

**Japan-OECD Policy Forum on Urban Development and Green Growth**  
Tokyo . 14-16 October 2014

# **Planning for Transit-oriented-development (TOD) in Malaysia**

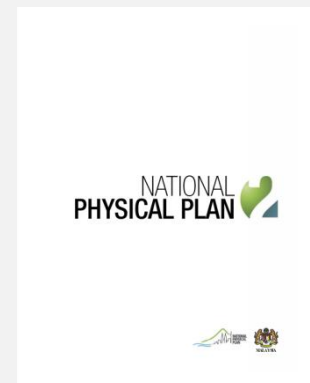
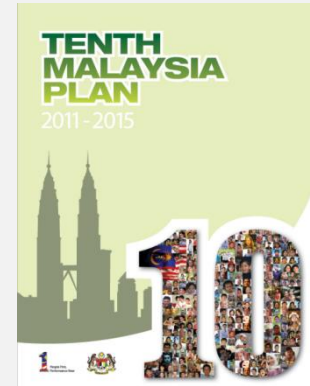
**Mr. Zainuddin Ahamad**  
Deputy Director-General (Development)

**Federal Department of Town & Country Planning**  
**Ministry Of Urban Wellbeing, Housing & Local Government**  
**Malaysia**



# Policies Related to TOD

- 1. 10th Malaysia Plan (RMK-10) - Chapter 6: Building an Environment that Enhances Quality of Life.**
- 2. National Physical Plan (NPP) – NPP 16: High priority shall be given to achieve energy efficient ‘compact cities’.**
- 3. National Urbanisation Policy (NUP) –**
  - Thrust 1: An Efficient and Sustainable Urban Development.
  - Thrust 3: An Integrated and Efficient Urban Transportation System.
  - Thrust 5: Creation of A Conducive Liveable Urban Environment With Identity.



# TOD Related Definition

In Malaysia, the draft **Planning and Design Guidelines for Compact and Liveable Development** defines compact development as:

*“... a method that places a mix of high intensity uses within 400m radius of rail or bus-based transit station. Public transportation, walking and cycling are the main modes in this development.”*



# Proposed Planning Standards for TOD in Malaysia

## TOD Types

### Plot Ratio

- Housing
- Job
- Population

### Plinth Area (max.)

- Housing
- Commercial
- Office

### Parking

- Housing
- Commercial

### Open Space

## Regional/Urban



KL Sentral (Regional/Urban TOD)

## Urban Neighbourhood



Sri Rampai LRT (Urban Neighbourhood TOD)

## Sub-urban



Kajang Komuter (+ MRT) (Sub-urban TOD)

## Neighbourhood



Subang Jaya Komuter (Neighbourhood TOD)



