PUBLIC TRANSPORTATION
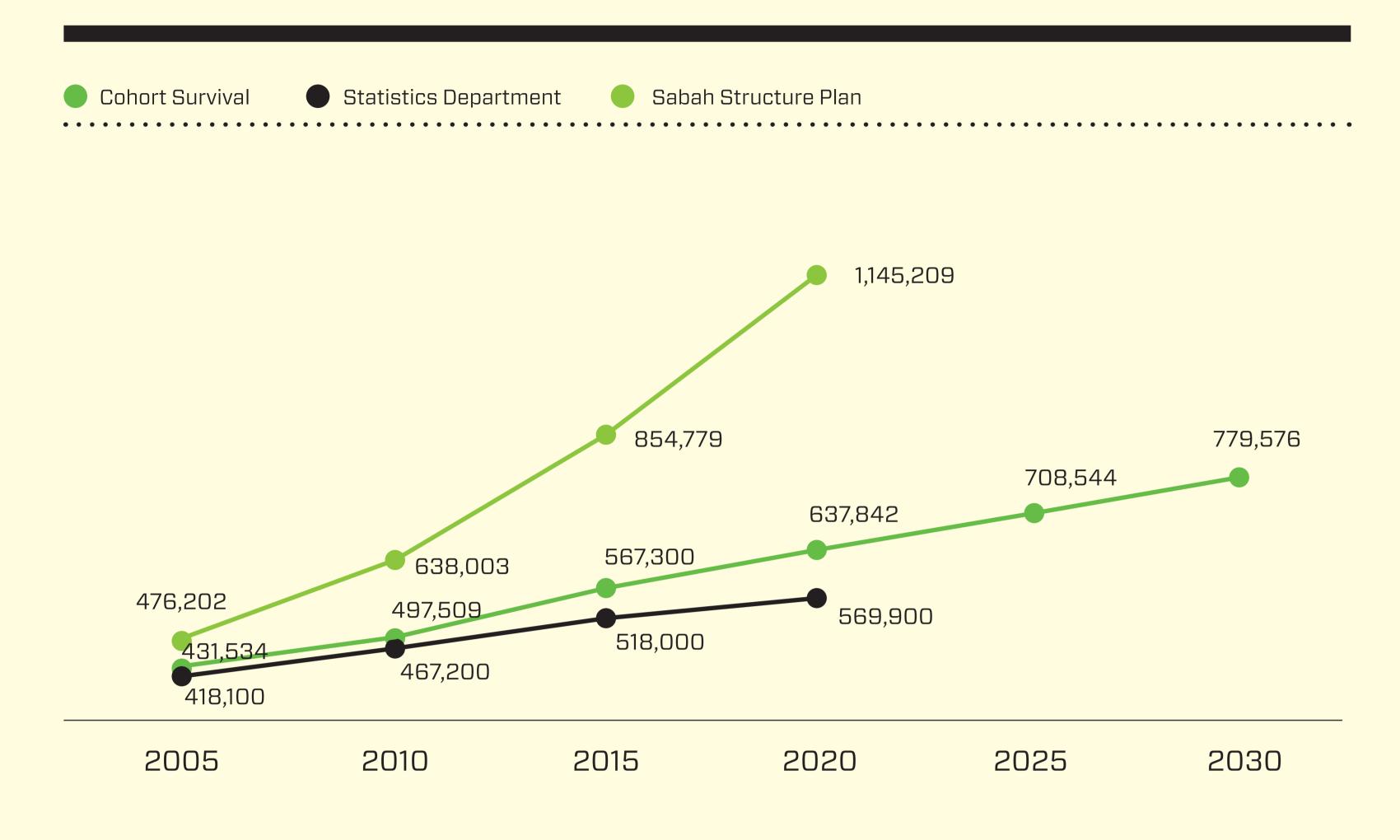
Various studies on KK population projection shows that the population will reach almost 1 million by 2020

Legend: ● Cohort Survival ● Statistics Department ● Sabah Structure Plan

Chart data points:
- 476,202 / 431,534 / 418,100 (2005)
- 638,003 / 497,509 / 467,200 (2010)
- 854,779 / 567,300 / 518,000 (2015)
- 1,145,209 / 637,842 / 569,900 (2020)
- 708,544 (2025)
- 779,576 (2030)

Background - Why public transport is crucial for the future of Greater KK?

