

A NATIONAL PROGRAMME PROPOSAL · 60 TOWNS · 2027 TO 2031

Safe Town Streets

Sidewalks, crossings and shopping streets that let Sri Lanka walk without fear.

180 km	60	Rs 41.7 bn	10
of town corridors	towns, all 25 districts	at 2026 prices	pilots first

VERSION 1.0 · NOVEMBER 2026

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Seven people will not come home today.

That is the daily average on Sri Lanka's roads. In 2025 the police counted 2,732 deaths. Of those, 857 were people on foot: more than two every day, walking to a shop, a school gate or a bus. S01

Walk the main street of almost any town and the reason is in front of you. The shops open straight onto the traffic. The drain is half covered. Motorcycles park where a pavement should be, so a mother with a child steps into the lane and trusts the bus behind her to see them.

The Inspector General of Police said it plainly in September 2026: many of the pedestrians who die are simply walking or standing at the roadside. S12 Nobody in that sentence was doing anything wrong. The street gave them nowhere else to be.

This proposal asks for something modest and concrete. Pick 60 towns. In each one, build a continuous, level, shaded sidewalk through the centre, with crossings where people already cross, bus stops that do not block the path, drains that work, and shopfronts that stay local but stop spilling into the walkway.

Start with ten one-kilometre pilots. Measure them honestly. Then scale what survives a monsoon and a festival season.

It costs about Rs 41.7 billion over five years at 2026 prices. For scale, the 2027 Budget presented on 12 November 2026 puts about Rs 487 billion into roads and railways in a single year. S14 The average yearly cost of this programme is about 1.7% of that.

Roads move vehicles. Streets hold a town together. Sri Lanka has spent a generation on the first. This is a plan for the second.

THE DECISION REQUESTED

Approve the preparation, fund the pilots, release the rest in stages

60
candidate towns in all 25 districts and 9 provinces

180 km
of priority corridors; up to 360 km of sidewalk if both sides are treated

Rs 3.1 bn
first release: preparation and ten 1 km pilots

Rs 552 m
a year for upkeep once everything is built

What government is asked to approve

Preparation of a national town street safety programme, and a conditional first release. Construction money for each later wave is released only after surveys, independently checked designs, priced quantities and a signed maintenance agreement.

The aim in each town is a usable walking network through the centre. It is not a rebuild of every road.

The one design rule

A clear walking path of 2.4 m in busy commercial streets. Trees, poles, parking and shop displays sit outside it. Everything else in this document serves that rule.

Why now

2026 is running at the same pace as 2025: 2,381 deaths by the second week of November. S11 The police have mapped 712 accident-prone locations, and government has set aside Rs 1.5 billion to fix dangerous spots on local roads. S12 S13 The 2027 Budget puts Rs 22 billion into widening and improving selected roads for congestion and safety. S14 The money and the attention exist. What is missing is a standard for the part of the road where people walk.

What approval does not mean

The 60 towns are a proposed coverage list, not a crash ranking. Corridor lengths are planning allowances. This document authorises no land acquisition, no contract award, no forced change to any shopfront and no road closure.

If money is short, cut facade grants and optional landscaping first. Never cut drainage, accessible crossings, clear width or maintenance.

HOW TO READ THIS PROPOSAL

Six parts, four kinds of claim

1	**The case**	Who is dying, what 2026 looks like, and what the numbers can prove
2	**The street**	Widths, sections, tactile paving, crossings, buses, drains, shopfronts
3	**Proof it can be done**	Colombo, the strategic cities, and nine lessons from Singapore
4	**The programme**	60 towns, ten pilots, a five-year schedule
5	**The money**	Cost per kilometre, the national envelope, upkeep and the economic case
6	**Keeping it honest**	Institutions, procurement, targets, risks and the first 90 days
A	**Appendices**	Every calculation, the feasibility brief and the source register

Four labels

VERIFIED FACT A figure traceable to a named source in the register.

EVIDENCE FROM ABROAD A finding from another country. Useful, but not a prediction for Sri Lanka.

PROPOSAL A design or policy choice this document recommends.

PLANNING ASSUMPTION An input used to make the cost or schedule reviewable. It must be replaced by survey or tender evidence.

What this document is not

It is a researched concept proposal built from public sources. It is not a feasibility study. It includes no site visits, no topographic survey, no utility investigation, no contractor quotations and no crash-location database.

No national inventory of sidewalks was found in the sources reviewed. So this document does not claim that towns outside Colombo have no sidewalks. Many have some. Few have a continuous one.

The dimensions in Part 2 are proposed programme criteria informed by international and Singapore guidance. They are not presented as current Sri Lankan statutory minimums.

Source references appear as numbered tags such as S01. The register at the back gives the institution, document, date and link for each.

1

The case

Sri Lanka loses a busload of people on its roads every week. Nearly a third are on foot.

The 2025 numbers

Who is dying

2026 so far

What the numbers can and cannot prove

The street problem to solve

THE 2025 NUMBERS

A country of 21.8 million lost 2,732 people on the road in one year

2,732
people killed

7.5
deaths a day

12.5
deaths per 100,000 people

31%
were pedestrians

2025 POLICE MEASURE	NUMBER	WHAT IT COUNTS
All reported crashes	**22,153**	Reported events, not every collision
Fatal crashes	**2,583**	Crashes causing death, not people
Serious crashes	**5,276**	A severity class, not people injured
Minor crashes	**10,067**	A severity class
Damage only	**4,227**	Property damage events
People killed	**2,732**	The headline

VERIFIED FACT Sri Lanka Police summary for 1 January to 31 December 2025. The four crash classes add up exactly to 22,153. S01 S02

The rate uses the final 2024 census population of 21,781,800. S04 It sits close to the World Health Organization estimate of 11.5 per 100,000 for 2021, so the scale of the problem is not in doubt even where individual counts differ. S24

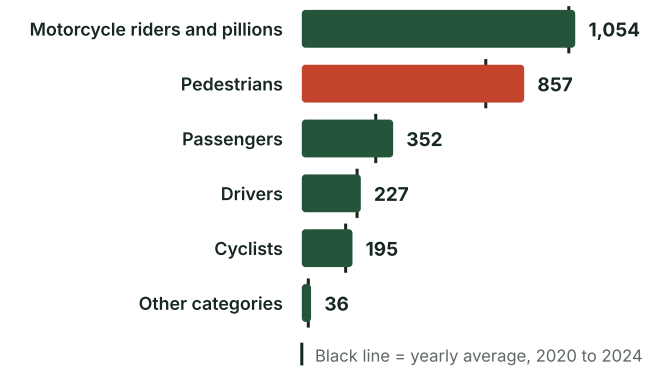
Between 2020 and 2024 the police recorded 118,697 crashes and 12,322 deaths, an average of about 2,464 deaths a year. 2025 was roughly 11% above that five-year average. S02

These are deaths only. For every person killed, about two crashes were classed as serious. Families lose an income, a carer or a child, and the hospital bill arrives either way.

One caution before going further: the police have published three different 2025 totals. This proposal uses the summary report figure and explains the others on page 9.

WHO IS DYING

People on foot and on two wheels carry most of the loss



VERIFIED FACT Deaths by road user, 2025. The motorcycle bar combines 855 riders and 199 pillion passengers. S01 S03

857 pedestrians died in 2025. The average for the five years before was 709. S03 That is about 21% above the 2020 to 2024 yearly average.

Pedestrians and motorcyclists together account for about 70% of all deaths. A programme that protects people outside cars is aimed at the centre of the problem, not its edge.

The published categories add up to 2,721, which is 11 fewer than the 2,732 headline. The gap is left visible here. It should be clarified with the police, not quietly assigned to a category.

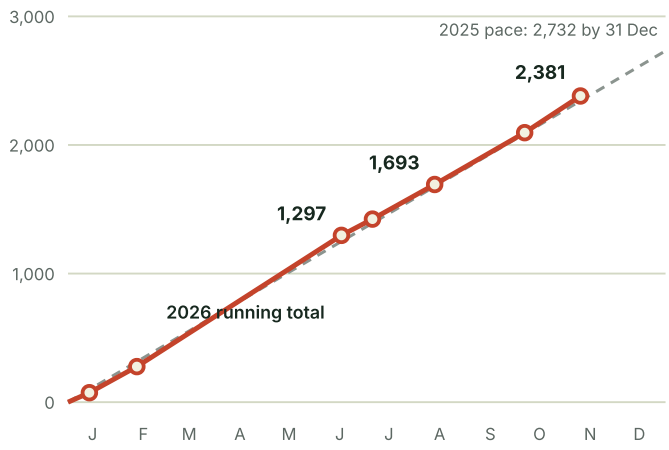


Illustrative concept image, not an existing location. A town main road with no sidewalk: people walk in the traffic lane between parked vehicles and a passing bus.

Sidewalks alone will not fix this. Pedestrian works must sit beside motorcycle safety, safer buses, vehicle checks, enforcement and emergency care. But sidewalks are the one piece no agency currently owns as a national standard.

2026 SO FAR

This year is tracking last year almost death for death



VERIFIED FACT Police running totals reported through 2026. The last point is the date of the police statement. S05 S07 S08 S09 S10 S11

KILLED BY 13 AUGUST 2026	DEATHS
Motorcycle riders	603
Pedestrians	555
Passengers	162
Drivers	136
Pillion riders	119
Cyclists	115
All road users	**1,693**

Listed groups add up to 1,690; three deaths fall outside them. S09

By 10 November the police had counted 2,381 deaths in 2,257 fatal crashes. That is about 7.6 a day, against 7.5 a day across 2025. In September the Inspector General said deaths were 16 higher than at the same point last year. S11 S12

Pedestrians were 555 of the first 1,693 deaths, or about 33%. Motorcyclists have overtaken them as the largest single group this year. S09

What government has already done in 2026

712 accident-prone locations identified by a nationwide police survey and passed to road authorities. S12

Rs 1.5 billion to fix dangerous spots on roads outside the national network, Rs 60 million per district. S13

Budget 2027: Rs 22 billion for widening and improving selected roads for congestion and safety, and Rs 1.5 billion for a driver demerit point system. S14 S15

> Spot fixes treat the places where people have already died. A sidewalk standard treats the whole street before they do. The two belong together.

A later media report of the November statement gives a pedestrian count far below the August figure. It cannot be correct as a running total and is not used here.

READING THE EVIDENCE

What the numbers can prove, and what they cannot

SOURCE AND PERIOD	DEATHS	HOW THIS PROPOSAL USES IT
Police summary report, full year 2025 S01	**2,732**	Primary headline
Police statement, 2 January 2026 S06	**2,710**	Early reported count; the reason it differs from later totals is not confirmed
Police briefing, 12 February 2026 S05	**2,746**	A later revision; not reconciled with the summary report
Planning programme series, 2024 S22	**2,368**	Official comparator; conflicts with the row below
NDDCB handbook series, 2024 S23	**2,521**	Matches the February police briefing for 2024
WHO estimate, 2021 S24	**2,513**	Different year and method

The three 2025 figures differ by 36 deaths, or 1.3%. That does not change any conclusion here. The 2024 figures differ by more, so this proposal does not publish a precise 2024 to 2025 growth rate. The Ministry and the police should agree one reporting window, one follow-up period for deaths in hospital, and one revision rule before issuing a national trend.

Missing sidewalks are a credible cause, not a measured one

A person forced into a live lane has no separation from traffic. Parked vehicles hide them. Buses stop wherever passengers wave. Turning vehicles cut across them. These mechanisms are visible in any town. What nobody has measured is how many Sri Lankan deaths each one explains.

EVIDENCE FROM ABROAD The US Federal Highway Administration reports that sidewalks are associated with 65 to 89% fewer crashes involving people walking along a road. S26 That applies to one crash type in the studies behind it. It must not be applied to all pedestrian deaths, or used to forecast lives saved by this programme.

The local evidence each corridor needs

At least three years of geocoded fatal and serious crashes. Pedestrian counts. Measured speeds. Road geometry. Police and hospital records linked where the law allows. Walking-along, crossing, turning, bus-stop and night-time cases recorded separately.

Photograph the gaps and the obstruction points, not just the lengths of pavement that exist.

Results must be compared with similar untreated corridors, allowing for changes in footfall and traffic. Do not choose sites only because of one unusually bad year. A site picked because of one terrible year will look better the next year whatever is built. That is chance, not success.

THE STREET PROBLEM

One strip of land is doing six jobs at once

A town main street carries through traffic, serves shops, takes buses and three-wheelers, receives deliveries and lets people cross. The usual failure is not a lack of road. It is that nobody has decided who gets which part of it. Adding vehicle capacity alone can leave the most exposed users with nowhere safe to stand or walk.

