



**KUALA LUMPUR HERITAGE TRAILS EXPERIENCES  
AND BENEFITS IN RELATION TO THE CITY  
LIVELINESS**

**BY**

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**A thesis submitted in fulfillment of the requirement for the  
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**Kulliyyah of Architecture and Environmental Design  
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## **ABSTRACT**

Populaces are prominent indicators of livability in creating ‘street life’ for cities and public spaces. High urban population affect people’s experiences and change people perspective towards city environment. The study aim is to understand and evaluating the significance of people’s experiences of urban heritage trail in relation to city liveliness. The objectives of the research are: 1) to identify the criteria of urban heritage trail which accommodates the spaces based on the observation; 2) to examine the most important urban heritage trail based on people’s preferences; 3) to suggest the criteria of urban heritage trail for livable urban spaces. The case study conducted at urban heritage trail in Kuala Lumpur. Central Market, Merdeka Square, Jalan Masjid India, and Jalan Tuanku Abdul Rahman chosen as study area because of its identity of places, historical and city image; also, the activities, events and entertainment provided. A total of 208 participants from various backgrounds (62 males and 146 females) were participating. The mixed methodology involves qualitative and quantitative. The method including site observation, questionnaire survey and the literature reviews were implemented in achieving the focus of this study. From the total of participants, it was indicating that female respondent is likely to interact with the spaces because of the activities, events and entertainment provided. For instance, the results demonstrate that significant factors lead to public space liveliness includes: 1) accessibility and connectivity; 2) public transportation and site context; 3) public amenities and facilities; 4) urban heritage trail preferences; and 5) local culture. Hence, it is important to note that proper conservation and preservation strategy uphold the heritage qualities and values. Thus, gives opportunity to people to interact and recognize the urban street elements in relation to heritage values and city liveliness; also enhancing the quality of people’s experiences.

## خلاصة البحث

السكان هي مؤشرات بارزة للعيش في خلق "حياة الشارع" للمدن والأماكن العامة. يؤثر سكان الحضر المرتفعون على تجارب الناس ويغيرون منظور الناس نحو بيئة المدينة. تهدف الدراسة إلى فهم وتقييم أهمية تجارب الناس في درب التراث الحضري فيما يتعلق بحيوية المدينة. كانت أهداف البحث كالتالي: 1) تحديد معايير التراث الحضري الذي يستوعب المساحات المبنية على الملاحظة؛ 2) دراسة أثر التراث الحضري الأكثر أهمية بناءً على تفضيلات الناس؛ 3) اقتراح مقاييس التراث الحضري للمساحات الحضرية التي يمكن العيش فيها. لقد تم إجراء دراسة الحالة في درب التراث الحضري في كوالالمبور، حيث تم اختيار السوق المركزي، وميدان الاستقلال (مردিকা)، ومسجد بشارع الهند، وشارع توانكو عبد الرحمن كمنطقة دراسة بسبب هويته للأماكن، والصورة التاريخية والمدينة؛ وكذلك الأنشطة والفعاليات والترفيه المقدمة. وشاركت في الدراسة مجموعة من 208 مشاركاً من مختلف الخلفيات (62 من الذكور و 146 من الإناث) حيث تتضمن المنهجية المختلطة من النوعية والكمية. تم تنفيذ الأسلوب بما في ذلك رصد الموقع، ومسح الاستبيان ومراجعة الأدبيات في تحقيق أهداف هذه الدراسة. من مجموع المشاركين من كان يشير إلى أن المستجيبات الإناث من المرجح أن تتفاعل مع الفراغات بسبب الأنشطة والأحداث والترفيه المقدمة. على سبيل المثال، تُظهر النتائج أن العوامل المهمة التي تؤدي إلى حيوية الأماكن العامة تشمل: 1) إمكانية الوصول والاتصال؛ 2) النقل العام وسياق الموقع؛ 3) وسائل الراحة والمرافق العامة؛ 4) تفضيلات درب التراث الحضري؛ و 5) والثقافة المحلية. ومن ثم، من المهم للملاحظة أن المحافظة على البيئة والحفاظ عليها بشكل صحيح تدعم خصائص وقيم التراث. وهكذا، يعطي الفرصة للناس للتفاعل والتعرف على عناصر الشوارع الحضرية فيما يتعلق بقيم التراث وحيوية المدينة ويعزز أيضاً جودة تجارب الأشخاص.

