormanya Market (Endogenous Inflow)

Community	Agriculture (%)	Industrial (%)	Total Contribution
Akuse	6.7	-	5.5
Ayemesu	11.7	-	9.6
Atua	5.9	-	4.8
Nuaso	13.6	-	11.2
Odumase	39.7	62	43.7
Kpong	15.4	38	19.4
Mampon	7	-	5.8
Total	**100**	**100**	**100**

Source: Field Survey, 2011

A careful observation of the commodity flow matrices shows the presence of certain staple foods in many communities. These communities can thus be said to be production centres of such commodities, which is also the staple food of the people in both districts. However, it is easily seen that the Agormanya market is heavily served by communities along major routes. This is due to the reluctance of drivers to ply roads in very poor conditions and communities very distant from the market center. Table 5.12 shows some commodities and production centres.

Table 5.12: Production Centres of Staple Crops

STAPLE CROPS	UMKD	LMKD
	Production Centers	Production Centers
Cassava	Aboaso, Osonson, Bisa, Seseaman	Mampon, Nuaso, Atua, Odumase
Plantain	Seseaman, Aklusi-Sisi, Akotue, Bisa, Aboaso	Odumase, Nuaso, Kpong, Mampon
Yam	Aboaso, Akantin	Odumase, Akuse, Ayemesu, Kpong
Cocoyam	Aklusi-Sisi, Seseaman, Akotue	Atua, Kpong, Mampon, Akuse
Banana	Seseaman	Odumase, Ayemesu
Orange	Aklusi-Sisi, Seseaman, Akantin	Ayemesu, Kpong

Source: Field Survey, 2011

5.2.6 Contribution of the Markets to Development

As was realised in literature, the survey revealed that the markets under study contribute immensely to the socio-economic development of communities and the districts. These developments are in the form of revenue generation, employment creation and opening up of the areas through the attraction of population. Contrary, the development of the markets are faced with challenges due to poor collaboration between the stakeholders thus the traditional authority and the modern political authority in the regulation and maintenance market. The topmost of the challenges is the compensation to traditional land owners of the markets and formal transfer of land ownership to the District Assembly. This has consequently slowed down the improvement of the markets for enhanced welfare.

Contribution to Revenue Generation/IGF

The survey indicated that the Asesewa Market and Agormanya Market serve as a major source of internally generated revenue for the UMKD and LMKD respectively. This takes the form of the tolls, which are collected, from the sellers for the management and administration of the markets. In Table 5.13, it revealed that Asesewa total market revenue from 2009 to 2010 increased by 7.2 % and Agormanya market also experienced an increase of 38.4 % within the same years.

Table 5.13: Total Revenue from Asesewa and Agormanya Markets (2008-2010)

Fiscal Year	Asesewa		Agormanya	
	Revenue (GH¢)	% Change	Revenue (GH¢)	% Change
2008	41,563.40	-	55,141.30	-
2009	53,736.90	29.3	59,145.44	7.3
2010	65,592.87	22.1	86,147.34	45.7

Source: Budget and Finance Department, UMKD, LMKD, 2011

Data gathered from the Budget Offices of both the UMKD and LMKD indicates that the revenue contribution of Asesewa and Agormanya markets to internally generated funds though not decreasing, have been increasing at a decreasing percentage rate in terms of contribution of funds to IGF (Table 5.13). This can be attributed to the poor conditions of the road networks that service the markets, which have also affected their effective functioning. Table 5.14 elaborates the contribution of the two markets to the IGF of their respective districts. Although there were markets contribution to IGF, percentage contribution to IGF decreased from the year 2008 to 2010 in both markets.

Table 5.14: Contribution of Asesewa and Agormanya Markets to District's IGF (2008 – 2010)

Fiscal Year	Asesewa Market			Agormanya Market		
	Total IGF (GH¢)	Revenue from Market	% of IGF from Market revenue	Total IGF (GH¢)	Revenue from market	% of IGF from Market revenue
2008	503,790.34	41,563.40	8.3	528,854.44	55,141.30	11.0
2009	690,095.31	53,736.90	7.8	795,124.78	59,145.44	8.0
2010	927,481.56	65,592.90	7.1	1,704,481	86,147.34	5.0

Source: Budget and Finance Department, UMKD, LMKD, 2011

Employment Creation

The survey showed that the markets provide employment opportunities for various categories of people directly and indirectly. These include the traders, waste management companies, transport operators and financial service providers among others. The survey indicated that the traders in both markets have an average of three aides who support them in their activities to receive

53

meagre wages. Thus, the markets help in reducing the unemployment problems in the districts and the nation at large to some extent. It was revealed from the Medium Term Development Plans (MTDP) of both Districts indicates that the markets employ about 1,115 and 934 people in Asesewa and Agormanya markets respectively in different categories. The survey made it known that the average monthly income of the traders in the Asesewa and Agormanya markets is GH¢230 and this is relatively high compared to the national minimum wage of GH¢95.

Availability of Social Facilities

The vibrancy of the Asesewa market helped in the development of the Asesewa township due to its strategic location and attraction of traders and visitors (a daily average of 3000 traders/visitors). Consequently, the town has been served with a lot of facilities including; five primary schools, and five middle schools, a palm oil mill, two UAC department retail shop, a bank, post office, health centre, district agricultural station and sub treasury. Other facilities in the town are two magistrate courts, police station, five chapels and a mosque, a pipe water supply system and more than hundred small retail shops that traded in a variety of goods in the Asesewa township.

