



MINISTRY
OF
LOCAL GOVERNMENT,
DECENTRALISATION AND
RURAL DEVELOPMENT

**GHANA'S MOBILITY AND ACCESSIBILITY PROJECT:
KUMASI URBAN MOBILITY AND ACCESSIBILITY PROJECT**

19th OCTOBER 2023

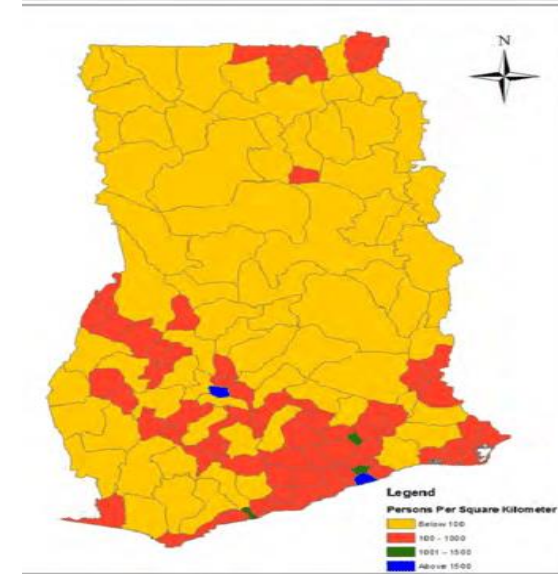
Introduction



- Ghana has one of the highest levels (56.7 percent) of urbanization in Sub-Saharan Africa, but its cities are not equipped to service their growing populations.



- Since 1990, Ghana's urban population has more than tripled, rising from under 4 million to nearly 14 million people.



- Equity in access to essential services is diminishing, especially for the urban poor, presenting spatial disparities within cities (Ghana Statistical Service, 2022)

MOBILITY CHALLENGE: CONGESTION ON OUR ROADS



MOBILITY CHALLENGE: VEHICULAR-PEDESTRIAN CONFLICTS



AIR-POLLUTION FROM VEHICULAR EXHAUST FUMES



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MOBILITY CHALLENGE: POOR INFRASTRUCTURE



BEST PRACTICES/ CASES/ SOLUTIONS

Case Study - GUTP



The Ghana Urban Transport Project (GUTP) sought to establish Bus Rapid Transit (BRT) system in urban areas of Ghana starting with the Greater Accra Metropolitan Area (GAMA).



To implement a Quality Bus Service, an inter-jurisdictional executive body called Greater Accra Passenger Transport Executive (GAPTE) was set up to coordinate and harmonize all regulations of Urban Passenger Transport (UPT) services and enforcement



Major Implementation Challenges: However, the setup of the BRT system was watered down to a Quality Bus System (QBS) due to infrastructural, financial, and other operational challenges.

Best practices/ case/ solutions

Solutions – KUMASI P/BRT



The establishment of the Bus Rapid Transit in the Greater Kumasi Metropolitan Area has always been part of the development vision for a decade.



THE WORLD BANK

The World Bank has shown keen interest in supporting the Government of Ghana and the Greater Kumasi Metropolitan Area (GKMA) in improving urban mobility conditions through the preparation of the Kumasi Urban Mobility and Accessibility Project (KUMAP).

Project Development Objective (PDO): The purpose of the project is to improve mobility, safety and accessibility along the selected corridors and improve planning capacity for sustainable urban growth in the GKMA.



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KUMAP COMPONENTS

COMPONENT 1: Implementation of BRT System

SUB-COMPONENTS

- Corridor Infrastructure Reconstruction, including Public Space and Pedestrian Access
- BRT System Development and Operationalization

COMPONENT 2: Public Transport Industry Transition Supporting the Development of Mass Transit

SUB-COMPONENTS

- Urban Mobility Planning
- Strengthening of the Institutional, Regulatory, and Governance Enabling Environment
- Transaction Advisory for the Public Transport Industry Transition.

