



Ar Mustapha Kamal REVIEW OF DRAFT KLSP 2040

18 Feb – 18 Mac

Reviews plus suggestions for improvements by:

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21 Julai 2020

PROGRESSIVE CITY THROUGH SHARED PROSPERITY

More suitable theme for PSKL2040

VISION OF
KUALA LUMPUR STRUCTURE
PLAN 2020

Kuala Lumpur
A World-Class City



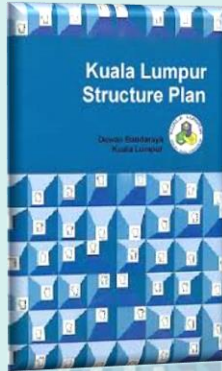
Kuala Lumpur development vision that emphasizes the elements of sharing, inclusiveness and equality.

VISION OF
KUALA LUMPUR
STRUCTURE PLAN 2040

Kuala Lumpur
CITY FOR ALL

CITY FOR ALL is too generic,
It's a default for any city

KUALA LUMPUR STRUCTURE PLAN

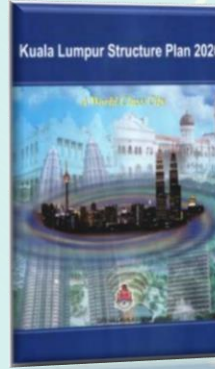


Main Focus

- Draf Pelan Struktur Kuala Lumpur 2040
1. Promote balanced development
 2. Reduce activities and traffic congestion in city centre
 3. Creating a hierarchy of urban centres where new growth areas function as residential zones with healthy employment. Areas of development focus are Damansara, Wangsa Maju, Bukit Jalil and Bandar Tun Razak.



KUALA LUMPUR STRUCTURE PLAN 2020



Main Focus

1. Enhancing the role of Kuala Lumpur as an international commercial and financial hub
2. Nurturing an urban structure that is efficient and equitable
3. Improving the living environment
4. Establishing a unique urban identity and image
5. Employing an efficient and effective governance.

“CITY FOR ALL”
But focus does not relate
Collaborative City – SDG 17

KUALA LUMPUR STRUCTURE PLAN 2040



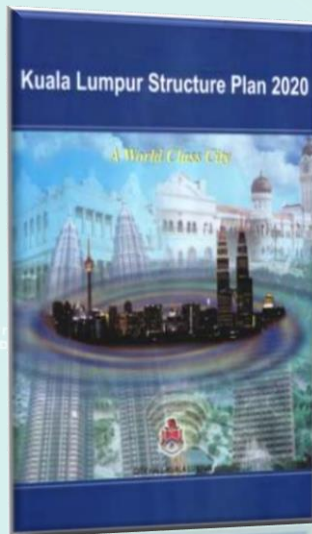
Main Focus

- Transforming Kuala Lumpur, as the capital of Malaysia, by adopting a holistic, inclusive, equitable, liveable and sustainable approach while focusing on six (6) areas:
1. Economic sustainability
 2. The rise of and inclusive community
 3. Greening and beautifying the city
 4. A low carbon approach
 5. An efficient mobility system
 6. An integrated management of land.

“City For All should reflect the use of as many of SDG17 but is doesn’t reflect from the table. This theme must relate to a coordinated collaborative city.”



KUALA LUMPUR STRUCTURE PLAN 2020



Lack Strong Relationships

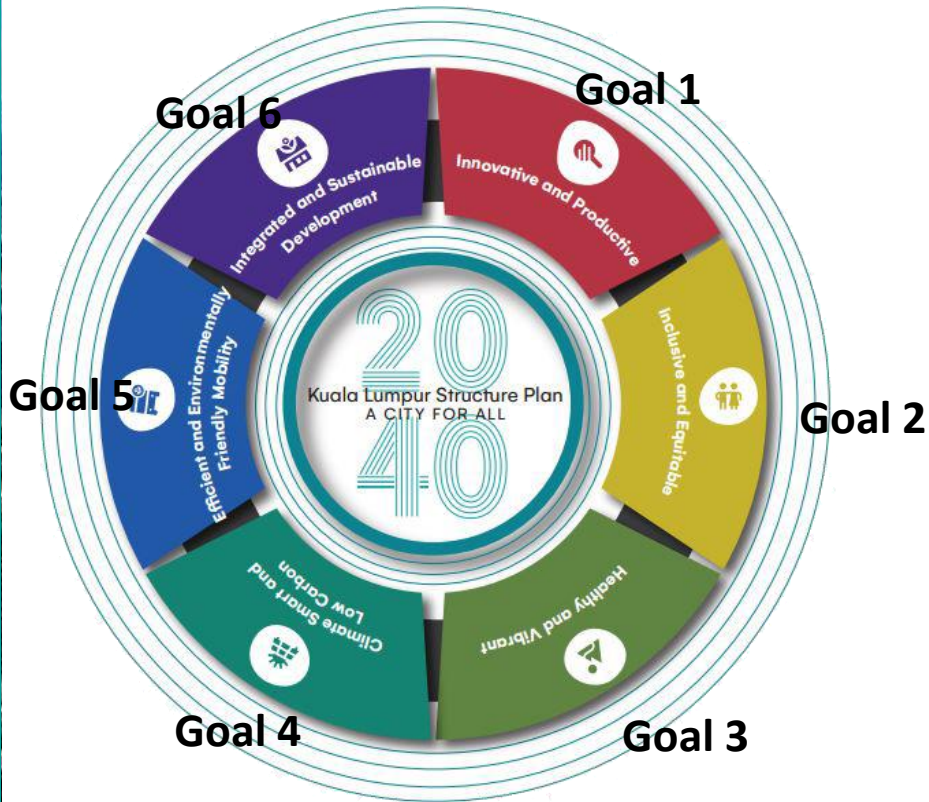
KUALA LUMPUR STRUCTURE PLAN 2040



**The City Plan should have continuity from past plan
i.e. KLSP2020, and be cohesive with accepted global
standards of city strategy and planning**



KL 2040 GOALS



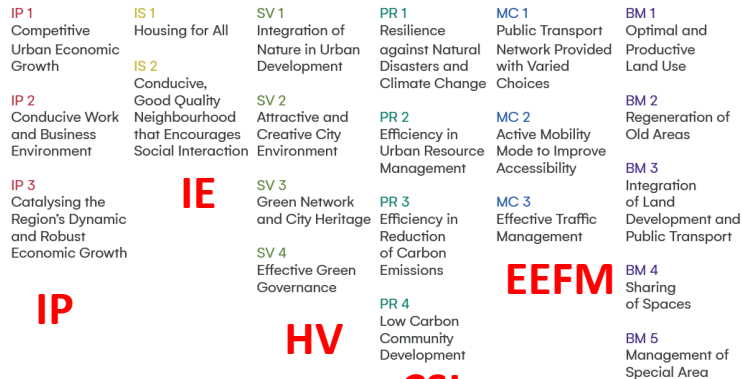
The **SIX GOALS**
Does not reflect the sense
Of place in KL

Too generic to most Cities

6 Goals



21 Strategic Directions and 71 Actions



GOAL 7 KL Genius Loci As Pulse Of Nation

The framework of the KLSP2040 should add 1 more Goal Pillar which is **Genius Loci** as **Pulse of Nation**.

This is key to ensure the identity and sense of place of the city is clearly dened and delineated and policy relating to the preservation and promotion are provided for. These comprise but not limited to **Communities, Interest Groups, Geographical, Biological, Climate, Heritage , Culture, Knowledge and Activity of the community**

Translated into the urban management plan and spatial management plan

1. Urban management plan (PPB)

- The plan covers six (6) key actions:
- PPB1: Sustainable City Management;
 - PPB2: Sustainable Development Goals (SDGs);
 - PPB3: Neighbourhood Planning Plan;
 - PPB4: Formation of Kuala Lumpur Urban Observatory (KLUO);
 - PPB5: Establishment of City Operations Control Centre; and
 - PPB6: Kuala Lumpur Communications Plan.