It must be indicated that Asesewa owes a great deal of its reputation to the market in the town and that the market contributed in no small way to its present status as the capital of the UMKD. The case of the Agormanya Market is not different from that of Asesewa. Although it is not the district capital, Agormanya stands out as the most important town in the LMKD with respect to commercial activities the survey indicated. This is mainly due to the presence of the market in the town.

5.3 Transportation of Goods

Without a well-developed transportation system, traditional markets potentials cannot be full exploited. Besides, a good transportation system in traditional markets development could provide efficient movement of agricultural produce from production centres, reduce transport cost, and promote service delivery. Based on empirical evidence, this section of the chapter analyse the extent to which transportation functions in the development of the Asesewa and Agormanya Markets. Specifically, the section addresses issues such as: modes of transporting goods traded in the market; roads often used; and the conditions of these roads.

5.3.1 Modes of Transporting Market Goods

Although there are two modes of transportation in both study areas as stated in the previous chapter, road transport is the most predominant in the movement of goods to the Asesewa and Agormanya markets. Out of the traders (sellers) and buyers interviewed in both markets, all of them use road transport. Reasons for this are not farfetched. One, the major production centres are all accessed by roads, although some are not very motorable, especially in the rainy seasons.

The major roads used in the transportation of goods from agricultural production centers in UMKD are; the Akantin – Asesewa, Aklusi-Sisi – Asesewa, Osonson – Asesewa and Akotue – Asesewa roads which all lead to the Asesewa market, and Akuse – Agormanya and Atua – Agormanya roads which also lead to the Agormanya market in LMKD. Tables 5.15 and 5.16 present the routes used by traders in accessing the two main markets. Buyers who also transport purchased commodities from the market centres to various communities in both UMKD and LMKD also ply the same principal routes. The inability of all communities (such as Kobose, Apla, Sapor Doribo etc. in LMKD and Anyilesu, Dzaman, Nsuatapng etc. in UMKD) in both districts to fully participate in trading activities in the markets is down to the very poor nature of roads and the reluctance of drivers to ply these routes.

Table 5.15: Roads Used by Traders in Asesewa Market

Roads	No. of traders	(%)	Vol. of Goods (tonnes)	(%)
Akantin – Asesewa	30	38.5	6	50.4
Aklusi-Sisi – Asesewa	7	8.9	1.5	12.6
Osonson – Asesewa	36	46.2	3.2	26.9
Akotue – Asesewa	5	6.4	1.2	10.1
Total	**78**	**100**	**11.9**	**100**

Source: Field Survey, 2011

Table 5.16: Roads Used by Market Traders in Agormanya Market

Roads	Number of traders	(%)	Vol. of Goods (tonnes)	(%)
Akuse – Agormanya	30	36.6	2.1	21.6
Ayemesu – Agormanya	52	63.4	7.6	78.4
Total	**82**	**100.0**	**9.7**	**100**

Source: Field Survey, 2011

Table 5.17: Roads Used by Buyers in Asesewa Market

Roads	No. of traders	(%)	Vol. of Goods (tonnes)	(%)
Akantin – Asesewa	12	60	1.3	43.3
Aklusi-Sisi – Asesewa	3	15	0.8	26.7
Osonson – Asesewa	4	20	0.6	20.0
Akotue – Asesewa	1	5	0.3	10.0
Total	**20**	**100**	**3.0**	**100**

Source: Field Survey, 2011

Table 5.18: Roads Used by Buyers in Agormanya Market

Roads	Number of traders	(%)	Vol. of Goods (tonnes)	(%)
Akuse – Agormanya	7	35	0.6	35.3
Ayemesu – Agormanya	13	65	1.1	64.7
Total	**20**	**100.0**	**1.7**	**100**

Source: Field Survey, 2011

The decision to use a particular road depends on a number of factors. It was found out from the survey that, the major factors influencing the usage of a particular road by market traders were the conditions of the road and proximity to source of goods as can be seen in Table 5.19.

Table 5.19: Reasons for Choice of Roads

Reasons	Asesewa		Agormanya	
	Traders	%	Traders	%
Conditions of road	59	75.6	54	67.0
Proximity to source of goods	19	24.4	28	33.0
Total	**78**	**100.0**	**82**	**100.0**

Source: Field Survey, 2011

5.4 Effects of Road Conditions on Traditional Markets Development

Having examined the functioning of the Asesewa and Agormanya Markets, and the state of transportation in the both study areas, this section further looks at the connection between these two variables (the markets and transportation) in terms of cost of transportation; time; percentage of harvested goods that get to the markets; and the percentage of transported goods that arrive safely in the market.

56

5.4.1 Transport Cost

It is generally recognized that transport operating costs, are higher on rough roads than on good quality bitumen roads and generally reflects in passenger fares and freight tariffs paid by commuters. Although, other factors such as the distance covered and the nature of goods (in terms of their weight) to be transported affect the transport cost, a major factor is the conditions of the road. On an average, the cost of transporting goods from the production centres to the markets stand at GH₵ 12 per tonne (a single trip made using a KIA truck) over a distance of 1 km. However, this cost varies as per the conditions of the road. The study revealed that, for a good road, traders in both markets are charged an average of GH₵ 8.85 per trip per tonne. On the other hand, traders who use poor roads pay an average amount of GH₵ 15 per trip per tonne as transportation cost (see Table 5.20).

