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“Sustaining the
Resilient, Beautiful and Safe Cities
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“ **Sustaining the Resilient, Beautiful and Safe
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LIVEABLE STREET DESIGN GUIDELINE FOR YOUTH COMMUNITY PLACE IN SUDIMORO CAFÉ CORRIDOR, MALANG CITY

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Abstract

A drastic land use transformation in Malang City happens at Ikan Tombro Street, which has developed into the Sudimoro Cafe Corridor because of its prospective location. However, this youth-bustling built-up area cannot provide appropriate facilities for its visitors. Consequently, several problems appear gradually each year, such as floods. Furthermore, the lack of parking areas causes heavy traffic, making this area unsafe for pedestrians. Together with government policy for developing the corridor, a liveable street approach can be a strategy to provide decent infrastructure and solve different problems at once in this area. The proposed paper describes research to create design guidelines for Sudimoro Cafe Corridor with the liveable street concept to promote the youth community place in Malang City. First, an online questionnaire among Malang City residents was distributed to evaluate the importance and performance of liveable street attributes. The researchers also interviewed relevant stakeholders to assess liveable street components further. Finally, a descriptive qualitative analysis with triangulation approach was conducted by combining the result from the previous analysis, relevant liveable street literature, and local regulations to produce the desired output. The findings of this study resulted in a liveable street design guideline highlighting safety, convenience, circulation and parking, open space, pedestrians, activities, and uniqueness that will interest local decision-makers involved in the planning industry. Besides that, this research also contributes to a deeper understanding of the factors influencing liveability in urbanized areas from the youth perspective. This understanding will be of particular interest to decision-makers as it will help them create urban spaces that are more welcoming and inclusive.

Keywords: *Café, Community Place, Design Guideline, Liveable Street, Youth*

INTRODUCTION

Several years ago, Ikan Tombro Street was constructed to become an alternative road between the Northern City of Malang and Batu City. As a result, it becomes one of the potential locations for developing retail in Malang City is Sudimoro Corridor or Ikan Tombro Street surroundings because accessibility is a determining factor in choosing retail locations (Setyawardana, 2009). However, the land use around this street has turned drastically from agricultural activity to Cafe District from 2017 to 2019.

The primary point of determining cafes' sites is to make them closer to their potential consumers (Khoirul et al., 2019). Based on the research by Azzahra et al. (2021), urban cafe tends to be visited by the youth, such as students working on their assignments or just chatting with their friends. Another interesting point of the cafe is that it has become a gathering site for several communities, such as art lovers, book readers, and gamers (Dimiyati, 2009). Sudimoro

Corridor has developed into a Cafe district because this area is close to the higher education centre. Moreover, Sudimoro Cafe Corridor has become a youth association place for meetings with their campus club or organisation.

Although this site is bustling, several problems arise gradually every year because it cannot provide decent infrastructure for visitors. First, according to the local barista, the road usually has traffic jams at night. This situation can be explained by its narrow path and the high number of cafe visitors at night. Furthermore, respondents also said congestion often happens because a parking car in the edgeway wants to go out. The next issue is that this road is an accident-prone area in Malang City (Pratama, 2020). Moreover, puddle appears during the rainy season because of drainage limitation, which becomes trouble for road users.

Livable street is a concept that an ideal street must be safe, healthy, green, have a pleasant atmosphere, and become an environment that associates with the community (Appleyard, 1980). Marshall & Mc. Andrews in Yu (2017) said that a livable street should be implemented on Arterial road, which connects to local roads. As a result, this will increase the liveability level in society overall.

Paris is a success story in implementing livable streets. They accomplished a car usage decrease of 13%, a bicycle increases of 40%, and a transit use increase of 6% (NYC Street, 2005). Singapore is also popular with its livable street realization. Singapore prioritizes pedestrians and creates integration with an efficient public transportation system. Moreover, retailers became supporters of pedestrianization, favouring vibrancy and increased retail activity (Yassin, 2019).

As written in Malang City Regulation (*Peraturan Daerah Kota Malang No. 5 Tahun 2015 Tentang Rencana Detail Tata Ruang dan Peraturan Zonasi Bagian Wilayah Perkotaan Malang Utara Tahun 2015-2035*), there is a plan for developing the road in this corridor into a Secondary Arterial Road and become part of a ring road. The local government plans to widen the road to 30 metres along this corridor.

