

Upgrades, new connections planned for Desa Sri Hartamas roads

ROAD upgrades are being planned by authorities to address the influx of traffic expected with upcoming development projects in Desa Sri Hartamas, Kuala Lumpur.

Kuala Lumpur City Hall (DBKL) said it would upgrade and widen the roads linking Jalan Segambut Dalam and Jalan Kiara 4.

It would also connect Jalan Haji Hamzah to Jalan Duta Kiara.

These upgrade would increase traffic capacity on roads in the suburb.

DBKL is also proposing to build new entrance and exit ramps from Sprint Expressway (SPRINT) to Jalan Kiara 7 along with an exit route from Jalan Sri Hartamas 22 to SPRINT.

Ramps going up and down SPRINT towards Mont Kiara and Segambut are also being proposed at the intersection between Jalan 19/70a and the highway.

However, Segambut MP Hannah Yeoh urged DBKL to impose a moratorium to halt the developments in the area until the necessary infrastructure is ready.



Yeoh says her office has an open line of communication for residents to channel concerns to DBKL.

“DBKL should construct a link between Jalan Desa Kiara and Penchala Link, which has been talked about for years.

“It should also abide by the Kuala Lumpur Local Plan 2040. It should not approve projects that are in contravention of the gazetted land use or density.

“There are also suggestions to convert several back lanes in the area into proper roads,” said Yeoh, who is also Youth and Sports Minister.

Yeoh also said another “major missing link” that DBKL should



DBKL says it will upgrade and widen the roads linking Jalan Segambut Dalam and Jalan Kiara 4. — SHAARI CHEMAT/The Star

consider was phase 3 of the Jalan Segambut upgrading project.

Her office, she said had an open line of communication for the residents to facilitate their requests for engagements with DBKL.

Meanwhile, Bike Commute Malaysia (BCMY) director Justin Lee said people-oriented streets

were needed to cushion the projects’ impact on the traffic in the area.

He recommended the construction of raised pedestrian crossings, kerb extensions and pedestrian refuge islands to make the roads safe for pedestrians.

According to him, raised pedestrian crossings that are of

the same level as the road would allow a smoother pathway for them while improving the streets’ accessibility for vulnerable groups such as wheelchair users.

He also said adding kerb extensions at intersections would extend the corners of the sidewalks which could reduce the distance of the pedestrian crossings.

“This decreases the time pedestrians spend on the road and their exposure and risk to traffic.

“The key here is to create an equitable street that is comfortable and safe for all users, regardless of age and modes of mobility.

“When streets are safer for non-car users, the people would be encouraged to adopt alternative modes of mobility such as walking and cycling. This can reduce traffic congestion,” he added.

BCMY is the local liaison of road safety organisation Global Designing Cities Initiative (GDCI), under the Bloomberg Philanthropies Initiative for Global Road Safety (BIGRS).

— **By LEW GUAN XI**