Table 5.20: Road Conditions and Transport Cost

Road Conditions	Transport Cost (per tonnes/trip)		Average
	Asesewa (GH₵)	Agormanya (GH₵)	
Good	8.50	9.20	8.85
Fair	11.70	12.60	12.15
Poor	15.80	14.25	15.02
Average	12	12	12

Source: Traders at Asesewa and Agormanya Markets, 2011

The findings presented in Table 5.20 were confirmed by the transport operators in both study areas when asked about the factors that influence the fixing of transport charges. It was found out that, most transport operators did not want to go to areas where the roads were seriously deteriorated because of the cost involved especially in the area of fuel maintenance cost of their vehicles. In instances where they decided to go, they charged high freight charges to cater for the cost of maintenance resulting from the frequent breakdown of vehicles in using such roads. Thus, the extent to which the road is deteriorated has a high correlation on transport cost.

It can be inferred from the above that, the profit margin of traders whose goods are transported on poor roads are reduced because agricultural produce are price sensitive, hence trader cannot

push the total cost burden to buyers. This has partly become a disincentive for their continual trading in the market.

5.4.2 Travel Time

The survey unravelled that road condition is a determinant of travel time aside distance. According to the transport operators in both districts (KIA tipper truck drivers), it takes them an one hour to travel an average distance of 50 kilometres of a road in good condition, an example being the Akantin – Asesewa and Akuse – Agormanya roads. The study discovered that drivers who ply roads which are in good conditions use shorter time to cover the same distance as their counterparts who ply roads which are in poor conditions. The drivers indicated that they use an average of 30km per an hour and 10km per an hour on roads which are in fair and poor conditions respectively.

Table 5.21: Road Conditions and Travel Time along Major Routes

Road Conditions	Travel Time (km per hour)			
	UMKD		LMKD	
	Route	Speed	Route	Speed
Good	Akantin – Asesewa	50km/h	Akuse - Agormanya	55km/h
Fair	Osonson – Asesewa	35km/h	Ayemesu - Agormanya	30km/h
	Akotue - Asesewa	25km/hr		
Poor	Aklusi-Sisi - Asesewa	10km/h		

Source: Transport Operators, Asesewa and Agormanya, 2011

The above revelation was confirmed by the traders in both markets as 48% and 39% in the Asesewa and Agormanya Markets respectively said that their goods are usually unduly delayed in transit. According to the traders, this affects their ability to engage in trading activities for longer hours which eventually reduces the quantity of goods they are able to sell.

5.4.4 Percentage of Transported Goods that Arrive Safely in the Market

The effects of road conditions on the development of traditional markets in the study areas was indicated by the percentage of transported goods that arrive safely in these markets. Although this variable does not have a direct bearing on the development of the markets, it affects market

traders as it influences the quantity of goods that are available for sale in the markets, which invariably also affects the revenue generated from the sales of the goods.

From the outcome of the survey, it was realised that about 70% and 80% of agricultural goods from production centres arrive safely at Asesewa and Agormanya traditional markets respectively. This indicates that about 30% and 20% of agriculture goods perished before they arrive at the market centres. The perished goods are basically vegetables while the broken goods are normally associated with crops such as cassava and yam. This situation affects the quantity of agriculture goods that arrives at the market, which consequently affects the income level of market traders, and revenue mobilization from the markets.

5.5 Summary of Chapter

The chapter has made it clear that the market facilities under study are traditional markets as greater proportion of the goods traded there are agricultural produce. Traders from all parts of the country north, south, east and west patronize the traditional markets. This has made markets very crucial elements in the development of the districts, in which they are located.

The chapter however, made it known that the effective functioning of the markets is being hindered by the poor transport system to the markets and agricultural production centres. This sometimes, results in the perishing of the goods. The next chapter highlights the key findings that were made by the study in detail.

CHAPTER SIX

MAJOR FINDINGS, RECOMMENDATIONS AND CONCLUSION

6.1 Introduction

In the previous chapter, a presentation and analysis of the surveyed data were made. Specific attention was on the characteristics, contribution of the traditional markets in development, state of the transportation system and the linkage between the traditional markets and the transportation system. This chapter recaps the principal findings from the data analysed. The chapter also contains recommendations which have been put forth in response to the findings as well as the general conclusion of this work.

6.2 Major Findings

6.2.1 Nature of road transportation service

The choice of site for traditional markets in the study area was influenced by the convergence of routes. Currently these routes are now transformed into roads. The study revealed that although there are two modes of transportation in both study areas, road transport is the most predominant mode used in the movement of goods to the Asesewa and Agormanya markets.

The Upper Manya Krobo District has a total road network of 333km, comprising feeder roads, trunk roads and community access roads. According to the Medium Term Development Plan (MTDP) of UMKD, 212km representing 63.7% of the total road network are feeder roads. In addition, 65km are trunk roads with community access roads taking 56km. Similarly, out of the total 302km of road network in the Lower Manya Krobo District, 190km comprise feeder roads, while trunk roads and community access roads equally have 56km. The situation presented about the conditions of roads in the UMKD is not so different from the state of roads in the LMKD as 65.7%, 19.5% and 14.8% of the total feeder roads are good, fair and poor respectively. The total length of trunk roads in the district is considered good, while all the community access roads are poor.

A greater proportion of the road network, especially from the market centres to the farming communities in both districts, are feeder roads with potholes which makes it difficult for movement of agricultural goods from agricultural production centre. There are extensive potholes on them thereby reducing their ability to support any effective transportation in the

districts. This situation increases travel time, and in the rainy seasons, most of the community access roads become impassable.

