REKAYASA JALUR TRANSPORTASI YANG TERINTEGRASI PADA WISATA BUDAYA KERATON DI KOTA CIREBON

INTEGRATED TRANSPORTATION ROUTE ENGINEERING ON THE PALACE CULTURAL TOURISM IN CIREBON CITY

Muhammad Taufiqurrohman [(1)], **Wahyu Dewanto** [(1)], **Merry Mardianti** [(1)], **Bram Hariwibowo** [(1)]

email: 572222002@univpancasila.ac.id

[(1)] Program Studi Magister Rekayasa Infrastruktur dan Lingkungan, Universitas Pancasila

Abstract:
Cirebon City has great potential in the tourism sector. The existence of the palaces is the main destination called heritage tourism. Seeing the great potential of tourism, of course, it must be supported by ease of accessibility, transportation, and infrastructure. Accessibility in the palace tourism area is not yet efficient because transportation has not been integrated with each other. This research was conducted using a qualitative method with direct observation in the palace tourism area and indirect observation. To maximize the potential of palace tourism, it is necessary to integrate between palaces by taking into account the efficiency of time and comfort of tourists. The result from this research is a new route engineering that is expected to improve accessibility, transportation, and infrastructure for Cirebon heritage tourism, especially in Kanoman Palace, Kasepuhan Palace, and Kacirebonan Palace.

Keywords*: transportation, route engineering, heritage tourism*

Abstrak:
Kota Cirebon menyimpan potensi besar dalam sektor pariwisata. Keberadaan keraton-keraton yang menjadi destinasi utama yang disebut dengan wisata heritage. Melihat potensi pariwisata yang besar, tentu saja harus didukung dengan kemudahan aksesibiltas, transportasi, dan infrastruktur. Aksesibilitas di daerah tempat wisata keraton belum efisien karena transportasi yang belum terintegrasi satu sama lain. Penelitian ini dilakukan dengan metode kualitatif dengan observasi langsung di daerah wisata keraton dan observasi tidak langsung. Untuk memaksimalkan potensi wisata keraton, perlu adanya integrasi antar keraton dengan memperhitungkan efisiensi waktu dan kenyamanan wisatawan. Hasil dari penlitian ini adalah rekayasa trayek rute baru yang diharapkan dapat meningkatkan aksesibilitas, transportasi, dan infrastruktur untuk wisata heritage Cirebon terutama di Keraton Kanoman, Keraton Kasepuhan, dan Keraton Kacirebonan.

Kata-kunci: transportasi, rekayasa jalur, wisata heritage

1. INTRODUCTION

Cirebon is a city that is closely related to spiritual activities [1] [2]. The activity has become an annual tradition followed by tourists who are interested in heritage tourism of Cirebon Palace [3]. Tourists who come to Cirebon come from surrounding areas and other regions in Indonesia, even from abroad. They come not only because of tradition, but also to get blessings for themselves and relatives [4].

Cirebon City, which is rich in history and culture, has various heritage sites that are tourist attractions, one of which is the palace [5]. Cirebon City has three palaces, including Kanoman Palace, Kasepuhan Palace, and Kacirebonan Palace [6] that shows in Figure 1. The palace not only exudes the beauty of traditional architecture but also holds many important historical and cultural values for the community [7]. These tourism resources are very potential to be developed to a wider scale both domestically and internationally [8].

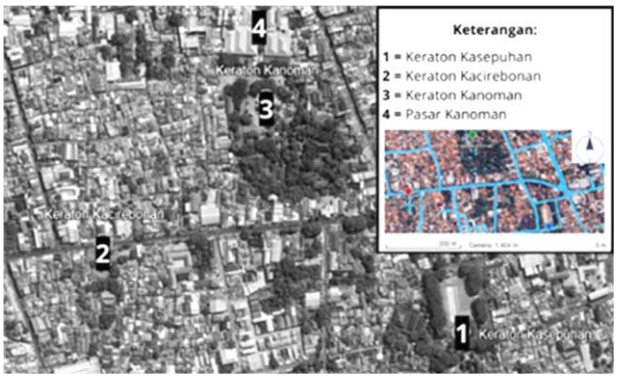

Figure 1. Location of Cirebon Palace

However, along with increasing tourist arrivals, the area faces significant challenges in terms of transportation. Congestion, lack of parking facilities, and limited access to public transportation are becoming increasingly urgent problems to overcome in order to maintain tourist attractiveness and visitor comfort [9].