## APPROVAL PAGE

I certify that I have supervised and read this study and that in my opinion; it conforms to acceptable standards of scholarly presentation and is fully adequate, in scope and quality, as a thesis for the degree of Master of Science (Built Environment)

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## DECLARATION

I hereby declare that this thesis is the result of my own investigations, except where otherwise stated. I also declare that it has not been previously or concurrently submitted as a whole for any other degrees at IIUM or other institutions.

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*“In the name of Allah, the Most Gracious the Most Merciful”*

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# **CHAPTER ONE**

## **INTRODUCTION**

### **1.1 BACKGROUND OF THE STUDY**

Concerns about people's experiences have led to a study in seeking solutions to key questions: (1) what users want from the spaces they use for various activities; (2) how efficient access routes into the area; (3) how the spaces can be enhanced to engage with people. However, less focus is given on the important issues on: 1) how well people adapt into the spaces provided; 2) how the spaces function follows the user's needs; and 3) how well the streets pattern in sense of direction.

Hence, this research seeks to understand people's experiences towards the providing spaces, the challenges faces through the spaces, and their expectations of spaces. Yet the research is to identify people's own perspectives of how they experience that transition: what excited and worries them; and what demotivate or inspire them. The understanding of people's experiences in the space can be seen through their behavioral pattern, particularly on activities and spaces utilization. Research conducted by Hall (1966) pointed out the importance of a public space effect to public behavior, he discussed that there are pressing needs that public space can help people to satisfy, significant human rights that it can be shaped to define and protect, and special cultural meanings that it can best convey. It has found that there are varying views of people utilized the spaces, yet there was a lack of information and knowledge about people's behavior and their behavior patterns in relation to the city liveliness of urban streets. People's views and opinions are important elements in creating a lively urban street pattern and enhancing and improvising our city's image. Numerous literatures had discussed on the outdoor space utilization. In contrary, it has



been found out that there are little studies conducted on people's behavior in city liveliness particularly in urban area context. This research believes that people's views and opinions are important elements in creating a lively urban street pattern in order to improvise and enhance our city's image.

In other term, human comfort is one of the vital aspects in developing people's experiences of outdoor spaces. Security and pleasantness of spaces are two important foundations to increase the level of comfort and enjoyable outdoor experiences. Moreover, it is found out that the frequency of visitation on outdoor spaces is due factors such as the identity of a place, attraction, safety, activities and entertainment offers to the users. Hence, this research will be focusing on people experiences and their behavior, in order to understand how the spaces can be fully utilized and bring benefit to them. Moreover, this research will narrow its focus on urban street design in the context of heritage values. According to Dillon (2005), psychological comfort in urban spaces is related to how public design affects levels of psychological inclusion or exclusion. Kaplan and Kaplan (1983) also explored the ability of environments to aid cognitive restoration and outlined spatial characteristics that are seen as inclusive. These characteristics balance coherence relating to spatial order and organization, complexity (the amount and diversity of visual elements), legibility (the ease of orientation and way finding) and mystery (the suggestion of having more to explore than what it first perceived). Comfort can be defined as the balance between relaxation and stimulation. For example, when we enter a space, we perceive it through our senses. The sensory stimulation causes emotional arousal, which can lead to psychological and psychological responses of comfort or discomfort.

Indeed, a study conducted by Motloch (1991), suggested that the environment has value only in its ability to serve; it exists to be exploited for people's use and benefit. This is shared by Rapoport (1982), who argued that in addition to its physical features, a place includes meanings perceived and decoded by people based on their own expectations, roles, experiences and motivations. This reflects Henri Lefebvre's (1991) ideas on how spaces are socially produced and maintained through the spatial practices of a society evident in people's daily routines. Furthermore, as known, landscape architecture deals with the design of outdoor and public spaces in order to achieve environmental, socio-behavioral as well as aesthetic outcomes (Dzarul Hardy, 2005). Henceforth, this study is very important in order to explore the knowledge of people's perspectives as well as the factors that lead to the importance of people's behavioral pattern in relation to the city liveliness of urban heritage trail. The subject matter will be explained more in the Chapter 2: literature review.