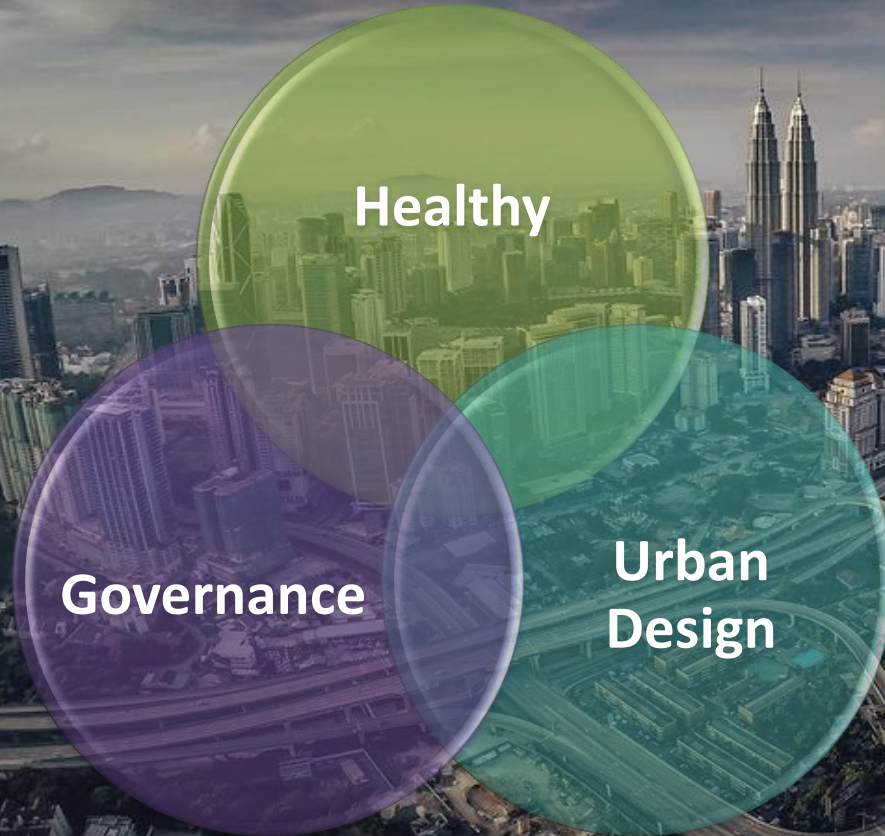
2. Spatial management plan

- The plan covers three (3) key zones:
- Special Area Management Zone;
 - Biodiversity Protection Zone; and
 - Transport Zone and Corridor.

UMP

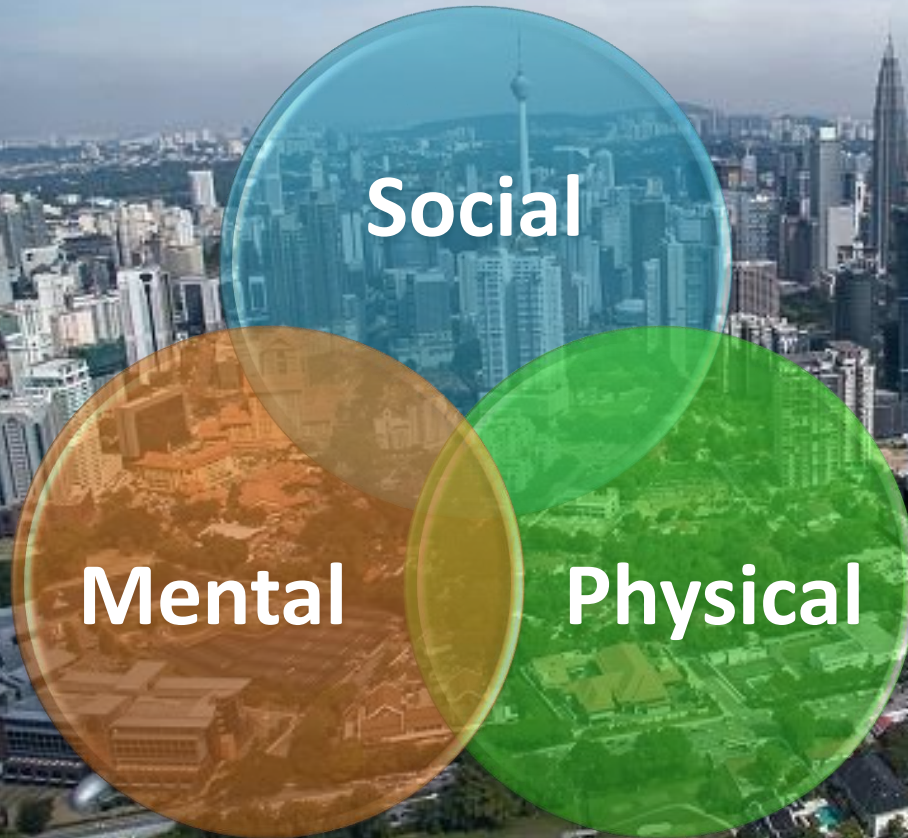
SMP

Enhance a Tripartite Balance




Need a bold set of interrelated moves that transcend from governance and urban design

Enhance a Tripartite Balance



Another balance is the tripartite between Social, Mental and Physical Surroundings

Seamless separation between Rural and Urban that will result with **Rurban**

An aerial photograph of a city skyline, featuring the Petronas Towers prominently on the right. The sky is blue with scattered white clouds. A yellow semi-transparent box is overlaid on the upper part of the image, containing text. Below the box, two arrows point downwards from the text 'Net Zero Building' to 'Net Zero City'.

A total look at the **Greening of the City**
together with its buildings as well
as its construction

Net Zero Building

Net Zero City

Denai Alam Master Planning as an example of how it should be connected

Act as a
“Healing Corridor”

**Denai Alam Master Planning
as an example of how it should
be connected**

Should create green path (linkage) to connect the green nodes

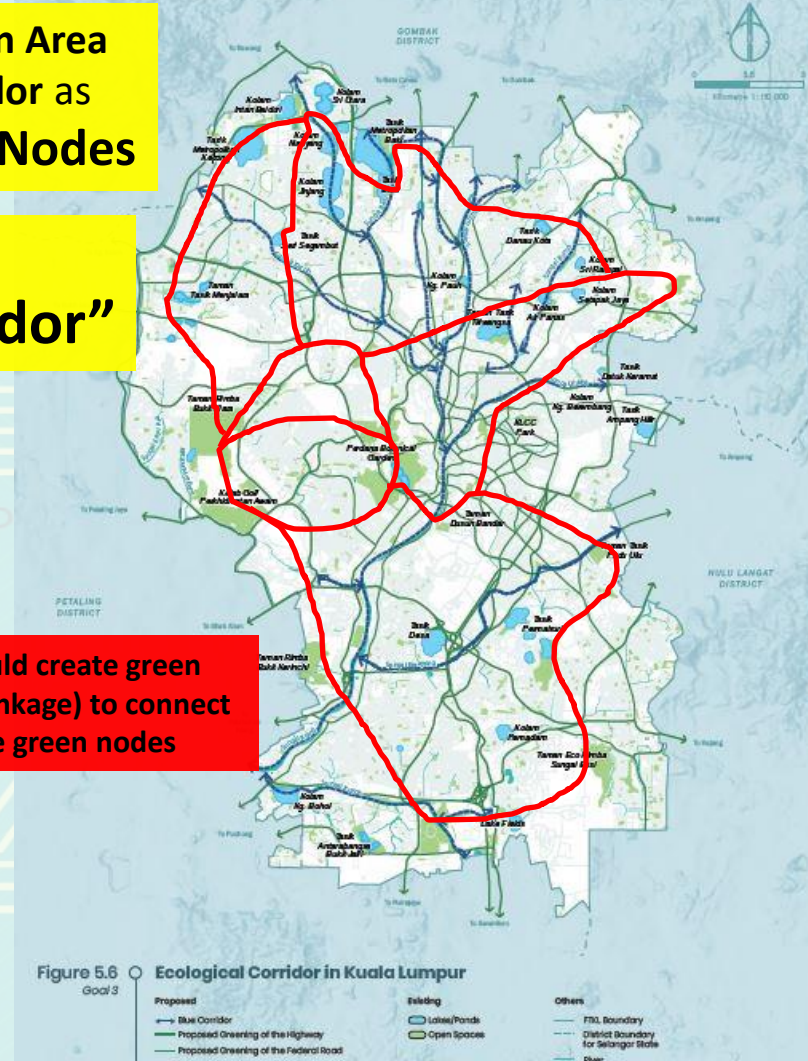
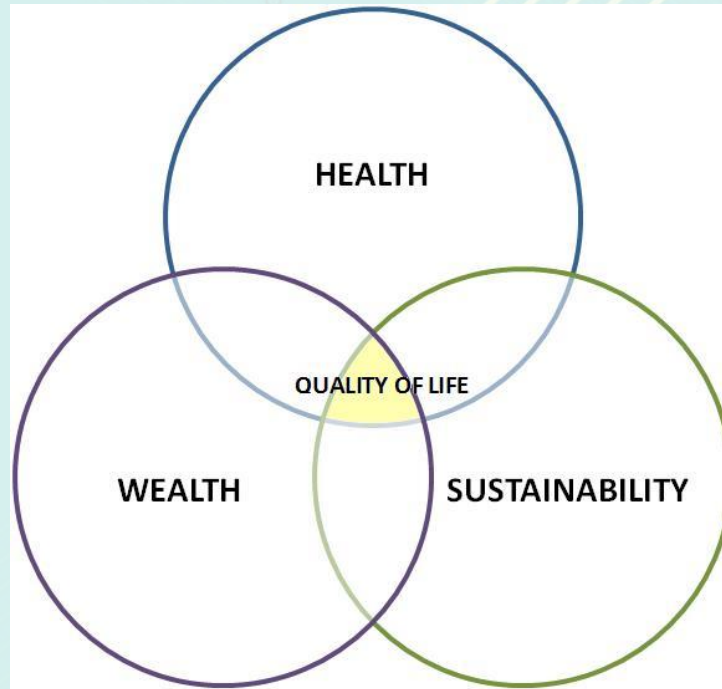


