

Informality in the Public Space of Dipatiukur Street as Circulation Space and Interaction Space

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Abstract: Street space is part of public space that is not only used as a circulation space but also as an interaction space in which formal activities and informal activities occur. The attractiveness of both often poses serious socio-cultural issues, but in a positive context it is a force that can be the life-force of a city. Commercial activity as a formal activity invites informal activities actors occupying some of the road space as a vehicle parking, street foods, and a place to gather or socialize. Dipatiukur Street was chosen as a case study because it is located in a commercial area that is always crowded by informal activities along the street. Data collection are done thoroughly on the street space include spatial road order, activities occurring in the street space, and the behavior of road users in utilizing the street space as a public space. The research was conducted by qualitative method to know the effect of informality to function of street space as circulation and interaction space. The result of this research is informality arising from the existence of commercial activity and availability of space to do informal activity which basically street space that is vehicle lane and pedestrian path functioned as circulation space for vehicle and pedestrian. However, the existence of informal activities make public roads on Dipatiukur Street always crowded by street users. The activities of street hawkers, gathering activities, and temporary parking activities in which interaction activities take place between pedestrians, vehicle users and merchants create interaction space on public road spaces. Thus the public street space is not only used as a circulation space but also the interaction space making public road space more crowded and more alive because of the involvement of all street users in participating and activities generating a sense of ownership of public street space.

Keywords: informality, street space, public space, formal activity, informal activity

I. INTRODUCTION

Public space is one of the elements of the city that plays an important role as a place of social interaction for people because people not only live alone in the city, but also they are exist in an environment [1]. As a part of public space, street space is not only used as a circulation space but also as an interaction space in which formal and informal activities occur.

Currently, many urban residents who tend to choose to use motor vehicles because they are considered more flexible to move places. So the city development focused on the arrangement of vehicle circulation space compared to the interaction space for road users.

Seeing the phenomenon, the government of Bandung revitalize the pedestrian path, one of them is Dipatiukur Street which is expected to stimulate pedestrians to walk safely and comfortably as well as revive the road space as a public space. However, on the west side equipped with pedestrian lane looks deserted from pedestrians. In contrast to the eastern side that is not equipped with pedestrian paths but crowded by pedestrians.

The issue of this research is that the existence of informal activities in public spaces of road obstructs the circulation of vehicles, but on the one hand makes the road space on Dipatiukur Street always crowded so that the public spaces of the street become more alive.

Research Method

This research is done by qualitative method to know the influence of informality to function of street space as circulation and interaction space. Data collection focus on the spatial condition of the street spaces, the activities occurring in the street spaces, as well as the behavior of street users in utilizing the street space as circulation and interaction space.

Research Scope

The case study is the Dipatiukur Street section in which there are formal activities of commercial, educational, and residential activities. The research is focused on three aspects, namely street space as public space, activities occurring in street space, and street users are pedestrians and vehicle users who move in this street space.

II. OBJECT STUDY

Dipatiukur Street is located in Kelurahan Lebakgede, District Coblong, Bandung, Indonesia. The object of research is Dipatiukur Street starting from the intersection of Ir. H. Djunda Street to the intersection of Teuku Umar Street (Fig 1). Selection of the location of the study object due to the activities occurring in this road is more diverse, namely the existence of commercial activities, education and settlement.



Figure 1. Survey Area

Street as Circulation Space

Dipatiukur Street has length \pm 800 m with a vehicle lane width \pm 12 m (Fig 2). On the east side of the road most of the buildings are dominated by commercial and college functions, while on the west side are dominated by residential and commercial functions. Due to the number of commercial buildings along Dipatiukur Street, this street is always crowded by motor vehicles.

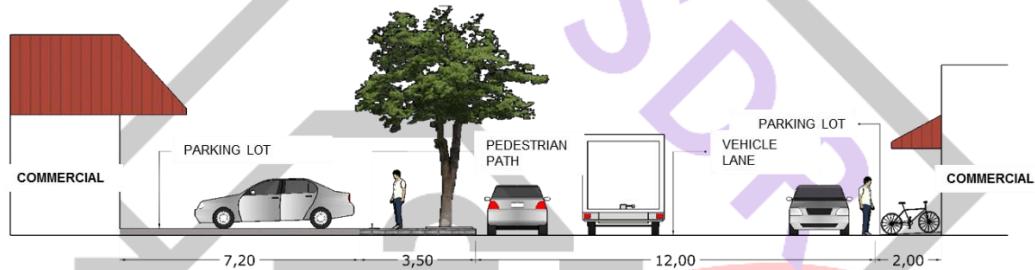


Figure 2. Vehicle Way Intersection

On Dipatiukur Street there is a pedestrian path between the building and the vehicle lane. Pedestrian path on the west side is along Dipatiukur Street with pedestrian path width \pm 3-3.5 m with elevation + 20 cm from the surface of the vehicle lane. While pedestrian path on the east side is along the street in front of UNIKOM campus with pedestrian path width \pm 1.5 m with elevation + 20 cm from surface of vehicle lane (Fig 3); and part of the street to Kelurahan Sekeloa with a width of \pm 1 m with elevation of + 25 cm from the surface of the vehicle lane (Fig.4).