# Proposed Elements of Liveability at TOD



*Namba Parks, Osaka*



*Cheonggyecheon, Seoul*



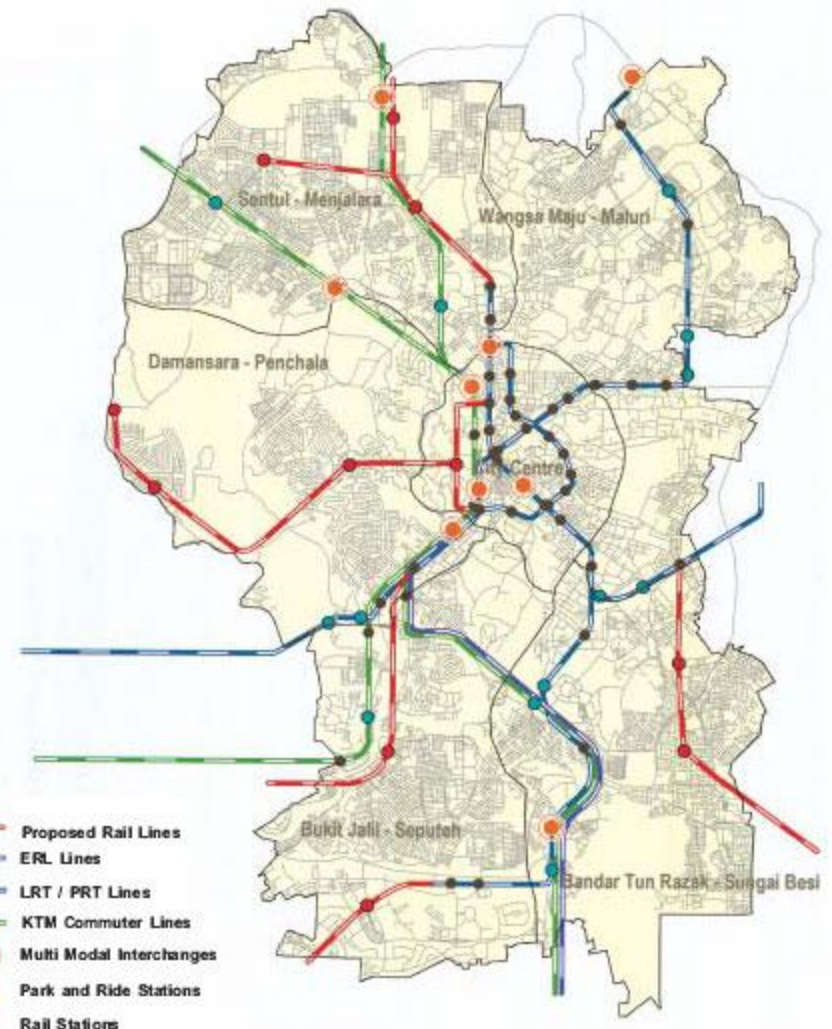
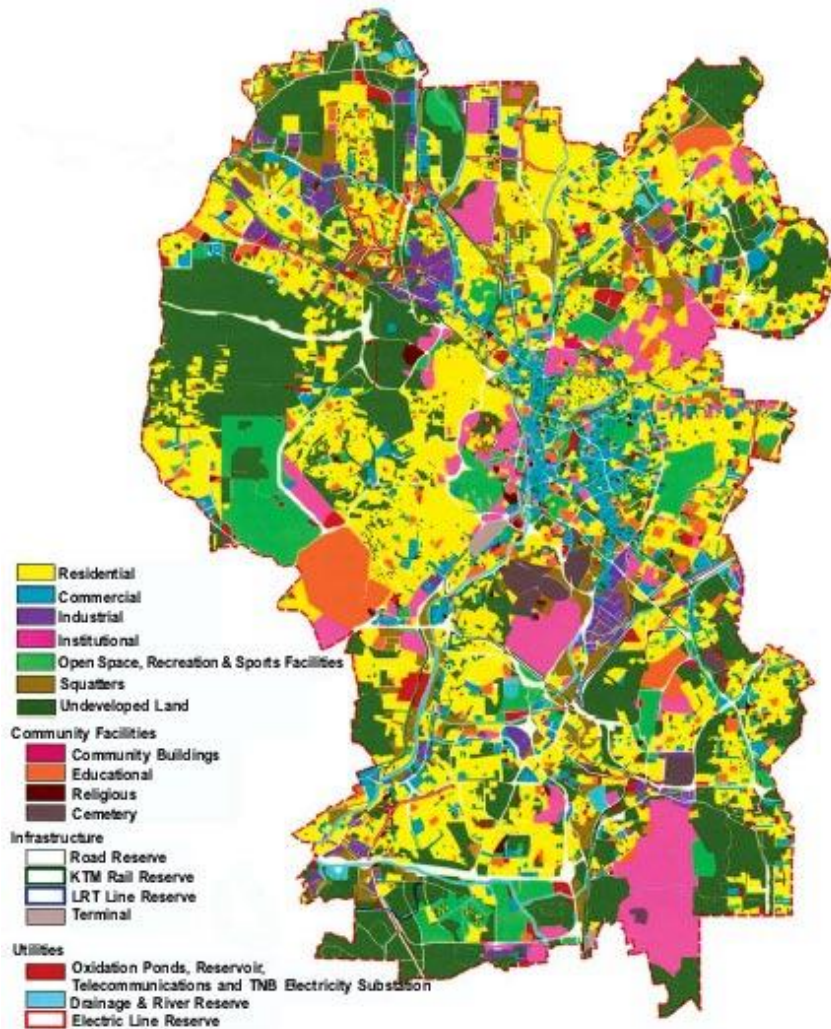
*Central Market, KL*



