

**ASIAN MAYOR'S POLICY DIALOGUE FOR THE  
PROMOTION OF ENVIRONMENTALLY  
SUSTAINABLE TRANSPORT IN CITIES.  
23<sup>rd</sup> – 24<sup>th</sup> APRIL 2007, KYOTO JAPAN**



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Malaysia.



## **1.0 KUALA LUMPUR**

- **Capital City Of Malaysia.**
- **Population : 1.42 Million (Year 2000)**
- **Area : 243 sq km**
- **Location : 3<sup>0</sup>N 102<sup>0</sup>E**
- **Climate : Equatorial (Hot & Humid)**
- **City Administration : City Hall Kuala Lumpur (CHKL)**





## 2.0 EXISTING URBAN TRANSPORT INFRASTRUCTURE

- 2.1 Rapid development since late 1970's brought massive urban transport infrastructure development.
- 2.2 KL is being served by a Ring & Radial road network system (3 Ring roads :- IRR, MRRI & MRRII & 14 radial roads).

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### EXISTING TRAFFIC SITUATION

On a daily basis:

- 1.305 million vehicles cross MRRI.
- 2.125 million vehicles cross MRRII.
- 70% vehicle trips crossing MRRI (42,600 vehicles) and MRRII (86,500 vehicles) during AM peak hour are SOV.
- 65% crossing MRRI (39,100 vehicles) and MRRII (84,500 vehicles) during PM peak hour are SOV.





## **2.3 The public urban transport services include :-**

### **2.3.1 Road based transport.**

**Consist of the public bus network and an array of taxi operators to cater for commuters within the city.**

### **2.3.2 Rail Based Transport.**

- i) Is increasingly becoming a factor in travelling.**
- ii) Four (4) types of rail transportation which comprises:**

- Light Rail Transit**
- Monorail**
- KTM Commuter Trains**
- Express Rail Link (ERL)**

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## **LIGHT RAIL TRANSIT**

### **LRT System I (RAPID KL)**

- Route connects Sentul to Ampang & Bukit Jalil 25 Stations.**
- Operation started :**
  - Dec 1996 (Phase 1: 12km)**
  - July 1998 (Phase 2: 15 km)**



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### **LRT System II (RAPID KL)**

- **Route connects Petaling Jaya to Gombak, 29 km, 23 Stations.**
- **Operation started :  
Sept. 1998 (Phase 1)  
July 1999 (Phase 2)**
- **Fully automated system.**



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### **MONORAIL**

#### **KL Monorail System**

- **An intra-city service Route connects Jalan Tun Razak to KL Sentral, 8.6 km (11 stations).**
- **Operation started 31 August 2003.**
- **Locally manufactured train.**



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## **KTM COMMUTER TRAINS**

### **KTM Commuter System**

- **A regional commuter system providing inter-urban services**
- **Route Network about 153 km (40 stations)**
- **Started operation since 1995**
- **Routes: Sentul - PortKlang  
Rawang - Seremban**



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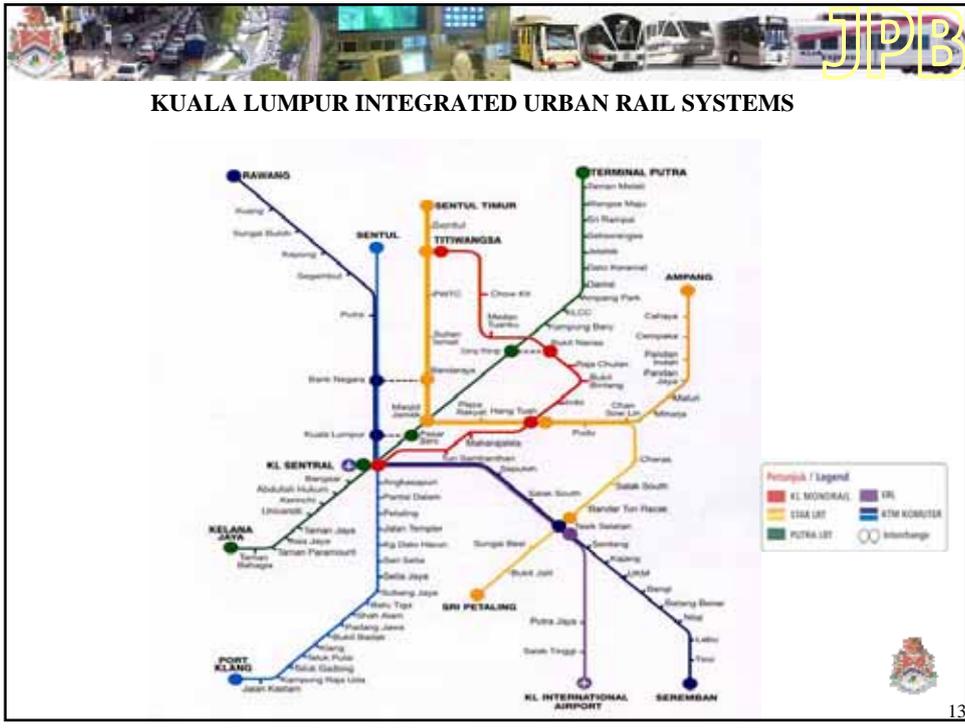
## **EXPRESS RAIL LINK (ERL)**

