ANMC 21 – INTELLIGENT TRANSPORT SYSTEM (ITS) WORKSHOP

URBAN TRANSPORT DEPARTMENT
CITY HALL OF KUALA LUMPUR
MALAYSIA

15 OCTOBER 2013

OVERVIEW OF TRAFFIC PROBLEM IN KUALA LUMPUR

Daily Traffic Flow Situation on KL Road Network (2010)

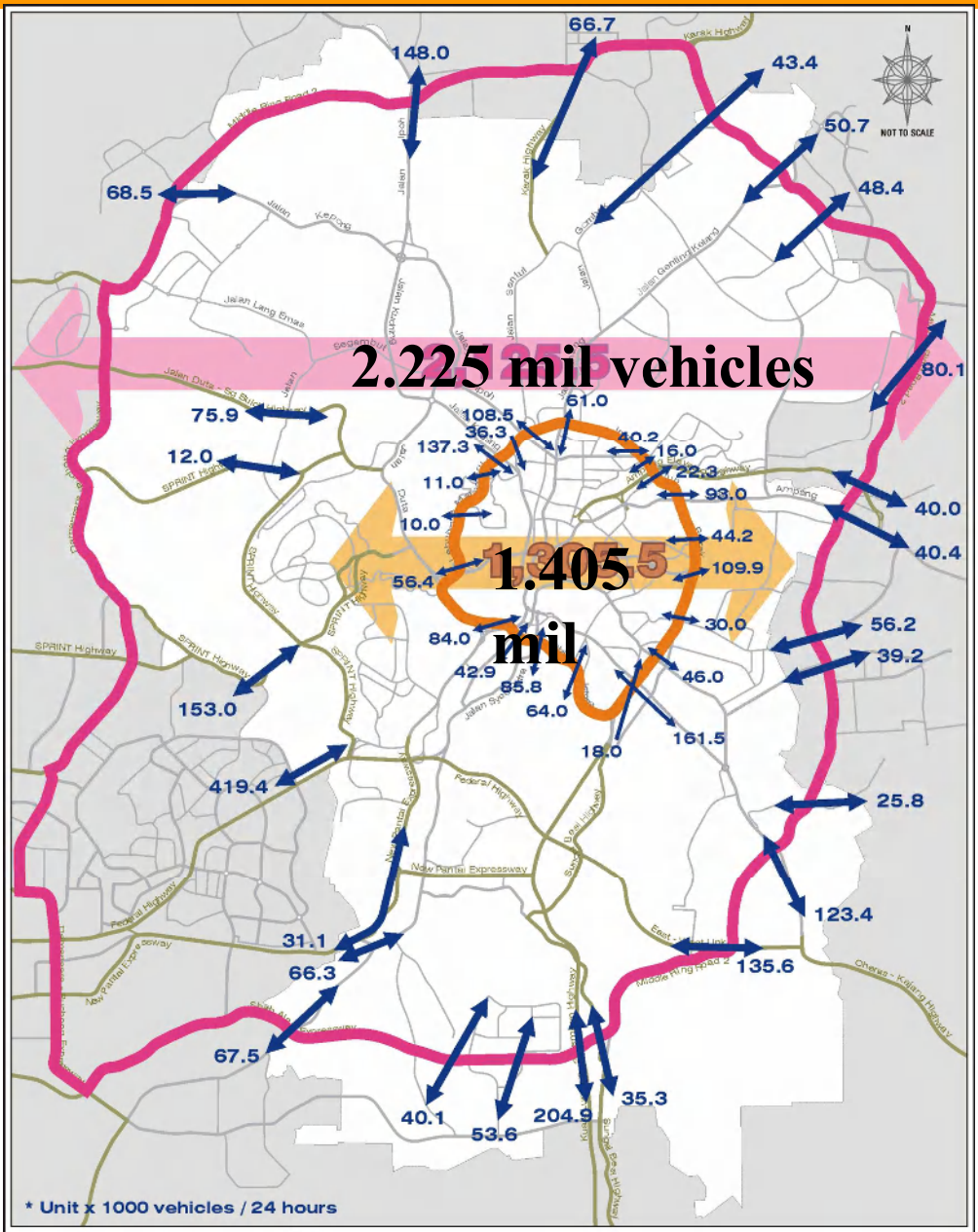
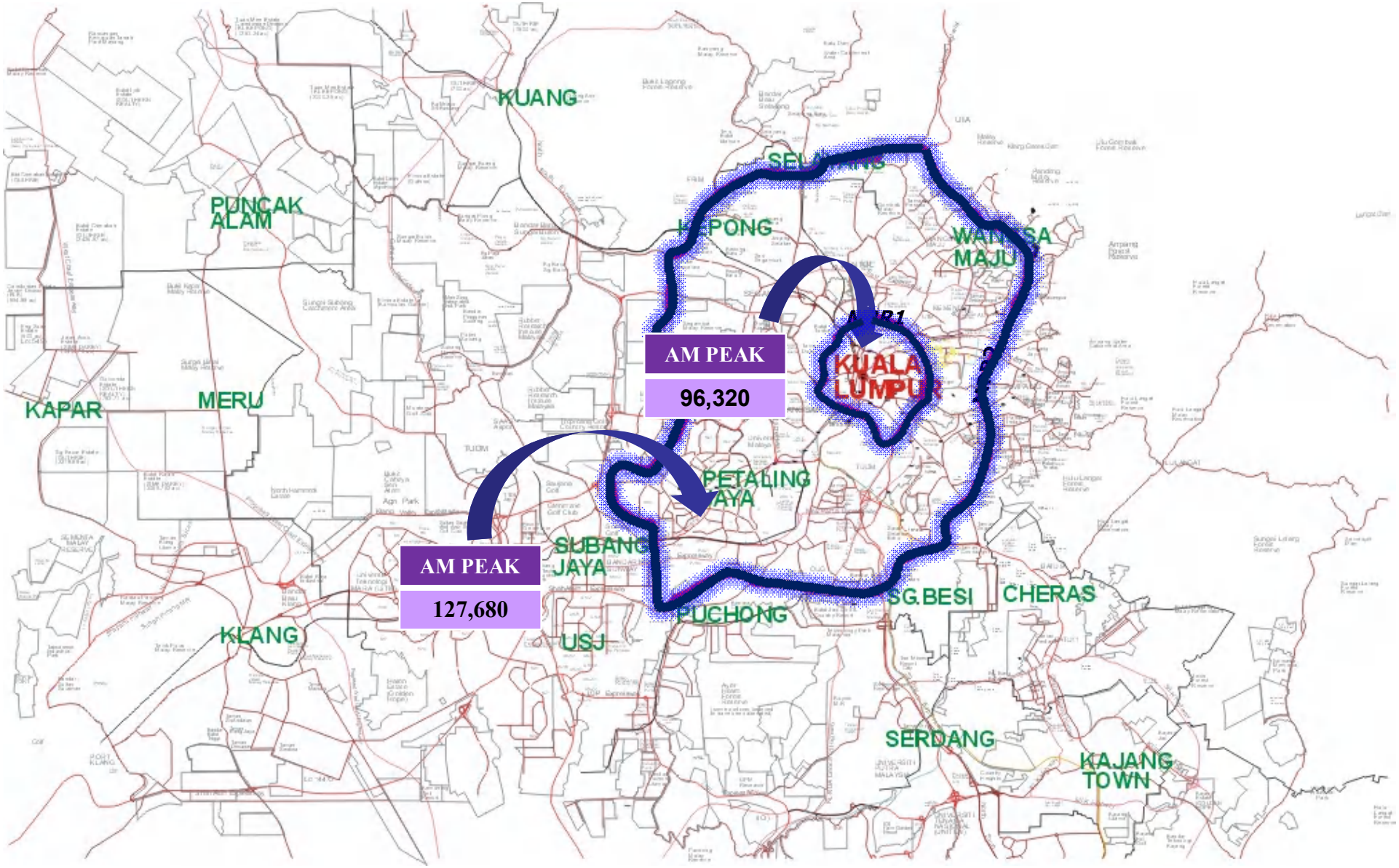


FIGURE | Total Daily Vehicles Crossing MRR1 & MRR2

On a daily basis:

- 1.405 million vehicles cross the MRRI
- 2.225 million vehicles cross the MRRII
- 70% vehicle trips crossing MRRI and MRRII during AM peak hour are SOV.
- 65% crossing MRRI and MRRII during PM peak hour are SOV.

