

A STUDY OF TRAFFIC CONGESTIONS AND ITS CONTROL
IN KLANG TOWN, SELANGOR.

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CHAPTER 1 - INTRODUCTION

1.1 INTRODUCTION

Over the past decade or two, there has been an increasing concern about the role of automobile in the city and towns. Automobile trips in central cities have multiplied, and as cars pour into downtown areas, congestion and air and noise pollution have become worse and fuel have become more scarce.⁽¹⁾ We also witnessed the break-up of long established communities as new highways cut across neighbourhoods and parks. All this has probably contributed heavily to the decline and delay of what where once relatively vital and attractive core areas of the cities and towns.

In recent years we have also seen a rubtle changes in the political climate, which reflects a growing disillusionment with cars.⁽²⁾ Cities and towns are exploring means of improving and expanding public transportation as well

1 URBAN TRANSPORT: Studies in Economic Policy, by M.E. BEESLEY, 1979, Pg. 54.

2. TRANSPORTATION PLANNING AND TECHNOLOGY. Volume 8, No. 1 (1983) Pg. 1, Para. 1.

as private transportation. In many years, some road constructions has been halted as a result of intense local pressures. Urban communities want to see the core area of the city revitalized. Nevertheless, with more cars pouring into the roads, the congestion, pollution and other auto-related problems promise only to get worse than ever.

Anyone who has been caught up in the snarl of urban streets during rush hours is well aware that congestion is unpleasant, irritating and wasteful. Congestion occurs because of the way motorists behave in the traffic stream. But congestion is not simply a situation where many vehicles are involved together in a hopelessly snarled-up traffic jam; rather, it is generally defined by economists and engineer as a situation where the sum of the costs (all kinds; money, time, discomfort, etc.) of a number of vehicles using a road together exceeds the sums of the cost if each of the vehicles were to use it separately.