

A STUDY ON A PROPOSED
NEW BUS TERMINAL IN
GREEN TOWN - IPOH

LATIF BIN MAT NOOT

ADVANCED DIPLOMA IN BUSINESS ADMINISTRATION
SCHOOL OF BUSINESS AND MANAGEMENT
MARA INSTITUTE OF TECHNOLOGY
SHAH ALAM - SELANGOR

MAY 1990

ABSTRACT

Aim of this study :

- 1 - To examine the present ~~situation~~ of the existing bus terminal and identify ~~its~~ currents problem areas.
- 2 - To study ~~on~~ the suitability of the locations of the proposed new bus terminal and their important functions.
- 3 - To determine the role of bus transport modes (integrated~~-~~tion).
- 4 - To appraise these plan according to the following aspect:-
 - reduce traffic congestion
 - to reduce the transport cost by lowering travel time and making operation more efficient.

Existing Bus Terminals :

At present, there are 7 bus terminals in Ipoh. Jalan Silibin, Medan Kidd and Bangunan Tajuddin Ali are the most important terminals. Jalan Silibin terminal, i.e. the main terminal is mainly for local service and outstation service, also two express service - Telok Anson and Taiping. Medan Kidd is for southbound, northbound and eastbound express buses and Bangunan Tajuddin Ali is exclusively for the westbound, Jalan Bendahara, Jalan Leong Sin Nam and Jalan Yang Kalsom are exclusively for southbound and Jalan Clare is ex-

clusively for local bus service.

Jalan Silibin is a public bus terminal located in the outskirts of CBD of Ipoh near the roundabout connecting Jalan Silibin, Jalan Panglima Bukit Gantang Wahab and Jalan Kidd. It is provided with 26 designated bays which express and outstation buses operating are given a total of 23 bays and the rest of the bays are for those operating local services including the 14 bays that is also known as marking point and several small shops which are located in a separate double-storey building placed at the side of the building.

Medan Kidd is exclusively for the express bus operation. Its operation covers for southbound, northbound and eastbound area.

Bangunan Tajuddin Ali is operated by two bus companies - Sri Perak and Perak Roadways. There are two bays used for normal passenger services and there is an open space that allow the private vehicles for dropping and picking up the passengers. This terminal is exclusively used for the operation of outstation bus service i.e. Lumut and Sitiawan.

Other terminals are small and less important compared to those mentioned above. Except for Jalan Bendahara terminal and Jalan Yang Kalsom terminal, all others are public terminals which only used road-side spaces and they are not considered to be bus terminals in the real sense of the word.

Problems of existing bus terminals summarized as follows:-

1. All other terminals are located in the CBD area, except for Jalan Silibin Terminal, Bangunan Tajuddin Ali and Medan Kidd Terminal where they are situated at the outskirts of CBD area. As urbanization continues, the concentration of the terminals in the CBD within the CBD area. This is so because intercity buses have to run through congested roads in city centers further aggravating the congestion and increasing transport costs both for operators and passengers.
2. The Jalan Silibin Terminal (main terminal) is already considered overcapacity.
3. The facilities of existing terminals are, in general insufficient, especially at Jalan Silibin Terminal where the movement of buses and pedestrians are not well segregated. The Jalan Clare Terminal and other roadside terminals (off-street) are in due need of facilities such as toilets and information system.
4. The Jalan Silibin Terminal (main terminal), which is already overloaded, have no more room for expansion to cope with future demand.

Because of these problems that stated above, DBI has planned to build a new bus terminal situated at Greentown, Ipoh, where this area (Greentown) is plan to be a new town. In other word, the proposed new bus terminal is not only for

CONTENTS

Abstract	i
Acknowledgements	v
Contents	vi
List of figures	x
List of tables	xii
CHAPTER ONE	
1.0 INTRODUCTION	1
CHAPTER TWO	
2.0 LITERATURE REVIEW :	6
EVALUATION OF 4 EXISTING BUS TERMINALS	
2.1 Kuala Lumpur - Puduraya	7
2.2 Seremban	13
2.3 Buterworth	15
2.4 Malacca	19
CHAPTER THREE	
3.0 BUS TERMINALS	24
3.1 Types of existing bus terminals in Ipoh	25
3.1.1 Jalan Silibin (Main Terminal)	25
3.1.2 Medan Kidd (Express Bus Terminal)	30
3.1.3 Bangunan Tajuddin Ali	30
3.1.4 Jalan Bendahara	31
3.1.5 Jalan Leong Sin Nam	31
3.1.6 Jalan Clare	32
3.1.7 Jalan Yang Kalsom	32