2. LITERATURE REVIEW

Of course, tourism development must be supported by several aspects, namely physical aspects, aspects of attractiveness, aspects of accessibility, and socio-economic and cultural aspects. Seeing the conditions in the Kanoman Palace, Kasepuhan Palace, and Kacirebonan Palace areas, tourism development is needed with a focus on accessibility aspects to facilitate and obtain a wide range. This is in accordance with the serious attention of the government in Law No. 30 of 2021 states that transport is one of the means to accelerate the economy, open access to rural or remote areas, strengthen national unity, uphold state sovereignty, and affect all aspects of community life carried out through the implementation of Road Traffic and Transport [10]. Recognizing the role of transport, the implementation of Road Traffic and Transport must be organized in an integrated national transport system and be able to realize the provision of transport services that are balanced with the level of need, safe, effective, and efficient.

Tourism is everything related to tourism activities, including the exploitation of tourism objects and attractions as well as businesses related thereto. Tourism activities intend not to make a living, but to recreate both physical and psychological freshness to improve performance.

Based on this, the road network of tourist attractions is very important. According to Bovy and Lawson (1998) [11] that the road network has two important roles in tourism activities, namely as a means of access, transportation, and communication between visitors or tourists with recreational attractions or facilities, and to look around and find a place that requires planning in determining the scenery that can be seen during the trip. In essence, tourism development is carried out to increase the productivity of the surrounding community and the migrant community [12].

In this context, handling transportation is a very crucial aspect [12]. Not only to improve tourist comfort, but also to preserve the environment and aesthetics of the heritage area itself [13]. With the increasing pressure on transportation infrastructure, innovative solutions are needed that can accommodate the needs of tourists without compromising the historical and cultural values of these areas [14].

A careful and data-driven approach is essential to design an effective and sustainable transportation system [15]. The purpose of this research is to design transportation engineering that can improve accessibility and comfort for tourists in the Cirebon heritage area, especially in the Kanoman Palace, Kasepuhan Palace, and Kacirebonan Palace areas. Therefore, this is the basis for researchers to make a proposed route that integrates Kanoman Palace, Kasepuhan Palace, and Kacirebonan Palaces.

3. METHODOLOGY

The descriptive qualitative method is the method used in this research. This method uses direct and indirect field observations to record several points of view that will be analyzed by observing the research area. In addition, data collection was carried out by conducting interviews, conducting literature studies, and documentation. This research takes two months, on May 11, 2024 until July 14, 2024 with the limitation of the research area in the Cirebon heritage area of the XV century Cirebon sultanate era.

4. RESULTS AND DISCUSSION

4.1. Existing Conditions of Transportation in the Palace Area

Cirebon palace tourism areas have different operating hours. Kanoman Palace operates from 09.00 - 17.00. Kasepuhan Palace operates from 08.00 - 18.00. And Kacirebonan Palace operates from 08.00 - 17.00.

Based on the results of the field survey, there are six city transportation routes that are currently active and cross the existing Palace. Routes with code D2 only cross the Cirebon Palace, while routes with code D7, D8, GS, and GC (05) only cross the Kasepuhan Palace, while there is only one route with code D5 that crosses the Kacirebonan Palace and Kasepuhan Palace. Of the six existing city transportation routes, none cross the Kanoman Palace. This shows that there is still a lack of city transportation in potential tourist areas. Active city transportation routes are listed in Table 1.

Table 1. Existing City Transportation Routes that Pass Keraton

No	Route Code	Kanoman	Kasepuhan	Kacirebonan
1.	D2	-	-	Yes
2.	D5	-	Yes	Yes
3.	D7	-	Yes	-
4.	D8	-	Yes	-
5.	GS	-	Yes	-
6.	GC (O5)	-	Yes	-

