

Kumasi, Ghana

Sustainable Urban Mobility Plan

Completed

Basic information

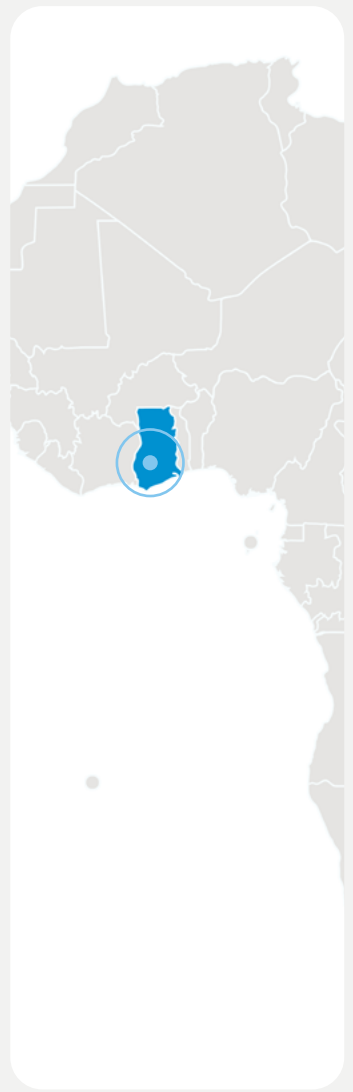
| | |
|---------------------|---------------------------|
| Urban area | → 2,603 km ² |
| Population | → 2,945,000 (2021 census) |
| Growth rate | → 4.00% |
| Region capital city | |
| GDP per capita | → USD 4,700 (National) |

Motorised Modal Share (Road Space Usage)

| | |
|---------------------------------------|-------|
| Formal public transport (Bus): 15% | → 15% |
| Informal public transport (Trotro) | → 53% |
| Private cars | → 14% |
| Taxis | → 12% |
| Freight vehicles | → 1% |
| Other (LDV) | → 4% |

(For all modes, not only road)

| | |
|--------------------------------------|-----------------------------|
| NMTs | → 16% |
| Private cars/bikes | → 20% |
| Public transport | → 63% |
| National GHG emissions per capita | → 1.5 (tCO ₂ eq) |
| Exposure to climate change | → MEDIUM |



Context

Kumasi functions as a major administrative, commercial and transport hub in central Ghana, with a dense Central Business District (CBD). The city's economy is strongly driven by trade, services and informal activities concentrated in the CBD, alongside major industrial clusters, including one of the largest informal industrial and vehicle-repair hubs in West Africa. At the regional scale, Kumasi plays a strategic nodal role in national mobility, hosting key institutions, markets, industrial zones and the country's second-largest airport, and serving as the principal economic and transport gateway for the Ashanti Region.

Support from the Partnership

Technical Assistance: Support to develop Sustainable Urban Mobility Plan (SUMP)

Founded by: Agence Française de Développement (AFD)

Funding amount: EUR 500,000

Implemented by: AFD through the MobiliseYourCity Africa Program

Local counterpart: Kumasi Metropolitan Assembly (KMA)

Consultant(s) involved: Ingerop, Rendel, and Building and Road Research Institute

SUMP project completion: 2024Q1

SUMP project adoption: 2024 Q1 Technical

Link to the full SUMP report: [Kumasi SUMP - Final Report | MobiliseYourCity](#)

SUMP Summary

| SUMP Status | Adopted |
|------------------------------|---|
| SUMP development timeline | MobiliseDays Q4 2021 Urban mobility diagnosis Q2 2022 SUMP validation Q4 2023 |
| SUMP Vision | Safe walking, quality PT, optimized road use, empowered institutions |
| GHG reduction | Down to 470 kt (2030) and 730 kt (2040) |
| Modal share target (PT) | Reduction from 71% (2030) to 57% (2040) |
| BRT population coverage | 6% of the population will be covered by BRT in both 2030 and 2040 under the SUMP. |
| Total investment requirement | USD 997 million This includes investments across: <ul style="list-style-type: none">• Public transport enhancement• Road network development• NMT infrastructure• Traffic management• Parking management• Institutional reforms |

SUMP preparation process and stakeholder involvement

Geographic dimension

The SUMP study area is defined as the Expanded Kumasi Area, consisting of Greater Kumasi (7 MMDAs) and 10 additional surrounding MMDAs. This corresponds to the functional urban area on which all SUMP analyses, indicators, scenarios, and actions are based.