6.2.2 Characteristics of the markets

Available market infrastructure in the two districts consist of the physical place where periodic buying and selling takes place and sheds constructed from wood, roofed with roofing sheets. Most of the remote markets in the two districts lack permanent stalls and stores while periodic markets are held under trees.

The survey showed that there are six categories of goods traded in the markets. These categories are food crops, meat, processed food, non-food products, processed food, fish and fruits. Agricultural produce comprising food crops, vegetables and food stand out as the most predominant categories of goods traded in both markets. These types of goods altogether constitute 95.0% and 92.0% of the goods sold by the traders in the Asesewa and Agormanya markets respectively. The survey showed that females constitute 89.7% and 92.0% of traders at the Asesewa and Agormanya markets respectively.

6.2.3 Current state of the Markets

One main impediment to effective performance of traditional markets is the absence of supporting facilities. The study revealed that both markets lack ancillary facilities like water, electricity, public toilet and fire fighting equipment. The inadequate space for vehicles in both markets also results in on-street parking, leadimg to vehicular congestion especially, on the market days.

6.2.4 Contribution of Traditional Markets in Development

As was showed in literature, the survey revealed that the markets under study contribute immensely to the socio-economic development of the districts and the country as a whole. It was realised from the study that facilities and services such as five (5) primary and five (5) middle schools, a palm oil mill, a bank, a post office, health post and several retail shops were attracted to Asesewa because of the presence of the market in the town (Addo, 1988). Similar developments took place at different levels at Agormanya.

The study uncovered that the markets provide employment opportunities for various categories of people directly and indirectly. It was revealed that the markets employed about 1,115 and 934

people in both Asesewa and Agormanya markets respectively in different categories. These include the traders, waste management companies, transport operators and financial service providers among others. The survey also indicated that the Asesewa Market and Agormanya Market serve as a major source of internally generated revenue for the UMKD and LMKD respectively. This takes the form of the tolls, which are collected, from the sellers for the management and administration of the markets. From the study Asesewa raised total revenue of GhȻ 160,893.17 from the years of 2008, 2009 and 2010 and Agormanya also realised total revenue of GhȻ 200,434.08 from the same years.

6.2.5 Transportation and Agricultural Production Centers

As observed in the country as a whole, agriculture is the backbone of the economy of both UMKD and LMKD. The main agricultural activities that are carried out in the two districts are farming (crop farming), with quite a significant proportion of the people engaged in fishing and livestock rearing. The survey indicated that goods sold in the study markets are obtained from within and outside the districts in which they are situated. From 73.6% and 81.0% of the goods traded at the markets in Asesewa and Agormanya respectively are from within the district and 26.4% and 19.0% of the goods traded at the markets in Asesewa and Agormanya respectively are from outside the district.

It is generally recognized that transport operating costs, are higher on poor roads than on good quality bitumen roads and generally this will be reflected in passenger fares and freight tariffs. Although, other factors such as the distance to cover the nature of goods (in terms of their weight) to be transported affect the transport cost, a major factor is the conditions of the roads.

It was found out that, most transport operators did not want to go to agricultural production areas where the roads were seriously deteriorated because of the risks involved especially in the area of maintenance of their vehicles. In instances where they decided to go, they charge high freight fares to cater for the cost of maintenance resulting from the frequent breakdown of vehicles in using such roads. The study has also shown that road condition is a major determinant of travel speed, time and cost.

6.3 Recommendations

To re-establish the role played by the traditional markets in the Districts, the following recommendations have been put forth to help transform and advance the markets.

6.3.1 Institutional Arrangement for the Management of Traditional Markets

Institutional arrangement for the management of the market is an issue of concern. There is a setback between the traditional authority, District Assembly and the owners of the market space as to the development, regulation and collection of levy at the Agormanya market. This situation has slowed down the development pace of the market since there is lack of mutual understanding between major stakeholders regarding the operations and maintenance of the markets.

The District Assembly should recognize the traders and the traditional rulers as foremost stakeholders; therefore market focused activities must be participatory and transparent to them. The District Assembly must also compensate and formalize the transfer of ownership of the market land area from the native owners to the District Assembly. This will prevent the barrier posed by the native owners towards the development of the market for a favourable environment and speedy development of the market to propel the necessary improvement and changes.

6.3.2 Comprehensive Road Development Policies

From the study, it is glaring that road transportation must be given the necessary investment push by the government and the District Assembly especially spatial linkages between traditional markets and agricultural centres. In total effect, transport cost will reduce and rural traders will have close access to customers at market place that will ensure realistic prices for their hard earned production. Priority must be given to roads between agricultural dominant areas of Aklusi-Sisi, Seseaman, Akantin to Asesewa for easy carriage of agricultural goods. According to the survey, these three towns account for 65.6% of the total volume of endogenous goods (in monetary terms) entering the Asesewa market.

In Lower Manya District importance must also be given to roads from agricultural dominant areas of Nuaso, Ayemesu, and Kobose to Agormanya for easy accessibility of the market. It was realised that save Ayemesu and Nuaso, all other endogenous inflows into the Agormanya market were from towns located along the major road. While Ayemesu accounts for 11.7% of all endogenous inflows (in monetary terms), Nuaso accounts for 13.6%. This presupposes that, there

is the potential for other agricultural communities such as Doribo, Kobose, and Sapor which are distant in location from the capital (Odumase) and Agormanya and further worsened by the poor nature of feeder road linking them to the two aforementioned important towns, to contribute to the economy of the district.

