

To cite this article: Abdul Murad Lubis, Wahyu Utami and Amy Marisa (2022). ANALYSIS OF THE PHYSICAL CONDITIONS OF PEDESTRIAN PATHS ON THE CORRIDOR OF SUDIRMAN STREET, TANJUNG PURA AS A CULTURAL HERITAGE AREA, International Journal of Education and Social Science Research (IJESSR) 5 (5): 344-367 Article No. 686, Sub Id 1098

ANALYSIS OF THE PHYSICAL CONDITIONS OF PEDESTRIAN PATHS ON THE CORRIDOR OF SUDIRMAN STREET, TANJUNG PURA AS A CULTURAL HERITAGE AREA

Abdul Murad Lubis¹, Wahyu Utami² and Amy Marisa³

¹Universitas Sumatera Utara, Magister of Architecture Engineering,
Medan 20155, Indonesia

²Universitas Sumatera Utara, Department of Architecture,
Medan 20155, Indonesia

³Universitas Sumatera Utara, Department of Architecture,
Medan 20155, Indonesia

DOI: <http://dx.doi.org/10.37500/IJESSR.2022.5519>

ABSTRACT

The Sudirman Street Corridor of Tanjung Pura City, Langkat Regency, is a route that passes through several cultural heritage points determined by the government, namely the Azizi Mosque, the Tomb of national hero Tengku Amir Hamzah and the Old Tanjung Pura city area. As a historical area with a strong architectural character, the corridor is likely to be developed as a cultural heritage-based tourism area. Still, the current pedestrian conditions are uncomfortable because they do not have pedestrian paths that connect each other between regions. Therefore, this study will qualitatively explain the physical condition of pedestrians in the Tanjung Pura Old Town Area (Sudirman Road Corridor) Langkat Regency. Results from this research are expected to be a consideration to revitalize the Tanjung Pura Old Town area, especially on the pedestrian path, by considering the existence of existing cultural heritage buildings. The criteria for pedestrian assessment refer to the PUPR Regulation No.03/PRT/M/2014. This study uses descriptive qualitative research to describe the condition of pedestrian paths in the corridor of Sudirman Street. The study results found that the pedestrian path in the corridor of Sudirman Street does not match the assessment criteria, so improvements are needed. It was found that there were many problems in the pedestrian paths, both in terms of the materials used and the arrangement of the pedestrian path. In addition, pedestrian paths also look unsafe to use. The study results become a reference in considering revitalizing pedestrian paths, considering that the area is a cultural heritage area that needs to be preserved.

KEYWORDS: Cultural heritage, old town, Pedestrian, Tanjung Pura.

1. INTRODUCTION

Tanjung Pura Old Town on the corridor of Sudirman Street, Langkat Regency has a long historical trace from the colonial era of the Dutch East Indies Government. Traces of this history can be seen in the Area of Tanjung Pura Old Town on the corridor of Sudirman Street, Langkat Regency, which still has buildings with the typical colonial architectural style of the Dutch East Indies. However, this historical trace cannot be enjoyed by the public and visitors because of inadequate pedestrian lanes and converted into a place to sell, unload goods, and park. One of the perspectives of the people to come to the old city is an appreciative perspective; that is, visitors who come to the old city intend to appreciate the existing cultural heritage, so their activity in this area is to observe the historical buildings of colonial heritage on foot enjoying the atmosphere in the old city [1]. However, the motivation of visitors to come is undoubtedly different, so the supporting factors and perspectives of each individual are determined by their respective circumstances [2]. This condition explains that the quality of tourist attractions is essential to get a positive perception from visitors [3]. One of these positive perceptions is achieved through adequate facilities and infrastructure availability and condition.

In Law No. 22 of 2009 concerning Road Traffic and Transportation Article 131 [4], pedestrian lanes are examples of infrastructure in the form of lanes intended specifically for pedestrian activities. Pedestrians have rights in the form of the availability of particular lane infrastructure for activities in pedestrian lanes, crossing facilities, and other infrastructure. Pedestrian lanes should be specifically intended for pedestrians, not activities that can interfere, such as trading or parking vehicles, because it can reduce the comfort and safety of pedestrians. The design of this particular pedestrian lane is planned following the rules of pedestrian path planning by prioritizing aspects of comfort and safety for pedestrians. This planning requires clear and firm regulations so that the community can be more aware not to carry out other activities on the pedestrian path [5]. The need for pedestrian guidelines, presented in a seminar at the Ministry of Public Works, Directorate General of Spatial Planning, should provide ease for pedestrians to reach their destinations in short distances, and pedestrian paths should create connectivity and continuity between one place and another. The pedestrian path is not used in the Old Town Tanjung Pura area on the corridor of Sudirman Street, Langkat Regency. It seems that its physical function and buildings are eliminated. And the pedestrian path in the Tanjung Pura Old Town area on the corridor of Sudirman Street, Langkat Regency is used as an area for selling street vendors, loading and unloading goods and parking. So that pedestrians do not get comfort and safety when using pedestrian lanes.

