

Malaysians don't need a badly-built, non-integrated transportation system

I HAVE been closely following the Mass Rail Transport (MRT) news and find the debate between MRT Corp and the Committee for Preserving Jalan Sultan and Jalan Bukit Bintang interesting, sometimes even entertaining.

After reading the news from both sides, I have concluded that the committee's realignment proposal comes without any solid basis. To explain why, let's tally the facts presented by both parties.

Right from the start, MRT Corp had noted that the Jalan Sultan alignment would only involve the demolition of three government buildings – UDA Ocean, Klang Bus Station and Plaza Warisan.

The main reasons provided are better connectivity, inte-

and the preservation of heritage.

The committee had proposed Jalan Tun Tan Cheng Lock as an alternative alignment. Reasons provided are that they do not want the so-called "heritage" buildings along Jalan Sultan (UDA Ocean, Klang Bus Station and Plaza Warisan) to be demolished and that Jalan Tun Tan Cheng Lock is wider for the construction of the MRT tunnel.

Is it saying it is better that shops along Tan Cheng Lock be demolished than an inconvenience of six months with fair compensation for Jalan Sultan landowners?

Reading a recent comment from the committee president, Stanley Yong, I can see that he is starting to panic. He has

times that he is losing credibility.

Yong is still adamant on realignment and noted that the connectivity issue can be solved by building a pedestrian tunnel linking Plaza Rakyat to Warisan Merdeka, which is "300 to 400m" long. He also said MRT Corp can even build shops and stalls along the tunnel.

However, he has to get the facts correct.

First, the distance from Plaza Rakyat to Warisan Merdeka is around 700m, not 300m to 400m. Second, his proposed alignment does not even link to Plaza Rakyat.

This means commuters will have to walk to Plaza Rakyat and then use the 700m long tunnel to get to Warisan

anyone want to do that?

This raises my next question – What's the point of having a transportation system if we still have to walk quite a distance to our destination? Why would one want to walk "300m to 400m" if a transportation system is supposed to provide us seamless integration?

Has Yong forgotten about the disabled and senior citizens using public transport, every day? Just imagine them having to hustle through "300m to 400m" of a busy walkway.

The last thing that Malaysians want is a badly-built, non-integrated transportation system. Thanks.