6.3.3 Improve Market Facilities

A conscious effort of progress in market infrastructure will reduce the plight and create the enabling environment for market users. The District Assembly should provide facilities to create an environment for the traders and buyers in the markets. These facilities must come in the form of a school, parking space, water, electricity, public toilet, refuse disposal point, fire fighting facilities, access roads drainage system and well-structured stalls for traders. The overall effect will improve the patronage of the market hence improvement in revenue mobilizations and livelihood of the people.

6.4 Conclusion

The research project was aimed at examining the link between road transportation and traditional market development. The research found evidence of poor market facilities, poor linkage between road transportation, markets places and agricultural production centres and decline in the markets' revenue contribution thus Districts internally generated funds for development projects. The outcome of these situations is because of low emphasis of road transportation system from agricultural production centres to markets and inadequate reinvestment of market revenue into construction and improvement of market facilities. The effects of these are poor market facilities unable to support market activities, perished goods at production centres, inadequate revenue mobilisation due to low patronage of the markets. It is believed that a careful implementation of the recommendations made would improve traditional markets and rural welfare.

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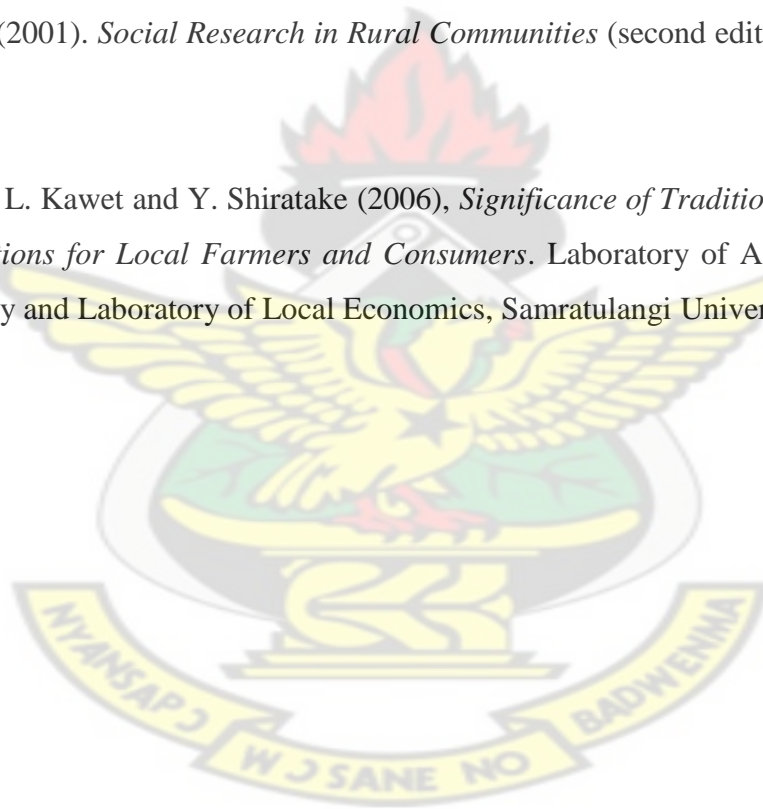
APPENDICES

Appendix A - Interview with Transport Service Providers

I am carrying out this survey to establish the nexus between Transportation services and the development of Traditional Markets. Your corporation will be very much needed, as information given will only be used for academic purpose.

Name of District Assembly: ....

1.   Gender: Female [   ]   Male [   ]

2.   Age...

3.   Name of Town...

4.   What type of goods do you transport to the market?

....

5.   Where do you transport the goods from?

☐   Within settlement

☐   Outside settlement (please specify) …………………………...

6.   Which roads do you normally use?
…………………………………………………………………………………………………
…………………………………………………………………………………………………

7.   Why do you use the above road(s) often?
…………………………………………………………………………………………………
…………………………………………………………………………………………………

8.   What are the conditions of the above roads?

☐   Good (tarred with drains, no pot holes)

☐   Fair (tarred but with pot holes)

☐   Poor (not tarred, no drains)

9.   What volume of goods do you transport to the market per market day?

....

10.   How much do you charge for transporting goods to the market per trip?

……………………………………………………………………………….......

11.   What influence these charges?

☐   Conditions of the road

☐   Travel distance/Time

☐   Volume of goods

☐   Others (please specify)..

