



SURUHANJAYA
PENGANGKUTAN AWAM DARAT
LAND PUBLIC TRANSPORT
COMMISSION

Building For Tomorrow

RAILWAY PROJECTS & TRANSIT ORIENTED DEVELOPMENT - INITIATIVES & POLICIES

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NATIONAL LAND PUBLIC TRANSPORT MASTER PLAN (NLPTMP)

Malaysia's Holistic Transformation Programme

ELEVENTH MALAYSIA PLAN

2016-2020

ANCHORING GROWTH ON PEOPLE



ECONOMIC TRANSFORMATION PROGRAMME



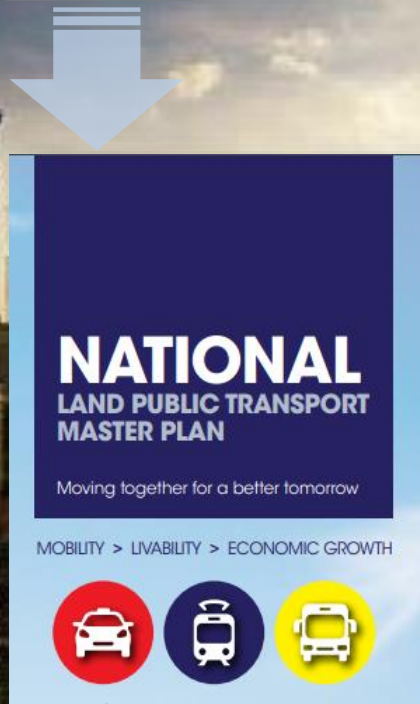
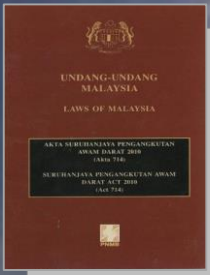
GOVERNMENT
TRANSFORMATION
PROGRAMME

Malaysia's population is growing and rapidly urbanising



National Land Public Transport Master Plan as a primary driver for future public transport

Land Public Transport Act mandates SPAD to develop 20 year National and Regional Land Public Transport Master Plan



VISION

Public Transport as Rakyat's choice of mobility

TARGETS

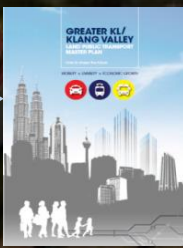
- **40%** modal share in the urban areas by 2030
- **Improve PT connectivity** in Rural Areas