*Pavillion, KL*



# Kuala Lumpur City Public Transportation at Densely Populated Areas



## Kuala Lumpur Structure Plan 2020



# KL Sentral – Malaysia's Own TOD

- Kuala Lumpur Sentral is an exclusive urban centre built around Malaysia's largest transit hub.
- Consist of residence, office blocks, hotels, shopping malls, international exhibition and entertainment outlets.
- Commenced in 1997. The entire 72 acre project should be completed by 2015.
- Designed by the late Dr. Kisho Kurokawa (who also designed KL International Airport).





# Public Transportation Types in Klang Valley

## Existing



LRT – Inter Urban



Komuter – Intra Urban



Monorail - CBD

## ERL KLIA 2



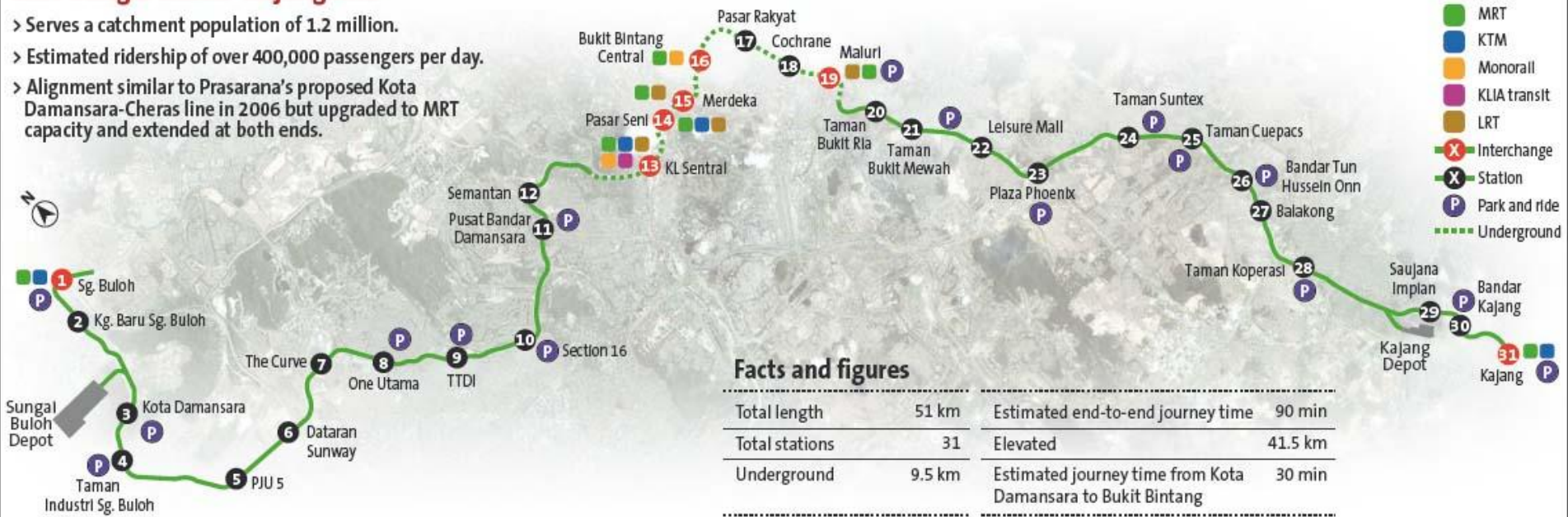


# Under Construction – Mass Rail Transit (MRT)



## MRT Sungai Buloh-Kajang line

- > Serves a catchment population of 1.2 million.
- > Estimated ridership of over 400,000 passengers per day.
- > Alignment similar to Prasarana's proposed Kota Damansara-Cheras line in 2006 but upgraded to MRT capacity and extended at both ends.