Stakeholder Involvement Process:

The SUMP development involved a structured, multi-tiered participation mechanism that combined steering committees, technical committees, a task force, bilateral interviews, and citywide engagement events.

Committees and Participation Structure

- Technical Committee Meetings (April 2022, July 2022, March 2023, Oct 2023): diagnosis review, objectives, vision, scenarios, action plan
- Steering Committees (July 2022, March 2023, Oct 2023): validation of diagnosis, scenario selection, approval of action plan

In addition, stakeholders were identified based on geography, governance structure, institutional mandates, and traditional factors. The process aimed to clarify roles, responsibilities, and resource constraints. Interviews were conducted with MMDAs, transport unions, DUR, DFR, GHA, EPA, and ministries, gathering information on the mobility context, ongoing projects, institutional capacities, and expectations for the SUMP.

MobiliseDays was a major public engagement event, co-chaired by the French Ambassador, that brought together transport operators, local politicians, business associations, and the media. Lessons highlighted the importance of education on mobility issues, enforcement, gender-inclusive mobility, public transport reform, and stakeholder commitment.

The Kumasi SUMP was validated through its formal governance process, with final steering-committee endorsement in October 2023 and official completion and adoption in 2024. The technical committee prepared and advised on the preferred hybrid scenario. In contrast, the steering committee, chaired by the Regional Minister and composed of MMDA Chief Executives, Coordinating Directors and the Regional Coordinating Council, approved the action plan. With adoption secured, the SUMP is now transitioning from strategic planning to a phased, operational implementation programme.

Diagnosis of urban mobility in Kumasi

Transport infrastructure and services

Kumasi is structured around a radial road network that converges on a dense, highly congested city centre. The inner ring road is incomplete and partially single-carriageway, creating bottlenecks. Road infrastructure quality varies: while several arterial roads remain in good condition, feeder and local roads suffer from poor pavement, drainage issues, and encroachment. Non-motorised transport (NMT) infrastructure is critically lacking. Sidewalks are absent along most major corridors; where they exist, they are obstructed by vendors, informal parking, and bus boarding activities. Pedestrian crossings and lighting are insufficient, contributing to high pedestrian fatality rates.

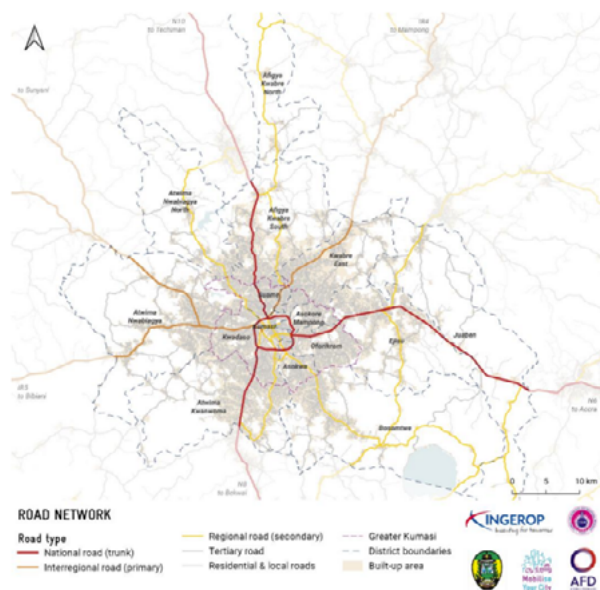


Figure 29/ Expanded Kumasi road network
Created from OpenStreetMap data

Figure 1 Expanded Kumasi road network

Public transport is predominantly provided by trotros, shared taxis, and a limited formal bus system (Ahyɛɛ). The system has excessive route duplication, with 450+ routes identified, and relies heavily on informal stops and “fill-and-go” operations. While coverage is extensive, reliability is low, waiting times fluctuate, and services converge chaotically into central terminals. Stations often lack sufficient space, and access roads around them are congested.