Outcomes

Mobility

Livability

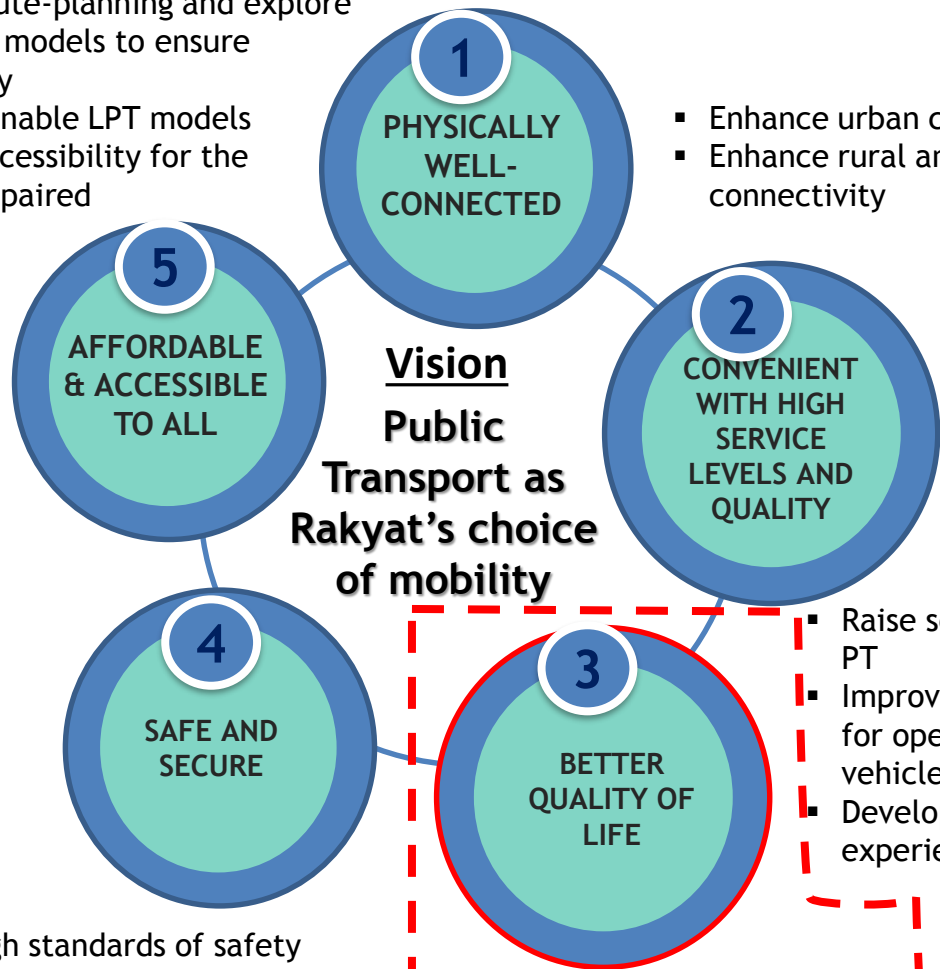
Economic
Growth



"The NLPTMP and GKL/KV LPTMP was approved by Cabinet on 16 October 2013"

National Land Public Transport Master Plan - A 20 year plan

- Improve route-planning and explore alternative models to ensure accessibility
- Build sustainable LPT models
- Increase accessibility for the mobility impaired



- Enhance urban connectivity
- Enhance rural and inter-city connectivity



40% modal share in urban areas by 2030

Increase connectivity in **Rural Areas**

- Ensure high standards of safety and security for operators
- Encourage and support safety initiatives

- Raise service reliability of PT
- Improve service standard for operators, drivers & vehicles
- Develop seamless experience for the user

- Promote healthy living
- Manage travel demand
- Encourage environmental sustainability
- Optimize PT infrastructure

"Transit Oriented Development (TOD) is centred around maximising the holistic value to the communities living in the area"

RAILWAY PROJECTS

RAIL

The backbone of public transportation in Greater KL and a key connection to other cities



LRT 1,2,3



MRT 1, 2 & 3



ERL



KTM Double Track



HSR



ECRL

Future	Completed

KTM SEREMBAN LINE

KTM PORT KLANG LINE

LRT AMPANG LINE

LRT SRI PETALING LINE

LRT KELANA JAYA LINE

ERL KLIA EKSPRES**ERL KLIA TRANSIT**

KL MONORAIL LINE

**MRT SG BULOH-
KAJANG LINE**

KTM SKY PARK LINE

LRT3 BANDAR UTAMA- KLANG LINE

MRT SG BULOH-
PUTRAJAYA LINE

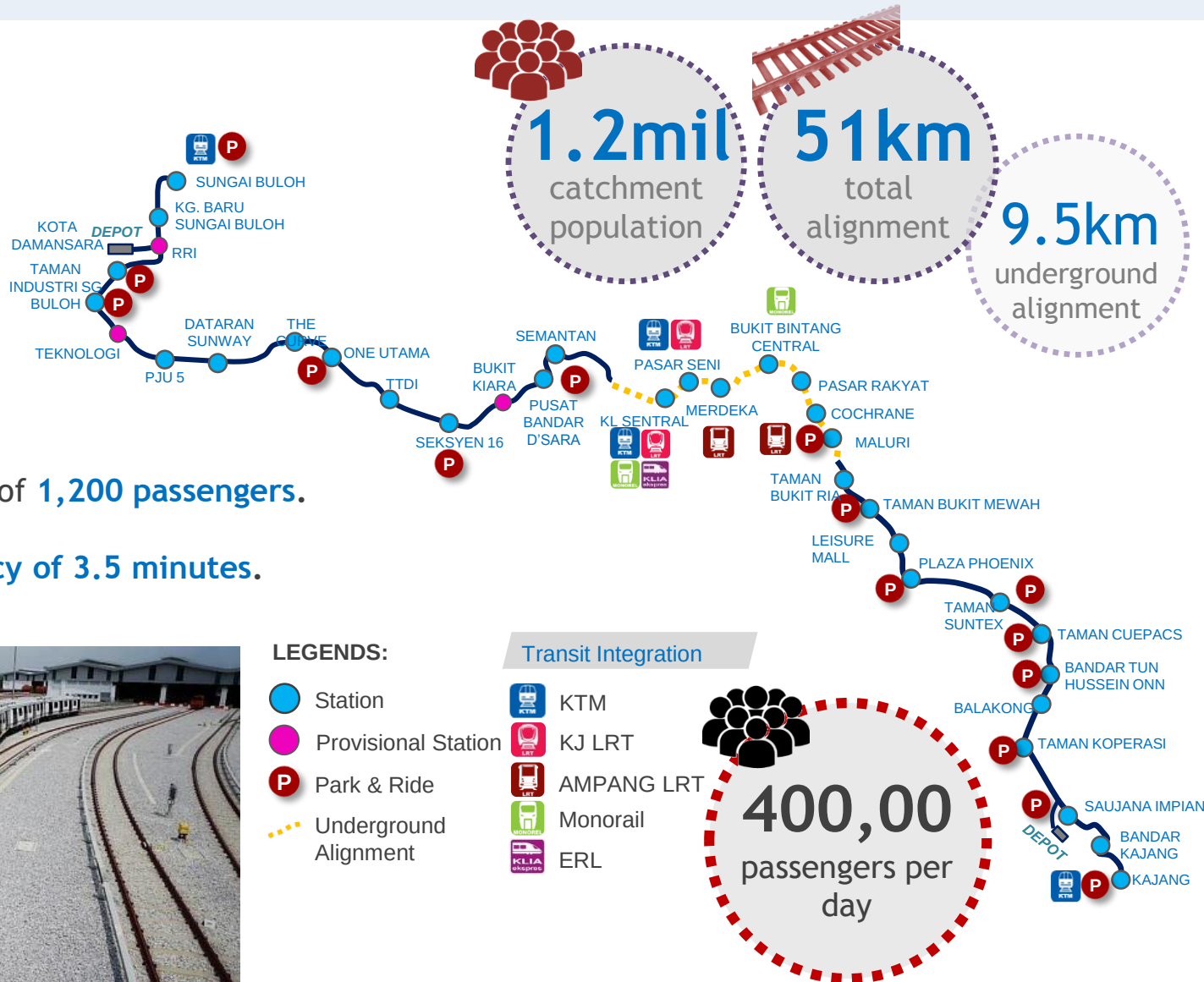
LRT Extension Project (2016)