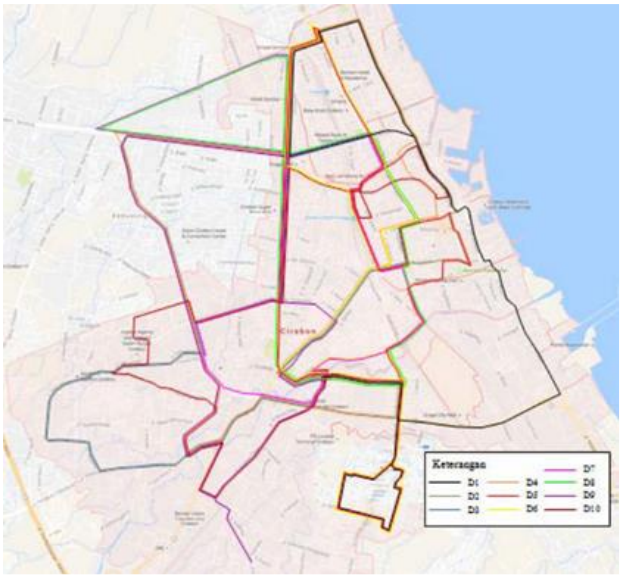

Figure 2. Illustration of Cirebon Public Transportation Service

Figure 2 shows the closest point of the city transit route to reach Keraton Kanoman is the intersection of Jalan Merdeka and Jalan Talang, 280 m away. Keraton Kanoman should have at least one route for city transportation, given the potential for a significant number of passengers to come from that location. In front of the Kanoman Palace, or more precisely at the entrance to the palace, is the Kanoman Market, which is always crowded. The market reaches peak crowds when there are religious rituals held within the Kanoman Palace area. The author found problems related to why the Kanoman market does not yet have a city transportation route. Kanoman market has several major problems including unorganized street vendors, limited parking area and no comfortable space for pedestrians. Merchants who fill the road body are a serious problem. Vendors place their stalls not only on the sidewalk, but up to the road, leaving only one lane for cars during peak crowds.

Figure 3. Condition of Kanoman Street

According to data from BP4D Cirebon City, the minimum road boundary line width is 7.5 m with a sidewalk width of 1.75 m [16]. This condition causes disruption for pedestrians and other road users. This phenomenon not only creates inconvenience for the community, but can also disrupt the smooth flow of traffic and pose a potential hazard to public safety as shown in Figure 3.

Figure 3 also shows another problem, which is irregular parking for both motorcycles and cars. This obstacle occurs due to the lack of adequate parking areas to accommodate many vehicles within a 300-meter radius. Therefore, visitors are eventually forced to park their vehicles on the Kanoman road.

Not only in the Kanoman market, the condition of the sidewalks that are damaged and used as a place to sell also occurs in various other roads around the study site. This makes the accessibility of the study site limited and less pedestrian-friendly.

Figure 4. Condition of Kanoman Street

A similar situation also exists in the area around the Kasepuhan Palace. Kasepuhan Palace Square has 4 entrance gates, namely the east, north, west and south gates. At the west gate, there is an accumulation of street vendors that causes closed access through the west gate. The street vendors around the Kasepuhan Palace must be followed up with a spatial reorganization for selling. With a neater and more organized spatial arrangement for selling, it will expand, facilitate, and support the effectiveness of accessibility to the Kasepuhan Palace.

The east and south gate areas of the Kasepuhan Palace square are often used as parking lots for vehicles ranging from tour buses, cars, and motorized vehicles. The area is wider than the area around the other squares. The east and south gate areas can be arranged and rearranged to support the ease of transportation between tourist attractions.

Based on related conditions, the addition of public transportation is necessary for transportation between tourist attractions to be integrated. According to the public transportation route in Table 1, only transportation with route code D5 passes through Kasepuhan Palace and Kacirebonan Palace. However, it should be seen that the route traveled by transportation with route code D5 takes quite a long

time. The effectiveness of accessibility between palaces, especially the Kasepuhan Palace - Kacirebonan Palace is not maximally fulfilled. This condition can be seen through Figure 5.