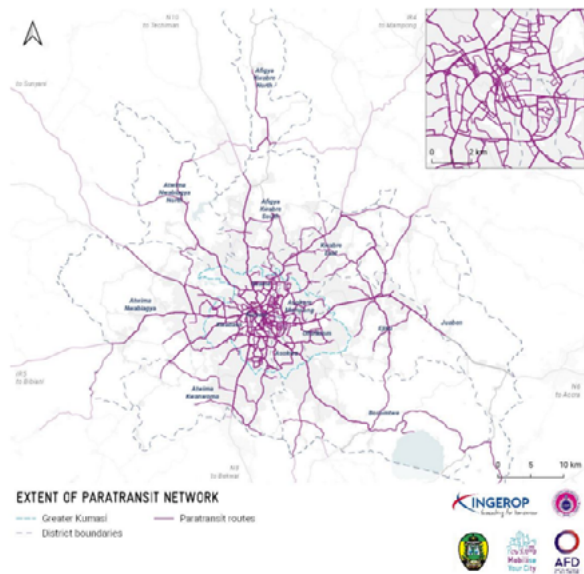


Figure 34: Extent of the paratransit network

Created from 2022 paratransit survey and BRT feasibility studies (ROM for the Department of Urban Roads, 2020)

Figure 2 Extent of the paratransit network created from the 2022 paratransit survey and BRT feasibility studies (ROM for the Department of Urban Roads, 2020)

Urban freight depends almost entirely on mixed-traffic road corridors. Freight flows concentrate at Suame Magazine, Kaase industrial zone, and market areas, where poor spatial organisation and encroachment exacerbate congestion. Overall, infrastructure inadequacies—particularly NMT gaps, and the absence of a structured, hierarchical public transport network generate inefficiencies, safety risks, and long travel times.

Mobility patterns and modal split

Kumasi has a high dependency on paratransit and relatively short travel distances. The mobility rate is 75%, with an average of 2.1 trips per mobile person per day. Trotros dominate the modal share, accounting for 50% of trips, followed by walking (15%, underreported) and private cars (14%). Private motorisation is rising, with 25% of households owning a car, although vehicle occupancy rates remain low. Spatial analysis reveals a strong centralisation of mobility flows: most trips occur within the inner ring or between the inner ring and the CBD. Outer-ring residents take longer, less frequent trips due to lower accessibility and fewer nearby services. Public transport is the preferred mode for inter-zonal travel, but walking remains fundamental for short-distance movements, particularly in low-income neighbourhoods.

Peak-period congestion is pronounced on arterials feeding the CBD, where morning travel times may double due to bottlenecks and limited alternative routes. Gender disparities are evident: women travel less, rely more on walking and paratransit, and face safety challenges in both modes. The dominance of paratransit, coupled with the absence of integrated schedules and the prevalence of “short-short” practices, results in unpredictable travel times, multiple transfers, and low-quality service for passengers.

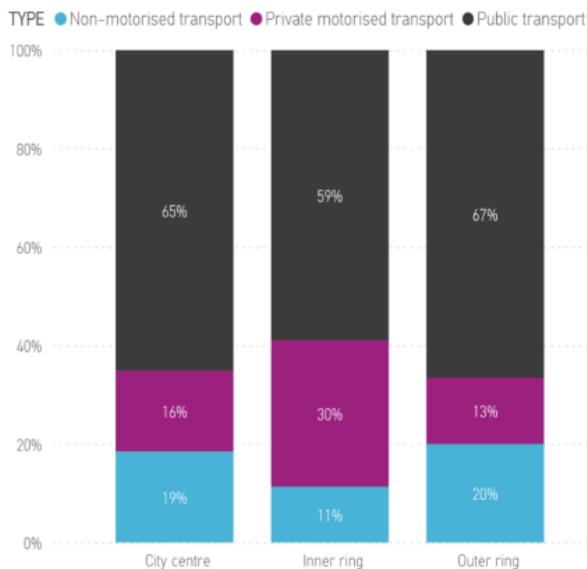


Figure 46: Modal share in number of travels according to the area
Created from Household survey, 2022

Figure 3 Modal share in number of travels according to the area created from household survey, 2022

Figure 46: Modal share in number of travels according to the area
Created from Household survey, 2022

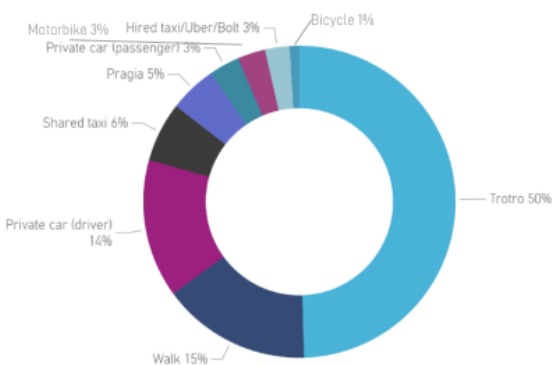


Figure 47: Modal share (in number of travels)
Created from Household survey, 2022