Catalyst to increase tourist receipts
- Total tourist receipts into Sabah is RM4.4 billion, of which RM345 million tourist receipts generated from local transport activities
- Total tourist arrival by year 2020 will be 8.1 million. Supply needs to support demand growth in the next 10 years

Seamless & quality travel experience
- 46% of annual tourist arrivals (~1.1million) into Sabah are Free Independent Travelers (FITs). The requirement for seamless public transport to reach local attractions for such tourist segment is high
- More than 36 tourist attractions around Greater KK. Sabah in total has more than 100 tourist attractions. Integrated transportation is key
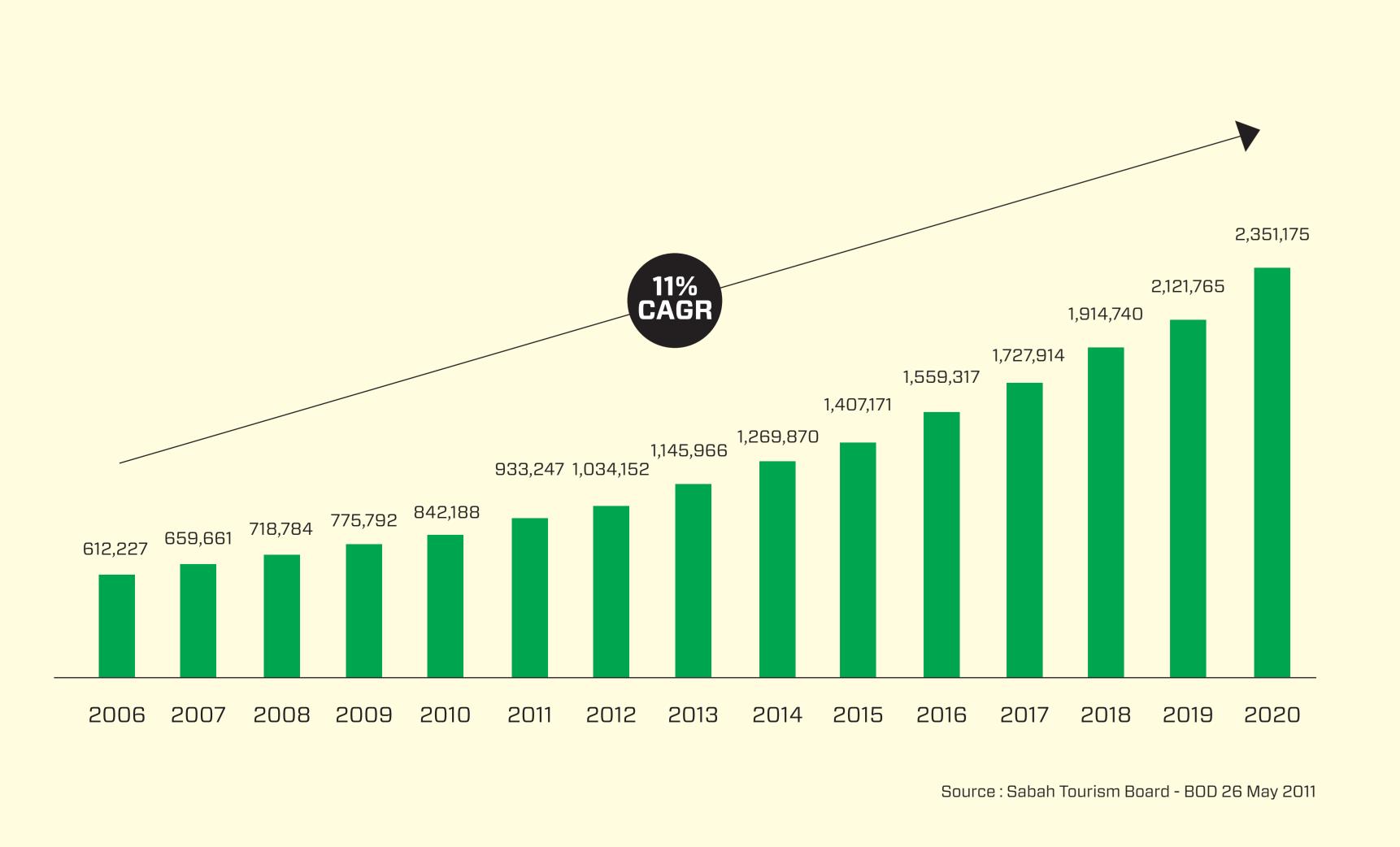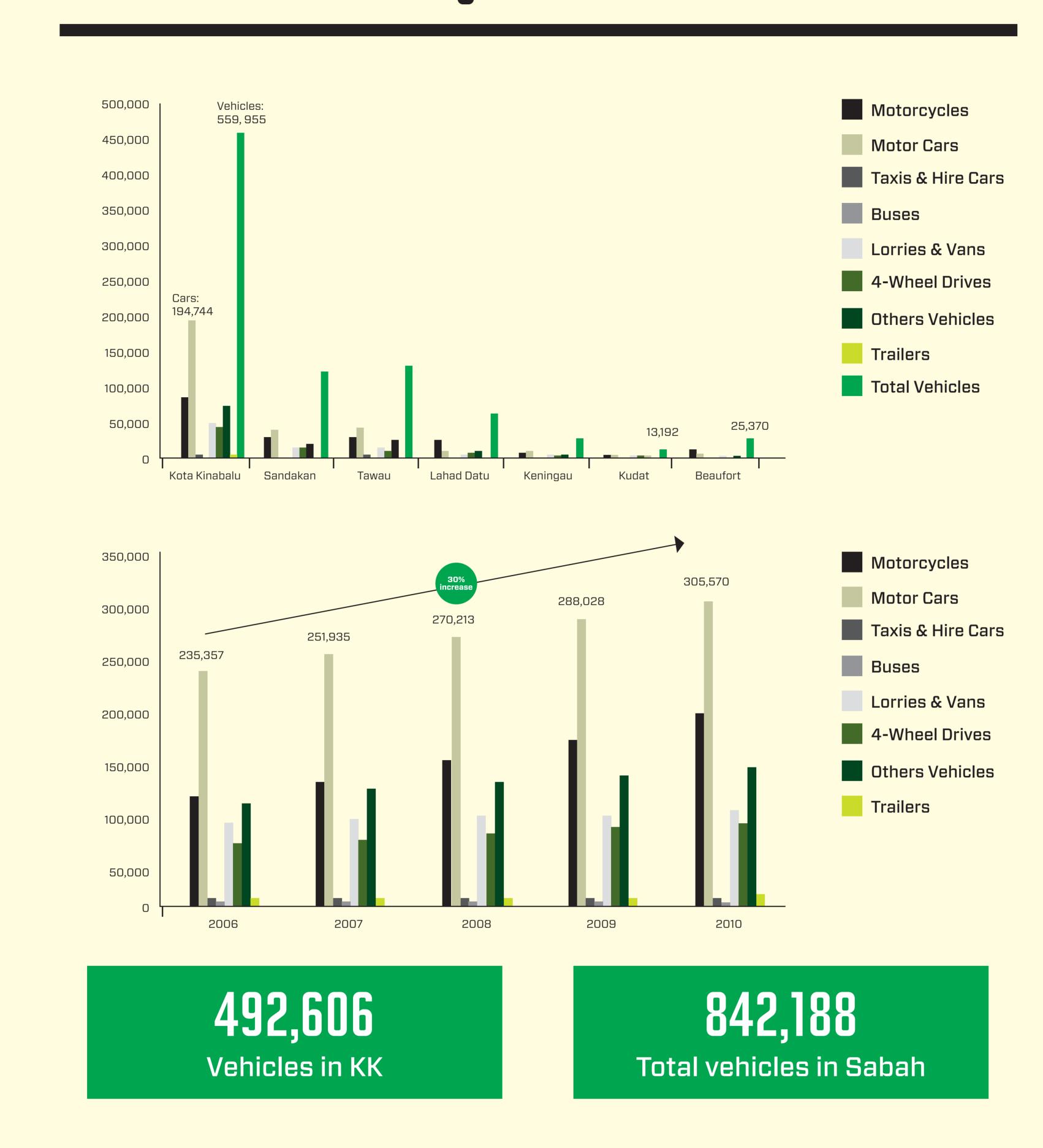
