

Section 2
Statement of Need

SECTION 2 : STATEMENT OF NEED

2.1 STATEMENT OF NEED

Over the past two decades, the expanding population (from 4.6 million in 2000 to 6.3 million in 2010) has led to an urban sprawl in the Klang Valley. The KL metropolitan area now extends from the city centre over a 20 km radius. It has expanded outwards from the city centre to the adjacent administrative areas of Petaling, Gombak, Ampang Jaya, Shah Alam, Klang, Subang Jaya, Sepang and Hulu Langat. This urban sprawl has serious impacts including long commuting distances to work, high car dependence and higher per capita infrastructure costs. The urban sprawl has put tremendous amount of strain on the city's transportation infrastructure where major highways and the ring roads around the city already congested.

Under the Urban Public Transport National Key Result Areas (UPT NKRA), several initiatives have been implemented over the past few years towards meeting its objectives in providing a reliable, affordable, convenient and integrated public transport system for Greater Kuala Lumpur/Klang Valley (GKL/KV) region. The main challenge is to achieve public transport mode share of 25% from the current 12% and subsequently achieving the public transport mode target of 40% by the year 2030.

Some of the initiatives implemented under the UPT NKRA which are relevant to rail system include:

- *Increase the capacity of the inter and intra city trains* – additional car seats have been added to both the KTM and Kelana Jaya LRT Line. With the improvements introduced, the rail usage contributes to about 40% of daily public transport ridership under Government Transformation Programme.
- *Enhance rail system* – three major initiatives include enhancing KTM services, extending Kelana Jaya and Ampang LRT Lines extensions and expanding KL Monorail capacity.

With the increase in population in the GKL/KV region, expected to reach 10 million in 2020 and growing private vehicles, it is crucial that an efficient and integrated urban public transport system be put in place to address the traffic congestion problem within the region. In view of this, the GKL/KV PTMP and its subsidiary plans have been prepared to provide coordinated approach to public transport planning in the GKL/KV region. This is crucial not only to address current deterioration of public transport but more importantly is to provide sustainable urban public transportation. Providing greater accessibility and mobility within Klang Valley region is pertinent since it is the most important economic centre for the country.

