

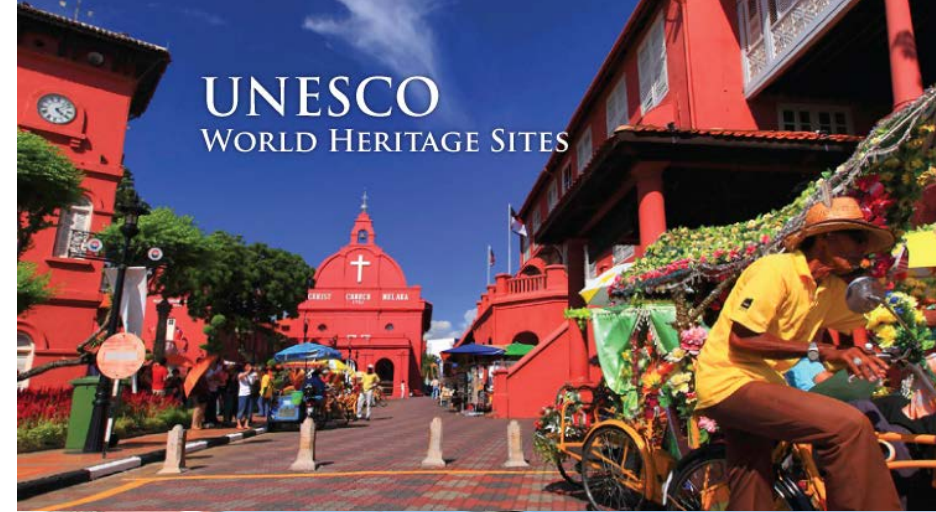


Short City Presentation Melaka: Project snapshot, lessons learnt & key challenges



About Melaka

- Melaka is located in the middle of a journey between Kuala Lumpur and Singapore
- Melaka's strategic location on the world's most important shipping route involves 30% of world trade value.
- The Sultanate of Melaka Empire (1403-1511) established and expanded Melaka
- Once crowned "Venice Of the East" by European sailors in the 13th century
- Conquered by Portuguese, Dutch, British and Japanese with Arab, Chinese and Indian influences makes Melaka have a unique culture and heritage
- Global tourist destination and recognized as a UNESCO World Heritage Site in 2008
- Received 18 million tourist visitors in 2018





Project snapshot

Global Future Cities Programme Interventions

Intervention 1 - Green Bus Network Implementation Plan and Green Transport Masterplan

- Enable the implementation of infrastructure and mobility along key access routes
- Transform the bus service to be a sustainable and efficient network
- Encourage non-motorised modes of transport and offering modern bus infrastructure
- Enable the roll-out of public transport technologies
- Plan park and ride to reduce congestion
- Improve environmental and socio-economic conditions through reducing pollution, encouraging healthier lifestyles
- Be sensitive of the strategic and practical needs of women and the socially marginalized groups



Global Future Cities Programme Interventions

Intervention 2 - Heritage Area Integrated Mobility Plan

- Links to the Green Bus Network to ensure sustainable travel in the city central area
- Assist the COVID-19 recovery with technology to aid visitors
- Alleviate the stresses of traffic congestion, parking demand and poor transport provision
- Propose alternative modes of transport with a focus on intelligent transport systems (ITS), public, water and non-motorised transport
- Improve environmental and socio-economic health of the city with reduced greenhouse gas emissions and pollution
- Promote a safer urban environment, heritage protection and a sustainable local economy



