



KGID
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Integrated Solutions for Green Urban Mobility and Smart City Planning to Improve Livability in Kandy City, Sri Lanka: Vision and insights from the KGGTF grant

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City of Kandy has the potential to become a residential, commercial and cultural hub...

- Central location, with road access to all other regions of the island
- A UNESCO World Heritage Site
- A major tourist attraction, with over one million visitors annually



However, transportation challenges limit the ability to realise this potential

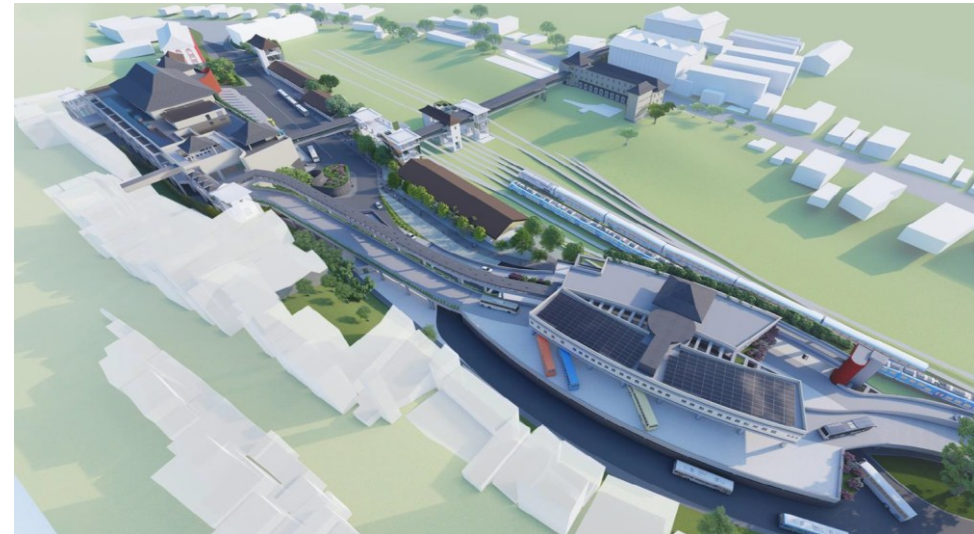


- High population density (4,000 persons per sqkm)
- Insufficient transport infrastructure and services and absence of smart urban planning
- Nearly 389,000 commuters enter the city on a typical weekday for various purposes
- Main mode of public transport is buses, generating 10,000 bus trips on 294 routes daily
- Large number of bus terminations have added to bus and passenger congestion
- Around 35% of work trips exceed one hour due to reduced speeds
- Air pollution at levels surpassing WHO guidelines
- The city center which has high-density pedestrian flows, lacks proper sidewalks in most instances

Kandy Multimodal Transport Terminal as a solution

- KMTT replaces the highly congested, unsafe and unplanned bus terminal, Goods Shed, in the center of the city, and offers an integrated, well-planned, safe and accessible multimodal transport terminal.