12.   What are the major problems you face in the transportation of goods to the market?

………………………………………………………………………………………………
………………………………………………………………………………………………

13.   What solutions do you suggest to addressing these problems?

………………………………………………………………………………….………
……………………………………………………………………………….....…………

Thanks for participating in this project.
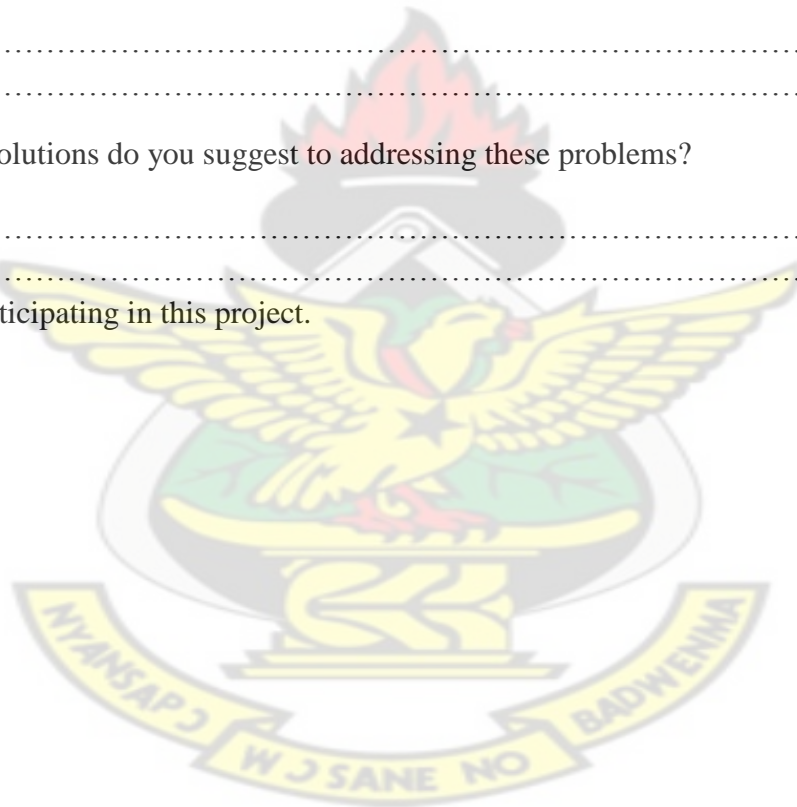
Appendix B - Survey of Market Traders

I am carrying out this survey to establish the nexus between Transportation services and the development of Traditional Markets. Your corporation will be very much needed, as information given will only be used for academic purpose.

1.   Gender: Female **[ ]**   Male **[ ]**

2.   Age...

3.   Name of Town..

4.   What goods do you trade at the market?

  i.   …………………………………………………...

  ii.   …………………………………………………...

 iii.   …………………………………………………...

 iv.   …………………………………………………...

5.   How long have you been trading at this market.

....

6.   Where do you buy your goods?

  ☐   Within settlement

  ☐   Outside settlement (please specify) …………………………………..........................

7.   By what mode do you transport your goods?

  ☐   Road (If roads, please answer questions 5-9)

  ☐   Rail

  ☐   Others (Specify) ………………...

8.   Which roads do you use often?

………………………………………………………………………………...……

……...………………………………………………………………………...............

9.   Why do you use it/them often?

☐   Conditions (If conditions, answer question 7)

☐   Proximity to source of goods

10.   How will you assess the conditions of the road(s)?

☐   Good (tarred with drains, no pot holes)

☐   Fair (tarred but with pot holes)

☐   Poor (not tarred, no drains)

11.   Does the condition of the roads affect the transportation of goods to market centres?

☐   Yes

☐   No

12.   If yes, what problems do you face in the transportation of goods?

☐   Long travel time

☐   Transport Cost

☐   Inconvenience

☐   Others (please specify) ……………………………………………………

13.   What solutions do you suggest to addressing these problems?

…………………………………………………………………………………………………
…………………………………………………………………………………………………
…………………………………………………………………………………………………

Thanks for participating in this project.

Appendix C - Interview with the Department of Feeder Roads

I am carrying out this survey to establish the nexus between Transportation services and the development of Traditional Markets. Your corporation will be very much needed, as information given will only be used for academic purpose.

Name of District Assembly:...

Designation of officer granting interview………………...

1. Gender: Female **[   ]**   Male **[   ]**

2. Age...

3. Name of Town..

4. What is the role of the Department in the management of road transport in the District?

………………………………………………………………………………………………………

………………………………………………………………………………………………………

5. What are the general conditions of roads in the District?

………………………………………………………………………………………………………

………………………………………………………………………………………………………

6. How will the Department describe the conditions of the road linking agriculture production centres to the markets?

☐   Good (tarred with drains, no pot holes)

☐   Fair (tarred but with pot holes)

☐   Poor (not tarred, no drains)

7. Are there any conscious initiatives by the Department to enhance easy movement of goods from agriculture production centres to the markets?

☐   Yes

☐   No

8. If yes, specify

....

....

9. If no, why

....

....

....

10. Does the Department have any future plans of road improvements in the District, especially roads linking agriculture production centres and the markets?

☐   Yes

☐   No

11. If yes, specify

....

....

12. If no, why?

....

....

....

.

13. What are the major challenges facing the Department in the management of roads in the District?

....

....

....

14. What solutions do you suggest to addressing these problems?

……

……

……

Thanks for participating in this project.

Appendix D - Interview with the Agricultural Producers

I am carrying out this survey to establish the nexus between Transportation services and the development of Traditional Markets. Your corporation will be very much needed, as information given will only be used for academic purpose.

Name of District Assembly:..

1.   Gender: Female [   ]   Male [   ]

2.   Age...

3.   Married   Yes [   ]   No [   ]

4.   Name of Town...

5.   What is the size of your farm (in acres)?

…………………………………………………………………………….....................

6.   What commodities do you produce?

………………………………………………………………………………………………

7.   What is your total production per season?

……………………………………………………………………………….....................

8.   Where do you market your produce?

……………………………………………………………………………….....................

9.   Do your encounter any post-harvest loses.

☐   Yes

☐   No

10.   If yes, how and why?

………

………

11.   What percentage of the total produce ends up in the market?

……

12.   By what mode do you transport your goods?

☐   Road (If roads, please answer questions 9-10)

☐   Rail

☐   Others (Specify) ………………...

13.   Which roads do you use often?

....

....

14.   Why do you use it/them often?

☐   Conditions (If conditions, answer question 10 -12)

☐   Proximity to marketplace.

☐   Others (please specify)…………………………………………….....................

15.   How will you assess the conditions of the road(s)?

☐   Good (tarred with drains, no pot holes)

☐   Fair (tarred but with pot holes)

☐   Poor (not tarred, no drains)

16.   How has the condition of the road influenced the pricing of the produce to the market traders?

....

