

Kumasi Urban Mobility and Accessibility Project (KUMAP) Project, Ghana



 **KGID
JEJU
2024**

Outline

1. KUMAP

2. KGGTF Activities

- *Component 1*
- *Component 2*
- *Component 3*
- *Component 4*

3. Potential Impacts of KGGTF Activities

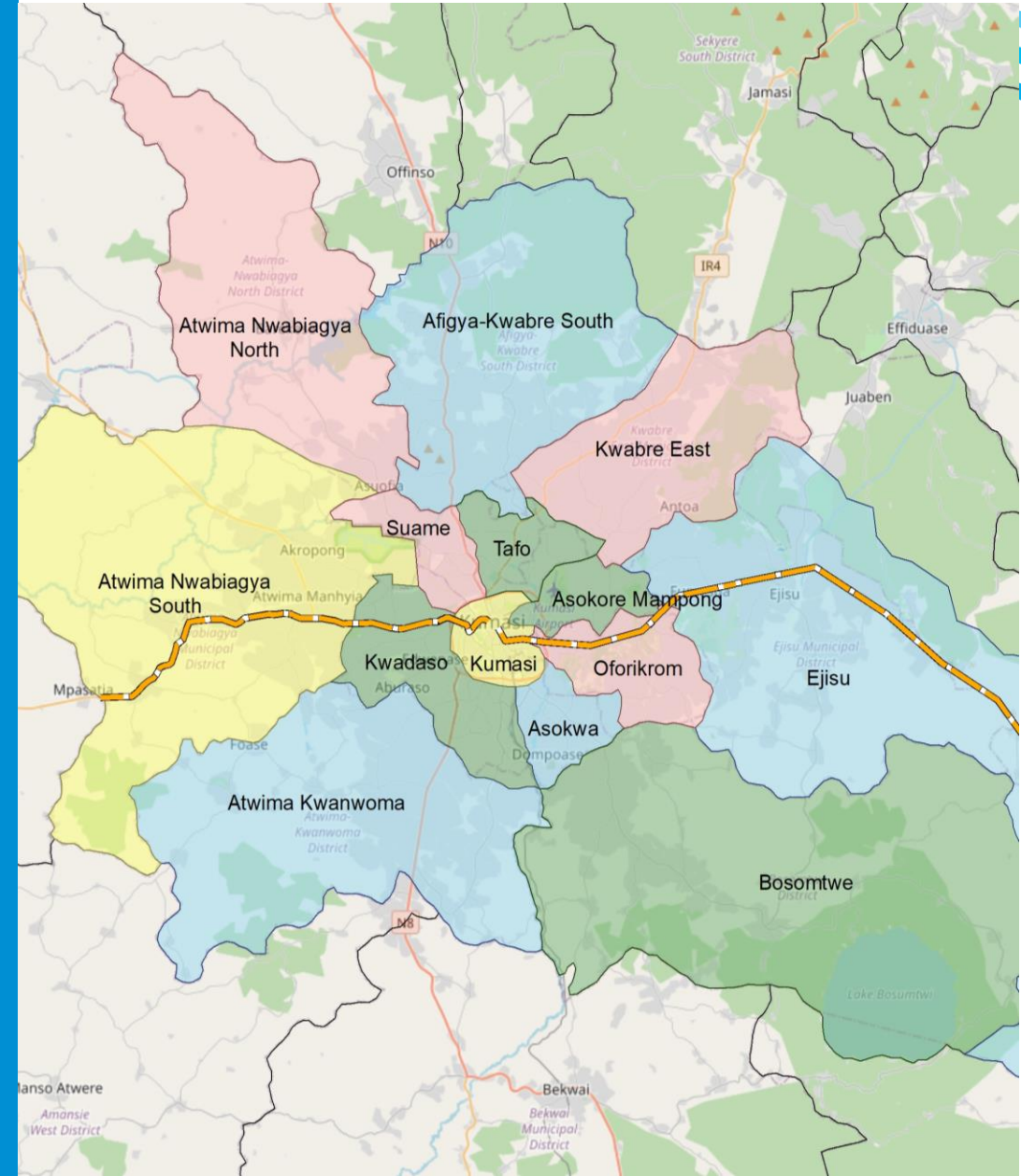


Highly complex institutional context

Improving urban mobility and accessibility in the Greater Kumasi Metropolitan Area (GKMA) involves:

- 5MMDAs
- regional government traditional authorities
- multiple line ministries,
- transport operators,
- transport unions,
- landowners,
- vehicle owners,
- transport users,
- pedestrians...