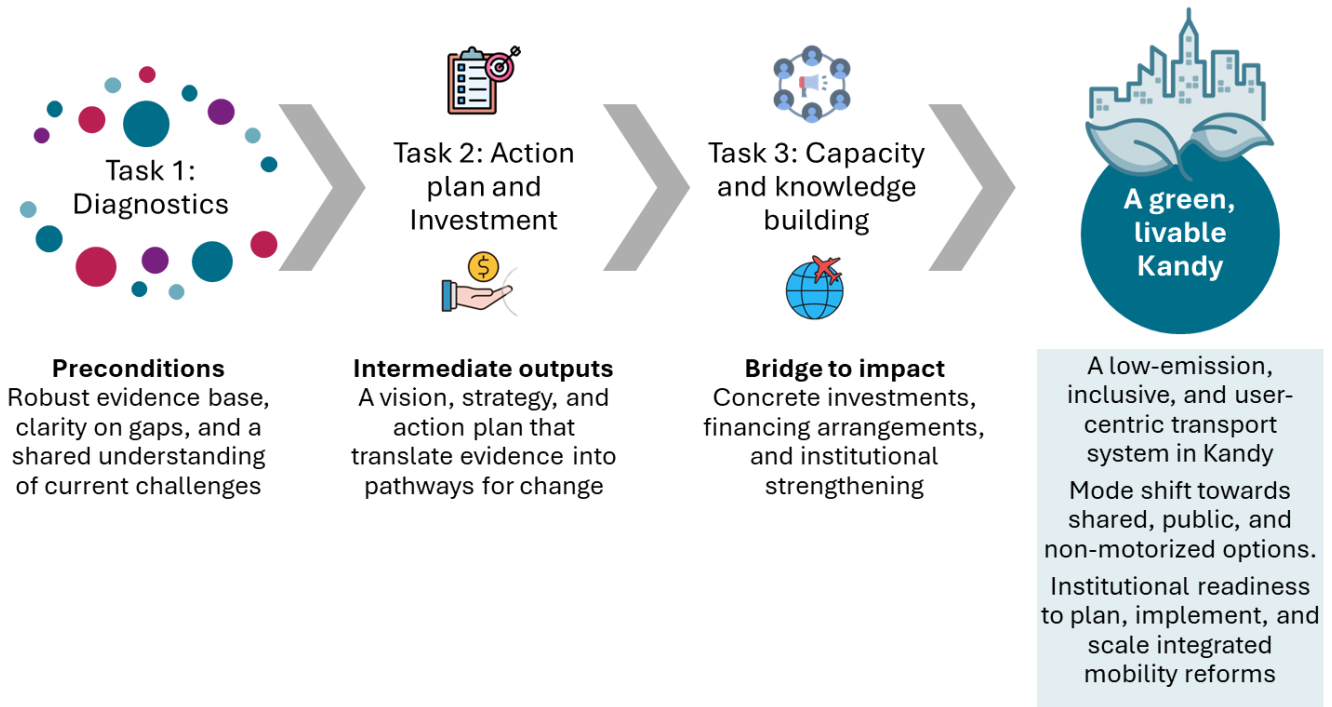
IDA financing	US\$69.33 million
Project approval	May 18, 2020
Project closing	May 31, 2027



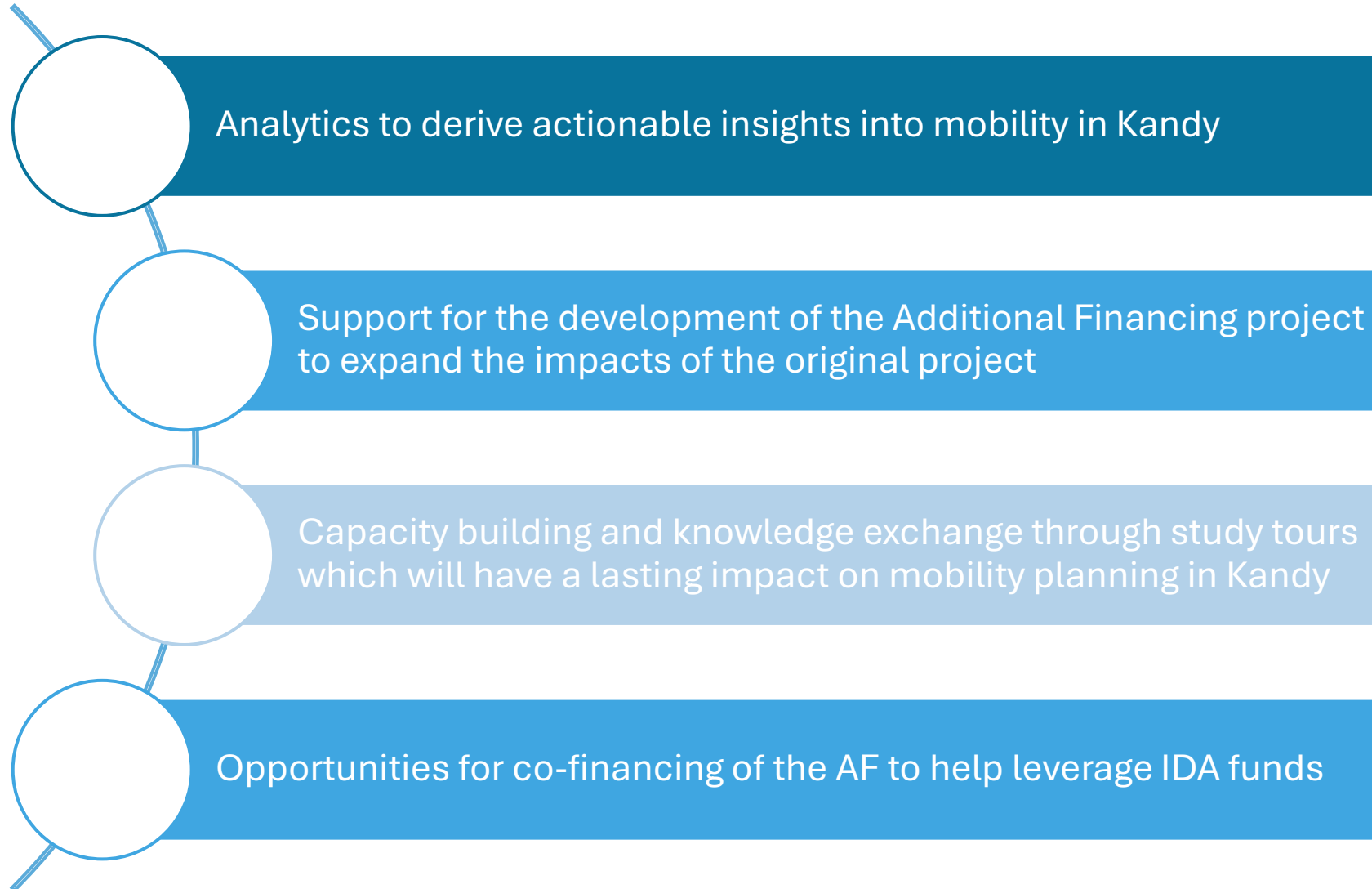
Impact of KGGTF grant on KMTT activities