According to [6], the pedestrian path's primary function is to provide pedestrian comfort and safety optimally. The comfort of the pedestrian path is used in urban planning, especially in the Tanjung Pura Old Town area on the corridor of Sudirman Street, Langkat Regency because the pedestrian path will be used for visitors who will enjoy the historical traces in the Old City of Tanjung Pura on the corridor of Sudirman Street, Langkat Regency. Especially in the Tanjung Old Town area on the corridor of Sudirman Street, Langkat Regency, there is a cultural heritage of the Azizi Tanjung Pura Mosque, Langkat and the Tomb of the National Hero Tengku Amir Hamzah. Optimal revitalization

of pedestrian paths will show the maximum quality of comfort and quantity of pedestrians to positively impact the urban environment. Optimal pedestrian paths will provide a healthy urban environment. In the book *Components of Landscape Architecture Design*, pedestrian paths that are good for cities, such as trade areas, have a good impact, stimulate trade activities, and reduce the use of motorized vehicles to develop the condition of the status and air in the city environment. In the Tanjung Pura Old Town area on the corridor of Sudirman Street, Langkat Regency, does not yet have a good and optimal pedestrian path connecting the Azizi Tanjung Pura Mosque, Langkat and the Tomb of the National Hero Tengku Amir Hamzah. But the comfort inside this area is difficult for pedestrians to feel. Pedestrian lanes must be able to function optimally and able to provide a sense of comfort to their users, so there are several provisions for maximum pedestrian paths [7], among others, can travel long distances and are particularly vulnerable to external disturbances such as nature, and disturbances caused by vehicle lanes. The primary function of the pedestrian path is to provide pedestrian facilities to improve the quality of the aspects of smoothness, safety, and comfort of pedestrians. However, from time to time, the function of pedestrians has shifted so that it is not only for pedestrian-only paths. Still, it can be used for recreational activities, socializing and communicating between communities. Therefore, based on the background previously described above, it is necessary to examine the physical status of the pedestrian path in the Sudirman Street corridor.

2. THEORY AND RESEARCH METHOD

2.1. Theory

The theory conducted in this study includes three sections. These sections are part of a literature study examining criteria for pedestrians in cultural heritage areas.

2.1.1. Pedestrian Elements and Criteria

The elements and criteria in the pedestrian path, according to the Minister of Public Works and Public Works Regulation No.03 /PRT/M/ 2014 [8]. Based on the dimensions of the human body, the minimum space requirements of pedestrians are: (1) without carrying goods, and the state of silence is 0,27 m²; (2) without carrying goods and the state of movement is 1,08 m²; and (3) carrying goods and the state of movement is 1,35 m² – 1,62 m². The minimum space needs mentioned above must pay attention to the condition of pedestrian behaviour in carrying out movements, both when carrying goods and walking together (in groups) with other pedestrians, in a quiet or moving condition.

According to [8], some special requirements exist for pedestrians with physical disabilities, such as the special-needs pedestrian path space having a minimum width of 1,5 m and a minimum area of 2,25 m². It must be equipped with guide paths, the road surface is not slippery, and a slope of < 8%. In addition, the ramp area must have sufficient illumination. In planning and designing pedestrian paths, you must pay attention to the free space for pedestrian paths. It has a free space for pedestrian paths with a minimum height of 2,5 m, a depth of 1 m, and a side width of about 0,3 m. The minimum distance of the pedestrian path with the building is 0,75 m. The criteria and specifications of the

pedestrian lane free space in question must be considered in the placement of utilities/other equipment. The need for free space above describes the need for space for each person and their activities.

Pedestrian road grades are determined by walking ability and design objectives. In addition, it is also determined by the need for drainage and the materials used in the passages. On an elongated slope, a maximum slope of 8% and a horizontal section with a minimum length of 1.2 m are provided at each maximum distance of 9 m. While on a cross slope, the slope is at least 2%, and the maximum slope is 4%. Under conditions where it is impossible to provide an elongated slope, the intended slope can be replaced by the provision of steps [8].

According to [8], the infrastructure in the pedestrian path is a green line, lighting lamps, seating, a safety fence, trash cans, signage, stops/shelter buses, and a public telephone. The criteria for providing pedestrian facilities, in addition to referring to the criteria for providing pedestrian network infrastructure, also pay attention to the criteria for the availability (width) of sections on the pedestrian network and do not interfere with the primary function of the pedestrian network as a place of movement for pedestrians.

2.1.2. Safety Aspects in Pedestrian Paths

Road safety in Indonesia has been regulated in Law No. 38 of 2004 concerning Roads, Government Regulation No. 34 of 2006 regarding Roads, Law No. 22 of 2009 concerning Road Traffic and Transportation, and the National General Plan for Safety of roads that has been launched. The Directorate General of Highways, Ministry of Public Works and Public Housing, the agency responsible for road construction in Indonesia and the construction of national roads, has carried out various efforts to improve road safety. Based on experience in multiple countries, some things that need to be considered by engineering experts in pursuing pedestrian safety are not creating barriers or obstacles for pedestrians. In addition, pedestrian support facilities include (a) sidewalks, (b) bicycle lanes, (c) pedestrian crossings, (d) the bus stop, and (e) facilities for the disabled and the elderly. Pedestrians always choose the closest distance. Every non-motorized vehicle must meet the technical requirements and requirements of the procedure for loading goods.

2.1.3. Pedestrian Paths in Cultural Heritage Areas

Rejuvenation of pedestrian paths in cultural heritage areas is needed to become one of the area's attractions in tourism and education. Maintaining the sustainability of the area is done not only by preserving its cultural heritage but also by maintaining the stability of the area, such as maintaining the existence of the area by creating an area for pedestrians to enjoy the historic district. Pedestrian infrastructure needs to be adequately provided following applicable rules to create a safe and comfortable atmosphere for pedestrians around the historical area. Research [9] restores a humane image of pedestrians and sidewalks that are not limited to trails but also part of open space with creative, business, economic and community functions. In addition, researchers [10] reveal that cities are like organisms that will always grow and develop following the times and their dynamics so that

they have synergy in the concept of a cultural landscape that can display the value of places and culture in the development of the physical form of the area and the structure of the city.