Figure 4 Modal share (in number of travels) created from household survey, 2022

Road safety

Kumasi faces a serious public health concern, with pedestrians representing the majority of fatalities. Spatial analysis shows accident clusters around major intersections, particularly Kejetia, Suame Roundabout, and Anloga Junction, where pedestrian flows and mixed traffic intensities are highest. Fatalities over time show persistent high levels, with limited improvement despite periodic enforcement campaigns. Structural risk factors include lack of sidewalks and safe crossings, poor lighting in residential and peri-urban areas, competition for road space between vehicles and informal activities, high-speed segments entering dense neighbourhoods, and an increase in illegal operations such as tricycles (pragias).

Vulnerable groups, women, children, and elderly residents face elevated risks due to insufficient NMT facilities and unsafe boarding/alighting environments. Enforcement remains reactive rather than preventive, and traffic-calming measures are scarce across the network.

Kumasi's road safety profile reflects systemic infrastructure and governance weaknesses that disproportionately affect vulnerable road users.

Accessibility and social dimensions of mobility

While the inner ring enjoys high proximity to jobs, education, and health services, outer MMDAs rely heavily on long, costly paratransit trips to access essential services. Only a fraction of the population lives within 500 m of a structured public transport corridor, limiting access for low-income households.

Gendered mobility patterns are clearly evident: women who rely more on walking and paratransit face increased safety risks at night; they spend a larger share of income on mobility; and they undertake more trip-chains linked to household responsibilities.

Transport poverty is widespread in peripheral areas, where transport costs consume a significant share of household income and travel options are limited. People with disabilities face significant accessibility barriers, such as inaccessible vehicles, a lack of ramps, and sidewalk obstructions.

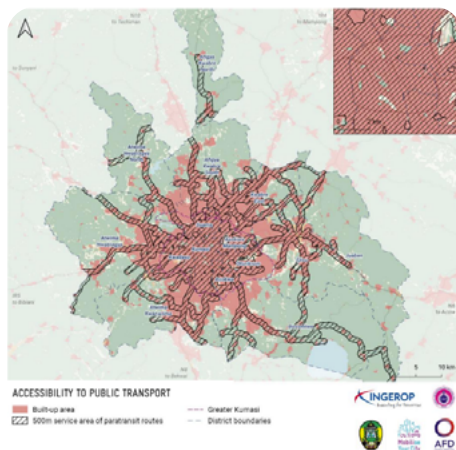


Figure 53: 500m accessibility to the public transport network
Created from paratransit survey (2022), BRT Projects Feasibility Study (ROM for Department of Urban Roads, 2020), and ESRI Land Cover 10m 2021

Figure 5 500m accessibility to the public transport network

City liveability is affected by pollution, noise, congestion, and unsafe streets. Informal traders occupy road space due to a lack of designated vending zones, creating both livelihood opportunities and mobility conflicts. Accessibility gaps are therefore not merely spatial but socio-economic and gendered, reinforcing disparities in opportunities and quality of life.

Environment and Climate Impacts:

Transport emissions in Kumasi are moderate by international standards (126 kg CO₂e per capita), largely due to high usage of shared modes. However, GHG emissions are expected to increase significantly by 2030 and 2040 under a business-as-usual scenario, driven by motorisation growth and urban sprawl.

Air quality in Kumasi constitutes a significant urban environmental challenge. Measurements indicate persistent PM_{2.5} concentrations exceeding WHO guideline values, with Air Quality Index (AQI) levels above 100—classified as “unhealthy for sensitive groups”, particularly in central nodes such as Kejetia. Roadside pollution is strongly associated with ageing diesel vehicle fleets, chronic congestion, and unpaved road sections that contribute to particulate resuspension.

In parallel, noise pollution is concentrated along major transport corridors and terminals, adversely affecting urban liveability and contributing to stress-related health impacts. Without targeted intervention, continued traffic growth and dependence on obsolete vehicle fleets are expected to exacerbate local air pollution and accelerate greenhouse gas emissions, thereby undermining both public health outcomes and climate mitigation objectives.

