THE INFLUENCE OF ACTIVITY SUPPORT TOWARDS VISUAL CHARACTER ON MT HARYONO STREET – SEMARANG – CENTRAL JAVA - INDONESIA

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ABSTRACT

Activity support consisted of any facilities which support certain activity in certain area. Such kinds of activities occurred and occupied in some areas. Most of the activities, principally, interrelated each other and supported the main activity. There are many kinds of activities support where people from all economic layers could come and joints. Activity supports also brought a very strong influence especially to the visual character of any part of street corridor where they were existed. For this purpose, the following study will try to analyze how big influences of the existence activity support towards the visual character of street corridor.

The case study would be MT Haryono Street which is located in one of the commercial areas in Semarang City-Central Java, Indonesia. While the observed activity supports is located along this street corridor of MT. Haryono and most of them are street vendors. It is well known that the characteristic of street vendors, is usually easily developed by occupying and expanding their surrounding area progressively. Moreover, their growing tends to increase fastly and difficult to control. They used not only the pedestrian ways but also the path wayss which are usually used for the extension of commercial area. It is therefore, Peterongan Tradisional market which is located closed to the study area became more and more crowded. The quantity of street vendors are time to time increasing. Presently, it is even overflowed especially in the early morning many vendors from Peterongan market are using MT Haryono street as place for trading. The most crowded area is in the southern part of MT. Haryono Street. Such condition will then influence the function of linear space (pedestrian ways and half part of the street) which is now used as movement path (transportation).

Thus, this research was done to find out the influences of activity support towards visual character of MT Haryono Street (the intersection between Lampersari Street and Tentara Pelajar Street). This research had qualitatively analyzed to get the significance of different effect of activity support on the visual character of this area. The output of this analysis is to draw conclusion particularly about the significance of the existence of activity supports on the visual character of an area.

From the analysis, it can be concluded that, activity support in this area is significantly interfering not just the area’s façade, but also the movement of pedestrian ways and street. It is necessary to rearrange the street vendors and other activity support in this area, so the function of street corridor in this area as the public space can be restored by considering the needs of many people.

1. INTRODUCTION

A city can be a spatial which the intensity of activities and construction of town grow and expand from part of downtown to the boundary. It indicates that the nearer to downtown, the intensity of activities are getting higher. Most the activities concentration of physical elements at could be in the form of economic religious and social activities and even activity of governance, and other facilities like recreation or urban space. This phenomenon could be seen in MT. Haryono Street, one of the most hectic streets in Semarang City.

Semarang is a capital city of Central Java, Indonesia. The population of Semarang city is around 1 million. As it shows in Fig. 1, Semarang is located on the North side of Centaral Java. While, the location of MT Haryono Street is precisely on the intersection of the traffic light in Lampersari Street until the intersection of Tentara Pelajar Street (see Fig. 2).

In the intersection of MT Haryono Street, it has generated traffic nodes where people could easily change transportation mode in this area. Due to this matter, it pushed the emerging of various activities supports, for example in the form of Pedicab stop, bus stop, city transportation stop and even there is
morning traditional market and street vendor’s along the corridor.

Such condition could be worse, especially when Java Mall starting to be constructed in the middle of the study area. This will push the growing of activity support progressively. In the early morning it could be observed that the activity of traditional market from Peterongan traditional market has already extended until the street area in front of Java Mall. Such condition may cause any exploitation of the path way along MT Haryono Street for temporarily (03.00-09.00). Furthermore, the area along this street during that time become crowded and overflowed not only for people but also for the transportation.

Fig. 1: The research location

Fig. 2: Segment division
In terms of street vendors as one of activities support which dominated in this area, it will represent positive impacts for local people if they were developed well. The reason is, activity support can give specific visual character for certain area. The area becomes more lively. On the other hand, activity will bring bad influence especially in terms of bad performance and crowdedness.

Regarding the above matter, this research is addressed to study the influence of activity support in the corridor of MT Haryono Street Semarang-Central Java (the section between Lampersari Street and Tentara Pelajar Street). The outcome of this study will be utilized as a basic for developing guidance of the city development planning particularly in this study area. Any recommendations that could be executed to overcome the existing problems have to be considered to the public space’s potency to fulfill the physical requirement and other aspects in the form of desire and meanings of culture [1].