### **Express Rail Link (ERL)**

- **57 km KL Sentral to KLIA International Airport (5 stations).**
- **Commence operation April 2002.**
- **Services: KLIA Express  
KLIA Transit**



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## 3.0 ISSUES

### 3.1 General

#### 3.1.1 Low Public transport modal share resulting in high demand on road infra and traffic congestion. Between 1985 and 1997 the modal share of public transport decreased from 34.3% to 19.7%.

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**3.1.2 High travel demand to and from the City Centre during peak hours.**

**3.1.3 Although Traffic Management measures have done much to ease traffic flows particularly in the City Centre, they cannot to do so indefinitely if traffic demand on the road continues to grow.**

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**3.2 Public Transport.**

**3.2.1 Rail based public transport.**

- i) LRT and Commuter rail usage has been encouraging. However, optimal usage has still to be achieved due to**
- Inadequate interchange facilities at stations including car and motor cycle parking and pedestrian linkage.**
  - Lack of integration between rail based stations.**
  - Poor support services including adequate feeder bus frequency and service coverage.**

**ii) Poor accessibility to rail-based public transport.**

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### **3.2.2 Bus Services.**

- i) Despite the improvement to the bus system and road infrastructure, bus utilisation is low primarily as a consequence of route duplication, unreliable service frequency, overcrowding during peak hours and the poor condition of buses.**
  - Under utilisation of bus services.**
  - Unreliable & poor quality of services.**
  
- ii) Central location of main bus terminal at Puduraya contributing to traffic congestion.**

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### **3.2.3 Taxis**

**There is no shortage of taxis (24,721 taxicabs operated by 4000 plus operators) but availability is frequently a problem at peak periods and during bad weather.**

### **3.3 Private Transportation.**

#### **3.3.1 Cars and car parking.**

**-The low cost of long term parking in the City Centre together with the abundance of parking spaces (65,206 spaces) and the flexibility of movement associated with car transport has made car transport the preferred means of travel in the city.**

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- Shortages of parking spaces outside the City Centre in locations which have reasonable access to public transport and in shop lot development.

### 3.3.2 Motorcycles

- Represent 23% of all road users in Kuala Lumpur.
- Accident cases involving motorcycles is higher than for all other forms of transport.
- Motorcycles contribute significantly to noise and air pollution.

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## 3.4 Road Infrastructure

- 3.4.1 Constraints in expanding existing routes for traffic entering or leaving the City Centre.
- 3.4.2 Discontinuities in the road network.
- 3.4.3 Traffic back up at grade junctions.
- 3.4.4 Lack of specific provision in toll highways for public transport.
- 3.4.5 Existing designation of major roads does not reflect actual usage.
- 3.4.6 Increased pressure on the road network due to intensive and large scale commercial development.