Institutional and regulatory aspects:

The governance of UEBN mobility in the Expanded Kumasi area is highly fragmented, both horizontally (across institutions) and vertically (between national, regional, and local levels). At the national level, responsibilities are divided between the Ministry of Roads and Highways (MRH), which oversees infrastructure, and the Ministry of Transport (MoT), responsible for public transport operations and regulatory frameworks. While both ministries maintain regional representatives, strategic decision-making and budget allocation remain centralised in Accra, limiting responsiveness to local mobility challenges.

The 16 MMDAs that constitute the Expanded Kumasi area possess limited regulatory and operational leverage, despite being legally mandated to regulate local public transport, enforce by-laws, and maintain local roads. The many Departments of Transport (DoT) regulate paratransit licensing and route allocation, yet they lack digital databases, up-to-date fleet inventories, and enforcement capacity. The Urban and Metropolitan Roads Departments (URD/MRD) perform routine maintenance but lack predictable financing and autonomy to initiate infrastructure projects.

Paratransit is relatively well-regulated on paper; drivers, vehicles, and routes must be registered, but enforcement is weak in practice. Half of the paratransit system operates informally (wa-was), affecting safety, revenue collection, and the reliability of planning. Enforcement of traffic rules, encroachment, parking management, and route compliance is inconsistent, partly due to limited coordination between MTTD, MMDA Transport Departments, and NRSA. Overall, institutional fragmentation, low enforcement capacity, and weak multilevel coordination hinder the development of an integrated approach to mobility planning, road safety, and public transport modernisation.

SUMP visions and goals

The vision for mobility in Kumasi was articulated around four mottos:

“A city where it is safe and pleasant to walk, offering an improved urban environment”;

A city offering a quality public transport system for every need

A city where road use is optimised through infrastructure and traffic management

A city offering its local officials the tools to manage mobility effectively.”

General objectives for Kumasi SUMP

Adopted through participatory workshops involving the task force and key stakeholders, Kumasi's SUMP establishes a structured set of objectives to guide mobility transformation in the Expanded Metropolitan Area. These objectives prioritise improving road safety and pedestrian conditions, while enhancing the public transport system in terms of accessibility, operational efficiency, intermodality, and user security. The SUMP further seeks to strengthen the institutional and financial framework governing mobility, improve traffic circulation and parking management, particularly in congested central areas, reduce environmental externalities, reinforce regulatory and enforcement mechanisms, and promote public education on mobility-related issues.

Complementing these objectives, the institutional and regulatory vision aims to consolidate governance capacity and improve implementation effectiveness. Central to this vision is the progressive establishment of a dedicated Transport Authority to increase local autonomy in mobility planning and regulation. The framework also calls for stronger and more consistent enforcement systems, the legalisation and regulation of currently informal or illegal modes such as *pragia*, the development of robust monitoring and reporting mechanisms to support data-driven decision-making, and sustained capacity-building efforts targeting both public institutions and mobility stakeholders.

Identification of integrated packages of measures: During a major taskforce workshop, stakeholders first identified objectives, then proposed measures grouped into integrated action packages, which later formed the basis of the SUMP action plan.

Examples include:

- NMT improvements (sidewalk renewal, cycle lanes, traffic calming)
- Public transport modernisation (trotro renewal, Type B routes, mass transit backbone)
- Traffic and parking management (junction upgrades, structured parking)
- Environmental measures (GHG reduction, noise and air pollution reduction)
- Institutional strengthening (regulation, enforcement, revenue framework)
- Very Long-Term Vision (post-2040): A visionary future mobility map is presented, serving as the long-term target beyond SUMP phasing.