Based on the definition and success story of the livable streets from other countries, the livable street approach can be implemented in Sudimoro Cafe Corridor to solve several issues above and create a pleasant community space. Furthermore, this concept can be implemented with a local government program to widen this road and provide appropriate facilities for its users.

This research aims to produce livable street design guidelines in Sudimoro Cafe Corridor for the youth community space in Malang City. This research includes four objectives (1) importance identification of livable street components; (2) performance evaluation of livable street components; (3) discovering road users' perspectives about the Sudimoro cafe corridor's existing condition and their hopes for the future; and (4) formulating livable street design guideline. The results will benefit Malang City Government in creating a building and environmental plan in that area.

LITERATURE REVIEW

Urban Design and Street Theories

The purpose of urban design is to design and build city development physically and socially as well as give pleasure to its citizen (Moughtin et al., 1999). Based on Shirvani (1985), there are eight urban design elements, namely (1) land use; (2) building and mass building; (3) parking and circulation; (4) open space; (5) pedestrian ways; (6) activity support; (7) signage; and (8) preservation.

A corridor is a linear landscape element that connects two or more patches of natural habitat and functions to facilitate movement (Dobson, 2006). The National Association of City Transportation Officials (NACTO) (2013) considers streets as the lifeblood of communities and the foundation of urban economies. According to NACTO, designing streets must consider

several elements that are (1) lane width); (2) sidewalk; (3) curb extension; (4) vertical speed control elements); (5) transit streets; and (6) stormwater management.

Liveable Street

A liveable street is considered an ideal street by Appleyard (1980). This concept was born because streets have become more dangerous, unlivable, and noisy. In addition, the street is part of urban life, with most people living on them. A livable street is a concept that the ideal street must be safe, healthy, green, and have a pleasant atmosphere, and must become an environmental area that involves the community (Appleyard, 1980).

Appleyard (1980) highlights there are seven rights of street dwellers, which are (1) the street as a sanctuary; (2) the street as a livable, healthy environment; (3) the street as a community; (4) the street as neighbourly territory; (5) the street as a place for play and learning; (6) the street as a green and pleasant land; and (7) the street as a unique historical place.

Burton in Krisetya (2018) has set six principles to design livable streets: solidarity, legibility, uniqueness, accessibility, comfort, convenience, and safety. Meanwhile, Lindsay in Faqihuddin (2016) thought of several indicators determining livable street triumph: street life, social interaction, and public health.

Café as Community Place

A café is a place like a restaurant that sells coffee as its signature and other complementary menus (Badan Ekonomi Kreatif, 2018). The existence of cafés itself started in the renaissance century in Europe. Then, café space was considered a bourgeois rendezvous for discussing certain things such as art, literature, culture, politics, economy, or social issues (Habermas in Graiouid, 2007).

Cafés are the heart of urban myths. They are celebrated as physical places and intangible sacred halls where works of art have been produced, revolution plotted, lives made, and hearts are broken (Grafe & Bollerey, 2007). Dimiyati (2009) also said that cafés would be full of youth at night, especially on Saturday nights, because it is an ideal time to hang out with friends and talk until midnight.

Youth

Youth is usually understood as a period of transition from the dependence of childhood to adulthood. Youth is a person aged between 15 and 25 (*United Nations, 2013*). According to *Indonesian Law (Undang-Undang No. 40 Tahun 2009 Tentang Kepemudaan)*, a youth is a citizen reaching essential growth and development period aged 16 to 30.

Blanchet-Cohen et al (2020) assert that young people are competent social actors, living a complex relationship with their urban environment. To create cities that are more welcoming to young people, it is important to better understand their needs and goals (Blanchet-Cohen et al, 2020). van Riel & Salama (2019) explained that youth are suppressed inside because they were aware of their position as the powerless party in social life. As a result, they prefer hanging out in public places in the evening because they can sense more power and have “control the street” feeling. Together with their friends, public places make them they feel safe and more appreciated because they share same values (van Riel & Salama, 2019).

Youth liveability can be encouraged by implementing liveable street which will stimulate youth to engage with others within the street (especially with their community). Liveable street as public place ultimately makes the street safe for everyone, including youth (Appleyard, 1980).

