



MOBILIZING THE CITY OF KUMASI THROUGH DECONGESTING OF THE CENTRE



CHALLENGES CONFRONTING THE CITY

- High migration into the city due to its Strategic location
- The increasing human and vehicular congestion of the city
- absence of an efficient urban public transportation system to move the over 2 million city inhabitants
- Non Functioning of Satellite Markets
- The growing demand of the informal economy for urban infrastructure and support services
- The proliferation of informal settlements (Slums)
- Vertical fiscal imbalance where our own resources cannot adequately meet development obligations
- Over reliance on intergovernmental transfers that are not stable, reliable and even inadequate (DACF)

WHO WAS MAINLY AFFECTED BY THE CHALLENGE, ISSUE, PROBLEM AND WILL BE ADDRESSED BY THE PRACTICE?

- **Transport Operators,**
- **Market Women,**
- **Traders,**
- **Inhabitants**

WERE DIFFERENT ROLES AND NEEDS OF WOMEN AND MEN AND VULNERABLE PEOPLE RELEVANT FOR THE CHALLENGE?

The project could potentially improve the commuting time and reduce travel cost, which would increase women and poor households' access to urban services at reduced travel cost thus creating fiscal space for them to invest in essentials of life.

WHAT WERE THE FRAME CONDITIONS FOR THE PRACTICE THAT WILL BE PRESENTED? (E.G. POLICY, LEGAL REGULATION, INSTRUMENT, REFORM APPROACH, DEMAND BY PEOPLE ACCORDING TO GENDER ROLES ETC.)

Many attempts have been made in the past to address the mobility problem with little results. Having reviewed the strengths and weaknesses with all such past interventions, this project seeks to surmount these by adopting the following strategies that enhances the benefits of the project by mitigating or completely eliminating the bottlenecks associated with interventions tried in the past.

- It adopts a multi-disciplinary and inter sectoral approach to the planning, design and implementation of the proposed interventions;
- Effective citizens engagement at all stages of the project planning, design and implementation and post implementation to increase ownership;
- Sustaining political will and social acceptability through effective public engagement and communication systems;

WHAT WERE THE FRAME CONDITIONS FOR THE PRACTICE THAT WILL BE PRESENTED? (E.G. POLICY, LEGAL REGULATION, INSTRUMENT, REFORM APPROACH, DEMAND BY PEOPLE ACCORDING TO GENDER ROLES ETC.)

- The approach adopted by the project that seeks partnerships (DEALS) holds the key to ensuring effective resource mobilization and subsequently post implementation sustainability;
- Develops a Monitoring and Evaluation system that places the intended beneficiaries of the project at the heart of the Monitoring and Evaluation system in order to ensure increase transparency and accountability.

WHICH ACTORS/ STAKEHOLDERS WERE INVOLVED?

- Transport Operators
- Market Women
- Traders
- Traditional Authority
- City Authorities

WHICH METHODS, TOOLS OR INSTRUMENTS HAVE BEEN DEVELOPED AND WERE APPLIED TO ADDRESS THE CHALLENGE?

In a city, where over 80% of the people are employed in the informal economy and operate in the centre, the solution seeks to create a fine balance between decongesting the city centre and retaining its economic vitality and agglomeration effects.

Move people and freight in and out easily and provide alternative locations for shoppers and businesses

