

KL residents want citywide two-hour parking limit

Stricter enforcement needed to prevent monopolisation of bays

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FRUSTRATED with the inconsistent enforcement of parking rules in the capital city, residents are urging Kuala Lumpur City Hall (DBKL) to expand the proposed two-hour parking limit for the downtown area to commercial zones in the outer city as well.

This would include parking bays currently leased to commercial enterprises on a monthly basis.

They argue that parking bays should serve everyone and not only businesses.

“The only exception for long-term reserved bays should be medical clinics, and even then, limited to one bay per clinic,” said Save Kuala Lumpur (SKL) chairman Datuk M. Ali.

Ali also criticised the misuse of parking spaces by businesses such as car workshops.

“In areas like Bangsar and Damansara, we urge DBKL to enforce stricter measures,” he added.

Brickfields resident Dr Christopher Nicholas echoed Ali's sentiments, saying that the two-hour limit should be implemented in all zones in Kuala Lumpur.

“Don't just implement it in Zone A.

“All commercial areas in Zones B and C must have the two-hour parking limit,” he said.

Zone A encompasses the Central Business District (CBD) which include areas such as Bukit Bintang, Pudu, Imbi and Changkat Bukit Bintang while Zones B and C cover outer city areas like Brickfields, Bangsar, Damansara, Jalan Kelang Lama,



Businesses in Bukit Bintang using chairs to reserve public parking spots. — Filepic



Tilak Leslie says temple devotees struggle to find street parking.

and Cheras.

Buddhist Maha Vihara (BMV) Temple secretary Tilak Leslie Jayawardena supported the idea of using the parking limit in more zones, especially areas with places of worship.

“Our devotees at the temple in Jalan Berhala, Brickfields struggle to find parking daily because street parking spaces are monopolised by long-term

users,” he said.

Tong Soon Mansion resident GS Maniam said the residents have long been waiting for the two-hour parking limit rule to be implemented.

He pointed out that since payment for parking in Jalan Berhala has not been enforced, office workers tend to hog parking spaces, depriving others of access.

Maniam said those working at KL Sentral and nearby companies and hotels often occupied street parking spaces from morning until after 5pm.

Recently, *StarMetro* reported on DBKL's proposal to introduce a two-hour parking limit for downtown Kuala Lumpur to ease congestion and prevent hogging of parking spaces.

Mayor Datuk Seri Maimunah Mohd Sharif said DBKL would amend the by-law that currently allowed vehicles to remain parked in public bays for extend-

ed hours in Zone A.

The move aimed to ensure fair access to parking while alleviating the city's traffic woes.

The initiative will require amendments made to the Road Transport (Provision of Parking Places) Federal Territory of Kuala Lumpur Order 2016.

DBKL's street parking bays are managed by its Finance Department and four new parking operators have recently been appointed to oversee parking spaces in the city.

Over the past few years, several local councils in Selangor have implemented the two-hour parking system or hot zone parking in selected busy commercial areas to free up parking spaces, particularly those near banks.

They include the city councils of Subang Jaya, Petaling Jaya, Shah Alam, and Klang, as well as the municipalities of Ampang Jaya and Kajang.