

Kurunegala, Sri Lanka

Partner city

Status of the project: Ongoing Sustainable Urban Mobility Plan



Basic Information

Urban area: 11 km²

Population: 122,172 | Growth rate: 1.4%

Region capital city

GDP per capita: USD 3,853

Modal Share:

Formal public transport: 25.3%

Informal private transport: 16.2%

Walking: 11.8%

Cycling: 1%

Private cars: 22.3%

Private motorbikes or 2-wheelers: 18.7%

Taxis: 1.3%

Other: 3.4%

National GHG emissions per capita: 1.67 (tCO₂eq)

Exposure to climate change: LOW

Context

Kurunegala has 120,000 inhabitants, including 30,000 in the urban core. Despite being a relatively small city for Sri Lanka, it is the capital city of both the North-western Province and the Kurunegala District.

According to the National Physical Plan (NPP) updated by the National Physical Planning Department (NPPD) of the Ministry of Megapolis and Western Development (MMWD) in 2018, the Kurunegala urban area could grow to 1,000,000 inhabitants by 2050. The city is also expected to meet an annual growth rate of 2.5%, the highest of Sri Lanka. Kurunegala is expected to become one of the main urban centres – even a “metro region” – of the East-West Development Corridor that guides the spatial and economic development at the national scale. Consequently, Kurunegala will face many challenges regarding urban development, employment, and transportation. The city must plan its internal transport as well as connections with the other cities of the corridor and with Colombo, the national Capital City.

The city has a railway station (located in the Southeast of the urban core) and is located on a rail axis. However, it does not play a major role in daily commuting as people usually commute by private motorised vehicles (car, motorbike and tuk-tuk) or by public bus.

Currently, the Municipality of Kurunegala (the SUMP local counterpart) does not have the mandate or responsibility to finance mass public transport infrastructure nor the authority to borrow from international finance sources. The running costs of the collective transport system are, however, part of the public authority’s budget.

The objective of the project is the elaboration of a SUMP for the city of Kurunegala from the ground up since there is neither an existing public mass transit system nor an existing transport master plan for the city.

Support from the Partnership

Technical Assistance: Sustainable Urban Mobility Plan (SUMP)

Funded by: AFD

Funding amount: EUR 400,000

Implemented by: AFD through MobiliseYourCity Asia

Local counterpart: Municipality of Kurunegala

Supported Activities:

- MobiliseDays (35 participants)
- Diagnosis workshop (32 participants)
- Public Transport focus group
- Scenario analysis workshop

Status of the SUMP process

Project start: Q1 2019

Project completion: Q4 2021

Completed outputs:

- Inception report (September 2019)
- Diagnosis report (March 2020)
- Scenario elaboration and comparison report (1st Draft, May 2020/ Revised Draft, December 2020)
- Final SUMP report

SUMP key measures and cost estimates

The following table highlights the most significant measures identified in the SUMP.

| Measure | Cost Estimate | Implementation Period |
|---|--|-----------------------|
| Introduce a road hierarchy for Kurunegala | 60,000 | 2021-2023 |
| Speed regulation and enforcement | 80,000 | 2021-2023 |
| Parking mangement | 60,000 | 2021-2023 |
| | 120,000 | 2023-2026 |
| Outer ring road | | |
| Develop green corridors/pedestrian and bicycle lanes | 60,000 | 2021-2023 |
| City centre calming | 120,000 | 2021-2023 |
| Introduce a linked ATM system for the city including PT priority at signals | 100,000 | 2021-2023 |
| | 100,000 | 2023-2026 |
| Develop a Transit Corridor | to be costed in feasibility study (FS) | TBD in FS |
| Provide mini-bus stands at the city centres | to be costed in FS | TBD in FS |
| Provide park-and-ride at the city centres | to be costed in FS | TBD in FS |
| Develop a multimodal hub at the central rail station | to be costed in FS | TBD in FS |
| City bus network (improvement of current services) | 80,000 | 2021-2023 |
| City bus network (Public Service Obligation) | 200,000 | 2023-2026 |
| Develop ITS for Public Transport (ticketing, digital mapping) | 60,000 | 2021-2023 |
| | 120,000 | 2023-2026 |
| Develop fare integration within the KMC area (for PT, rail) | 200,000 | 2023-2026 |
| School bus parking | 60,000 | 2023-2026 |
| Freight transport | 120,000 | 2023-2026 |
| Bike and e-rickshaw promotion | 200,000 | 2021-2023 |
| Preparation & promulgation of auto rickshaw regulations | 120,000 | 2021-2023 |
| Institutional support and progressive development of coordinated urban transport arrangements | 440,000 | 2021-2023 |
| Improve pedestrian and vehicular access to the Kurunegala Teaching Hospital | F.S to be costed | F.S to be costed |
| Street design toward the inclusion of pedestrians and non-motorised transport | 120,000 | 2021-2023 |
| Muttetugala overpass | F.S to be costed | F.S to be costed |