Serving the local needs
- Total vehicles in Sabah will hit 2.3 million by 2020
- Conditions of the buses are below average to poor. The average age for bus and mini vans are 15 years
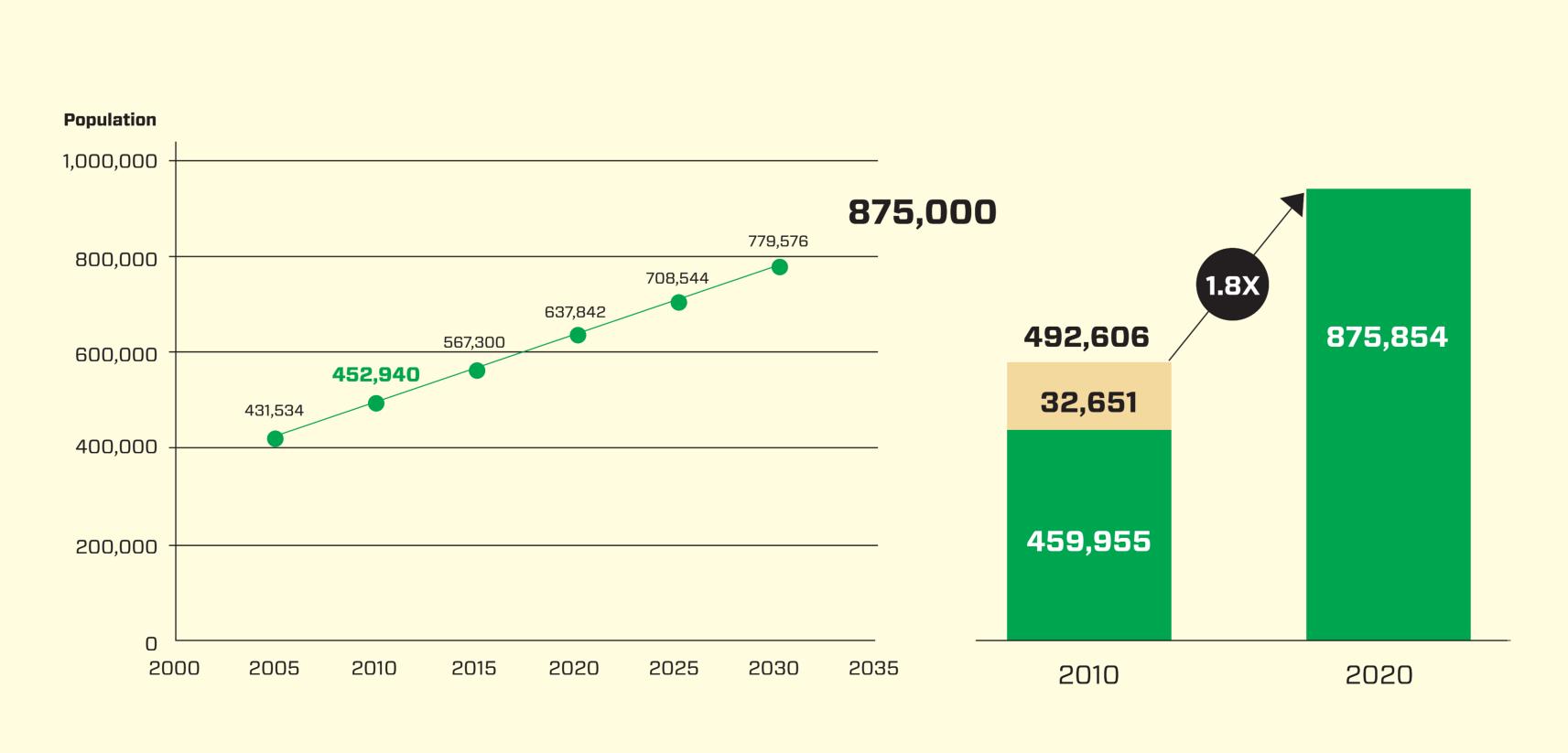- Congestion at the CBD and key areas. Travelling time for a 10km journey at peak hour is 45 minutes by road

