

Date: 28th July, 2022

Rakyat-Rakyat Petaling Jaya,
Persatuan-Persatuan Rakyat Petaling Jaya,
Business Entities of Petaling Jaya,
saynotopjdlink.org Team,
SCRAP PJDL Highway Team,

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**Yang Berhormat Menteri Kerja Raya Malaysia,
Kementerian Kerja Raya,
Tingkat 5, Blok A, Kompleks Kerja Raya,
Jalan Sultan Salahuddin,
50580 Kuala Lumpur.**

YANG BERTHORMAT DATO' SRI HAJI FADILLAH BIN YUSOF,

MEMORANDUM

AGAINST THE PROPOSED CONSTRUCTION OF PJ DISPERSAL LINK (PJDL)

We respectfully refer to the above matter.

INTRODUCTION

The Works Ministry has announced on 23 May, 2022 the approval for three highway projects in the Klang Valley. One of these is the PJ Dispersal Link highway.

A concessionaire agreement was also reported to have been signed between the Federal Government and the highway developer, on 5 April, 2022.

The proposed elevated PJ Dispersal Link highway connects from the Damansara Toll at the Sprint highway in the north, to PJ South, Kinrara, Puchong and the Bukit Jalil highway in the south.

It is a massive two-lane dual direction skyway soaring over about 18 km of existing local roads and rivers in Petaling Jaya, already a mature and densely populated city.

The total length of the PJ Dispersal Link is reported to be 12.5 km for the mainline and 21.8 km for the ramps, making a total of 34.3 km,

PJ Dispersal Link is reported to be a privately funded project awarded by the Federal Government, under the Private Funded Initiative (PFI) arrangement, without open, transparent tender. This highway will inevitably end up as a tolled highway, with concession terms yet unknown to the public. There are a total of two toll plazas along the full alignment of PJ Dispersal Link.

OBJECTIONS TO PJ DISPERSAL LINK

We the constituents, voters and the residents and stakeholders of PJ City, hereby unequivocally make clear our will and stance against the construction of PJ Dispersal Link (PJDL) for the following reasons: -

- 1. PJDL causes untold hardships and extreme anxiety on PJ City Populace**, amongst others, due to the factors described in Attachment 1,
- 2. PJDL causes Traffic and Associated Woes and Safety Hazards**, amongst others, due to the factors described in Attachment 2,
- 3. PJDL causes Environmental and Associated Woes and Safety Hazards**, amongst others, due to the factors described in Attachment 3,
- 4. PJDL causes Economic and Associated Woes and Negative Impacts**, amongst others, due to the factors described in Attachment 4,
- 5. PJDL is contrary to Majlis Bandaraya Petaling Jaya's (MBPJ) plans**, in particular, amongst others, the descriptions in Attachment 5,

WHAT THE RAKYAT WANT

The people of PJ City appeal for the following, amongst others: -

- Efficient and easily accessible system of public transit facilities (buses, trains, trams, taxis, e-hailing vehicles);

- Improvement of first and last mile connectivity, enhancement of park-and-ride facilities at public transport hubs and stations as key node points to complement the existing roads system;
- Equipping buses with GPS live tracking, travelling durations, departure and arrival times via mobile apps and clear and well-maintained display facilities at bus stations and bus stops;
- Improvement of pedestrian walkways, cycling lanes, cyclist-friendly pedestrian crossings including at overhead bridges, improvement of bicycles parking facilities on public roads and at public transit stations;
- More greens and trees casting cool shades below, not massive, hideous concrete structures looming overhead, posing physical hazards, increasing urban heat, and threatening the psycho-social wellbeing of residents, stakeholders and users;
- Policies that limit or discourage vehicle ownership, encourage flexible working hours or work from home practices, levy of entry charges for low occupancy vehicles entering city limits at peak hours;
- Removal or at least gross reduction of toll charges on highways to lighten the economic burdens and woes of the Rakyat;
- More engagement with the public to understand their anxieties and hardships arising from disruptions to lifestyles and businesses caused by major infrastructure projects, instead of the current top-down approach;
- Termination of the practice of Private Finance Initiative (PFI), whereby a monopoly party makes proposals for massive highway and other infrastructure projects without open transparent tender process, which does not guarantee optimised returns, and where initial fundings will eventually be paid by the toll-paying public;
- Adherence to by-laws such as the minimum 13 m set by Lembaga Lebuhraya Malaysia (LLM) on set-back distance between highway structures and existing building perimeters; and
- Generally, to focus on the aspirations and planning guidelines in the National Physical Plan and the Town and Country Planning Act 172, which regulate proper control and planning of cities and townships in the whole of Peninsular Malaysia, and the declared green sustainability aspirations of Selangor State, Petaling Jaya City, as well as the Climate Action Plan 2050 of DBKL in nearby KL City, which all in turn translate to better living wellbeing of residents, thriving business environment for stakeholders, and better connectivity between cities via the use of efficient and easily accessible forms of public transportation.

