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
MOBILITY CHALLENGE: POOR INFRASTRUCTURE
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.
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 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.
# KUMAP COMPONENTS

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<tr>
<td><strong>SUB-COMPONENTS</strong></td>
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<td>• Corridor Infrastructure Reconstruction, including Public Space and Pedestrian Access</td>
<td>• Urban Mobility Planning</td>
<td>• Urban and Land Use Planning</td>
<td>• Project Management Support Through Technical Assistance to the PUI in Procurement, Environment and Social Safeguards, Social Measures Implementation, etc</td>
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<td>• BRT System Development and Operationalization</td>
<td>• Strengthening of the Institutional, Regulatory, and Governance Enabling Environment</td>
<td>• Institutional Strengthening and Capacity Building</td>
<td>• Project Implementation, Monitoring and Evaluation</td>
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<td>• Transaction Advisory for the Public Transport Industry Transition.</td>
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**KUMAP**

MINISTRY OF LOCAL GOVERNMENT, DECENTRALISATION AND RURAL DEVELOPMENT

KSID CAIRO

9
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)
KUMAP JOURNEY SO FAR

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…

Preparatory Stage
• Local Plans along the corridor assessed and validated.
• Stakeholder Engagements and Feasibility Study underway

Next Steps
• Country level Approvals
• Bank level Approvals

Project Status

Expected Effective Date
• 3rd Quarter, 2024
CONCLUSION

Alone we can do little...

Together we can do so much...