Peak Hour Cross Cordon Flow Volumes (Vehicular Trips)



Radial Arterials into the City *(Supply Provided on Year 2010)*

RADIAL ARTERIALS

2 Lanes Road

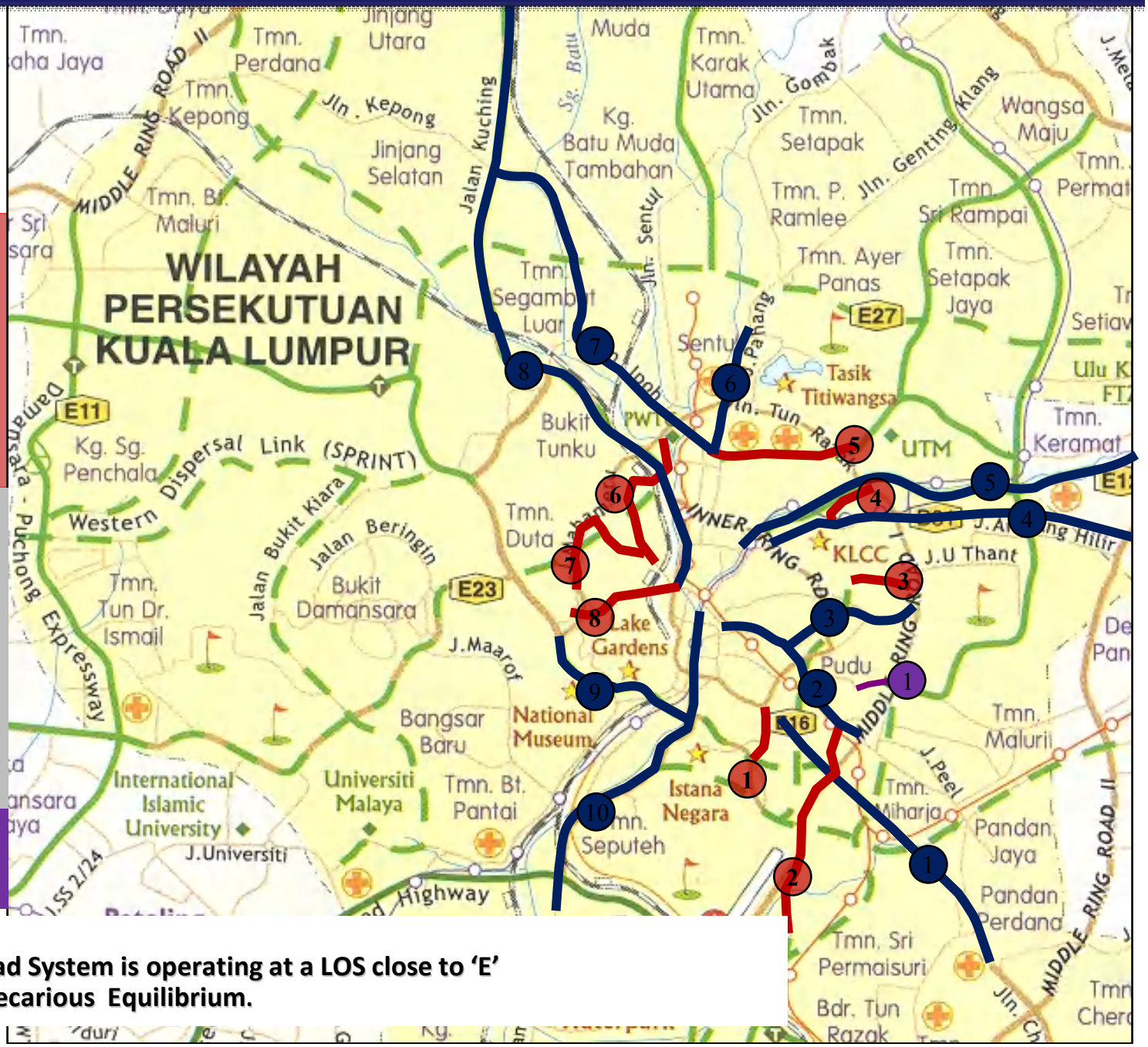
1. Jalan Dewan Bahasa
2. Jalan Sungai Besi
3. Jalan Kia Peng
4. Jalan Yap Kwan Seng
5. Jalan Raja Muda Abdul Aziz
6.Jalan Tun Ismail
7.Jalan Sultan Salahuddin
8. Jalan Parlimen