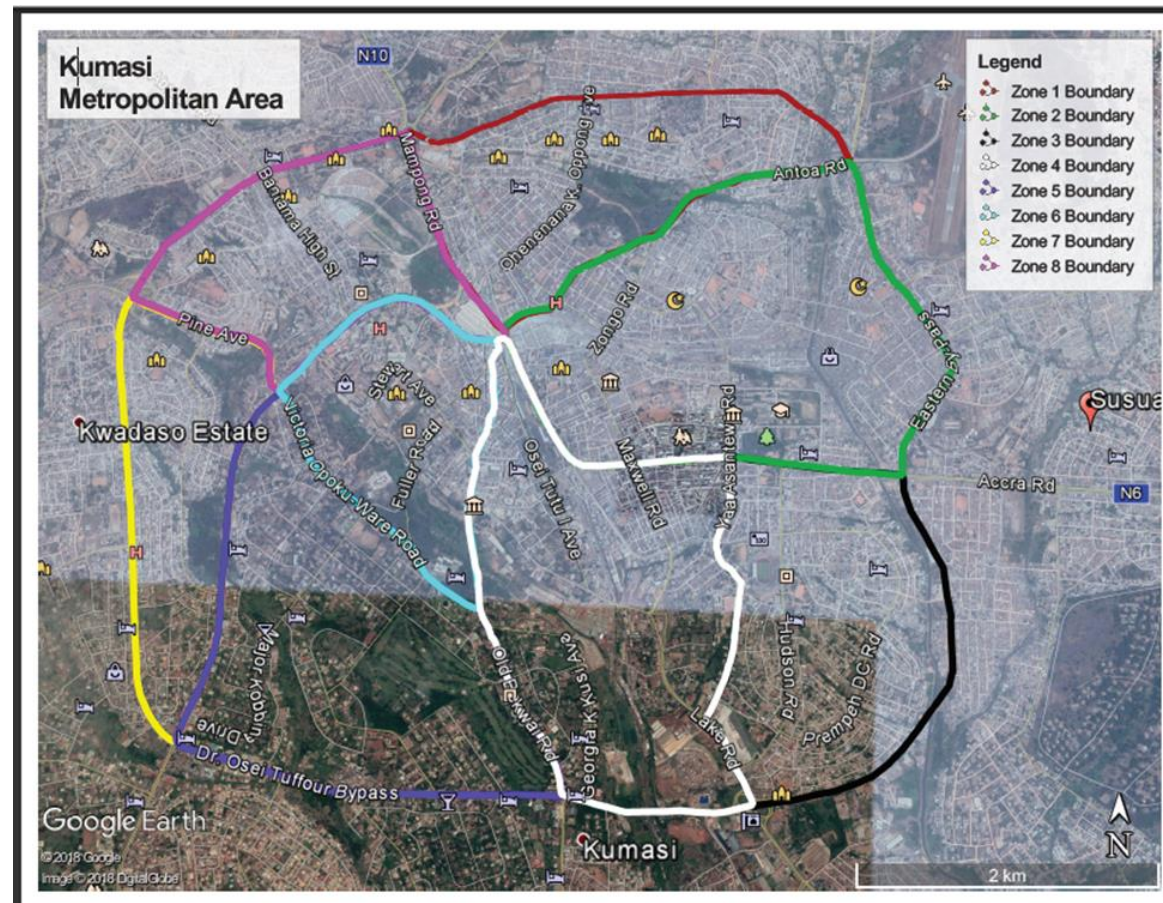
WHICH METHODS, TOOLS OR INSTRUMENTS HAVE BEEN DEVELOPED AND WERE APPLIED TO ADDRESS THE CHALLENGE?

The project seeks to achieve the following at least in the short to medium term:

- Decongesting the central Business District (CBD) whilst retaining its economic vitality and protecting small businesses;
- Enhancing accessibility and mobility in and out of the city centre;
- Ensuring efficient utilization of the road space especially in the centre;
- Creating alternative locations for businesses and shoppers to reduce traffic volumes in the centre; and
- Improving the revenue base of the Kumasi metropolitan Assembly.