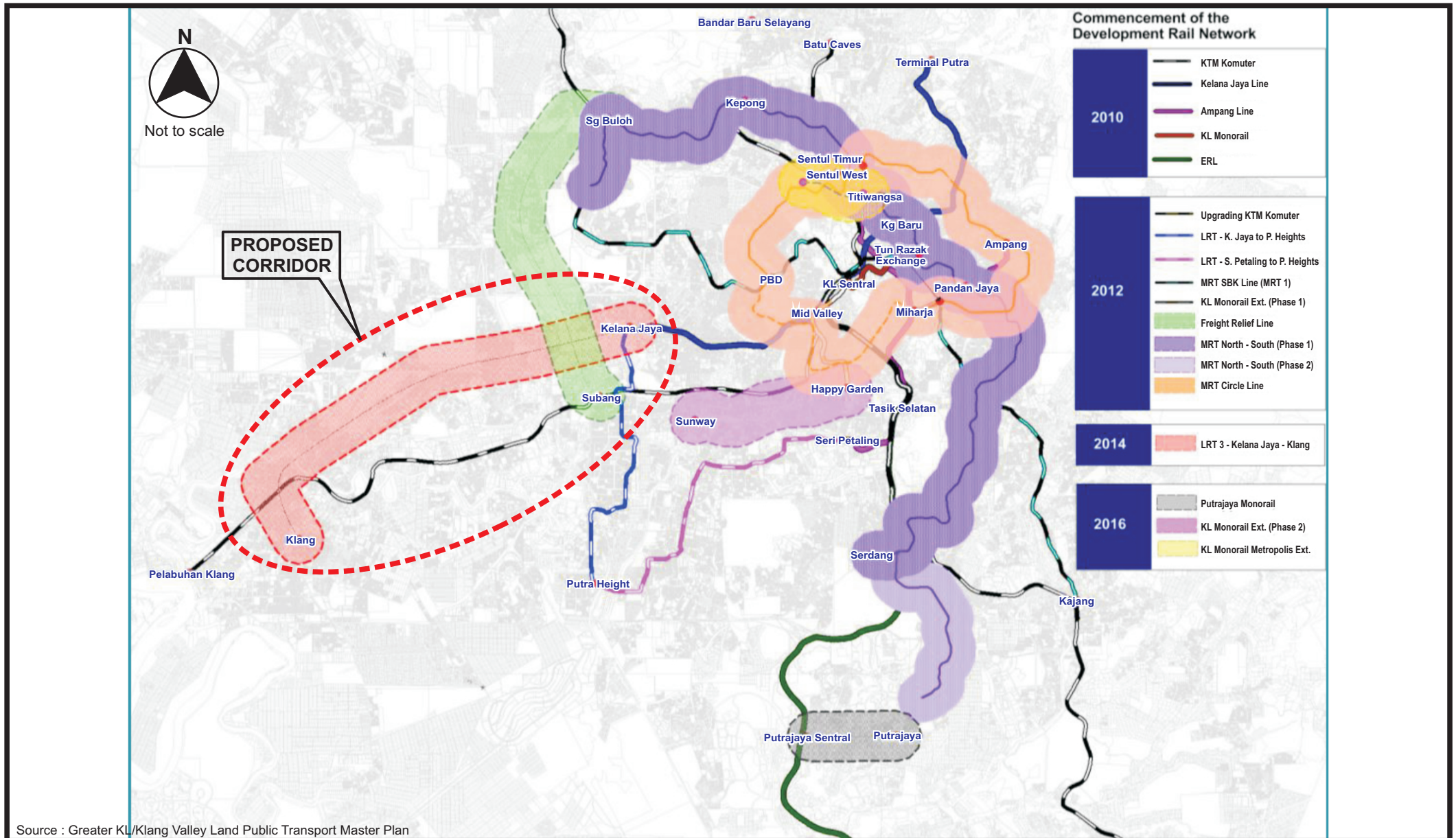
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The GKL/KV PTMP has identified that there is a gap in the main travel corridor for public transport from the western part of Klang Valley namely the ***Klang – Shah Alam – Petaling Jaya corridor (Figure 2-1)***. Although this corridor is served by the KTM, there is still a need to improve the rail coverage due to the growing population and employment along this corridor which will result in an increase in travel demands. With population within this corridor expected to reach 2 million people by 2020, the travel flow is expected to increase significantly as well (**Figure 2-2**).

The proposed LRT3 will:

- Facilitate future travel demand and growth of public transportation in the western corridor of Klang Valley where population is expected to reach 2 million people by 2020. The daily passenger ridership for LRT3 is expected to reach approximately 70,000 by 2020 and around 330,000 by 2050.
- Complement the connectivity between the western corridor of Klang Valley to Kuala Lumpur by improving the current rail coverage and increasing accessibility of public transport network to areas not currently served or covered by public transport.
- Enhance existing public transport system in terms of connectivity and integration to other transit systems. The proposed LRT3 will provide four interchange stations that would allow passengers easy transfer with other transit systems such as Kelana Jaya LRT, MRT1, KTM and BRT Federal Highway.
- Alleviate traffic congestion along the main roads or highways from the western corridor to Kuala Lumpur city centre.
- Improve travel time along the corridor which will lead to higher productivity and better quality of life of the people.

The proposed Project which has been planned and designed to integrate with other transit system such as the KLJE, MRT1, KTM and proposed BRT Federal Highway will significantly improve the public transport network towards achieving the 40:60 modal split. Without substantial investments in urban rail, the traffic congestion could worsen, causing billions of ringgit in terms of loss of productivity, air pollution, health hazards and urban sprawl. The rail system should form the backbone of a hierarchical transit network, fully integrated with the bus system to adequately provide seamless journey. Thus, a transformation of public transport with rail as the preferred mode of transport is needed because it is convenient and reliable, saves time and is affordable.