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### **3.5 Non-motorised transport.**

#### **3.5.1 Pedestrian**

- **Streets and footpaths in the city centre are narrow.**
- **Pedestrian network is progressively being implemented in the City Centre.**

#### **3.5.2 Bicycles**

- **Cycle ways in housing estates suffer from under usage, misuse (illegal parking) and poor maintenance.**
- **Lack of continuity in the cycle way networks.**

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### **3.6 Freight Transport**

**Illegal parking of heavy goods vehicles and construction vehicles in residential and commercial areas due to the lack of proper parking facilities and consequent enforcement difficulties.**

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## **4.0 OBJECTIVE**

**4.1 To create an efficient and equitable city structure for Kuala Lumpur, CHKL is promoting an environmentally sustainable transport system and aims to:**

- Provide a comprehensive and integrated transportation system that caters for the needs of inter and intra city travel.**
- Reverse the decline in public transport usage and to achieve a targeted public: private transport modal split of 60:40 by the year 2020.**
- Optimise the road and rail transportation infrastructure so that it operates at its full capacity and maximum efficiency.**

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- Ensure that the overall configuration of land use is integrated with road and public transportation networks to optimise the development of land.**
- Ensure that all areas within the City enjoy the same high quality and standard of provision of public transport services.**

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**4.2 To enhance the city living environment, CHKL aims to:**

- **Create a city that is highly accessible for all its occupants and users, in particular, one that is pedestrian and handicapped friendly.**

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## **5.0 INITIATIVES & ACHIEVEMENTS**

**To promote an environmentally sustainable transportation system in Kuala Lumpur, the Govt. Of Malaysia and CHKL has taken various initiatives and their achievements as listed below:-**

### **5.1 Integrated Transport Information System (ITIS)**

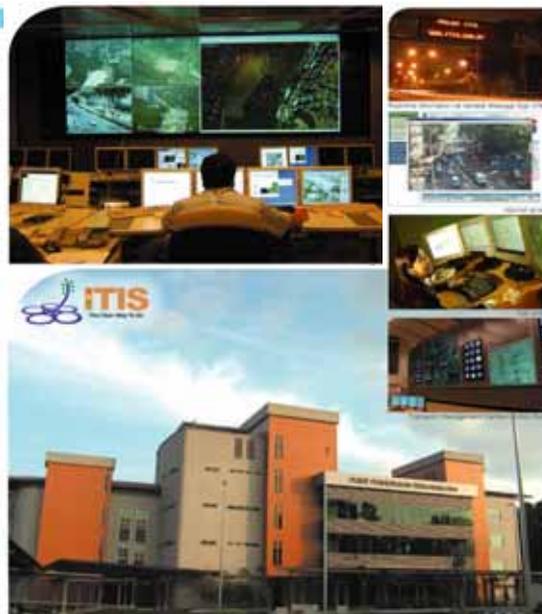
- **This traffic management system completed Dec 2005 and enhanced the existing computer based area traffic signal coordination system (SCATS/ ITACA).**
- **Involver installation of roadside equipments CCTVs, Automatic Incident Detection Cameras (AID), VMS along selected roads.**

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- **Utilization of Advanced Traffic Management System (ATMS) and Advanced Traveler Information System (ATIS).**
- **Data collected relayed to Transport Management Centre (TMC) = Analyse info, monitor situations, developed strategies and initiate appropriate response and relay the real time traffic information to the commuting public via the internet, call centre, VMS, radio etc.**

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**5.2 Extension of rail based transportation & integration of existing terminals to provide wider coverage has been planned and scheduled for implementation soon.**