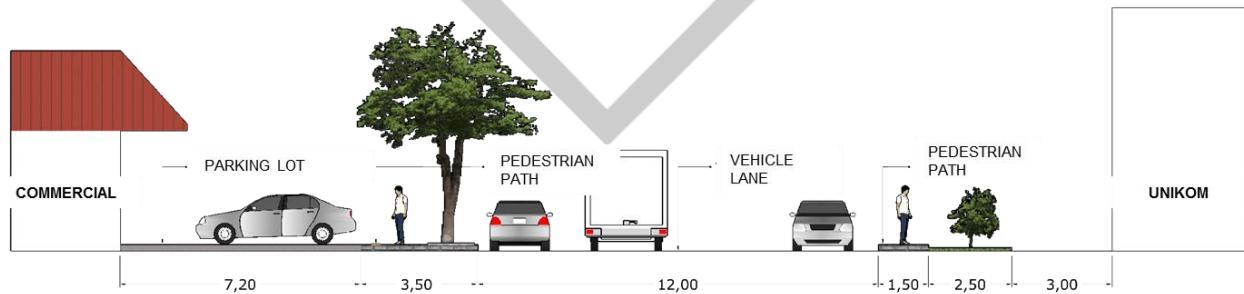


Figure 3. Intersection of Pedestrian Path in West and East Side (UNIKOM)

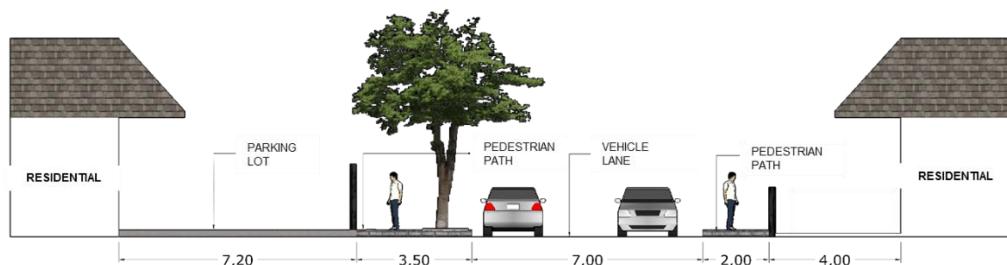


Figure 4. Intersection of Pedestrian Path in West and East Side (Kelurahan Sekeloa)

Street as Social Space

Good street encourage participation, people stop to talk or maybe they sit and see, as passive participants, accepting what the street offers [1]. Street as public spaces allow local people to engage in activities as well as interact with other activities and the environment.

Along Dipatiukur Street there are various activities that occur, but the most dominant activity is a commercial activity. Commercial activity can occur due to the interaction between sellers and street users, be it pedestrians or vehicle users. The interaction of commercial activities has an effect on the life of the street spaces on Dipatiukur Street [4].

But on the west side of Dipatiukur Street which has been equipped with pedestrian path looks less crowded from pedestrians. When viewed from commercial activity, most of the commercial activity located on the west side is a restaurant, a retail store whose visitors use motor vehicles so that users of vehicles directly enter and interact in the building. In contrast to the eastern side that is not equipped with pedestrian pathways, most commercial activities are street foods, food stalls, and photocopies outlet along the street that are always crowded by pedestrians (Fig 5).

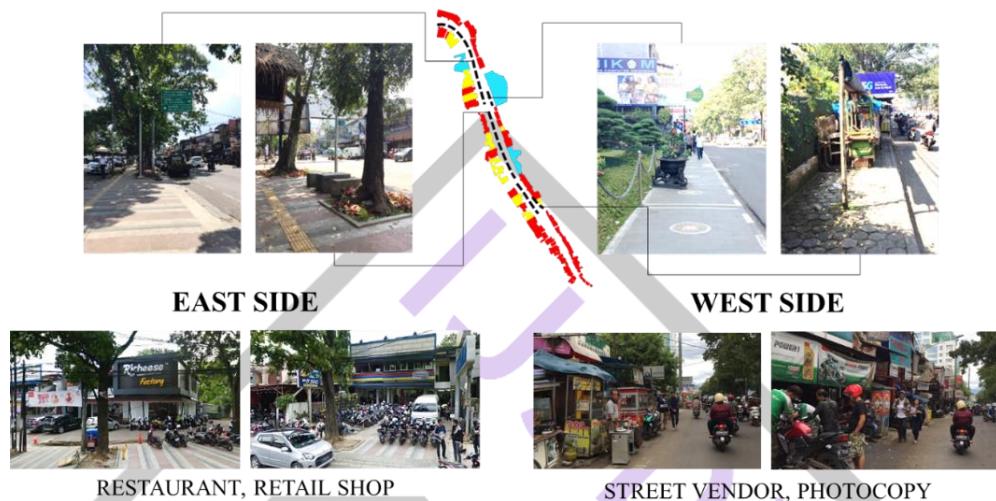


Figure 5. Differences of Crowded Situation in West and East Side

Formal Activities

Formal activities are activities related to functions and physical attachments to the street space such as walking, driving, parking for visitors or employees. Included in it is the notion of formal activities in the form of shops, offices, settlements, and education. Formal activities on Dipatiukur Street include educational activities such as UNIKOM and ITHB. In addition to commercial activities with the restaurant, café, travel services, digital printing, photocopying, and so on.