3 Lanes Road

1.Jalan Loke Yew
2. Jalan Pudu
3.Jalan Bukit Bintang
4.Jalan Ampang
5.AKLEH
6.Jalan Pahang
7.Jalan Ipoh
8.Jalan Kuching
9.Jalan Damansara
10.Jalan Syed Putra

4 Lanes Road

1.Jalan Davis (New Link) (4 lanes)



TOTAL = 50 Lanes

Hence, currently the Road System is operating at a LOS close to 'E'

- In an Unstable and Precarious Equilibrium.

MAJOR CONTRIBUTING FACTORS TO CONGESTIONS

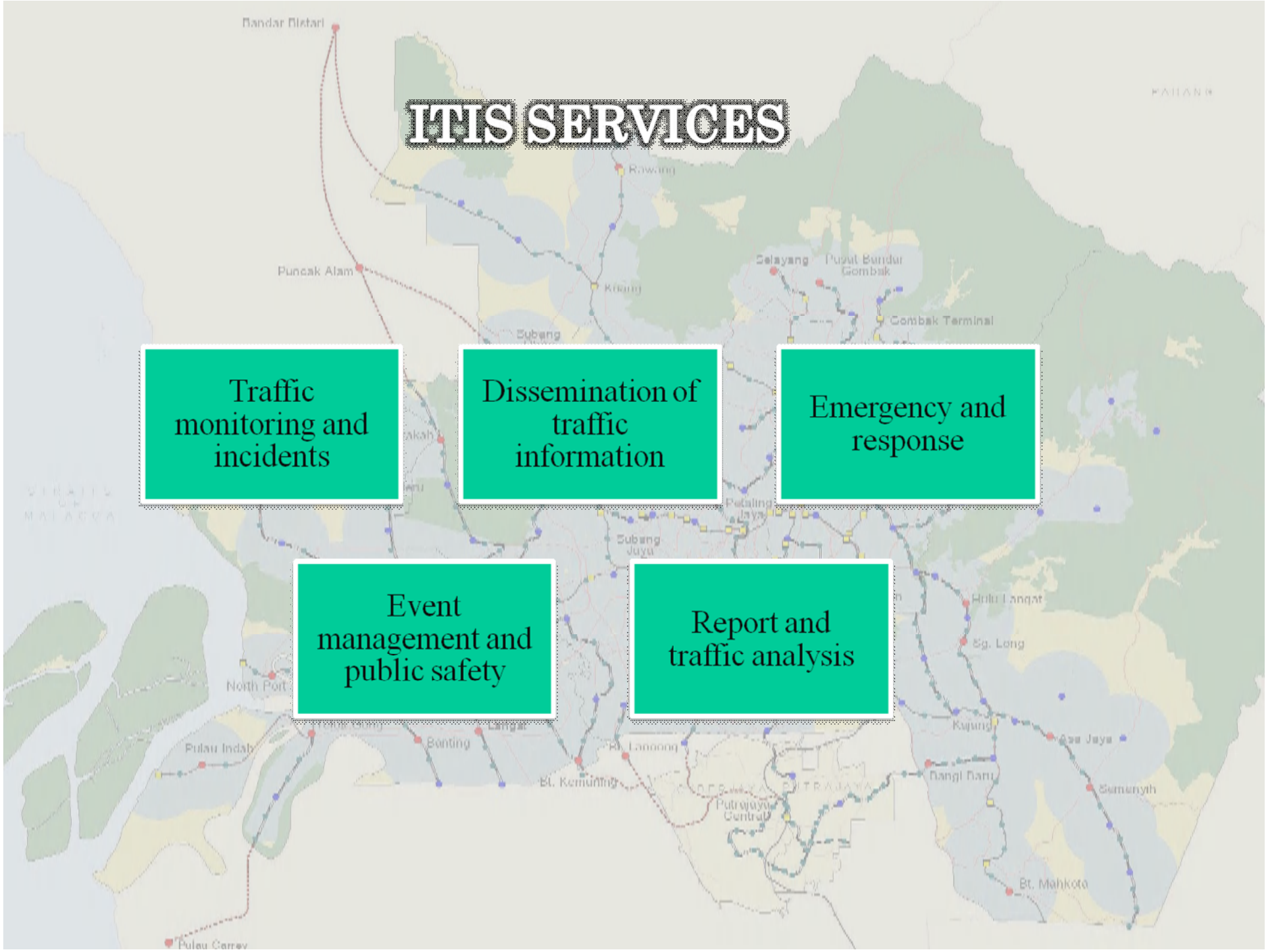
- **Persistent & strong vehicular ownership growth**
  - 8 – 1 2 % per annum (2006-2012)
- **Imbalanced traffic streams**
  - **High SOV s**
  - **Low public transport modal split (19% 2012)**
- **Structural defects in the road network hierarchy**
  - **interfacing of toll highways & arterial roads**
  - **Degeneration of ring roads to local arterials**
- **Rampant Obstructions / Incidents**
  - **Drivers' attitudes**
  - **Incidents**

