

# **POTENTIAL OF UNDERUTILIZED SPACES UNDER ELEVATED HIGHWAY**

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A project report submitted in fulfilment of the  
requirements for the award of the degree of  
Master of Science (Urban Design)

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MAY 2009

## **ABSTRACT**

The study was carried out to determine the appropriate use of space under elevated highways in the urban centre by listing the characteristics of underutilized spaces under highways, determining the types of use appropriate for such small spaces and their context to other land uses. Also the implications of these spaces and the criteria that sets their limits and potentials were examined so as to propose a possibility of the use of the spaces under elevated highways based on the land use distribution. This would ensure proper utilization of such spaces as well as connect spaces around the areas for users. The study covers areas in Kuala Lumpur which is the Jalan Kinabalu elevated highway and Jalan Tun Razak elevated highway. The study also looks into the existing spaces under elevated highways in Malaysia and other countries. It was found that there are basically several types of uses accommodated under elevated highways some of which are recreation and small businesses. Apart from that the location of the space under the elevated highway was found to be useful when designed based on the surrounding land use of the area as well as connecting pedestrian networks. In conclusion spaces under elevated highways can be used relevant to the site context, to ensure continuity and must be designed based on the exact context of the surrounding area.

## ABSTRAK

Kajian ini telah dijalankan untuk mengenalpasti peluang bagi kegunaan ruang di bawah lebuh raya bertingkat. Kajian ini telah dijalankan dengan menyenaraikan kegunaan dan reka bentuk ruang di bawah lebuh raya berteraskan kepentingan guna tanah berdekatan ruang ini, bagi memastikan kesinambungan pergerakan dari satu kawasan ke satu kawasan yang lain walaupun telah dipisahkan oleh lebuh raya bertingkat. Kajian telah dijalankan di dua kawasan di Kuala Lumpur iaitu ruang di bawah Jalan Kinabalu dan Jalan Tun Razak. Kajian ini telah juga membuat perbandingan di antara kegunaan ruang di bawah lebuh raya negara-negara luar dan dengan Malaysia. Daripada analisis, terdapat beberapa kegunaan ruang yang diutamakan iaitu ruang rekreasi serta ruang bagi penjaja kecil. Walau bagaimanapun, telah didapati bahawa kegunaan dan rekabentuk ruang hendaklah berteraskan kesesuaian guna tanah di sekeliling, tidak kira apa sahaja bentuk guna tanah. Selain itu, keutamaan bagi pejalan kaki juga hendaklah diambil berat untuk menentukan ruang di bawah dan di sekeliling bersambung dengan baik. Kesimpulannya, kegunaan ruang di bawah lebuh raya boleh digunakan mengikut kesesuaian konteks ruang di bawahnya itu sendiri serta ruang-ruang dan kegunaan bangunan di sekelilingnya.