Creating cultural and heritage tourism route as tool for development tourism strategy (Case study: Surabaya Kalimas River Area)

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Abstract. Tourism routes have gained prominence in recent years and have greater pulling power to entice visitors to spend time and money. Route development in Indonesia has not grown enough, which makes visitor confused about tourism objects as well as the accessibility. However, Surabaya as the second biggest city in Indonesia attracts domestic and foreign tourists to cultural and heritage objects, especially in Kalimas River area. However, tourist in Surabaya have a limited time to stay which less than a day then visits another attraction outside the city. Poor accessibility within the city also contributes to the problem. Based on the potential and problems above, the research aim is to identify the potential route connecting tourists with cultural and historical attractions through increased the tourist mobility. This qualitative research used the theoretical descriptive analysis to find specific criteria and the formation of pathways, then descriptive analysis to determine the implementation strategy. The results were that six route groups identified based on relationship of each tourism object criteria and the accessibility between them. To implement the route, strongly need to improve the public transportation and its supporting facilities.

1. Introduction
Routes were one of the important parts of the tourist product long before tourism was defined [1]. Routes can determine from model or pattern of product and services tourism identification showing specific location map [2]. The route in ancient time means that there are waterways along the coastline that transport people by boats before building the railways. The invention of private transportation meant new possibilities of travel, even roads mainly built for other than tourism and recreation purposes. The developments of tourism routes as a tourist attraction has gained prominence in recent years and has greater pulling power to entice visitors to spend time and money [3]. It is why in this study focusing on the ease of accessibility that playing an important role in tourism.

Surabaya City, located in East Java, has approximately 46 cultural and heritage tourist attractions along Kalimas River. In the past, The Kalimas River has a vital role in raising growth of Surabaya as a port town and trade center as well as being one of the most crowded water transportation [4]. Therefore, Arabian, Chinese and European cultures enter through trade indirectly making Surabaya an old city that has an old city character. Furthermore, there are many kinds of cultural and historical Travel Attractions such as, Surabaya City Hall, Tunjungan Area, Gedung Grahadi, Tugu Pahlawan Monument, Monumen Jenderal Soedirman, Submarine Monument and Pemuda Hall [5]

However, the data gained from the Surabaya City Culture and Tourism Agency in Surabaya (2017), showed an imbalance in the number of visitors amid the objects. In 2016, The Submarine Monument
was 323,875 tourists and The Djoko Dolog, which were only 952 tourists. Inequality was more apparent on foreign tourist visits seen on House of Sampoerna reached 34,450 visitors, while Loka Jala Crana had no visitors. Some of them had decreased visitors because of unreachable location and inappropriate accessibility.

Furthermore, the characteristics of tourists in Surabaya, especially foreign tourists, just as a transit place before continuing their tour to Bromo, Tengger [5]. This is because of the Juanda airport and Tanjung Perak Port as the main entrance to East Java. It made Surabaya have no attraction in the view of the visitors. Whereas according to the Victoria University research journal on Tourism Behavior, tourists have the desire to visit many tourist destinations and various attractions in a place and limited time (Miah, 2017). Surabaya City Government revitalized various tourism objects but they are difficult to reach by the tourists because of the low access [6]. The mode and road conditions are in poor conditions. In another word, the objects accessibility has a significant effect on the number of tourists [7].

In addition, many cultures and heritage objects have no bus stop and lack access to public transportation, thus people prefer private transportation. The low accessibility and lack of tourist bus networks has resulted in people having to use public transportation and make several transportation changes from the starting point to the destination [8]. Then the accessibility of tourists to public transportation in the form of Lyn in Surabaya also hampers because it is inadequate in terms of quantity and poor quality of service seen from the length of the waiting time [9]. Implementation strategies needed to make sure the development to the tourism route. Moreover, given the accessible tourism activity to cultural and heritage objects that scattered from north to south in Surabaya.

Given the constraints, the developing of tourist routes is important to facilitate access to tourism object especially to the culture and heritage. The necessity of tourist routes in term of to facilitate tourists in access the activities independently, understand the whole flow of tourist trips within the city, to connect the tourists to local wisdom, and to increase either interest or knowledge in culture. With the development of tourist routes, several objects assembled in easily accessible paths so that tourists can easily determine what objects they want to enjoy within the limited time [10].