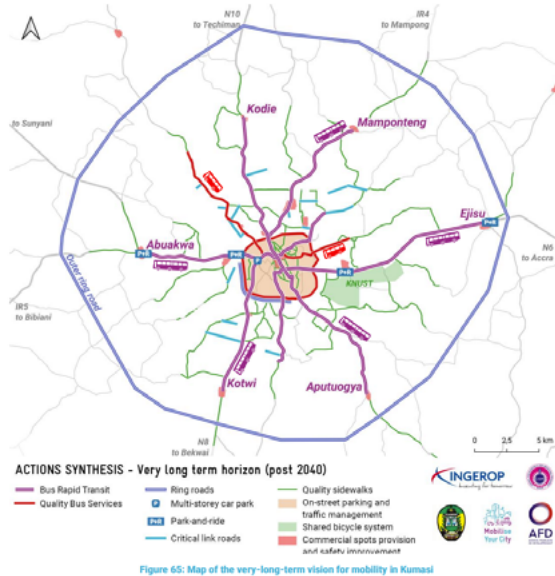


Figure 6 Map on the very long term vision for mobility in Kumasi

Test scenarios and selected scenario

Overview of scenarios prepared for the SUMP (2040 horizon):

Two coherent SUMP scenarios were developed for the 2024–2040 timeframe. Both draw on the SUMP’s very-long-term vision but prioritise different levers. Scenario A “Focus on Public Transport” prioritises massification and quality of public transport (large-scale BRT + Quality Bus Services), together with targeted NMT and station upgrades. Scenario B “Focus on Infrastructure & NMT” prioritises road and non-motorised transport investments, traffic management and road safety, with a more limited BRT roll-out. The two scenarios were assessed against the SUMP objectives (safety, public transport, traffic & parking, sustainability, institutional feasibility and cost), resulting in trade-offs between modal shift and cost/urban-safety outcomes.

- **Scenario A: Focus on Public Transport**

Scenario A emphasises the massification of public transport to achieve a significant modal shift from private cars to high-capacity public modes. It envisages an extensive BRT roll-out on the main corridors, complemented by quality bus services and station/terminal upgrades, and targeted NMT works (mainly to support BRT corridors).

- **Scenario B: Focus on Infrastructure & Non-Motorised Transport (NMT):**

This seeks to improve road safety, pedestrian and cycling conditions and traffic flows, while still including targeted public transport investments (but fewer/less-intensive BRT corridors than Scenario A).

Selected scenario (hybrid) – what was chosen and why?

Following technical and steering committee reviews (technical committee on 28 March 2023; steering committee on 30 March 2023), a hybrid scenario, which combines the most effective elements of Scenarios A and B, was selected.

The hybrid keeps the ambitious public-transport components (massification where most effective) while incorporating the road, traffic management and NMT measures needed for safety, accessibility and urban quality. The hybrid was subsequently refined (October 2023) to make the action plan operationally realistic and financially feasible; the scope of some actions was reduced during that refinement.

Main features of the selected (hybrid) scenario:

- Public transport backbone: heavy investment in public transport (BRT – Bus Rapid Transit and QBS – Quality Bus Service), plus renovation of trotro stations and construction of new terminals in the CBD to support high-capacity, reliable services.
- BRT remains a backbone on priority corridors (two main urban corridors were highlighted in the SUMP development as examples), with QBS and improved Quality Trotro Services (QTS) forming the three-tier network (BRT / QBS / QTS).
- NMT and pedestrian priority: extensive construction of quality sidewalks (more than 100 km) phased to 2035, and a pilot/shared bicycle system (KNUST campus) to promote cycling and behavioural change.
- Traffic management & road works: dualisation of critical sections (notably inner ring road dualisation), development of critical link roads, and a centralised traffic management system (signal control) to improve operations in the CBD and main corridors.
- Parking and demand management: multi-storey car park(s) for the CBD (to remove on-street parking), organised on-street parking outside the core, and park-and-ride facilities on selected BRT corridors to promote intermodality.
- Institutional measures: creation/strengthening of a Transport Authority, enforcement task force, integration and regulation of informal modes (e.g., pragia), and capacity building for local stakeholders.

Phasing and realism: the hybrid scenario was refined in October 2023 to reduce scope where needed and ensure the SUMP is operationally and financially realistic; it was converted into a phased, costed action plan with responsibilities and potential funding sources.

The hybrid scenario seeks a middle ground: it delivers substantial modal shift and GHG reductions through public transport massification while delivering the road safety, NMT, and traffic-management gains that protect pedestrians, improve the Central Business District (CBD) functioning, and make public-transport investment work in practice.