Figure 5.6
Goal 3

Quality of Life

- Taken together these add up to a high quality of life well worth living, and create places that enrich, uplift, and inspire the human spirit.



Urban Design Protocol

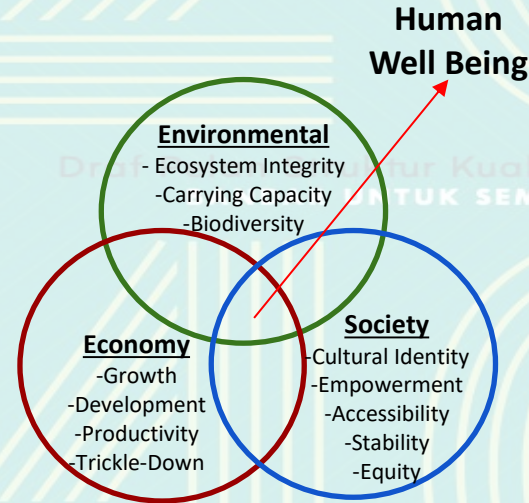
To create productive, sustainable and liveable places for people through leadership and the integration of design excellence



SUSTAINABLE ARCHITECTURE


“Sustainable design integrates consideration of resource and energy efficiency, healthy buildings and materials, ecologically and social, sensitive land use and an aesthetic that inspires, affirms and enables.”

- Union Internationale des Architectes' Declaration of Interdependence for a Sustainable Future, Chicago, 1993



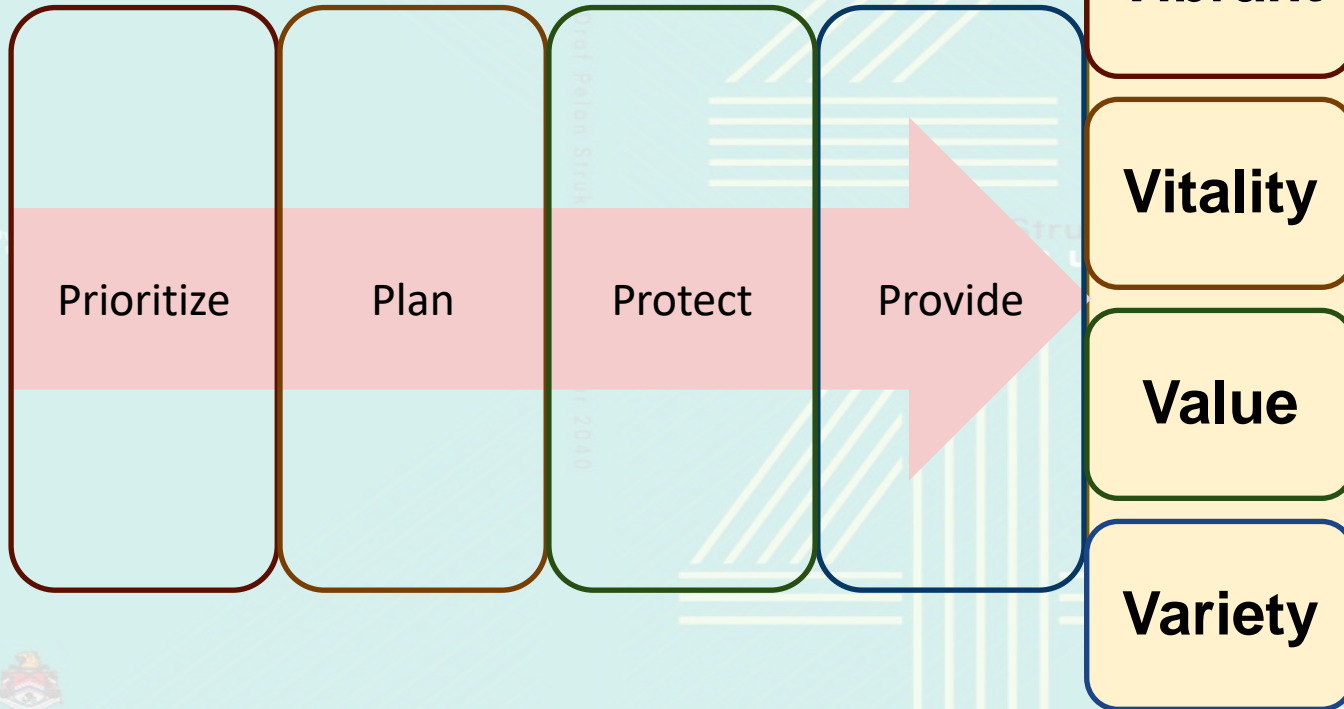
The Challenges For Cities to Be Resilient



An aerial night view of the Kuala Lumpur skyline, featuring the Petronas Twin Towers and numerous illuminated skyscrapers. A semi-transparent yellow rectangular box is centered over the image, containing text.

Towards the proper
Plan, Provide, and Protect
so as to achieve the
Vibrancy, Vitality, Value, Variety
of the City of KL

What To Do Next?



In my opinion in relation to COVID-19 pandemic

People think that the year 2020 is the year of perfection

But it's now a different route

The year 2020 is humanity reset button

To think for a better system to govern our lives

To work and collaborate for a better living

To rethink the way we need to work

To throw away unsustainable methodologies

To accept new collaborators and new game changers big time

To include the younger generation in our decision making in total not a mere rhetorical

To use the thinking way out of the box which is business unusual

To accept the thinking system of your subordinates more as a realistic one

To put aside wholly top down thinking

To respect the bottoms up thinking rationally and pragmatically

To listen to the ecosystems more than the economic systems

To allow specialists to rule

To put aside generalists for fear of a recurrence

To live simply simplistically

To love life as priceless

To transcend urban protocol systems as a living documents of life

To listen to your aspirations more than your fears

To be a human is most important

The COVID PAUSE – RETHINKING KL URBAN PLAN



COVID 19 is just a wake-up call.
A pause for reflection:

Perhaps an opportunity to reshape
our LIFE, therefor our CITY,
our ENVIRONMENT

How do we want
our city to be like?

Unabettet Consumerism

Do we need to exist
in the same way before?

Do we really need more
shopping malls?