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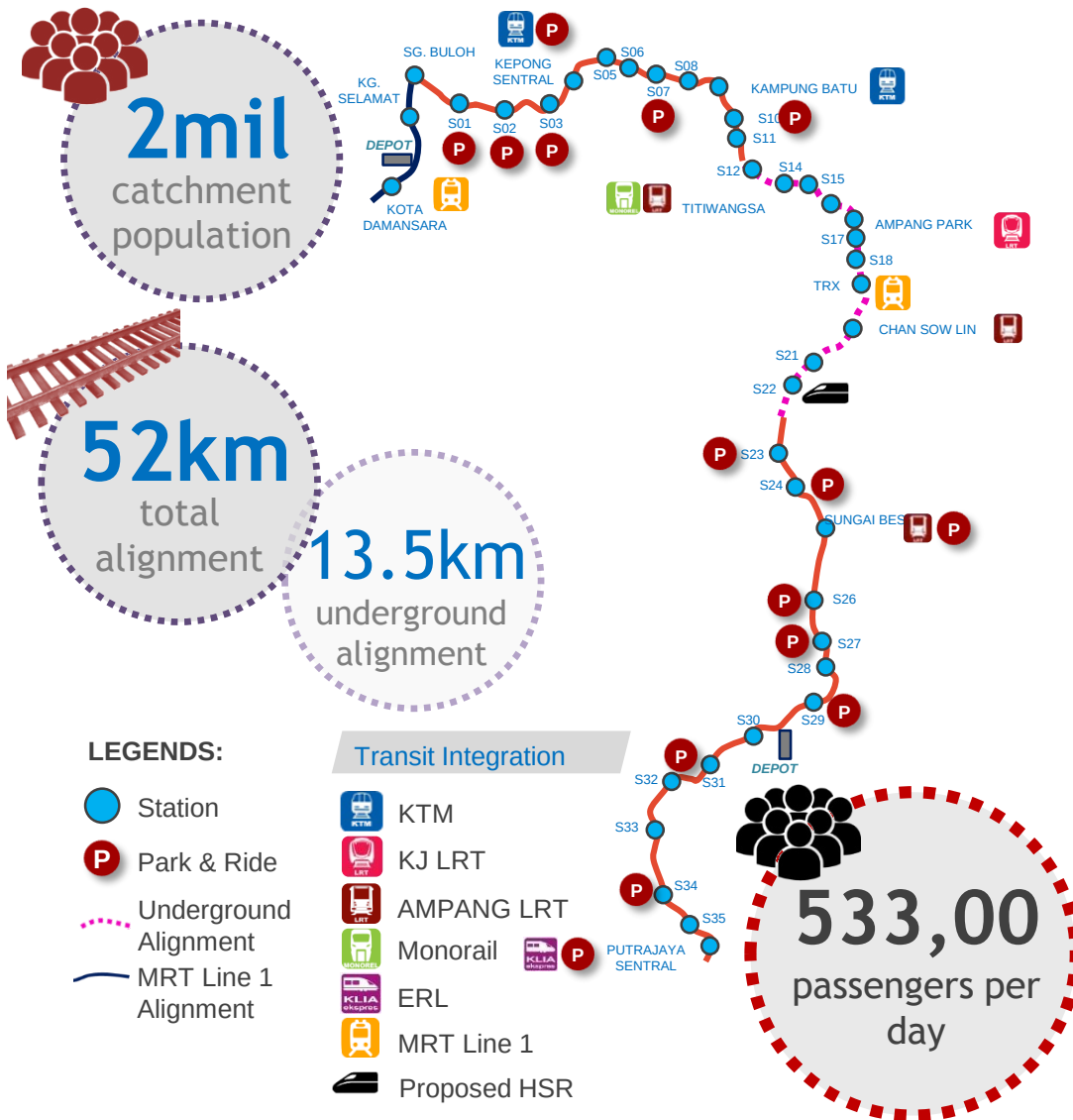