COMPONENT 3: Urban Development and Land Use Planning, Institutional and Human Capital Development

SUB-COMPONENTS

- Urban and Land Use Planning
- Institutional Strengthening and Capacity Building

COMPONENT 4: Project Management, Monitoring and Evaluation

SUB-COMPONENTS

- Project Management Support Through Technical Assistance to the PUI in Procurement, Environment and Social Safeguards, Social Measures Implementation, etc
- Project Implementation, Monitoring and Evaluation

PROJECT LOCATION (GKMA)

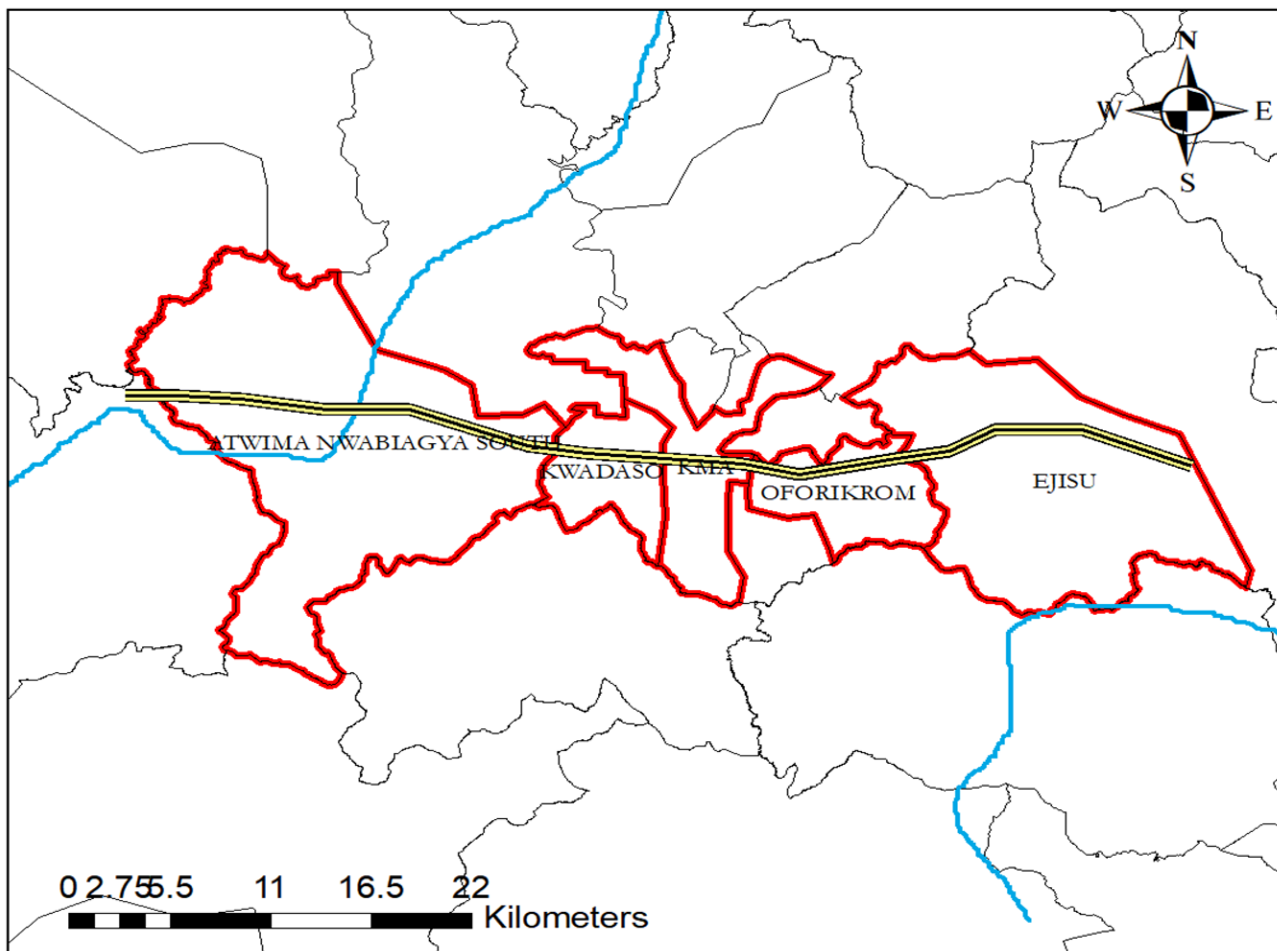
GKMA comprises of fourteen(14) district assemblies in the Ashanti Region of Ghana with the city of Kumasi being its administrative capital.