....

17.   What are the general problem(s) you face in transporting your produce to the market?

………

………

18.   What solutions do you suggest in addressing this problem(s)

....

....

Thanks for participating in this project.

Appendix E - Observation Chart

Table 1. Observation Chart for current state of markets and commodities.

Indicators	Remarks
Spatial location of market ✓ Size ✓ Boundary	
Market Infrastructure ✓ Toilet and Urinal ✓ School ✓ Accessibility in the market ✓ Drainage system ✓ Canteen ✓ Electricity ✓ Potable water	
Commodities ✓ Consumable ✓ Services ✓ Manufactured	

Appendix F - Interview with the Town and Country Planning Department

I am carrying out this survey to establish the nexus between Transportation services and the development of Traditional Markets. Your corporation will be very much needed, as information given will only be used for academic purpose.

Name of District Assembly: ....

Designation of officer granting interview………………..

Professional background of officer…...

1. Gender: Female [   ]   Male [   ]

2. Age...

3. Married Yes[   ]   No[   ]

4. Name of Town …………………………………………………………………..

5. What are the roles of the Department in the management of the District?

....
....

6. Do you have a planning scheme for Agormanya/Asesewa?

☐ Yes

☐ No (please answer question 4)

7. If yes, does the location of the Agormanya/Asesewa markets conform to the planning scheme?

☐ Yes

☐ No

8. If no, why?

…………………………………………………………………………………………
…………………………………………………………………………………………

9. Do you have any plans of relocating the Agormanya/Asesewa Markets?

☐ Yes

☐ No

10. If yes, where and why?

……
……

11. How has the Agormanya/Asesewa Markets contributed to the development of the District?

……
……

12. In your view, what are the major challenges facing the Agormanya/Markets in its development?

……
……

13. What solutions do you suggest to addressing this problem(s)?

……
……

14. Any maps to show the growth process of the Agormanya/Asesewa towns (especially before and after the establishment of the markets)

Thanks for participating in this project
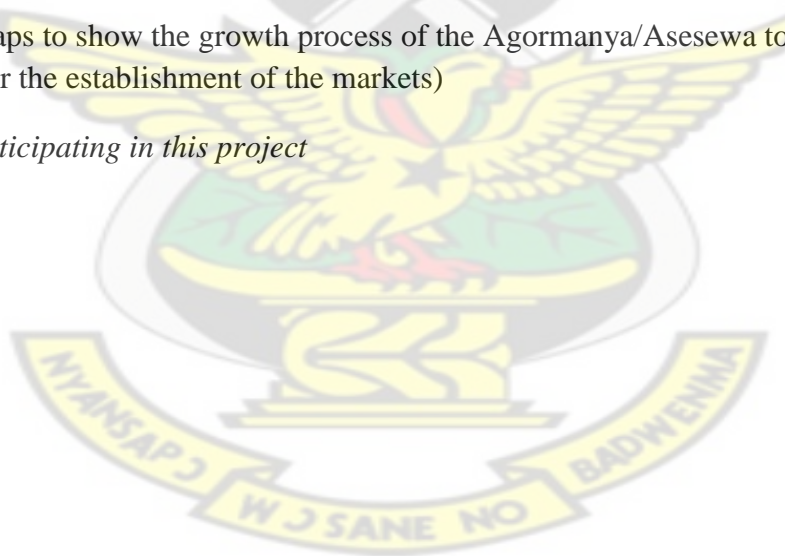
Appendix G - Interview with Local chief of Agormanya/Asesewa

I am carrying out this survey to establish the nexus between Transportation services and the development of Traditional Markets. Your corporation will be very much needed, as information given will only be used for academic purpose.

Name of District Assembly:...
Designation of officer granting interview…………………..

1.   How did the market start or evolved.

2.   What factor influenced the location of the market at Agormanya/Asesewa?

3.   How has the market influenced the development of Agormanya/Asesewa and other nearby communities?

4.   What are the major challenges facing the Agormanya/Markets in its development?

5.   What solutions do you suggest to addressing this problem(s)?

Thanks for participating in this project

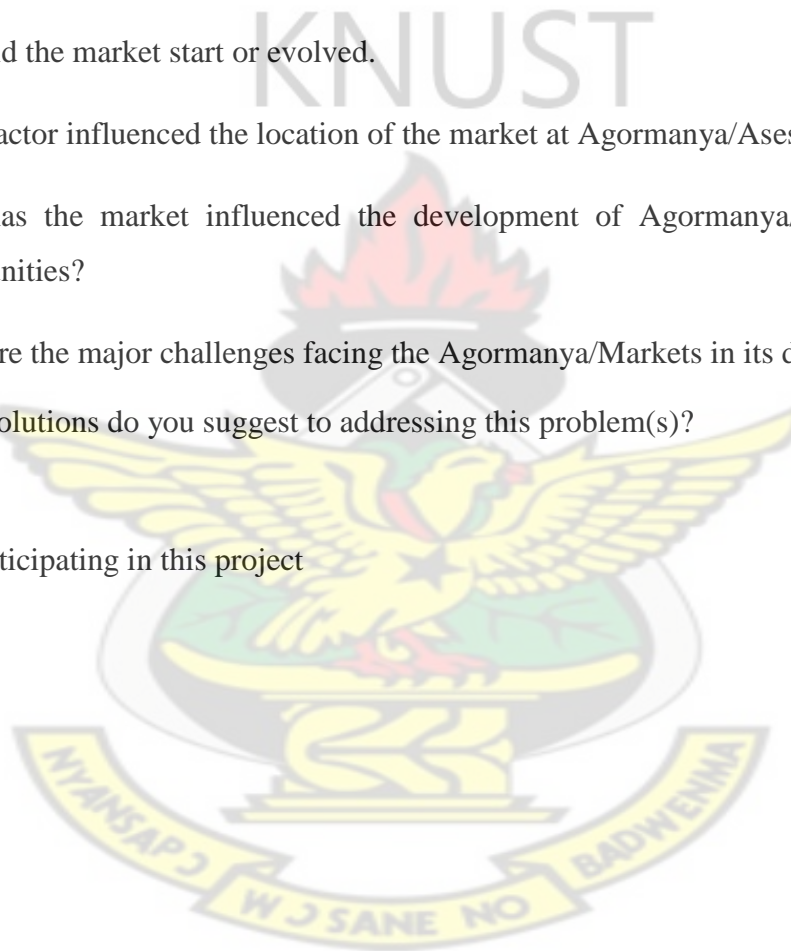**Appendix H - Questionnaire for the Budget and Finance Department**