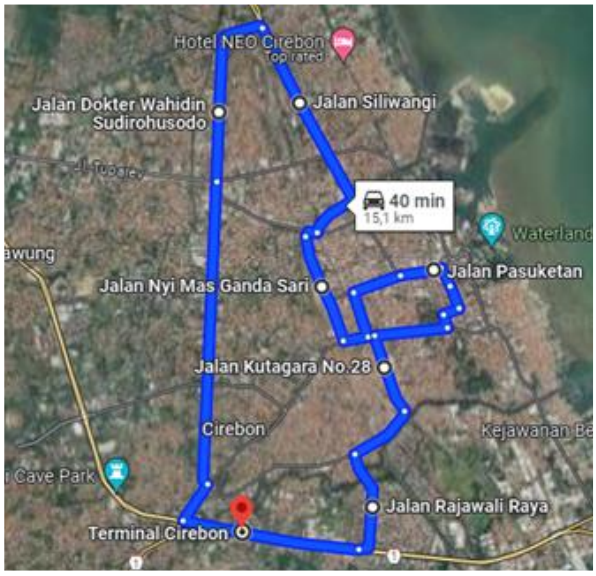

Figure 5. City Transportation Route with Route Code D5

Public transportation routes with route code D5 cover a distance of about 15 km and take about 40 minutes. This condition is less effective for tourists who will only travel from Kasepuhan Palace to Kacirebonan Palace. Traveling from Kasepuhan Palace to Kacirebonan Palace and vice versa only takes about 4 minutes. The time comparison is very far and makes it difficult for tourist transportation access.

Public transportation routes with route code D5 do cover further and more locations around Cirebon City. However, the author believes that this is a problem in tourism development in the aspect of accessibility of tourist attractions. In fact, the roads that pass around Kasepuhan Palace and Kacirebonan Palace are quite wide and adequate for tourist transportation arrangements.

Table 1 also states that public transportation passing through Kacirebonan Palace is only 2 route codes, namely D2 and D5. Certainly, this is also a problem in tourism development. There is an accessibility imbalance between the Kacirebonan Palace and Kasepuhan Palace areas. In fact, in terms of location, Keraton Kasepuhan and Keraton Kacirebonan are not far away and have great potential if they are integrated with each other. This is in accordance with the principles of tourism development, namely that there must be good changes starting from facilities, facilities, transportation, and accessibility to related tourist attractions.

The author also found several problems on the way to Kanoman Palace, Kasepuhan Palace, and Kacirebonan Palace. It can be seen that at the intersection of Jl. Jagasatru 3. It can trigger vehicle congestion during peak hours. There are also traffic lights at the intersection that are not functioning optimally.

A similar situation is found at the intersection of Jl. Jagasatru 30, where there is a Jagasatru Market that is busy with motorized vehicles and transport vehicles. In the middle of the intersection there is something that is quite disruptive to travel, so there needs to be a rearrangement for related problems. Moreover, the area of Jl. Jagasatru 30 is busy and crowded.

Based on observations, the author found that people in the palace tourism area use a lot of private vehicles. It is not uncommon to find private vehicles that stop or park on sidewalks and even roads. Many roads that can only be passed by 2 lanes become 1 lane because of the many private vehicles that stop.

The volume of vehicles around the palace tourist attractions is uneven. Crowded on some roads, crowded smoothly, and quiet on some roads. For example, Jl. Jagasatru 30 is busy because of the market and intersection. Jl. Karanggetas is relatively crowded smoothly. And Jl. Pulasaren is quiet.

Problems also arise from the misuse of sidewalk (pedestrian) functions. Many sidewalks have been turned into places to sell, ranging from street vendors to permanent kiosks. The condition of the sidewalks is also not very good so that pedestrians feel uncomfortable.

In addition, the use of spatial management must also be maximized in the area around Kacirebonan Palace. The entrance area of Kacirebonan Palace can be maximized to support effective accessibility and integrated with the palace tourism area.

4.2. Transportation Engineering Integration of Kanoman Palace, Kasepuhan Palace, and Kacirebonan Palace

Figure 6. Proposed City Transportation Routes Supporting Palace Tourism

Road conditions that occur are an obstacle to the integration of the three palaces. These conditions need to be addressed and given a scenario to find the best solution. Then there are several proposed vehicle routes and improvements to facilities and infrastructure on the palace tour road. Based on road conditions and the potential location of passenger sources that support the integration route of the three palaces, Figure 6 presents a proposed potential route to support palace tourism.

The proposed route is Cirebon Prujakan Station - Jl. Sukalila Selatan - Jl. Karanggetas - Keraton Kanoman / Kanoman Market - Jl. Talang - Jl. Merdeka - Keraton Kasepuhan - Jl. Pekawatan - Keraton Kacirebonan - Jl. Pulasaren - Jl. Nyi Mas Ratu Gandasari. The length of this route is 4,915 m with a coverage area of 99 Ha.

This transport engineering is designed to improve accessibility and convenience for travellers inthe Cirebon heritage area. Starting from Cirebon Prujakan Station, this route passes through Jl. Sukalila Selatan and Jl. Karanggetas, heading towards Kanoman Market and Kanoman Palace. With this route connecting various important points, it is expected to make it easier for tourists to access the main destinations in the heritage area, while reducing congestion on the main roads.

