



## MEDIA RELEASE

### MRT CORP ON PROPOSED TTDI PEDESTRIAN LINKWAY: WE WILL ACCEDE TO MAJORITY

**Kuala Lumpur, 8 July 2014:** Mass Rapid Transit Corporation Sdn Bhd (MRT Corp) refers to media reports and comments made about the proposed pedestrian linkway connect the One Utama MRT Station and Taman Tun Dr Ismail (TTDI) across the Damansara-Puchong Highway (LDP).

MRT Corp met with Taman Tun Dr Ismail Residents' Association (TTDIRA) on 1 July 2014 to discuss the issue. MRT Corp was represented by its Chief Executive Officer Datuk Wira Azhar Abdul Hamid while the delegation from the residents' association was headed by its Chairman Encik Mohd Hatim Abdullah and three other Exco members.

"At the meeting, TTDIRA affirmed that they represented all residents of TTDI when they objected to the pedestrian linkway. MRT Corp agreed that if they wrote in officially to us, and had the requisite number of signatures from residents, we will accede to the majority," says Datuk Azhar.

A formal letter of objection from TTDIRA was hand delivered to MRT Corp at the meeting. TTDIRA has a membership of less than 2,000 members. The township has some 6,000 residential units and about 35,000 residents.

At the meeting, Encik Hatim explained that they have started a petition exercise, and that more than 800 signatures had been secured. They also explained that the exercise is ongoing, and that they were confident of getting the majority of TTDI residents to sign the petition.

"MRT Corp agreed to a cut-off date of 31 August 2014 to secure the requisite signatures. From then on, we will abide by the majority decision. If there is a tie, both parties agree to let the authorities decide on whether or not the project proceeds," explained Datuk Azhar.

Various comments have been raised by various parties including TTDI residents both against and in favour of the pedestrian linkway. MRT Corp would like to put forward its reasons for proposing the pedestrian linkway.

#### **1. Linkways provide access and connectivity between the station and the community**

The proposed pedestrian linkway is in line with the basic principle where public transport facilities – the MRT station in this instance - should be easily accessible from all directions.



Good access means communities located around the MRT station can easily get there without needing to drive.

The proposed pedestrian will link TTDI directly to the One Utama Station allowing its residents, especially those living near the linkway, easy walking access to the MRT.

Without the linkway, TTDI, which lies just 80m from the One Utama Station across the LDP, will not benefit from this facility. Residents will have to drive to the station even though it is just across the road from their houses.

Arguments have been put forward saying that the bridge is not needed as residents can easily access the station by driving or feederbus. While these two modes remain available to the residents, MRT Corp hopes that with the pedestrian linkway, these two not-so-green options can be replaced with a simple walk, which is not only environmentally friendly, but also a healthier option.

## **2. Pedestrian linkway is not to replace park and ride facilities**

The Multi Storey Park and Ride facility for the One Utama MRT Station is part of the MRT Sungai Buloh-Kajang Line Railway Scheme and will be constructed. It will be located at the former See Hoy Chan site office.

The multi storey park and ride facility with around 500 car park bays will be located just beside the One Utama MRT Station. A covered elevated linkway over Persiaran Bandar Utama will link the park and ride facility with the station.

Due to the proximity of the park and ride facility to the station, commuters who are going to drive to the station will use the park and ride facility rather than park across the highway at TTDI where they will have to walk some 800m to reach the station. Enforcement by the local authority will further deter illegal parking at TTDI.

## **3. Pedestrian bridge goes toward solving the issue of insufficient parking bays at the park and ride facilities**

Many have argued that indiscriminate and illegal parking will occur because there will be insufficient parking bays at park and ride facilities.

In fact, pedestrian linkways which directly link communities with the MRT station are the solution to the problem of insufficient parking bays at MRT park and ride facilities. This is because they will reduce the numbers of people who have to drive to MRT stations by getting those who are living near MRT stations to walk. The pedestrian linkway will play its part in encouraging this to happen.



#### **4. Pedestrian linkway will not encourage indiscriminate parking in TTDI**

The design being proposed for the pedestrian linkway is such that it will include barriers along the edge of the sidewalk along roads near the landing of the pedestrian linkway in TTDI.

These barriers will discourage people from parking along the road unless people, as people from cars will have to climb over the barriers to access the sidewalk to reach the pedestrian linkway.

These barriers are also a crime prevention measure to deter pedestraims from falling victim to snatch thieves on motorcycles.

Furthermore, enforcement by the local authority will ensure that indiscriminate and illegal parking does not occur along the roads where the pedestrian linkway lands in TTDI.

#### **5. TTDI Community Centre will not become the park and ride facility for the MRT**

MRT Corp hopes to build a covered walkway from the pedestrian bridge to the TTDI Community Centre. This is to enable people who hope to attend functions such as weddings which are held at the community centre to use the MRT and then have a pleasant walk from the station to the community centre.

The community centre is located too far away from the MRT Station to be used as a practical park and ride facility.

#### **6. Illegal hawking and crime issues**

Like illegal parking, enforcement by the local authority will ensure that illegal hawking does not take place on or near the pedestrian linkway. The pedestrian protection barriers will also deter traders.

As part of the MRT facilities, the linkway will be well lit and monitored by CCTV. As mentioned above, the barriers which MRT Corp is designing for sidewalks leading to the pedestrian walkway also have a crime deterrent function.

#### **7. Pedestrian linkway will decrease traffic, and hence, pollution**

As mentioned above, the pedestrian linkway is in fact the greenest option to access an MRT station. It will encourage the residents of the community to walk to the MRT station.

As the pedestrian linkway will serve the local neighbourhood, enabling residents to walk and access the MRT Station, the traffic volume is not envisaged to increase dramatically.



Going by the argument raised by the residents of TTDI during various engagement sessions that they will not want or need to use the MRT, there should not be an increase in road traffic on roads near the pedestrian linkway. At the same time, with the pedestrian linkway, residents who want to walk to the MRT station will have the option to do so.

MRT Corp hopes that TTDIRA will be able to extend the survey to as many people as possible and share with MRT Corp the survey forms in order to gauge the opinion on the people on the proposal.

Those who wish to participate in the survey can contact TTDIRA. As mentioned, the cut-off date for the exercise is 31 August 2014.

ENDS



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