To bring a better exploration experience of the old city, the government must be able to provide a reasonable and adequate promenade for visitors, synergize between designs that support sustainable activities and binding policies, accompanied by strict law enforcement in the process of providing pedestrian facilities and the use of motor vehicles in the corridor of Sudirman Street, Tanjung Pura city, Langkat Regency, so that the main aspects in providing pedestrian facilities are safe and comfortable can be achieved. In research [11], pedestrian behavior formed at a pedestrian crossing is affected by changes in the corridor's function and the attributes of the outdoor space in the form of furniture. On the road, used as a support for various activities

Refers to [8], six criteria are considered in the provision of crossings, green lanes, and road section furniture/equipment, namely accessibility, safety, comfort, beauty, convenience, and interaction. The reference is illustrated in Table 1.

Table 1. Criteria for Providing Crossings, Green Lanes, and Road Section Furniture/Equipment

Criterion	Facilities		
	Crossing	Green Line	Street Furniture
Accessibility	<ol style="list-style-type: none">1. It must be accessible to all pedestrians, including those with physical limitations.2. The layout of the information should be easily visible.	Selection of the type of plant that can be useful as a directional indicator.	Pedestrian space furniture is located in an easily accessible location
Safety	<ol style="list-style-type: none">1. The pedestrian space is separate from the vehicular traffic lane and has a different height.2. The signage layout does not interfere with pedestrian flow.3. Ramps and markings are located in a safe location from vehicle circulation.	It is located between the pedestrian and vehicle lanes.	Located at safe points from vehicular traffic

Comfort	<ol style="list-style-type: none"> 1. The path has a comfortable width (minimum 1,5 meters); 2. Pedestrian paths have a non-slippery surface 3. Have a degree of inclination that meets the standards of comfort (8%). 	<p>Has pedestrian shade vegetation for climate dehumidifiers</p> <p>micro</p>	<ol style="list-style-type: none"> 1. It has a high level of comfort with materials that suit your needs. 2. The layout does not interfere with pedestrian flow.
Aesthetic	<ol style="list-style-type: none"> 1. The pedestrian space has a patterned ground cover material and has high absorption. 2. Have unique markers in the form of guardrails or coloured lines. 	<p>It has decorative vegetation that increases the aesthetic value of the space.</p>	<p>The design can represent the local character of the environment so that it has good aesthetic qualities.</p>
Ease	<ol style="list-style-type: none"> 1. The path is easy to reach and is not hindered by anything; 2. The path must be continuous from one point to another 3. Located at a strategic point on a dense pedestrian flow. 	<p>Vegetation is also a direction in the pedestrian space</p>	<p>Located at an easy point to reach</p>
Interaction	<ol style="list-style-type: none"> 1. The path has points to be able to carry out complete social interaction with its facilities 2. Information systems are placed at the point of social interaction to meet the region's economic needs. 3. Ramps and disabled markings lead to points of social interaction. 	<p>More shade vegetation lies at the point of social interaction</p>	<p>It lies at the point of social interaction to meet the city's social activities' needs.</p>

The phrase "a city without old buildings is just like a man without memory" is very relevant to express how important the historical meaning is to a building in a place, especially the building, in addition to having a history, also has a locus, meaning or high value [12]. The elements contained in a historical building have a special meaning related to developments from time to time that will be able to record traces of the past and the building point of a city. However, the economic development of the city and

increasingly modern social dynamics will submerge the historical significance of a city if there is no momentum to maintain and preserve it, resulting in the process of oblivion of history.

According to [13], historic areas must be managed with proper conservation programs. Area conservation cannot be separated from the holistic design of urban areas. Based on such policies, standards and theories should be mediators in structuring and exploring values of significance and should collaborate with them. Urban conservation is not a freezer program and is not to create replicas such as fake heritage, but designs that are the architectural style of the present and the future while respecting the past of the work/design. There should be improvements, especially for pathology, to create a better space with local values.

2.2. Research Method

Researchers used a qualitative approach to identify the revitalization of pedestrian lanes in the old city area of Tanjung Pura (Sudirman Street corridor) Langkat Regency. Because this method is a type of research method or approach that describes a phenomenon that occurs, namely the revitalization of pedestrian lanes, by the subject of research, namely the renewal of pedestrian lanes in the old city area of Tanjung Pura (Sudirman Street corridor) Langkat Regency, so that knowledge and causal information are obtained from the phenomenon, the data generated from this qualitative method approach will then be linked to a literature review on the revitalization of pedestrian lanes, where the indicators of the renewal of pedestrian lanes can be connected with the condition of the spatial structure in the old city area of Tanjung Pura (Sudirman Street corridor) Langkat Regency. The research variables used in this study are in Table 2.

Table 2. Research Variables

Problems	Theoretical Foundations	Variable
The physical condition of the pedestrian path	PERMEN PU No: 03/PRT/M/2014 concerning guidelines for planning, providing, and utilizing infrastructure and pedestrian network facilities	1. Accessibility 2. Safety 3. Comfort 4. Aesthetic 5. Ease 6. Interaction

The analysis was carried out with a qualitative descriptive approach to the data obtained. The data group was then analyzed and interpreted to get answers to the problem formulation in this study. The data from the observation results are described according to the information you want to collect. The descriptive properties of this qualitative research are felt to be able to define precisely the traits of an


individual, circumstances, symptoms, or a particular group. Qualitative analysis of the revitalization of pedestrian lanes in the old city area of Tanjung Pura (Sudirman Street corridor) of Langkat Regency is an analysis carried out and concluded based on data obtained through direct observation of the object of study, namely on the condition of pedestrian lanes based on variables. In addition, analysis of the data obtained through interviews with speakers as stakeholders/stakeholders, traders and the public to get information related to the concept of revitalizing pedestrian lanes in the old city area of Tanjung Pura (Sudirman Street corridor) Langkat Regency. The data analysis method used in this study is to make observations and present the results obtained in descriptive and table form.