**5.3 Development of new and modern integrated transport terminals away from City Centre.**

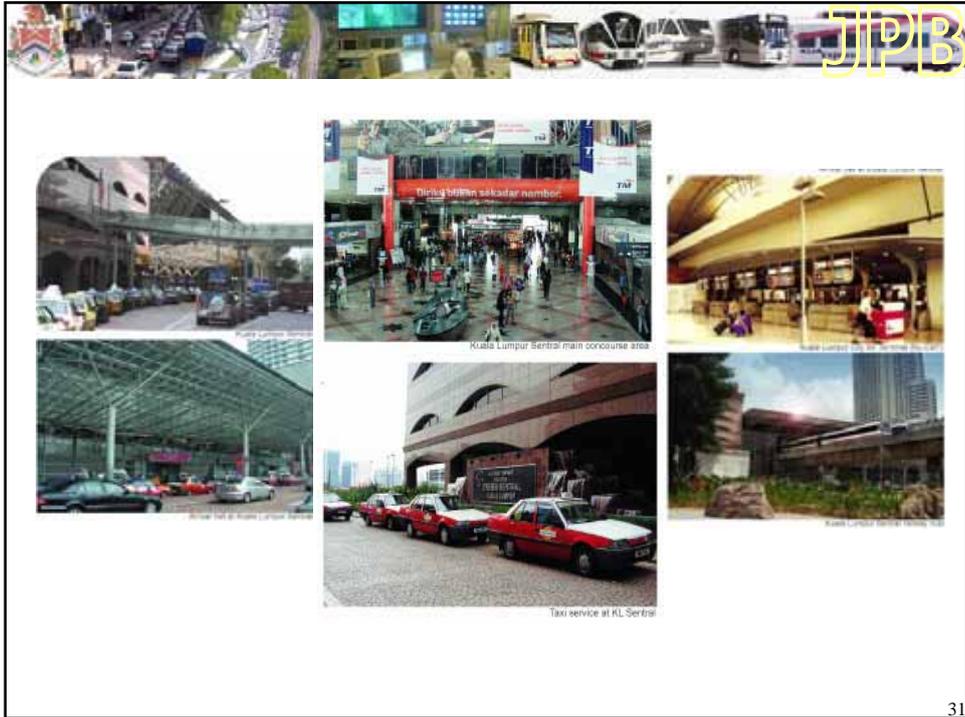
**5.3.1 KL Central – Completed & operational. Heart of rail based transportation in the Klang Valley, Putra-LRT, KTM Commuter, KLIA Express, Monorail. A self contain centre of activity supported by offices, retail malls, service apartments, condos and hotels.**

**5.3.2 Other integrated terminals have been proposed at Gombak, Bandar Tasik Selatan and Jalan Ipoh.**



**Location of Bus Terminals Integrated Rail based Public Transport System**





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**5.4 Revamping of the bus services which includes bus route changes and increasing the number of buses and improving the condition of buses.**

**5.5 Upgrading and refurbishment of bus stands and taxi stands through sponsorship by private bodies to provide better facilities for commuting public.**

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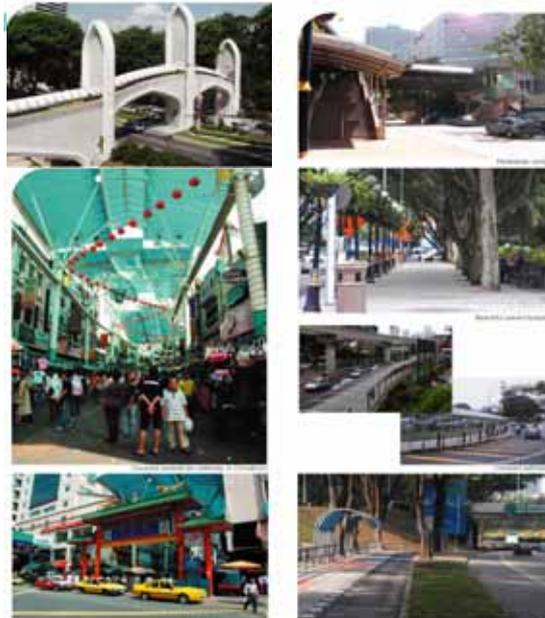
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## 5.6 Pedestrianisation & Network

- **Dedicated pedestrian walkways are constructed for added safety and a pleasant experience.**
- **Certain popular shopper areas converted to pedestrian only sites.**
- **Overhead bridges constructed and allow hazard free crossing of streets and roads.**
- **Covered walkways constructed especially around transit terminal for easier accessibility.**

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### **5.7 Integrated Land Use**

**Incentives offered to Development adjacent to transit terminals such as reduction in car park requirement, higher plot ratio.**