WHAT YOU SEE ON THE STREET	WHAT TO DO ABOUT IT
The walking route is missing, broken or blocked	A continuous accessible route on both sides; remove or move the obstructions
Vehicles park on the road edge	Marked parking pockets, time limits and agreements for off-street lots
People cross between parked vehicles	Clear sightlines, kerb extensions and crossings where people already walk
Buses stop wherever they are waved down	Defined stops with boarding areas, agreed with operators
Fast traffic enters the shopping area	A gateway treatment and an engineered low-speed town zone
Open drains or loose covers	Drainage checked for capacity, with load-rated, accessible covers
Shop floors and private ramps cut into the path	Keep the public path level; solve each entrance inside the frontage strip

A main road is not an expressway

An A or B road can run straight through a town and serve every shop on it. It needs crossings at street level, designed for its real speed, visibility and lane count. Expressways are a different thing: the Road Development Authority bars pedestrians and slow vehicles from them, and they should never gain zebra crossings or shop access. S33

The order of work

First settle the right of way and the drainage. Then give walking and crossing their space. Then slow the conflict points. Then organise buses and deliveries. Parking fits into what is left. Planting and shopfronts come last, on top of a street that already works. Keep the option of a future bypass or transport project open, but do not make the current safety work wait for it.

SINGAPORE LENS

Singapore's housing towns were planned with this order built in: walking routes and drains first, then roads, then parking in dedicated lots. Sri Lankan towns grew the other way round, so the work here is retrofit. That is harder, but the order of priority is the same.

2

The street

A sidewalk is not a strip of paving. It is a promise that a person can get from one end of town to the other without stepping into traffic.

Widths and design criteria

Sections that fit real towns

Tactile paving and inclusive access

Crossings and town speed

Junctions

Parking, buses and deliveries

Drains, trees and light

Covered drains and the litter trap

Cables and bins

Shopfronts

Modern methods

THE WHOLE IDEA IN ONE PICTURE

Anatomy of a safe town street



Illustrative concept image, not an existing location. The ten elements of the standard are listed below.

1 **A clear path of 2.4 m**
Nothing stands in it: no pole, no step, no display, no parked motorcycle.

2 **A frontage strip**
0.3 to 0.6 m where shop steps, doors and goods belong.

3 **A tree and furniture strip**
Shade, lights, bins, benches and signs, all in one line outside the path.

4 **A raised crossing**
Level with the sidewalk, on the line people already walk, with a 30 km/h street around it.

5 **Tactile paving**
Warning and guidance surfaces, with approved patterns, direction and placement used the same way in every town.

6 **A bus stop that fits the bus**
A raised kerb for low-floor boarding, with the shelter behind the path.

7 **A drain that works**
Closed under the sidewalk, fed by small inlets at the road edge, with a litter trap downstream.

8 **Ducts below**
Shared ducts laid once, so cables can go underground without breaking the paving.

9 **Shopfronts in one band**
Each shop keeps its name; signs, awnings and cables line up.

10 **Someone responsible**
A named owner and a funded crew for every drain, light, tree and bin.

WIDTHS

Measure the space a person can actually walk through

A sidewalk drawn 3 m wide can hold a tree pit, a set of steps and an electricity pole, and leave a wheelchair user with nothing. The only width that counts is the clear width between obstructions.

ELEMENT	PROPOSED CRITERION	HOW TO APPLY IT
Clear path, busy commercial street	**2.4 m** minimum target; 3.0 m or more at busy nodes	Widen for measured crowds and queues
Clear path, quieter constrained street	1.8 m continuous	An exception, assessed with disabled users
Short unavoidable pinch point	1.5 m, by documented exception only	Never a town standard; give a passing place
Frontage strip	0.3 to 0.6 m	Doors, steps and displays; more where shops trade outside
Furniture and tree strip	0.8 to 1.5 m	Outside the clear path; large trees need more root space
Crossfall	1 to 2%; no more than 2%	Drains water without tipping a wheelchair
Gradient along the path	No steeper than 1:20 where possible	Hill towns need a designed accessible route
Kerb ramp	1:15 to 1:20 preferred; 1:12 maximum	Level landing at the top; no twisted ramps
Headroom	At least 2.3 m	Check awnings, signs and branches

PROPOSAL Criteria informed by the Global Street Design Guide, which recommends 2.4 to 4.5 m clear in busy commercial streets, and by UK inclusive mobility guidance. S27 S28 The 2006 accessibility regulations are part of the Sri Lankan legal baseline. S30 S31

SINGAPORE LENS

Singapore writes two numbers for every public walkway: the overall width and the **clear** width. Near MRT stations a covered walkway must be 3.6 m overall and 3.0 m clear. Between 200 and 400 m from a station it is 3.0 m and 2.4 m. Everywhere else it is 2.4 m and 2.0 m. S55 Its 2025 accessibility code sets accessible routes at 1.5 m or 1.8 m depending on building type. S56 The 2.4 m target proposed here for busy Sri Lankan streets matches Singapore's middle tier.

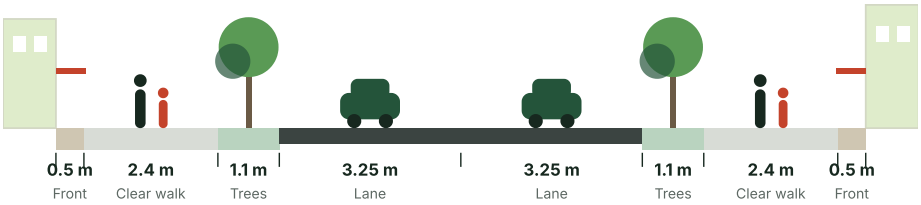
When the width is not there, the answer is to remove parking, combine utility poles, change the traffic circulation or agree a small frontage setback. It is never to shrink the walking path and hope nobody in a wheelchair comes by.

Busy bus stops and market entrances need a pedestrian capacity check, not just a minimum dimension.

STREET SECTIONS

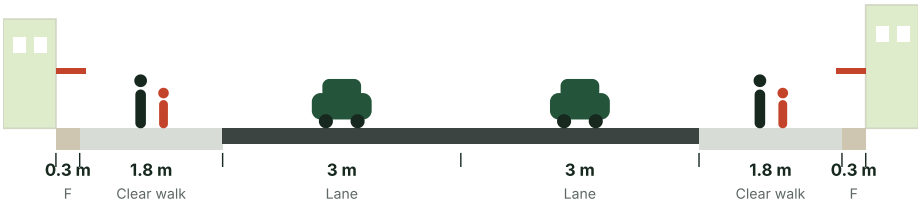
Four layouts that fit the towns Sri Lanka already has

A · Two-way commercial street · 14.5 m wall to wall



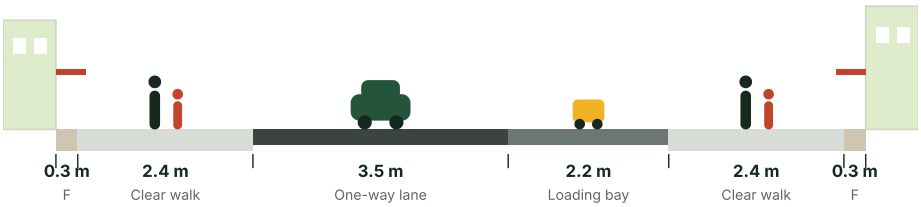
A 4.0 m sidewalk on each side and two 3.25 m lanes. No continuous parking: pockets and loading bays need extra width or a local change of section.

B · Constrained two-way street · 10.2 m



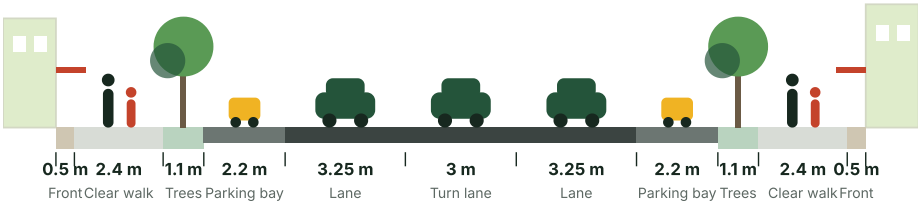
No parking and no tree strip; shade comes from awnings or trees in occasional wider spots. The 1.8 m path is an exception for quieter streets. A crowded street this narrow needs a change in traffic circulation.

C · One-way street with a loading bay · 11.1 m



One traffic direction is traded for walking space and a 2.2 m bay for loading or short parking. A full-size bus does not fit in a bay this narrow: here buses stop in the traffic lane at a raised boarding kerb, or the section is widened locally for a designed bus bay. Check the effect on nearby streets, bus routes, emergency access and junction queues first.

D · Wide town road, parked on both sides today · 21.9 m



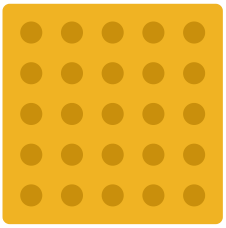
Many larger towns have a four-lane road whose outer lanes are already lost to parked vehicles. Make that official and orderly: two through lanes, marked parking bays that stop short of every crossing and bus stop, and a centre lane for right turns and pedestrian refuges. The space won back becomes sidewalk.

PROPOSAL Concept allocations, subject to survey. Lane widths and every bus stop layout must pass bus and lorry swept-path checks, including the 12 m low-floor Metro Bus now running in Colombo and planned for Kandy, Galle and Jaffna. S16 S15

Where none of these fit: consider timed vehicle access, a pedestrian-priority market street, a frontage agreement, or a parallel accessible route with safe links. A shared surface is not a casual fix for a busy main road and is hard for blind people to read. Keep a protected, detectable walking zone wherever possible.

One tactile paving standard, applied the same way in every town

Tactile tiles are read with a cane and through the soles of the feet. Each pattern has one meaning, and the meaning depends on the pattern, the direction it is laid and where it is used. Colour helps people with low vision, but the texture carries the message.



Blister surface
Warning at crossings



Long ribs along the route
Guidance

EVIDENCE FROM ABROAD Two of the patterns in UK guidance: blister tiles warn at crossings, and long ribs laid along the route give guidance. Other ribbed patterns, such as corduroy, are hazard warnings, so the national detail sheet must define every pattern it allows. S29



Illustrative concept image, not an existing location. Tactile details must follow the approved national detail sheet.

FEATURE	DO THIS	AVOID THIS
Warning surface	The approved dot pattern at crossings and defined hazards	Decorative dots with no fixed meaning
Guidance surface	The approved guidance pattern, laid along the route, only where a route crosses open space	A strip that leads into a pole, a drain or a parked car
Contrast	A durable contrast with the surrounding paving	Assuming yellow always stands out
Crossings	Tactile layout lined up with the crossing itself	A ramp that points diagonally into a junction
Signals	Sound or touch confirmation and enough crossing time	Visual-only signals on key accessible routes
Shop entrances	A stable, step-free threshold inside the frontage strip	Private ramps sitting in the public path

One national detail sheet

Commission a single set of details for signal crossings, zebra crossings, side streets, bus stops and plazas. Confirm the Sri Lankan rules first, adapt recognised guidance to fill the gaps, and settle it with blind and low-vision organisations. Do not mix the conventions of several countries in one street.

Test before making thousands of tiles

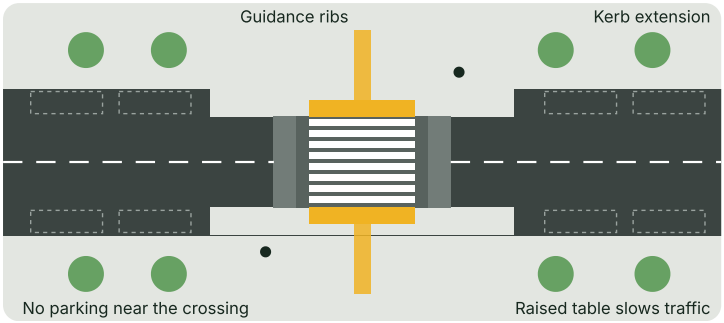
Build one full-size crossing and 20 m of sidewalk. Test it wet and dry with wheelchair users, cane users, people with walking frames and people with low vision. Check detectability, slipping, wheelchair vibration, drainage, glare and orientation. Reject any guidance line that ends at an obstacle or points the wrong way.

More than tiles. Include level resting areas, seats with backs and arms, readable wayfinding in the local languages, accessible bus boarding space and room for a wheelchair to turn. A QR code or phone app can add to these. It cannot replace them.

SINGAPORE LENS

At over 1,000 Singapore crossings, an older person or a person with a disability taps a concession card on the signal pole and gets 3 to 13 more seconds of green man. S52 Sri Lanka does not need the card reader to copy the principle: set crossing times for the slowest users near hospitals, markets and temples.

At 30 km/h a town centre forgives mistakes



PROPOSAL A raised crossing on a two-lane shopping street. Concept plan, not to scale.