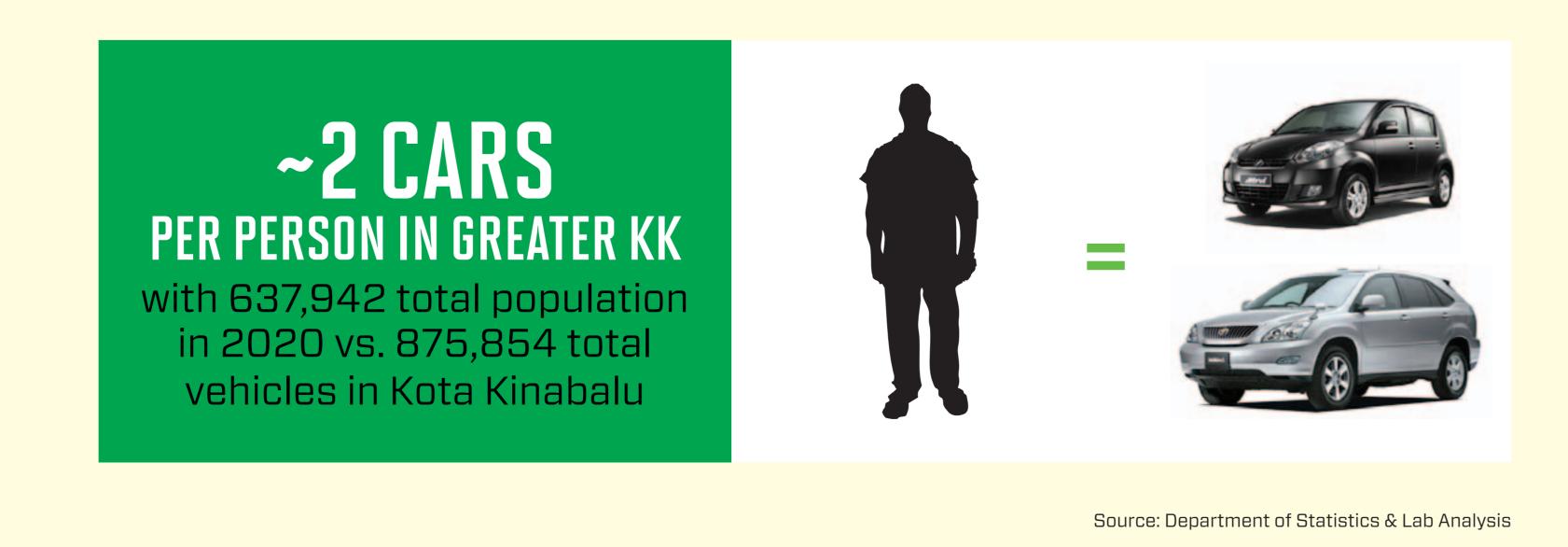## Projecting the future, total vehicles in Sabah will reach 2.3 million vehicles by 2020

