

APPRECIATING BUILT HERITAGE THROUGH URBAN SENSORY ELEMENTS

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Abstract

Many heritage cities have been turned into tourism cities. With the influx in the number of foreign tourists together with the number of locals, mobility within these cities has become a challenging issue to be dealt by the city managers. Taking into cognizance the global warming and climate change, the most appropriate mode of transportation that considers these issues and simultaneously appreciates the urban aesthetics and heritage tourism products in a heritage city needs to be identified. Therefore, this study seeks to identify the most appropriate mode of transportation that incorporates carbon footprint mitigation, urban sensory elements and tourists' satisfactions components. Data were collected through participant observation were analyzed. Geographic information systems (GIS) application is used to analyze the study area spatially. The findings demonstrate that walking is the most appropriate as it is able to satisfy tourists in appreciating urban sensory elements and simultaneously mitigate carbon footprint. The study concludes that in order to sustain heritage cities and handling global warming issues simultaneously, future development in these cities should be strictly controlled and monitored and the use non motorized vehicles such as bicycles and trishaws other than walking should be promoted within these cities.

1.0 Introduction

Tourism and climate change are interlinked in a complex manner. Although scientific papers on issues related to this linkage were published in the 1980s (McBoyle & Wall, 1987; McBoyle et al., 1986; Wall et al., 1986), it was not considered as crucial until recently (Gössling, 2011). Climate change became politically important in the Fourth Assessment Report (FAR) which was published in 2003 when it covers issue of the impact of climate change has on tourism (Gössling, 2011). The first International Conference on Climate Change and Tourism in Djerba, Tunisia in 2003 focuses on tourism adaptation in facing climate change (Gössling, 2011; OMT-WTO-BTO, 2003). Nevertheless, this conference acknowledged that tourism affects and being affected by climate change. In addition, this conference has led to Djerba Declaration, 2003 which acknowledged the complex interlink between tourism and climate change (Gössling, 2011; OMT-WTO-BTO, 2003). This is followed by Davos Declaration, 2007 which discuss further on strategies in mitigating interlink effects of climate change on and from tourism. These include formulating policies and promoting sustainable tourism (Gössling, 2011).

Carbon management in tourism is becoming an important topic currently due to world sensitivity towards the environment. According to United Nation World Tourism Organization (UNWTO)'s report, tourism contributes 5% of global carbon emission (Gössling, 2011; UNWTO-UNEP-WMO, 2008). Contributors from tourism sector include