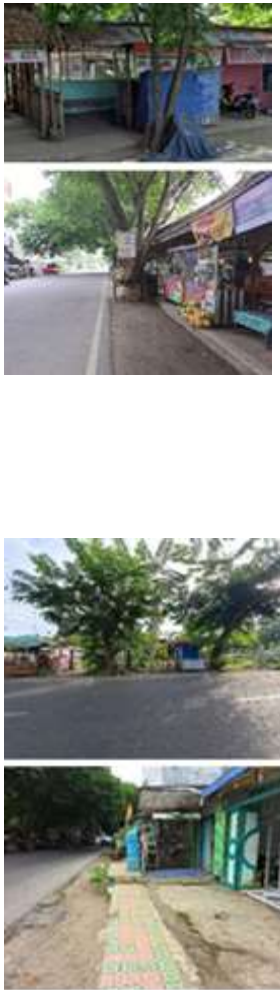
3. RESULTS AND DISCUSSION

In describing the physical status of the pedestrian path in the Sudirman Street corridor, researchers divided the study location into four segments. The division of features is based on the difference in height from the pedestrian path after researchers made field observations. Segment 1 starts from Rutan Class II Tanjung Pura – Azizi Mosque intersection. Segment 2 begins from the Azizi Mosque – Tomb of Amir Hamzah. Segment 3 starts from the Tomb of Amir Hamzah – Monument Interchange. Segment 4 begins from Monument Interchange– Bridge Interchange.

Table 3 shows the result of the analysis of the physical condition of the pedestrian path in segment 1.

Table 3. Physical Condition of Pedestrian Paths in Segment 1

No	Photos of Physical Condition	Information Physical Condition	Assessment Criteria	Qualified / Not Qualified
1		<p>LEFT</p> <p>Accessibility</p> <p>1. Those with physical limitations cannot use pedestrians</p>	<p>Accessibility</p> <p>1. Pedestrians should be accessible to everyone, including those with physical disabilities</p>	<p>Accessibility</p> <p>Not Qualified</p>
		<p>Safety</p> <p>1. There is a difference in height between the pedestrian and the road body</p> <p>2. Safe from acts of vandalism</p> <p>3. No ramps or markings on pedestrians</p> <p>4. Some stalls/stalls stand on the pedestrian path</p>	<p>1. Pedestrians must be separated from the body of the road</p> <p>2. Pedestrians avoid acts of vandalism</p> <p>3. Pedestrian has a ramp or marking</p> <p>4. Pedestrians must be free from any obstructions</p>	<p>Safety</p> <p>Not Qualified</p>
		<p>Comfort</p> <p>1. Pedestrian has a width of 2,30 m</p> <p>2. Pedestrian has several shade trees</p>	<p>Comfort</p> <p>1. Pedestrian has a width of at least 1,5 m</p> <p>2. Has shade vegetation</p>	<p>Comfort</p> <p>Qualified</p>
		<p>Aesthetic</p> <p>1. Pedestrian has a width of 2,30 m</p> <p>2. Pedestrian has several shade trees</p>	<p>Aesthetic</p> <p>1. Pedestrian has a patterned covering material and has high absorption</p> <p>2. Has decorative vegetation that can improve aesthetics</p>	<p>Aesthetic</p> <p>Not Qualified</p>
		<p>Ease</p> <p>1. Pedestrians easy to see</p> <p>2. The pedestrian is challenging to reach because the height is 25 cm.</p>	<p>Ease</p> <p>1. Pedestrians should be easy to reach</p> <p>2. Pedestrians should look unobstructed by anything</p>	<p>Ease</p> <p>Not Qualified</p>




No	Photos of Physical Condition	Information Physical Condition	Assessment Criteria	Qualified / Not Qualified
		<p>Interaction</p> <ol style="list-style-type: none"> 1. Pedestrian is used as a place to wait for city transportation 2. Pedestrians are used as a place to sell 	<p>Interaction</p> <p>Pedestrians can attract possibilities for social interaction</p>	<p>Interaction</p> <p>Qualified</p>
2		<p>RIGHT</p> <p>Accessibility</p> <ol style="list-style-type: none"> 1. Pedestrians cannot be used by prey who have physical limitations 	<p>Accessibility</p> <ol style="list-style-type: none"> 1. Pedestrians should be accessible to everyone, including those with physical disabilities 	<p>Accessibilit y</p> <p>Not Qualified</p>
		<p>Safety</p> <ol style="list-style-type: none"> 1. There is a difference in height between the pedestrian and the road body 2. Safe from acts of vandalism 3. No ramps or markings on pedestrians 4. Some stalls/stalls stand on the pedestrian path 	<p>Safety</p> <ol style="list-style-type: none"> 1. Pedestrians must be separated from the body of the road 2. Pedestrians avoid acts of vandalism 3. Pedestrian has a ramp or marking 4. Pedestrians must be free from any obstructions 	<p>Safety</p> <p>Not Qualified</p>
		<p>Comfort</p> <ol style="list-style-type: none"> 1. Pedestrian has a width of 1,20 m 2. Pedestrian has several shade trees and blocks the pedestrian path 	<p>Comfort</p> <ol style="list-style-type: none"> 1. Pedestrian has a width of at least 1,5 m 2. Has shade vegetation 	<p>Comfort</p> <p>Not Qualified</p>
		<p>Aesthetic</p> <ol style="list-style-type: none"> 1. The covering material (ceramics) is in a broken state. 2. There is no uniqueness in the pedestrian cover material 	<p>Aesthetic</p> <ol style="list-style-type: none"> 1. Pedestrian has a patterned covering material and has high absorption 2. Has decorative vegetation that can improve aesthetics 	<p>Aesthetic</p> <p>Not Qualified</p>
		<p>Ease</p>	<p>Ease</p>	<p>Ease</p>