About KUMAP



KUMAP Focus Areas



Mobility			Accessibility
Transport Sector Institutional Strengthening <ul style="list-style-type: none"> • Institutional Reform • Industry Transition/ Re-organizing public transport service • Stakeholder Engagement • Etc 	Transport Policies/ Regulations <ul style="list-style-type: none"> • Fare Setting and integration • Vehicle/ Bus Standards • Safety standards • etc. 	BRT Infrastructure <ul style="list-style-type: none"> • BRT Corridors • ITS • Depots, stations • etc. 	Urban Growth Management <ul style="list-style-type: none"> • Local planning capacity building • Land information systems • Access and public space improvements • Urban land management capacity • Etc.
MLGDRD/ARCC/MMDAs	MoT/MMDAs	MRH/MMDAs	MLGDRD/MMDAs

KGID Activities



Developing a Green, Integrated, and Smart Public Transit System in Kumasi

1. Green transition of public transport industry

Review of policies

Stakeholder mapping and engagement

2. Multimodal integration of public transit system

Demand analysis

Developing high-level standards for ITS

3. Greening Urban Growth in Greater Kumasi

Transit Oriented Study on BTR corridors

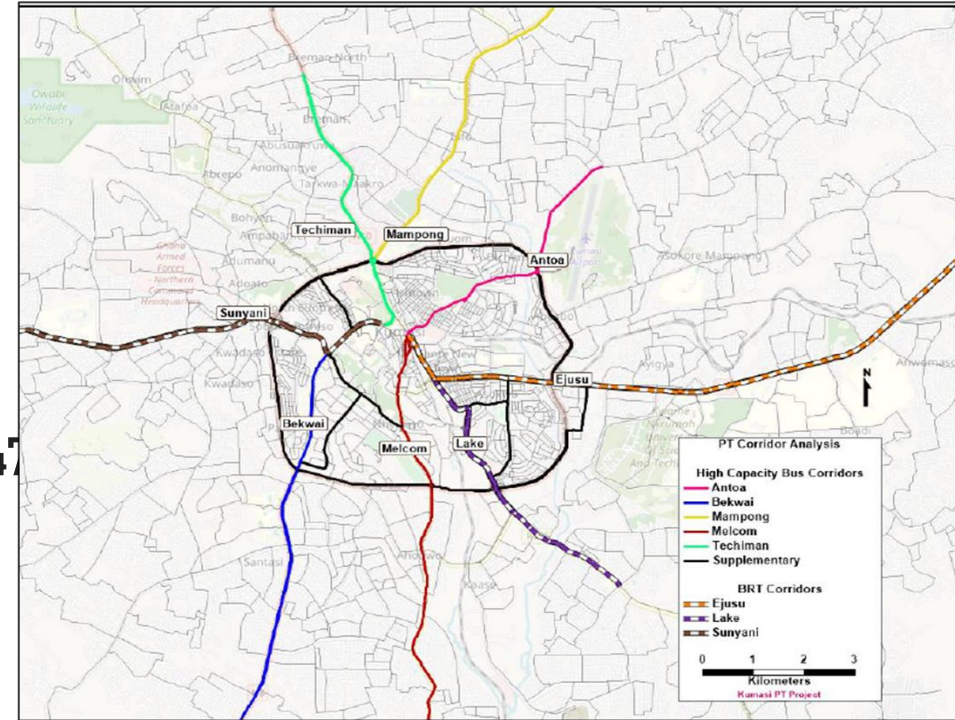
Baseline of land values study

4. Capacity Building

Potential impacts



- Institutional model for the governance of urban mobility:
National Metropolitan Passenger Transport Authority
Greater Kumasi Passenger Transport Authority
- BRT preliminary demand analysis conducted shows that 47 trotros routes needs to a restructured
- Identification of suitable areas for TOD investments
- Land value capture for municipal finance
- Capacity building of local governments on urban mobility



Next Steps



**Finalization of studies and
applying findings in BTR
designs**

**Preparation of a Blog & other
disseminations**



Thank you