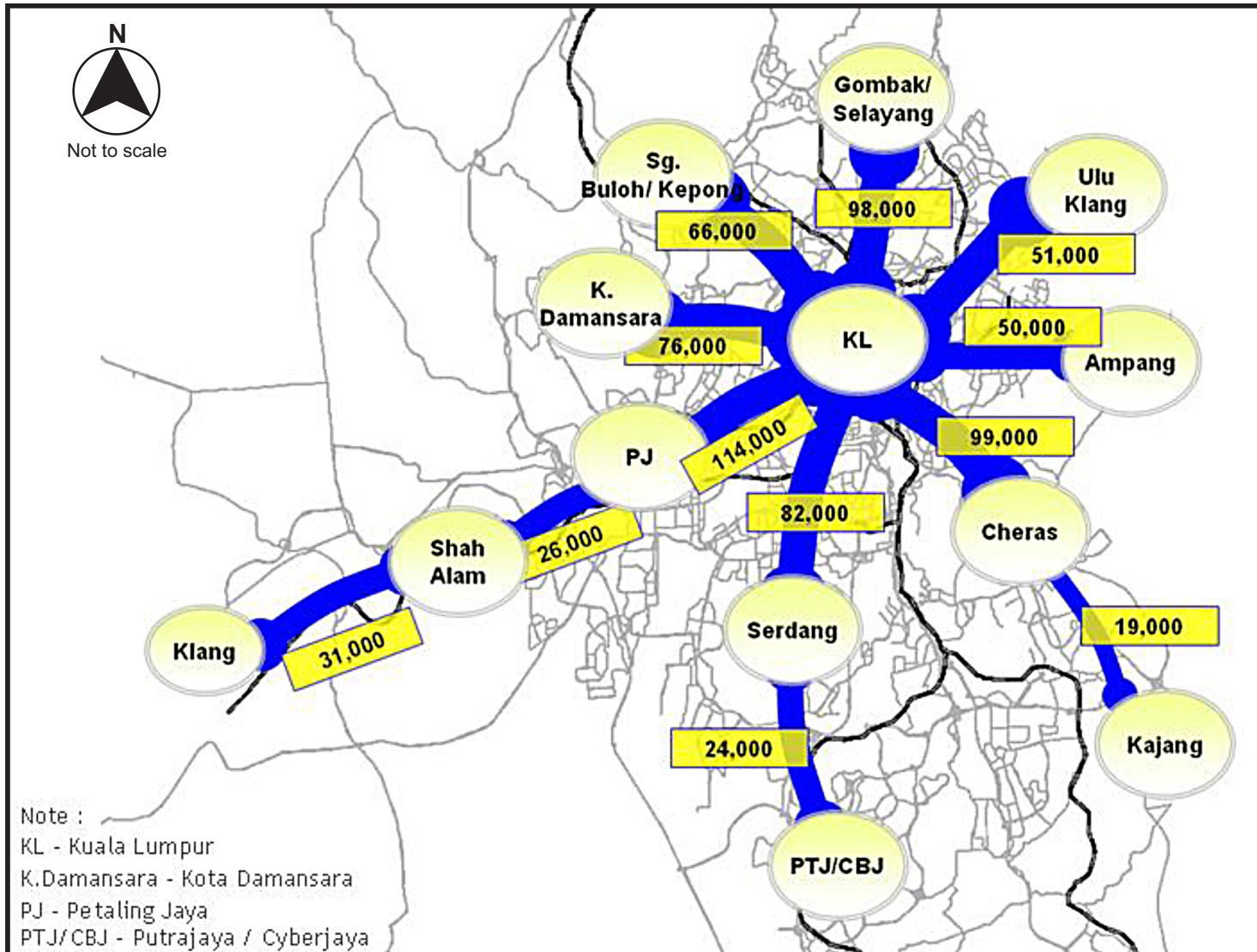


Source : Greater KL/Klang Valley Land Public Transport Master Plan



Figure 2-1

Proposed Rail Network for Greater KL / Klang Valley



Source : Greater KL/Klang Valley Land Public Transport Master Plan



Figure 2-2

Forecast Travel Demands Towards Kuala Lumpur Central Area (AM Peak Hour)