No	Photos of Physical Condition	Information Physical Condition	Assessment Criteria	Qualified / Not Qualified
		Those with physical limitations cannot use pedestrians	1. Pedestrians should be easy to reach 2. Pedestrians should look unobstructed by anything	Not Qualified
		Interaction 1. Pedestrian is used as a place to wait for city transportation 2. Pedestrians are used as a place to sell	Interaction Pedestrians can attract possibilities for social interaction	Interaction Qualified



Table 3 is the result of an assessment of the physical condition of the provisions of [8]. Based on the analysis of the physical condition of the pedestrian paths in segment 1 in Table 2, it can be found that the pedestrian paths do not seem to qualify the assessment criteria. On the left side, the pedestrian paths only qualified the comfort and interaction side, while on the right side, the pedestrian paths only qualified the interaction side. From these results, it can be concluded that the pedestrian paths on the left and right sides of segment one do not qualify the assessment standards, so they need to be an improvement.

This is the result of the analysis of the physical status of the pedestrian path in segment 2 in Table 4.

Table 4. Physical Condition of Pedestrian Paths in Segment 2

No	Photos of Physical Condition	Physical Condition Description	Assessment Criteria	Qualified / Not Qualified
1		<p>LEFT</p> <p>Accessibility</p> <p>Everyone, including people with disabilities, can use pedestrian</p>	<p>Accessibility</p> <p>Pedestrians should be accessible to everyone, including those with physical disabilities</p>	<p>Accessibility</p> <p>Qualified</p>
		<p>Safety</p> <ol style="list-style-type: none"> 1. There is a difference in height between the pedestrian and the road body 2. Safe from acts of vandalism 3. There is a ramp/markings on the pedestrian 4. There is a tent standing on the pedestrian path 5. There are several pieces of pedestrian street furniture standing in the way of the pedestrian path 	<p>Safety</p> <ol style="list-style-type: none"> 1. Pedestrians must be separated from the body of the road 2. Pedestrians avoid acts of vandalism 3. Pedestrian has a ramp or marking 4. Pedestrians must be free from any obstructions 	<p>Safety</p> <p>Qualified, but the pedestrian still has obstacles in the form of tent layout and some street furniture</p>
		<p>Comfort</p>	<p>Comfort</p>	<p>Comfort</p> <p>Qualified</p>

No	Photos of Physical Condition	Physical Condition Description	Assessment Criteria	Qualified / Not Qualified
		1. Pedestrian is 2,30 m wide and 2,75 m 2. Pedestrian has several shade trees	1. Pedestrian has a width of at least 1,5 m 2. Has shade vegetation	
		Aesthetic 1. The material covering material is made of concrete material with markings for the disabled path 2. Pedestrian paths look clean and have decorative	Aesthetic 1. Pedestrian has a patterned covering material and has high absorption 2. Has decorative vegetation that can improve aesthetics	Aesthetic Qualified
		Ease 1. Pedestrians easy to see 2. The height of the pedestrian varies, namely 12 cm and 35 cm 3. Some pedestrian paths can be seen blocked by tents and trees	Ease 1. Pedestrians should be easy to reach 2. Pedestrians should look unobstructed by anything	Ease Qualified, but the pedestrian still has obstacles in the form of tents and some furniture
		Interaction 1. Pedestrian is used as a place to wait for city transportation	Interaction a) Pedestrians can attract possibilities for social interaction	Interaction Qualified

No	Photos of Physical Condition	Physical Condition Description	Assessment Criteria	Qualified / Not Qualified
		2. Pedestrians are used as a place to sell		
2	 	<p><u>RIGHT</u></p> <p>Accessibility</p> <p>Those with physical limitations cannot use pedestrians</p> <p>Safety</p> <ol style="list-style-type: none"> 1. There is a difference in height between the pedestrian and the road body 2. Safe from acts of vandalism 3. No ramps or markings on pedestrians 4. Some stalls/stalls stand on the pedestrian path 5. Some pedestrian paths look as if they are integrated with buildings <p>Comfort</p>	<p>Accessibility</p> <p>Pedestrians must be accessible to everyone, including people with disabilities</p> <p>Safety</p> <ol style="list-style-type: none"> 1. Pedestrians must be separated from the body of the road 2. Pedestrians avoid acts of vandalism 3. Pedestrian has a ramp or marking 4. Pedestrians must be free from any obstructions <p>Comfort</p>	<p>Accessibility</p> <p>Not Qualified</p> <p>Safety</p> <p>Not Qualified</p> <p>Comfort</p>






No	Photos of Physical Condition	Physical Condition Description	Assessment Criteria	Qualified / Not Qualified
		1. Pedestrian has a width of 1,20 m 2. Pedestrian has several shade trees and blocks the pedestrian path	1. Pedestrian has a width of at least 1,5 m 2. Has shade vegetation	Not Qualified
		Aesthetic 1. The covering material (ceramics) is in a broken state. 2. There is no uniqueness in the pedestrian cover material	Aesthetic 1. Pedestrian has a patterned covering material and has high absorption 2. Has decorative vegetation that can improve aesthetics	Aesthetic Not Qualified
		Ease Those with physical limitations cannot use pedestrians	Ease Pedestrians should be easy to reach	Ease Not Qualified
		Interaction Pedestrians look integrated with the building, so there are no activities that can be done	Interaction Pedestrians can attract possibilities for social interaction	Interaction Not Qualified

Table 4 is the result of an assessment of the physical condition of the provisions of [8]. It can be found that, generally, the pedestrian path on the left side has qualified the assessment criteria. Still, it does not qualify the assessment criteria on the right side. The pedestrian path on the left side is a good


pedestrian, but arrangements are still needed regarding the layout of the furniture on the pedestrian path. This is inversely proportional to the assessment results obtained on the right side of the pedestrian path, where the pedestrian path looks integrated with the building. In addition, it can also be seen that the pedestrian material is already in a damaged state, and there is no maintenance on the pedestrian path. The analysis results prove that the pedestrian lanes on the right side need to be improved.

