



City News

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KUALA LUMPUR CITY HALL ROAD DEVELOPMENT PROJECTS IN KUALA LUMPUR

The Mayor Datuk Mohd Shaid Bin Mohd Taufek in presenting a 2004 surplus and painless budget on 5 December 2003 for City Hall Kuala Lumpur revealed that there was a projected income of RM 2,079,251,871 and expenses amounting to RM 2,073,795,080. Assessment rates would also not be increased bringing much joy to KL residents and property owners.

A much bigger allocation for development was made with the expansion of the six branch offices to 10 in the Federal Territory. The provision of funds for social and cultural development and enhancement, has also been given due consideration.

A big proportion of the budget will go towards road infrastructure development which include the construction of roads, bridges, viaducts, elevated highways hence creating an efficient traffic dispersal network – in and out of the city.

Below are other road infrastructure projects that are already under various stages of construction or will be constructed in Phases.

* Two road infrastructure projects have already been completed this year bringing direct benefits to residents in that area. The projects are:-

i) The overpass over the railway track linking Kepong Baru to Taman Bukit Maluri costing RM 20 million. The completion of this project has shortened the travelling distance between Taman Bukit Maluri/Kepong Baru and vice versa and

ii) The construction of Jalan Udang Karang costing RM 3 million.

* A grade separated interchange costing RM

50 million is currently under construction leading to the Kuala Lumpur Wholesale Market from the Federal Route I. The completion of this interchange will improve accessibility of the wholesale market.

relocated. The whole project is anticipated to be completed by August 2004 after the hawkers have been moved.

* A 3.7 km road costing RM 18 million is being constructed to provide two way

access (in and out) to Taman Koperasi Polis from Jalan Sentul. Construction works, which started in September 2002 is anticipated to be completed in March 2004. However, work is being delayed due to the land acquisition which is still being processed by the relevant Authorities. About 2.5 km is already completed and the rest of the stretch will be completed once land acquisition problems are resolved.

* On 15 December 2003, the RM 60 million Grade Separated

Interchange tender award

was made to a contractor to construct the project on Jalan Cheras/Taman Segar/Taman Taynton Kuala Lumpur roadway. The contractor has started on the preliminary works. This project is expected to be completed by 14 June 2006.

* The Government has finally decided to proceed with the construction of the viaduct linking Jalan Mahameru to Jalan Sentul. Costing RM 68 million, the site will be handed over to



The new flyover linking Taman Kepong Baru with Taman Bukit Maluri is completed and was officially opened by Datuk Mohamad Shaid bin Mohd. Taufek, Mayor of Kuala Lumpur and Y.B. Tan Kee Kwong on 13 February 2004. Photo KL City News

* Upgrading of the Jalan Kerinchi/Federal Highway interchange. The project costing RM 6 million started in August 2002. The two main components of the project are the duplication of a five lane bridge adjacent to the existing bridge over Federal Highway and the upgrading of Jalan Kerinchi. The bridge works was completed and opened to traffic since September 2003. The second component i.e the upgrading of Jalan Kerinchi was slowed down due to hawker stalls, which is still in the process of being

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From the Mayor's Desk

NOT IN MY BACKYARD SYNDROME...

Of late there have been an increasing number of objections against development received by City Hall from various people and stakeholders in the city. Some genuine, while others have no solid grounds or watertight case to object against the development.

What many of these 'objectors' do not realize is that the city has been developing and will continue to develop. If all the objections in the past were followed, the city would not be where it is today.

There have been many applications or renewals of old Development Orders dating back to 1990 due to the economic upturn. These applications are for the construction of shopping complexes, condominiums, setting up of kindergartens/nurseries, expansion to church/temple premises, burial sites and crematoriums, columbariums and many more. Sometimes, the applications are for changes to the land use from residential to commercial.

City Hall makes its decisions based on the merits of each case and after inviting "objections" from neighbouring stakeholders and advertising in newspapers (Federal Territory Planning Act 1982). Planning (Development) Rules 1920 (Notice Under Rule 5) will consider each case and decide whether to approve or not.

Whilst I agree we cannot have a burial ground at our 'doorstep' or backyard, it must be pointed out that some of these areas were already gazetted for such use or circumstances have led to the area being approved for a school, graveyard or condominium. There is a need and a demand for certain type of development.

City residents must come to terms with these developments. Certain areas in the city need to develop. Some of the land is privately owned. As long as the owner of the land fulfills all requirements and adheres to the law, City Hall has to approve the applications.

There are also residents who want exclusivity and object to any sort of development in their neighbourhood.

City folk must be considerate and understand what living in a city means. Sacrifices have to be made to give way to development and modernization.

The task, duty and role of the Mayor while taking care of the welfare of residents and the well being of all stakeholders in the city, cannot prevent the progress of the city. This is the Mayor's dilemma.

Economic activities and development are vital to generate income both for the city and City Hall. The only available resource is land – and this has to be developed in a balanced, sustainable manner.

It needs the cooperation of all parties. The 'I do not want it in my backyard syndrome' cannot be used in the city's context. If everybody were to reject any form of development in the City, then development of any sort cannot take place and the City will not progress.