PROPOSAL Adopt a 30 km/h operating environment in busy commercial cores and around schools, with a lawful designation and street geometry that enforces it. The World Health Organization backs low speeds wherever people and vehicles mix. S32 A sign on a pole, with no change to the street, is not a treatment.



Illustrative concept image, not an existing location.

SITUATION	TREATMENT TO ASSESS
Slow two-lane shopping street	Raised crossing with clear visibility and accessible approaches
Busy multi-lane road	Signals, a central refuge and a lane-by-lane conflict check; paint alone is not enough
Side street meeting the main street	Continuous sidewalk across the mouth, or a raised entry, with a tight corner radius
School or hospital	A crossing on the route people really take, lighting, and supervision if needed
Fast approach to a town	Slow traffic before the first pedestrian conflict: gateway plus enforcement
Expressway	No crossing at road level; local links over or under

As a survey starting point, look for a crossing opportunity every 80 to 150 m in the busiest core, then place each one by demand, junctions, bus stops and visibility. It is a starting point for survey, not a national spacing rule.

Crossing 6.5 m at 1.0 m a second takes 6.5 seconds of walking; crossing 12 m takes 12. Signal timing also needs start-up and clearance time and an allowance for slower users. The sums show why a shorter crossing matters. They do not set a legal signal timing.

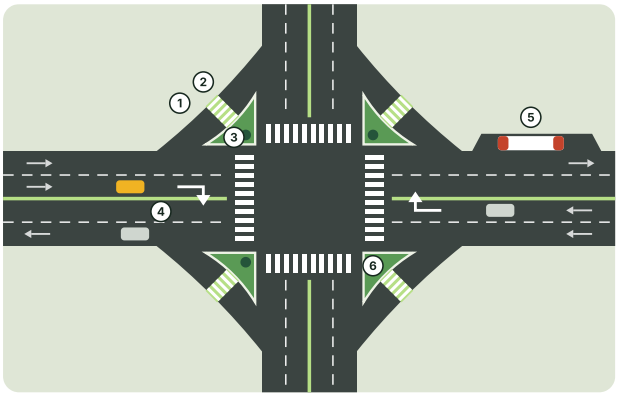
Footbridges and subways add detours, stairs and lift maintenance. They are not the default on a shopping street. Consider them only where the traffic function and the site truly need separation and an accessible, convenient route can be kept working. Never fence off the line people walk without giving them a real alternative.

SINGAPORE LENS

Singapore's Silver Zones, started in 2014, combine a 30 or 40 km/h limit, narrower lanes, raised and two-stage crossings and longer green man time in areas with many older residents. In the first 15 zones, accidents fell from 14 to 4 a year on average. Across all zones the rate is down about 80%. S46 S45 S51

Where two roads meet, give every movement its own place

Most Sri Lankan town junctions are a plain cross. One vehicle waiting to turn right blocks everyone behind it, and people cross the full width of the road. Singapore junctions separate these movements. Three of its ideas fit Sri Lankan towns; one needs care.



PROPOSAL A larger junction with left-turn lanes, islands and staged crossings. Concept plan, not to scale. Sri Lanka drives on the left.

1. **Left-turn lane.** Left-turning vehicles leave the main lanes before the signal and do not queue at it.
2. **Raised crossing on the turn lane.** One lane wide, level with the sidewalk. Every turning driver slows to walking pace.
3. **Island.** A protected place to wait. People cross the short lane first, then wait for the signal to cross the main road.
4. **Right-turn pocket.** A turning vehicle waits in its own lane, with its own signal arrow where there are signals.
5. **Bus bay after the junction.** The bus stops clear of the crossing and the turning lanes, beside a raised kerb.
6. **Shorter main crossing.** The islands cut the distance and the time a person spends in the road.

The care needed with left-turn lanes

A lane that lets vehicles turn without stopping also lets them turn without looking. The driver watches for a gap in traffic from the right while a person steps off the kerb on the left. For that reason a free-flowing left-turn lane belongs only at large junctions on main roads, and only with all three protections: a tight angle that forces a slow turn, a raised zebra crossing, and an island big enough to stand on with a pushchair or wheelchair.

In a crowded shopping core, do the opposite. Keep the corner tight, with no turn lane, so vehicles turn slowly and the crossing is short.

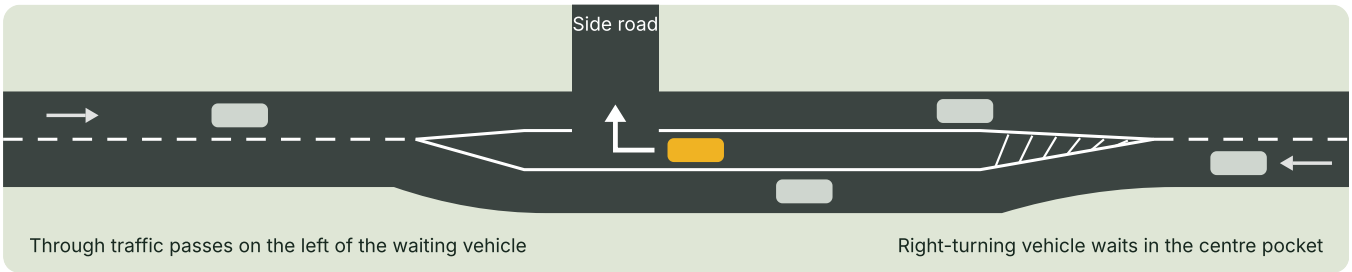
SINGAPORE LENS

Singapore now controls right turns with red, amber and green arrows at over 1,200 junctions, and reports about 40% fewer accidents at them. S47 A turning pocket is a cheaper step in the same direction and needs no signal.

Where each idea belongs

IDEA	USE IT	AVOID IT
Left-turn lane with island	Wide junctions on A and B roads at the edge of the core	Narrow streets; places with heavy foot traffic
Right-turn pocket	Any junction where one waiting vehicle blocks the road	Where the width must come out of the sidewalk
Raised crossing	Shopping streets, schools, markets, turn lanes	Fast multi-lane approaches without signals
Bus bay	After the junction, where width allows	Where it would narrow the clear path

The small-town version: a right-turn pocket on a two-lane road



PROPOSAL On a one-lane-each-way road, the centre widens for about 50 to 60 m to hold two or three waiting vehicles. It needs about 3 m of extra width: take it from parking or a wide verge, never from the sidewalk. Concept plan, not to scale.

The goal is access to the town, not a parking space outside every shop

STREET USE	OPERATING PROPOSAL
Customer parking	Count what exists; use signed pockets with time limits; test paid parking where the law allows
Accessible parking	Signed spaces joined to a step-free route, close to essential services
Deliveries	Agreed loading hours and bays, with exceptions for essential and perishable goods
Three-wheelers	Marked ranks with a queue limit, clear sightlines and safe boarding
Motorcycles	Compact marked parking off the sidewalk; no riding on the walking route
Buses	A boarding platform, a shelter outside the clear path, and a crossing close by
Cyclists	Protected space on faster roads where it fits; mixed with slow traffic only after assessment



Illustrative concept image, not an existing location. A low-floor Metro Bus at a raised boarding kerb; the shelter stands behind the walking route.

Bus stops built for the new buses

A pilot of low-floor Metro Buses with wheelchair ramps began on two Colombo routes in April 2026, and the 2027 Budget plans services for Kandy, Galle and Jaffna. S16 S17 S15 A low floor is wasted if the bus stops a metre from a broken kerb. Every stop on a programme corridor should have a raised, level boarding edge the bus can pull up against.

All three of those cities are pilot candidates in Part 4. Design the stops and the sidewalks as one job with the bus operator.

Protect trade during the change

Count parking use and turnover before assuming a shortage. Give traders a signed map of parking and delivery access. Use existing public and private lots first, and make the walk from each lot safe in rain and after dark. Where surveys show real demand, a parking building delivered with a private partner can replace the spaces removed from the street; Part 5 sets out how.

Bus stops must match the street. A stop in the traffic lane can cut the conflict of buses pulling back out on a slow town street; a bay may suit another road. Assess bus dwell time, queues, junction spacing and passenger numbers. Neither layout may leave waiting passengers or a wheelchair user standing in the clear path. Agree each stop with the Sri Lanka Transport Board, private operators and the transport authority. The walking route must never become overflow parking.

Do not paint a lane for every vehicle type because traffic is mixed. Most small towns have no room. Separate people on foot first, cut dangerous speed differences, manage stopping and turning, and add protected cycling where the corridor can hold it.

Drainage first, then paving, shade and lighting

Survey outfall levels, drain condition, flood history and utility crossings before fixing any sidewalk level. A new raised pavement must not push floodwater into shops. Close the drain under the sidewalk with designed, firmly seated, non-slip solid covers, with hinged or lift-out covers at intervals for cleaning. Water enters through small inlets at the road edge, not through grilles in the walking path; the next page shows how. A sealed drain with no access is a failure waiting for the next monsoon.



Illustrative concept image, not an existing location.

ELEMENT	SPECIFICATION APPROACH
Walking surface	Firm, stable and slip-resistant when wet; no polished tile or uneven decorative stone
Block paving	Quality-controlled units on an engineered base with edge restraint
Concrete option	Broom-finished panels with controlled joints; plan for curing time and utility access
Trees	Shade species suited to the local climate, with enough soil and managed roots
Tree position	Outside the clear path and sight triangles; clear trunk height specified
Rain gardens	Only after checks on infiltration, groundwater and upkeep; always with a safe overflow
Lighting	Designed so faces and crossings are evenly lit; fittings that can be reached and repaired
Furniture	Repairable benches, bins and bollards, only where clear width remains

VERIFIED FACT Sri Lankan accessibility regulations require stable, firm, slip-resistant surfaces on accessible routes. S31 Material acceptance must include wet-condition testing, dimensional tolerances and a trial panel, not appearance alone.

Plant fewer trees, and plant them well

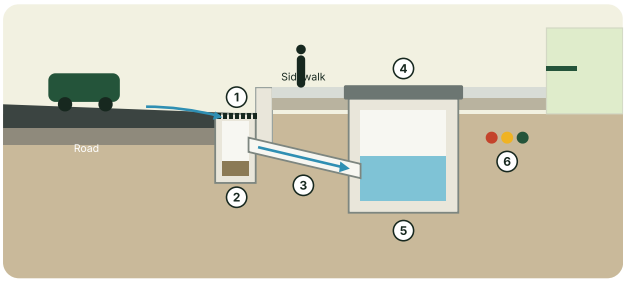
The cost model allows about 80 trees per corridor kilometre. That is a budget quantity, not a spacing rule. Narrow streets may need shade from coordinated awnings instead. Do not plant large-canopy trees in undersized pits or under power lines. Require watering, replacement of failures, and at least 90% survival after two years. Use grid LED lighting by default and solar only where whole-life battery cost supports it.

SINGAPORE LENS

Singapore treats rain and sun as transport problems. A January 2018 parliamentary reply said government had spent about S$330 million on close to 160 km of covered linkways over the previous five years, across the Walk2Ride programme, public housing estates and community schemes: about S$210,000 per 100 m at the prices of that time. S53 An April 2025 reply plans 50 km more. S54 That is far beyond this budget, and it is the wrong first step for Sri Lanka. Trees and coordinated awnings give most of the benefit at a fraction of the cost.

Water enters at the road edge, runs under the sidewalk, and passes a litter trap

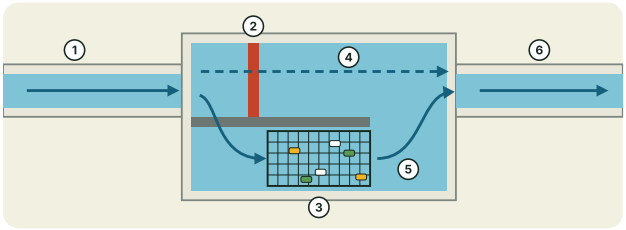
An open or grilled drain along a sidewalk is a hazard to walk beside and a bin for everything that blows past. The programme standard is a closed system: the sidewalk surface is solid, the water enters at the road edge, and litter is caught at one place built for the purpose.



PROPOSAL Section through the road edge and sidewalk. Concept, not to scale.

1. **Road inlet.** A small grating in the gutter line beside the kerb, set just below road level. The only grille in the street, and it is not on the walking path.
2. **Silt pit.** A sump under the inlet holds sand and stones so they do not enter the main drain.
3. **Connecting pipe.** Carries the water under the kerb into the main drain.
4. **Solid cover.** The main drain is closed with flush, load-rated, non-slip covers. Hinged or lift-out covers at set intervals give access for inspection and cleaning.
5. **Main drain under the sidewalk.** A covered concrete channel sized by a drainage engineer for the local rainfall.
6. **Utility ducts.** In their own trench, separate from the drain.

The litter trap: one chamber downstream, cleaned on a schedule



PROPOSAL Plan of a litter trap chamber with a bypass. Concept, not to scale.