Furthermore, the route continues to Jl. Talang and Jl. Merdeka, connecting Keraton Kanoman and Keraton Kasepuhan, two very important heritage sites in Cirebon. By going through these streets, travellers can enjoy the cityscape while feeling the thick historical atmosphere. In addition, this route also passes through Jl. Pekawatan and Jl. Pulasaren, which are areas bustling with local activities and have no city transport routes, thus increasing the potential passengers.

The length of this route reaches 4,915 metres with a coverage area of approximately 99 hectares, covering most of the heritage areas in Cirebon. With a relatively short distance but covering many key points, the route is designed to be efficient and effective in serving travellers' transportation needs. This significant coverage area allows better access to various heritage destinations, supporting sustainable tourism development in the area.

The route engineering scenario of this urban transport project also considers points that have the potential to provide large and sustainable passenger numbers, such as Cirebon Prujakan Station on Jl. Nyi Mas Ganda Sari and Yogya Grand Cirebon on Jl. Karanggetas. Cirebon Prujakan Station, as one of the main stations in Cirebon, is a strategic starting point for this route, allowing travellers from out of town to directly connect to the heritage area. Meanwhile, Yogya Grand Cirebon as a large shopping centre is also expected to attract many passengers, both tourists and locals.

By considering these various factors, this transport engineering is expected to provide a comprehensive solution to improve mobility in the Cirebon heritage area. The development of this route will not only improve convenience and accessibility for travellers, but will also support the preservation and promotion of Cirebon's cultural heritage. With proper implementation, this route can become an efficient and sustainable transport model, supporting the growth of tourism and the local economy as a whole.

4.3. Transport Engineering Integration of Kasepuhan Palace and Kacirebonan Palace

The problem of ineffective and efficient palace tourism routes is also proposed for the transit route connecting Kasepuhan Palace with Kacirebonan Palace. A wara-wiri transportation route that integrates palace tourism can be created. The proposed route is shown in Figure 7.

Figure 7. Proposed Wara-wiri Transit Route

The proposed route is Keraton Kasepuhan - Keraton Kacirebonan via Jl. Kasepuhan - Jl. Jagasatru - Jl. Kutagara - Jl. Pulasaren - Jl. Ariodinoto - Jl. Kasepuhan. The wara-wiri route is 2.2 km long with a coverage area of 20.7 ha. The wara-wiri route takes about 7 minutes. The proposed scenario of the wara-wiri transportation project route is based on the delineation of the palace tourism transportation route from Kasepuhan Palace to Kacirebonan Palace or vice versa so that it is integrated.

With the plan to make the area around the east and south gates of the Kasepuhan Palace into a pul for wara-wiri transportation. It is necessary to improve the layout of parking lots and vending lots around the area. Thus, it will be possible to turn the area into a loop for wara-wiri transportation.

The operation of the wara-wiri vehicles will be proposed as follows. The operational hours will be divided into 3 times, namely 07.00 - 10.00, 12.30 - 15.00, and 16.00 - 18.00. The estimated travel time of Keraton Kasepuhan - Keraton Kacirebonan is 7 minutes. The first operational hour (07.00 - 10.00), will require 5 fleets with 1 fleet taking 5 ranks. The second operational hour (12.30 - 15.00), will require

4 fleets with 1 fleet taking 5 ranks or 5 fleets with 1 fleet taking 4 ranks. And the third operating hour (16:00 - 18:00), requires 3 fleets with 1 fleet traveling 5 ranks or 5 fleets with 1 fleet traveling 3 ranks. Thus, only 5 fleets are needed for this wara-wiri transportation. For the division of operational hours of the wara-wiri fleet can be seen in Table 2.

Table 2. Proposed Division of Operating Hours, Number of Feets, and Number of Ranks

Time	Number of Fleet	Number of Trips per Fleet
07.00 – 10.00	5	5
12.30 – 15.00	5	4
	4	5
16.00 – 18.00	5	3
	3	5

Figure 8. Traffic Light Condition on Jalan Jagasatru 3

There are several things that must be considered in this wara-wiri transportation plan. First, the traffic light at the intersection of Jl. Jagasatru 3 should be restored to its maximum function. Given that the intersection will be prone to congestion during peak hours, the traffic lights should be positioned and utilized appropriately. Traffic lights should be operated to prevent the buildup of vehicle volume at the Jl. Jagasatru 3 intersection.