Go to work in car

Same old living style

Buy, buy, buy...
and dispose

Make money and spend

What do we do
about plastic and garbage?

New VISION as POST COVID 19

An aerial photograph of the Kuala Lumpur city skyline, featuring numerous high-rise buildings and green spaces. Overlaid on the image are several yellow callout boxes with black text, each connected to a central box by a white curved line. The central box is at the top, and the surrounding boxes pose various questions about the city's future.

What the Vision of KL?

More Sustainable?

Greener?

Truly Malaysian?

World Class City?

City for All?

New Normal City?

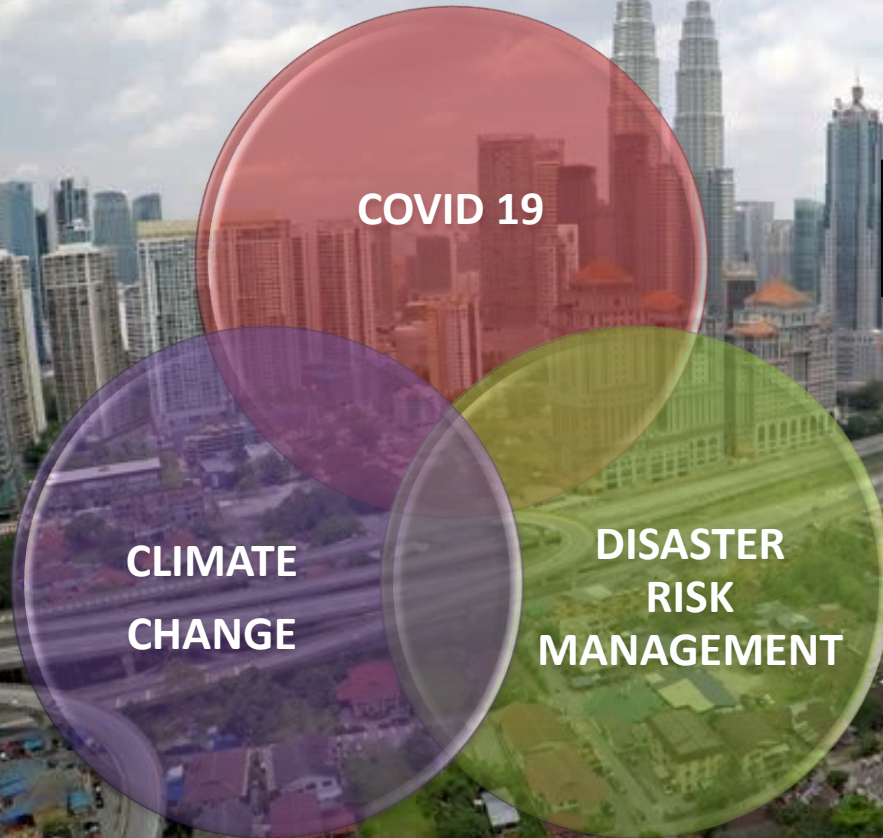
Work from home,
less car on the road?

Where do we take our family out apart from shopping mall?

Do we want more egalitarian and educated society?

Is there a political will to change?

New Consideration



Matters that need to be consider
in PSKL204, as new normal

AN URBAN PUBLIC SECURITY SYSTEM SERVING FOR PEOPLE



1

SYSTEMATIC

- Smart City
- Governance

2

RELIABILITY

- Resilience
- Urban Design

3

DURABILITY

- Healthy City
- Sustainable



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The COVID PAUSE: RE-THINKING KL URBAN PLAN

The COVID PAUSE: RE-THINKING KL URBAN PLAN

The Bigger Picture

Covid pandemic is just a wake-up call. A pause for reflection:

- Perhaps an opportunity to reshape our life, therefore our cities, our environment?
- Do we need to exist in the same way before? Go to work in a car, make money and spend, same old, same old?
- Unabated Consumerism - wants over needs?
- Where is our society heading?
- How do we want our city to be like? Do we really need more shopping malls? Buy , buy, buy... and dispose
- What do we do about about plastics and garbage?

The COVID PAUSE: RE-THINKING KL URBAN PLAN

Vision?

- So What is the Vision for KL? Greener? More Sustainable? Truly Malaysian?
- World-Class city? Or 'City for All'?
- New Normal city? Work from home, less cars on the road?
- Where do we take our family out apart from shopping malls?

And more...

- Do we want a more egalitarian and educated society ?.
- Is there a political will to change?

WORLDWIDE MOVEMENT - Food for thought...

London moves to boost walking, cycling after Covid-19

By [BBC](#) · May 6, 2020 @ 8:46pm



London's mayor announced to widen pavements for pedestrians and increase the number of cycle routes, to ease pressure on buses and trains forced to limit numbers because of the pandemic. -AFP pic

LONDON: London's mayor announced plans Wednesday to widen pavements for pedestrians and increase the number of cycle routes, to ease pressure on buses and trains forced to limit numbers because of coronavirus.

"The capacity of our public transport will be dramatically reduced post-coronavirus as a result of the huge challenges we face around social distancing," Sadiq Khan said.

"Many Londoners have rediscovered the joys of walking and cycling during lockdown and, by quickly and cheaply widening pavements, creating temporary cycle lanes and closing roads to through traffic we will enable millions more people to change the way they get around our city."

The number of people using buses and trains in the British capital has plummeted since a nationwide stay-at-home order was introduced six weeks ago to slow the spread of Covid-19.

London has been the epicentre of the outbreak in Britain, which has now recorded the second-highest number of deaths in the world, with more than 32,000.

Prime Minister Boris Johnson is expected to set out on Sunday plans to gradually ease the lockdown, while still keeping people apart in order to avoid new infections.

The Guardian



This article is more than 1 month old

'Cleaner and greener': Covid-19 prompts world's cities to free public space of cars

Campaigners call for schemes for cyclists and pedestrians across the globe to be made long-term

By [The Guardian](#)

WORLDWIDE MOVEMENT



THE AGE

EXCLUSIVE NATIONAL VICTORIA CORONAVIRUS PANDEMIC

Car parks out, footpaths and cycling lanes in as city prepares for post-COVID commuters

By Timna Jacks

May 7, 2020 – 5.36pm



Car parks will make way for footpaths and 12 kilometres of pop-up cycling lanes will be built to allow people to socially distance in Melbourne's city centre as COVID-19 restrictions start to ease.

The move by Melbourne City Council follows the lead of cities such as Berlin and Milan, which are redrawing road markings to create more room for cyclists and pedestrians during the coronavirus pandemic.



Melbourne lord mayor Sally Capp yesterday next to a sign urging social distancing. JASON SOUTH

Lord mayor Sally Capp said car parks would be removed at busy pedestrian areas to enable the extension of footpaths, while 12 kilometres of new temporary bike

"We are looking at ways of using protection that may not be permanent," Cr Capp said.

Planners are expecting an increase in vehicles travelling into the city as lockdown measures are lifted, with many commuters likely to avoid crowds on public transport.



Cyclists in La Trobe Street in the CBD. JESSE MARLOW

Cr Capp called on businesses to stagger their work hours to spread the peak flows, with the council's 1600 staff set to return in a staggered fashion.

"We can't have everyone jumping in their cars, because we'll end up with a bigger congestion issue than we had pre-COVID," she said.

"We have to find ways of utilising public transport whilst adhering to social distancing and staggering start times."

The council is co-ordinating a plan with Yarra Trams to ensure services don't get overcrowded at the start of each line, before entering the city.

Councillors also hope that plans for shared-use zones on Melbourne's "Little" streets and lowered speed limits to 30km/h will get the green light from the Transport Department.

Cleaning of high-touch points will continue in the city and hand sanitiser will be handed out, while staff will be deployed to assist with social distancing as people start to return to school and work.

All roads will remain open to ensure a free flow of delivery services.

A Bicycle Network count of 8800 riders on April 25 showed the number had increased by 270 per cent compared with November last year.

MOTORCYCLIST BLOCKING PEDESTRIAN CROSSING



KL May, 2014



KL May, 2020

MOTORCYCLIST BLOCKING PEDESTRIAN WALKWAY

KL 2014



KL 2020



IMPEDED PEDESTRIAN WALKWAY

- KL 2014



- KL 2020



The COVID PAUSE: RE-THINKING KL URBAN PLAN

... have we improved? where are we going?