METHODOLOGY

This research used a rationalistic approach which was analysed using a mix-methods approach (qualitative and quantitative). There are seven indicators and 17 variables developed for this research. These indicators include (1) Safety (vehicle speed, number & type of signage, curb extension, and drainage); (2) Convenience (number & type of street furniture and number & type of vegetation); (3) Parking and circulation (transportation modes variety and parking); (4) Open space (number & type of open space and quality of open space); (5) Pedestrian way (number of pedestrians, pedestrian diversity, and quality of pedestrian way); (6) Activity (activities diversity and social contacts); and (7) Uniqueness (building facade and place identity element).

Since this research aims to create design guidelines for the youth community place, this study limited the data collection only to youth. The data collection was carried out by distributing questionnaires among youth citizens, conducting interviews with relevant stakeholders, making official requests for specific data to the government bureau, and conducting field observation. The questionnaire consisted of 2 sections. The first section collected data to measure the importance and performance of each liveable street variable, meanwhile another section asked about the relevant terms that describe the corridor. Stratified purposive sampling was chosen to obtain relevant data with a 10% error tolerance. The questionnaire must be distributed to a minimum of 100 Malang Citizens between the ages of 15 and 29. In addition, they must have visited or passed through the Sudimoro Caffè Corridor in the last two years.

On the other hand, the interview was conducted with purposive sampling. It was asking the same questions in the questionnaire, yet with detailed explanations. The interview was organised with staff from the spatial planning department of the local government, an urban design lecturer from Brawijaya University, a cafe owner in Sudimoro, and a campus organisation representative.

Data collected were analysed using the Importance and Performance Analysis (IPA) by Statistical Package for the Social Sciences (SPSS). The result of IPA has divided the variables into four categories, which are (1) keep up the good work, (2) concentrate here, (3) low priority, and (4) possible overkill. Next, the interview transcripts were processed and coded manually using Content Analysis (CA). In the final step, a descriptive qualitative analysis with triangulation approach was assisted by combining the result from IPA & CA, existing regulatory framework, and scholarly literature on the liveable streets to formulate the design guideline for the Sudimoro Corridor.

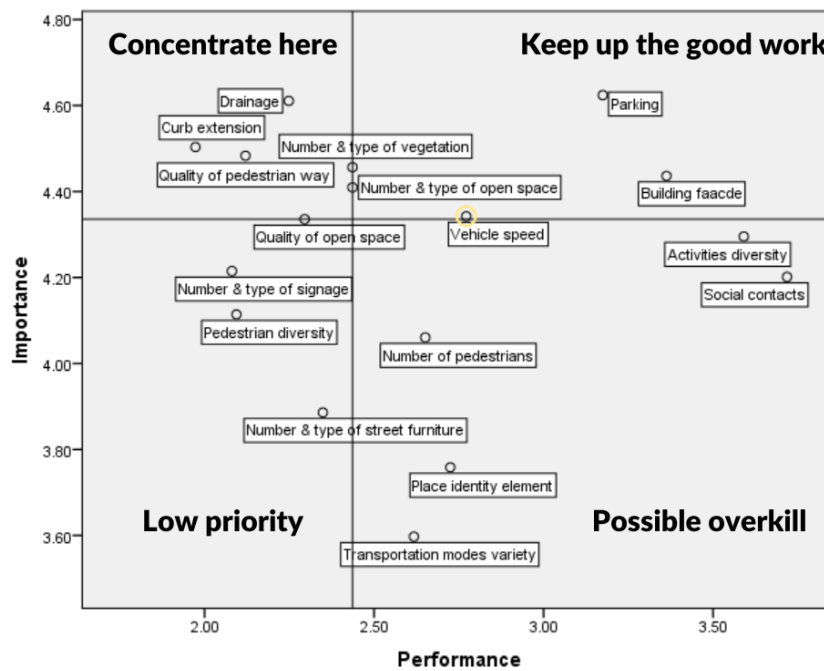
RESULTS

Importance Identification and Performance Evaluation of Liveable Street Components

The identification process commenced with compiling the respondent answers from questionnaires. At this point, 190 respondent answers have been collected, which consisted of 149 people who passed the criteria; meanwhile, the other 41 people did not. Just over 40% of respondents are 20-24 years old. Meanwhile, approximately 30% are 15-19 or 25-29.

IPA Analysis of the responses using SPSS generated a scatter plot diagram, grouping the research variables into four categories (Figure 1).