Apart from the intersection of Jl. Jagasatru 3, the intersection of Jl. Jagasatru 30 also needs attention. Because of the busy activities in the area, it will cause congestion on several roads. In the middle of the road, the intersection of Jl. Jagasatru 30 must be addressed again because it is considered quite disruptive to travel.

In addition to improvements at several intersections on Jl. Jagasatru, there are other things that must be maximized. The entrance area of Kacirebonan Palace can be utilized as a bus stop. This stop is used to facilitate access to the Kacirebonan Palace and increase the comfort of wara-wiri transportation users.

Figure 8. Condition of Kacirebonan Palace Gate

There are 2 options proposed for bus stops or stops at Kacirebonan Palace. First, the utilization of the front gate of the Kacirebonan Palace into a bus stop. In Picture 5, it can be seen that there is an area that can be used for the Kacirebonan Palace bus stop. The bus stop will increase the comfort of tourists or wara-wiri transportation users.

The second option is to enter through the Kacirebonan Palace gate to drop off wara-wiri passengers. This option also has the same purpose, which is to facilitate access to the Kacirebonan Palace and increase user comfort. The gate of Kacirebonan Palace can function as an entrance and exit to make it more organized. This option is supported by enough land to be used as a stop. The front area of Kacirebonan Palace is around 1,700 m2.

This wara-wiri transportation is also proposed with a vehicle model that emphasizes the culture of Cirebon and the culture of the palace. It can be through vehicle motifs, infographics at stops or stops, and socialization to wara-wiri transport drivers about history and culture in the city of Cirebon and the palace.

To prevent the imbalance of palace tourism transportation, especially to Kanoman Palace, in addition to public transportation with the route in Picture 1, tourist becak transportation will be proposed. This becak tour route is proposed to travel from Kasepuhan Palace - Kanoman Palace and Kacirebonan Palace - Kanoman Palace.

Seeing the conditions that are quite difficult to pass by 4-wheeled vehicles, becak wisata is a potential solution. To get into Kanoman Palace, you have to go through Kanoman Market. Pasar Kanoman road tends to be narrow and difficult to pass through 2 lanes, so becak wisata can be a solution to this problem. Pasar Kanoman road must be improved so that the transportation route can be more effective and efficient. The number of traders

who use the sidewalk and part of the road certainly disrupts the smooth flow to the Kanoman Palace.

The operation of becak tours requires coordination with all becak drivers in the palace tourism areas (Kanoman Palace, Kasepuhan Palace, and Kacirebonan Palace). This coordination is aimed at creating the same price setting to increase the use of becak to travel the palace tour. Of course, these pedicabs can also be used inside or outside of the wara-wiri transportation operating hours.

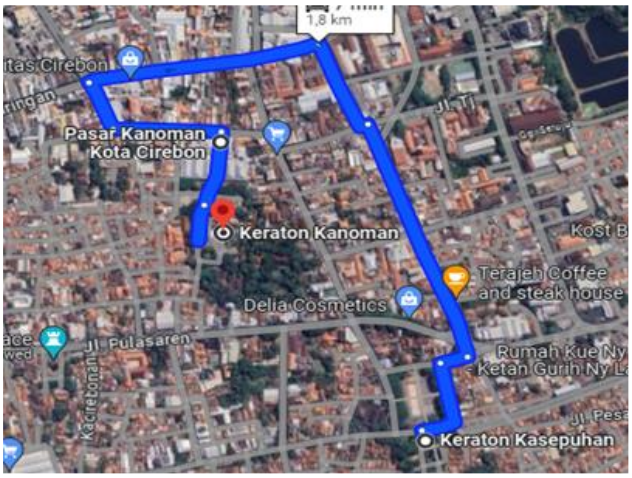

Figure 9. Proposed Pedicab Route Keraton Kanoman - Keraton Kasepuhan via Pasar Kanoman