Main Issues:

1. KL IMAGE & 'PERSONALITY'

- Moving on from 3rd World Image
- Our Public Realm - Streets, open spaces and edges,
- Urban Morphology - Some rude interventions
- Enforcement & Education

2. CONNECTIVITY

- Urban Mobility - Public Transport: 'THE LAST MILE ISSUE'
- No comprehensive Pedestrian and cyclists network
- Landscaping, Open spaces & Green links

3. FOOD SECURITY

- Urban Farming
- Poor food behaviour - and wastage

The COVID PAUSE: RE-THINKING KL URBAN PLAN

KL 'PERSONALITY': Identity and Image.. we are falling behind

KL lacks strong character and identity, compared to say, Penang, Kuching or even Ipoh. Despite robust development over the last decades, it still retains a 'Third-World' image or feel in many pockets of the city. It has not ascended to its rightful place. Jalan Tuanku Abdul Rahman, once the 'heart' of KL, is now dilapidated and is full of 'undesirable' foreigners. Ditto with Masjid India and other similar clusters in KL. (Check Pudu, Petaling St.).

Other cities in SE Asia has surpassed KL in this aspect:

- Singapore being a prime example,
- Bangkok, Jakarta and Ho Chi Minh City: fast catching up.

KL should aspire to attract more 'value-added' expats(and tourists) like Singapore, for example.

The COVID PAUSE: RE-THINKING KL URBAN PLAN

Much of KL still suffers a 'Third World' image



KUALA LUMPUR IMAGE 2020 - near Pasar Seni...



KUALA LUMPUR IMAGE 2020

- bazaar, food getting
more mediocre...



Public Realm: Road Character – tropical , inviting ...

Jalan Ampang Hilir, 2014..



URBAN MORPHOLOGY

RUDE INTERVENTION – Jalan Ampang Hilir 2020



URBAN MORPHOLOGY

more RUDE INTERVENTIONS 2020

do we need these?



PUBLIC REALM ISSUES -

STREET EDGE - PODIUM CAR PARKS

... at the rate we are going- driven by current policies and commerce



The COVID PAUSE: RE-THINKING KL URBAN PLAN

CONNECTIVITY

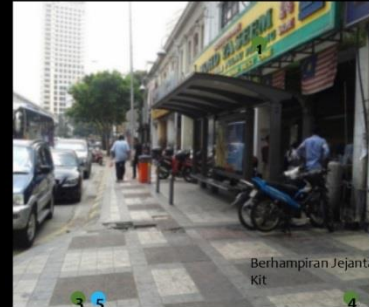
The hallmark of a truly livable, successful city is its level of connectivity.

- There is no comprehensive pedestrian network.
- Truncated and impeded footpaths.
- Bad habits too. Motor-cycles typically block any zebra crossing at traffic lights.
- There are simply not enough lanes for cycling.

Build a good network, they will use.

the last mile...

PENGUMPULAN DATA SAMPEL INVENTORI - HENTIAN PENGANGKUTAN AWAM



Sila lihat PERINCIAN KAJIAN E(3)

The COVID PAUSE: RE-THINKING KL URBAN PLAN

Findings- Poor Connectivity

- Urban Mobility - Public Transport: 'THE LAST MILE ISSUE'

Public ridership still low due to:

- THE LAST MILE ISSUE - Connectivity still not seamless: Getting to and from Public Transport not convenient, poor or broken connection due to poor architecture/ planning.
- Convenience of car and relatively cheap parking
- plain apathy
- Walking is not considered a transportation mode. Not many contiguous footpath

The COVID PAUSE: RE-THINKING KL URBAN PLAN

Poor Connectivity

- Fractured Connectivity 'tissues'
- City fabric is messed up
- Walkability is impaired

are these really necessary?

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PEDESTRIAN ISSUES

WRONG PRIORITY - CAR OVER PEDESTRIAN



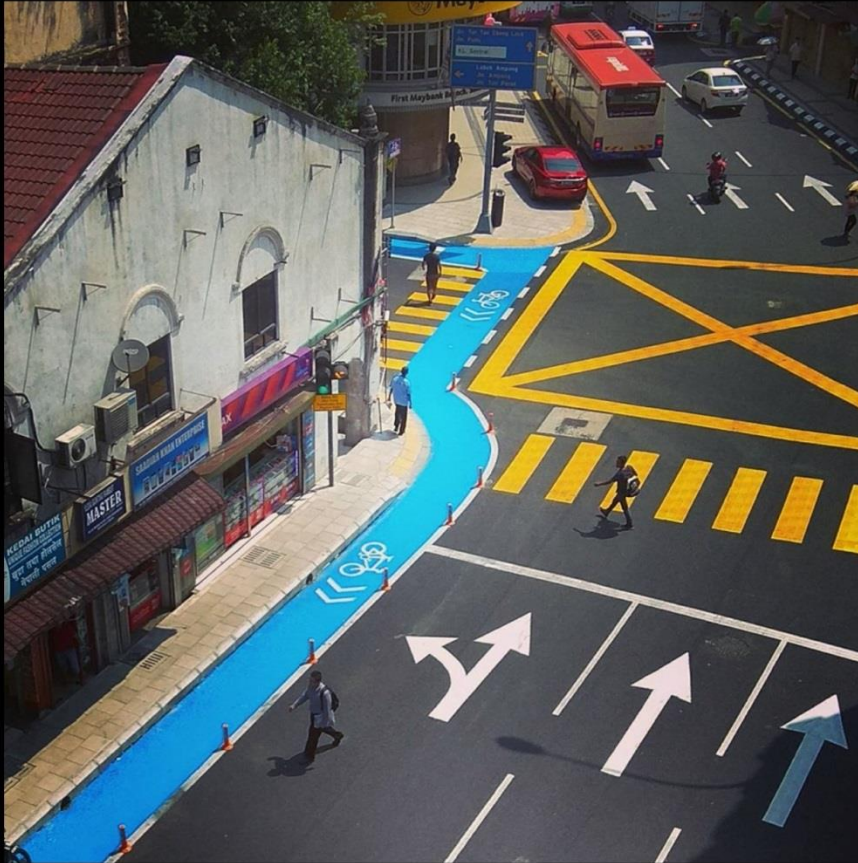
CONNECTIVITY ISSUES

POOR WALKABILITY- not safe, no comfort, inconvenient



POOR CONNECTIVITY

TRUNCATED BICYCLE LANES



Moving forward...
RECONSIDER OUR PRIORITIES



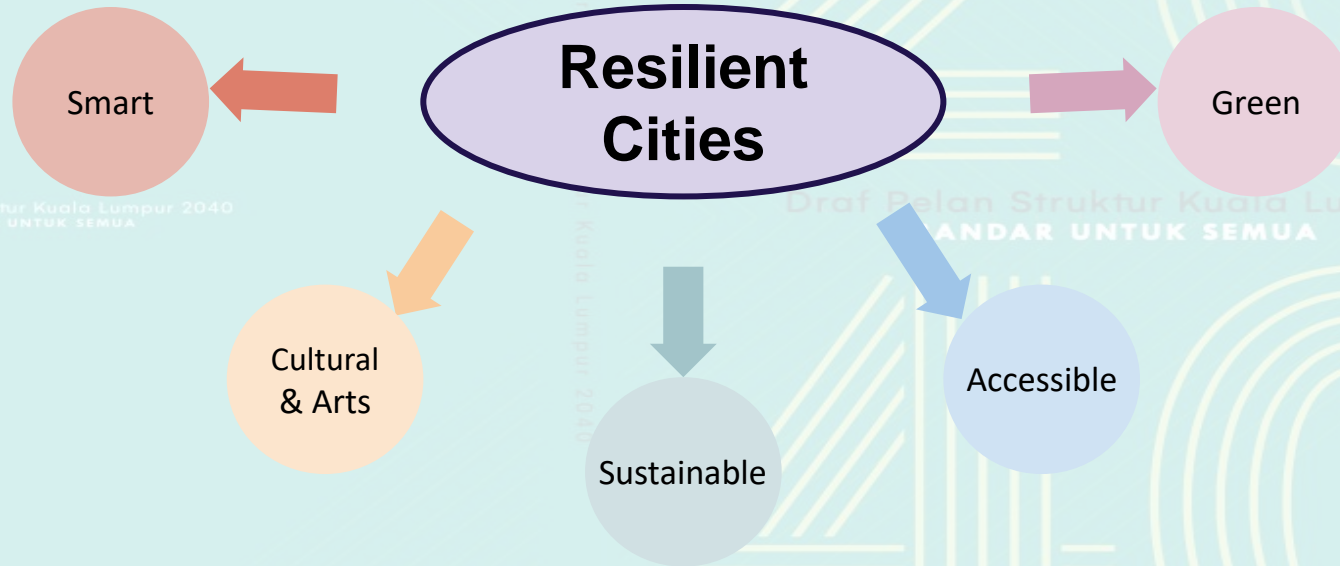
PRIORITY for cyclists and pedestrians (over vehicles)