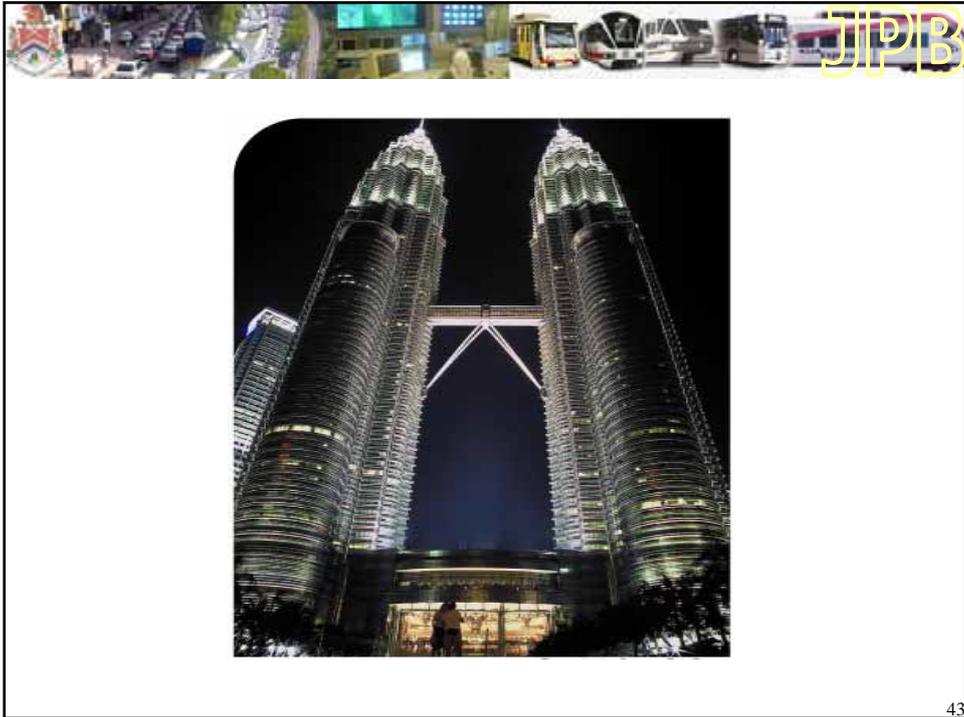
**5.8 CHKL is one of the chosen Government Dept. to implement a pilot project requiring its vehicles to use biofuel. Started in early 2006 and still been monitored.**

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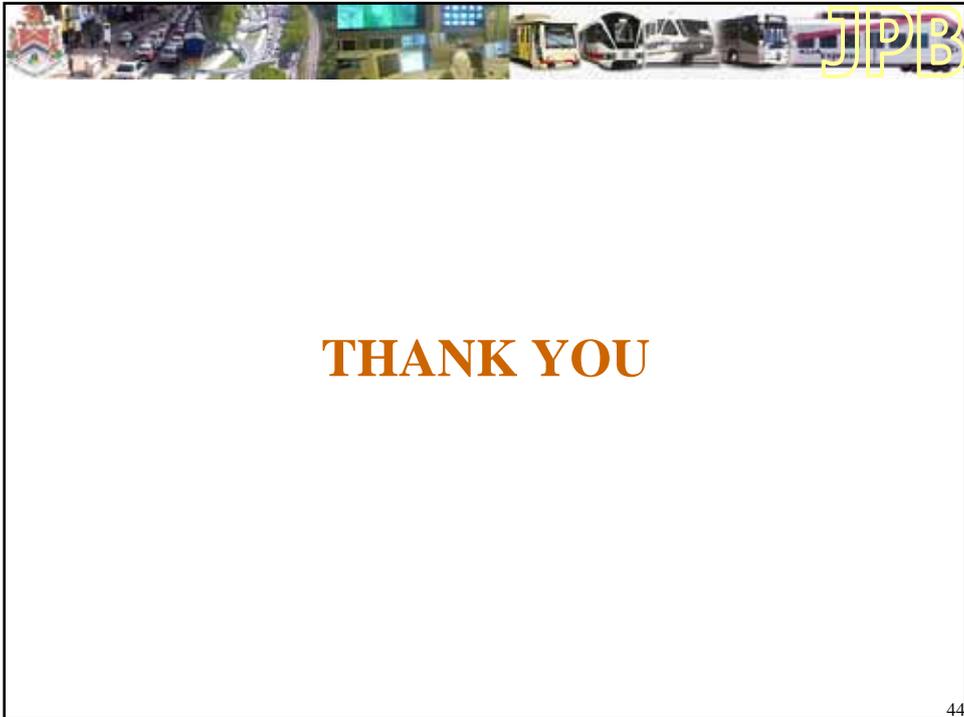


**5.9 CHKL has recently organised workshop on the implementation of congestion levy in Kuala Lumpur. CHKL is still evaluating the feedback from various parties which includes other Govt. Dept, NGOs, Professional bodies etc.**

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