Melaka's challenges

Present challenges

Public transport

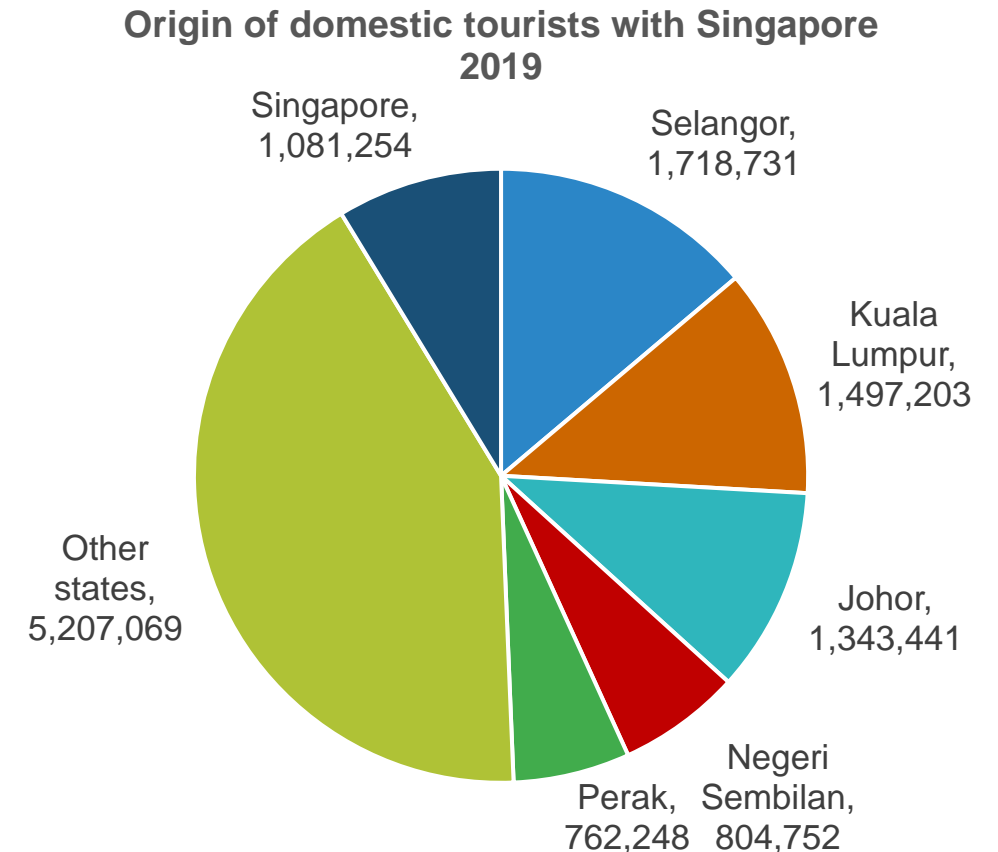
- Dominated by private vehicles especially residents
- About half of vehicles are motorcycles
- Low levels of bus use (main form of public transport)
- Poor walkability and first/last mile provision
- Need to encourage behavioural shift from private to public transport

Huge numbers of visitors

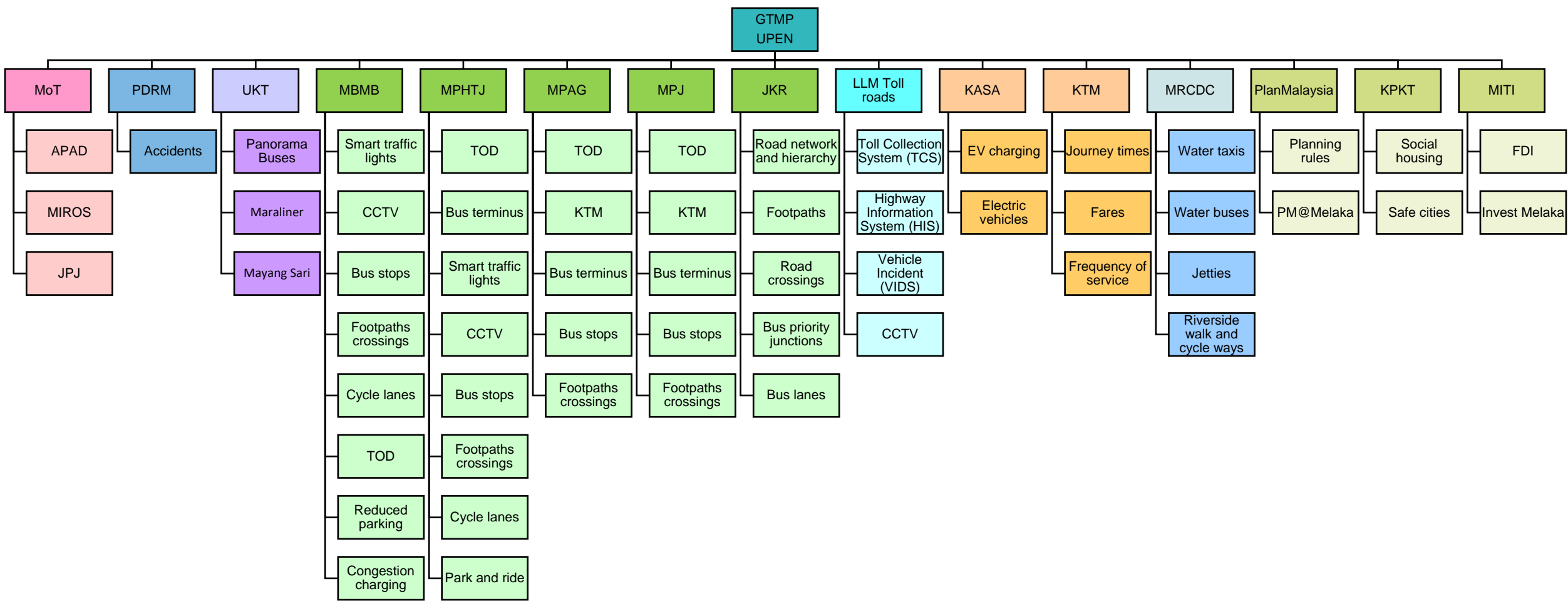
- 12.4 million domestic visitors (with Singapore)
- Most arrivals by private vehicle
- 4.6 million visitors in 2019 (excludes Singapore)
- Poor access by modes other than roads