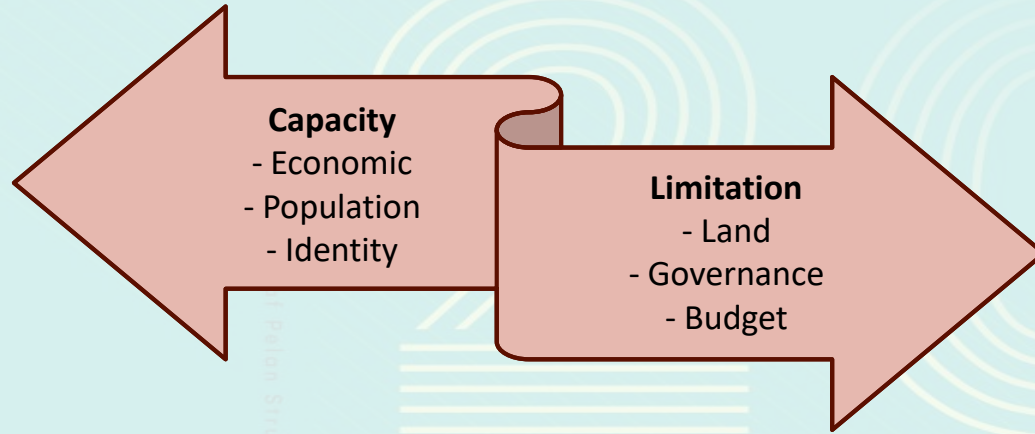




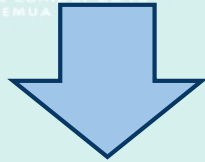
Thank You

What Next In Making Resilient Cities?





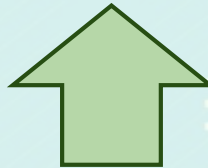
Draf Pelan Struktur Kuala Lumpur 2040
BANDAR UNTUK SEMUA



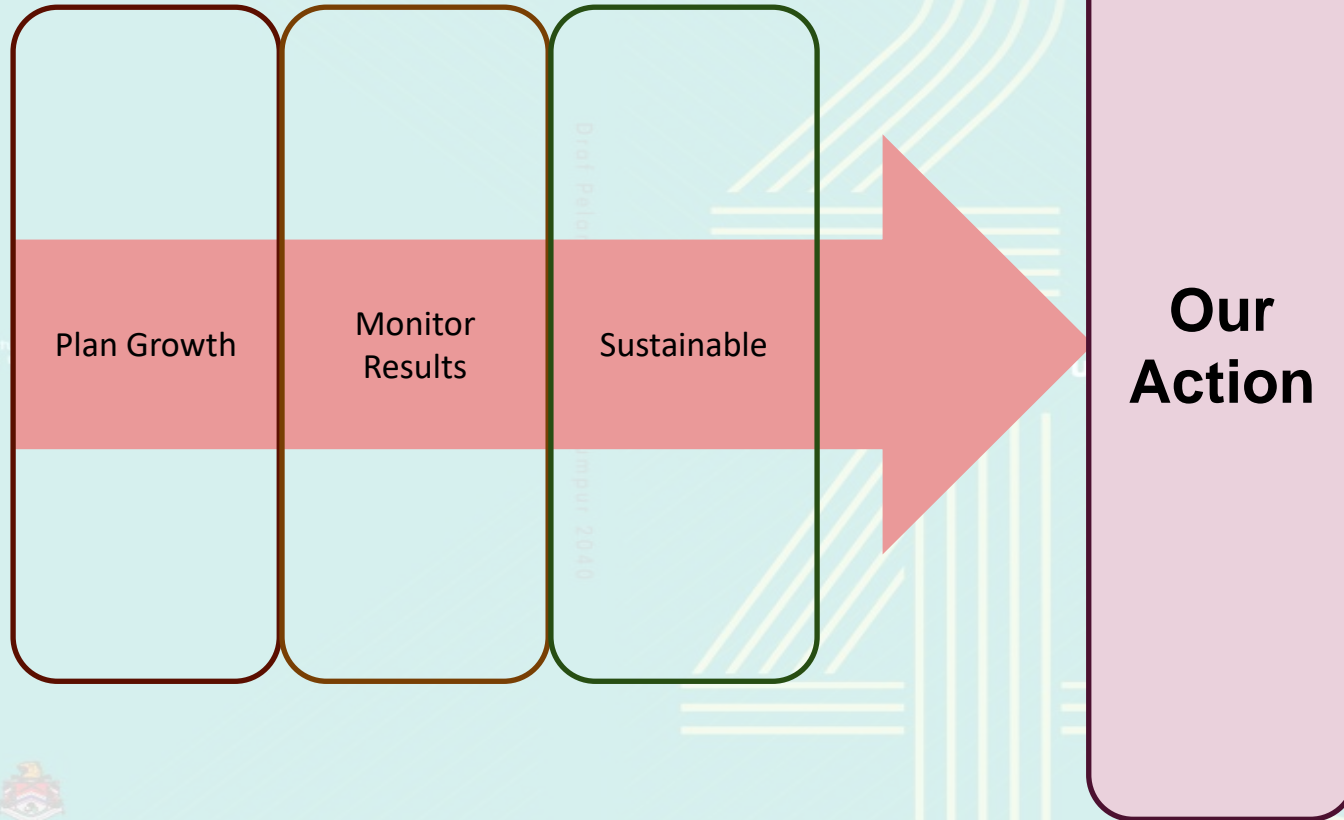
- Prioritize the activities
- Plan the best time

STRATEGIES

- Protect the assets
- Provide the growth



Draf Pelan Struktur Kuala Lumpur
BANDAR UNTUK SEMUA



4 Relation Keys To The Future Resilient

1.

Population
Growth

2.

Urbanization

3.

Unpredictable
National
Patterns

4.

Control
Resources

8 Steps To Make Our Cities Resilient

1.

Know your end
result.

2.

Attract
population.

3.

Improve
community.

4.

Utilize innovation
and creative
technology.

5.

Capitalize on
green sustainable
initiative.

6.

More across
agencies and
boundaries for
both
administrative
and physical.

7.

Action.

8.

Fast completion.

The City Resilience Framework



7 Qualities of City Resilience

1. Reflectiveness

ability to learn from the past and act in times of crisis

2. Resourcefulness

able to recognise alternative ways to use resources at times of crisis in order to meet their needs or achieve their goals

3. Robustness

qualities that help to conceive systems and assets that can withstand shocks and stresses

4. Redundancy

spare capacity purposively created to accommodate disruption due to extreme pressures

5. Flexibility

willingness and ability to adopt alternative strategies in response to changing circumstances or sudden crises

6. Inclusiveness

need for broad consultation and 'many seats at the table' to create a sense of shared ownership or a joint vision to build city resilience

7. Integration

processes bring together systems and institutions and can also catalyze additional benefits as resources

A group of about eight deer are walking across a paved city street. They are moving from left to right. In the background, there are white vans parked on the left side of the road and some buildings. The foreground shows a brick-paved sidewalk. The deer have brown fur and white patches on their hindquarters.