ROLE OF ITIS IN ENHANCING TRAFFIC MANAGEMENT

OBJECTIVES

- To Collect Traffic Information Systematically.
- To Disseminate Real Time Traffic Information.
- To Provide Traffic Information For Future Planning And Traffic Management.
- To Implement Effective Incident Management Procedures.

ITIS SERVICES



Traffic monitoring and incidents

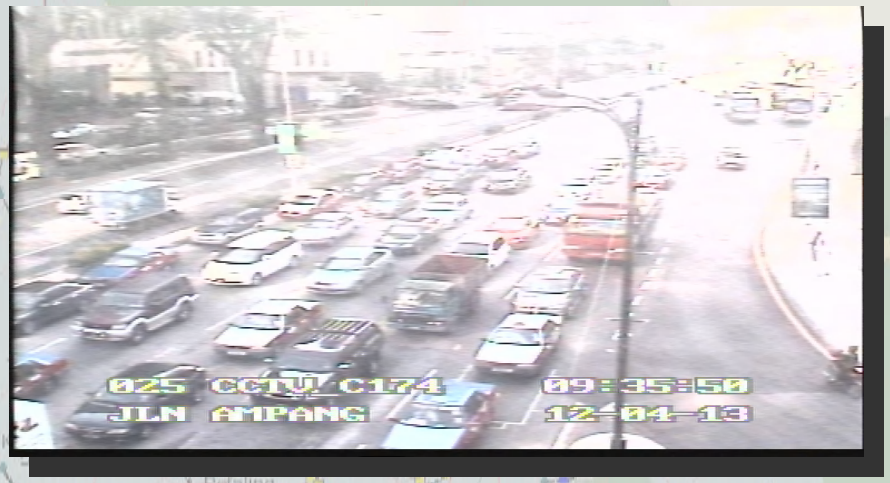
Dissemination of traffic information

Emergency and response

Event management and public safety

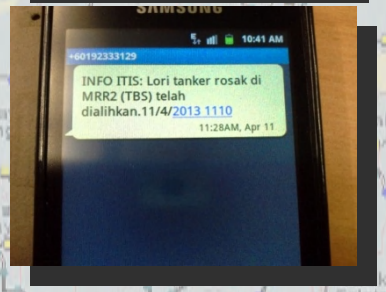