SUMP key measures

The following table highlights the most significant measures identified in the SUMP (in EUR, considering 1 EUR = 1.10 USD).

| Cluster | Measure | Cost (EUR) | Proposed financing source | Implementation schedule | Category |
|-------------------------------------|---|------------|-------------------------------|-------------------------|---------------------|
| Non-motorised transport improvement | Development of quality sidewalks | 120 | National domestic (DUR/MMDAs) | Short & Medium term | Physical investment |
| Non-motorised transport improvement | Shared bicycle system (studies – KNUST) | 0.3 | Local domestic (OfMA) | Short term | Studies |
| Traffic & safety improvement | Urban streets guidelines | 0.4 | National domestic (DUR) | Short term | Policy & regulation |

| Cluster | Measure | Cost (EUR) | Proposed financing source | Implementation schedule | Category |
|------------------------------|---|------------|-------------------------------------|-------------------------|------------------------------|
| Traffic & safety improvement | Extensive road safety program | 10 | National domestic (DUR/MMDAs) | Short term | Physical investment |
| Traffic & safety improvement | Regulated commercial spots | 2 | National domestic (DUR/MMDAs) | Short term | Physical investment |
| Traffic management | Traffic plan preparation | 0.4 | Local domestic (KMA) | Short term | Studies |
| Traffic management | Improvement of 20 junctions | 4 | National domestic (DUR) | Short term | Physical investment |
| Traffic management | Centralised traffic management centre | 1 | National domestic (GoG) | Short term | Physical investment |
| Road network development | Inner ring road dualization | 22 | National domestic (GoG) | Medium term | Physical investment |
| Road network development | Development of critical link roads | 93 | International (GoG donor loan) | Short & Medium term | Physical investment |
| Parking management | Development of on-street parking | 0.6 | Local domestic (KMA, AskMA, AMMA) | Short term | Physical investment |
| Parking management | Multi-storey car park (studies) | 0.3 | Local domestic (KMA) | Medium term | Studies |
| Public transport enhancement | Restructuration of public transport (studies) | 2.5 | Local domestic (GKTA) | Short term | Studies |
| Public transport enhancement | Public transport monitoring tool | 1 | Local domestic (GKTA) | Short term | Other (digital system) |
| Public transport enhancement | BRT - infrastructure & ITS | 362 | International (GoG donor loan) | Short term | Physical investment |
| Public transport enhancement | BRT - rolling stock | 125 | International (GoG donor loan) | Short term | Physical investment |
| Public transport enhancement | BRT - studies | 15 | International (GoG donor loan) | Short term | Studies |
| Public transport enhancement | QBS - infrastructure & ITS | 52 | International (GoG donor loan) | Short & Medium term | Physical investment |
| Public transport enhancement | QBS - rolling stock | 120 | National domestic (GoG) or Operator | Short & Medium term | Physical investment |
| Public transport enhancement | QBS - studies | 2 | International (GoG donor loan) | Short term | Studies |
| Public transport enhancement | QTS - scrapping bonus | 29 | Local domestic (GKTA) | Short & Medium term | Policy / financial incentive |
| Public transport enhancement | QTS - basic infrastructure | 20 | International (GoG donor loan) | Short & Medium term | Physical investment |
| Public transport enhancement | QTS - terminals | 11 | International (GoG donor loan) | Medium term | Physical investment |
| Public transport enhancement | QTS - studies | 0.5 | International (GoG donor loan) | Short term | Studies |
| Institutional arrangements | Creation of Transport Authority & enforcement | 3 | National domestic (GoG) | Short term | Policy & regulation |
| Institutional arrangements | Integration & regulation of pragia (studies) | 0.2 | National domestic (GoG) | Short term | Policy & regulation |
| Institutional arrangements | Parking fining system | N/A | Not specified | Short term | Policy & regulation |
| Institutional arrangements | Periodic capacity building | N/A | Not specified | Continuous | Other (capacity building) |

SUMP expected results and impact

| Indicator | Impact 2030 (SUMP vs BAU) | Baseline - 2022 | Projected 2030 BAU | Projected 2030 SUMP scenario |
|---|---|--------------------|-----------------------|---|
| Total annual GHG emissions (Mt CO₂eq) | -0.080 Mt CO ₂ -eq | 0.370 | 0.550 | 0.470 |
| Annual transport-related GHG emissions per capita (kg CO₂eq) | -19.5 | 119.35 | 134.15 | 114.63 |
| Access Increase of share of population living ≤500 m of a public-transport stop | +13 percentage points | 62% | 62% | 75% |
| Air pollution Mean PM _{2.5} at road-based stations (µg/m ³) | Not given as a numeric decrease – report: SUMP 2030 improves over BAU but remains worse than baseline | 35.1 | "Worse than baseline" | "Worse than baseline, better than BAU" No single µg/m ³ delta is quantified in the SUMP tables. |
| Modal share Public transport, walking and cycling | Increase in overall PT & NMT share: +4 percentage points | 80% | 72% | 76% |
| Road safety Traffic fatalities (per 100,000 inhabitants) | -1.5 | 8.4 | 9.6 | 8.1 |
| Affordability of public transport % of disposable household income spent on public transport (2nd quintile) | ≈ -1.7 percentage points | 21.1 % | 21.1% | 19.4% |

