

MALAYSIAN PERSPECTIVE ON BARRIER FREE AND UNIVERSAL DESIGN

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Content

- Demographics
- Legal regulations
- Standardization
- Industry efforts
- Research and development
- Conclusion

Disabled People Demographics

- Malaysian population estimated at 27 million
- Voluntary registered number of disabled persons 313, 685 (August 2010) (1.16%)
- Unpublished census: 2.7% of population

(Department of People with Disabilities, Malaysia quote)

(WHO estimates 5 - 10%)

Legal Regulations Built Environment

Timeline

1974 – Street, Drainage and Building Act

1991 – Street Draining and Building Act amended to include Uniform Building By-Law 34A

2008 – Persons with Disabilities Act

Persons with Disabilities Act 2008

- **Section 26** “Persons with disabilities shall have the right to access to and use of, public facilities, amenities, services and buildings or provided to the public on equal basis with persons without disabilities.”
- **Section 27** “Persons with disabilities shall have the right to access to and use of public transport facilities, amenities and services open or provided to the public on equal basis with persons without disabilities.”

Persons with Disabilities Act 2008

- **RECOGNIZING** that disability is an evolving concept and that disability results from the interaction between persons with disabilities and attitudinal and environmental barriers that hinders their full and effective participation in society on an equal basis with persons without disabilities:
- **RECOGNIZING** the valued existing and potential contributions made by persons with disabilities to the overall wellbeing and diversity of the community and society:
- **RECOGNIZING** the importance of accessibility to the physical, social, economic and cultural environment, to health and education and to information and communication, in enabling persons with disabilities to fully and effectively participate in society:
- **RECOGNIZING** that persons with disabilities are entitled to equal opportunity and protection and assistance in all circumstances and subject only to such limitations, restrictions and the protection of rights as provided by the Federal Constitution:
- **RECOGNIZING** the importance of the co-operation between the Government and the private sector and non-governmental organization in ensuring the full and effective participation and inclusion of persons with disabilities in society:

Uniform Building By-Law 34A

- Gazetted by 12 states in Peninsular Malaysia, including the Federal Territory of Kuala Lumpur, between 1992 to 1994.
 - 34A. (1) *Any building or part thereof to which this by-law applies shall -*
 - (a) ***be approved with access to enable disabled persons to get into, out of and within the building*** for which access is provided wholly or mainly for the inspection, maintenance or repair of the building, its services or fixed plant or machinery; and
 - (b) ***be designed with facilities for used by disabled persons.***
 - (2) *The requirements of this by-law shall be deemed to be satisfied by **compliance with Malaysian Standard MS 1183 and MS 1184** (MS 1183: Code of Practice for means of Escape for Disabled People; **MS 1184: Code of Practice on Access for Disabled Persons to Public Buildings**)*
 - (3) *Buildings to which this by-law applies and which on the date of commencement of this by-law have been erected, are being erected or have not been erected but plans have been submitted and approved shall be modified or altered to **comply with this by-laws within 3 years from the date of commencement of this by-law.***
- MS 1331: Code of Practice of Access for Disabled Persons Outside Buildings (First Revision)**
Needs to be incorporated into the relevant legislations to ensure a barrier free street environment and uninterrupted connectivity from point to point

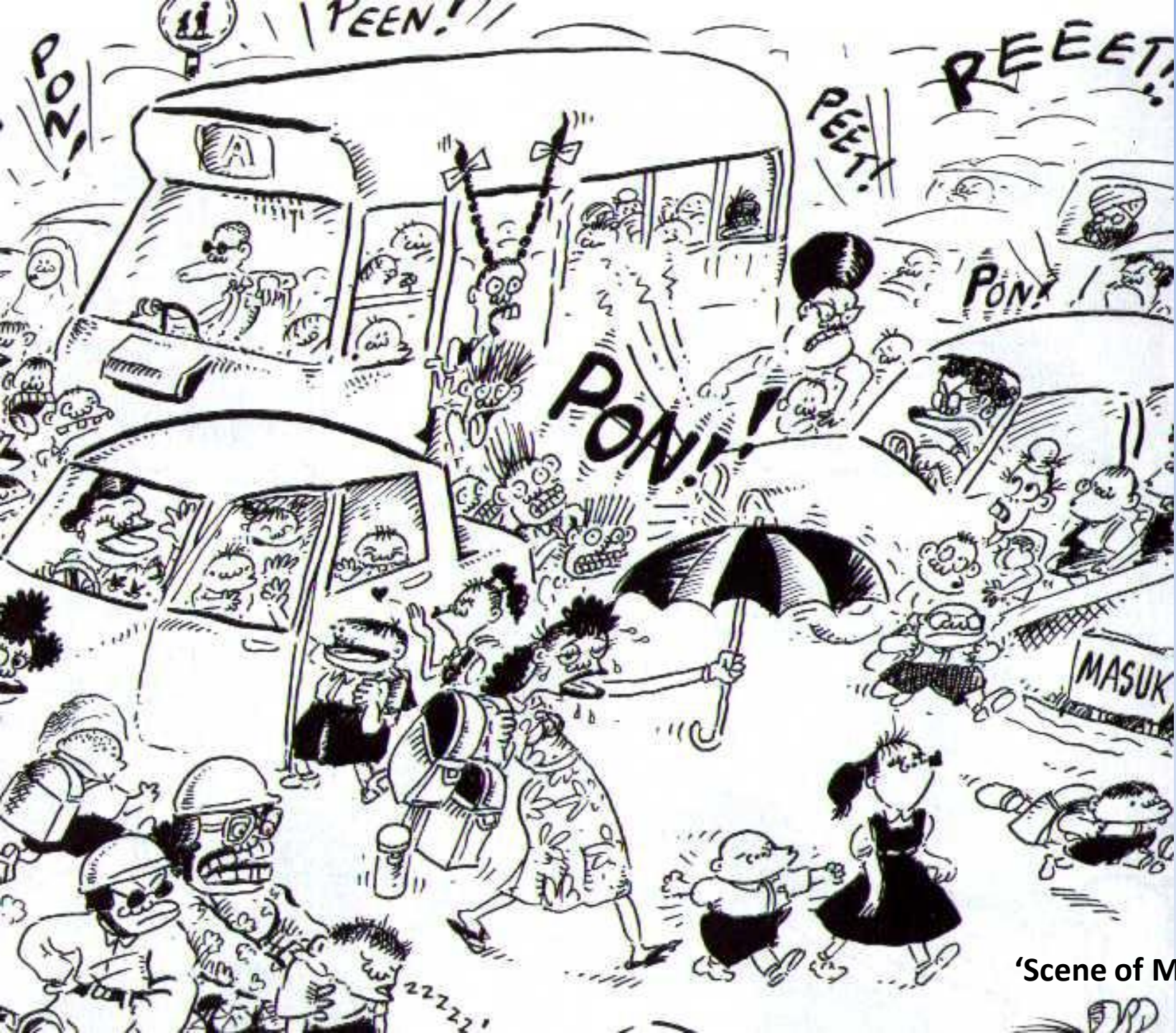
Malaysian Standards 1184 & 1331 Integrated (2012)

