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The Covid-19 pandemic disrupts community activities; changes how people interact with others and space and the environment. Lockdowns and restrictions on community activities change the mobility pattern, orientation, and meaning of space. Emerging issues regarding poverty, health, environmental quality, transportation, public spaces, and the provision of isolated places must be addressed. This event represents our concern on the built environment intervention and socio-economic discussion to produce a transformative study towards creating more just, resilient, and sustainable cities.

"SUSTAINABLE URBAN DESIGN AND DEVELOPMENT IN THE POST-PANDEMIC WORLD"

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- a. Sustainable Urban Landscape
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- c. Risk and Disaster Urban Management
- d. Safe and Liveable Cities
- e. Water and Resource Management
- f. Greening of cities
- g. Nature based solution

2. Technology

- a. Smart Cities
- b. Sustainable Urban Asset Infrastructure
- c. Transportation and Mobility

3. Human and City

- a. Heritage Conservation
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Document type

Conference Paper • Bronze Open Access

Source type

Conference Proceedings

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17551307

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10.1088/1755-1315/409/1/012032

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Analysis of GIS-Based Disaster Risk and Land Use Changes in the Impacted Area of Mudflow Disaster Lapindo

 Ekawati J.^a ; Hardiman G.^b; Pandelaki E.E.^b

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^a Civil Engineering Department, Engineering Faculty, University of Yos Soedarso, Surabaya, Indonesia^b Architecture Department, Engineering Faculty, University of Diponegoro, Semarang, Indonesia
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Abstract

The mudflow disaster Lapindo in Sidoarjo Indonesia, that has occurred since 2006, until now still poses a risk of danger to residential settlements in the impacted areas. This study aims to make disaster risk analysis and land use changes in disaster impacted areas since before the disaster occurred until now. This research is expected to be very useful as a basis for developing spatial policies in the region. The method used is quantitative based on satellite imagery, then GIS-based data is analyzed quantitatively. GIS-based disaster risk analysis can be used as a reference in spatial revisions that can anticipate spatial regional developments, especially for the needs of residential settlements. Observations from satellite imagery show a very significant level of change

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in residential land which is now 42.1% and the level of disaster risk varies with the medium-high index. With the results of this study, in an effort to improve the resilience index of the region, planning the location of residential land should use land outside the impacted area in order to ensure the safety and security of the community. © Published under licence by IOP Publishing Ltd.

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Analysis of GIS-Based Disaster Risk and Land Use Changes in The Impacted Area of Mudflow Disaster Lapindo

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Corresponding email: juneekawati@gmail.com

Abstract. The mudflow disaster Lapindo in Sidoarjo Indonesia, that has occurred since 2006, until now still poses a risk of danger to residential settlements in the impacted areas. This study aims to make disaster risk analysis and land use changes in disaster impacted areas since before the disaster occurred until now. This research is expected to be very useful as a basis for developing spatial policies in the region. The method used is quantitative based on satellite imagery, then GIS-based data is analyzed quantitatively. GIS-based disaster risk analysis can be used as a reference in spatial revisions that can anticipate spatial regional developments, especially for the needs of residential settlements. Observations from satellite imagery show a very significant level of change in residential land which is now 42.1% and the level of disaster