Between 1972 and 2012, the total built-up area of GKMA almost quintupled from approximately 98 km² to 478 km² (about 9.5 km² of urban growth per year).

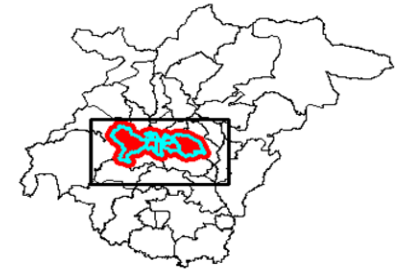
The growth involved the expansion of the contiguously built-up area of the city itself, as well as built-up areas of peri-urban and previously rural communities

The KUMAP is expected to cover five (5) Metropolitan and Municipal jurisdictions out of the fourteen (14)









Key Map



LEGEND

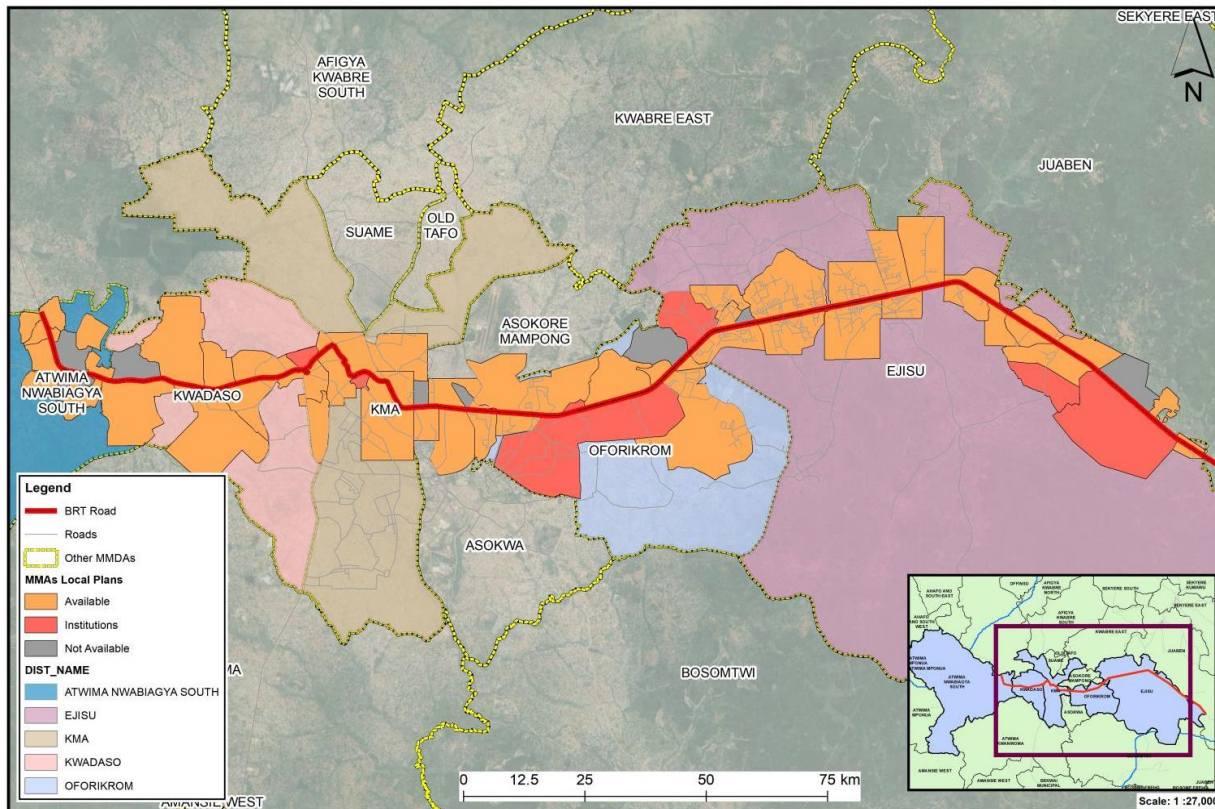
-  BRT Corridor
-  Rivers
-  Districts
-  Adjoining Districts