Mass Rapid Transit (MRT) Line 1 (SBK Line)

- MRT Line 1 (Sg. Buloh - Kajang) fully operational in **July 2017**.
- Phase 1 of MRT Line 1 (Sg Buloh - Semantan) completed & operational from **December 2016**.
- Each train has capacity of **1,200 passengers**.
- Trains run at a **frequency of 3.5 minutes**.



Mass Rapid Transit (MRT) Line 2 (SSP Line)



- Construction of MRT Line 2 (Sg. Buloh to Putrajaya) commenced in April 2016.
- Phase 1 will be operational by **second quarter of 2021** and the line will be fully operational by **second quarter of 2022**.
- 85-minute** end to end journey.



LRT 3

- 26 new stations.
- Total length of approximately **37km**



- Target Opening:
 - Phase 1: August 2020 (Johan Setia – Seksyen 14, Shah Alam)
 - Full opening: February 2021 (Klang – Bandar Utama)

Peninsular Malaysia Rail Network

KTM

HSR

ECRL

Existing Rail Length
(1,677 km)
vs
Future Rail Length
2030 (2,715 km)

Legend

- KTMB Line
- Gemas - Johor Bahru Double Tracking (in progress)
- Proposed East Coast Rail Line (ECRL)
- Proposed Rapid Transit System (RTS)
- Proposed Kuala Lumpur - Singapore High Speed Rail (HSR)
- Station
- Interchange Station
- Airport
- Port

Two rail links to Singapore

- HSR by 2026
- RTS by 2024

High Speed Rail: Initiative to link Southeast Asia's two largest cities by reducing the 350 km journey time to 90 minutes by rail



Contributing
RM100bn
to GDP



49,000

ridership daily by
10th operation
year

- KL terminus will be at Bandar Malaysia
- Singapore terminus will be at Jurong East

Kuala Lumpur

Putrajaya

Seremban

Ayer Keroh, Melaka

Muar

Batu Pahat

Nusajaya
Johor Bahru

Singapore



Average speeds of
300 km/h

Benefits of MY-SG HSR

- Potential of developing new economic hubs along the KL-SG corridor
- Provision of a safe and efficient alternative mode of transport along the KL-SG corridor



