

24-Hour Economy Policy Support Services

Infrastructure and Administrative Services Needs Assessment Framework

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1. Introduction

Under the 24-Hour Economy Policy of the Government of Ghana, GAPTE is responsible for facilitating the planning and operationalisation of supportive bus services across the Metropolitan, Municipal and District Assemblies of the Greater Accra Metropolitan Area (GAMA). This document presents the Infrastructure and Administrative Services Needs Assessment Framework, identifying the interventions required to improve the efficiency and timeliness of travel within GAMA and support the national 24-Hour Economy agenda.

2. Operational Corridors - Aayalolo Bus Service

Four major arterial corridors are currently active under GAPTE's Aayalolo Bus Services:

1. Ashaiman-Tema / KN Motorway
2. Amasaman-Accra
3. Kasoa-Accra
4. Adentan-Accra

A fifth corridor via Abeka Lapaz (Awoshie-Accra route) offers significant near-term potential as the highest-volume passenger interchange in GAMA. Its 24-hour night market economy makes it a natural anchor for late-night bus services planned to operate from 8:00 PM to 5:00 AM, extending to the Kwame Nkrumah Circle enclave.

3. Institutional Collaboration

GAPTE will pursue an integrated programme of institutional collaboration with public agencies, road authorities, and service providers. Critical action points include:

5. Increasing commercial speeds through implementation of contra-flow traffic management.
6. Installation of traffic safety systems to support contra-flow operations.
7. Provision of bus priority measures at capacity-constrained and congested intersections.

4. Short-Term Interventions (Year 1)

Promotion of the 24-Hour Economy Policy

8. Branding of bus stops along operational corridors.

9. Branding of operational buses.
10. Refurbishment and branding of major terminals: Kinbu, Kasoa, Achimota, Adentan, and Amasaman.
11. Introduction of late-night bus services at Abeka Lapaz, Achimota, and KN Circle.

5. Medium-Term Interventions (Years 2-3)

Services, Technology, and Infrastructure Support

12. Re-activation of digital and electronic channels: Aayalolo e-payment system, transponder-based junction priority management, and digital service scheduling.
13. Implementation of contra-flow bus traffic management.
14. Piloting of dedicated bus lanes on corridor sections with more than two traffic lanes.
15. Terminal improvement works at Amasaman and Ofankor.

6. Long-Term Interventions (Years 3-5)

Sustainable Bus Operations and Service Expansion

Long-term investment in sustainable bus operations will be driven by a government-facilitated bulk fuel subsidy arrangement to bridge the transition to zero-emission vehicles. Key outcomes include:

16. Expanded service coverage reaching additional social and economic service centres across GAMA.
17. Access to international green finance through deployment of electric bus fleets.
18. Improved environmental and public health outcomes, reducing National Health Insurance expenditure on Respiratory Tract Infections.
19. A proactive transition to electric vehicles in anticipation of the projected 2030 decline in global Internal Combustion Engine production.

7. Rationale for Contra-Flow Operations

- **Efficiency:** Contra-flow and priority conditions allow buses to serve more passengers with fewer restrictions, increasing overall network productivity.
- **Bus Lane Separation:** Dedicated lanes on trunk corridors achieve higher persons-per-hour throughput for public transport.
- **Mass Transit Integration:** A bus-based system integrates readily with rail and other public transport modes.
- **Unidirectional Peak Flows:** Greater Accra's peak travel demand creates a natural opportunity for contra-flow bus operations.
- **Capacity Without Road Widening:** Contra-flow generates additional capacity where physical road expansion is constrained.
- **Mode Shift:** Meaningful journey time reductions will encourage shift from private cars to public transport.

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