I am carrying out this survey to establish the nexus between Transportation services and the development of Traditional Markets. Your corporation will be very much needed, as information given will only be used for academic purpose.

Name of District/Municipal Assembly: ....

Designation of officer granting interview……………...

1. Gender: Female [   ]   Male [   ]

2. Age...

3. Married   Yes[   ]   No[   ]

4. Name of Town……………………………………………………………………….

5. Please fill the table below:

Table 1. Revenue from Agormanya/Asesewa Market since 2000-2010 (in Ghana Cedis)

Year	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010
Revenue											

6. Please fill the table below:

Table 2. Proportion of Revenue from the Market vis-à-vis the Total Internally Generated Fund

Year	Total IGF	% of IGF from Market Revenue
2000		
2001		
2002		
2003		
2004		
2005		

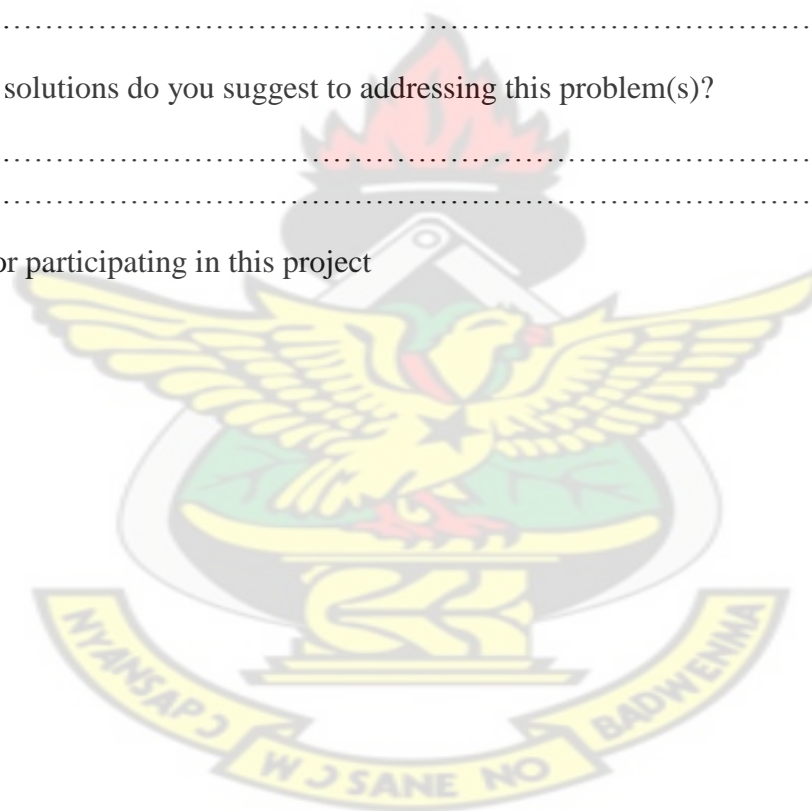| 2006		
2007		
2008		
2009		
2010		

7. What are the major challenges faced by the Department in the mobilisation of revenue, especially from the market?

8. ……………………………………………………………………………………………………
……………………………………………………………………………………………

9. What solutions do you suggest to addressing this problem(s)?

10. ……………………………………………………………………………………………………
……………………………………………………………………………………………

Thanks for participating in this project

Appendix I - Interview with the Market Traders Association

I am carrying out this survey to establish the nexus between Transportation services and the development of Traditional Markets. Your corporation will be very much needed, as information given will only be used for academic purpose.

Name of District Assembly: ....

Designation of officer granting interview………………...

1. . Gender: Female [   ]   Male [   ]

2. Age...

3. Married   Yes[   ]   No[   ]

4. Name of Town ……………….………………………………………………………..

5. What goods or services do you trade at the market?

   …………………………………...

6. How many traders sell in this market?

   ………………………...

7. How many of the traders are registered?

   …………………………………………………………………………………………

8. What are the major challenges faced by your members in the transportation of goods from agriculture production centres to the markets?

   …………………………………………………………………………………………
   …………………………………………………………………………………………

9. What are the major problems your members encounter in the market?

   …………………………………………………………………………………………
   …………………………………………………………………………………………

10. What solutions do you suggest to addressing the problem(s) above?

    …………………………………………………………………………………………

    Thanks for participating in this project.

1-23,25-28,31-49,51-

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