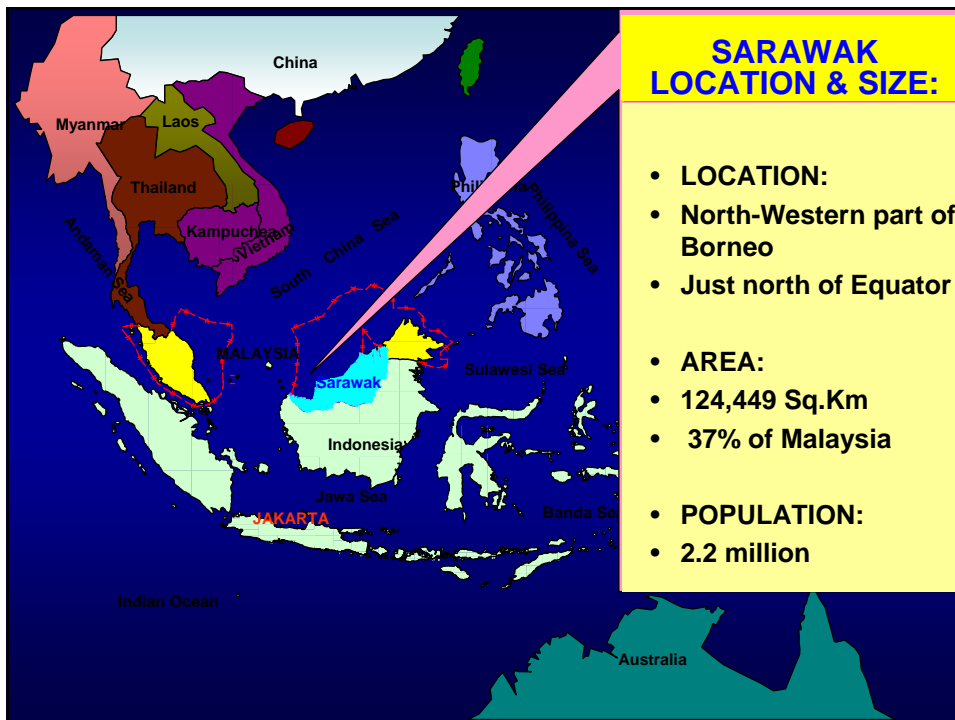


ASIAN MAYORS' POLICY DIALOGUE
for the
PROMOTION OF ENVIRONMENTALLY SUSTAINABLE
TRANSPORT IN CITIES
23-24 April 2007,
Kyoto, Japan.

KUCHING CITY TRANSPORT EXPERIENCE

by
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Mayor of Kuching City South



Aerial view of Kuching City



**Kuching North
(DBKU)**



**Kuching South
(MBKS)**



Kuching City

Population	: 510,000 (2005 census)
Projected population for year 2020	: 700,000
Area	: 431.5 sq.km
Gazetted open spaces & green areas	: 80.42 sq.km
Open spaces & green areas developed with park facilities	: 41.53 sq.km (74 nos.)
Length of roads in the city	: 743 km
Length of footpath within park	: 25 km
Length of footpath along roadside	: 656.32 km
Trees, palms available in open spaces and roadside	: 87,234 nos.
No. of parks with children playground	: 28

Overview Transport in Kuching City

- **Mobility and accessibility**
- **Understanding demand and growth of private transport**
- **Kuching Urbanization and Impact of transport**
 - overly dependent on private vehicles
 - future of transport system
- **Public Transport and Public interests**
 - what is public interest
- **Public transport and their performances**
- **The para-transits and the decline of public transport**



Trend of private vehicle in Kuching (1970-2004)

Year	Cars ¹	Growth Rate (% p.a)	Motorcycles ²	Growth Rate (% p.a.)	Total	Growth Rate
1970	8401		9388		17789	
1975	15103	15.9	18313	19.0	33416	18.6
1990	29416	18.9	32628	15.6	62044	17.1
1985	53972	16.6	56670	14.7	110642	15.6
1990	73941	7.3	80244	8.3	154185	7.8
1995	101150	7.3	117456	9.2	218606	8.3
2000	137973	7.2	149603	5.4	287576	6.3
2001	152106	10.2	156394	4.5	308500	7.2
2002	166913	9.7	163079	4.2	329992	11.6
2003	180769	8.3	164978	1.16	345747	4.0
2004	197882	9.5	185147	12.0	383029	10.0

Note: A conservative estimated of 47% of Sarawak total cars and motorcycles for 1970 to 1980 are found in Kuching.