1. **Covered drain arrives** from the corridor, carrying water and whatever got in.
2. **Low weir.** In ordinary rain all the water is turned into the trap bay.
3. **Net or basket.** A removable mesh catches bottles, wrappers and leaves. Water passes through. The trap removes litter; it does not treat the water.
4. **Storm bypass.** In a heavy storm, or if the net is full, water rises over the weir and runs straight on, so a full net does not close the drain. Bypass flow can carry litter with it.
5. **Sump.** Sand settles here below the outlet level.
6. **Outflow continues** to the canal, stream or main drain.

What the bypass is for

The net screens the ordinary flow, which carries much of the litter. The bypass is there to keep drainage capacity when the basket is full or the flow is greater than the trap can pass. It lowers the risk that a litter trap causes flooding. It does not remove flood risk: the inlets, the main drain and the bypass must be checked by a drainage engineer for the design storm and for water levels downstream, and the trap needs a funded cleaning crew.

Place the chamber at the downstream end of each corridor, off the walking path, where a small lorry can reach it to lift the basket or vacuum the sump.

TASK	HOW OFTEN
Road inlets and silt pits	Checked monthly; cleared before each monsoon and after major storms
Main drain	Inspected through the access covers twice a year; desilted when needed
Litter trap	Inspected weekly in the first season, then emptied weekly to monthly by measured fill
Records	Weight or volume removed at each visit, so the schedule follows the evidence

Singapore streets follow the same pattern: small inlets at the road edge, a covered drain beneath the footpath, and hinged covers that open for inspection. Where land allows, planted swales and underground detention tanks can also slow and store storm water; both need soil, groundwater and maintenance checks, and neither replaces a working covered drain.

Shared utility ducts and a litter system for every corridor

Two more things undo a new sidewalk within a few years: a utility company digging it up, and nowhere to put a wrapper. Both are cheap to design in while the trench is open and expensive to fix afterwards.

Cables: build the ducts now

PROPOSAL Lay shared utility ducts and draw chambers under every new sidewalk, with spare ducts for future use and road crossings at each junction. The standard kilometre already carries Rs 10 million for minor utility work and ducts. Once ducts exist, telecom and low-voltage lines can move underground street by street without breaking the paving again.

Overhead cables that stay for now should be bundled, re-fixed to fewer poles, and kept clear of awnings and trees. Poles move out of the clear path into the furniture strip.

Putting **all** electricity underground is a different scale of work: new cable, transformers, switchgear and a new connection to every shop. It is priced as a separate option in Part 5, to be tested in pilot cores first.



Illustrative concept image, not an existing location. A hinged cover opened for inspection; the rest of the sidewalk is solid.

Bins: the cheapest drain protection there is

ITEM	DESIGN RULE	UPKEEP RULE
Street bins	At bus stops, crossings, food shops and market entrances; in the furniture strip; lidded against rain, crows and dogs	Emptied daily in busy cores; an overflowing bin is logged as a defect
Spacing	As a starting allowance, about every 50 m in the commercial core and at every bus stop, then adjusted by observed litter	Reviewed after the first three months
Sorting	Paired bins only where the local authority already collects recyclables separately	No sorted bins without sorted collection
Traders	Every food and market trader has a named bin or collection time	Written into the frontage and vending agreement
Collection point	A screened hard-standing bay for bagged street waste and drain waste, outside the walking path	Waste removed the same day

Bins are inside the Rs 6 million street furniture line of the standard kilometre. Road inlets, covers and the litter trap are inside the Rs 32 million drain line.

SINGAPORE LENS

Singapore keeps litter out of its drains with daily street cleaning and littering fines that are actually enforced. The hardware is the smallest part. Sri Lankan towns should copy the routine before the equipment.

SHOPFRONTS

Tidy the street without erasing the town

A town can look cared for without every building matching. Keep the small-shop pattern, the three languages on the boards, the colours and the trading character. Fix what actually harms the street: clashing sign sizes, hanging cables, unsafe awnings, broken plaster and entrances that spill into the path.



Illustrative concept image, not an existing location. Each shop keeps its identity; signs share one band and goods stay inside a marked frontage strip.

LAYER	PROPOSED FRONTAGE CODE
Signboards	One shared mounting band and maximum projection per block; every shop keeps its own name and logo
Awnings	One clear height, safe supports, and rainwater taken back to a managed drain
Facades	Repair plaster, gutters and anything dangerous; a restrained palette agreed block by block
Cables and equipment	Combine cable routes; screen equipment where ventilation and access allow
Ground level	The public path stays level; each shop's step is solved inside an agreed entrance detail
Goods and vending	Marked trading space outside the protected path, with room to browse and queue

A grant that asks owners to share the cost

PLANNING ASSUMPTION A public contribution of up to Rs 100,000 per eligible frontage, with the owner normally paying at least half the eligible cost. The cost model includes 100 contributions per kilometre, or Rs 10 million. This is a planning allowance, not a surveyed shop count.

Higher help only through an open, means-tested scheme for vulnerable small traders. Structural rebuilding, asbestos handling, major rewiring and upper-floor redevelopment need separate assessment and funding. No facade grant for a landlord renovation that pushes out the trader who was there.

SINGAPORE LENS · 1822

In 1822 Singapore's first town plan required every house to give up a strip at its front as a "continued and covered passage on each side of the street". S57 That became the five-foot way. Two centuries later the rule survives in modern form: new buildings facing a road must still provide a public covered walkway. S55 The lesson is not the arcade. It is that the walking strip was written into the building rules, so it did not depend on goodwill.

Fair implementation. Record ownership, tenancy, heritage status and permissions. Agree temporary shop access and signs during works. Offer design help and sample details before enforcement. Give street vendors practical trading alternatives; moving them out is not beautification. No political portraits on public street assets, and no sponsor branding outside the regulated advertising frames described in Part 5.

MODERN METHODS

What a street built in 2027 can do that one built in 1997 could not

The core of this programme is old technology done properly: level paving, closed drains, shade. But several newer methods are now cheap and proven enough to design in from the start. They are sorted here by how ready they are for a Sri Lankan town.

METHOD	WHAT IT DOES	READINESS
Countdown and audible signals	Shows people how many seconds remain and gives a sound for those who cannot see the light. Crossing times set for the slowest users.	Ready now
LED street lighting with remote monitoring	Uses far less power than older lamps and reports its own faults, so a dark crossing is fixed in days, not months.	Ready now
Speed-activated signs and camera enforcement	A sign lights up for a speeding driver; cameras enforce the limit without a police officer at every town gate. Fits the driver demerit point system funded in the 2027 Budget.	Ready now, with the legal process
Raised junctions and continuous sidewalks	The whole junction, or the mouth of a side street, is lifted to sidewalk level. Drivers cross the walking path, not the other way round.	Ready now
Precast modular drains, kerbs and ducts	Factory-made units laid quickly in short work fronts, with consistent quality and less time with the street dug up.	Ready now
Phone and QR code defect reporting	A code on each lamp post and bin links to a report form with the location filled in. Always paired with a phone number.	Ready now
Digital asset register	Every drain cover, light, tree and crossing mapped with its owner and condition, so upkeep is planned and not discovered.	Ready now
Pay-by-phone parking	Timed, paid street parking without meters or attendants handling cash. Income goes to the corridor maintenance fund.	Pilot first
Permeable paving and tree-pit rain gardens	Lets rain soak into the ground near trees and parking bays, easing the load on drains and cooling the street.	Pilot first: needs soil and groundwater checks
Drain water-level sensors	A low-cost sensor in the main drain and at the litter trap warns when water is rising or the trap is full.	Pilot first
Real-time bus arrival displays	Shows the next bus at the stop. Needs the bus fleet to carry tracking, as the Metro Bus fleet does.	Pilot first, with the operator
Light-coloured and recycled-content surfacing	Paler paving stays cooler underfoot. Recycled plastic or rubber in asphalt is being trialled in several countries.	Later: test durability locally before any wide use
Solar lighting	Useful where no grid supply exists. Batteries are the weak point and the main lifetime cost.	Only where the grid cannot reach

A rule for choosing

Adopt a new method only if a local authority can keep it working with its own staff and budget in year five. A sensor nobody reads and a display that shows nothing are worse than not having them. Every item marked "pilot first" should be tested in two or three of the ten pilot towns and judged on cost, faults and use before it enters the national standard.

SINGAPORE LENS

Singapore uses most of this list every day: countdown timers and Green Man+ at crossings, a single app for reporting municipal defects, phone payment for street parking, and sensors in its drains. None of it replaced the basics. It was added to streets that already had sidewalks, closed drains and maintenance crews.

3

Proof it can be done

Colombo has already built integrated streets. Singapore has measured what works for fifty years. Neither is a template. Both are evidence.

What Colombo and the strategic cities show

Singapore: the walking strip in the rulebook

Singapore: slower streets, measured results

Singapore: what to copy and what to leave

LOCAL PRECEDENT

Sri Lanka has local examples to build on. The next step is wider, more consistent coverage.

The Metro Colombo Urban Development Project combined sidewalks with drainage, lighting, parking and street furniture. The Colombo Municipal Council describes upgrades to uneven or missing sidewalks along 11 km of road, lighting on ten streets, signals on three roads and drainage works. S34 That is the stated scope, not a measured outcome.

The World Bank completion report shows the built result in photographs. S35 It supports the claim that such works have been delivered in Sri Lanka. It does not show a crash reduction or a rise in shop sales, and this proposal does not claim one.

It was never only a Colombo idea

The Strategic Cities Development Project records work in Kandy, Galle and Jaffna, with support for Anuradhapura. S38 A 2018 Cabinet decision named 13 strategic cities: Kandy, Galle, Jaffna, Anuradhapura, Polonnaruwa, Trincomalee, Batticaloa, Badulla, Ratnapura, Matara, Kurunegala, Nuwara Eliya and Dambulla. S36 All 13 are in the proposed list of 60.

LESSON TO CARRY OVER	WHAT TO CHECK BEFORE SCALING
Package the whole street	Were drainage, utilities, crossings and walking space designed as one job?
Protect continuity	Do finished sidewalks carry on across side roads and private driveways?
Plan the upkeep	Who cleans the drains, replaces tiles and keeps parked vehicles off?
Use local capacity	Which materials and contractors held up over several monsoons?
Measure outcomes	Did access, footfall, safety and trader experience improve?

Before fixing the national specification, commission a short condition audit of selected Colombo and strategic-city streets. Record defects, repair costs and what users say. Copy the details that survived real use. Do not copy decorative finishes whose upkeep has never been proven.

The programme should align with the Road Safety Action Plan 2025 to 2026, approved by Cabinet on 3 November 2025, and with its successor. S37 S03 A rate denominator on the Cabinet webpage appears inconsistent and is not used here.

SINGAPORE, PART ONE

A city that wrote the sidewalk into its rules

Singapore is a rich, compact city-state and Sri Lanka is neither. But both are hot, wet and crowded at street level, both inherited colonial shophouse streets, and both are ageing. Singapore is useful because it publishes what it builds and what happened next.



Illustrative concept image of a traditional five-foot way.



Illustrative concept image of a calmed neighbourhood street.

1. The five-foot way, 1822

The first town plan made every house provide a covered public passage along its front. S57 Shade, shelter and a continuous path came from one line in a building rule.

2. Two widths, always

Planning guidance states an overall width and a clear width for every covered walkway, graded by distance from a station: 3.0 m clear nearest, then 2.4 m, then 2.0 m. S55

3. An accessibility code that keeps moving

The Code on Accessibility was revised again in 2025 and applies to plans submitted from 1 November 2025. Accessible routes are 1.5 m or 1.8 m wide by building type. S56 The point for Sri Lanka: the 2006 regulations need the same regular review.

4. Shelter as transport policy

Covered linkways join stations and bus interchanges to homes, schools and clinics within 400 m, and now extend to Friendly Streets within 800 m of a station. S54

None of these four needed new technology. Each one is a rule about who the edge of the street belongs to.

