



**CENTRE OF STUDIES FOR LANDSCAPE ARCHITECTURE
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**ACTIVE MOBILITY | MINIMIZING LOW CARBON IMPACT
VIA ACTIVE MOBILITY AT SECTION 14 FOR SHAH ALAM
COMMUNITY**

This academic project is submitted in partial fulfilment of the requirement for the Bachelor of Landscape Architecture (Hons)

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ABSTRACT

Nowadays, Shah Alam city centre has become one of the most busiest among other cities in Malaysia. Hence, the state economy is well generated because the number of people that came into the city centre are increasing day by day. The city development also increasing from time to time. More buildings were built. More job opportunities were opened. That was a very good news in terms of economy.

Yet, most of people have no awareness regarding to the risk that they brought when enter the city centre. They released a lot of carbon from their own private vehicle. There are several studies shown that Shah Alam is among the city that released carbon the most due to car dependent.

There are some good initiatives from the Majlis Bandaraya Shah Alam by linking some connectivity of cycling and pedestrian lane but there are still a lot that need to be taken into consideration to encourage people use the facilities. The other one was the development of Light Rail Transit (LRT3) that can connect city centre to the other site context. When this development is fully completed, a lot more of people will come and the future is in risk if there are nothing improvement been made to control the carbon emission or even reduce it.

Hence, this study is about to reduce the carbon emission by encouraging people to do active mobility by either cycling or walking. So, there are some studies need to be done to make this project successful.

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CHAPTER ONE

INTRODUCTION TO TOPIC

1.1 BACKGROUND OF STUDY

Statistic showed that most city are having carbon emission problem. This issue has been a major source of environmental pollution for the past 30 years. The urbanization, industrialization and traffic systems growth are causing more air pollution problem in the city creating an uncomfortable atmosphere to live in. (Azhari, Mohamed, & Latif, 2016). Based on the early findings, most of the countries in European, even Asian have injected active mobility approach as the solution to carbon emission issue.(Erik Stigell, 2018).

Active mobility which is usually divided into two transportation mode categories; walking and cycling. This is an approach to utilize physical energy into individuals' routine. Either formal or exercise activity, active mobility requires less time and motivation especially in compact urban setting (Erik Stigell, 2018).

The example of compact urban city that apply active mobility; Singapore. Their support for cycling was measured, focusing primarily on facilitating first-and-last-mile journeys between homes and public transport nodes (NUS, 2018).

“We have to recognise that given our land constraints, it is not feasible to provide a comprehensive set of dedicated cycling tracks or cycle lanes island-wide. We have to ask ourselves if this is the best way to make full use of our very limited road space. The issue is not whether cyclists have a place in our public transport system, but how do we allocate space amongst competing users that will best make use of our very limited land”, said Minister of State for Transport of Singapore. (NUS, 2018)

By making facilities as priority, the city decrease noise pollution and the emissions of greenhouse gases. Active mobility does not pose any major road safety threats to other road users and it contributes to a more calm and inclusive urban environment. It provides individuals with low cost mobility over short to medium distances in cities and, in combination with public transport, also over longer distances. (Institute, 2014)