There is an economic, social, environmental, cultural cost to development. That is the reality.

A WASTE PROBLEM

The Taman Beringin Landfill for solid waste was started in 1993 by Kuala Lumpur City Hall to dispose the City's ever increasing garbage generated by the City's residents, commercial and business sectors.

The 20 acre landfill site was handed over to Alam Flora Sdn Bhd, a privatized waste disposal company in August 1996.

About 2500 tons of garbage per day was disposed at this site until the Transfer Station was opened in April 2001. Most of the waste disposed consisted of building, construction and garden waste.

The opening of the transfer station saw the waste disposed at the Taman Beringin site reduced to about 650 tons per day.

However, the 20 acre landfill has since grown into a 'hill' 80 metres high, and the current fire at the landfill is estimated to be burning at a depth of 20 metres, made worse by the methane gas generated by the rotting rubbish deep below.

The landfill which was supposed to be closed in 1999 is still being used to dump the City's ever increasing waste.

A new landfill was identified in Rawang, Selangor in 2001 to accommodate the waste. As it would take approximately one year to prepare the new landfill, waste is still being disposed at the old site in Taman Beringin, Jinjang but limited to solid wastes only.

An ideal solution in the interim period is the sanitized landfill until some solutions are found. The Broga incinerator project is an example, and is expected to be ready in 2008.

No one wants a landfill in his or her backyard including incinerators which are very common in Japan, Singapore and other developed countries.

The public must accept the fact that land is getting scarce, particularly for landfills which require vast space area. Hence the ultimate solution for all parties, both Local Authorities and the public, at least for the near future as is proven elsewhere is incineration. We have to live with the garbage we generate. Garbage can only be reduced by reusing, renewing and recycling.

IMPROVING DRAINAGE SYSTEMS IN THE CITY

Kuala Lumpur City Hall will spend a total of RM70.65 million to improve and enhance the drainage system in the City for the year 2004.

This comprises of (a) River Cleaning and Maintenance Works (b) Main Drain Maintenance Works (c) Flood Mitigation Drainage projects.



Before

(a) River Cleaning and Maintenance Works

Of the above, a total of RM19 million will be spent on Cleaning and Maintenance Works of the three major rivers namely, Sungai Klang, Sungai Batu and Sungai Gombak and their respective tributaries. The River Cleaning and Maintenance Works can be further subdivided into Daily Works and Emergency Works.

Daily works are works carried out on a daily basis. This includes the cleaning of rubbish from 15 floating booms, 13 static screens and 26 rubbish collection points (*kebuks*) within the river reserve. A total of RM3 million has been allocated for these works.

Daily works also incorporates the mopping – up of rivers which requires the contractor to pick up and clear flotsam, leaves, plastic bags and other small items from river bank slopes and within the central channel of the river. An amount of RM3.5 million has been allocated for the mopping- up works. It is estimated that 20 metric tons of rubbish are collected daily from the river system and this figure increases to 40 metric tons on a rainy day.

Emergency works are carried out, usually after the occurrence of floods. Emergency works include the desilting of rivers to increase its hydraulic and flood carrying capacity. An allocation of RM5 million has been provided for the desilting of rivers. Emergency works also comprises the strengthening of river slopes and embankments to prevent the erosion and collapse of the river banks. A total sum of RM6 million has been provided for the repair of slopes for 2004.

In addition to the above, River Maintenance also includes the maintenance of silt and flood retention ponds which requires periodical desilting as and when the need arises and a Budget allocation of RM1.5 million has been made for this purpose.

The expenditure for River Maintenance and Cleaning Works is borne by the Central Government.

(b) Main Drain Maintenance Works

Maintenance of the main drains (monsoon drains) leading to the rivers will use up RM9 million of the Annual Budget. This sum will be utilised towards clearing the silt, rubbish, undergrowth, and minor construction works towards the existing main drains.

(c) Flood Mitigation Drainage Projects.

City Hall in addition to the above, will also spend RM42.65 million of the 2004 Budget to alleviate localised flooding in certain areas which has been identified as flood – prone. Unpaved or earth drains as well as old rubble – pitching drains will be upgraded into proper concrete drains. These major flood mitigation works also include

the construction of underground culverts, pump stations and flood retention ponds.

Pump Stations have recently been constructed at Jalan Tiong Nam, Lorong Keramat 8, Lorong Keramat 12, Bank



After

Upgrading of earth drain to concrete drain from Sekolah Rendah Jenis Keb. Jinjang to Taman Nanyang, Jinjang Utara, Kuala Lumpur with safety features- Photo KL City News

Bumiputra Commerce, Jalan Munshi Abdullah, Lorong Abdul Samad, Jalan Yap Kwan Seng and at Kampung Baru.

Flood retention ponds are being constructed at Jalan Air Leleh, Setapak Jaya and at Kampung Bohol.

With such large expenditure on river maintenance, cleanliness and construction, it is anticipated that the flood woes in the City will be further minimised or even prevented in the future except in major cases which will be alleviated with the construction of the SMART project.