ANIMALS INVADE CITIES AS PEOPLE QUARANTINE THEMSELVES AT HOME

People in Nara, Japan reported seeing deer that usually stay in the park roam out onto the streets



Reconnecting Fractured Connectivity & Urban Fabric

MARRAKECH URBAN GRAIN



IBN TACHFINE
URBAN GRAIN?
21st Century



GUELIZ URBAN GRAIN
1920's



MEDINA URBAN GRAIN
12th century

THE URBAN GRAIN

As the City expands Westwards, and over different periods of the city's history, the pattern or 'urban grain' and fabric of the city changes shape.

The Medina:

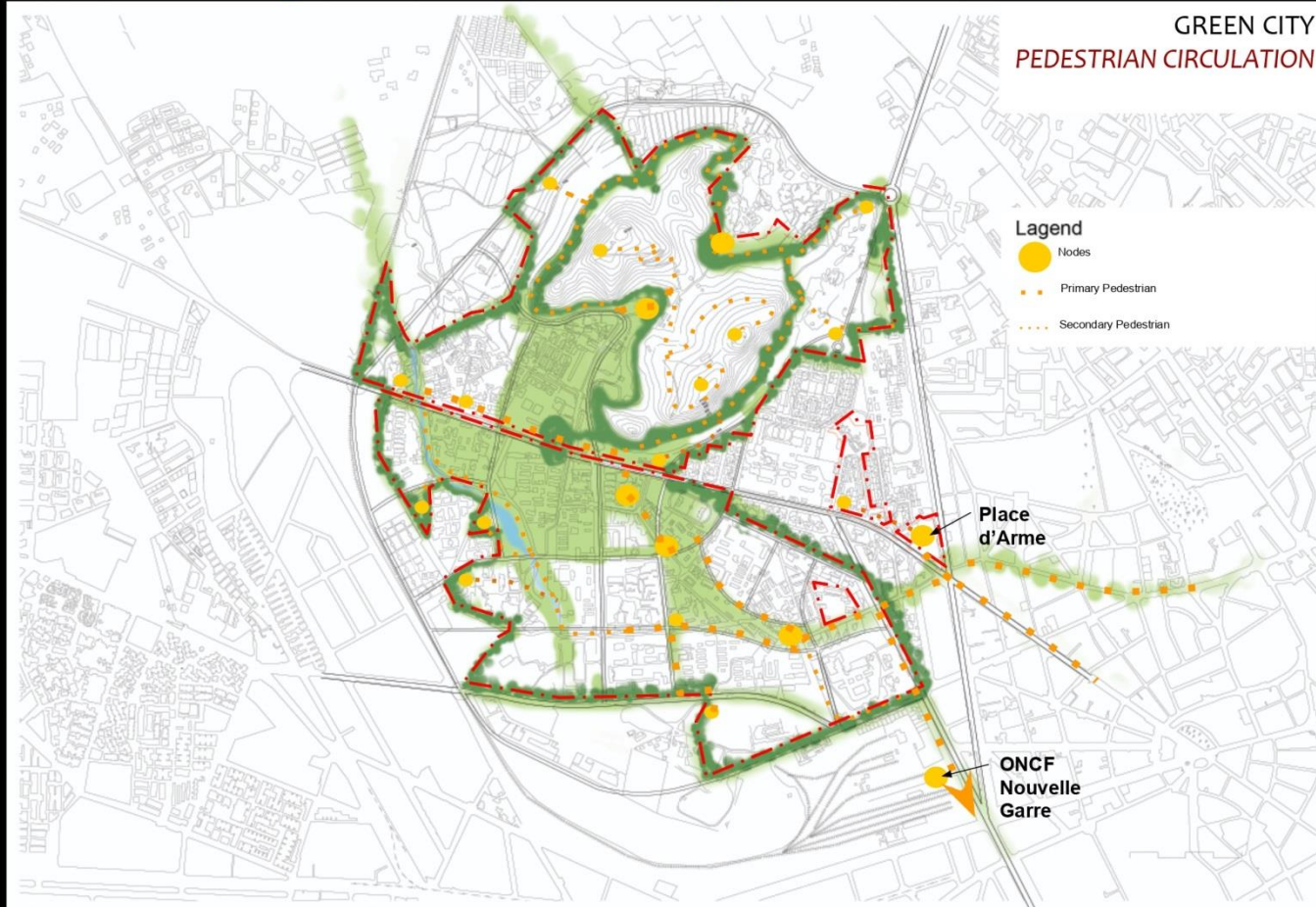
- 1000 years old
- Original Marrakech/ Moroccan
- Organic growth, packed with buildings and residential units with courtyards sharing common partition walls (riads)
- Roads and alleys are small to accommodate human and animal movement
- About people
- Mosques often the centre of the community

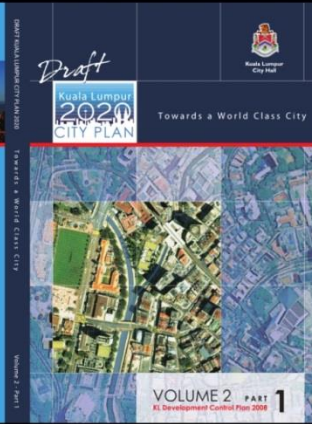
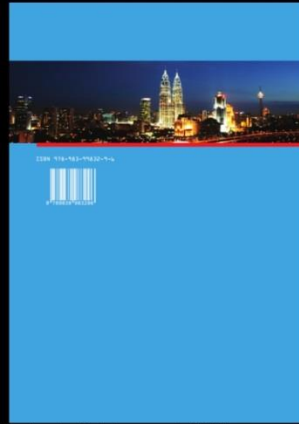
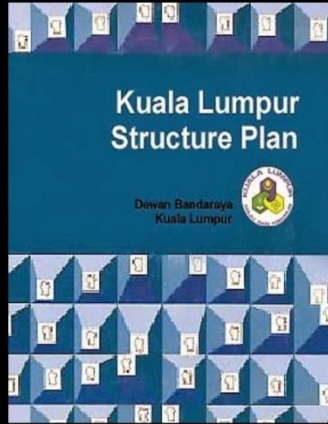
Gueliz District:

- 100 years old,
- Structured, geometric pattern (Parisian/French)
- Roads are much bigger, allowing for motorized vehicles.
- Vehicular traffic-driven,
- Allows for distant vistas/ view corridors

Camps Ibn Tachfine?

Reconnecting Fractured Connectivity & Urban Fabric





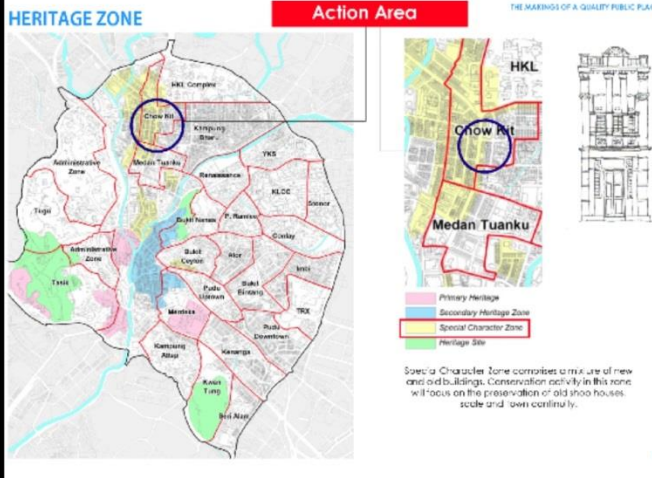
KONTEKS KAJIAN

KLSP 2020

17.2.2 (d) Mempelbagaikan Aktiviti Ekonomi

"Ciri-ciri presint membeli-belah tradisional di Chow Kit, Jalan Tuanku Abdul Rahman, Jalan Masjid India dan Jalan Pasar akan dipertingkatkan dan dinaiktarafkan supaya lebih menarik dan selesa untuk pengunjung. Jalan Tuanku Abdul Rahman, Jalan Masjid India dan Jalan Pasar akan terus dibangunkan sebagai presint membeli-belah khusus. Projek pengindahan di presint membeli-belah tradisional seperti di Jalan Petaling yang hampir siap dan di Jalan Masjid India yang masih dalam pembinaan, akan menjadi pusat tumpuan bagi pelancong asing dan tempatan."