This is the result of the analysis of the physical status of the pedestrian path in segment 3 in Table 5.

Table 5. Physical Condition of Pedestrian Paths in Segment 3

No	Photos of Physical Condition	Physical Condition Description	Assessment Criteria	Qualified / Not Qualified
1		LEFT Accessibility Pedestrians and those with physical disabilities cannot use pedestrian	Accessibility Pedestrians should be accessible to everyone, including those with physical disabilities	Accessibility Not Qualified
		Safety 1. There is no height difference between the pedestrian path and the road body	Safety 1. There is no height difference between the pedestrian path and the road body	Safety Not Qualified
		2. Pedestrian paths look unsafe 3. No ramps or markings on pedestrians	2. Pedestrian paths look unsafe 3. No ramps or markings on pedestrians	
		4. There is a shophouse that stands on the pedestrian path		
		Comfort 1. The width of the pedestrian varies,	Comfort 1. Pedestrian has a width of at least 1,5 m 2. Has shade vegetation	Comfort Not Qualified

No	Photos of Physical Condition	Physical Condition Description	Assessment Criteria	Qualified / Not Qualified
		<p>namely 1,15 m and 0,90 m</p> <p>2. The pedestrian does not have shade trees</p>		
		<p>Aesthetic</p> <p>1. The covering material (ceramics) is in a broken state.</p> <p>2. There is no unique character in the pedestrian</p>	<p>Aesthetic</p> <p>1. Pedestrian has a patterned covering material and has high absorption</p> <p>2. Has decorative vegetation that can improve aesthetics</p>	<p>Aesthetic</p> <p>Not Qualified</p>
		<p>Facilities</p> <p>1. Pedestrians are almost invisible because they blend into the building</p> <p>2. No ramps or markings on pedestrians</p> <p>3. A pedestrian looks unusable because the building blocks it</p>	<p>Facilities</p> <p>1. Pedestrians should be easy to reach</p> <p>2. Pedestrians should look unobstructed by anything</p>	<p>Facilities</p> <p>Not Qualified</p>
		<p>Interaction</p> <p>1. Pedestrians are used as a place to sell</p> <p>2. Pedestrian used as a parking lot</p>	<p>Interaction</p> <p>1. Pedestrians can attract possibilities for social interaction</p>	<p>Interaction</p> <p>Qualified</p>
2		<p><u>RIGHT</u></p> <p>Accessibility</p> <p>Pedestrians and those with physical</p>	<p>Accessibility</p> <p>Pedestrians should be accessible to everyone, including those with physical disabilities</p>	<p>Accessibility</p> <p>Not Qualified</p>


No	Photos of Physical Condition	Physical Condition Description	Assessment Criteria	Qualified / Not Qualified
		<p>disabilities cannot use pedestrian</p> <p>Safety</p> <ol style="list-style-type: none"> 1. There is no height difference between the pedestrian path and the road body 2. Pedestrian paths look unsafe 3. No ramps or markings on pedestrians 4. There is a shophouse that stands on the pedestrian path <p>Comfort</p> <ol style="list-style-type: none"> 1. The width of the pedestrian varies, namely 1.10 m and 0.90 m 2. The pedestrian does not have shade trees <p>Aesthetic</p> <ol style="list-style-type: none"> 1. The covering material (ceramics) is in a broken state. 2. There is no uniqueness in the pedestrian cover material 	<p>Safety</p> <ol style="list-style-type: none"> 1. Pedestrians must be separated from the body of the road 2. Pedestrians avoid acts of vandalism 3. Pedestrian has a ramp or marking 4. Pedestrians must be free from any obstructions <p>Comfort</p> <ol style="list-style-type: none"> 1. Pedestrian has a width of at least 1,5 m 2. Has shade vegetation <p>Aesthetic</p> <ol style="list-style-type: none"> 1. Pedestrian has a patterned covering material and has high absorption 2. Has decorative vegetation that can improve aesthetics 	<p></p> <p>Safety</p> <p>Not Qualified</p> <p>Comfort</p> <p>Not Qualified</p> <p>Aesthetic</p> <p>Not Qualified</p>

No	Photos of Physical Condition	Physical Condition Description	Assessment Criteria	Qualified / Not Qualified
		<p>Ease</p> <p>Pedestrians and those with physical disabilities cannot use the pedestrian</p>	<p>Ease</p> <p>1. Pedestrians should be easy to reach 2. Pedestrians should look unobstructed by anything</p>	<p>Ease</p> <p>Not Qualified</p>
		<p>Interaction</p> <p>1. Pedestrians are used as a place to sell 2. Pedestrian used as a parking lot</p>	<p>Interaction</p> <p>Pedestrians can attract possibilities for social interaction</p>	<p>Interaction</p> <p>Qualified</p>

Table 5 is the result of an assessment of the physical condition of the provisions of [8]. Based on it, it can be found that the pedestrian path in segment three does not qualify for the assessment criteria. Many pedestrian paths look damaged and are integrated with the shophouse building. However, when viewed in terms of interaction, the pedestrian path is used as a parking lot and a place to sell so that pedestrians can no longer pass through the pedestrian path. The pedestrian path in segment three needs improvement.

This is the result of the analysis of the physical status of the pedestrian path in segment 4 in Table 6.

