

BUSES NOW! BRIDGING THE GAP IN KLANG VALLEY TRANSPORT

SOCIAL DEMOCRACY MALAYSIA

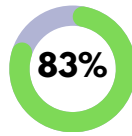
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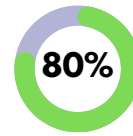


Public transport ridership in the Klang Valley is 20%

(Hint: that's not great)



Singapore



London



Tokyo

The Key to a Good Public Transport is a Complete Network,

anchored in reducing traffic congestion, improving quality of life, and ensuring accessibility for all. As with any thriving metropolis, the ideal is for anyone at all to be able to move through the city via public transportation.

Deploying 7,000 buses will help us reach a complete network; along with an RM5 billion budget we create an up-to-scale prediction drawing off experiences in London, Singapore and even Petaling Jaya with Prasarana. Since the 90s, Malaysia has embarked on building urban rail to promote the use of public transport, with 2 light rail lines (LRT) and 2 lines of urban commuter train (KTM).

However, in order to convince the masses to make the switch from private cars to public transport, a truly complete network is necessary, to actually give the public the option of leaving their cars behind





5,800 buses in Singapore

8,643 buses in London

*The Klang Valley needs **7,000** more buses to complete our network*

7,000 buses and the Gross Cost Model (GCM) will ensure reliability of bus services. In the GCM, service operators are paid a daily fee with a KPI to run them on time and with high quality of service, regardless of ridership. Complete and reliable service will increase ridership of its accord. However, this first step towards transferring the modal share on the road from cars to public transport first requires upfront investment by the Government.

Authority vs. Operator Profit Model is an argument with a clear winner. The foremost advantage to an authority-planned network lies in its inherent comprehensiveness. Unlike profit-driven operators who may neglect less lucrative areas, a public authority prioritises social inclusion. No neighbourhood gets left behind in the planning of routes, ensuring equal access to essential services, education, and economic opportunities. This fosters a sustainable city, where mobility doesn't hinge on your postcode.

Public transport items in the National Development Plan (RMK) have been apparent with RMK-11 and RMK-12 promoting active mobility through

- MRT Line 2 and Line 3
- Modernised BRT system in Sunway
- Non-motorized transport options
- Integrated ticketing systems
- Increased bus fleet frequency



Embracing the goals of a complete network with 7000 more buses within RMK-13 will create a reliable bus service through the Gross Cost Model and the Authority driven planning. This is not just an investment in infrastructure, but an investment into the future of the Klang Valley. It is a chance to create an equitable, efficient, and vibrant city for all its residents.

We at Social Democracy Malaysia are dedicated to paving the way for a more socially democratic Malaysia. Our focus is on empowering policy makers with insights that have the potential to shape the nation's future. We believe in the power of progressive policy-making to drive change and create a better tomorrow for all Malaysians.

The principles of Freedom, Justice and Solidarity form the pillars of Social Democracy, and the basis to every structure that enables it.

We hope to achieve these through advocacy on three fronts:

- Climate Action
- Democracy and Governance
- Urban Planning

Social Democracy Malaysia provides policy-makers with the information they need to make informed decisions that will only benefit us all.

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socialdemocracymalaysia@gmail.com
www.socdem-malaysia.org