PART I: EXTERIOR AREAS

- 1.1 Exterior Routes
- 1.2 Arrival and Departure Areas
- 1.3 Special Areas and Features
- 1.4 Outdoor Amenities
- 1.5 Outdoor Support Systems

PART II: INDOOR AREAS

- 2.1 Entrances
- 2.2 Interior Routes
- 2.3 Interior Amenities
- 2.4 Interior Systems and Controls
- 2.5 Special Facilities and Areas



'Scene of Malaysian Life'

Problems Review

- “We did not manage to get into any of the buses. The feeder buses serving housing estates have steps and it is impossible for wheelchair users to board. There are buses with ramps but these are serving trunk routes only. At the moment, these buses do not allow wheelchair users to board because there is a lack of suitable bus stops. Even if we can board these buses, there is a lack of connectivity from the housing estates to the bus hubs where we can catch the buses with ramps,” quoted by Peter Tan.

(Malay Mail, 2009 – Rahman, S, Cyber Heaven)



Problems Review

'I am unable to participate equally in life; education, employment, recreation, conduct day to day living because everything seems unreachable'



Poor construction



No railings



Obstruction



Inadequately design

Standardization Public Transport

- No code of practice for access for disabled persons to public transport
- Current accessible facilities in public transport are on trial and error basis
- RapidKL working with Disabled Persons Organisations on ad-hoc basis on accessible bus design

*RapidKL is a government-owned entity that operates stage-buses in the Klang Valley and Penang, and also the Ampang Line, Kelana Jaya line and Kuala Lumpur Monorail.

Industry Efforts Built Environment

Mobility vehicle for wheelchair users
(KLCH van)

17.07.2008

Industry Efforts Built Environment



Accessible parking in at Tasik
Titiwangsa Park, Kuala Lumpur

Industry Efforts Built Environment

Platform lift in
Tasik Titiwangsa
Park Stadium,
Kuala Lumpur (KLCH)



Industry Efforts Built Environment

A hydraulic lift with a glass and metal frame is the central focus. It is situated in a well-lit, modern interior space with large windows and concrete pillars. Two men are visible: one on the left in a white shirt and dark trousers, and another on the right in a dark blue shirt and dark trousers. The lift has a glass door that is partially open, revealing the interior of the lift. The overall atmosphere is clean and professional.

Hydraulic lift in Stadium Merdeka,
heritage building solution (private)

Circle of Mobility

Home

Point of origin to final destination must be seamless

A break anywhere in between will cause problems

**Public
Transport**

**Public
Transport**

Destination

Pedestrian crossing lift over a street (Jalan Loke Yew), Kuala Lumpur (KLCH)



Ramp to a bridge to social housing



Ramp to a social housing block



Accessible lift at KLCH building



Low counter at KLCH building



Research & Development



Pilot Project: Penang (2008)

Research & Development

- Most local universities researching on transportation, including behavior studies of passengers, ergonomics and design of transportation vehicles as well as research pertaining to Universal Design.
- Workshops on access audits for local government officers
- Disability Awareness Training
- Revision of code of practice to keep up with current technology and advances

Research & Development



Scented and textures plants
Safety – poisonous, thorny
or allergenic plants

Advisors in committees and task forces



AIG training local government technical personnel



ACCESS sharing of information on accessible and safe built environment

Simulation Exercise and Audit



Sharing experience and understanding barriers

14 Weeks Elective Course Program – Barrier-Free Built Environment



First batch of trained students help to train second batch of students

Consultancy for new and existing building construction and landscaping projects



Before construction



Testing the ramp



Steel handrail installation

Conclusion

- Need for policies, regulations and standards
- Accessible Design of Services is very much to be determined by private or public sectors and proper guidelines is not made public or published
- Accessible Design of Products needs the government to initiate with policies and regulations

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G A M S A H A B N I D A