Report and traffic analysis

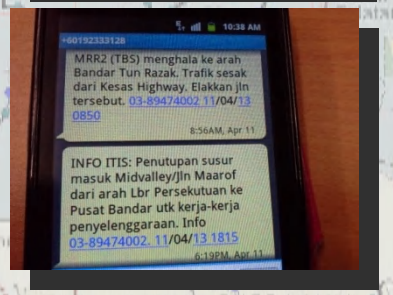
TRAFFIC MONITORING AND INCIDENT



DISSEMINATION OF TRAFFIC INFORMATION

www.itis.com.my
facebook.com/ITISDBKL
twitter.com/ITISDBKL
03 89474002





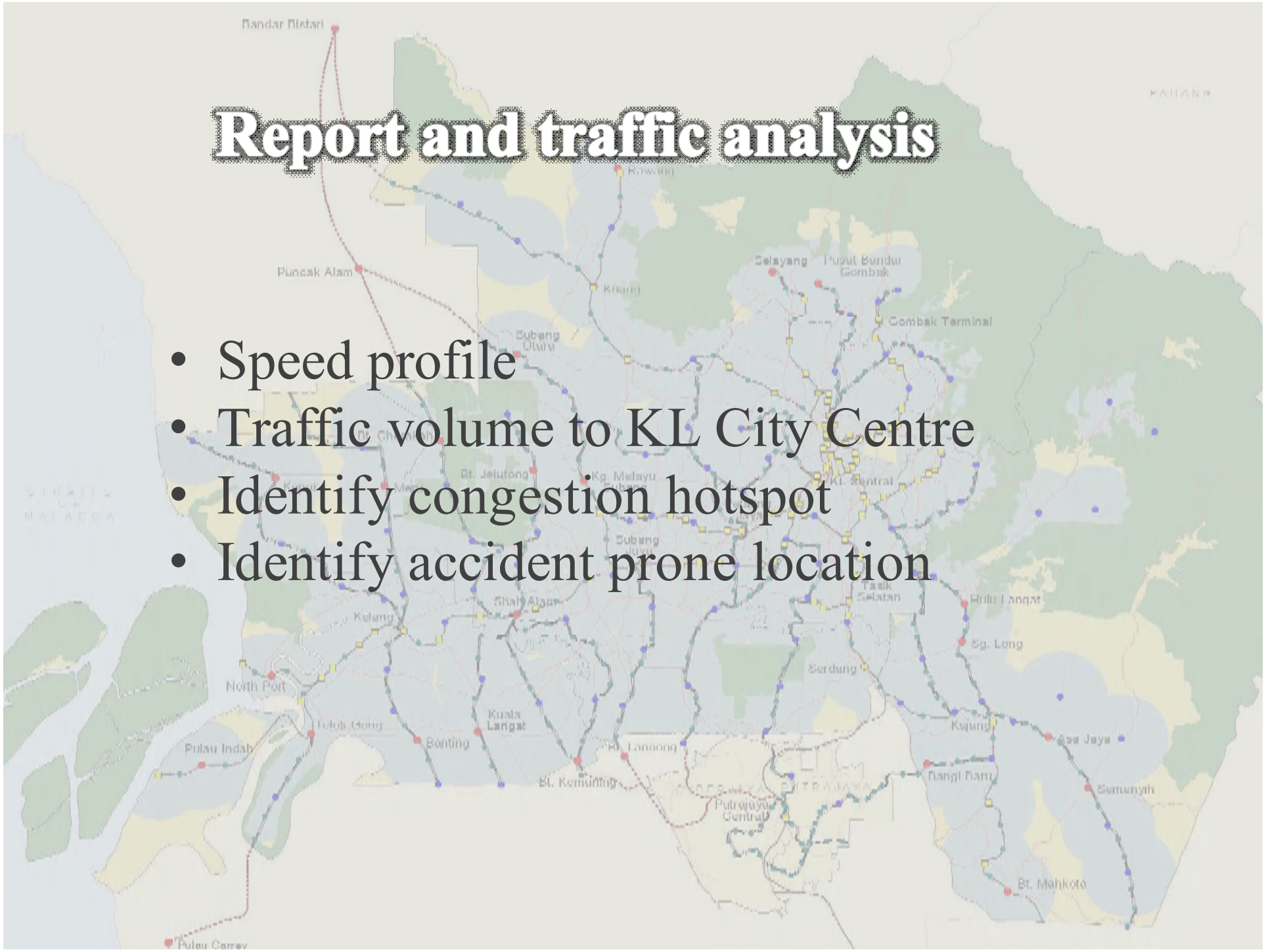
EMERGENCY AND RESPONSE

EVENT MANAGEMENT AND PUBLIC SAFETY

- dissemination of information for the purpose of traffic diversion due to road closures for:
  - event management
    (Le Tour de Langkawi, Merdeka Day)
  - security aspects