Express journey
time of
90 minutes



Transit journey
time of
120 minutes

Growth Areas

Knowledge-intensive

Digital Economy



Bioeconomy



Advanced Manufacturing



Modern Services

Healthcare



Tourism



Local Industry

Furniture

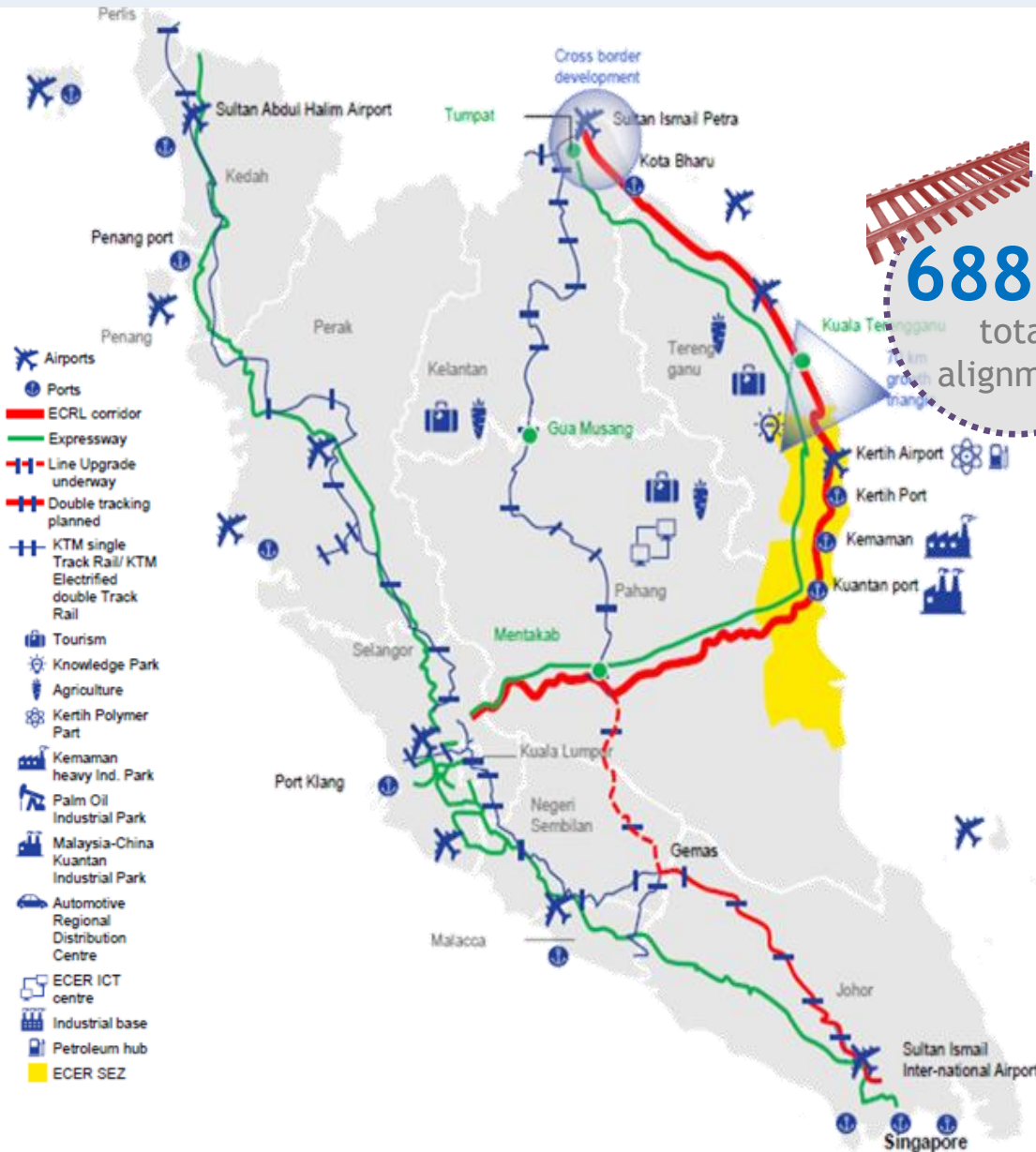


Textiles



My **HSR** CORP

East Coast Rail Link (ECRL)



688km
total
alignment

Contributing
RM50bn
to GDP

7.7m
ridership by
2035

The aspiration is for the ECRL to form the backbone of transportation in ECER, carrying both freight and passenger volume and driving significant benefits for ECER:

- ✓ Lower transportation cost
- ✓ Improved access to economic centres
- ✓ Reduced economic inequality

Source:

TRANSIT ORIENTED DEVELOPMENT - INITIATIVES & POLICIES

TOD in National Land Public Transport Master Plan (NLPTMP)

TOD Initiatives by S.P.A.D.

- Background
- Policy Guidelines for TOD
- TOD Framework and Procedures

TOD as a strategic initiative

TOD has been identified as one of the key action plans in the national Land Public Transport master Plan in supporting the achievement of 40% modal share by 2030