**LEGEND**

- MRT (Green line)
- KTM (Blue line)
- Monorail (Yellow line)
- KLIA transit (Purple line)
- LRT (Brown line)
- Interchange (X)
- Station (P)
- Park and ride (P)
- Underground (Dotted green line)

### Facts and figures

Total length	51 km	Estimated end-to-end journey time	90 min
Total stations	31	Elevated	41.5 km
Underground	9.5 km	Estimated journey time from Kota Damansara to Bukit Bintang	30 min

Source: MRT Co.

STARGRAPHIC02012

# Under Construction - Bus Rapid Transit (BRT) Sunway Line



BRT – TYPICAL ELEVATED HALT SECTION



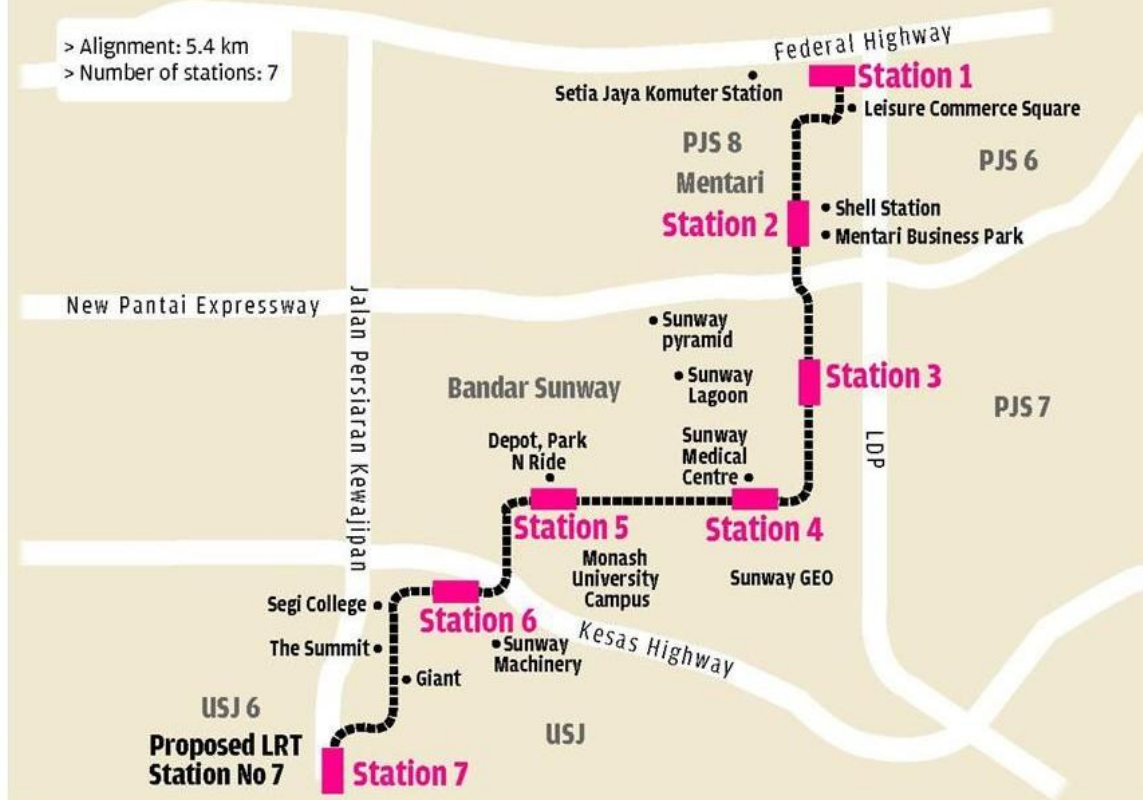
BRT – TYPICAL ELEVATED HALT SECTION XX



BRT – TYPICAL ELEVATED HALT SECTION YY



## Proposed alignment for BRT Sunway Line





# Thank You . ありがとう