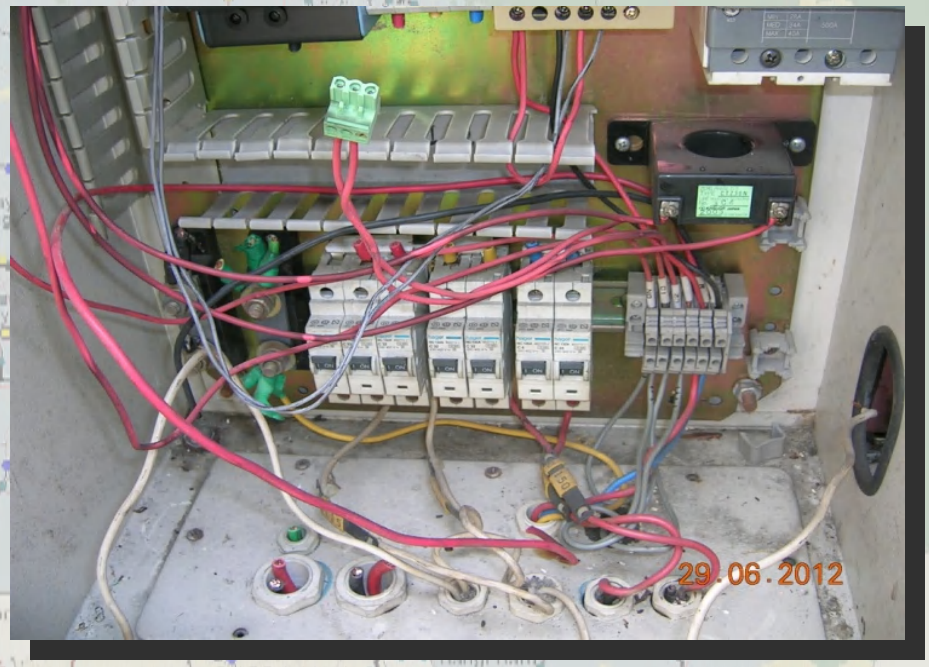
Report and traffic analysis

- Speed profile
- Traffic volume to KL City Centre
- Identify congestion hotspot
- Identify accident prone location



ITS CHALLENGES

- Poor maintenance
- Critical vandalism and theft



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- Critical vandalism and theft

CURRENT PROJECT ENHANCEMENT

CCTV / VMS LEASING CONTRACT

Expected to be commissioned in January 2014

CURRENT PROJECT ENHANCEMENT

Project background

Leasing Period: 6 YEARS (January 2014 – December 2019)

Implementaion date: 1 MAC 2013 – December 2013

Replacement of all CCTV and VMS system

Connection of CCTV to TMC (1000 units)
and IPK/ IPD (200 units)

Integrated Management System (IMS)

Pusat Pengurusan Pengangkutan
Lot PT4758, Lebuhraya Bukit Jalil, 57000 Kuala Lumpur

ROLES OF ITIS

SECRETARIAT IN TRAFFIC MANAGEMENT THROUGH THE CONCEPT OF 'BLUE OCEAN STRATEGY'

- Collection and dissemination of traffic information
- Coordinate all traffic management action plans by partners
- Coordinate all enforcement program relating to traffic violation

TO ENHANCE INCIDENT MANAGEMENT ON ROAD NETWORK

- Early incident detections
- Enable instant respond to certain traffic backup phenomena
- To assist traffic diversion at incident location

ROLES OF ITIS

TO PROVIDE COMPLIMENTARY SUPPORT TO ENFORCEMENT

- Detect all traffic violation
- Create civic awareness for traffic violation
- Enable efficient enforcement action on traffic violation

TO FINE TUNE TRAFFIC SIGNAL TIMING CONTROL

- Eliminate the manual control at traffic light inter-section
- To improve traffic timing – fine tuning
- Detect faulty traffic lights (Minimize traffic light downtime)

ROLES OF ITIS

TO PROVIDE DATA INPUT IN TRAFFIC PLANNING ENGINEERING ANALYSIS.