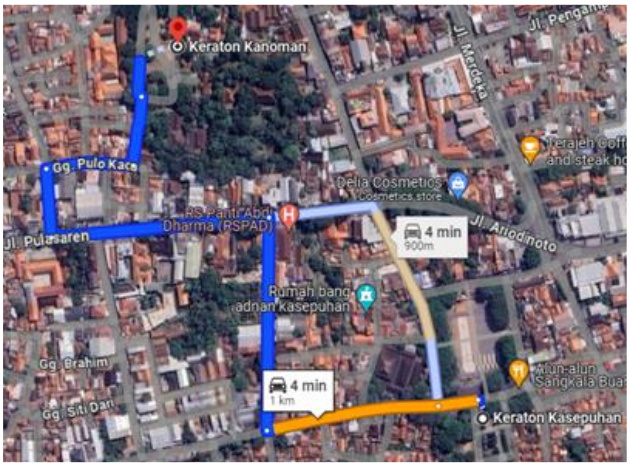

Figure 10. Proposed Pedicap Route for Kanoman Palace - Kacirebonan Palace

This pedicab transportation also has its own cultural value. Rickshaws include traditional transportation that has cultural value. So that tourists can feel the original culture in the city of Cirebon, especially the palace area. It is also necessary to socialize becak drivers about the brief history and cultural meaning in the palace area.

Figure 9 shows the Keraton Kanoman - Keraton Kasepuhan route via Kanoman Market takes about 7 minutes and covers a distance of about 1.8 km. And it takes about 4 minutes with a distance of about 1 km if it does not pass through Kanoman Market (via Pulo Kaca alley) that shows in Figure 10. Becak wisata can be proposed to offer these 2 types of routes according to the tourism needs of tourists.

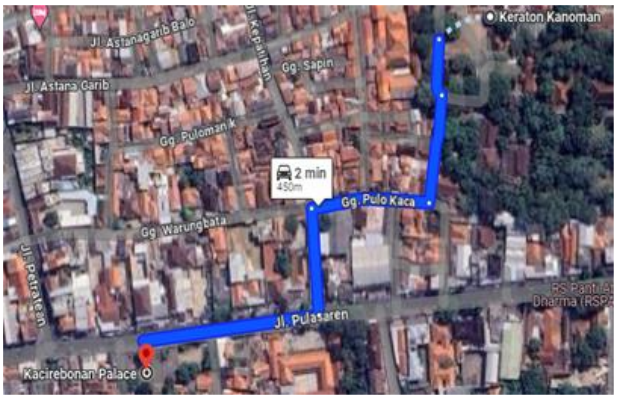

Figure 11. Proposed Pedicab Route Keraton Kanoman - Keraton Kasepuhan via Gang Pulo Kaca

Figure 11 shows The Keraton Kanoman - Keraton Kacirebonan route only takes about 2 minutes with a distance of about 450m. If the route is diverted through other roads such as Jl. Petratean, it is not possible because it is a 1-way road. Becak tours on the Keraton Kanoman - Keraton Kacirebonan route have a closer distance than the Keraton Kanoman - Keraton Kasepuhan route.

Figure 12. Condition of Jl. Jagasatru Sidewalk

Figure 13. Condition of Jl. Kasepuhan Sidewalk

In addition to focusing on the integration of means of transportation between palace tourist attractions, it is necessary to improve the facilities and infrastructure supporting the accessibility of land transportation between palace tourist attractions. There needs to be socialization for the use of sidewalks (pedestrians). Many deviations in the function of sidewalks occur in the area around the palace and along the way to the palace.

Improvements must be made where sidewalks are used for pedestrians and not for selling or parking vehicles. With sidewalks (pedestrians) that have returned to their function, it will reduce density and prevent vehicle congestion.

Figure 10 and Figure 11 show the condition of the sidewalk (pedestrian) in the area around the palace tourist attractions. Therefore, it can be proposed to revitalize the sidewalk to support the accessibility of land transportation and the comfort of sidewalk users.

5. CONCLUSION

Cirebon City is a city that has potential in the tourism sector. Cirebon City has a palace that can be used as a historical tourist destination. Historical tourism in Cirebon must be responded to by the government and stakeholders because it has great potential. Kanoman Palace, Kasepuhan Palace, and Kacirebonan Palace are not too far apart and need to be integrated further. The integration of historical tourism can be done by improving accessibility, transportation, and adequate infrastructure facilities.

The implementation of new transportation routes that can integrate these historical tours can increase tourist efficiency. The addition of public transportation routes that reach public areas that are crowded with visitors will have a good impact on cultural and community life. The government and stakeholders should re-evaluate the accessibility, transportation, and infrastructure in this historical tourism.

