

CREATIVE DESIGN OF MULTIPURPOSE SPACE ON PEDESTRIAN SIDEWALKS CASE STUDY : KALIURANG STREET, YOGYAKARTA

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ABSTRAK

Indonesia adalah negara dengan 54 juta pelaku sektor informal. Banyak tempat dengan karakteristik yang spesifik telah diteliti untuk menemukan fenomena umum bahwa sektor tersebut telah mengokupansi jalur pejalan kaki. Di sisi lain, pemerintah Indonesia masih belum memiliki pengelolaan yang berdampak besar untuk menyelesaikannya. Jalan Kaliurang adalah salah satu penggal jalan dengan ciri khas sektor informalnya. Jalan tersebut berlokasi di pusat Kawasan Aglomerasi Yogyakarta (KPY). Lebih dari Rp200.000.000 per tahun dengan Rp1.000 retribusi setiap harinya (jumlah minimum) dibayarkan oleh pedagang kaki lima, sementara secara fisik pejalan kaki membutuhkan jalur berjalan tersendiri dan pemisah antara aktifitas berjalan kaki dengan perdagangan. Hal ini mendorong perlunya intervensi yang dapat dilakukan untuk masa depan Jalan Kaliurang. Terdapat empat alternatif intervensi dengan mengombinasikan dua kebutuhan yaitu kebutuhan ekonomi dan fungsi jalur pejalan kaki. Kreatif tidak lagi didefinisikan sebagai hal-hal artistik namun berpikir "di luar kotak" dalam menghadapi masalah-masalah yang tidak menentu. Ruang multiguna pada jalur pejalan kaki berarti ruang yang tidak hanya digunakan bagi pejalan kaki, namun juga bagi pedagang kaki lima. Dengan desain tersebut parkir di badan jalan harus dikurangi. Diharapkan muncul penelitian lanjutan tentang desain fisik dalam konteks perkotaan yang berhadapan dengan sektor ekonomi informal di Indonesia.

Kata Kunci : Jalur pejalan kaki, Ruang multiguna, Desain

ABSTRACT

Indonesia is a country with 54 million informal economic sector actors. Many sidewalks with street vendors have been researched to obtain the general phenomena of the informal sector. In the other hand, Indonesian government still has no considerable action to manage these cases. Kaliurang Street is one of the streets filled with informal sectors. the street is situated in the heart of Yogyakarta Agglomeration Area (YAA). More than IDR 200 million per year or approximately IDR 1,000 of retribution per day (minimumly) have been paid by street vendors to the local government. Physically, pedestrians need wider walking tracks and separators between walking activity and trading. There are four alternatives of intervention by combining the two needs of economic and pedestrian sidewalks function. Creative is not defined merely as an artistic thing anymore, but thinking out of the box in uncertainty problems solving. Multipurpose space in pedestrian sidewalks means space in pedestrian sidewalk that is used not only for pedestrian, but also activities of street vendor, while on street parking is definitely argued to be reduced. Furthermore, it is hopefully followed by more research about creative physical design in urban contexts in facing the informal economic sector realm as Indonesia will face forward.

Keywords: Pedestrian Sidewalks, Multipurpose Space, Design

INTRODUCTION

Indonesia is a country with 54 millions informal economic sector actors. Many places with the specific characteristic of informal sectors have been researched to obtain general phenomena that this sector occupies the public space of pedestrian sidewalks. In the other hand Indonesian government still have no considerable management to overcome the street vendors. Kaliurang Street is one of the streets with a feature of informal sectors. It is situated in the heart of Yogyakarta Agglomeration Area (YAA).

One of the biggest landmarks close to it is the University of Gadjah Mada. Since 1998 the pedestrian sidewalks have been used as space for doing informal economic activities by the street vendors, small scaled trading, and on the road parking areas [1] Informal sector in general has at least three characteristics that make this sector important in managing the urban area i.e (1) informal sector can empower formal sector of economic;(2) informal sector can provide affordable goods and services; (3) informal sector is mostly accessed by urban habitants. [2] Actually the street vendors do the activities by

their awareness that the places used are not their own and they are facing the risk of relocation anytime. Furthermore, informal sectors will still be a disruption if the public's mindset thinks that way, so that it needs a creative alternative of design to overcome this situation. Based on the condition, this research recommends a set of alternatives of multipurpose space on pedestrian sidewalks to improve the condition. The alternatives can accommodate the economic potentials of informal sector and pedestrian mainly. So that a principle of "streetscape is the best showroom" can be thought in a good way.