Strengthen the institutional and regulatory framework

2020 data	Melaka	UK
Population	931,800	67.22m
Number of motor vehicles	891,355	38.36m
	96%	57%



The complexity of many transport stakeholders





Alignment with Federal and State Policy

Federal Level plans - 12th Malaysia Plan 2021-2025

- The Twelfth Plan aims to further enhance the efficiency of transport and logistics services by prioritising efforts to provide an integrated, affordable, reliable and seamless transport system.
- Additionally, the plan aims to increase industry competitiveness and strengthen the institutional and regulatory framework of the sectors.
- Enhanced efficiency of the transport and logistics services will contribute towards attaining sustainable economic development and increasing the wellbeing of the Rakyat.
- The Twelfth Plan will focus on providing efficient and inclusive transport infrastructure and logistics.

11th Malaysia Plan performance

- The target of 40% public transport modal share in 2020 was not achieved due to inadequate connectivity, lack of accessibility and reliability of services, the reluctance of the public to switch from private vehicles
- Inadequate First- and Last-Mile Connectivity
- Uncompetitive Transport and Logistics Industry
- Poor Governance in Transport and Logistics

Federal Level plans - 12th Malaysia Plan 2021-2025

Transit Oriented Development (TOD)

- TOD will be promoted to improve access to public transport and provide good connectivity to amenities

Encouraging Behavioural Shift from Private to Public Transport

- Behavioural shift from private to public transport will be encouraged by propelling the usage of public transport as the first choice.
- Limiting parking spaces and imposing higher parking charges in areas with good public transport connectivity will be implemented to manage the flow of private vehicles into city centres.

Strengthening Institutional and Regulatory Framework

- Measures will be implemented to enhance the institutional and regulatory framework.
- Collaboration between relevant authorities will be enhanced in ensuring effective enforcement of private vehicles entering city centres.

Urban Development

- Urban planning is partly constrained by unclear urban boundaries, inadequate city-level data, insufficient monitoring mechanisms as well as low capacity and capability among most local authorities to embrace innovative approaches.
- Lack of data sharing among government agencies, especially city-level data has also hampered efficient urban planning and development.

FLAGSHIP 3: INTEGRATED DEVELOPMENT

This is a transit-oriented development (TOD) for the integrated development of towns which links transit transport hubs to within walking distance of amenities. This strategy was introduced in the Third National Physical Plan to create efficient use of land while maximising transit infrastructure use.

The state government has proposed this integrated strategy as a main catalyst in its development plan for Melaka, in tandem with the creation of M-WEZ and the Kuala Linggi International Port (KLIP). Additionally, existing transport terminals such as the Pulau Sebang train station and the proposed education hub at Bandar Hijau in Ayer Keroh will create opportunities for enhanced development at the locations.