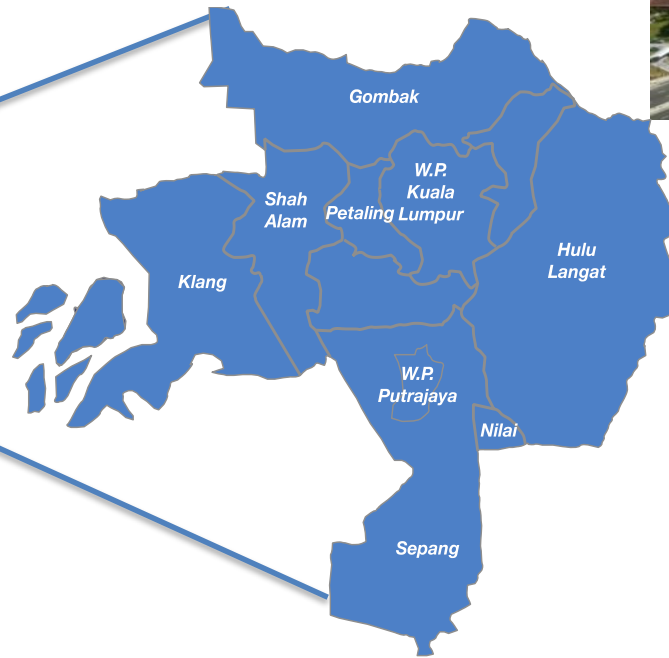
Specified Desired Outcomes

- ☐ Ridership (increases ridership of public transport)
- ☐ Choice (e.g. diverse housing and transportation)
- ☐ Liveability (e.g. less pollution per capital)
- ☐ Financial return (to developers and PT agencies)



TOD Implementation in GKL/KV Region

- Our vision is to have PT as the rakyat's choice for mobility towards achieving mobility, liveable city and economic growth and transformation
- One of the strategies is to establish and integrated and efficient multi-modal network



Addressing TOD challenges

Federal Level

- Overlapping of mandate/ function
- Agencies have their own objectives which may not coincide with SPAD's objectives
- Demarcation of responsibilities is not clear

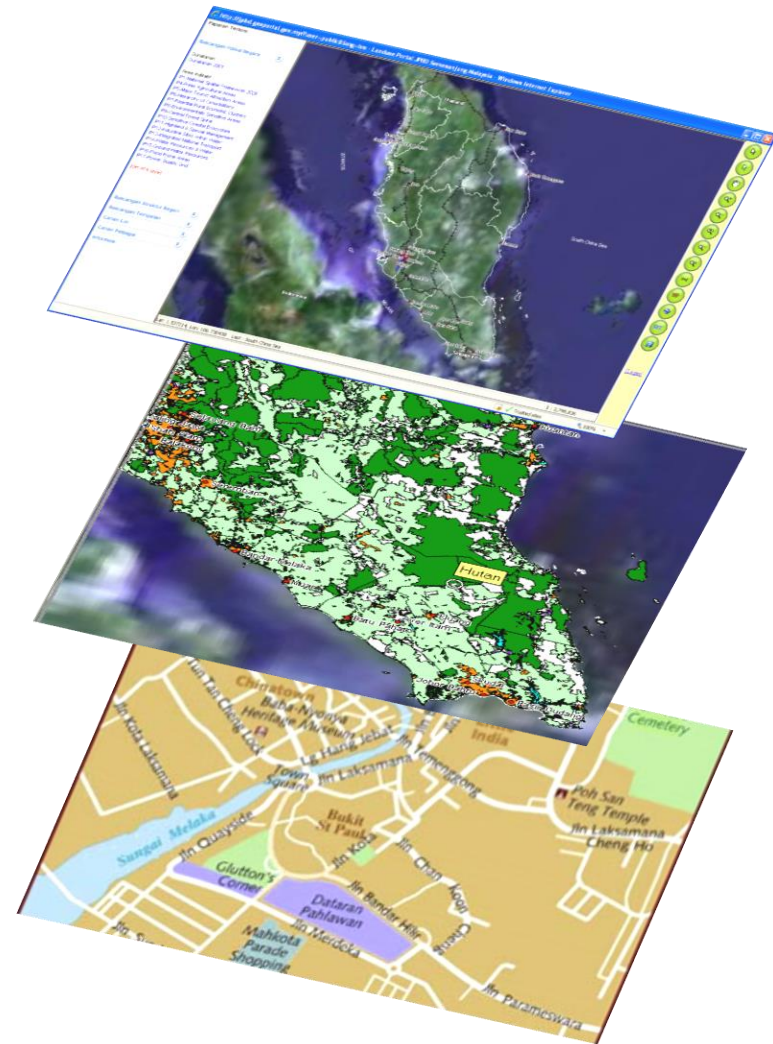
State Level

- Preliminary of demarcation in state may not coincide with SPAD

Local Level

- Issues on land matters

Hence, SPAD has set up PT Technical Committee, approved by the National Physical Planning Council (NPPC)



Guidelines and Policy initiatives under SPAD

Definition of TOD

- A mix of moderate to high density PT-supportive land uses located within walking distance to a PT hub that is oriented and designed to facilitate PT use.
- Walking distance refers to easy 5 to 10 minute walk of about 400 metres.