2. Methods for route development
The research is going through these stages of:

2.1 The stages of literatur study
Literature studies have done to understanding the related theories of route development. Thus, chosen variables and sub variables as the determination of Route Development Table 1. and the accessibility criteria is shown in Table 2.

2.2 Stages of data collection
The data collection processes are with primary and secondary surveys. The primary survey done with collecting data directly with in-depth-interviews conducted with key stakeholders. In addition, five key respondents who influence and importance in the development of cultural and historical tourism routes in Surabaya, such as: the Surabaya City Planning Agency, Culture and Tourism Agency, Travel Agents, one of the manager in oldest tourism object (House of Sampoerna), and Professor Johan Silas as an academic and a member of the Surabaya cultural heritage organization. While secondary surveys conducted through survey to the relevant agencies, regulatory and policy documents, planning, and prior research as theoretical descriptive analysis. The tourism object lists around the Kalimas River in the city of Surabaya are on the following map.
Figure 1. Cultural and heritage objects in Surabaya along Kalimas River

Table 1. Variable and criteria in determining tourism route

| No | Variable dan Sub-Variable |
|----|---------------------------|
| 1  | Proximity Distance (between tourism destinations) |
| 2  | Road Condition |
| 3  | Transportation Mode |
| 4  | Transportation Facility Availability |

Former final project research has done to determine the route variables (“Development of Cultural and Historical Tourism Route based in Accessibility”). The variables were to find out the hierarchy in which indicators and variables become the priority as input in the process of combining individual maps. In developing the tourist route, the need to elaborate tourism object characteristics and the criteria compiled. In terms of implementation, stakeholder opinions needed to formulate the right strategy in implementing tourist routes in Surabaya.

Theoretical descriptive analysis use to analyse the process in the form of specific criteria to identify the cultural and heritage tourist route with the priority indicators and variables in the previous analysis process. The theoretical descriptive analysis itself is an analysis that compares existing conditions in the field with policies, theories, and previous research related to each variable (Gabor, 2010). Determination of explanatory criteria from this analysis process is to strengthen the existing conditions in the field to form “object groups”.

2.3 The stage of analysis
The stage of analysis based on the divided of the research targets, that including:

i. First Target: Tourism object similarity and significant in cultural and historical theme identification,
ii. **Second Target**: Identification of the accessibility to establish the routes between tourism objects to accommodate tourist mobility effectively.

iii. **Third Target**: Formulate the strategy of implementation to develop tourism routes. Those analysis stages will result strategy of tourism route implementation.

3. **Results and Discussion**

3.1 **First target: tourism object similarity and significant in cultural and historical theme identification**

The priority criteria compiled in the previous paper [12], therefore the adjustments to identify route through tourism objects group must form between the existing tourism attraction conditions and the criteria. The adjustments are as a basic data for overlay the maps to identify which tourism objects are in the same area or linked to the public transportation. Based on the criteria for the tourism object (tourism attraction, proximity, road condition, transportation mode and facility availability), it was found that there is six cultural and heritage tourism group. It identified from the distance between the object, the attraction similarity, and the facility availability.

**Figure 2.** Connection between the objects along Kalimas River of Surabaya

The similarity between objects based on culture and heritage object analysed from the tourism object theme, the availability of tour packages by several agents, and objects that became the governments reference when there were guests from outside the city and abroad. This similarity will be closely related to the significance of the object's itself as part of history in the city of Surabaya. One of history that significant to Surabaya is a strong memory about of the struggle to be independence in the City of Heroes, which symbolize a thick story. Moreover, the collecting tour package information available from every tourism agent and government were to found that there was priority of objects in each group: starting from the well-known of themes, places then to differences in experience offered to the tourists. The groups are:

1. Group 1: Jalesveva Jayamahe Monument, Kalimas Traditional Port, and Pethekan Bridge
2. Group 2: House of Sampoerna, Internatio Building, Bank Niaga Building, PTPN XXII Building, Health Museum, Pertamina Building, Governor's Office, Kepanjen Church, and Tugu Pahlawan.
3. Group 3: Saint Louis Building, the Cathedral Church, the National Police Monument, Darmo Hospital, Santa Maria Building, Ki Ajeng Bungkul Tomb, Bank BI Library, and Wira Surya Monument.
4. Group 4: Ampel Area, Hok Tiek Han Temple, Kya-kya and Jembatan Merah
5. Group 5: Siola, Tunjungan Area, Peneleh Tomb, Cheng Ho Mosque, and Indonesian National Building.
6. Group 6: City Hall, Jendral Sudirman Monument, and Balai Pemuda, then Grahadi Building, Joko Dolog Statue, Governor Suryo Monument, RRI Building, Submarine Monument, and Bamboo Monument.