Figure 1
IPA Scatter Plot Diagram of Liveable Street Components



(Source: Authors)

Analysis shows that research participants believed that the current vehicle speed, parking space availability, and building façades must be maintained (1st quadrant - Keep Up The Good Work). Furthermore, results indicate that efforts to improve the corridor design should focus on drainage, curb extension, quality of pedestrian way, number and type of open space, quality of open space, and vegetation variety (2nd quadrant - Concentrate Here). Signage variety, street furniture availability and variety, and pedestrian diversity are variables that occupy the Low Priority quadrant. Finally, mode of transport variety, number of pedestrians, diversity of activities, social contact, and place identity occupy the Possible Overkill quadrant.

The interview transcripts were then reviewed and coded manually using the CA approach to reveal Sudimoro’s existing condition. The CA process calculated how often the research participants mentioned the research variables or their synonyms and determined whether they were positively (+) or negatively (-) oriented. Table 1 shows the CA results.

Table 1
CA Result

No.	Variable	Frequency	Orientation	
			Importance	Existing
1.	Vehicle speed	10	+	-
2.	Number & type of signage	7	+	-
3.	Curb extension	4	-	-
4.	Drainage	12	+	-
5.	Number & type of street furniture	8	.	.
6.	Number & type of vegetation	11	+	-
7.	Transportation modes variety	7	+	.

8.	Parking	24	+	.
9.	Number & type of open space	12	+	-
10.	Quality of open space	8	+	-
11.	Number of pedestrians	8	+	-
12.	Pedestrian diversity	10	+	-
13.	Quality of pedestrian way	9	+	-
14.	Activities diversity	13	+	.
15.	Social contacts	9	+	.
16.	Building facade	14	+	-
17.	Place identity element	10	+	-

(Source: Authors)

It can be seen from the data in Table 1 that respondents often mentioned parking (24), building façade (14), and the diversity of activities (13) during the interviews. However, it is also apparent from this table that features such as signage (7), curb extension (4), and mode of transport (7) are the least mentioned by the respondents.

The combined results of the IPA and CA analyses further described the importance of each research variable, their current condition, and whether they are essential to the corridor. The combined results are displayed in Table 2 below.

Table 2

CA and IPA Result on Grouping the Variables

No	Indicator	Variable	IPA Category	CA Category
1.		Vehicle speed	Keep up the good work	Essential and in bad condition
2.	Safety	Number & type of signage	Low priority	Essential and in bad condition
3.		Curb extension	Concentrate here	Not essential
4.		Drainage	Concentrate here	Essential and in bad condition
5.		Number & type of street furniture	Low priority	Adequate
6.	Convenience	Number & type of vegetation	Concentrate here	Essential and in bad condition
7.	Parking and circulation	Transportation modes variety	Possible overkill	Essential and adequate
8.		Parking	Keep up the good work	Essential and adequate
9.	Open space	Number & type of open space	Concentrate here	Essential and in bad condition
10.		Quality of open space	Concentrate here	Essential and in bad condition
11.	Pedestrian way	Number of pedestrians	Possible overkill	Essential and in bad condition
12.		Pedestrian diversity	Low priority	Essential and in bad condition
13.		Quality of pedestrian way	Concentrate here	Essential and in bad condition
14.	Activity	Activities diversity	Possible overkill	Essential and adequate

No	Indicator	Variable	IPA Category	CA Category
15.		Social contacts	Possible overkill	Essential and adequate
16.	Uniqueness	Building facade	Keep up the good work	Essential and in bad condition
17.		Place identity element	Possible overkill	Essential and in bad condition

(Source: Authors)

Several variables were considered essential and are currently in bad condition. Some are essential and are currently adequate. Interestingly, the respondents indicate that the corridor has adequate street furniture. Only curb extension is considered non-essential.

Uncovering Road Users' Perspectives About Sudimoro Cafe Corridor's Existing Condition and Hopes for The Future

Aside from grading importance and performance, the questionnaire also asked two additional questions. The first question asked about five words or terms that describe the current street, whereas the other asked about five terms that express their hope for the future of the street. There are more than 50 words or terms from respondents about the current condition or expectation in the future. Here are the top ten words about Sudimoro Cafe Corridor.