2. METHODOLOGY

Methodology used in this study is references study, observation, direct interview, and Focus Group Discussion (FGD). The target group would be consisted of street vendors, walkers, buyers, street users.

Another method used in the discussion is qualitative method. This qualitative method is actually based on the real condition of the study, therefore the data that had already been gathered will be described qualitatively based on the existing condition. The research itself will be conducted in the early morning at noon and at night. The aim of doing this research is that it can observe clearly the influence of activity support in the study area towards the visual character on MT Haryono.

3. THE FUNCTION OF ACTIVITY SUPPORT

Activity support is activity that direct to the needs of important movement, lively city and excitement. The existence of activity support always close to the growth of public activities which dominate the use of public area. It means that the closest activity support to the main city the highest intensity and variety of activity support. It will lead to the highest needs of activity support. It is hoped that activity support could integrate and become connector of any activities occurred in a certain area [2].

The principal function of activity support is to connect two or more public spaces and activating the main function of urban activities to become more lively, sustainable, and attractive [3]. Activity support has character as communicator to reach the dialogue or the quality of urban space among the function of activities and giving specific visual image at certain urban area and represent the local identity of area.

4. DESIGN CRITERIA OF ACTIVITY SUPPORT

To create the special characteristic of urban environment, the design criteria and form of activity support should give attention to contextual aspect and compatible with its environment. Besides, it also requires attending identity through the understanding of social pattern and culture with contextual meaning. Soul and characteristic of a place have to be defended as identity of an environment.

Some criteria that must be considered in designing activity support are as follows:

- The intensity and variety of activity attended in the space which is important to create continuing dialogue and having local character to attract user.
- Coordination between activity support and environment which is good for revitalizing a city to become more life.
- Cultural and Social life has to be considered in designing activity support which fulfill the desire of the users.
- The existing land use for street vendors should be carefully designed by local government in order that there will be no land use conflict among the users.
- Supporting facilities such as street furniture, lighting, etc. should be provided to comfort the users.

5. THE DEFINITION OF VISUAL CHARACTER

The pattern of function, circulation, and barrier wall determines geometric characteristic of corridor. The barrier wall could be a building, trees, or other element forming space [4].

Visual quality covers aspect of esthetic quality such as composition, pattern, order, and image, that shows the quality of the relation between image and visual system and distinguishing element (Vining and Stevens in Smardon [5]). Visual bearing is visual relationship between building
elements and/or buildings in the environment, resulting comprehensive visual continuity effect.

Urban area’s visual condition is concerned the following aspects [6]:

- Psychological phenomenon which is related to urban physical appearance that is able to generate certain character of emotion. It is also related with meaning attended by an environment or object to observer.
- Physical phenomenon, that is the things related to environment ordering and arrangement, and visual correlation. This is also related with the relation between elements which can be interpreted as buildings relationship.

6. ACTIVITY SUPPORT IN PETERONGAN AREA - MT HARYONO STREET

Peterongan Traditional Market is located especially at the southern part of the Lampersari Street. As already mentioned in the introduction, this market has extended until the street in front of Java Mall. In this intersection, people usually do the activity such as loading and unloading. In the early morning, people try to load and unload the things (vegetables) which they will sell in traditional market. Besides, people also do passenger loading and unloading. There is no bus stop, Pedi cap or local transportation station is a place where they could easily do loading and unloading. In terms of activities, they are mixed together, and cause transportation problems in this part of the street. People could not easily pass through this area, especially in early morning because there would be a lot of street vendors and those who use personal cars, buses, local transportations, etc. The street become more crowded and it would push the emerging of various activity supports to be become larger from time to time without any integration and coordination to the functions of this area. Such condition will further cause the form and facade of the corridor look disorganized and disordered. Moreover, in early morning, activity of vegetable market in Peterongan is overflowed and it goes to the front of Java Mall, exploiting the path way and creating any difficulties that difficult to control. The activity supports found in this area are Pedi cab basis, ojek (motorcycle rental), street vendors (including the merchant of food and beverage, “goat” market, magazines, cigarettes, gasoline, tire patching), and public facilities such as telephone box, bus stop, pedestrian way.