![Map of Tourism Object Groups](image)

**Figure 3.** Six group of tourism object through analysis based on criteria in observation

3.2 Second target: identification of the accessibility to establish the routes between tourism objects to accommodate tourist mobility effectively

The establishment of routes is highly needed to consider access between objects to accommodate tourist mobility. The establishment of tourist routes based on accessibility begins with an analysis of the proximity of the distance between the object. The criteria obtained previously for the proximity variable between the object based on the length of the connecting road that reached by pedestrians with a maximum range of 2 km. Therefore, to identify tourist route of the city of Surabaya, pedestrians can reach the range between object distances are from 0.05 to 2 km as the maximum limit that.

| Accessibility Criteria | Typology |
|------------------------|----------|
| Proximity Distance     |          |
| (between tourism       |          |
| destinations)          |          |
| <1 km                  | High accessibility |
| 1-1.5 km               | Medium accessibility |
| 1.5-2 km               | Low accessibility |
| Accessibility Criteria          | Typology                                                                 |
|--------------------------------|--------------------------------------------------------------------------|
| Road Condition                 | No traffic jam and road in good condition                                 |
|                                | Congestion and side road obstacle (street vendors or on-street parking)   |
|                                | High accessibility                                                        |
|                                | Low accessibility                                                         |
| Transportation Mode            | >1 type of mode transportation and connecting line                         |
|                                | High accessibility                                                        |
|                                | < 1 type of mode transportation                                            |
|                                | Low accessibility                                                         |
| Transportation Facility        | Bus stop, pedestrian, and parking area availability in 0 – 400 m distance |
| Availability                   | High accessibility                                                        |
|                                | Bus stop, pedestrian, and parking area availability in 400 – 1000 m distance |
|                                | Medium accessibility                                                      |
|                                | Bus stop, pedestrian, and parking area availability in > 1000 m distance   |
|                                | Low accessibility                                                         |

Tourism object that have high accessibility are generally located in the middle of Surabaya City, besides several others outside the city center, which make them difficult to access. However, the tourists (100-700 meters) can easily reach the tourism object with high accessibility on foot within the comfortable distance. In addition, the availability of transportation modes has an important role in facilitating tourists’ access to objects. The existence of mass transportation, especially for tourism object, it will increase the effectiveness of tourist time in achieving the number of object visited and increase the willingness to walk between places [13].

![Figure 4. Map analysis proximity distance between attractions](image_url)

The analysis continued to determine the availability of modes for each group of route, which have formed into six groups from the previous analysis. The criteria for forming route based on...
transportation modes, firstly the types of modes that pass more than one tourism object and have connecting routes. In addition, the easiness when the object may not in the same bus line, but connected to other type of transportation therefore tourist can determine their route, in other words, get off at any stop.

![Image](image_url)

**Figure 5.** The availability modes in Surabaya

The analysis results combined between tourism objects ease of the access, and the availability of facilities in the tourist routes. Route analysis obtained the distance between tourism objects with high, medium and low accessibility; the availability of modes produced which meets the criteria if the modes of transportation available are more than three. The results of the analysis of the road access conditions are non-accessible due to poor road conditions, congestion, and side obstacles in the form of on-street parking, street vendors and one-way street. However, the availability of transportation facilities criteria must available around the route therefore it can be a more point to the route itself and comfort the tourist. The identification results showed that the high accessibility between route groups was 2, 3, 4, 5, 6, in sequence and low accessibility in group 1.

Identifying the accessibility process between tourism object was combine several individual maps of each variable. The process uses the overlaying technique that performed on ArcGIS Software to produce a combined map containing all the information / attributes of the maps of each of these variables. The following are the results of merging maps:
Third target: formulate the strategy of implementation to develop tourism routes

The results of the formation of the group of cultural and historical tourism routes in Surabaya City continued to the strategy to develop in terms of implementation. The formation of tourism groups that develop into routes have been analyzed previously based on priority indicators, the first one was the priority of tourism object itself, second the accessibility between the objects, and the last one was the facilities in the object. Based on that, the six group of tourism object which have the same characteristics found with a variety of attractions. Then, the accessibility of each group is analyzed, so it was found the proximity of the distance, the availability of modes, the conditions of road access, and the availability of transportation facilities. Finally, an analysis of the availability of accommodation, restaurants, and souvenir shops conduct to inform which object has that amenities reached at a close distance.