11% CAGR

Bar chart data (2006–2020):
612,227 / 659,661 / 718,784 / 775,792 / 842,188 / 933,247 / 1,034,152 / 1,145,966 / 1,269,870 / 1,407,171 / 1,559,317 / 1,727,914 / 1,914,740 / 2,121,765 / 2,351,175

Years: 2006 2007 2008 2009 2010 2011 2012 2013 2014 2015 2016 2017 2018 2019 2020

Source: Sabah Tourism Board - BOD 26 May 2011

KK city is congested with motorists where approximately 60% of total vehicles registered in Sabah are in KK

Chart 1 legend: ■ Motorcycles ■ Motor Cars ■ Taxis & Hire Cars ■ Buses ■ Lorries & Vans ■ 4-Wheel Drives ■ Others Vehicles ■ Trailers ■ Total Vehicles

Kota Kinabalu: Vehicles 559,955; Cars 194,744
Other cities: Sandakan, Tawau, Lahad Datu, Keningau, Kudat (13,192), Beaufort (25,370)

Chart 2 legend: ■ Motorcycles ■ Motor Cars ■ Taxis & Hire Cars ■ Buses ■ Lorries & Vans ■ 4-Wheel Drives ■ Others Vehicles ■ Trailers

Data (2006–2010): 235,357 / 251,935 / 270,213 / 288,028 / 305,570

492,606	842,188
Vehicles in KK	Total vehicles in Sabah

Projected registered vehicles vs. population by 2020 shows that there will be 2 cars per person in Greater KK

Population chart data: 431,534 / 452,940 / 567,300 / 637,842 / 706,544 / 779,576

Vehicles: 875,000

2010: 459,955 + 32,651 = 492,606
2020: 875,854 (1.8X)

~2 CARS PER PERSON IN GREATER KK
with 637,942 total population in 2020 vs. 875,854 total vehicles in Kota Kinabalu