SINGAPORE, PART TWO

Slower streets, and the numbers that followed

80%
lower accident rate for senior pedestrians inside Silver Zones

40%
fewer accidents at junctions given signalised right turns

9 in 10
residents say walking improved on Friendly Streets

1,000
small local safety fixes delivered every year

5. Silver Zones

Since 2014, areas with many older residents get a 30 or 40 km/h limit, narrowed lanes, raised crossings, two-stage crossings and more green man time. There were 40 zones by 2023. S47 S45

6. Friendly Streets

Launched in 2023 with five pilots near markets, schools and stations. Ten more were due in 2026 and fifteen more are in design, with every town to have one by 2030. Locations and features are settled with residents before work starts. S49 S48

7. School Zones, all day

From 1 January 2026 the 40 km/h limit near primary schools applies around the clock, weekends included, to remove any doubt about when it is in force. S50

8. Fix the junction, not the driver

Discretionary right turns have been replaced with red-amber-green arrows at over 1,200 junctions. Those junctions recorded about 40% fewer accidents. S47

9. Small fixes, every year

The Land Transport Authority uses police crash reports and resident feedback to deliver about 1,000 local improvements a year: humps, markings, sightline fixes. S47 This is the closest match to Sri Lanka's 712 identified locations and the Rs 60 million per district now set aside. S12 S13

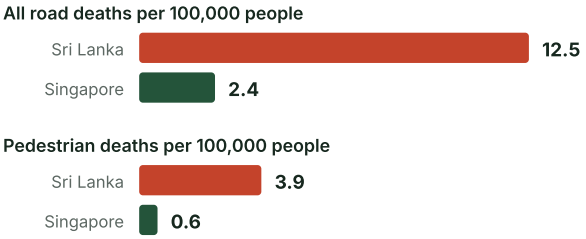
How Singapore rolls a programme out

Pilot five. Publish the result. Do ten. Then commit to every town by a date. The ten-pilot gate in Part 4 follows the same pattern on purpose.

EVIDENCE FROM ABROAD Singapore results describe Singapore streets. They show that the treatments work when built and maintained properly. They are not forecasts for Sri Lankan corridors.

SINGAPORE, PART THREE

What to copy, what to leave, and one warning



A person in Sri Lanka is about 5 times more likely to die on the road than a person in Singapore, and about 6.7 times more likely to die as a pedestrian.

The gap reflects income, vehicle mix, enforcement and emergency care as well as street design. It shows what is possible, not what sidewalks alone will deliver.

VERIFIED FACT 2025 deaths per 100,000 people. Sri Lanka: 2,732 deaths and 857 pedestrians over a population of 21.78 million. Singapore: 149 deaths and 36 pedestrians over 6.11 million. S01 S04 S42 S43 S44

COPY	ADAPT	LEAVE
State a clear width, not just an overall width	Covered walkways: use trees and awnings first	Card-activated signals as a first step
Pilot, publish, then scale	Silver Zones: start around hospitals, markets and places of worship	Islandwide covered linkways at S$2 million a kilometre
Lower limits backed by street geometry	Friendly Streets: fit them to main roads that double as shopping streets	Grade-separated crossings as a default
Choose sites with residents	School Zones: add supervised crossings at opening and closing time	
Fund a yearly stream of small fixes		

The warning

Singapore had its worst year in a decade in 2025: 149 deaths. Elderly pedestrian deaths rose from 11 to 27, three quarters of all pedestrians killed. Fifteen fatal jaywalking cases involved older pedestrians, up from seven in 2024. Speeding violations rose to 253,550. S42 S43

Two lessons follow. First, good infrastructure does not finish the job; enforcement and upkeep never stop. Second, older people cross where the walk is shortest, not where the crossing was drawn. Put crossings on the line people already take, or the best-built sidewalk will still lead them into the road.

Sri Lanka is ageing too. The street built now is the one today's workers will grow old on.

4

The programme

Sixty towns, every district, four waves. Ten pilots go first, and nothing scales until they have been through a monsoon.

How towns are chosen

The 60 candidate towns

Ten pilots

The five-year schedule

Building faster

SELECTION

Choose towns by evidence, publish the scores

The list of 60 gives the programme a concrete national starting point. It includes the 13 strategic cities and at least one town in every district. It is not a claim to hold the 60 highest-risk places. Keep a reserve list and swap towns in when measured need, readiness or value for money justifies it.

SELECTION CRITERION	WEIGHT	EVIDENCE REQUIRED
Fatal and serious injury risk	**35%**	Three years of geocoded crashes plus a proactive risk audit
Pedestrian demand and essential access	**25%**	Counts; links to schools, hospitals, markets and transit
Missing or inaccessible walking network	**15%**	Measured clear widths, continuity, crossings and obstructions
Deprivation and regional inclusion	**10%**	Local access needs and service catchments
Readiness and maintenance	**10%**	Right of way, utilities, authority agreement, funded upkeep
Local economic benefit	**5%**	Trader survey, market role and footfall baseline

Use a published scoring scale and show the evidence behind every score. Do not score by town size. Missing crash reports should trigger a safety audit, not a low score. The police list of 712 accident-prone locations is a ready first input. S12 No points for political sponsorship.

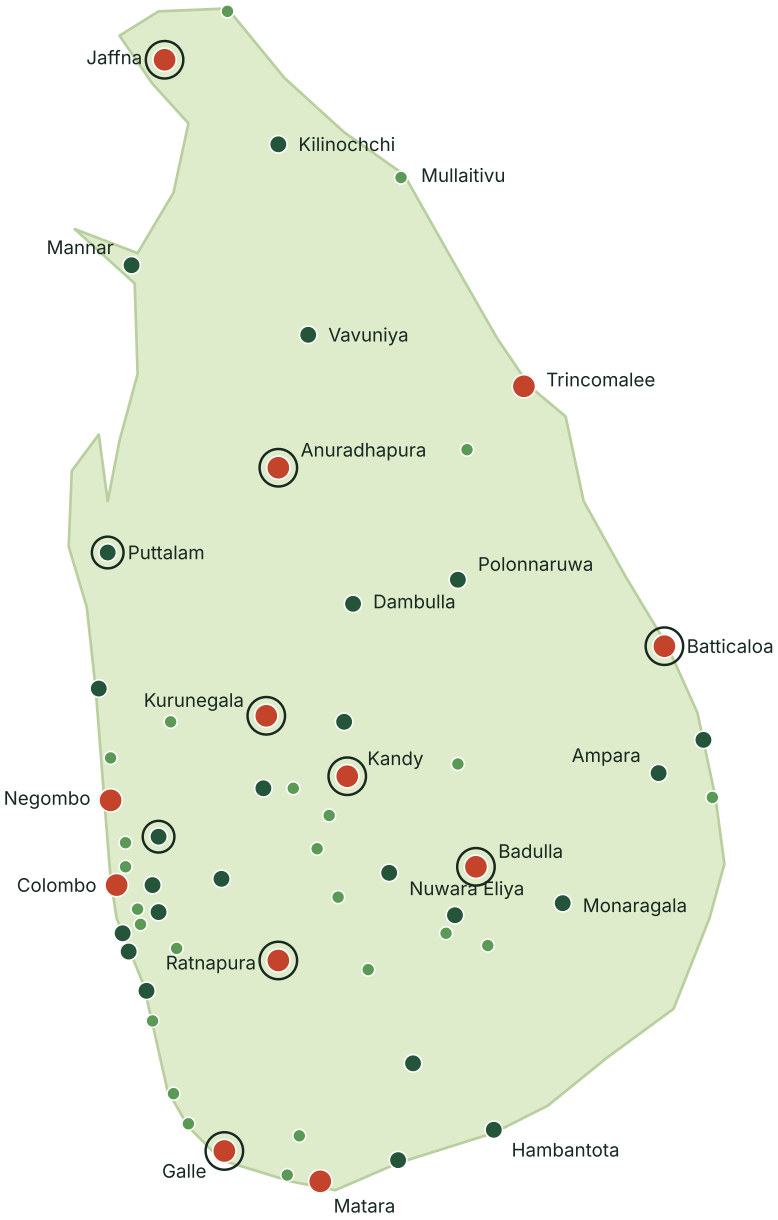
What the three budget classes mean

CLASS	TOWNS	ALLOWANCE PER TOWN	DIRECT WORKS PER TOWN
A Major or complex centre	12	5 corridor km at Rs 200 m/km	Rs 1,000 m
B Regional or secondary hub	24	3 corridor km at Rs 150 m/km	Rs 450 m
C Focused town core	24	2 corridor km at Rs 100 m/km	Rs 200 m

PLANNING ASSUMPTION The classes are scope and complexity allowances, not population ranks. Class A is not first in line. A lower-cost class assumes fewer major drain and utility works, never thinner construction or narrower paths. Pilot kilometres are inside these lengths, not added to them.

THE 60 TOWNS

Every district, from Point Pedro to Matara



- Class A · 12 towns · 5 km each
- Class B · 24 towns · 3 km each
- Class C · 24 towns · 2 km each
- Ten pilot candidates

60	25	180
towns	districts	corridor km

COMPLETION WAVE	TOWNS
Wave 1 · 2028	10
Wave 2 · 2029	15
Wave 3 · 2030	17
Wave 4 · 2031	18

Stylised map for orientation only. Positions are approximate and the coastline is simplified. Town names identify service centres; exact local authority boundaries and corridor start and end points must be verified.

This is a planning shortlist, not a crash ranking. Order can change after the first national screening.

TOWN REGISTER, 1 TO 30

Candidate towns and their first corridor

NO	TOWN	DISTRICT	CLASS	DONE BY	FIRST CORRIDOR FOCUS
01	**Colombo**	Colombo	A	2031	Repair gaps and interchange links
02	**Kandy** PILOT	Kandy	A	2028	Transit and constrained commercial core
03	**Galle** PILOT	Galle	A	2028	Bus, rail and trading connections
04	**Matara**	Matara	A	2029	Regional bus and shopping hub
05	**Jaffna** PILOT	Jaffna	A	2028	Market and transit connections
06	**Kurunegala** PILOT	Kurunegala	A	2028	Busy junction and regional interchange
07	**Anuradhapura** PILOT	Anuradhapura	A	2028	Market, transit and civic access
08	**Ratnapura** PILOT	Ratnapura	A	2028	Drainage and commercial core
09	**Badulla** PILOT	Badulla	A	2028	Hill town school and transit access
10	**Batticaloa** PILOT	Batticaloa	A	2028	Commercial and essential services
11	**Trincomalee**	Trincomalee	A	2029	Regional market and transit
12	**Negombo**	Gampaha	A	2029	Commercial and visitor access
13	**Gampaha** PILOT	Gampaha	B	2028	Rail, bus and shopping connections
14	**Kalutara**	Kalutara	B	2029	Main road and transit connections
15	**Panadura**	Kalutara	B	2029	Rail, bus and busy trading streets
16	**Moratuwa**	Colombo	B	2029	Rail, commercial and industrial access
17	**Kaduwela**	Colombo	B	2029	Bus and junction conflicts
18	**Nuwara Eliya**	Nuwara Eliya	B	2030	Visitor and resident walking routes
19	**Matale**	Matale	B	2029	Market and through road conflicts
20	**Dambulla**	Matale	B	2029	Produce market and regional junction
21	**Hambantota**	Hambantota	B	2031	Connect civic and trading nodes
22	**Tangalle**	Hambantota	B	2030	Bus and coastal town centre
23	**Vavuniya**	Vavuniya	B	2029	Regional road and transit hub
24	**Kilinochchi**	Kilinochchi	B	2029	Linear main road and services
25	**Mannar**	Mannar	B	2030	Core market and public services
26	**Ampara**	Ampara	B	2030	Civic services and commercial access
27	**Kalmunai**	Ampara	B	2030	Dense commercial main street
28	**Puttalam** PILOT	Puttalam	B	2028	Mixed traffic and market access
29	**Chilaw**	Puttalam	B	2029	Rail, bus and town shopping
30	**Polonnaruwa**	Polonnaruwa	B	2030	Kaduruwela and service connections

Class A: 5 km, Rs 1,000 m. Class B: 3 km, Rs 450 m. Class C: 2 km, Rs 200 m. Direct works only.

Candidate towns and their first corridor

NO	TOWN	DISTRICT	CLASS	DONE BY	FIRST CORRIDOR FOCUS
31	**Kegalle**	Kegalle	B	2029	Constrained main road frontage
32	**Bandarawela**	Badulla	B	2030	Hill town market and transit
33	**Monaragala**	Monaragala	B	2030	Regional service centre
34	**Embilipitiya**	Ratnapura	B	2030	Regional trade and bus access
35	**Homagama**	Colombo	B	2031	Suburban rail and commercial core
36	**Avissawella**	Colombo	B	2030	Regional interchange and trade
37	**Maharagama**	Colombo	C	2031	Target missing connections
38	**Kesbewa**	Colombo	C	2031	Town core and bus access
39	**Wattala**	Gampaha	C	2031	Target school and shopping links
40	**Ja-Ela**	Gampaha	C	2031	Rail and commercial access
41	**Horana**	Kalutara	C	2030	Bus, market and civic links
42	**Beruwala**	Kalutara	C	2031	Local trade and coastal access
43	**Ambalangoda**	Galle	C	2030	Rail, bus and trading core
44	**Hikkaduwa**	Galle	C	2031	Visitor and resident main road access
45	**Weligama**	Matara	C	2030	Market and coastal town links
46	**Akuressa**	Matara	C	2031	Regional junction and market
47	**Hatton**	Nuwara Eliya	C	2029	Rail, bus and estate service hub
48	**Gampola**	Kandy	C	2030	Market and transit links
49	**Nawalapitiya**	Kandy	C	2031	Rail and hillside town access
50	**Mahiyanganaya**	Badulla	C	2031	Bus, trade and pilgrimage access
51	**Haputale**	Badulla	C	2031	Constrained hill town core
52	**Wellawaya**	Monaragala	C	2031	Junction and bus connections
53	**Balangoda**	Ratnapura	C	2031	Commercial through road
54	**Mawanella**	Kegalle	C	2031	Market and main road frontage
55	**Kuliyapitiya**	Kurunegala	C	2030	Civic, education and market links
56	**Wennappuwa**	Puttalam	C	2031	Linear trading and service streets
57	**Kantale**	Trincomalee	C	2030	Bus, market and main road
58	**Akkaraipattu**	Ampara	C	2030	Commercial core and public services
59	**Mullaitivu**	Mullaitivu	C	2029	District service centre access
60	**Point Pedro**	Jaffna	C	2031	Northern coastal trading core

No population figure, crash score or detailed price is implied by this table.

