

Ideas welcomed for proposed highway

Project developer open to improving route of elevated link during planning stage

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TWO possible routes are being discussed for the proposed Petaling Jaya Dispersal Link (PID Link) elevated highway.

The highway is planned as part of the integrated Klang Valley transport system.

The first plan, presented to the Selangor Economic Action Council, is a route which starts at Bandar Utama and passes over Jalan Harapan towards the Section 14 Sungai Penchala river reserve, connecting to Petaling Jaya Old Town and ending in Bandar Kinrara, Puchong.

The second plan, proposed by a small group of residents, suggests that the highway pass over Jalan Harapan, Jalan Khoo Kay Khim and Jalan Utara before going through Petaling Jaya New Town, which then connects to Petaling Jaya Old Town and ends in Bandar Kinrara, Puchong.

PID Link (M) Sdn Bhd executive director Amrish Hart Narayanan revealed both routes to *StarMetro* in an interview.

He said PID Link would adhere to the Selangor government's advice to engage the public. "We are open to suggestions from residents."

"In fact, one of our proposed routes is a suggestion from the public."

"The highway is still at the proposal stage and the routes are not finalised. More ideas will help to improve the plan," he said. Currently, there are several traffic links connecting those coming from Kuala Lumpur and Klang to Petaling Jaya.

However, there is a lack of connectivity for traffic coming from Sungai Buloh and Bandar Kinrara to Petaling Jaya.

"This highway will provide an integral link in connecting highways such as the New Klang Valley Expressway (NKVE), Sprint Highway, Federal Highway, New

Pantai Expressway (NPE), Shah Alam Expressway (KESAS) and Bukit Jalil Highway," said Amrish. The proposed four-lane highway would serve as a link for Petaling Jaya North (PJN), Bandar Utama, Taman Tun Dr Ismail, Petaling Jaya



Amrish says PID Link is following the advice of Selangor government, which is to engage with the public.

City Centre, Taman Peto Harun, Taman Medan Baru, Taman Sri Manja, Bandar Kinrara and Bukit Jalil Technology Park, he explained. He said the fully elevated highway took into account Petaling Jaya's landscape and neighbourhoods.

"The existing roads will still continue to serve their purpose and none of the local roads will be cut off," he added.

The dual-carriageway highway is estimated to be 34.3km, comprising 12.5km of mainline and 21.8km of ramps.

Eight interchanges are planned and it will be based on an open toll concept, whereby toll payment is done at selected locations along the route.

"The highway is expected to be fully funded privately and the first project of its kind if the plan goes through," said Amrish without disclosing the estimated construction cost.

"Everything will be privately funded, including land acquisition and construction. There will be no government subsidies involved," he added.

Asked about the environmental impact assessment (EIA), traffic impact assessment (TIA) and social impact assessment (SIA) studies, Amrish said these were currently being conducted.

These studies are an important

factor for the project to be approved by the authorities, he acknowledged.

He said the studies would be based on traffic flow before the Covid-19 pandemic hit the nation.

"Traffic pattern has changed because of the movement control order, as more people are working from home."

"However, these studies will take into account actual traffic prior to the MCO," he added.

The alignments were planned to pass through areas that would capture many developments and commercial areas.

The proposed highway will pass through areas with heavy traffic such as the former Rothmans roundabout, which is now a traffic-light intersection. Federal Highway and former Jalan

Penchala roundabout, now also a traffic-light intersection. These areas will see the highway with inter-ramp routes.

Amrish said the highway would also act as a new trunk line for new fixed bus routes between Kinrara and Damansara.

The highway ramps are planned to provide stops at rail transit stations such as MRT Taman Tun Dr Ismail, LRT Taman Jaya, Kampung Dato Harun KTM station and Kinrara BKS LRT station.

"PID Link is currently working with public transport partners to design new bus routes for the communities that the highway serves," said Amrish.

He said the town planners would complete the EIA, TIA and SIA studies in the coming months and submit them along with several other reports to the Town and Country Planning Department.

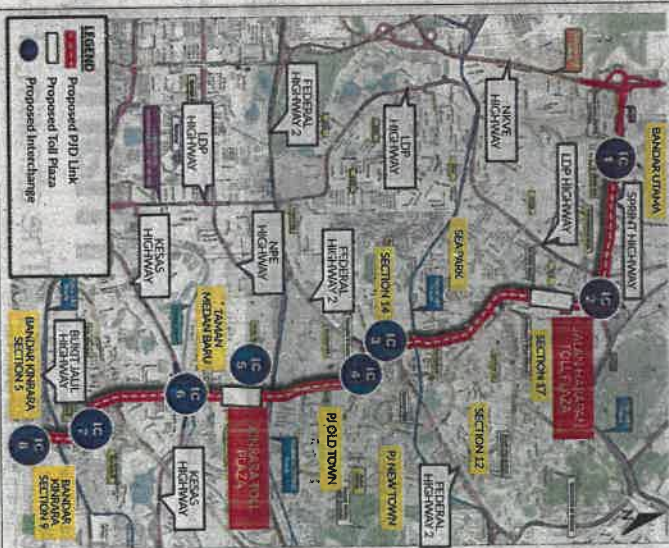
"When we submit the plan to Petaling Jaya City Council, we will certainly adhere to the requirements set by the council such as to hold town hall sessions," he said.

"The highway will have a great economic output impact, estimated to be RM6.5bn, based on a PWC report in December."

"In the report, the project is noted to support an average of 12,000 jobs per year," he highlighted.

Those interested in sharing their views can email to info@pidlink.com.my

Proposed PID Link Highway plan which was presented to Selangor Economic Action Council (MTEs)



Proposed PID Link Highway by a small group of residents. This route alignment goes through Jalan Khoo Kay Khim and Petaling Jaya New Town