The analysis above combined with results of interviews that have been conducted with five different stakeholders. The stakeholders consisted of the government agencies (City Planning and Development Agency and Tourism Agency), private stakeholders represented by one of the travel agents and one of the tourism object managers (House of Sampoerna), and Prof. Johan Silas as an academic, which also part of Cultural Heritage, team of Surabaya. The following below is a summary of the results of the analysis:
1. Route 1

Route 1 consists of Jalesveva Jayamahe Monument, Kalimas Traditional Port, and Pethekan Bridge. The third objects above connect with maritime theme offering different attractions. However, the accessibility of this group is poor, as seen from the proximity of the results of the analysis including the low accessibility. This is because the distance between the objects is approximately 1.5-2
km and must ride their private transport to reach other objects. Apart from the availability of modes, only some local public transportation is through this area. Furthermore, in terms of availability of transportation facilities, the bus stop is located more than 400 m and there is no pedestrian connecting the objects. From providing facilities, accommodations and restaurants, it is difficult to find. While the souvenir shop is located on the North Quay (outside study area), so the conclusion is that Group 1 is not accessible for tourists.

Based on the opinions of stakeholder’s academics and managers of tourism object, conclusions and suggestions for group 1 are:

i. Add more objects for tourist attraction, especially with the coastal attraction around North Kalimas area, so that it is attraction that is more diverse.

ii. Increase the access between Jalesveva Jayamahe Monument and Kalimas Traditional Port with public transportation or build crossing bridges of the Kalimas River. Moreover, providing shelter facility in 400 m distance and adding sidewalks.

iii. Improve the facilities in northern Surabaya to provide tourism because the facilities are mainly lodging accommodations.

2. Route 2

House of Sampoerna, Internatio Building, Bank Niaga Building, PTPN XXII Building, Health Museum, Pertamina Building, Governor's Office, Kepanjen Church, and Tugu Pahlawan are the tourism object in route 2 and it part of the cultural heritage triangle area in Surabaya, which Veteran-Rajawali-Kepanjen Street. The results of the analysis in this route are the accessibility were easily connected between the objects, then there is a strong relationship in terms of distance proximity (100-600 m). Whereas there is the availability of modes, such as buses, public car, and even tour buses provided by the House of Sampoerna. There are no obstacles to road conditions and transportation facilities as well as the distances. Then the supporting (accommodation and restaurants) are available in the neighbourhood, moreover the souvenir shops located in the House of Sampoerna.

Based on stakeholder opinions at the interview, conclusions for group 2 summarized:

i. The tourism objects are located in a triangular area that has cultural heritage buildings. Increase the activities or attraction by revitalizing buildings on Jalan Kepanjen, Jalan Veteran and Jalan Rajawali.

ii. Improve the access with the availability of more than one mode of public transportation, then additional bridges between objects

iii. Improve the quality and the quantity transportation facilities such as, the shelters in close distance (approximately 400 m).

iv. Improve the pedestrian path to tourism objects.

3. Route 3

The tourism objects around Darmo street have good accessibility because it in the downtown area of Surabaya; it can be seen from the proximity of the distance between the objects, the availability of modes, adequate road conditions, and transportation facilities such as the maintained sidewalks. Route 3 consists of the Saint Louis Building, the Cathedral Church, the National Police Monument, Darmo Hospital, Santa Maria Building, Ki Ajeng Bungkul Tomb, Bank BI Library, and Wira Surya Monument. However, in terms of providing facilities, there are only affordable accommodations, while the number of small restaurants and souvenir shops is not available.

Directions for group 3 based on stakeholders are:

i. Increase access with the public transportation development that passes through Jalan Darmo, especially for tourism due to the large number of passengers.

ii. Transportation facilities must improve in bus stops facility and parking spaces to connect users to public transportation.

iii. Increase the standard of tourism facilities, especially for restaurants, such as hygiene and health standards.
iv. Build crossing bridges on Jalan Darmo for faster access of tourist.