For the other townships in the state, Flagship 3 will stress on higher efficiency of the transport system with linkages to strategic TOD locations. The existing network of roads and land, air and port services need to be improved to ensure a holistic and integrated development of Melaka.

Melaka Strategic Plan 2035

STRATEGY

Incorporate sustainable development to raise the people's quality of life through sound urban planning

7 QUICK WINS

2 SYMBOLIC ACTIONS

01

The launch of Melaka State Transportation Masterplan

02

The launch of Melaka Sentral TOD

01

Melaka Transportation Masterplan

02

Development of TOD zones

03

Efficient safe road network

04

Alternative mechanisms for more efficient traffic flows

05

Transforming inter-towns bus services

06

Development of new and existing ports

07

Upgrading of Melaka International Airport



Aligning Transport and Urban Planning



Green Transport Masterplan is based on the corridors, TODs, new developments and hubs identified in PSMJ

Considers existing developments, such as housing, factories, commercial, hospitals, schools.



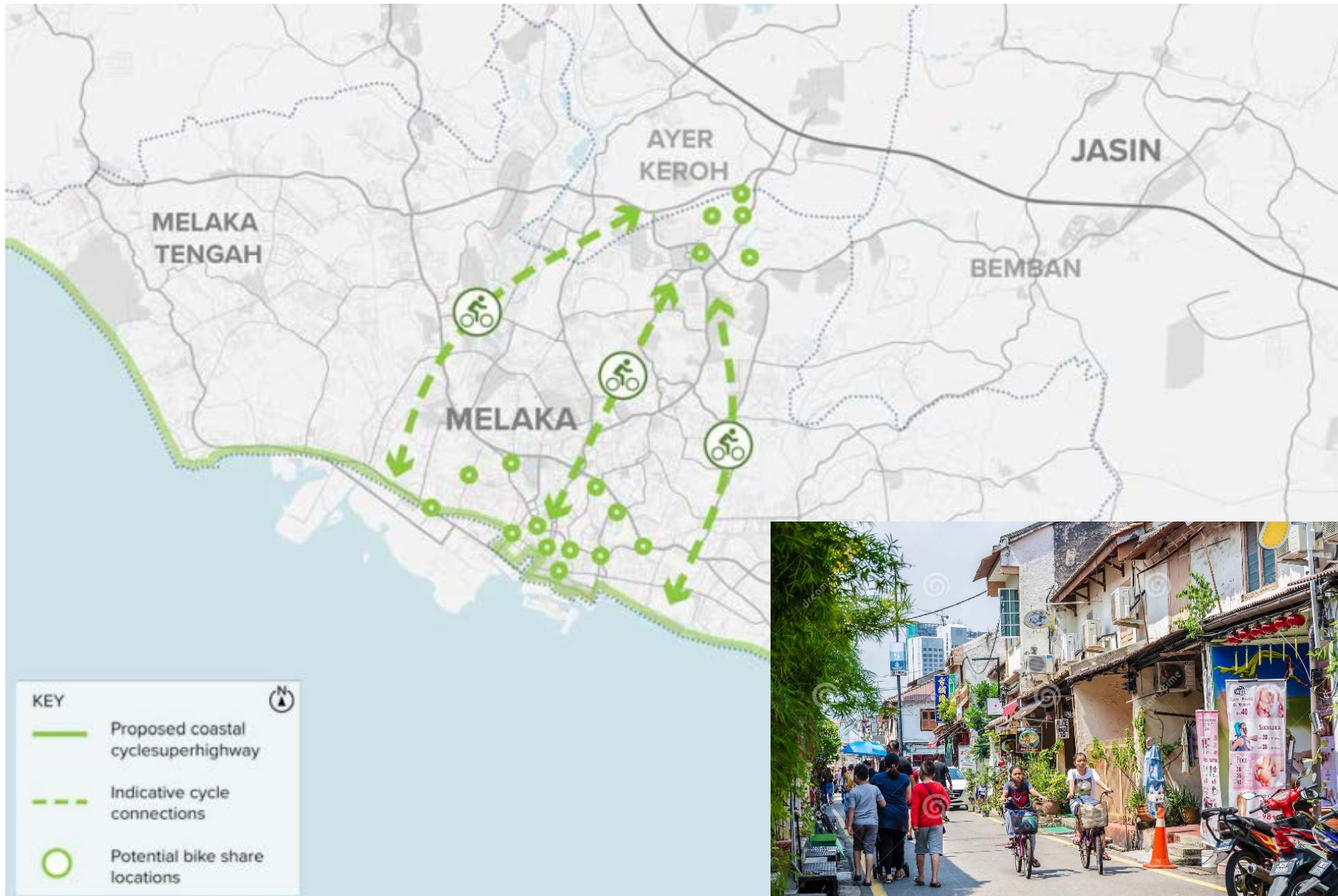
For residents using TOD to focus on Melaka transport for residents.