Creative can be defined as more than an artistic thing again. In an urban context, it is more about how to solve urban problems by different approaches or interventions. These are simply a conclusion taken from best practice seen in many media nowadays. Moreover, design is one intervention tool for making a neater city and owning an identity. In other hand, creative city is also suggested to be defined as not a classic thinking as stated :

"It proposes that creativity of a city shall not be merely defined by its classic formulation of the people (creative class), the economy (creative industries and entrepreneurship, and the places (creative quarters and clusters)." [3]

RESEARCH METHOD

The research was undertaken in a particular period during November 2011 until December 2011 for its Grand tour and continued by other field observation until March 2012. While the second continuum was done until September 2012. Through a study case, the problem of pedestrian sidewalks condition, the problems by its interaction with informal economic sectors can be better understood. Two big realms of informal economic sectors in the research are street vendors and on street parking.

RESULT AND DISCUSSION

Kaliurang Street is located in Depok Municipality, Sleman Regency, Yogyakarta Province. Depok itself is geographically located on 7o 43' 56" - 7o,48' 17" SL and 110o 22' 4" - 110o 26' 53" EL. Segmentation has been made on Kaliurang Street to delineate the research study area, i.e. a segment from Mitora Kampus to the junction of Kentungan Section. According to UU No. 8 Tahun 2004 (National Regulation Number 8 Year 2004), Kaliurang Street is classified as a Collector Road. It can be identified by the characteristic of vehicles passing through in medium speed, road for supporting medium

distance journey. Status wise, Kaliurang Street is a province owned road. It connects the province's capital with the regency's capital. That is why this road is strategic and attractive for a lot of commercial activities along the road. The map of the location can be shown below:



Figure 1. Kaliurang Street Location on Google Map

Observation to the field shows that the distance of the street is 2, 550 metres or 2.55 kilometers.[1] From this condition, there is a different condition between the Northern part and Southern part edged by MM UGM junction. This research used "X" to mark the Southern area, while "Y" is for the Northern area. The illustration is shown below:

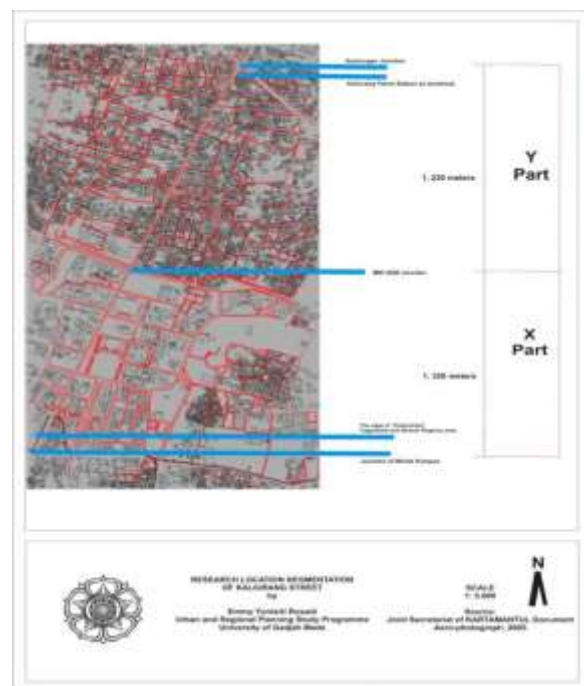


Figure 2. Research Location Segmentation of Kaliurang Street

Two characteristics are found in the location. The "X Part" is neater than the "Y Part" because of a specific organization named Paguyuban KALIMAGAMA. The informal sectors in the "Y Part" have more free mechanism in doing their activities because they

have no close administrative interaction nor cooperation with University of Gadjah Mada (UGM).

Street Vendors as Economic Potency

Retribution to the local government was accounted as much as at least IDR 228, 960, 000 in 2012. Per day, contribution is usually IDR 1,000 and can be more depending on electricity used. [1]The number of street vendors in X Part couldn't be added due to an agreement with Paguyuban KALIMAGAMA, UGM, and Sleman Local Government, to maintain neater pedestrian sidewalks and their management.