Table 6. Physical Condition of Pedestrian Paths in Segment 4

No	Photos of Physical Condition	Physical Condition Description	Assessment Criteria	Qualified / Not Qualified
1		<p><u>LEFT</u></p> <p>Accessibility</p> <p>Pedestrians and those with physical disabilities cannot use a pedestrian</p>	<p>Accessibility</p> <p>Pedestrians should be accessible to everyone, including those with physical disabilities</p>	<p>Accessibility</p> <p>Not Qualified</p>
		<p>Safety</p> <ol style="list-style-type: none"> 1. There is no height difference between the pedestrian path and the road body 2. Pedestrian paths look unsafe 3. No ramps or markings on pedestrians 4. There are shophouses/stalls/stalls that stand on the pedestrian path 	<p>Safety</p> <ol style="list-style-type: none"> 1. Pedestrians must be separated from the body of the road 2. Pedestrians avoid acts of vandalism 3. Pedestrian has a ramp or marking 4. Pedestrians must be free from any obstructions 	<p>Safety</p> <p>Not Qualified</p>
		<p>Comfort</p> <ol style="list-style-type: none"> 1. Pedestrian width 0,80 m 2. The pedestrian does not have shade trees 	<p>Comfort</p> <ol style="list-style-type: none"> 1. Pedestrian has a width of at least 1,5 m 2. Has shade vegetation 	<p>Comfort</p> <p>Not Qualified</p>
		<p>Aesthetic</p> <ol style="list-style-type: none"> 1. The covering material (ceramics) is in a broken state. 	<p>Aesthetic</p> <ol style="list-style-type: none"> 1. Pedestrian has a patterned covering material and has high absorption 	<p>Aesthetic</p> <p>Not Qualified</p>

		2. There is no unique character in the pedestrian	2. Has decorative vegetation that can improve aesthetics	
		Ease 1. Pedestrians are almost invisible because they blend into the building 2. A pedestrian looks unusable because the building blocks it	Ease 1. Pedestrians should be easy to reach 2. Pedestrians should look unobstructed by anything	Ease Not Qualified
		Interaction 1. Pedestrians are used as a place to sell 2. Pedestrian used as a parking lot	Interaction Pedestrians can attract possibilities for social interaction	Interaction Qualified

Table 6 is the result of an assessment of the physical condition of the provisions of [8]. Based on it, it can be found that the pedestrian path in segment four does not qualify for the assessment criteria. Many pedestrian paths are already in a state of disrepair and endanger the safety of users, such as many sewer openings. This analysis proves that the revitalization of pedestrian paths in segment 4 needs improvement.

The following is a table of the conclusions of the assessment of pedestrians in the Sudirman Street corridor in Table 7.

Table 7. Conclusion of the Assessment Results of Pedestrian Paths

Segment	Criterion					
	Accessibility	Safety	Comfort	Aesthetic	Ease	Interaction
Segment 1: Rutan Class II Tanjung Pura – Azizi Mosque						
Left	x	x	✓	x	x	✓
Right	x	x	x	x	x	✓
Segment 2: Azizi Mosque – Tomb of Amir Hamzah						

Segment	Criterion					
	Accessibility	Safety	Comfort	Aesthetic	Ease	Interaction
Left	✓	✓	✓	✓	✓	✓
Right	x	x	x	x	x	x
Segment 3: Tomb of Amir Hamzah – Monument Interchange						
Left	x	x	x	x	x	✓
Right	x	x	x	x	x	✓
Segment 4: Monument Interchange– Bridge Interchange						
Left	x	x	x	x	x	✓

Table 7 shows that the results of the overall assessment of the pedestrian segment in the Sudirman Street corridor are not qualified, so it requires improvement. The existing conditions on the pedestrian corridor of Sudirman Street met the provisions of the [14]. The condition of the pedestrian lanes does not prioritize pedestrians' safety, security, and comfort. Judging from the theoretical study of safety aspects in pedestrian lanes in cultural heritage areas, pedestrian safety and security are the main elements in pedestrian lanes, which have been regulated in [4]. However, the provisions of the regulation do not seem to be able to be created in the corridor of Sudirman Street.

The results obtained regarding the physical condition of the pedestrian show that the pedestrian path in the corridor of Sudirman Street should be revitalized, considering that the passage has a historical track record and is included in the cultural heritage area. To display the Sudirman Street corridor is one of the cultural heritage areas, and an arrangement of the site is needed, which can be started with the revitalization of pedestrian paths. This step is in line with what [15] [12] [13] suggests that revitalization is a way to preserve the face of the old city. Based on the interviews with several related agencies, it is generally obtained that the pedestrian path in the corridor of Sudirman Street needs to be revitalized. In addition, in conducting efforts to revitalize a cultural heritage area, researchers [10] reveal that cities are like organisms that will always grow and develop following the times and their dynamics so that they have synergy in the concept of a cultural landscape that can display the value of places and culture in the development of the physical form of the area and the structure of the city. However, there are obstacles such as the lack of understanding of the community about the function of the path so that persuasive actions or socialization are needed towards the community because it is found that in the field, the local community does not know the function of the pedestrian path, so they tend to make buildings on the pedestrian path.

4. CONCLUSION

From the results of the discussion, it can be seen that the existing condition of the pedestrian path in the old city area of Tanjung Pura (Sudirman Street corridor) Langkat Regency is based on [8] suffered a lot of damage, so it could not accommodate and carry out its function as a container/infrastructure for pedestrians. Overall, the physical condition of the pedestrian lane does not qualify the requirements following the provisions. However, segment two on the left side has been revitalized, and it turns out that road furniture arrangements are still needed because they still block the pedestrian lane so that the pedestrian lane is following the results obtained from research conducted by [16] regarding the layout of street furniture that is convenient for pedestrians. In addition, judging from the theoretical study of safety aspects in pedestrian paths in cultural heritage areas, pedestrian safety and security are the main elements in pedestrian lanes, which have been regulated in [4]. However, the provisions of the regulation do not seem to be able to be created in the corridor of Sudirman Street, so the pedestrian safety aspect does not seem to get priority.