Trend of Person per Private Vehicle in Kuching District

Year	car	population (Kuching)	person p/car	m/cycle	per./per m/cycle
1970	8401	21500	25.2	9388	22.9
1975	15103	251666	16.6	18313	13.7
1980	29416	262085	8.9	32628	8.03
1985	53972	305452	5.6	56670	5.3
1990	73941	369065	4.9	80244	4.5
1995	101150	430133	4.2	117456	3.6
2000	137973	509374	3.6	149603	3.4
2001	152106	525215	3.4	156394	3.3
2002	166913	545552	3.2	163079	3.3

Kuching – Growth of Vehicles

Year	Motorcar	Motorcycle	Taxis, Hire & drive cars	Buses vehicle	Goods vehicles	Other vehicles	Total
1955	520	582	124	98	273	NA	1597
1960	1534	1123	40	91	461	607	3856
1965	3458	3984	79	152	716	1149	9538
1970	8401	9388	140	222	1432	2346	21929
1975	15103	18313	171	321	2365	3917	40190
1980	29416	32628	312	393	4315	6473	73537
1985	53972	56670	658	473	6211	8546	125958
1990	73941	80244	649	629	8182	14966	178591
1995	101150	117456	106	953	13145	21390	254200
1998	120853	134768	1180	1058	15571	28048	301478
1999	127723	141375	1239	1051	15930	30436	317754
2000	137973	149603	1466	1042	16590	31276	337950
2001	152106	156394	1612	1035	17207	32150	341979
2002	166913	163079	1722	1012	17896	32917	384543
2003	180769	174047					
2004	197882	185147					

Source: 1955-1980 : Calculated from Sarawak Transport Annual Report as observed from trend of the city's ownership in relation to the whole State

1985-2002: Statistics Yearbook, Statistics Department, Sarawak

Environmental Problem

- **The Physical Impact**
 - *rapid decline of open spaces for pedestrians*
 - *amount of urban space that is taken up by traffic and for provision of car parking; most visible form of pollution;*
 - *lower quality of environment*
 - *sea of cars crammed in CBD; buildings stacked on cars*
 - *aesthetic value of the cityscape/townscape lost*
- **The Social Impact**
 - *The competition for the use of road space has often led to rude and 'aggressive driving' or 'road rage'.*
 - *Inequity in distribution of resources for those with private transport and those without cities get congested with traffic, the city centre become unattractive paving ways for out-of-town commercial centres or hypermarkets people without cars - disadvantage*

Health Impact

- *Least understood and known impact of congestion information about environmental pollution is undermined by a glorious presentation of the car in advertisements.*
- *combustion from motor vehicles is identified as the most significant contributor to environmental pollution*
- *Increase number of used tyres has posed a lot of health & environmental problems such as breeding of mosquitoes and risks of fire.*
- *pollutants have been listed by the World Health Organisation as toxic atmospheric pollutants and have the ability to cause illness, particularly respiratory problems among inhabitants*
- *Other main contributor are the motorcycle (2 stroke engines) that emit as much as ten times more hydrocarbon & smoke than the car.*
- *Increased in number of diesel driven vehicles without catalytic converters.*

Impact on Urban Environment



Aesthetic beauty of tree lined street...then

Impact on Urban Environment



...and now

Traffic congestion during school run



Current Policies

- Decentralized development around Central Business District (CBD) of Kuching City to avoid congestion at the CBD area.
- Kuching Healthy City concept had earlier influenced the Urban Planner to incorporate provision of linkages to existing parks and green through footpath & cycling tracks to promote healthy lifestyle.
- Establish public transport exchange station for an integrated system
- More pedestrian's street had been encouraged in the City.
- City Council jointly with private companies have been promoting road safety campaign to school children.
- Ramps are constructed in housing estates to discourage speeding.
- Department of Environment (DOE) has been enforcing the excess emission of black smoke from vehicles & noise pollution from motorcycle.
- Government is in the process providing a more reliable, efficient and comfortable public transport for Kuching City.

Public Parks and Green Ordinance, 1993 and Public Parks and Green Ordinance (Amendment) 2003 which cover the protection and conservation of green area



Provision of linkages to existing parks and green through footpath & cycling tracks to promote healthy lifestyle.



PHYSICAL DEVELOPMENT

Promoting Road Safety

- Provision of better footpath
- Construction of motorcycle and bicycle lanes



PHYSICAL DEVELOPMENT

Development of New Townships/Commercial Centres



- Avoids concentration in the City Centre
- Encourage commercial and business centres to operate closer to residential areas
- Provision of recreational areas in all residential development areas

Benefits and Difficulties

- An in-depth examination of a city or cities that practices sustainable transport will assist us to develop and enhance a visionary field of public transport system and help understand why such policy is of great importance.
- It affords opportunity for those involved in public transport and infrastructure development to grasp the importance of good, reliable and efficient public transport system;
- It will also help to understand the relationship between public transport and better living environment – a healthy lifestyle. This concept neatly fits in the Healthy City Program and Vision for Garden City for Kuching – one that policy makers and the city fathers are striving for.
- Any further delay to take remedial action will inevitably lead to the choking of the city's main corridors and arterial roads.

Future Visions

- Improvement in Quality of Life by:-
 - reduce growth in the demand for transport especially private transport;
 - reduce the need of car commuting by improving reliability, availability and quality of public transport;
 - reduce travel time and congestion
 - ameliorate direct environmental effects of transport – noise, severance, air pollution, and greenhouse gas emission;
 - promote cycling and walking as safe, sustainable and healthy means of transport;
 - improve transport safety

