

24-Hour Economy Policy Support Services

Work Programme and Implementation Guide 2024-2029

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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), which includes the Kasoa community forming part of the Functional Urban Area.

This Work Programme and Implementation Guide sets out a comprehensive set of supportive services and infrastructure interventions to improve the efficiency and timeliness of travel within GAMA, aligned with the national 24-Hour Economy Policy agenda, covering the period 2024 to 2029 across short-, medium-, and long-term implementation horizons.

2. Operational Corridors - Aayalolo Bus Service

Four major arterial corridors currently active under GAPTE's Aayalolo Bus Services form the foundation for extending public transport coverage across GAMA:

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

A fifth corridor via Abeka Lapaz (Awoshie-Accra route) represents a high-impact near-term opportunity. Abeka Lapaz hosts the largest concentration of transport routes from a single terminal in Greater Accra and serves as the highest-volume passenger interchange in the metropolitan area. Its round-the-clock night market economy makes it a natural anchor for late-night bus services planned to operate from 8:00 PM to 5:00 AM, with coverage extending to the Kwame Nkrumah Circle enclave.

3. Institutional Collaboration

GAPTE will pursue an integrated programme of institutional collaboration to ensure coordinated use of resources and evidence-based service delivery. Critical action points include:

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

GAPTE will collaborate with key public agencies to build the capacities of Assemblies within GAMA, equipping them with data tools to develop detailed Origin-Destination matrices in support of the 24-Hour Economy Policy.

4. Short-Term Interventions (Years 1-2)

Promoting the 24-Hour Economy Policy

8. Branding of bus stops along all operational corridors.
9. Branding of operational buses in GAPTE's fleet.
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 2-4)

Services, Technology, and Infrastructure Support

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

6. Long-Term Interventions (Years 4-6)

Sustainable Bus Fleet Transition and Service Expansion

GAPTE's long-term investment strategy focuses on transitioning to sustainable bus operations and expanding service coverage. A government-facilitated bulk fuel subsidy arrangement is recommended to support operations during the transition period, enabling:

16. Sustained service expansion improving accessibility to a broader range of social and economic centres.
17. Access to international green finance through the deployment of electric bus fleets.
18. Improved environmental and public health outcomes as zero-emission buses replace the diesel fleet, reducing National Health Insurance expenditure on Respiratory Tract Infections.
19. A proactive response to the projected 2030 decline in global Internal Combustion Engine vehicle production, positioning Greater Accra ahead of the curve on the transition to electric vehicles.

7. Rationale for Contra-Flow Operations

- **Efficiency:** Bus services can carry significantly more passengers per hour when given priority movement conditions including dedicated lanes and reduced conflict with general traffic.
- **Bus Lane Separation:** Dedicated bus lanes on trunk corridors achieve higher persons-per-hour throughput for public transport than mixed traffic conditions.
- **Mass Transit Integration:** A bus-based rapid transit system integrates readily with rail and other modes, forming the foundation of a comprehensive mass transit network.
- **Unidirectional Peak Flows:** Greater Accra's peak travel demand is predominantly unidirectional, creating a natural opportunity for contra-flow bus operations.
- **Capacity Without Road Widening:** Contra-flow arrangements generate additional network capacity where physical road expansion is constrained.
- **Mode Shift Incentive:** Meaningful journey time reductions will encourage travellers to shift from private cars to public transport.

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