Online Technical Talk

Traffic Impact Assessment for LRT Stations

(with and without carparking provision), Transit Oriented Developments and Developments Adjacent to LRT Stations

Synopsis

The development of a rail line in the form of an LRT or MRT facility in an urban setting is expected to promote a shift from private vehicles to public transport. This generally is anticipated to induce a modal shift reducing the dependency on private vehicles and increasing the percentage of public transport ridership in the urban area. Undoubtedly, more effective shifts in modal shift can be realized with the provision of an effective first mile and last mile service which will further improve the connectivity and accessibility of the urban rail system. Traffic Impact Assessment for developments are undertaken to study the impact of the proposed development on the adjacent road network due to the anticipated increase in traffic volume caused by the development's trip generation and the provision of access junctions of the proposed development. Standard Guidelines are available in terms of outlining the scope, analysis and coverage of the standard Traffic Impact Assessment. However, with the increasing likelihood of new urban rail lines being constructed in major Malaysian cities, it is necessary to expand and alter the analysis of the Traffic Impact Assessment of developments adjacent or in close proximity to urban rail stations to include the impact of the LRT or MRT line. New LRT or MRT stations will also require Traffic Impact Assessment studies to be conducted not only to obtain Planning Approval but also address the traffic impact of the stations while facilitating more effective accessibility to the station. Significantly Transit Oriented Developments, which integrate the planning of the development, and the rail station can be expected to have a reduced traffic impact compared to a non-transit-based development.

This talk intends to share the generally accepted practice from the speaker's experience in terms of Traffic Impact Assessment studies for LRT/MRT stations, Transit Oriented Developments and Developments Adjacent to LRT/MRT stations in terms of relevant assumptions to be included in the traffic analysis and the wider scope that may need to be covered in the traffic study.

IEM
The Institution of Engineers, Malaysia
(Penang Branch)

30 Apr 2025 (Wed)

6.30pm – 8.30pm

BEM CPD Hours: 2
Ref: IEM25/PG/082/T(w)

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About the speaker

Ir. Ravi Shankar is a qualified Civil Engineer from Universiti Malaya majoring in Traffic Engineering with a Master's Degree in Transportation Planning from Universiti Teknolgi Malaysia. Ir. Ravi Shankar is registered with the Board of Engineers as a Professional Engineer with Practicing Certificate in the field of Traffic Engineering.

Currently he is the Managing Director of Perunding Trafik Dinamik Sdn. Bhd. and has about 30 years of professional experience been actively involved in various Traffic Impact Assessment Studies, Public Transport Studies, Highway Privatisation Projects, Transport Masterplan Studies and other Transport and Traffic Management Studies.

Throughout his 31 years of experience, he has been involved in an extensive number of Traffic Impact Assessment Studies throughout Malaysia. He is also a regular speaker in lectures on Traffic Impact Assessment conducted by ACEM for young engineers. He was also a member of the working committee for the development of the Arahan Teknik Guidelines (ATJ38/2018) for Traffic Impact Assessment undertaken by JKR to outline the scope and guidelines in conducting Traffic Impact Assessments. He was also a working committee member for the guideline On The Geometric Design of Urban Highways by Lembaga Lebuhraya Malaysia. In Penang, Ir. Ravi Shankar has served as one of the TIA checkers in the Year 2022.

Speaker
Ir. Ravi Shankar
Managing Director
Perunding Trafik Dinamik Sdn Bhd

Moderator
Ir. Yeap Geok Ngoh