SCALE: 1:250,000

THE 5 DISTRICTS SHOWING THE DESIRED BRT CORRIDOR

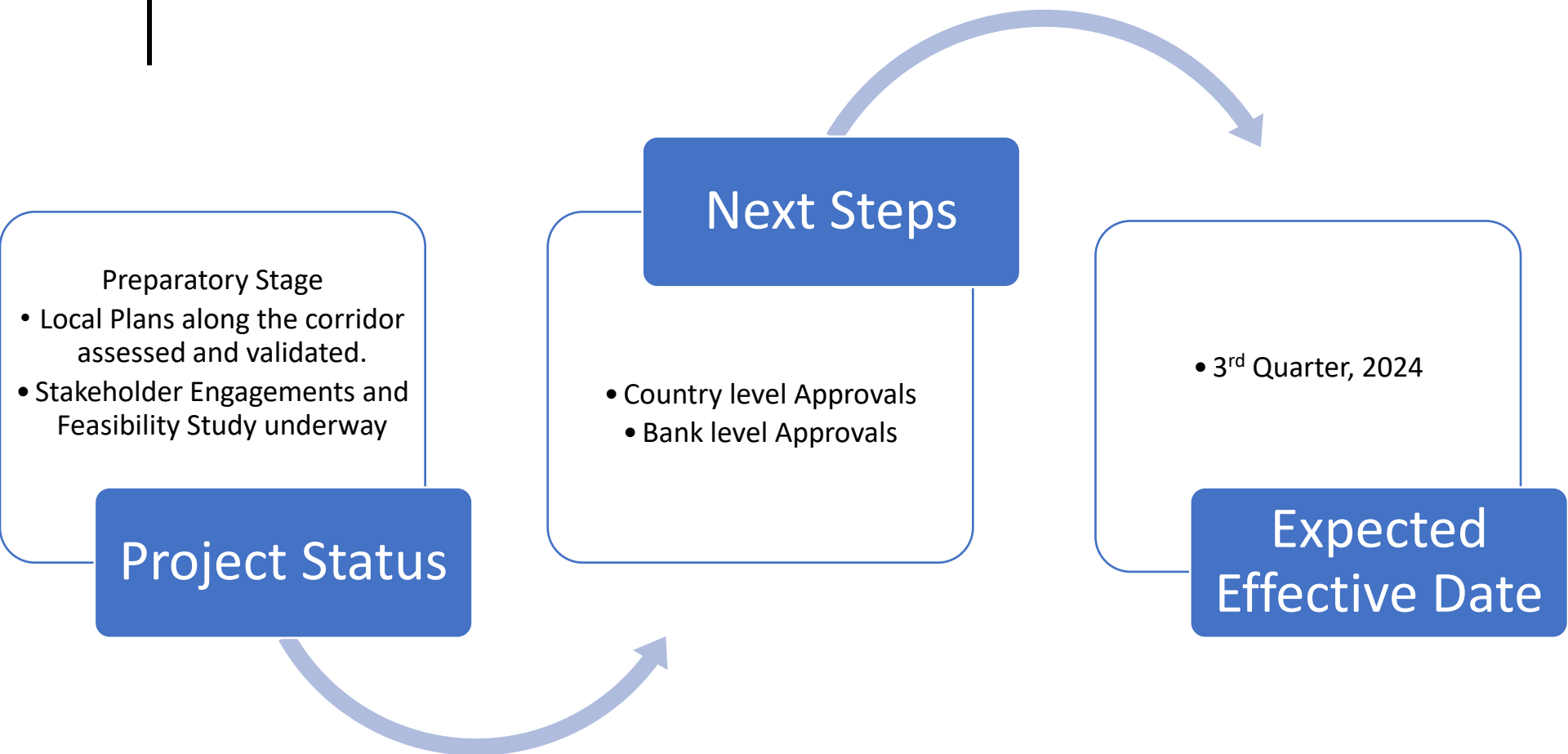
KUMAP JOURNEY SO FAR

LOCAL PLANS ALONG BRT CORRIDOR (ASHANTI REGION)



- A total of Forty-six (46) Local Plans from five (5) MMAs inventorised and validated.
- The distribution is as follows;
 - Kumasi Metropolitan - 9
 - Oforikrom Municipal - 7
 - Kwadaso Municipal – 7
 - Atwima Nwabiagya Municipal - 9
 - Ejisu Municipal - 14

KUMAP JOURNEY SO FAR...



CONCLUSION



Alone we can do little...

Together we can do so much...



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