

**PUSAT SUMBER  
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STREETS FOR THE PEOPLE; THE UNDERSTANDING OF ESTABLISHED  
THEORIES AND BEST PRACTICES IN PLANNING PEDESTRIAN LINKAGES

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## ABSTRAK

Dalam sesebuah pusat bandar, pejalan kaki merupakan aliran trafik yang terbesar. Tanpa mengira bagaimana mereka datang ke pusat bandar, akhirnya mereka akan berjalan di dalam ruangan struktur bandar yang terdiri daripada ruang-ruang awam, ruang separa awam dan ruang separa persendirian ini. Ruang-ruang tersebut dihubungkan melalui laluan pejalan kaki yang mana menghasilkan '*people places*' akibat daripada pergerakan manusia dan aktiviti. Walaubagaimanapun, akibat daripada kurangnya kefahaman terhadap konsep yang disebutkan di atas, terhasillah laluan pejalan kaki yang terputus, terhalang, tidak mempunyai rekabentuk yang baik dan diletakkan di lokasi-lokasi yang kurang tepat. Sebagai sebuah 'bandar bertaraf dunia', Kuala Lumpur tidak seharusnya begini. Seperti yang diramalkan, penduduk yang menetap di pusat bandar akan bertambah dan berikutan daripada ini, permintaan terhadap kemudahan-kemudahan bandar akan turut bertambah. Oleh itu, masalah laluan pejalan kaki yang kurang efisien ini haruslah dicegah bagi mengelakkan kemelesetan fungsi ruang bandar daripada menjadi semakin teruk. Maka, kajian ini bertujuan untuk mengkaji teori-teori dan konsep asas berkaitan penghubung-penghubung bandar yang mana dapat menyumbang dalam penambahbaikan pergerakan pejalan kaki dan secara tidak langsung mewujudkan ruang bandar yang kondusif. Bagi mencapai tujuan ini, teori-teori asas rekabentuk bandar berkaitan laluan pejalan kaki dan juga kriteria-kriteria kejayaan '*streets for the people*' akan dikaji untuk dicontohi. Sepanjang kajian, data-data primer dan sekunder akan dianalisis melalui empat kaedah iaitu '*content analysis*', '*comparative method*', '*pictorial and mapping*' dan '*ideal space judgment*'. Secara keseluruhannya, hasil kajian ini membuktikan bahawa terdapatnya hubungan diantara kualiti ruang dan kejayaan sesebuah '*street*' kerana ruang yang berkualiti tinggi mampu menggalakkan pertumbuhan aktiviti-aktiviti manusia dan sebaliknya. Kualiti ruang ini disumbang melalui faktor-faktor fizikal dan juga bukan fizikal yang mana kedua-duanya menggalakkan manusia menghabiskan masa di ruangan ini lebih lama dan melalui keadaan ini, wujudlah '*people places*'. Keseluruhannya, keadaan '*streets*' di Kuala Lumpur adalah memuaskan. Aktiviti dan keadaan manusia lainlah yang paling menarik perhatian manusia lain untuk berada di satu-satu ruangan itu dengan lebih lama. Melalui hal ini, dibuktikan bahawa jalan bukanlah dilihat sekadar medium pergerakan malah wadah untuk berinteraksi, berkomunikasi dan melakukan tukaran sosial lain. Kesimpulannya, jalan sebagai sumber ruang terbesar di bandar seharusnya dieksploitasi dalam mewujudkan '*people places*' kerana ia menyokong dalam pembentukan ruangan bandar yang kondusif.



## ABSTRACT

Pedestrians make up a huge number of traffic flows within a city centre. No matter how they came or be in the city centre, they will eventually resort to walk within the urban structures which consist of public, semi-public and semiprivate spaces. These spaces are linked with pedestrian linkages and resulted from the human movement and activities, they formed people places. However, due to lack of understanding of this concept, many of the pedestrian linkages are disconnected, obstructed, poorly designed and located. This should not happen as Kuala Lumpur which aspires to be a world class city. As forecasted, there will be many of people residing in the city centre; which causes the demands for high quality urban amenities. This problem should be addressed immediately in order to curb the deterioration of the public realm. Principally, this study aims to explore the concept and theories of urban linkages in order to help improving the pedestrian's general movement pattern, thus creating a better urban environment in the Kuala Lumpur Central Business District. To achieve this aim, a thorough study will be done on the fundamental urban design theories and concepts regarding pedestrian linkages other than attaining the key elements and characteristics of successful 'streets for the people'. This study basically incorporates both primary and secondary data collection and analyzed through content analysis, comparative analysis, pictorial and mapping and lastly, ideal space judgement. From these analyses, it is found that there is an indirect relationship between the physical quality of spaces and human factors with the success of a street; as high quality spaces allow more human activities to happen and grow, and vice versa. The quality of a street is contributed by both physical and non-physical criteria as both of them attracts people to spend time and be on streets longer, hence creating 'people places'. As in the streets in Kuala Lumpur, their physical conditions are satisfactory but surprisingly it is the activities and people behaviours on these streets that are the major attraction for people to come and enjoy these places often. In a nutshell, the pedestrian streets do not only perceived as mean of access, but also as places for the urbanites to have social exchange, expressions and interactions. As a whole, streets as the largest existing space in a city should be fully utilised as one of the people places as they help in providing an urban environment that is conducive as a whole.