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

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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.
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
- Regional/Urban
- Urban Neighbourhood
- Sub-urban
- Neighbourhood

Plot Ratio
- Housing
- Job
- Population

Plinth Area (max.)
- Housing
- Commercial
- Office

Parking
- Housing
- Commercial

Open Space

KL Sentral (Regional/Urban TOD)

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

Sri Rampai LRT (Urban Neighbourhood TOD)

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.

**Facts and figures**

- Total length: 51 km
- Total stations: 31
- Estimated end-to-end journey time: 90 min
- Elevated: 41.5 km
- Underground: 9.5 km
- Estimated journey time from Kota Damansara to Bukit Bintang: 30 min
Under Construction - Bus Rapid Transit (BRT) Sunway Line

Proposed alignment for BRT Sunway Line

- Alignment: 5.4 km
- Number of stations: 7
Thank You . ありがとう

http://www.treehugger.com/urban-design/transit-oriented-development-key-better-cities.html