Projected impacts

| Indicator | Impact 2030 (SUMP vs BAU) | Baseline - 2018 | Projected 2038 BAU | Projected 2038 SUMP scenario |
|--|---------------------------------------|--|--|--|
| Total annual GHG emissions (Mt CO ₂ eq) | -0.0002 Mt CO ₂ eq | 0.0827 Mt CO ₂ eq | 0.0935 Mt CO ₂ eq | 0.0933 Mt CO ₂ eq |
| Veh.km of formal public transport Increase of the availability of public transport | Formal public transport: 7,698 Veh.km | Formal public transport: 51,209 Veh.km | Formal public transport: 66,748 Veh.km | Formal public transport: 74,446 Veh.km |

Perspectives for implementation

The SUMP for Kurunegala has been developed and finalised; however, its transition to approval and implementation has been delayed due to the political situation in Sri Lanka. The future of the plan remains uncertain.

Kurunegala's SUMP prioritises measures for their implementation

The implementation of the SUMP has been structured by identifying primary and secondary actions. The former refers to main SUMP projects that will be developed and implemented on their own and on a priority basis. The latter will function to enhance the impact of primary projects and are considered as subordinate to these.

In total, 26 measures were identified in the SUMP, and two development scenarios were proposed that could be implemented separately or collectively, depending on their level of ambition. Considering the project objectives, scenario two was finalised for implementation. It focused on medium-term goals (until the year 2025) regarding public transport development and the overall implementation of governance structures, shaping the mobility framework for the city of Kurunegala.

The Kurunegala Municipal Council (KMC), the Road Development Authority (RDA), and the Sri Lankan Transport Board (SLTB) oversee the implementation of most of these measures. The funding for the different measures is expected to be assumed with support from International Funding Institutions (IFIs). It will be complemented by KMC, RDA, and the Urban Development Authority (UDA). The financial mechanism for these measures is rather complex as it involves multiple stakeholders for the different measures, and to date, remains unclear.

Insights from practice: lessons learned from the SUMP process

Strong institutional coordination is essential for successful SUMP development and implementation.

The SUMP process in Kurunegala highlighted the importance of aligning mandates and responsibilities across multiple stakeholders, such as KMC, RDA, UDA and SLTB. Clear institutional roles and effective collaboration are critical for transitioning from planning to implementation.

Political stability is a key enabler for the implementation of sustainable mobility plans.

While the SUMP for Kurunegala successfully identified and prioritised measures to improve mobility, the political unrest has stalled its approval and implementation. This underscores the need for political support and a stable governance environment to ensure the continuity and execution of long-term urban mobility strategies.

Political unrest puts Kurunegala's mobility plan on hold.

Due to the political climate in Sri Lanka, the approval and implementation of the Sustainable Urban Mobility Plan of Kurunegala has been put on hold. As a result, the city might struggle to address important mobility-related challenges, including traffic congestion, air pollution, and limited access to public transportation. The future of the plan remains uncertain until the political situation stabilises.

Updated in December 2024