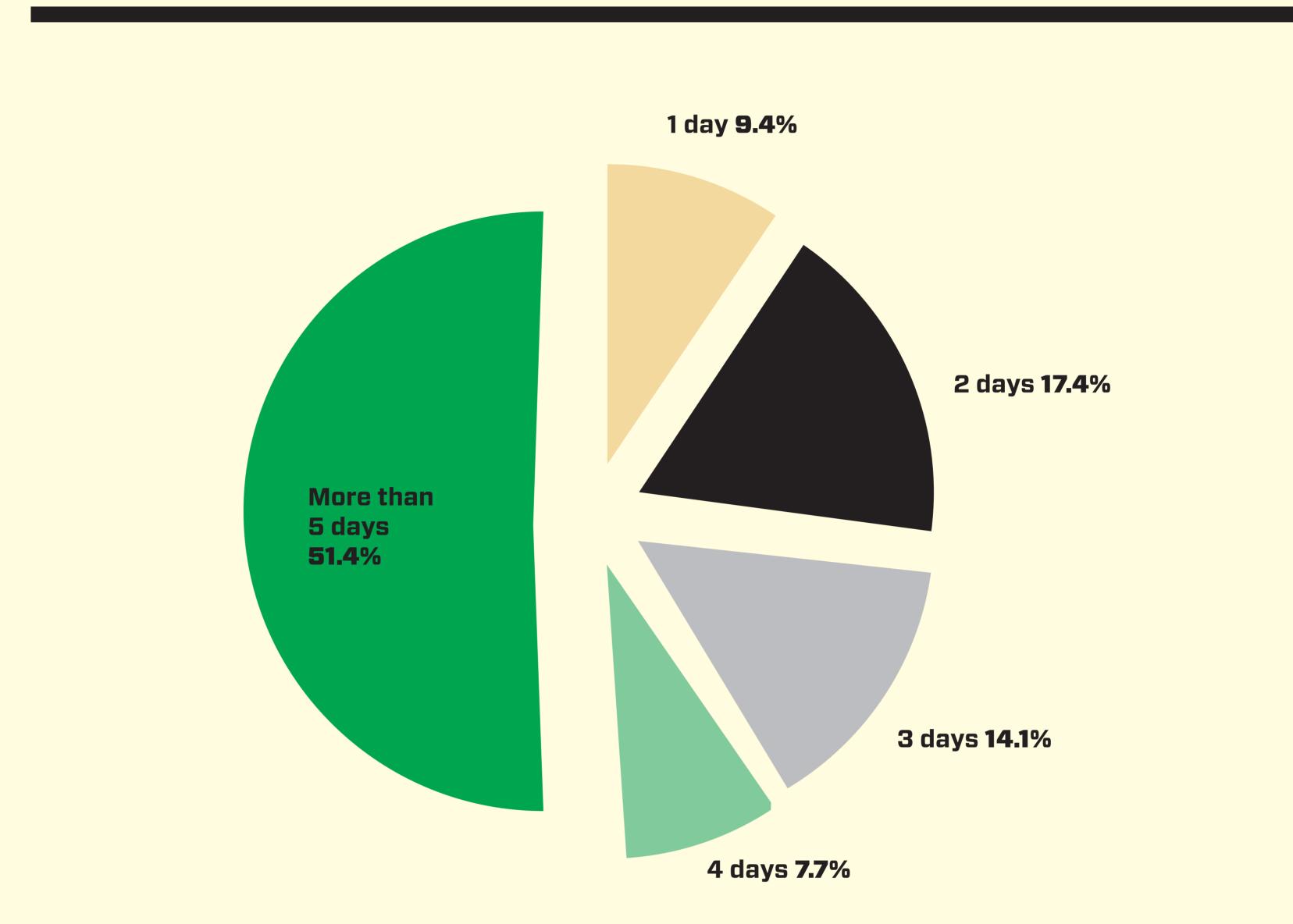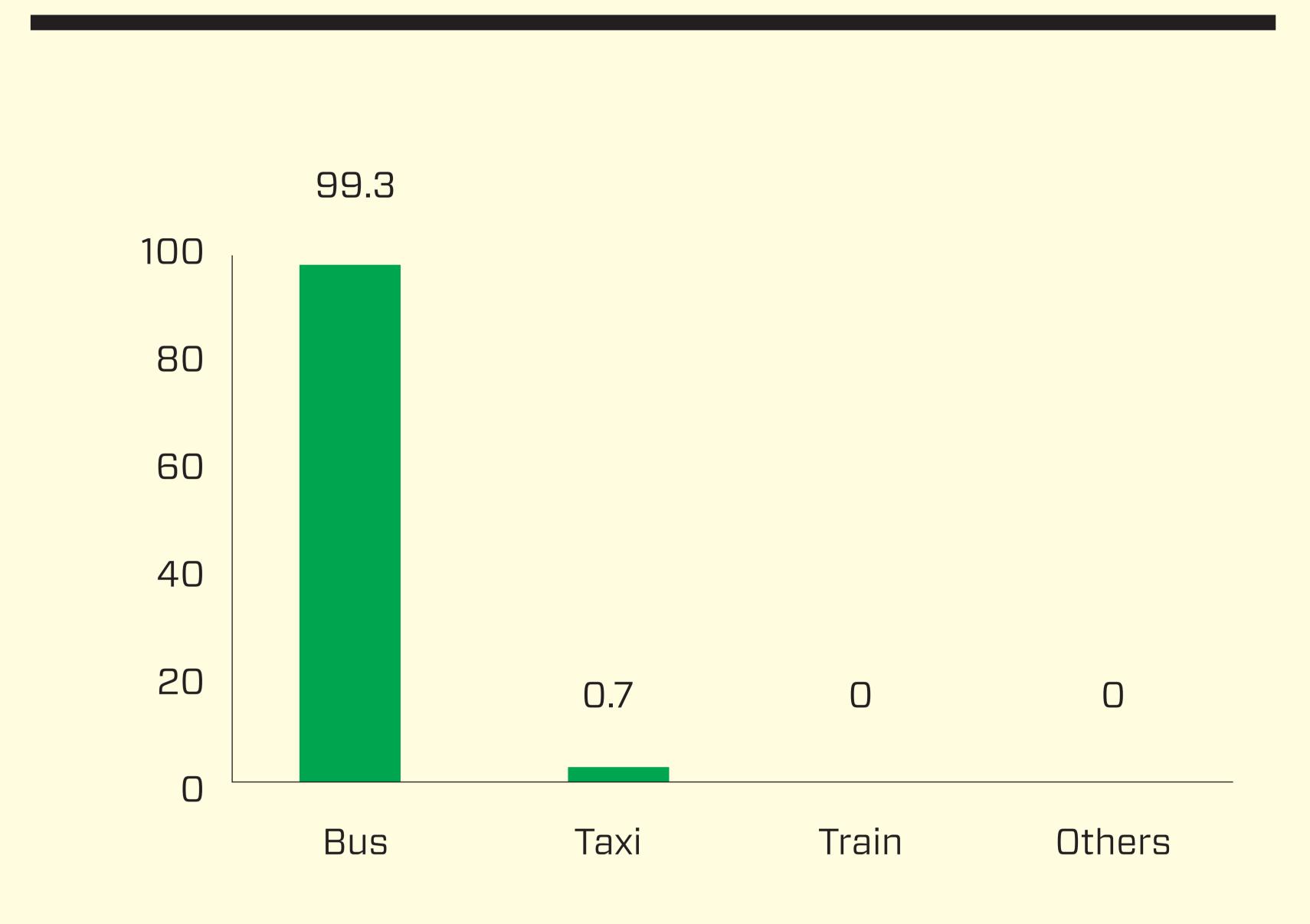Source: Department of Statistics & Lab Analysis