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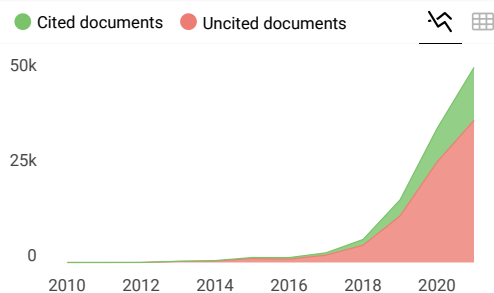
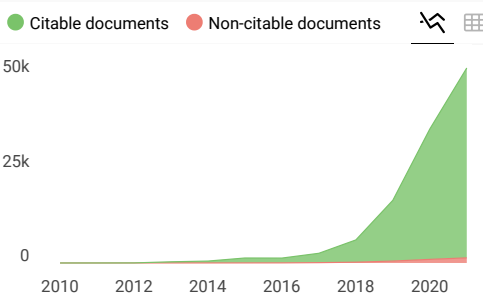
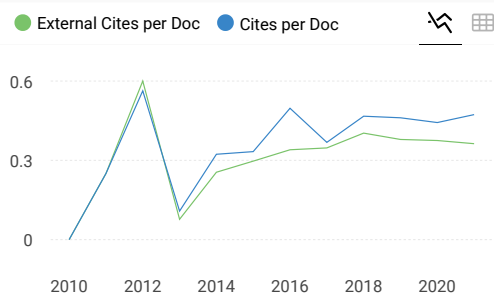
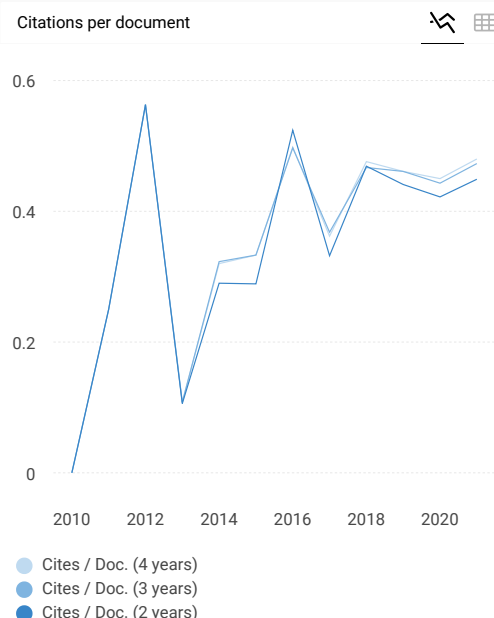
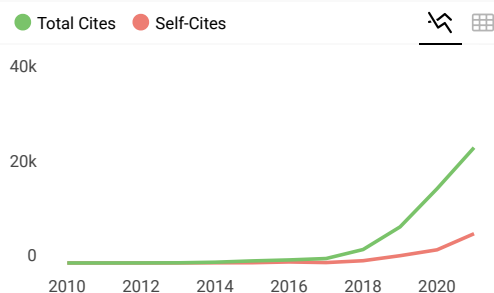
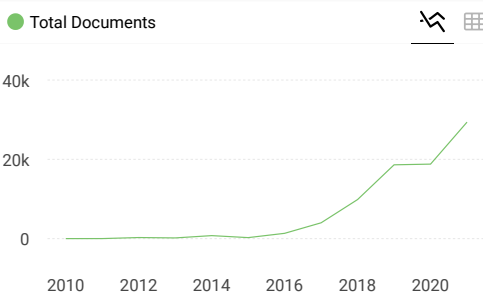
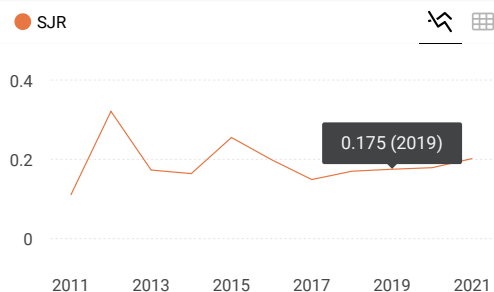
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A

Abdel Moktader Abdel Aziz El-Sayed 4 months ago

Nahla A. El Sayed and El sayed Abdel Moktader A. 2021 IOP Conf. Ser.: Earth Environ. Sci. 906 012004

Is this scopus or not, and what is the impact factor of this magazine?

← reply



Melanie Ortiz 4 months ago

SCImago Team

Dear Abdel, thank you very much for your comment. SCImago Journal and Country Rank uses Scopus data, our impact indicator is the SJR. We suggest you consult the Journal Citation Report for other indicators (like Impact Factor) with a Web of Science data source. Best Regards, SCImago Team

N

NAJI 10 months ago

Hello Dear

I participated as a corresponding author in IOP conf .series: Earth and Environment Science 877(2021)012046

kind regards

← reply



Melanie Ortiz 10 months ago

SCImago Team

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Alharia Dinata 2 years ago

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Vani 2 years ago

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← reply



Melanie Ortiz 2 years ago

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← reply



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Agustinus Kastanya 3 years ago

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M

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Sincerely,
Mursalin

← reply



Melanie Ortiz 3 years ago

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N

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← reply



Melanie Ortiz 3 years ago

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S

syaiful 5 years ago

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best regards

syaiful

← reply





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K H Kamarudin, S N A Wahid and N O Chong