Based on the results of these discussions, it is necessary to revitalize pedestrian paths in the old city area of Tanjung Pura (Sudirman Street corridor) of Langkat Regency by giving birth to a concept of revitalizing pedestrian lanes aimed at increasing the number of tourist arrivals in visiting cultural heritage sites in the city of Tanjung Pura, namely the Azizi Mosque, the Tomb of national hero Amir Hamzah and the Tanjung Pura Old Town area, Langkat Regency. In addition, persuasive socialization is needed for the enforcement of regional regulations to the people of Tanjung Pura city, especially people who live or open businesses along the corridor of Jalan Sudirman Tanjung Pura City, to comply with regional regulations both in obeying building boundaries or not selling / trying, as well as parking on the road body along the corridor of Sudirman Street, Tanjung Pura city, Langkat Regency.

REFERENCES

- [1] L. & K. H. E. Salsabila, "Perspektif Apresiatif dan Rekreatif pada Kawasan Cagar Budaya, Kasus Studi: Kawasan Braga di Bandung," *J. RUAS*, vol. 17, no. 1, pp. 1–11, 2019.
- [2] I. J. Sudaryanti, E. Suriah, and Rosita, "Analisis Faktor-Faktor Yang Mempengaruhi Motivasi Wisatawan Dalam Melakukan Wisata Heritage Di Kawasan Braga Kota Bandung," *Manaj. Resort dan Leis.*, vol. 12, no. 1, 2015.
- [3] Nieamah F. Kartika, "Persepsi Wisatawan Mancanegara Terhadap Fasilitas Dan Pelayanan Di Candi Prambanan," *J. Nas. Pariwisata*, vol. 6, no. 1, pp. 39–45, 2014.
- [4] Presiden Republik Indonesia, "Undang-Undang Republik Indonesia No. 22 Tahun 2009 Tentang Lalu Lintas dan Angkutan Jalan," *Sekretariat Negara Republik Indonesia*. 2009. [Online]. Available: <http://dx.doi.org/10.1016/j.jsames.2011.03.003><https://doi.org/10.1016/j.gr.2017.08.001><http://dx.doi.org/10.1016/j.precamres.2014.12.018><http://dx.doi.org/10.1016/j.precamres.2011.08.005><http://dx.doi.org/10.1080/00206814.2014.902757><http://dx.doi.org/10.1080/00206814.2014.902757>

- [5] D. Rukmana, "Kebutuhan Terhadap Pedoman Pejalan Kaki," *Kementeri. Pekerj. Umum Direktorat Jenderal Penataan Ruang*, pp. 1–26, 2013.
- [6] Kementerian Pekerjaan Umum dan Perumahan Rakyat, "SNI 03-2443-1991 Tentang Spesifikasi Trotoar." Kementerian Pekerjaan Umum dan Perumahan Rakyat, 2021.
- [7] H. Shirvani, *Urban Design Process*. 1985.
- [8] Kementerian Pekerjaan Umum, "Peraturan Menteri Pekerjaan Umum No. 03/PRT/M/2014 Tentang Pedoman Perencanaan, Penyediaan, dan Pemanfaatan Prasarana dan Sarana Jaringan Pejalan Kaki di Kawasan Perkotaan," *Menteri Pekerjaan Umum Republik Indonesia*. 2014. [Online]. Available: http://pug-pupr.pu.go.id/_uploads/Produk_Pengaturan/Permen PUPR No 03-2014.pdf
- [9] A. Nugraha, A. Farkhan, and K. N. H., "Revitalisasi Kawasan Braga Dengan Konsep Pedestrian Mall Sebagai Wujud Kawasan Pusaka Kota Bandung," *Arsitektura*, vol. 13, no. 2, 2017, doi: 10.20961/arst.v13i2.15626.
- [10] W. Utami, "Kota Magelang Dalam Penataan Saujana Pusaka," *Archit. Res. Technol.*, vol. 6, pp. 105–118, 2022.
- [11] M. Faisal and M. S. Adhitama, "Aktivitas Jalur Pedestrian pada Koridor Jalan Ijen , Malang," *J. Mhs. Jur. Arsit.*, vol. 6, no. 3, 2018.
- [12] W. Utami, S. W. Ginting, and F. Eddy, "Kajian Stimulus Collective Memory Terhadap Bangunan-Bangunan Kolonial Studi Kasus: Bangunan-Bangunan Kolonial di Sekitar Lapangan Merdeka Medan," *e-USU Repos.*, pp. 1–20, 2004.
- [13] R. B. Keliat, W. Utami, and I. F. Pane, "Design On Urban Cultural Landscape Heritage Conservation," *Int. J. Educ. Soc. Sci. Res.*, vol. 5, no. 1, pp. 165–177, 2022.
- [14] Pedoman Penetapan Fungsi Jalan Dan Status Jalan, "Peraturan Menteri Pekerjaan Umum Nomor : 03/PRT/M/2012," 2012.
- [15] L. L. Hakim, "Identifikasi Pola Persebaran Perumahan dan Perubahan Guna Lahan Di Kota Bandung (Studi Kasus: Kecamatan Rancasari)," Universitas Komputer Indonesia, 2019.
- [16] M. N. Saifuddin and Q. Qomarun, "Pengaruh Kondisi Jalur Pedestrian dan Street Furniture Di Jalan Malioboro Terhadap Kenyamanan Ruang Publik," *Sinektika J. Arsit.*, vol. 16, no. 1, pp. 6–11, 2020, doi: 10.23917/sinektika.v16i1.10466.