Table 3

Top 10 Terms that Describe Sudimoro Café Corridor

No.	Terms for Existing Condition	Frequency	Terms for Expectation	Frequency
1.	Traffic jam	50	Neat	31
2.	Narrow	48	Broad	28
3.	Crowded	45	Cozy	28
4.	Flood	16	Safe	25
5.	Messy	14	Spacious	25
6.	Compact	12	Not have traffic-jam	23
7.	Disorganized	10	Clean	20
8.	Dirty	10	Arranged well	20
9.	Arid	10	Nice	16
10.	Not pedestrian-friendly	8	Pedestrian friendly	15

The respondents overall demonstrated negative views toward Sudimoro's existing condition, associating it with traffic jams (50), the corridor being narrow (48), and crowded (45). On the other hand, respondents expect Sudimoro to be neater (31), broader (28), cosier (28), and safer (25). The expectations collected here contribute to the formulation of the design guidelines.

Formulate Liveable Street Design Guideline

The design guidelines were formulated by descriptive qualitative analysis with triangulation approach using synthesizing IPA and CA results, existing standards and regulations, road users' perspectives, and an extensive literature review. Guidelines for seven livable street attributes: 1) safety; 2) convenience; 3) parking and circulation; 4) open space; 5) pedestrian ways; 6) Activities; and 7) uniqueness.

To ensure maximum pedestrian safety, a recommendation for limiting motorised vehicle speed to 30 kph along the corridor. Additional signage is also recommended to enhance pedestrian safety. They should include the posted speed limit sign, pedestrian area sign, in-street pedestrian crossing signs, stoplight, direction to the parking location, no on-street parking sign, marked crosswalk, and intersection control. Curb height should also be adjusted according to existing standards. Finally, an integrated, closed drain system is needed to prevent flooding.

Existing street furniture should be improved to enhance users' convenience. Trees and vegetation along the corridor should not block the building façade and obscure the signage. The street median strip should house grass, shrubs, and medium-sized trees with crown diameters over ten metres to provide adequate shade, reduce noise, and absorb vehicle emissions. Meanwhile, the green strip along the pedestrian ways should be planted with grass, shrubs, and small trees. The researchers also recommend planting native vegetation and keeping the tree variant to a maximum of three types.

The corridor width should be at least 17 metres to improve parking and circulation along the corridor. Official plans for the corridor do not mention bicycle lanes. Therefore, the researcher did not set out details for bicycle lane provision. Currently, no public transport options are serving the corridor. However, public transport services are available at one of the intersections at the end of the corridor. The researchers recommend that off-street parking should be provided for motor vehicles. Ideally, the parking options are situated near the crosswalks. Communal motor vehicle parking should have proper marking, adequate lighting, and good management.

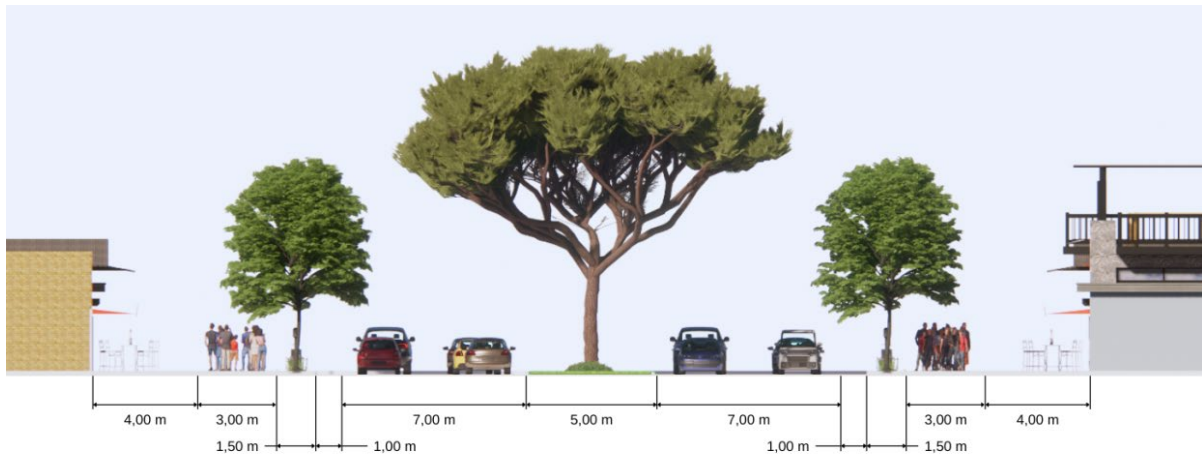
A public park is situated adjacent to the corridor. The park serves local communities with shared facilities such as a children's playground, sports facilities, restrooms, and a gazebo. Along the corridor, the median strip should be at least four metres wide. An additional green strip situated between the sidewalk and the road is recommended. Finally, the researchers suggest that street furniture be made portable to ensure flexibility, pedestrian safety, and comfort.