Aims to provide strategic solutions to improve the livability of Kandy city by fostering green urban mobility and smart city planning.

The grant will directly provide (a) a strategic vision, (b) a concrete investment pipeline under the form of an Action Plan, and (c) capacity building to improve urban mobility infrastructure and services.



The KGGTF grant will support KMTT by:



Infrastructure Developments



KMTT Project



Satellite Bus Terminals



Access roads to KMTT



Grade Separation Solution to KMTT Entrance

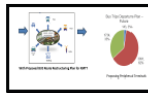


Kandy Station and Suburban Railway Development

System Implementations



Ownership, Business and Operation Models of KMTT



Bus Rerouting



Bus Management System



Railway System Integration



Transit Oriented Developments



- 60% modal share for Public Transport
- Mitigating the Congestion
- Mitigating the environmental Pollution



Pedestrian-Friendly Urban Space



Electric Buses for City

Activities under the KGGTF will target both hard and soft infrastructure to deliver benefits to KMTT and wider Kandy

Initial results

Residents

> 50% of population beyond 400m walkability buffer;
17-18 min average access time to public transport

Daily commutes are becoming longer and more difficult due to **sprawl and poor connectivity**



Home



Access



Waiting



Travel



Arrival (CBD)

Commuters

~21 min average waiting time;
20-30% services unoperated

Public transport is widely used but **unreliable, overcrowded**

Terminal fragmentation and poor passenger amenities add to commuter woes

Pedestrians

~70% last-mile trips made on foot, unregulated last mile modes

Walking environment is **discontinuous, unsafe and frequently encroached**

3-wheelers critical last-mile and gap-filling mode, but **operating without formal integration**

Bus operators

~70 km/day utilization vs 200-250 km benchmark

Oversupply on routes, low productivity and inefficient scheduling

Operators lack financial capacity for fleet renewal or service improvement

Tourists

>50% trips converge into city core

Congestion and poor public realm reduce visitor experience, time spent in the city

Kandy Municipal Council

High parking demand, limited tools to manage vehicle growth and street space

Role of KGGTF in KMTT Additional Financing

Resilient Infrastructure

- To alleviate congestion, reduce bus terminations in the city centre, and promote multimodal integration with KMTT services, through satellite terminals, access roads and flyover, upgrading of Kandy Railway Station and regional passenger terminals

Modernizing bus management and operations

- Activities to improve efficiency of bus services and to decarbonize transport in Kandy through, Implementation of bus rerouting plan, Modernization and greening of bus fleet and service, Enhancing last mile connectivity

Improving Kandy's traffic management, and walkability

- Pilot of transit-oriented development (TOD)
- Tactic and Integrated urban interventions to increase Kandy's liveability and attractiveness as a UNESCO world heritage destination
- Smart mobility and traffic management

Opportunities for collaboration

- Interested in exploring co-financing arrangements for infrastructure included in the additional financing project
- Consulting services to leverage Korean expertise and experience, especially within bus sector reform and operating models
- Knowledge exchange and training programs for Sri Lankan officials



Thank you