APPEAL TO YANG BERHORMAT MENTERI

In the light of the aforesaid matters, we appeal to Yang Berhormat Menteri to act now and take all appropriate and immediate actions to shut the doors on the proposed PJ Dispersal Link elevated tolled highway.

Impact studies should not even be entertained, on account of the fact that no mitigation measures proposed in the EIA, TIA and SIA reports by the developer will be able to cope with or rectify the disruptions caused to PJ City and its residents and stakeholders.

An urban highway simply does not fit in or comply with the declared planning guidelines in the National Physical Plan and the Town and Country Planning Act 172, and the lofty aspirations of the State and MBPJ council to make PJ a low carbon, green and sustainable city.

We urge Yang Berhormat Menteri to immediately declare the Federal Government's clear stance against the construction of PJD Link highway.

We further urge Yang Berhormat Menteri to cancel the concessionaire agreement reported to have been signed with the highway developer.

We the undersigned respectfully seek the assistance of Yang Berhormat Menteri Kerja Raya Malaysia and we thank you in anticipation.

Yours faithfully,

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Sign and Stamp

Name: Ir Yoong Lai Hon (David)

Designation: Chairman of Stakeholders cum Residents Against PJDL Highway
(SCRAP Highway)

Representing: Residents Associations of PJ (listed as below)

Business Entities of PJ (listed as below)

Saynotopjlink.org

SCRAP Highway

Other Signatories as below:

Attachment 1

1. PJ Dispersal Link (PJDL) causes untold hardships and extreme anxiety on PJ City Populace, amongst others, due to: -

- Physical displacements of homes and business premises, causing extreme mental anxieties, discomforts and inconvenience especially for long-time home owners and occupants;
- Destruction of heritage in a city which started in the late 50s and early 60s as a satellite township;
- Disruption to the long established lifestyles and daily routines of family, especially for the Warga Mas and Physically Challenged;
- Disruption to the smooth pattern of carrying out and practising business activities for long-time business owners, users and stakeholders; and
- Disruption to living wellbeing of PJ residents and stakeholders.

Attachment 2

2. PJ Dispersal Link (PJDL) causes Traffic and Associated Woes and Safety Hazards, amongst others, due to: -

- The construction activities of the elevated highway, involving the use of heavy machineries and extensive piling and concreting works, which will cause chaos and choke up PJ City;
- Accident hazards caused by but not limited to falling objects, both during construction and subsequent use of the overhead skyway;
- PJDL caters mainly for pass-through traffic linking both ends of the route; it offers very poor and limited connectivity within PJ city, while the links to other existing highways are either non-existent or connected through existing local roads;
- Where PJDL discharges part of the pass-through traffic into PJ city, this will cause more traffic jams at the exit points which are near to existing schools, police district headquarters, commercial buildings, etc;
- This represents a reversal of road hierarchy and town planning principles, causing more traffic jams instead of alleviating congestions;
- For example, the off-ramp at the Jalan Penchala roundabout will discharge traffic into Jalan Penchala (opposite the Ibu Pejabat Daerah Petaling Jaya at Sec 8), which links to Jalan Barat and then only access to the Federal Highway (FHR2);
- Likewise, some traffic will be drawn in at the entry ramps to drive up to the skyway, causing similar traffic jams at these points which are near to existing schools, hospital, MRT station, commercial buildings, etc;
- The adverse situation is compounded by very limited accessibility and destinations once vehicles are drawn up into the elevated highway; for example, the Lebuhraya Utama on-ramp up at the northern end of the route will not find direct access via off-ramps down to the SPRINT Expressway (heading to Bangsar and KL), or to the LDP in either direction (heading to Bandar Sri Damansara and MRR2 in the north, and to Kelana Jaya and Federal Highway in the south); instead users are compelled to head towards the toll plaza over Jalan Harapan to pay the first of two toll charges levied by PJDL;

- On and off ramps built on existing road medians will also result in induced traffic merging with traffic on fast lanes of existing roads, resulting in a very chaotic situation;
- PJDL also does not link to public transport hubs such as the LRT and MRT stations within and in close proximity of PJ City; and
- Where the on-ramp at Jalan SS20/10 is located near the MRT Station at TTDI, it only draws in traffic up to the elevated highway, instead of facilitating users to drive, park and ride by getting down off the PJDL highway.