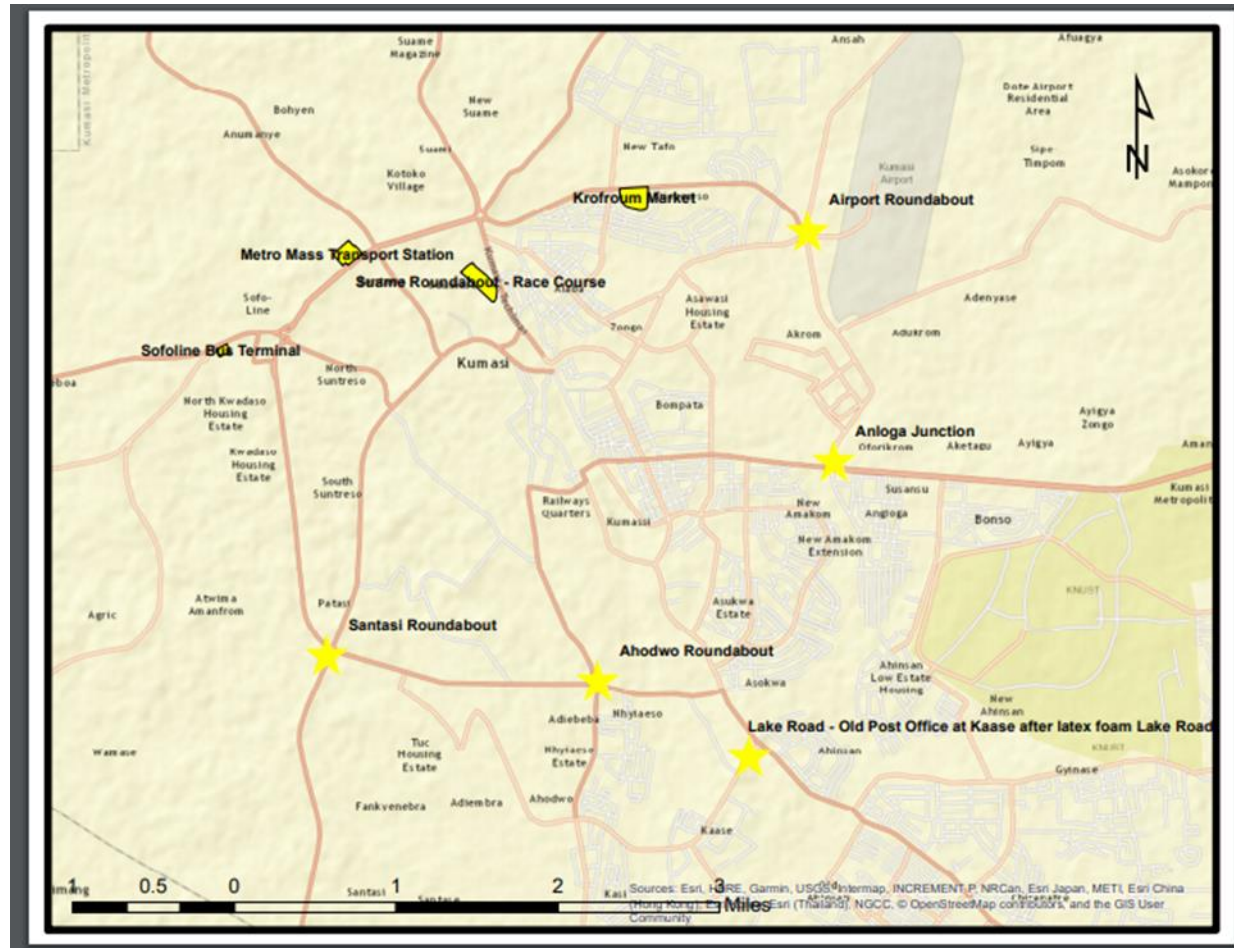
The three prong approach

Creating a system that efficiently move passengers and freights in and out of the city centre :



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The three prong approach

Building a multi-storey car park to reduce the incidence of on street parking and provide additional road space for the deployment of the high occupancy buses:

- Development of city occurred in the 1950's when car ownership rate was low and had state operated public transport system
- Total registered car rose from 42, 976 in 1995 to 1,230,468 as at 2010 (DVLA, 2011).
 - 17,248 and 462,002 are the total number of saloon or private vehicles for 1995 and 2010 respectively.

The three prong approach

Improving the quality of satellite markets to attract some businesses and shoppers from the centre

- A modern market with 988 retail spaces has been designed for construction next to one of the lorry terminal a few kilometers from the city centre but within the inner ring.
- Decongestion might lead to economic displacements especially for those who sell on road shoulders.
- Creates alternative spaces for these individuals to ply their trades thus mitigating the social consequences of the planned intervention

HOW DID THE PROJECT CONTRIBUTE TOWARDS MITIGATION OR ADAPTATION TO CLIMATE CHANGE? (DEPENDING ON THE PROJECT)

The project would lead to an improvement in environmental quality which would intend improve the quality of life of urban citizens.

Which were the concrete tangible results, outcomes and/or impacts of the good practice? Including benefits and/or negative effects for women and men and/or vulnerable people in the city

Expected Results

- Decongesting the central Business District (CBD) whilst retaining its economic vitality and protecting small businesses;
- Enhancing accessibility and mobility in and out of the city center;
- Ensuring efficient utilization of the road space especially in the center;
- Creating alternative locations for businesses and shoppers to reduce traffic volumes in the centre; and
- Improving the revenue base of the Kumasi metropolitan Assembly.
- An improved quality of life and our environment through the reduction of the excessive use of fossil fuel.

5. Lessons

- What are the main lessons learnt in the course of implementation of the good practice?
 - Are there any open questions that need to be dealt with?
 - What are the lessons learnt in relation to gender concerns?
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- Financial Issues
 - Compact Nature of the Central Business District
 - Suitable feasibility Studies

6. Transfer

- What are the necessary preconditions to transfer this practice to another place?
- What would be the first steps to take?
- What is important to take care of regarding different gender roles?