TEN PILOTS

One kilometre in ten towns, before a rupee goes to the rest

Start in 2027 with ten 1 km corridors, chosen to test ten different street conditions across all nine provinces. Puttalam gives a second North Western case. All ten towns have the rest of their package provisionally scheduled for 2028. Final selection depends on land, data, utilities and delivery capacity.

PILOT CANDIDATE	WHAT IT SHOULD TEST
Kurunegala	Bus and junction management in a regional commercial centre
Kandy	Tight width, heritage and very high pedestrian demand; Metro Bus stops
Galle	Linked bus, rail and shopping access; Metro Bus stops
Jaffna	Market trading, shopfront coordination and accessible crossings; Metro Bus stops
Anuradhapura	Service access and shade in a spread-out town
Ratnapura	Flood-resilient drainage and shop floor levels
Badulla	Slopes and accessible routes in a hill town
Batticaloa	Eastern town core, drainage and trading access
Gampaha	Rail interchange, commuter flows and shop deliveries
Puttalam	Mixed traffic, market activity and heat

The release gate

PLANNING ASSUMPTION A first ceiling of Rs 3.1 billion. Each pilot kilometre is priced at the rate for its town class: eight Class A kilometres at Rs 200 million and two Class B kilometres at Rs 150 million, Rs 1.9 billion of direct works. Adding 8% programme support, 20% contingency and an 18% fiscal allowance gives Rs 2.870 billion. The remaining Rs 230 million pays for wider preparation. All of it sits inside the national envelope. Each pilot needs its own surveyed scope and estimate before tender; if a site costs more than its class rate, the length is reduced or the allocation is revised and reported. Trial undergrounding of power lines is outside this ceiling (see Part 5).

For scale, Rs 3.1 billion is about 14% of the Rs 22 billion the 2027 Budget gives to widening and improving selected roads. S14

What the pilots can and cannot show

Before scaling, review build quality, actual unit rates, disruption to traders, access performance and readiness to maintain. Three to six months will expose construction and operating defects, real unit costs and how much trade was disrupted. It cannot show a reliable fall in deaths. Safety evaluation must run for several years, against comparison corridors.

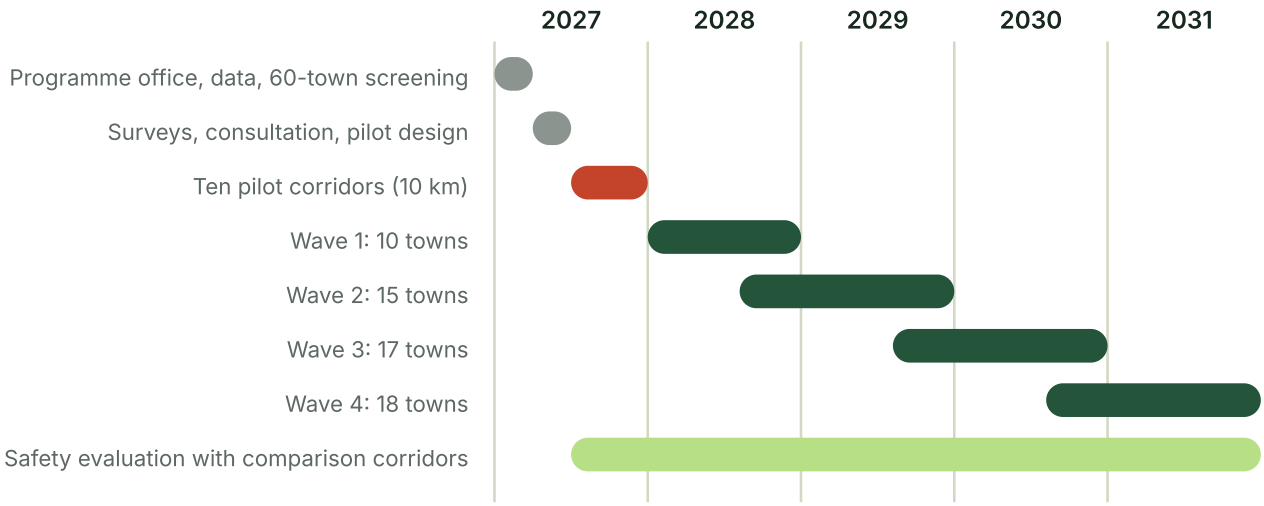
Test a machine-assisted paving package and a conventional small-contractor package side by side. Compare accepted finished work and total days of disruption, not blocks laid per hour.



Illustrative concept image, not an existing location. A short work front with a safe temporary walkway and shops kept open.

SCHEDULE

Five years, four waves, one gate at every step



PLANNING ASSUMPTION Indicative programme. Waves are completion years; design and advance works start earlier.

PERIOD	MAIN WORK	CONDITION FOR RELEASE
2027, months 1 to 3	Programme team; data requests; screen 60 towns; agree a provisional standard	Named road owner and local maintenance owner
2027, months 4 to 6	Surveys; consultation; pilot designs; mock-ups; procurement	Independent safety and access review; priced quantities
2027, months 7 to 12	Build ten pilot corridors in sections; design remaining towns	Safe temporary access; funded utility agreements
2028	Complete wave 1; evaluate pilots; start wave 2	Pilot defects corrected; actual costs published
2029	Complete wave 2; start wave 3	Audit of quality, capacity and affordability
2030	Complete wave 3; start wave 4	Verified maintenance performance; refreshed cost plans
2031	Complete wave 4; close gaps; hand over assets	Defects closed; asset register; funded upkeep

One kilometre, start to finish

Allow 2 to 4 months for survey and design, 2 to 4 for approvals and procurement, and 3 to 6 for construction where utilities and right of way are manageable. Major drain rebuilding, land or heritage consent can push this past a year. These are planning durations, not observed rates.

Short work fronts

Work in sections of about 50 to 100 m. Keep a safe walking route and every shop door open. Run excavation, drainage, utilities, base, paving and crossings as one sequence. Never open every frontage in a street at once. Plan around the local monsoon and leave float; do not pour concrete in the rain to meet an opening ceremony.

Capacity is the real limit. A five-year national programme is possible only through several regional packages running at once. The tight constraint will be design, utilities, approvals and supervision, not tile laying. Yearly spending in Part 5 covers design, advance works and equipment across more than one wave, so it does not equal the value of towns opened that year.

Use machines for the repetitive work, people for the skilled work

METHOD	BEST USE	CHECK BEFORE ADOPTING
Mechanical block laying	Long, repetitive areas with pre-arranged paver layers	Trial real access, layer fit and full crew output
Vacuum lifting and mini plant	Slabs, drain covers, repeated handling	Operator training, exclusion zone, servicing
Precast kerbs and drains	Repeatable details at predictable levels	Loading, joint leakage, lifting, factory quality
Digital survey and GIS	Geometry, utilities, quantities, handover	One coordinate system; verify on site
Utility detection	Fewer strikes and redesigns	Records, detection and trial pits together
Factory sample panels	Consistent tactile and surface quality	Wet slip, strength, size, contrast, user acceptance
Digital inspection records	Defects, photos, quantities, payments	Independent sign-off; public reporting

EVIDENCE FROM ABROAD Probst publishes a customer estimate of up to 1,000 m^2 a day for one of its paving machines. S40 It is a manufacturer-hosted statement, not a verified Sri Lankan rate, and it ignores utilities, drainage, base preparation, edge cuts and shop access.

A realistic test

The standard kilometre has 6,000 m^2 of sidewalk. That is 20 paving days at 300 m^2 a day, or 60 days at 100 m^2. Neither is the full construction period. Measure total cost and disruption against a manual crew before buying more machines.

Lease equipment through regional framework contracts at first. Require local parts, servicing, operator training and a utilisation plan before buying specialised imported machines.

Mechanise the tasks that are repetitive and hard on the body. Keep local jobs in drains, foundations, detailing, inspection, planting and upkeep. Do not promise that automation will both maximise jobs and minimise labour hours. It cannot do both.

5

The money

Rs 150 million buys one kilometre of working street: both sides, drains included. Everything else in this part is multiplication, shown in full.

One corridor kilometre

The national envelope

Year by year

The private sector

Parking buildings and underground cables

Upkeep

Local incomes

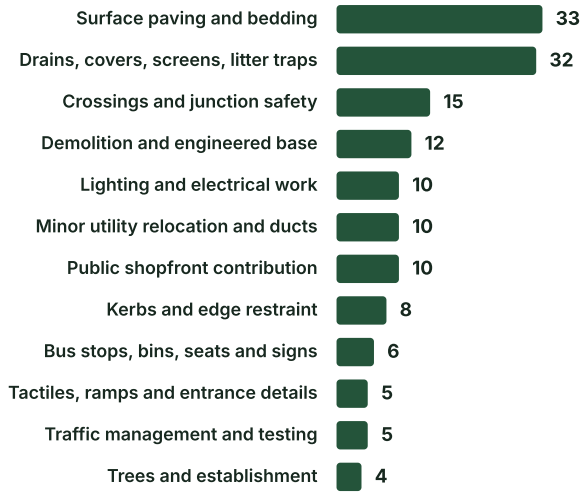
The economic case

ONE KILOMETRE

Where Rs 150 million goes

The standard Class B example covers both sides of a 1 km street: 2,000 m of sidewalk edge and 6,000 m^2 of sidewalk, at an average gross width of 3.0 m per side. All figures are 2026 concept allowances, not contractor quotations.

Why 3.0 m, when the main street section is 4.0 m. No corridor uses one section from end to end. The 3.0 m is a planning average over the sections in Part 2: about 40% of the length at the full 4.0 m (sections A and D), 20% at 2.7 m (section C) and 40% at 2.1 m (section B), which gives 2.98 m. Survey will replace this mix town by town. The mix is a costing assumption, not an allocation of street types: the 1.8 m clear path stays an exception for quieter constrained streets, assessed with disabled users, and busy commercial streets must meet the 2.4 m target. If a corridor is built at 4.0 m throughout, paving and base rise by 2,000 m^2, or Rs 15 million per kilometre, 10% of direct works. That must be re-priced, not absorbed. Rates include contractor overhead and profit and exclude the programme additions on the next page.



Direct works per corridor kilometre, Rs million.

ITEM	QUANTITY	RATE, RS
Surface paving and bedding	6,000 m2	5,500 / m2
Drains, covers, screens, litter traps	2,000 m	16,000 / m
Crossings and junction safety	Allowance	Survey dependent
Demolition and engineered base	6,000 m2	2,000 / m2
Lighting and electrical work	40 units	250,000 / unit
Minor utility relocation and ducts	Allowance	Survey dependent
Public shopfront contribution	100 fronts	100,000 / front
Kerbs and edge restraint	2,000 m	4,000 / m
Bus stops, bins, seats and signs	Allowance	Survey dependent
Tactiles, ramps and entrance details	Allowance	Survey dependent
Traffic management and testing	Allowance	Survey dependent
Trees and establishment	80 trees	50,000 / tree

Total direct works: Rs 150 million per corridor kilometre. Paving is 22% of it. Drains, base, crossings and utilities are the real job.

The drainage, utility and junction allowances must be replaced by measured bills of quantities. Sound existing assets can lower the cost. Structural drains or moving major power lines can raise it sharply.

VERIFIED FACT The Western Province 2025 schedule of rates gives Rs 4,975 per m^2 for 60 mm natural rectangular paving and Rs 5,136 for coloured, including bedding and laying. S39 The model uses Rs 5,500 as a rounded later allowance. Base work is priced separately so a paving rate is not mistaken for a sidewalk cost.

THE NATIONAL ENVELOPE

Rs 41.7 billion, built up line by line



Capital envelope at 2026 planning prices, Rs billion. Left to right: Class A, B and C direct works; programme support; contingency; fiscal allowance.