Attachment 3

3. PJ Dispersal Link (PJDL) causes Environmental and Associated Woes and Safety Hazards, amongst others, due to: -

- Poor air quality, gaseous emissions (carbon monoxide, nitrogen dioxide, hydrocarbons and lead), suspended particulate matter and dust, tyre wear debris, noise pollution, vibrations, adverse effects on drainage leading to flash floods, rubbish disposal and solid waste management issues;
- This will lead to formation of ground level ozone (smog), urban heat build-up, and trigger health problems such as aggravated asthma, reduced lung capacity, increased susceptibility to respiratory illnesses including but not limited to pneumonia and bronchitis;
- PJDL double-decking over long stretches of existing PJ city roads will pose as a visual, physical and psychological divide, causing major eyesores, discomfort and inconvenience to the PJ populace and users due to more aggravated urban disconnect;
- The elevated decks will also trap gaseous emissions and heat from on-grade vehicles, compounding the dust and noise pollution factors, and giving rise to unused interstitial spaces under the highway decks occupied by intervening concrete piers and road dividers;
- Many existing and mature trees and landscaped tracts will be demolished to make way for ugly, non-user friendly concrete structures; and
- The Sungei Penchala riverway, if this alignment is adopted, will suffer a reduction in flow capacity, rubbish will be trapped, resulting in more sedimentation and soil erosion along its banks and potential severe flooding of the surrounding areas, which are already presently under threat of poor drainage conditions.

Attachment 4

4. PJ Dispersal Link (PJDL) causes Economic and Associated Woes and Negative Impacts, amongst others, due to: -

- Gross devaluation in property prices, not only for houses, shops and commercial buildings facing and near the alignment, but for the greater part of PJ, which will be affected by the resulting change in road use patterns and demographics of users (for example, pass through traffic will by-pass the city, and city dwellers may choose safer routings to travel within the city, thereby creating unfavoured or ignored sectors);
- Consequent drops in business volumes for business and commercial properties facing, adjacent to and surrounding the highway, and beyond;
- PJDL does not run through areas of green field developments, instead it bludgeons through a mature and densely populated city. No substantive economic add-on values will be brought on to benefit the PJ populace as a result of its construction, which in reverse will add on to the people's burdens to pay tolls for generations to come;
- The paying of tolls will still be accompanied by remaining traffic congestion, as demonstrated by the many existing inter-urban highways in the Klang Valley, which then leads to more burning of subsidised fossil fuels, heaping more economic burdens on governments and adding to the economic price tags directly and indirectly related to climate change; and
- Priceless assets of open urban spaces of the PJ city dwellers and users will be pawned off for the limited economic gains of a selective few.

Attachment 5

5. PJ Dispersal Link is contrary to Majlis Bandaraya Petaling Jaya's (MBPJ) plans, in particular, amongst others: -

- The highway is non-aligned to lofty declarations by MBPJ to make PJ City a low-carbon, green, liveable and sustainable city;
- The highway is also non-aligned to current directions embarked by MBPJ to develop PJ City based on assessing buildings approvals using the Green Building Index, and TOD (Transit Oriented Developments) concepts;
- PJDL is also in discordance with the Sustainable Development Goals (SDG), and LA21, the voluntary initiative embraced and implemented by MBPJ since the late 90s, which includes climate change controls, environmental protection and preservation, and sustainable development via community partnership and participation of all residents and stakeholders;
- PJDL also contravenes provisions in the Town and Country Planning Act 172, which provides for proper control and regulation of town and country planning in the whole of Peninsular Malaysia, among which are measures for the improvement of physical living environment, management of traffic, improvement of socio-economic wellbeing, improvement of landscape and open spaces, preservation and planting of trees, and facilitating sustainable development;
- MBPJ should aim at providing for and improving efficient and accessible public transit systems, pedestrian walkways, cycling lanes etc and not to permit highways to be built through it; and
- The State Government, State Exco, and the local council, MBPJ, should not even entertain the submission of any impact studies by the developer, on account of the fact that no EIA, TIA or SIA (notwithstanding any mitigation measures which may be recommended) will be able to fit in or comply with the planning ambitions and goals of PJ City.