## **1.2 RESEARCH ISSUE**

Embrace the fact that Malaysia has experienced rapid growth of development phases especially in urban areas (Norhanis Diyana, 2012), concurrently the needs of urban dwellers have increase by time (Malaysian Urban Quality of Life, 2002). This issue is categorized as high urbanization rates. By 2030, over 60 percent of the world's population (4.9 billion out of 8.1 billion people) will live surrounding the city environment (Rosly, 2010). The term 'urbanization' is defined as the proportion of the population that lives in towns or city above a minimum urban threshold. The urban area population started to increase at an average rate of 4.6%, about twice the national population growth rate 2.2% from the year 1990 until the year 2000 (Malaysian Urban Quality of Life, 2002). The proportion of a population that lives in urban areas is the

level of urbanization is a function of the number of towns and the number of people in individual towns. Migration and natural increase are the main reason for gaining a population when existing towns grow (Yeoh and Hirschman, 1980). The establishment of new townships and urban areas centers increased by year, thus, creating an attraction to the local and foreign worker to populate the area.

Urbanization is often regarded as an indicator of modernization, improvement of living standards and progress either in developing countries or developed countries. Economics, demographics, political, cultural, technological, social and natural environment are those highly affected factors due to rapid urbanization. Ewing (1994) argue that impact of development presents a specific development patterns as undesirable, not the pattern themselves. Therefore, whether a pattern is good or bad should be analyzed from the perspective of its consequences. Indeed, Knox (1994) explains that every change and a variety of social phenomena that occur in the city are interconnected effects of urbanization. Therefore, this research believes that the increasing numbers of urban population in a rapid urbanization area is one of the leading causes to urban social improvement, unlike rural area.

### **1.2.1 Environmental Degradation**

However, rapid and uncontrolled development in urban areas has become a public issue resulting in bad impacts or catastrophes to the environment (Norhanis Diyana, 2012), especially in the city area. According to Zaid et al. (2009), large cities normally face bigger environmental problems such as building collapse, hilly land erosion, severe fogs, climate change, global warming, greenhouse effect, excessive carbon dioxide (CO<sub>2</sub>) emission and urban heat island effect (Ahris et al., 2000). In the context of Malaysia, some big cities, such as Kuala Lumpur are said to be having

problems in keeping the environment clean, green, and healthy. In fact, there will be less green areas left, for people to enjoy fresh air especially after their working hours, and heavy traffic daily. According to Gairola and Noresah (2010), many green areas are affected by population increases in the cities. Malaysia's severe loss and degradation of urban green spaces could adversely affect important ecosystem services as well as have detrimental effects on the quality of human life (Ghazali, 1999). Salleh and Ishak (2002) also added that air and noise pollution affect Malaysian cities as well. This would be devastating for them who want to enjoy the good quality environment and healthy lifestyle. The unhealthy environment and unpleasant spaces bring uninviting feeling for the people, making their experiences meaningless and disgust.

Even the scenery of high-rise building with contemporary design will influence people's experience. M. Ali and Kheir Al-Kodmany (2012) stated that an aesthetically unpleasant tall building may harm the image of a city. However, such misperceptions of vertical architecture are changing and improvements in the design of tall buildings and the way they connect with their surrounding environment have resulted in a new generation of humanized buildings that are harmonious with their urban contexts. For example, Skygardens in the Menara Mesiniaga in Kuala Lumpur show how green spaces can be incorporated into tall buildings, even on the most cramped central city sites, which contributing to the sustainability of the city. On the other hand, the outdoor activities with congestion of people, lack of shades and uninviting smell are enjoyable as they perform the activities. City centers provide plenty of socio-cultural activities and services that cover daily needs such as shopping, groceries, and healthcare within walking distances (M. Ali and Kheir Al-Kodmany, 2012)

Furthermore, safety particularly crime, is one of the issues arises from the urbanization problems due to migration. This problem occurs due to the absorption of surplus population is too many in a city. In built environment context, safety of crime is found to be closely related to several factors of building compactness and space legibility. It is important to note that space legibility may appear differently and influence people's security and safety level during day and night time. Indeed, according to pedestrian behavioral theory, pedestrian level of assurance at night. Adequate lighting of pedestrians will encourage their use at night and deter vandalism and other anti-social activities. It is important that site lighting is located that does not confuse people and it should be oriented to minimize glare from the vehicle light.