REFERENCES

[1] D. Rosmalia and E. P. Dewi, "The Memayu Ritual Tradition Route as A Sacred Space of Cultural Landscape," vol. 12, no. 2, pp. 16–26, 2022.

[2] A. P. Dharmaraty, A. Ibnu, E. Adhisty, and T. Gita, "Adaptive Reuse Practice in The Mosque of Sang Cipta Rasa Cirebon, West Java (Actualizing Religious Tourism)," *Int. J. Glocal Tour.*, vol. 2, no. 4, pp. 233–240, 2021, doi: 10.58982/injogt.v2i4.124.

[3] D. Rosmalia and L. E. Prasetya, "Development of cultural tourism area based on the spiritual space of Cirebon Keraton," *IOP Conf. Ser. Earth Environ. Sci.*, vol. 126, 2018, doi: 10.1088/1755-1315.

[4] D. Rosmalia, "Pengaruh Kebudayaan Keraton terhadap Pola Ruang Lanskap Budaya Cirebon." 2016.

[5] T. B. Jayanti, "Strategi Pengembangan Urban Heritage Tourism Kota Cirebon, Jawa Barat," *J. Koridor*, vol. 8, no. 2, pp. 195–205, 2017, doi: 10.32734/koridor.v8i2.1347.

[6] D. Rosmalia and L. E. Prasetya, "Kosmologi Elemen Lanskap Budaya Cirebon," in *Seminar Ikatan Peneliti Lingkungan Binaan Indonesia (IPLBI)*, 2017, no. 1, p. B 073-062, doi: 10.32315/sem.1.b073.

[7] Sarip, Fadhli Harun, Siswoyo, and Aulyah Feny, "Peran Dunia Pendidikan Dalam Menjaga Tradisi Lokal Cirebon," *Pendidik. dan Stud. Islam*, vol. 5, no. 1, pp. 88–98, 2019, doi: 10.5281/zenodo.3551202.

[8] D. Rosmalia, E. P. Dewi, and F. Maspiyanti, "Planning of Keraton Cultural Tourism in Cirebon , Indonesia Based on Graphical User Interface (GUI)," vol. 01006, pp. 1–9, 2018.

[9] W. P. Wicaksono, T. Fatimah, and A. M. Prana, "Studi Pengaruh Revitalisasi Pedestrian Terhadap Pengembangan Kota Tua Jakarta," vol. 8, no. 1, pp. 133–146, 2024.

[10] Peraturan Pemerintah Republik Indonesia, *Peraturan Pemerintah Republik Indonesia Nomor 30 Tahun 2021 Tentang Peinyelenggaraan Bidang Lalu Lintas Dan Angkutan Jalan*. Indonesia, 2021.

[11] M. Baud-Bovy and F. R. Lawson, *Tourism and Recreation Handbook of Planning and Design*. Oxford: Architectural Press, 1998.

[12] M. A. Widiawaty, G. P. Pramutatsih, and V. Pebriani, "Jaringan Transportasi dan Pengembangan Destinasi Pariwisata di Kota Cirebon," *Travel Ind. Student Forum*, no. January, pp. 127–148, 2018, doi: 10.31227/osf.io/qsngx.

[13] S. Dhamayanty, B. G. A. Muhamad, N. N. Andriani, Samuel, and F. W. Ilahi, "Perencanaan Pola Perjalanan Wisata Heritage di Kota dan Kabupaten Cirebon," *J. Event, Travel Tour Manag.*, vol. 2, no. 2, pp. 45–54, 2022, doi: 10.34013/jett.v2i2.942.

[14] Y. P. Tama, A. A. Putri, and M. W. Madani, "Integrasi Sistem Transportasi Berkelanjutan pada Kawasan Wisata Ubud – Bali Pendahuluan," vol. 19, pp. 10–19, 2021.

[15] E. Ratnawati and S. Nurbaiti, "Transportasi yang Terintegrasi di Wisata Cagar Budaya Kota Tua Jakarta Urban Heritage Studi

Kasus : Koridor Kali Besar , Jakarta Barat Wilayah kota tua," vol. 8, pp. 101–114, 2023.

[16] Badan Perencanaan Pembangunan Penelitian dan Pengembangan Daerah Kota Cirebon, "Kajian Penataan Sempadan Jalan Kota Cirebon (SWK II)." 2019.