Garis Panduan: Pelan Struktur Kuala Lumpur dan Pelan Bandar Kuala Lumpur oleh DBKL

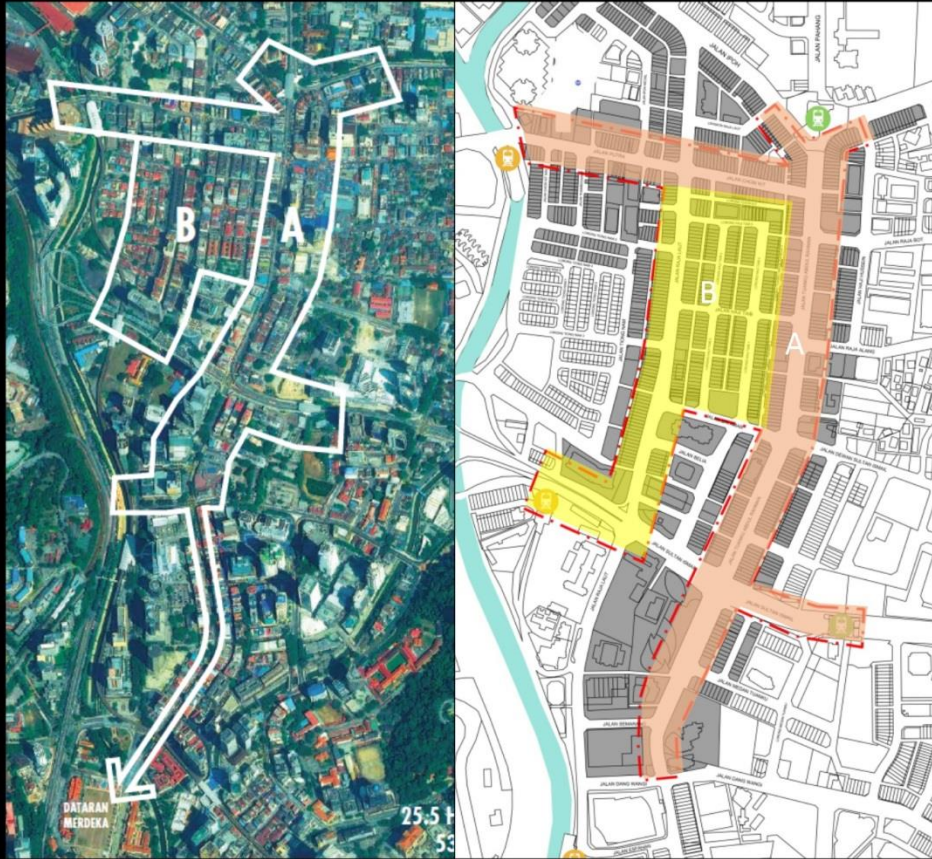


Contoh Spesifikasi dan Pengawalan Pembangunan yang dijadikan sebagai garis panduan kepada Pemaju, Arkitek, dsb

17.2.2 (g) Ciri-ciri Perbandaran Pusat Bandar

"Ciri-ciri kawasan bandar lama di Pusat Bandar Raya seperti Chow Kit, Jalan Petaling, Jalan Bukit Bintang, Bukit Ceylon dan Pudu akan dipelihara dan keadaan infrastruktur, kualiti bangunan serta persekitaran hidup dan kerja akan dinaiktaraf. Pelan pemuliharaan dan pengekalan kawasan warisan bersejarah akan menggalakkan persekitaran mesra pejalan kaki di samping mengekalkan kepelbagaian corak jalan dan bangunan tempatan yang ditonjolkan oleh kawasan ini."

A REVIEW... Jalan TAR, KL 2014 study



Laporan ini bertujuan untuk memberi pemahaman rasional dan proses yang terlibat dalam penyediaan Pelan Tindakan bagi Cadangan Menaiktaraf dan Pengindahan Jalan Tuanku Abdul Rahman & Jalan Haji Taib, Kuala Lumpur.

Tugas pertama adalah untuk memahami visi, objektif dan hasrat DBKL, serta aspirasi bandaraya dan penduduk di Pusat Bandaraya Kuala Lumpur. Dalam tugas ini, kajian dan analisis dilakukan untuk mengenal pasti daya maju pelan di kawasan kajian. Kajian ini meliputi aspek perkembangan penting atau utama, konteks dan skala, sama ada daripada perspektif serantau (makro) hingga ke tapak kajian (mikro). Laporan yang disediakan adalah seperti berikut:

FASA 1:
KAJIAN VIABILITI CADANGAN PEMBANGUNAN SEMULA KAWASAN JALAN TUANKU ABDUL RAHMAN DAN JALAN HAJI TAIB

Laporan Draf Interim 1

Bahagian A: Latar Belakang
Bahagian B: Hasil Kajian Penyelidikan

Laporan Draf Interim 2

Laporan Kajian Viabiliti Cadangan Pembangunan Semula Kawasan Jalan Tuanku Abdul Rahman dan Jalan Haji Taib

FASA 2:
PENYEDIAAN PELAN TINDAKAN BAGI CADANGAN PEMBANGUNAN SEMULA KAWASAN JALAN TUANKU ABDUL RAHMAN DAN JALAN HAJI TAIB

Laporan Draf Interim 1

Bahagian A: Latar Belakang
Bahagian B: Pertimbangan dan Strategi Rekabentuk Bandar
Bahagian C: Pelaksanaan

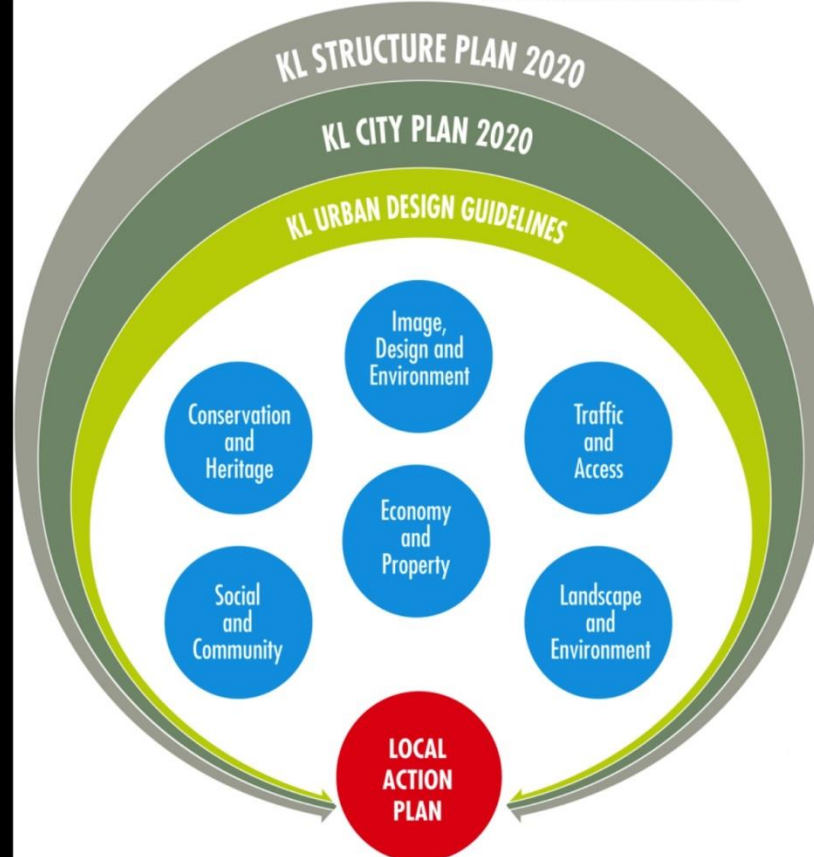
Laporan Draf Interim 2

Laporan Pelan Tindakan Cadangan Pembangunan Semula Kawasan Jalan Tuanku Abdul Rahman dan Jalan Haji Taib

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KONTEKS KAJIAN

PELAN TINDAKAN TEMPATAN



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