Background



End Goal

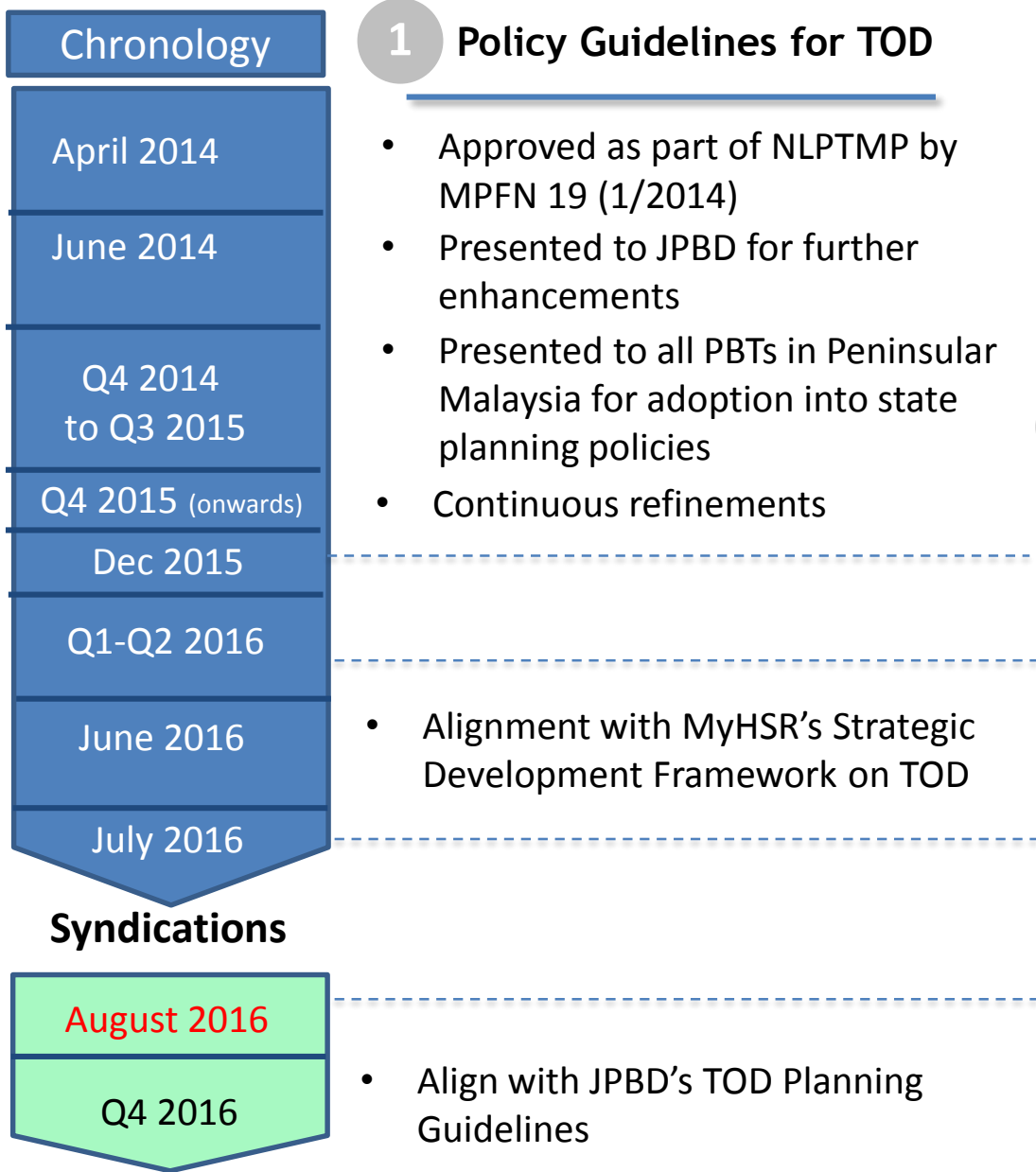
- Serves as a supplementary guideline as part of the National Land Public Transport Master Plan's (NLPTMP) implementation plans.
- Satisfying NLPTMP's Strategic Objective 5 – Better Quality of Life.
- Complement JPBD's TOD Planning Guidelines (by end 2016) as value-added reference to developers.

1 Policy Guidelines for TOD

2 TOD Policy and Procedures

- Based on the Cabinet meeting on 4 Dec 2015, 19 locations have been identified alongside LRT/monorail stations to be developed based on TOD under Prasarana, PR1MA and PPA1M.
- SPAD was entrusted to develop a policy guideline on land related implementation process.
- TOD Committee, as part of its advisory role to promote and coordinate TOD planning, can contribute towards more effective TOD developments.