The forms used by vendors in vending their merchandise are kiosk, displaying the merchandise on the street, booth tent, open desk, and car booth. Besides exploiting the pedestrian area, the vendors are also exploiting the path way and bus stop. While, Pedi cab basis occupies the path way area, that is near Java Mall and also nearby Lampersari Street. Ojek basis are located at the intersection of Tentara Pelajar Street (close to “goat” market).

The corridor facade of this area can be seen at the pictures below. Intake of pictures based on difference of time (morning, noon, and night), with consideration that appearance of type of vendors will be different from time to time.

Fig. 3: The facade of segment 1 (in the morning)
Fig. 4: The facade of segment 1 (at noon)

Activity support in the form of pedicab in front of Java Mall

Activity support in the form of street vendors

Fig. 5: The facade of segment 1 (in the evening)
Activity support in the form of vendors

Fig. 6: The facade of segment 2 (in the morning)

Activity support exploiting bus stop

On-street parking in front of Java Mall

The vendors’ physical traces

Fig. 7: The facade of segment 2 (at noon)
Activity support in the form of vendors in front of Java Mall

Fig. 8: The facade of segment 2 (in the evening)

Goat market’s physical trace

Activity support in the form of mobile

Activity support in the form of bus stop

Activity support in the form of vendors

The vendors’ physical traces

Fig. 9: The facade of segment 3 (in the morning)
From the above figure, it could be seen that activity support is significantly influencing the performance of building façade, pedestrian way, path way, etc. There are some differences of activity support influences towards façade, pedestrian ways and path ways. The percentage of each item basically derived from the output of statistical data on the influence of activity support towards façade, pedestrian ways and path way in segment 1, 2 and 3 with time difference which already done to support the analysis. The following are the summary of the analysis that is shown in Tables 1 and 2:

The influence of activity support to the building façade.

- The biggest influence of activity support to the building façade (in the case of the existence of activity support covering building façade) occurred especially at noon with average 20, 72% in segment 1, 28, 93% in segment 2, and 20, and 36% in segment 3.
- The activity supports influencing façade are vendors, temporary market, on-street parking, and Pedi cab basis.

While, the influence of activity support to pedestrian way.

- The biggest influence of activity support to pedestrian way (in case of the existence of activity support exploiting pedestrian way), happen in early morning with average 100% in the east of segment 1, 21,25% in segment 2 in the evening, and 25,34% in segment 3 in the evening.
- The activity supports influencing pedestrian way are vendors, temporary market.
- The area of pedestrian way occupied by activity support is almost covered the overall pedestrian area. So, the function of pedestrian way becomes annoyed because there is no longer space for people to walk on pedestrian. Besides, such condition will also break the technical rule issued by Central Java Government. The minimal width of pedestrian way is 120 cm.
- One of the influences caused by activity support (vendors) is the function changing of the public facilities, for example: bus stop exploited by the vendors, so it cannot be used optimally by users. Beside, from the esthetics...
point of view, the quality of corridor of MT. Haryono Street tends to decrease.

The influence of activity support to the path way.

- The biggest influence of activity support to the path way (in case of the existence of activity support exploiting part of path way) happened in the morning with average 100% in the east of segment 1, 10.86% in segment 2 at noon, and 8.46% in segment 3 at noon
- The activity supports influencing the path way is street vendors, temporary market, on-street parking, and Pedi cab basis.
- The influence of activity support to the path way is people are using the path way as temporary commerce space. They used almost 100% of street and pedestrian way for offering their products without considering the impact of their activities towards the traffic. They even overflowed in surrounding area until the area in front of Java Mall.