### **1.2.2 Increase in Utilization of Private Vehicles**

Transport and communication are among important facilities in the city, resulted from urbanization and population growth. The increase use of private vehicles as compared to public transport utilization, lead to more congested cities environment and decrease in environmental qualities such as air and noise pollution. In general, ozone, or urban smog, is one of the most prevalent vehicle-induced pollution problems and can form locally or down-wind of the sources of the emissions. Damages to human health include changes in pulmonary function, especially during exercise, and impaired defense against bacterial and viral infections. Short-term effects can include eyes, nose, and throat irritation; coughing; and chest tightness. Asthmatics appear to be particularly affected (Romieu 1992, Krupnick et al. 1990, NRC 2002b). Public transportation is important because it is link and eases the people movement. Hence, it is paramount important for the government to improve the existing public transportation facilities and relooked on open space accessibility aspect for people

ease of movement. In achieving livability towns and cities, local authorities need to invest in improving sustainable transport modes, and at the same time, reduce capacity, access and convenience of urban road networks for private vehicles. People will simply adapt to prevailing road conditions, choosing whichever route is quickest, and increasing driving distances as road speeds increase (Smarter Cambridge Transport, 2017).

### **1.2.3 Discomfort of Urban Environment due to Decreasing in Quality of Life (QOL)**

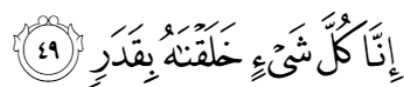
The term quality of life (QOL) is used to evaluate the general well-being of individuals and societies, focused on separate dimensions of collective well-being, such as income, wealth, employment, built environment, physical and mental health, education, social disorganization, social belonging, and recreation and leisure (Gregory et al., 2009). Based on the above discussion, it can be suggested that the urbanization process in Malaysia has led to the high rate of crime, which increased urban stress, heart disease and are all indications that the health and well-being of even the affluent individual are integrally tied to the poor health of others and to the society at large (Motloch,1991). Moreover, the increasing number of people in an urban area is believed to be one of the impacts from the urbanization process. A high urban population rates would lead to degradation of living comfort within the city environment. People may be more content and live more comfortable lives with higher incomes, but they do not feel any happier. In the report issued in EEA in 2009, quality of life is mainly defined by people especially in an urban area is highly influenced by the availability of having public services, employment, shopping, transport, green open space, culture and sport facilities, space to live, apart from

income. Therefore, based on the discussion, it can be summarized that the immediate steps like the formulation of policies should be taken to tackle this problem from continuing. A comprehensive solution can be made through careful planning to control the urbanization process that occurs for long periods of time such as establishing a structured plan and other strategic plans such as the current action undertaken by Malaysia now to facilitate urban planning component for the benefits of its people.

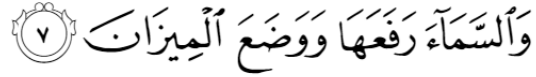
### 1.3 STATEMENT OF THE PROBLEM

The problem statements can be categorized into human comfort, spatial issues and heritage values of Malaysia that could accommodate the urban spaces in a city environment. Furthermore, the research focuses on how the spaces affect people's experiences within city area. It is concentrated on the townscape, the design of urban settings, Malaysia's heritage value, and urban plaza, particularly in city area.

Strange (1996) states that the features like size, layout and design of spaces blend to create an active street life. Places that are largely controlled by people's behavior offer more freedom of choice of what to do, where, and when. He further added that all manmade features have an influence on public's attraction and public's pleasure with the physical setting, thus create an interaction between man and environment. Allah has created everything in this universe in due proportion and measure both quantitatively and qualitatively; as stated in the Quran:



*Verily, all things have We created by measure. (Al-Qamar 54:49)*



*And We have produced therein everything in balance. (Ar-Rahman 55:7)*

Man, as part of this universe, the elements of which are complementary to one another in an integrated whole indeed, man is a distinct part of the universe and it has a special position among its other parts. God's wisdom has appointed stewardship (*khilafah*) on the earth to human beings as to manage the earth in accordance with the purposes intended by its Creator; where to utilize it for his own benefit and the benefit of other created beings, and for the fulfilment of his interests and of theirs. Heaven and earth and all that they contain belong to God alone. Therefore, in addition to being part of the earth and part of the universe, man is also the executor of God's injunctions and commands. He is only a manager of the earth and not a proprietor; a beneficiary and not a disposer. He is thus entrusted with its maintenance and care, and must use it as a trustee, within the limits dictated by his trust.

In the context of Malaysia's social model for the future, Majeed (2003) added that Vision 2020 offers a modern blueprint that combines western principles of governance with Islamic environmental ethics. This includes the implementation of a nine-strategy approach that fosters community-based democracy, economic equity and reduction of poverty, and ensures ecological protection. Furthermore, high technology and science will become an integral component of Vision 2020, which will enable Malaysia to adapt to future climate change. High technology, Islamic ethics, and community-based consensus considers the moral dimensions of economic