- Identify 'Black-Spot' - accident
- Provide speed profile and congestion level on road network
- Identify accident prone location – traffic conflict / congestion / bottle-neck location

TO PROVIDE TRAFFIC ADVISORY SERVICES

- Current traffic condition in road network
- Travel guidance for road users
- To assist PDRM in crime prevention programme

Stakeholders Analysis

Factor of congestion	Nature of Problem	Solution involves	Stakeholders involved	Remarks
Strong vehicle ownership growth	Relates to national economy	National car ownership policy	MoF, MoT, EPU, MITI, SPAD	Car dependency can be reduced by good PT
SOVs/Modal Split	National economy	Public transport	MoF, MoT, EPU, DBKL, PEMANDU, SPAD	Public Transport
Structural weakness in road hierarchy	engineering	Engineering	MHA, MoW, EPU, DBKL	More stringent requirement for future road network expansion
Obstructions/ Incidents	Traffic regulation	Enforcement	Traffic Police, JPJ, SPAD, DBKL	Stringent & consistent enforcement

Complexities of traffic congestion

- Multi discipline involving many different stakeholders
- Everybody is the cause of problem except him/herself
- Everybody has his own ‘best’ solution
- Nobody is wrong in his traffic problem analysis
- Repetition of yesterday solutions to today’s problem

Do you agree?

STREETS YOUR NEWS

Drivers' attitudes to blame

KUALA LUMPUR
streets@nst.com.my

RESEARCH by the Malaysian Institute of Road Safety Research (Miros) has revealed that tailgating and lane-hogging are largely caused by drivers' attitudes.

Its Road User and Behavioural Change Centre director Assoc Prof Dr Mohd Faudzi Mohd Yusof said, among other things, tailgaters included drivers who were in a hurry, aggressive, road bullies or simply distracted.

"Distracted drivers do other things while driving, such as using mobile phones, fiddling on their GPS or radio. So, they do not notice how close they are to the vehicle in front."

DANGER ON THE ROADS

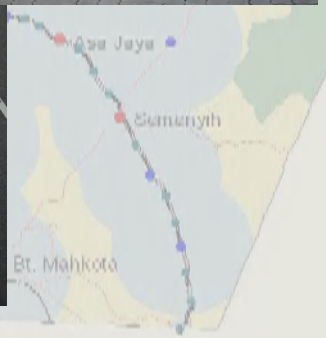
drive in the slow lane as it is usually used by slower-moving traffic such as heavy vehicles or is too close to motorcyclists in the emergency lane.

Also, as the left lane is often used by heavy vehicles, it is generally assumed to be in poor condition.

Faudzi said there were many other undesirable and unsafe driving behaviours that the government should look into.

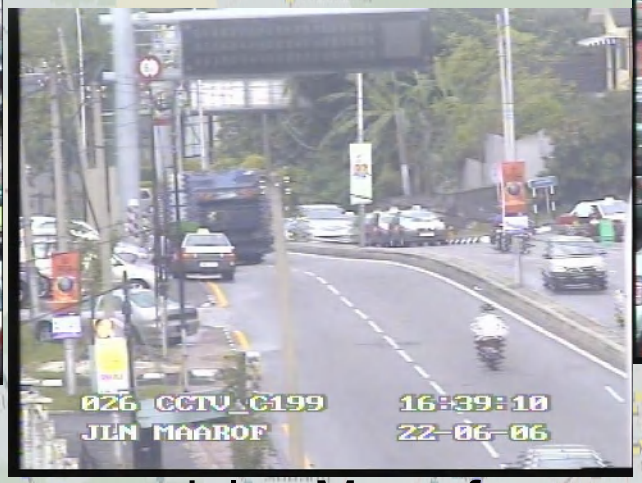
This includes not stopping at zebra crossings, abusing the emergency lane, overtaking on the left or double lines, cutting queue, not signalling when changing lanes, abusing the high beam, beating the red lights and using the mobile phone while driving.

Bandar Bintari



FREE FOR ALL DOUBLE PARKING AS YOU LIKE

Jalan Bukit Bintang



Jalan Maarof

Jalan Ipoh

Jalan Pudu

Jalan Ampang

Jalan Sg. Besi

YELLOW BOX SYNDROME

COULDN’T CARE LESS BUS OPERATORS

QUEUE-JUMPING

LOADING UNLOADING ACTIVITIES WHEN YOU LIKE IT

Reality in Effective Traffic Management

- No single agency can manage traffic congestion on its own
- No proven approach able to ‘solve’ congestion
- Needs multi-stakeholders involvement
- Focus on quick win measures

The Feel Good Factor of Traffic Congestion

- Barometer of urban economy
- Reflection of urban vibrancy and activities
- Absolute opportunity of togetherness
- Golden period of personal privacy
- Professional employement opportunities