PACKAGE	CALCULATION	RS BN
Class A direct works	12 towns x 5 km x Rs 200 m/km	12.000
Class B direct works	24 towns x 3 km x Rs 150 m/km	10.800
Class C direct works	24 towns x 2 km x Rs 100 m/km	4.800
Total direct works	180 corridor km	**27.600**
Design, supervision, programme support	8% of direct works	2.208
Physical contingency	20% of direct works	5.520
Subtotal	Direct works plus the two additions	35.328
Fiscal and tax allowance	18% of the subtotal, illustrative	6.359
Total at 2026 prices	Before future escalation	**41.687**

PLANNING ASSUMPTION The 18% line is a cautious budgeting assumption, not a tax opinion. The final estimate must identify the taxes that apply, any exemptions and what can be recovered. The estimate stays in rupees; no exchange rate is used.

Included

Sidewalk works. Repair of ordinary local drainage. Selected crossings and junction treatments. Minor utility adjustments. Basic lighting and street furniture. Targeted frontage grants. Design, supervision, construction management and contingency.

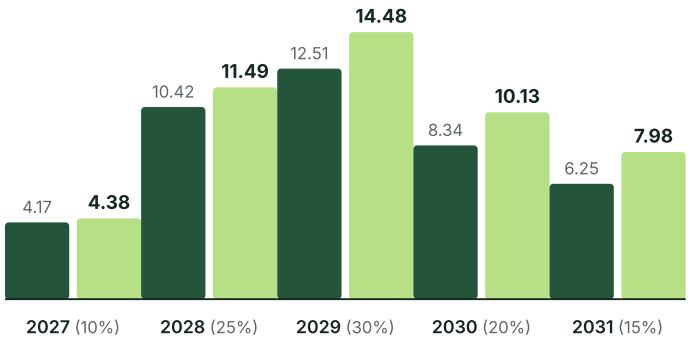
Not included

Major land acquisition or resettlement. Demolition and rebuilding. Bypasses, bridges and subways. Trunk sewer or drain replacement. Full road resurfacing. Undergrounding of power lines. Multi-storey car parks. These need their own options and budgets; two of them are set out later in this part.

Calling this a paving programme would hide most of the work. Calling it the price of rebuilding every street in 60 towns would be just as wrong. It buys a first connected network of selected corridors.

YEAR BY YEAR

What it costs each year, and how wrong the estimate could be



Rs billion a year. Green: 2026 prices. Yellow: with 5% yearly escalation.

YEAR	SHARE	2026 PRICES	ESCALATED
2027	10%	4.169	4.377
2028	25%	10.422	11.490
2029	30%	12.506	14.477
2030	20%	8.337	10.134
2031	15%	6.253	7.981
Total	100%	**41.687**	**48.459**

SCENARIO	FIVE-YEAR CAPITAL, RS BN	MEANING
No escalation	**41.69**	Constant-price reference
5% a year	**48.46**	Central planning scenario
10% a year	**56.12**	Higher escalation test

Uncertainty before surveys

PLANNING ASSUMPTION Use a screening range of about Rs 30 to 63 billion at 2026 prices: roughly 30% below to 50% above the central figure. This is a judgement, not a statistical interval. Major excluded works can take a town outside it. Do not add the range on top as more contingency.

In the context of the 2027 Budget

The 2027 Budget puts about Rs 487 billion into roads and railways. S14 This programme averages Rs 8.3 billion a year at 2026 prices, about 1.7% of that single-year figure. Its heaviest year, 2029, is under 3%.

Funding sequence

Seek a multi-year capital allocation with yearly release gates. Explore development-partner support for design, safety evaluation and accessible infrastructure; that is a possibility, not a commitment. Parking income and frontage contributions can help with upkeep but should not be counted on for capital until tested.

> If the full sum is not available, build fewer complete, maintained corridors. Do not scatter the money across 60 ceremonial fragments that connect nothing.

What companies can pay for, and what they get back

Private money will not build drains. It can keep a street clean, lit and furnished for a decade if the deal is written properly. Treat companies as the answer to upkeep, not to the capital bill.

MODEL	HOW IT WORKS	USE IT FOR
Advertising concession	A company builds, cleans and repairs bus shelters, benches and bins at its own cost, in return for selling advertising in fixed panels for 8 to 15 years	The main route: bus stops and street furniture in every programme town
Adopt a street	A company funds upkeep of a named stretch for 3 to 5 years and gets a small standard plaque	Planting, cleaning and repairs on single corridors
Frontage obligation	Banks, supermarkets and fuel stations rebuild the sidewalk in front of their own premises to the national standard as a permit condition	Large frontages on programme corridors, at no cost to government
Business district levy	Shop owners in a centre pay a small levy into a jointly managed fund for cleaning, lighting and events	Larger towns, later, once traders have seen the result
Parking concession	A private operator runs paid street parking or a parking building and shares revenue	Towns with measured parking demand
Duct leasing	Government builds shared ducts and leases space to telecom companies	Income for upkeep; fewer road openings
Materials in kind	Cement, paving or lighting firms supply at cost in return for recognition	Small top-ups, always inside tender rules
Full PPP for sidewalks	A firm finances and builds the street and is repaid over years	Not recommended. Sidewalks earn nothing, so government pays anyway, plus financing cost

Rules for advertising, so it does not become the next problem

Fixed places only. Inside bus shelters and on approved freestanding panels. Never on the paving, trees, railings, crossings or signal poles.

Outside the clear path. No panel may narrow the 2.4 m walking width or block the view at a crossing or junction.

Capped. A set number of panels per shelter and per kilometre, at one standard size.

No moving or digital screens near crossings and junctions.

Content rules. No political advertising. No alcohol or tobacco. The three-language rule applies.

Open tender by town cluster, with the contract and revenue published.

Performance terms. Repair deadlines, penalties, and removal of everything at the end of the term.

Ring-fenced income. Any revenue share goes to the corridor maintenance fund, not to general revenue.

PROPOSAL A three-year term suits upkeep sponsorship. It is too short for a company that must build shelters, which is why concessions of this kind usually run eight years or more. Confirm which body controls advertising rights on each road before tender. The draft Public-Private Partnership law, targeted for late 2026, would require a value-for-money and feasibility assessment before any partnership is approved; check its status at mobilisation. S20

SINGAPORE LENS

Singapore's planning rules make developers provide the covered public walkway along their own frontage. S55 That is private money working inside a public rule, and it has held for two hundred years.

TWO LARGE OPTIONS

Parking buildings and underground cables, priced apart from the core programme

Both are worth doing in the right towns. Neither belongs inside the Rs 41.7 billion envelope, because either one could cost as much as the sidewalks. They are set out here as separate, optional packages with their own tests.

A. A parking building in each town, with a private partner

When parking comes off the main street, drivers need somewhere to go. In larger towns that can be a multi-storey building within a short walk of the shops.

VERIFIED FACT The Urban Development Authority began a ten-storey building for 252 vehicles in Colombo Fort in 2020 at Rs 1.1 billion, about Rs 4.4 million a space, with shops on the ground floor. S18 In the same year Cabinet approved calling for private investors to build car parks with the Authority, including in Kandy and Anuradhapura. S19

PLANNING ASSUMPTION Take a simpler 200-space building at Rs 5 million a space in 2026 prices: about Rs 1 billion each. At Rs 100 an hour, six paid hours a day and 300 days a year, parking income is about Rs 36 million a year, or 3.6% of the cost before running expenses.

Parking fees alone will not attract an investor. A deal would need other sources of value: a lease of public land; ground-floor shops and upper-floor offices the investor can rent; removal of free street parking nearby, so the building has customers; and a 25 to 30 year build, operate and transfer term with capped tariffs and written service standards. Public land and development rights are not free even at a nominal rent. Value them, and count them as the public contribution in the value-for-money test. Whether investors will come is unknown until that assessment is done.

One for each of the 60 towns would be about Rs 60 billion, more than the whole street programme. Start with the 12 Class A towns, about Rs 12 billion of building cost before the value of public land, and only where a parking survey proves demand. Smaller towns should use surface lots.

B. All cables underground

Underground power and telecom lines clear the skyline, free the sidewalk of poles and survive storms. They are also the most expensive single item a street can carry.

VERIFIED FACT The Ceylon Electricity Board 2025 rates put a new overhead low-voltage line at about Rs 4.1 million a kilometre and an 11 kV line at about Rs 7.5 million. No standard underground rate is published; such work is priced case by case. S21

PLANNING ASSUMPTION Underground distribution is widely taken to cost roughly five to ten times the overhead equivalent. On that rule of thumb, moving one low-voltage and one 11 kV route underground costs about Rs 58 to 116 million per corridor kilometre, before telecom lines and a new connection to every building. Across 180 km that is about Rs 10 to 21 billion. This is an illustration, to be replaced by an Electricity Board estimate.

Recommended path

1. Build shared ducts under every programme sidewalk now. This is already in the core cost.

2. As an optional trial, funded separately from the pilot ceiling and agreed first with the Electricity Board and the telecom operators, put all cables underground in the busiest 300 to 500 m of each pilot and record the real cost and disruption. On the rule of thumb above, ten trials cost roughly Rs 174 to 579 million before telecom lines, building connections, programme additions and tax.

3. Extend town by town where heritage, tourism, storm damage or safety justifies it, funded with the Electricity Board and telecom operators, who gain lower fault and repair costs.

4. Require every new building and major renovation on a programme corridor to take an underground connection.

The core programme stays at Rs 41.7 billion. These two options are decisions for later, town by town, with real surveys and real partners.

UPKEEP

Fund maintenance from the start

PLANNING ASSUMPTION Reserve 2% of the Rs 27.6 billion direct works value for routine upkeep every year: Rs 552 million at full operation, in 2026 prices. It is separate from the capital envelope and should build up as corridors open.

ROUTINE TASK	SERVICE REQUIREMENT
Drains and inlets	Inspect before each monsoon and after major storms; clear blockages promptly
Surface defects	Make dangerous defects safe within 24 hours; full repair to an agreed priority
Crossings and lighting	Routine checks, fast hazard response, scheduled repainting
Trees	Water, prune for visibility and headroom, replace failures, manage roots
Encroachment	Regular clear-path inspections and fair, graduated enforcement
Cleaning	Daily in busy cores, matched to footfall and waste
Asset records	Every drain, light, tree and crossing logged with owner and condition

Who pays, who answers

Before tender, name the authority for each asset and secure its budget. A road-owner agreement must say which agency repairs drains, lights and crossings, and which local body handles cleaning, planting, vending and parking. Utilities must reinstate any surface they open to the programme detail, with a warranty and an inspection.

Require a 24-month defects and tree-establishment period, with responsibility for latent defects and longer warranties where the contract allows. Do not accept handover on opening-day photographs. Inspect after heavy rain and after the first utility cut is reinstated.

Beyond routine

The 2% covers routine work, not renewal. Prepare a 20-year asset plan that schedules resurfacing, lighting replacement, drain repair and tree renewal separately, and publish the yearly liability when each town package is approved.

SINGAPORE LENS · A WARNING

In the 1880s Singapore tried to clear traders who had filled the five-foot ways, and got riots. The walkways had been built and then left to fill up for sixty years. Encroachment is far easier to prevent with steady, fair, daily management than to reverse later. S57

Public reporting should work by phone call as well as by online form, with a location, an owner, a deadline and proof of closure. A smartphone-only complaint system shuts out some of the people who need accessible streets most.

Construction incomes and long-term benefits are counted separately

Construction buys labour, materials and services now. A better street can cut injury costs and make local shopping easier for years. The first is spending. The second is lasting value. Counting both without adjustment overstates the case.

CHANNEL	HOW RESIDENTS GAIN	HOW TO PROTECT THE GAIN
Local construction	Work for crews, masons, precast yards and hauliers	Tender lots local firms can win; prompt payment; verified labour conditions
Shopfront renewal	Work for painters, sign makers, carpenters, electricians	Open grant rules; local competitive quotations
Routine upkeep	Steady cleaning, drainage and tree-care work	Funded contracts with clear standards
Better access	Easier visits, linked shopping trips, more bus use	Continuous paths, shade, crossings, deliveries kept working
Safer travel	Fewer injuries, bills and lost incomes	Measure serious injuries and deaths over time

Labour spending, not a jobs promise

PLANNING ASSUMPTION If 20 to 30% of direct works spending reaches labour, the Rs 27.6 billion base means Rs 5.52 to 8.28 billion in wages over the programme. At an all-in cost of Rs 4,000 a paid day, that is 1.38 to 2.07 million paid workdays, or about 6,273 to 9,409 worker-years at 220 days a year.

Spread over five years, that is roughly 1,255 to 1,882 full-time equivalents a year. These are scenario sums, not a forecast of permanent jobs. What reaches local households depends on wages, where contractors buy, how much is mechanised and whether the workers would have had other work. Do not call construction spending new GDP or apply an unsupported multiplier.