Insights from practice: lessons learned from the SUMP development process

Growth and mobility pressures require integrated planning

Rapid population growth, urban sprawl and rising car ownership will exacerbate congestion and competition for space. Despite a functional public-transport system, the lack of coordination between modes and urban planning and the absence of multimodal alternatives risk undermining mobility.

Kumasi's population is growing quickly, and urban sprawl is increasing housing demand, leading to more congestion, longer travel times, and a saturated city centre. Car ownership is expected to rise, especially as the gender gap narrows, further intensifying competition for limited urban space and squeezing public-transport terminals. Although the current public-transport system works well and is affordable, it faces conflicts between different modes and a lack of coordination with urban planning. The road network is largely complete and well-maintained, but there are few alternatives to road transport, and traffic around the Kejetia market is particularly bad. Together,

these insights underline the need for an integrated planning approach that manages growth, coordinates modes and invests in multimodal alternatives.

Seizing opportunities while addressing threats and implementation challenges

Successful implementation of the Kumasi SUMP hinges on leveraging opportunities, such as supportive institutions, public acceptance of public transport, investor interest, and upcoming World Bank BRT plans, while addressing threats, including limited terminal space, the fragile trotros business model, affordability issues, unplanned growth, and Ghana's recent fiscal constraints. Kumasi's mobility landscape contains both opportunities and threats. Opportunities include the presence of Department of Transport (DOT) entities and transport unions, the broad acceptance of public transport by residents and investors' interest in the city. Threats include the scarcity of land for terminals, risks to the economic viability of trotros, affordability concerns for passengers, and the rapid, unplanned expansion of the metropolis.

SUMP finance leverage

Leveraged financing (resulting from or enabled by the SUMP preparation process)

| Description | Source of financing | Status | Amount (EUR) | Type |
|---|--|---------|---|------------------------------|
| KUMAP (Kumasi Urban Mobility & Accessibility Project; BRT corridors) ¹ | World Bank Ghanean government Private sector | Secured | 184,000,000 18,400,000 46,000,000 | Loan, domestic, equity |

Perspectives for implementation

Kumasi is structuring institutional enablers and a blended financing model to operationalise the SUMP.

To move from plan to projects, the city and its partners intend to establish the institutional architecture defined in the SUMP, including a Transport Organising Authority (Greater Kumasi Transport Authority), an enforcement taskforce and a mobility observatory for monitoring and evaluation. Implementation will be phased to prioritise short-term "quick wins" that build credibility while sequencing larger investments. Financing is structured through a blended model combining Government of Ghana consolidated funds and line ministries (notably for road and institutional works), donor loans and grants channelled via the Government, assumed to cover most major capital costs, limited direct MMDA/GKTA contributions for smaller components, and selective private/PPP investment for commercially viable elements such as bike-share systems, commercialised car parks and potentially operator-funded rolling stock.

¹ <https://documents1.worldbank.org/curated/en/0995050005112287960/pdf/P17876700b7de70a0b1040b5867cfad3df.pdf>

Alignment with donor programmes and macro-fiscal constraints will shape the delivery of SUMP.

The SUMP explicitly recognises the need to adjust scope where necessary, to sequence investments realistically, and to negotiate financing packages with government and development partners. The World Bank's preparation of the Kumasi Urban Mobility and Accessibility Plan (KUMAP), including a prospective BRT system, represents a major opportunity and is closely aligned with SUMP objectives; the Bank has participated in the planning process and is expected to consider the project in 2025. However, Ghana's sovereign payment default since 2022 has constrained the preparation of new projects, although ongoing debt restructuring may ease this constraint. Effective implementation will therefore depend on leveraging external support while simultaneously strengthening local institutional capacity to address financial, spatial and governance challenges.

Last updated December 2025