Chronology - Policy Guidelines for TOD



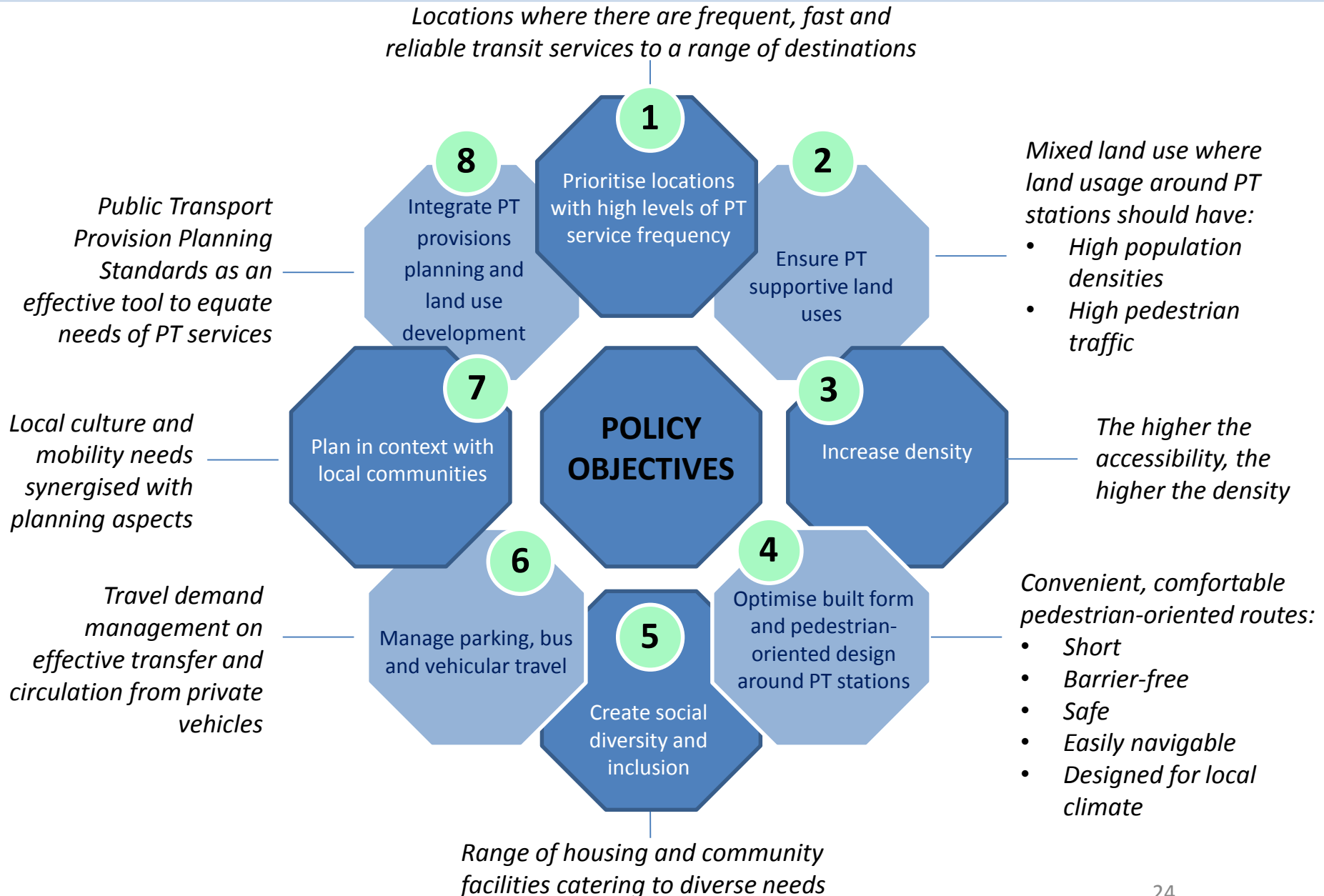
TOD Typology



Station Planning Areas

- ✓ Identify a 400m radius circle centred around the PT platform.
- ✓ Re-align the edges of the circle to logical property lines.
- ✓ Notify local authorities of these applicable lands on parcel's proximity to a PT station.
- ✓ Identification of appropriate lands to achieve TOD objectives can be accomplished through more detailed analysis, landowner and community consultation.

Policy Objectives in the Policy Guidelines for TOD



THANK YOU....



Q & A