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## Designing a Safe Urban Travelling Environment using a Structural Fear Dimension Model

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### Abstract

One of the most serious discussions on the contemporary urban travelling environment in Malaysia is that of the design facilities that have failed to meet the demand of women travelers. This has led to a higher level of concern for a much safer travelling environment for many women travelers within the Kuala Lumpur conurbation. The main aim of this research is to determine the extent of the women needs when travelling. This empirical research has used the structural fear dimension model as the underpinning theory. The approach to empirical research adopted for this study was one of the quantitative methodology.

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**Keywords:** Safe; urban travelling environment; vulnerable travelers; structural fear model

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### 1. Introduction

#### 1.1. The global issue

Realizing the fact that in a new global economy where women increasingly command the employment sector, fear of crime has become the central issue and challenges for many engineers especially in

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designing a so called a safe environment design during their travelling process. This has led to a higher level of concern for a much safer travelling environment for many women travellers within the Kuala Lumpur Conurbation. There has however been limited research done on the wide range of the women commuting needs on the facilities and infrastructure from the point of origin to the point of destination. The provisions of contemporary urban travelling environment however suffer from several major drawbacks. In addition, there has been only limited research done towards looking at the needs of women travellers from the engineering aspect, has lead to the increment of the fear level that they face while travelling to work. The main aim of this research is to determine the extent of the women needs when travelling through engineering and design aspect that need to be install surround the environment. This is to ensure that all working women, who live and work in major urban area in Malaysia, can travel safe with a minimal level of fear indication towards crime. This empirical research has used the structural fear dimension model as the underpinning theory before it proceeds to the engineering process of the actual design. The central question of this study relates to how much of the structural fear dimension model has been taken into consideration before planning for travellers has taken place, primarily on the infrastructure assistance to them especially when the stage of engineering is concern. The approach to empirical research adopted for this study was one of the quantitative methodologies. Due to practical constraint, this research limits its comprehensive review of every mode of transport used by the women travellers. Only women riding on the stage buses within the Kuala Lumpur Conurbation have been considered as the main respondents. This research has given an account of and the reasons for the widespread use of structural fear dimension model as a basis in the design of public transport provision in achieving a reasonably safe urban travelling sphere, as what is desired by the women travellers. It is believed that, with appropriate design through an engineering production, a reduction in fear level faced by many women travellers while travelling can be achieved.

The design focuses on the walkability area and waiting area through appropriate engineering and production process using a structural fear dimension model as a basis of the design. It is believed that with appropriate engineering technique used in the production of the walkways and waiting area for the public transport, the fear level could be reduced thus attracting the usage of public transport when commuting in city centre is concern.

Among the recent study regarding the road transport infrastructure were being conducted by Amiril et al (2014). They have mention that a transportation infrastructure projects often involve considerable land use, long-term investment, and huge resource. However no discussions are being made on the safety aspect from the feeling of passengers especially a women point of view.

Apart from that within the same year of 2014 a group of researcher Hamdan et al had also focus on the social capital as an element. They concluded that the pattern of social capital is influence by when the neighborhoods is developed, the diversity composition of its people, locations and the surrounding developments.

Not only that a research by Hamid and Toyong (2014) had also on the rural area and the elderly leaving apart women as a subject thus creating a gap for this study to fulfill. They have highlighted that verification of home security needs from the elderly group of people that reside in the rural area so that an innovative solution in preventing house breaking crime could be proposed.

Another interesting study by a group of Malaysian researcher pertaining the transportation area. The study was done by Bohari and Osman (2014) is The model also assessed the factors that affect the movement of passenger such as interior design attributes, information signage visibility and pedestrian behavior. This study focus on the movement of the crowd while using the interchange. Again this study fail to consider the movement of vulnerable travellers and their problem that create a gaps in this study. Among other discussion being highlighted by Tan and Subramaniam (2013) on gender study are on the literacy rate among female adult in Malaysia increased to 94.7 percent in 2004 from 64.7 percent in 1980

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