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Staying Afloat: Operating Tourism in Disaster-Prone Areas of Mesilou, Sabah

K H Kamarudin, S N A Wahid and N O Chong

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Abstract. Pedestrian-friendly, liveable, sociable human scale and fun urban environment are the qualities for good cities. Human activities will happen in urban public places if cities can offer choices for people. Increasing the use of the spaces in an urban environment through human activities can turn urban spaces into becoming “places” that is crucial to create good cities. Urban spaces should cater the functional, social, and leisure needs of people. It has positively related to a sense of community that contributes to the identity and image of the city. Therefore, urban street planning and design need to emphasis more on crucial aspects such as the physical, social, cultural, economics and pedestrians to create an urban street environment that is attractive as a destination for economic and social activities. This paper aims to propose and discuss optimal design solutions for a better urban street environment in Ipoh old town, Perak. The objectives are 1) to identify nodes and linkages, qualities of place and fabrics of the spaces and; 2) to determine relationships between the quality of the physical environment of the street and social activities that contribute to the use of the spaces. The study adopted a qualitative methodological strategy. Visual surveys were used to observe the relationship between the physical urban environment and the users’ activities in Ipoh old Town, Perak. Field observation was conducted to gather evidence focusing on the functional aspects of the actual scenes of the place through physical and activity mapping. This study has found that the relationship between the physical environment and the users’ activities significantly influenced the quality of place and fabric of the Ipoh town and in turn, contribute towards reimagining identity of Ipoh as a prominent heritage town.

1. Introduction

In Malaysia, urban planning and design still lack the emphasize on crucial aspects such as the physical, social, cultural and economic and providing priority to people on foot. It has resulted in an urban environment specifically on streets that are unattractive as a destination for economic or social activities that cause failure to create the image of the city itself. This paper aims to propose and discuss optimal design solutions for a better urban environment in Ipoh old town, Perak. The objectives are to identify nodes and linkages, qualities of place and fabrics of the town and to determine relationships between the quality of the street environment and social activities. It will contribute to an attractive street environment that can increase the use of the spaces in the urban environment through human activities and can turn urban spaces in becoming “places” that bring the significant image of Ipoh city.



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Analyzing Human Scale Space on Street Characteristics in The Tembalang Education Area

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Abstract. The education area is considered as a new growth center, because the demand for mobility is quite high, related to the ease of the community to the destination. The term human-scale space becomes important to achieve ideal conditions and without external interference when moving. The research location is in the Tembalang education area of Semarang City and examines the three main variables of the human scale space, namely accessibility, distance, and coordination between locations. Data obtained through field observations. The research method used is descriptive quantitative and scoring analyze. The purpose of this study was to analyze the human scale space based on street characteristics in the Tembalang education area. The method used in after observing, the results of this study classify the characteristics of streets in the education area Tembalang both on campus and outside of campus.

Keywords: human scale, pattern of mobility, street

1. Introduction

The loss of human-scale space can affect the occurrence of criminal acts, which affect activities on a regular basis at a certain time [1]. According to Newman (1972), the spatial scale is a human model that forms individual physical expression. In this context, indicators of accessibility, distance, and the interrelationship between locations are important factors forming patterns of behavior in carrying out mobility. These three indicators are the main measures in an individual initiating movement in a location and at certain times or modes of transportation.

Accessibility as the ability of individuals to reach certain routes or locations through means of transportation in urban areas [2]. The function of the connecting facility is to facilitate the individual in reaching the activity point. The means of connecting are defined as the pedestrian, bridge, or supporting modes of transportation such as motorbikes, bicycles, or pedicabs that are different from the main modes of transportation at certain times and routes. The distance is defined as the actual measure of an object or measure when an individual moves in space [3]. Distance is also often associated with the ability of individuals to compare one object with another object [4]. Distances are related to the radius of an individual's achievement of the location or can also be related to how far the distance of individual mobility is. Meanwhile, the interrelationship between locations is defined as the unity of the system between activities and/or humans that creates a behavior [5]. The research context speaks of spatial integration in conducting mobility. The incompatibility of the three indicators triggers a negative behavior. So that the community physically has no control over the surrounding environment [6].



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