Various studies has shown that majority of the public in Greater KK use buses/mini vans

51.4% of respondents use public buses more than 5 days per week

Pie chart:
- More than 5 days 51.4%
- 1 day 9.4%
- 2 days 17.4%
- 3 days 14.1%
- 4 days 7.7%

99.3% of total respondents use Buses as public transport

Bar chart:
- Bus 99.3
- Taxi 0.7
- Train 0
- Others 0

The respondents represent 50.7% males and 49.3% females

*EPU conducted a survey of total 300 users during both peak & off peak hours over 5 days shows that majority uses bus.

Source: EPU, DBKK, JKR KK transport Study

Greater KK needs to attract / encourage the public to use public transport (i.e. to increase modal share)

Good internal & external conditions of buses — Clean and comfortable transport vehicle

Safety & Security — To feel safe from any crime threats

Clean and conducive terminal environment — Clean, covered & bright pathway and waiting area

Bus Stops — Walking distance to bus stop (not more than 150m); clean, covered & bright bus stops

Punctuality & Direct Services — To have reliable & efficient schedules

Affordability — Reasonable pricing with time-related fare system

Policy & Regulation — Revise parking fee structure as positive discouragement

Travel Information Counter — Provide reliable information on routes and schedules

Case for change - What are we trying to solve for public transport in Greater KK ?

Things to solve	Case for change	Key Areas
Road Congestion	Congestion during peak-hours at different locations; • Within the CBD • Routes into the CBD area	• Traffic flow • CBD population • Road capacity & demand • Parking spaces
Low Modal Share	Public transport modal share has dropped from 30% to 12%	• Condition of buses • Frequency and service schedules • Infrastructure • Journey time • Alternative mode of transport

Source: Department of Statistics & Lab Analysis

Roadmap to improve public transportation in KK

	Proving Basic Infrastructure	Reduce Congestion & Increasing Modal Share	Accelerating Modal Share
Modal Share	12%-15% (2010 - 2011)	16%-20% (2012 - 2014)	21% -25% (2015 - 2020)
Initiatives	• Bus Terminal Wawasan (CBD) • Upgrade and building of bus stops	• Implement dedicated bus lanes to reduce congestion • Increasing enforcement • Relocation of state agency offices from CBD to reduce congestion • New bus terminals to improve accessibility • Increasing new CBD / City buses • Redeployment of mini buses to new terminals • BRT Feasibility Study	• Additional CBD City buses • Full BRT Implementation • KK Travel Information Management System • LRT / monorail feasibility study