

Parking limits need compliance

Enforcement, civic duty also crucial to ease congestion in busy KL streets

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Citycism

FINDING parking in central Kuala Lumpur has long needed patience and luck.

With limited bays and intense demand, the city's on-street parking spaces have become, in effect, extensions of private driveways.

This is usually the case in high-traffic areas where vehicles remain parked for hours, often from as early as 8am.

These bays, which typically offer among the lowest parking rates, are quickly snapped up by those working nearby.

Motorists who arrive at a later time are left with little or no chance of finding a parking spot.

The outcome is all too familiar – double parking, bottlenecked roads, frustrated drivers and a city centre struggling to keep moving.

For a capital city aiming to become more modern and accessible, this is hardly sustainable.

In such a context, Kuala Lumpur City Hall's (DBKL) decision to introduce a two-hour parking limit in selected city centre areas reflects a long overdue yet welcome shift in urban space management.

Though the change may inconvenience some at first, it will ensure more efficient use of public parking and better traffic flow.

Launched as a pilot in Medan Tuanku and Jalan Ipoh Kecil, the new rules are set to expire in June.

Red-lined bays now indicate time-limited zones, aimed to increase parking turnover.

This is expected to benefit motorists seeking parking bays in high-demand locations such as streets outside banks, healthcare centres, and retail businesses.

These areas attract many who want to run quick errands but are turned off by the lack of short-term parking options.

With parked vehicles permitted to remain in red-lined bays for a maximum of two hours, the bays can be taken up by more short-term users.

Of course, some might argue that public transport or ride-sharing could reduce the reliance on personal vehicles.



The two-hour bays aim to benefit businesses and motorists in parts of the city where there is a high demand for short-term parking. — Photo: SHALINI RAVINDRAN/The Star

But, the reality is that such options are not always practical or accessible.

This is especially true for those travelling with children, carrying bulky items or moving between areas poorly served by public transport.

This time-limited parking model is not new.

Several local councils in Selangor have adopted similar models with positive results.

But, a good idea is only as strong as its enforcement.

A new rule on paper will not change much unless it is backed by consistent monitoring and real consequences for those who flout it.

As highlighted in a recent *StarMetro* report, both residents and visitors stressed the need for firm action.

They suggested clamping and fines to make the new parking model work.

Public mindset must evolve alongside policy, too.

Some Malaysians lack civic consciousness when it comes to street parking, but we must start somewhere.

By discouraging long-term parking in the city's most in-demand areas, DBKL is helping to ease congestion and make urban life less stressful.

The new model not only benefits businesses and motorists on errands in the city, but also helps ensure that roads remain accessible, especially in zones where short-term parking is vital.

Thoughtful zoning, clear signage and proactive community engagement will be key in maintaining public support of this initiative and preventing disruption.

The initiative is a meaningful first step.

Now, it is up to all of us to make sure this step grows into regular strides forwards.