Projects:

For visitors, reducing private vehicles entering city

- Enabling infrastructure for TODs, especially Ayer Keroh. Create road access changes for buses
- Park and Ride locations to intercept visitors need to be served by high frequency bus services





Active mobility

Using active mobility as part of green transport

First and last mile improvements

Cycling to replace some car journeys

Projects:

- Walking routes and crossings to bus stops
- Dedicated cycle infrastructure
- Road upgrades to enable cycling



A Green Bus Masterplan

Core area - Melaka City

1. Services converge at Melaka Sentral.
2. Based on areas of denser population, corridors of activity, major attractors, employment areas and residential areas
3. All routes designed to connect outer and inner areas.

Projects:

- Increase bus fleet
- Long term EVs
- EV charging infrastructure
- Bus priority
- Bus infrastructure, stops, etc
- Bus maintenance facilities

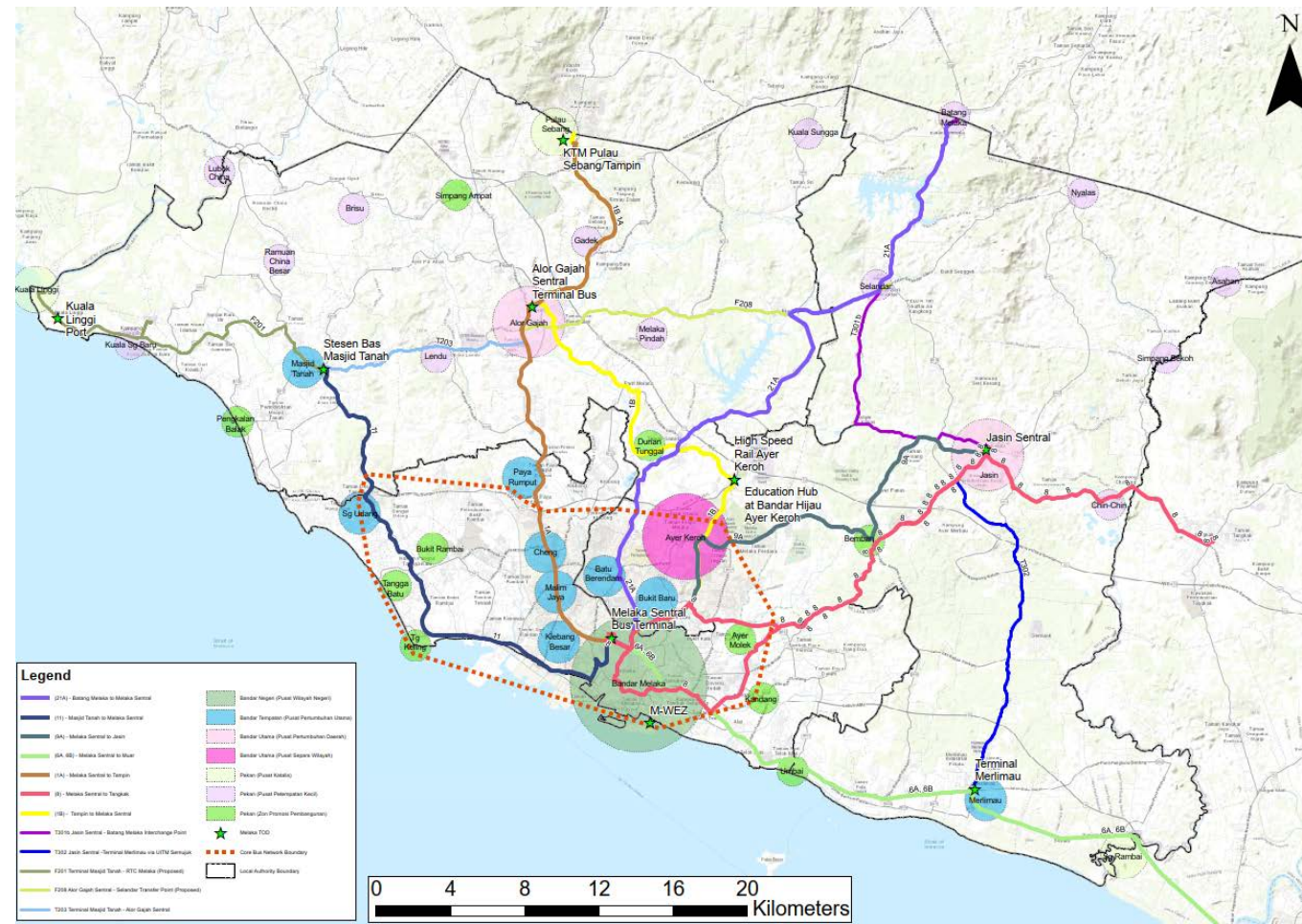
A Green Bus Masterplan

Outer areas - Melaka State

1. Linking the TODs in outer towns and Melaka Sentral.
2. Connecting to KTM at Tampin and Batang Melaka
3. Demand responsive for routes if ridership is too low

Projects:

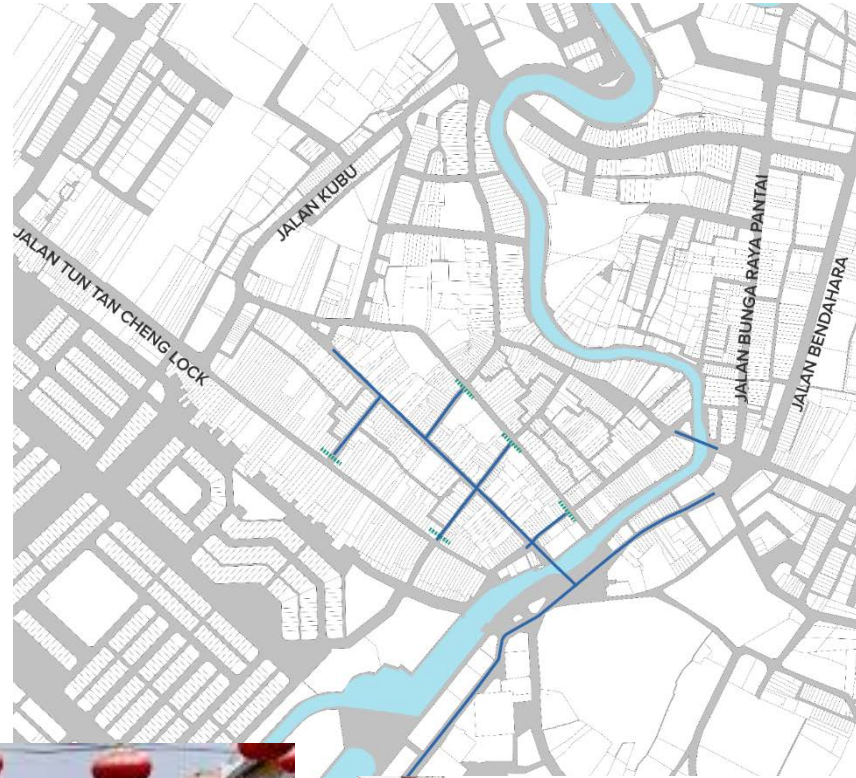
- Bus fleet
- Long term EVs
- Bus infrastructure, stops, etc
- EV charging infrastructure



Overall Road Proposals



Pedestrianisation



Heritage Area Improvements

1. Removing private vehicles
2. Improving walking and cycling
3. Improve access to the river
4. Multi-modal travel, bus, river,

Projects:

- Congestion charge zone
- Walking improvements
- Improved wayfinding/signage
- Multi-modal ticketing systems



Three concentric white arcs are positioned on the left side of the image, centered vertically. They are of increasing radius from the innermost to the outermost, creating a partial spiral effect.

Thank you