4. Route 4

There are some of the tourism area such as Ampel Area, Hok Tiek Han Temple, Kya-kya and Jembatan Merah Area which rich in cultural traditions as well as the attractions because it is housing area with different ethnicities. For example, Kampung Ampel, Kampung Keraton, and a village in the Chinatown are the cultural village that integrated to other villages which already developed by the Surabaya city government. However, accessibility in this group is difficult (the distance between the areas are more than 1000 m), there are no bus stop, no pedestrian path, and parking tends to be on street, which can disrupt road traffic.

Based on two opinions of respondents, some of the suggestions from the stakeholders are:

i. Integrate the Tourism object with the cultural village, which was the beginning of the formation of cultures in Surabaya, such as Arab Village, Keraton Village, and villages in the Chinatown.

ii. Upgrade the quality and the quantity of public transportation, especially in the area of Ampel because many tourists go there.

iii. Add more souvenir shops around this area, especially in the around Jembatan Merah area which can be combined with restaurants.

iv. Improve transportation facilities such as bus stops in the Ampel and Jembatan Merah (Chinatown) areas, then pedestrian restoration (from the parking lot of the bus / car to Ampel) so that tourists get comfort when walking to the tourism spot.

v. Provide parking and street vendors space, especially in front of the Ampel Gate, so it would not to disturb the flow of traffic.

5. Route 5

Tourism object in-group 5 are Siola, Tunjungan Area, Peneleh Tomb, Cheng Ho Mosque, and Indonesian National Building. This area is among the most restored and promoted, because it is located in the middle of the city and regional identity as a history of Surabaya is very thick. Analysis in terms of accessibility shows that this area is high accessibility because the distance between tourism objects is close, moreover reached on foot. Then the transportation mode is in good condition with the new SuroBoyo bus. However, the road conditions tend to congested due to the volume of vehicles at certain hours and there are no visible facilities for bus stops and rides. In terms of facilities, it is very adequate with a variety of accommodation and restaurant choices, while the souvenir shop is available at Siola.

Based on several stakeholder opinions and the results of the analysis, the directions for group 4 are:

i. Increase the activities attraction by revitalizing the functions of buildings on Jalan Tunjungan are commercial in order to attract tourists.

ii. Improve the transportation facilities such as bus stops on Tunjungan Street and improving the quality of sidewalks on Bubutan Street so that tourists get comfort when using transportation modes if there is congestion.

iii. Add number of souvenir shops, especially in the Indonesian National Building.

6. Route 6

Route 6 consists of City Hall, Jendral Sudirman Monument, and Balai Pemuda, then Grahadi Building, Joko Dolog Statue, Governor Suryo Monument, RRI Building, Submarine Monument, and Bamboo Monument. The objects connect with the theme of the Independence Day History in Surabaya and have a good accessibility. Then the road conditions are well maintenance even though there is congestion at some points. The availability of sidewalks is adequate, although in this region there inadequate modes of transportation. In terms of facilities, accommodations and restaurants are affordable with Plaza Surabaya as a shopping center, while the souvenir shop is at City Hall and Surabaya Plaza.
Based on several stakeholder opinions, here are the suggestions to implement route 6:

i. Improve the quality and quantity of public transportation that passes through the area because it is the center of the office and government of the City of Surabaya (City Hall, Grahaadi, and Balai Pemuda)

ii. Improve the number of bus stops at Jalan Pemuda (in front of Plaza Surabaya or Balai Pemuda) as the main people attraction or meeting point.

iii. Provide parking space on the several area.