Table 1: The differences of activity support’s influences based on the differences of time research

<table>
<thead>
<tr>
<th>SEGMENT</th>
<th>ACTIVITY SUPPORT’S INFLUENCES</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Facade</td>
</tr>
<tr>
<td>SEGMENT 1</td>
<td>The biggest influence: at noon (20.72%)</td>
</tr>
<tr>
<td></td>
<td>Insignificant difference</td>
</tr>
<tr>
<td>SEGMENT 2</td>
<td>The biggest influence: at noon (28.93%)</td>
</tr>
<tr>
<td></td>
<td>Insignificant difference</td>
</tr>
<tr>
<td>SEGMENT 3</td>
<td>The biggest influence: at noon (20.36%)</td>
</tr>
<tr>
<td></td>
<td>Insignificant difference</td>
</tr>
</tbody>
</table>

Source: The researcher’s analysis, 2004

Table 2: The influence of activity support to facade, pedestrian way, and path way

<table>
<thead>
<tr>
<th>Type of Activity Support</th>
<th>THE INFLUENCE OF ACTIVITY SUPPORT</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Facade</td>
</tr>
<tr>
<td>Street vendors</td>
<td>Together with on-street parking, covering 10.08%-28.93% of building facade, so that influencing aesthetic appearance of building.</td>
</tr>
<tr>
<td>Temporary market</td>
<td>Covering 10.08% of building facade</td>
</tr>
<tr>
<td>On-street parking, pedicab basis, and ojek basis, pangkalan</td>
<td>Together with the vendors covering 10.08% - 28.93% of building facade.</td>
</tr>
<tr>
<td></td>
<td>Exploiting 100% of pedestrian way in the east of segment 1 for trading, so that also extend the space for pedestrian indirectly by decreasing the street.</td>
</tr>
<tr>
<td></td>
<td>Changing the movement structure of vehicles by exploiting 100% of path way in the east of segment 1 in the morning.</td>
</tr>
<tr>
<td></td>
<td>Decreasing 3, 28% - 16, 72% of effective street width.</td>
</tr>
<tr>
<td></td>
<td>Decreasing 3, 28% - 16, 72% of effective street width.</td>
</tr>
<tr>
<td></td>
<td>Caused traffic jam in rush hour.</td>
</tr>
</tbody>
</table>

Source: The researcher’s analysis, 2004
From the above figure, it could be said that activity support significantly influenced the performance of building facade, pedestrian ways and path way along the MT. Haryono street corridor. Most of the building were not anymore seen as what they like but mostly they were covered by street vendors. The performance of street vendors provide bad looking to the performance of building, because many of them are built up from temporary materials without any specific design. They were so simple and rural. They develop progressively and are difficult to handle. They occupied almost all area infront of building. Besides, they always create traffic problems. They used to create traffic problems especially in the early morning, and garbages after their selling activities. Pedestrian way was no longer used as walking space but they used almost 100% of pedestrian way to merchant their things. They changed already the function of the pedestrian way and made it uncomfortable for the users. Eventhough the government already issued policy where they can do their activities until 7 o’clock in the morning, but still the traffic jump along this area could not be well managed. Due to their exploitation of almost 50%, they stuck their traffic and all the street users. Many of street users were trying to seek another part of street where they can easily pass through. But, unfortunately from the other side, there come another traffic. Therefore, in the early morning, most of the people are usually hindered in this street and look for alternative ways where they can pass through easily. Such condition is supported by public transport that used to load and unload their passengers also in this area. The area of MT. Haryono Street became messed up, dirty, rural, and uncomfortable for the users. The intensity and variety of activity support attended in the street could not anymore dialogue and having local character to attract the users. There were no coordination between activity support and the environment which is good for revitalizing a city become more lively and beautiful.

7. CONCLUSION

From the discussion, it could be concluded that activity support in Jl. MT Haryono (the section between Lampersari Street and Tentara Pelajar Street) brings significant influence towards visual character of this area. It colors the façade, pedestrian way and pathway along MT. Haryono Street by the very crowded situation and bad performance. But on the other side, MT. Haryono becomes more lively and attractive due to the market activities. A lot of people are attracted to do their trading activities in this corridor even though it is a very dangerous situation. There are traffic problems along this corridor. The very hectic time usually happens during morning time especially when traditional market exists in this area. Therefore, to avoid such kind of situation, the government should take any action such as relocation of the overflowed traditional market in other places which is suitable for accommodating the activities. The government should also evaluate the city planning of Semarang city in overall so that it would eliminate the trouble occurred in the surrounding area of MT. Haryono Street.

REFERENCES

2. E. Darmawan, Teori dan implementasi perancangan kota (Theory and implementation of urban design), Badan Penerbit Universitas Diponegoro, Semarang (2005).