Perceptions of UGM sidewalk users

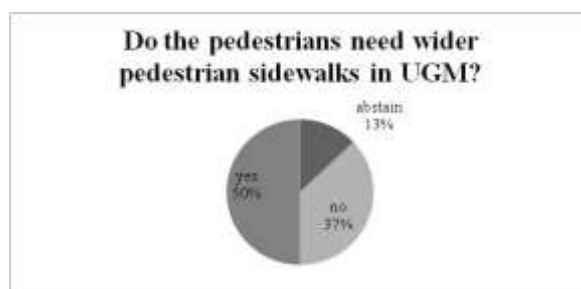


Figure 3. Result of questionnaire whether respondent needs wider pedestrian sidewalks

Based on the questionnaires [4], it is found that most respondent from total 117 people said they need wider pedestrian sidewalks to walk around UGM area, the location is overlapping with Kaliurang Street. 50% of the respondents answered "Yes", 37% said "No", and the rest gave no information. Given that, the width of pedestrian way which is full of street vendors needs to be enhanced to increase pedestrians' comfort. The shared space also needs separation to better organize street vendors. By making the border and by creating an organized space by design approach for the street vendor and pedestrian as well, the multipurpose space on the pavement could be realized.

For the other important question, data shows 60% of UGM citizens want to have greener infrastructure an addition to pedestrian sidewalks [4] Re-arranging the trees in pedestrian sidewalks which are integrated with the space for street vendor is another alternative way to complete facilities for pedestrian, therefore the street vendors are still being supported.

As for the economic affordability, most students in Yogyakarta, still enjoy the services of

street vendor especially for the food supply. Cheaper price from street vendor is the most valuable factor that makes the street vendors become so interesting for university student in Yogyakarta.

These respondents' voice can be a part of a bigger part of relevant respondent. Simply, there are two hopes from users to have two things on pedestrian sidewalks management; wider pavements and border (different space or separator between street vendor and parking activity with walking activity).

Creative design of multipurpose space in Kaliurang Street

From 1998-2012, UGM, Sleman Local Government, and relevant partners managed participatory approaches to relocate street vendors along Kaliurang Street to other places such as Magelang Street, but oppression happened. Street vendors would lose their usual consumers by the changing of locations. On the other side, Yogyakarta is really full of housings and more formal economic buildings. It would be an endless discourse if there was no futuristic design or intervention in the physical aspect. As data shown above, it can be understood that users of pedestrian still need to walk while they also need to fulfill their needs with cheap commodities from informal sectors. Here are some alternatives with four gradations ranging from the lowest to the highest futuristic scheme:

- Alternative A : pedestrian sidewalks still plain, no bridge nor special additional track for pedestrian in the locus; street vendors are relocated in a more suitable place.
- Alternative B : pedestrian sidewalks are allowed to street vendors but they are managed according to the kind of goods or services. It is called as street vendor centralization in this research.



Figure 4. Street vendors categorization well managed

- Alternative C : a bridge design intervention to reduce the crowding of pedestrian and to increase safety aspect.



Figure 5. Bridge design to intervent mobility of walkers

- Alternative D : a double track in pedestrian sidewalks to make a special zone for pedestrian in the above tracks, while street vendors are underneath them.



Figure 6. Double track of pedestrian sidewalks from above side



Figure 7. Double track of pedestrian sidewalks from road side

Safety

Every design has to be safe for the users. This multipurpose design can be safe if only it is built in a safe distance from electricity network and trees. That is why it needs a comprehensive infrastructure planning afterward. What this reserach can suggest is to make underground electricity power with some waterproof pipes in a width of 1 metre beneath pedestrian sidewalks.

There is a consideration by the small width of existing pedestrian sidewalks in Kaliurang Street, so that the installation of multipurpose pedestrian sidewalks will be adjusted.

CONCLUSION

1. The design is made to be a new discourse whether new approach can be done in the locus. The database explains that major informal sectors are coming from the street vendor occupying the street parking areas. The data above also show how considerable the street vendors' retribution to Sleman local government. Also, the mobility of

walkers need to be supported in order to face the dynamic of city condition, spesificly the streets.

2. Multipurpose Space of Pedestrian Sidewalk is defined as space in pedestrian sidewalk that is used not only for pedestrian, but also activities of street vendors, while on street parking is definitely argued to be reduced.
3. Some alternatives were raised up based on the problem of Kaliurang Street pedestrian sidewalks are:
 - Alternative A : pedestrian sidewalks still plain, no bridge nor special additional track for pedestrian in the locus; street vendors are relocated in a more suitable place
 - Alternative B : pedestrian sidewalks are allowed to street vendors but they are managed accroding to the kind of goods or services. It is called as street vendor centralization in this research.
 - Alternative C : a bridge design intervention to reduce the crowdedness of pedestrian and to increase safety aspect
 - Alternative D : a double track in pedestrian sidewalks to make a special zone for pedestrian in the above tracks, while street vendors are underneath them.
4. Further research about creative physical design in urban context facing the informal economic sector realm is needed as Indonesians will face forward in urban context.

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