Sidewalks should be provided on both sides of the corridor, each at least three metres wide. Pelican crossing should be provided along the corridor in strategic locations. The researchers recommend that pedestrian ways be connected to each other and to facilities or activities along the corridor to form an integrated network. Paving along the sidewalks should be made of coloured, high-resistance materials. Tactical features should also be provided to accommodate persons with disabilities.

Another suggestion is developing mixed-use activities along the corridor to increase the corridor's vitality. Some activities to consider are boutiques, cafes, and bookstores. Other activities are still allowed, provided they are commercial in nature and cater to the demands of the youth, such as convenience stores, speciality stores, gyms, art galleries, and photo studios.

Finally, the researchers suggest that land use intensity along the corridor be heavily regulated to enhance the corridor's identity and uniqueness. Building facades should complement one another for the sake of harmony. Outdoor dining areas can be introduced to make the cafes along the corridor feel more welcoming than before. Large openings on café facades are also encouraged to increase visual continuity between the indoor and outdoor spaces. A small portion of the corridor can also be dedicated to creating a landmark to attract visitors. Particular vegetation can also be planted to produce an iconic and pleasant impression.

Figure 2
Livable Street Road Geometry Illustration on Sudimoro Café Corridor



(Source: Authors)

Figure 3
Livable Street Illustration on Sudimoro Café Corridor



(Source: Authors)

DISCUSSION

The Sudimoro Corridor is characterised by cafes and other activities that attract the youth. Despite eliciting a generally negative attitude from the research participants, Sudimoro Cafe Corridor has become a youth community place. As written in the previous investigation about the liveable street, building function is the main factor influencing activity diversity. It makes the street bustling.

During the liveable street elements investigation, several components have opposite evaluations, respectively. Youth desire curb extension to increase their safety. By contrast, stakeholders consider curb extension insignificant because it will need more space. Youth also do not pay much attention to building facades and placemaking. Meanwhile, stakeholders believe enriching the sense of place is essential for Sudimoro. While their opinions contrast,

both are in the same boat when talking about convenience variables, parking & circulation elements, open space, pedestrian way quality, and activity.

The liveable street guideline can be input for developing the corridor to have linear public space. Public place in Corridor Cafe Sudimoro will be beneficial to youth because it can excite them to socialize with others and make them feel safer. They will have more space to express themselves and feel appreciated.

CONCLUSION

This paper sets out design guidelines with a liveable street approach for Sudimoro Cafe Corridor that will be suitable as a youth community place. The research result showed that several components, such as drainage, vegetation, open space, and pedestrian way, need more attention. The design guideline focuses on increasing user safety, escalating convenience (especially for pedestrians), providing decent facilities, creating an attractive corridor for youth, and establishing uniqueness by placemaking elements. Further investigation is needed to determine the parking area location and choose suitable vegetation that suits Sudimoro's character. Youth are capable social agents with a complex relationship to their urban surroundings. It is important to understand their needs and goals to create urban spaces that are more welcoming to the youth.

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Tarikh : 20 Januari 2023

Prof. Madya Dr. Nur Hisham Ibrahim
Rektor
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Cawangan Perak



Tuan,

**PERMOHONAN KELULUSAN MEMUAT NAIK PENERBITAN UiTM CAWANGAN PERAK
MELALUI REPOSITORI INSTITUSI UiTM (IR)**

Perkara di atas adalah dirujuk.

2. Adalah dimaklumkan bahawa pihak kami ingin memohon kelulusan tuan untuk mengimbas (*digitize*) dan memuat naik semua jenis penerbitan di bawah UiTM Cawangan Perak melalui Repositori Institusi UiTM, PTAR.

3. Tujuan permohonan ini adalah bagi membolehkan akses yang lebih meluas oleh pengguna perpustakaan terhadap semua maklumat yang terkandung di dalam penerbitan melalui laman Web PTAR UiTM Cawangan Perak.

Kelulusan daripada pihak tuan dalam perkara ini amat dihargai.

Sekian, terima kasih.

“BERKHIDMAT UNTUK NEGARA”

Saya yang menjalankan amanah,

SITI BASRIYAH SHAIK BAHARUDIN
Timbalan Ketua Pustakawan

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Setuju.

27.1.2023

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