4. Results
Here are the results of possible access for tourist and its strategy to implement tourism route effectively:

Table 3. The routes and the possible access of each tourism object

| No. | Routes | Tourism Objects | Strategy |
|-----|--------|-----------------|----------|
| 1   | 1      | 1: Monumen Jalesveva | 1) Add more objects for tourist attraction |
|     |        | Jayamahe        | 2) Increase the access |
|     |        | 2: Pelabuhan Kalimas | 3) Improve the facilities in northern Surabaya |
|     |        | 3: Jembatan Pethekan | |
| 2   | 5      | 5: House of Sampoerna | 1) Increase the activities or attraction by revitalizing buildings |
|     |        | 9: Gedung Internatio | 2) Improve the access with the availability of more than one mode of public transportation |
|     |        | 10: Gedung Bank Niaga | 3) Improve the quality and the quantity transportation facilities |
|     |        | 12: Gedung PTPN XI | 4) Improve the pedestrian path to tourism objects |
|     |        | 14: Museum Kesehatan | |
|     |        | 17: Gedung Pertamina | |
|     |        | 19: Gereja Kepanjen | |
|     |        | 20: Kantor Gubernur | |
|     |        | 21: Monumen Tugu Pahlawan | |
| 3   | 39     | 39: Monumen Perjuangan POLRI | 1) Increase access with the public transportation development |
|     |        | 40: Gereja Kathedral | 2) Transportation facilities improvement such as bus stops and parking spaces |
|     |        | 41: Gedung Saint Louis | 3) Increase the standard of tourism facilities |
|     |        | 42: Rumah Sakit Darmo | 4) Build crossing bridges on Jalan Darmo |
|     |        | 43: Monumen Wira Surya | |
|     |        | 44: Gedung Santa Maria | |
|     |        | 45: Makam Ki Ageng Bungkul | |
|     |        | 46: Perpustakaan Bank BI dan Monumen Bahari | |
| 4   | 4      | 4: Makam Sunan Ampel | 1) Integrate the Tourism object with the cultural village |
|     |        | 11: Klenteng Hong Tiek Hian | 2) Upgrade the quality and the |
| No. | Routes                                                                 | Tourism Objects                                                                 | Strategy                                                                 |
|-----|----------------------------------------------------------------------|--------------------------------------------------------------------------------|-------------------------------------------------------------------------|
| 5   | 13: Kawasan Jembatan Merah dan Kya-Kya                               | quantity of public transportation                                                    | 3) Add more souvenir shops around this area                              |
|     | 15: Klenteng Hok An Kiong                                            |                                                                                | 4) Improve transportation facilities such as bus stops                     |
|     | 16: Klenteng Boen Bio                                                |                                                                                | 5) Provide parking and street vendors space                               |
|     | 24: Gedung Cak Durasim                                               |                                                                                |                                                                         |
|     | 25: Siola / Museum Surabaya                                          |                                                                                |                                                                         |
|     | 26: Kawasan Tunjungan                                                |                                                                                |                                                                         |
|     | 28: Gedung Nasional Indonesia                                        |                                                                                |                                                                         |
| 6   | 29: Balai Kota                                                       | 1) Increase the activities attraction                                             |                                                                         |
|     | 30: Monumen Jendral Soedirman                                       | 2) Improve the transportation facilities                                           |                                                                         |
|     | 31: Balai Pemuda                                                     | 3) Add number of souvenir shops                                                  |                                                                         |
|     | 32: Gedung Grahadi                                                   |                                                                                |                                                                         |
|     | 33: Patung Joko Dolog                                               |                                                                                |                                                                         |
|     | 34: Monumen Gubernur Suryo                                           |                                                                                |                                                                         |
|     | 35: Gedung RRI                                                       |                                                                                |                                                                         |
|     | 36: Monumen Kapal Selam                                             |                                                                                |                                                                         |

Source: Analysis, 2018

5. Conclusions
As the result of the analysis and the activities’achievement target, it can be concluded that this study identified six groups of route based on the relationship criteria between objects and the accessibility for each variable. To conclude, each the routes classified:
1. Route 1 consists of Jalesveva Jayamahe Monument, Kalimas Traditional Port, and Pethekan Bridge.
2. Route 2 consists of the House of Sampoerna, Internatio Building, Bank Niaga Building, PTPN XXII Building, Health Museum, Kepanjen Church, and Tugu Pahlawan.
3. Route 3 consists of the Saint Louis Building, the Cathedral Church, the National Police Monument, Darmo Hospital, Santa Maria Building, Ki Ajeng Bungkul Tomb, Bank BI Library, and Wira Surya Monument.
4. Route 4 consists of Ampel area, Hok Tiek Han temple, Hok An Kiong temple, Boen Bio temple, Kya-nya and Jembatan Merah area.
5. Route 5 consists of Siola, Tunjungan Area, Peneleh Tomb, and Cheng Ho Mosque, and Indonesian National Building.
6. Route 6 consists of City Hall, Jendral Sudirman Monument, and Pemuda Hall, Grahadi Building, Joko Dolog Statue, Governor Suryo Monument, RRI Building, Submarine Monument, and Bamboo Monument.
6. Recommendations
Based on the result of the research’s analysis, it recommend implementing tourist routes in Surabaya to improve the quality and quantity of public transportation in Surabaya, increased activities offered by the cultural and heritage objects by revitalizing the functions, and provide more transportation facilities such as bus stops and pedestrian path.

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