Make the gains inclusive

Women, older people, children, disabled people and bus users gain most when the last 200 m of a journey is safe. Ask them directly. Keep vendors and small traders involved and phase works to protect sales. Watch rents, so that a better street does not simply replace the shops that were there with ones their customers cannot afford.

The appraisal government should require before it believes any return

EVIDENCE FROM ABROAD The World Bank has described road deaths and injuries as costing countries like Sri Lanka 3 to 5% of GDP a year. S25 That is historical context on the scale of harm. It is not a current audited Sri Lankan loss, and this project cannot claim all of it as a benefit.

EVIDENCE FROM ABROAD Transport for London found that people who walk, cycle or take public transport spent 40% more a month in local shops than drivers, and that improved streets had 17% lower retail vacancy. S41 Those are London results, from a different city and different shoppers. Do not forecast a 40% sales rise for a Sri Lankan shop.

Appraise each corridor against a real alternative

Compare three options over 20 years: basic maintenance only, targeted low-cost safety fixes, and the full street package. Use Treasury-approved discounting and valuation. Count capital, upkeep, renewals and disruption as costs. Include independently estimated casualty reduction, access, walking conditions and environmental effects, without counting anything twice.

REQUIRED INPUT	EVIDENCE TO OBTAIN
Crash benefit	Baseline by crash type, exposure, comparable corridors and suitable reduction factors
Casualty values	Government-approved values or a documented local appraisal method
Business effect	A matched panel of traders, an inflation-adjusted sales proxy, footfall and vacancy
Travel effect	Walking delay, bus reliability, traffic diversion and delivery time
Distribution	Who gains, who loses access, who pays, and whether tenants are displaced

A simple sensitivity

Suppose the treated corridors had 100 relevant fatal or serious casualties a year. A combined reduction of 10%, 20% or 30% would mean 10, 20 or 30 fewer a year. Both the baseline and the reduction are hypothetical. Do not add the effects of sidewalks, speed control and crossings as if each worked alone; they overlap.

Report net present value, a benefit-cost ratio and who gains only when the inputs exist. Until then the case rests on the national death toll, mechanisms anyone can see, and a controlled pilot.

6

Keeping it honest

A programme this visible will attract shortcuts, favourites and ribbon-cuttings. These pages are the defences.

Who is accountable

Procurement and quality

Targets and risks

The first 90 days

ACCOUNTABILITY

One sponsor, named owners, everything published

FUNCTION	PROPOSED ACCOUNTABLE BODY
National programme and funding	The ministry responsible for transport and highways, with Treasury approval and a small programme office
Design and works on national roads	Road Development Authority; the provincial or local road owner elsewhere
Town operation and frontage work	The local authority, with Urban Development Authority and heritage coordination
Traffic rules and enforcement	Road authority and police, through the legally required process
Utilities	Electricity, water and telecom owners under signed interface plans
Bus stops and services	Sri Lanka Transport Board, Lanka Metro Transit and private operators
Accessibility assurance	An independent specialist plus local organisations of persons with disabilities
Evaluation	An independent research or engineering team with police and health data

Legal checks

Confirm road reservation and ownership; access and disability requirements; traffic orders and parking powers; building and signage permissions; environmental, tree and heritage approvals; procurement rules; and any acquisition or compensation process. The 1996 Act and the 2006 regulations are the existing baseline. S30 S31 Verify current ministry portfolios and powers at mobilisation. A national design standard does not remove the responsibility of the road owner for an individual street, and this document does not certify compliance with every amendment.

Public disclosure

Before work starts, publish the corridor map, design choices, parking changes, budget, contractor, dates and complaints contact, in Sinhala and Tamil, with English where useful. Record why alternatives were rejected, above all where parking or trading space is removed.

Walk the street with disabled users, shopkeepers, bus operators, schools and residents at concept stage and again before acceptance. One public meeting does not reach the people who cannot attend it.

SINGAPORE LENS

Singapore's Friendly Streets are chosen and designed with residents before construction, and the transport ministry reports the survey results to Parliament. S49 S45 Consultation that is published is harder to fake.

PROCUREMENT

Procure finished, working streets and test them before payment

Tender for measured outputs: a continuous accessible route, safe crossings, drains that work and assets that can be maintained. Pay for accepted quantities and performance. Use common details where they fit and site-specific design for drainage and utilities. Lots should be large enough to supervise and small enough for capable regional firms to win.

STAGE	CONTROL REQUIRED
Before tender	Surveyed levels, utility map, quantities, traffic plan, maintenance owner, independent design review
Before mass production	Approved material samples; mock-up crossing; user testing of the accessible route
During excavation	Hold point for drain outfall, utility conflicts and ground condition
Before covering work	Inspection of reinforcement, ducts, connections and structural covers
Before accepting paving	Compaction, level, crossfall, slip resistance and joints
Before opening	Night inspection, wet-weather test, sightline check, independent safety and access review
After opening	Defects register, trader feedback, condition audits at 6, 12 and 24 months

Variations

Record baseline quantities and site conditions with dated photographs. Require written approval of changed scope and rates before extra work, except in a real emergency. Publish significant variation orders. Compare unit rates across towns. Check that contingency is not paying for unapproved decoration.

Safety on site

Barriers, stable temporary walkways, accessible shop entrances, night visibility and a daily check of open excavations. Dust, noise and waste controls. Work on one side or in short sections. Dispose of any hazardous material properly. For imported equipment, specify performance, servicing and training, not a brand, and weigh lifecycle cost and the risk of idle machines. Framework contracts must allow quality enforcement and must not shut out local firms.

Eight things to measure, eight things that can go wrong

INDICATOR	TARGET OR REPORTING RULE
Route continuity	Every completed corridor has a connected accessible route and approved crossings
Clear width	100% of accepted segments meet the standard or a published exception
Town speed	Measured before and after; 30 km/h environment in designated cores
Safety	Ambition: 20% fewer fatal and serious casualties on treated corridors by 2033 against an adjusted baseline.
Tree survival	At least 90% after two years, with replacements
Business access	Every open shop keeps a documented safe access during works
Economic outcome	Matched footfall, vacancy and trader indicators; no assumed sales uplift
Delivery cost	Publish Rs per km, Rs per m^2, variations and upkeep costs by corridor

Encroachment returns
Physical protection where needed, legal loading space, steady fair enforcement

Flooding gets worse
Check hydraulics and outfalls before raising any level

Money spread too thin
Finish fewer corridors before opening new fronts

Land disputes
Use available public space first; negotiate; due process for any acquisition

Utilities dig it up
Coordinate planned works, keep access ducts, enforce reinstatement quality

Shops lose sales
Short sections, access kept open, a working complaints process

Pretty paving, poor access
Independent user testing and measurable acceptance criteria

Political selection
Publish scores, evidence and every substitution

The first 90 days after approval

1. Appoint the accountable agencies and an independent reviewer
2. Reconcile the road safety data with the police
3. Screen the 60 candidates against the 712 identified locations
4. Select ten buildable pilot corridors and commission surveys
5. Consult traders, bus operators and disability organisations; prepare options, cost plans and an operating plan for each pilot
6. Submit the first release decision with evidence, not renderings

APPENDIX A

Every calculation in this document

CALCULATION	RESULT
2025 deaths per day: 2,732 / 365	**7.48**
Pedestrian share: (857 / 2,732) x 100	**31.37%**
Published user groups: 857 + 855 + 199 + 195 + 227 + 352 + 36	**2,721**
Gap to headline: 2,732 - 2,721	**11 deaths, 0.40%**
Deaths per 100,000, Sri Lanka: (2,732 / 21,781,800) x 100,000	**12.54**
Pedestrian deaths per 100,000, Sri Lanka: (857 / 21,781,800) x 100,000	**3.93**
Deaths per 100,000, Singapore: (149 / 6,110,000) x 100,000	**2.44**
Pedestrian deaths per 100,000, Singapore: (36 / 6,110,000) x 100,000	**0.59**
Pedestrian deaths, 2025 against 2020 to 2024 average: (857 / 709 - 1) x 100	**+20.9%**
2026 pace: 2,381 / about 313 days	**about 7.6 a day**
Pedestrian share to 13 August 2026: (555 / 1,693) x 100	**32.78%**
Corridor length: (12 × 5) + (24 × 3) + (24 × 2)	**180 km**
Average sidewalk width: (0.40 × 4.0) + (0.20 × 2.7) + (0.40 × 2.1)	**2.98 m, taken as 3.0 m**
Sidewalk per corridor km: 1,000 × 2 × 3.0	**6,000 m^2**
Extra if 4.0 m throughout: 2,000 m^2 x Rs 7,500	**Rs 15 m per km**
Direct works: (60 × 200) + (72 × 150) + (48 × 100)	**Rs 27,600 m**
Capital: 27.6 x (1 + 0.08 + 0.20) x 1.18	**Rs 41.68704 bn**
Pilot direct works: (8 × 200) + (2 × 150)	**Rs 1,900 m**
Pilot works with support, contingency and fiscal allowance: 1.9 x (1 + 0.08 + 0.20) x 1.18	**Rs 2.8698 bn**
Wider preparation allowance: 3.1 - 2.86976	**Rs 230 m**
First release ceiling: pilot works + preparation, inside the Rs 41.7 bn envelope	**Rs 3.1 bn**
Upkeep: 27.6 bn x 0.02	**Rs 552 m a year**
5% escalation, five-year total	**Rs 48.459 bn**
10% escalation, five-year total	**Rs 56.119 bn**
Average year against Rs 487 bn: (8.337 / 487) x 100	**1.71%**
First release against Rs 22 bn: (3.1 / 22) x 100	**14.1%**
Labour: 27.6 bn x 20 to 30%	**Rs 5.52 to 8.28 bn**
Paid days: labour / Rs 4,000	**1.38 to 2.07 million**
Worker-years: paid days / 220	**6,273 to 9,409**
Option A, cost per space in the 2020 Colombo Fort building: Rs 1.1 bn / 252	**Rs 4.37 m**
Option A, 200 spaces x Rs 5 m	**Rs 1.0 bn a building**
Option A, parking income: 200 x Rs 100 × 6 hours x 300 days	**Rs 36 m a year; (36 / 1,000) x 100 = 3.6%**
Option B, overhead rate: Rs 4.10 m + Rs 7.48 m per km	**Rs 11.58 m per km**
Option B, underground at 5 to 10 times, across 180 km	**Rs 10.4 to 20.8 bn**
Option B, ten trials: 10 × 0.3 km x 11.58 × 5, and 10 × 0.5 km x 11.58 × 10	**Rs 174 m to 579 m**

Escalated yearly capital = 2026 total x yearly share x (1 + rate) to the power of years after 2026. The 8% and 20% both apply to direct works and are not compounded. Rounding is for display only.

Coverage checks. The register holds 60 distinct towns in 25 districts. Classes: 12 A, 24 B, 24 C. Waves: 10, 15, 17 and 18 towns. Pilot kilometres are inside the 180 km.

What is deliberately absent. No national share of deaths caused by missing sidewalks. No Sri Lankan retail uplift. No forecast of permanent jobs. No benefit-cost ratio. Public sources do not support any of them yet.

APPENDIX B

Brief for the feasibility team

Commission each town as a connected-access study, not a paving quotation. The report must name an exact buildable corridor, the problem it solves, the alternatives, the cost, the operating rules and the authority that will maintain it.

WORK PACKAGE	MINIMUM OUTPUT
Existing conditions	Survey plan: boundaries, levels, drains, access points, utilities, trees, shop thresholds and effective clear widths
Movement and safety	Peak and off-peak counts for people and vehicles; speeds; bus dwell; parking use; crossing lines; three-year crash map
Inclusive consultation	Recorded walk-throughs with disabled users, older people, women, schools, traders, vendors and operators
Options	Maintenance only, targeted safety fixes and the full street package; effects on neighbouring streets
Detailed design	Cross-sections, levels, drainage calculations, tactile details, crossing visibility, swept paths, lighting
Cost and procurement	Measured quantities, district rate check, quotations, taxes, risk register, packaging
Operation and safeguards	Parking, loading and vending plan; temporary access; land and heritage approvals; tree plan; grievance process
Appraisal and evaluation	Whole-life cost, benefit method, comparison corridor, baseline data and collection plan

Documents needed before construction money is released

A signed road-owner approval. An independent safety and accessibility review with all comments closed. A utility interface agreement. An approved cost plan and procurement recommendation. Permissions for affected property and frontages. A funded maintenance agreement. A construction access plan agreed with the affected businesses.

This brief does not choose a proprietary paving system. Contractors may propose equivalent methods if the finished route meets the accessibility, durability, drainage and whole-life cost criteria.

SOURCE REGISTER

Where every figure comes from

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About the pictures. Photographs in this document are illustrative concept images. They do not show existing locations, measured designs or construction drawings. Street sections, the crossing plan, the map and all charts are original graphics prepared for this proposal. All cost, schedule, labour and target inputs are the author's planning assumptions unless a source is cited.