

Section 10
Conclusion

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10.1 INTRODUCTION

With the increase in population in the Greater Kuala Lumpur/Klang Valley (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. 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.

The LRT3 aims to 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. It will contribute towards to achieve public transport mode share from 12% to 40% by 2030.

In the planning and designing of the LRT3, various technology and alignment options have been examined. The LRT3, fully integrated with the other transit system such as the KLJE, MRT1, KTM and proposed BRT Federal Highway. The alignment has been chosen and optimised based on criteria such as ridership, environmental and social impacts, economic and financial and constructability and engineering. For the nation, investment in sustainable rail transport will create an economically efficient urban environment; positively impacting productivity and social equality and quality of life in Klang Valley.

10.2 ENVIRONMENTAL ASSESSMENT

The approved EIA Terms of Reference was taken as the framework for the baseline studies and impact assessment. The impacts and mitigation have been assessed through various methods, including noise propagation modelling, traffic congestion analysis, public perception surveys, visual impact assessment and public safety. Stakeholder consultations were carried out – residents along the LRT3 Line, residential, business communities and government agencies, which yielded much beneficial suggestions and recommendations to improve the Project. Extensive baseline studies of the physical and socioeconomic environment were carried out in accordance with the Terms of Reference.

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10.3 POTENTIAL SIGNIFICANT IMPACTS AND MITIGATION

The LRT3 traverse through densely populated areas in order to deliver the benefits it is designed for. Stations must be located in highly populated areas – failing which accessibility will become a problem and the LRT3 will not be able to carry as many passengers as it can and should. This basic premise of siting the LRT3 Line and stations means that residents along the line and stations could potentially be subject to a variety of environmental impacts.

Pre-Construction Stage

Land acquisition and relocation of people and businesses are the main impact during the preconstruction stage of the Project. 339 lots (165 lots of agricultural land for the depot) are expected to be acquired to accommodate the ROW of the LRT3 Line.

Based on the engagements (FGDs and case interviews), the major concerns due to the land acquisition and relocation could potentially endure problems such as temporary disruption to lives and loss of social cohesion unless they relocate within the immediate neighbourhood. In the case of businesses, there will be potential loss of customers – particularly businesses that rely on the local neighbourhoods.

In order to minimise the adverse impacts, the Project Proponent shall establish a special team to manage acquisition and relocation matters, provide sufficient information to the affected parties and giving ample time for them to make alternative plans. Comprehensive information shall be provided to affected parties to enable them to make alternative arrangements and minimise any inconveniences. Continued engagement with the local residents who would be affected by the acquisition is important. Special attention need to be paid to the Kawasan 17 and Jalan Meru since these are long established areas with 49 lots maybe acquired.

Construction Stage

Traffic congestion due to road diversions, closures and lane reductions is the most significant issue during the construction stage of the project. The duration of the congestion at any one location could be anything from a few months to two or three years. The most affected roads include SPRINT Highway, New Klang Valley NKVE, Persiaran Hishamuddin, Federal Highway, Jalan Meru and Jalan Langat. It is important that the existing number of lanes on the major roads be maintained as far as possible and sufficient warning signs are provided at all locations. Detailed traffic management plans will be prepared by the appointed Project Delivery Partner (PDP) for every construction site – which should detail out all the necessary precautions needed to minimise congestion.

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The construction of LRT3 may pose risks to public safety and road users particularly segment 1 and segment 2 of the line passing through densely populated areas. General lifting work near to the public area is identified as very high risk during construction. Detailed Project Safety and Health Plan based on the guidelines issued by DOSH will be prepared and approved before commencement of the work. Safety and health committee comprise of a team of competent safety personnel shall be appointed to implement and monitor the safety measures.

Minimising the environmental impacts during the construction stage is all about adopting construction best management practices. Most of the impacts anticipated are common to many construction projects and adequate technology and knowledge exists to control these impacts to acceptable level. Only traffic congestion may not be fully mitigated due to the fact that the LRT3 Line will be built along busy roads.

Operational stage

The main concerns during the operations of the LRT3 Line are noise and vibrations. Prediction of noise propagation has shown that without noise barriers, almost the entire alignment will experience noise levels (L_{max}) exceeding 75 dB. Noise levels at bends and at the approach to stations may even be higher. It has been shown that various types of noise barriers can be used to reduce to the noise levels at the receptor to within acceptable limits. In addition to noise barriers, the adoption of continuous welded tracks and acoustic absorption on track sides will further reduce noise levels. Locations where noise barriers are required have been identified (**Table 7-10**).

The viaducts will be prominent features of the landscape in many stretches along the alignment. In some parts of Sg Kayu Ara (Taman Kayu Ara Indah), Persiaran Hishamuddin (D'Kayangan), Persiaran Permai (PKNS Apartments), Jalan Pekan Baru 38 (Pelangi Court) and Jalan Meru (Kelicap area), the visual impacts are expected to be high. Visual impacts can be mitigated to a certain extent by the use of soft and hard landscaping but cannot be completely avoided.

The communities living close to the stations may experience traffic congestion unless the traffic circulation, parking arrangements and feeder bus services can be planned and implemented effectively.

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10.4 BENEFITS

The LRT3 Line will greatly benefit people in the Klang Valley in many ways. Besides enabling people to commute efficiently and in comfort, the LRT3 will contribute towards avoiding further congestions to roads in the Klang Valley.

- Improving Connectivity and Mobility of the People – Connectivity and mobility of the people will be significantly improved between Klang and Shah Alam to Petaling Jaya and Kuala Lumpur.
- Providing More Reliable and Safe Mode of Transport – Speed and reliability of the trains will minimise delays and ensure schedules are observed, contributing to cost management of economic activities in cities. The LRT3 also provides a safer mode of transport as compared to motorcycles and cars.
- Increasing Productivity due to Travel Time Saving – Less time spent on congested roads in motor vehicles and thus have more time available not only for productive activity but also for leisure.
- Other Economic Benefits or Spin-offs – The business community operating near stations is expected to also reap economic benefits. These operations open up job opportunities which would have a multiplier effect on the local economy where the LRT3 Line runs through.