Figure 6. Formal Activity in Dipatiukur Street

Informal Activities

Informal activity is an activity whose existence is not regularly clear, arising as a result of the response of community to the condition of a space, but the arrangement is not planned like a formal activity. These informal activities are categorized as businesses that are outside government control or have not been regulated by government legislation. In this study, informal activities found in Dipatiukur Street include trade activities, gathering activities, and temporary parking activities.

1. Trading Activities

Trading activities conducted by street foods in Dipatiukur Street. The selling facilities used by street foods are: push carts, kiosks, and semi-permanent tents [3]. Most street foods occupy pedestrian paths and vehicle lanes as trading areas.



Figure 7. Kiosk and Push Cart of Street Foods in Vehicle Path

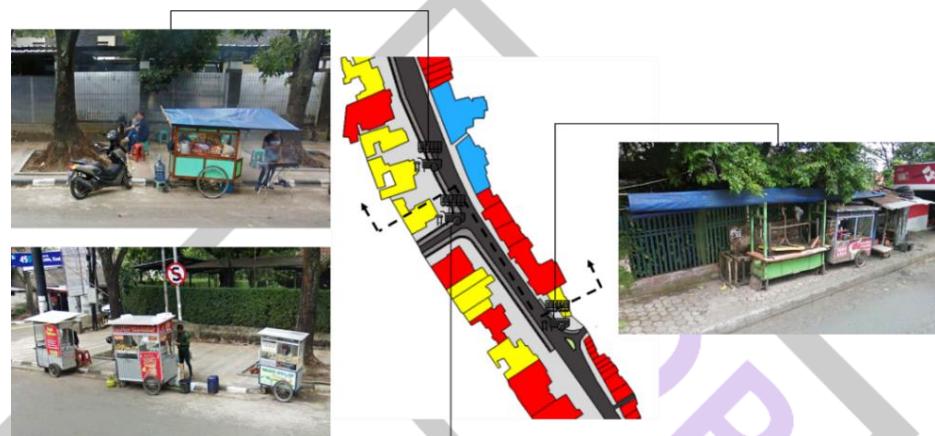


Figure 8. Semi Permanent Tent of Street Foods in Pedestrian Path

2. Gathering Activities

The pedestrian path is part of a space functioning as a space for pedestrians. Apart from being a circulation room, pedestrian paths are also used by pedestrians to gather or rest. The bench becomes one of the supporting elements of the public space [3] that pedestrians can use to get together and rest while enjoying the ambience. In Dipatiukur Street, pedestrian paths are equipped with concrete tables and benches but pedestrians do not take advantage of the facilities to rest or gather. Pedestrians prefer to sit on fence walls and garden walls or on pedestrian paths that should not be used for seating and gathering.

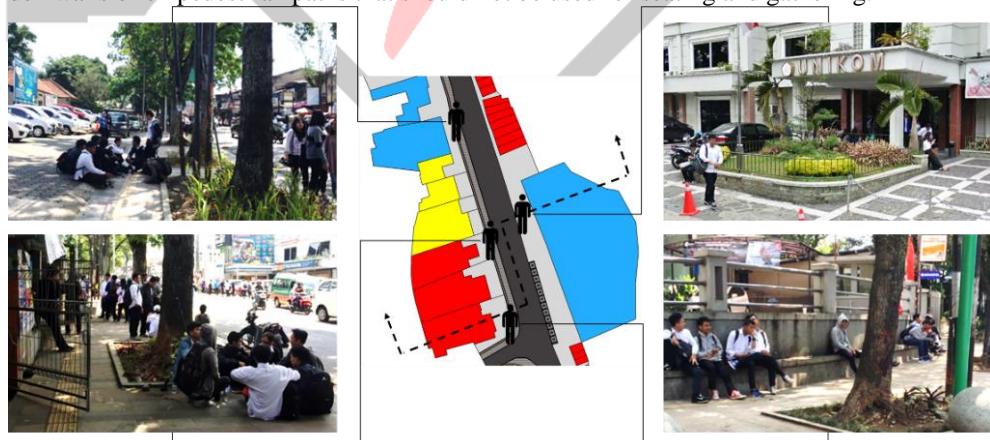


Figure 9. Pedestrian choose to gather in fence walls and pedestrian path

3. Temporary Parking Activity

Parking activity is a necessity for users of cars and motorcycles when it arrives at the destination. Along Dipatiukur Street there are many commercial function buildings which become one of the purposes of vehicle users. However, the condition of buildings that do not have adequate parking space, making the vehicle users choose to park on the shoulder of the road. Although there are roadblocks prohibited from parking and are prohibited from stopping at the shoulder of the road, there are still many vehicle users who ignore this warning.

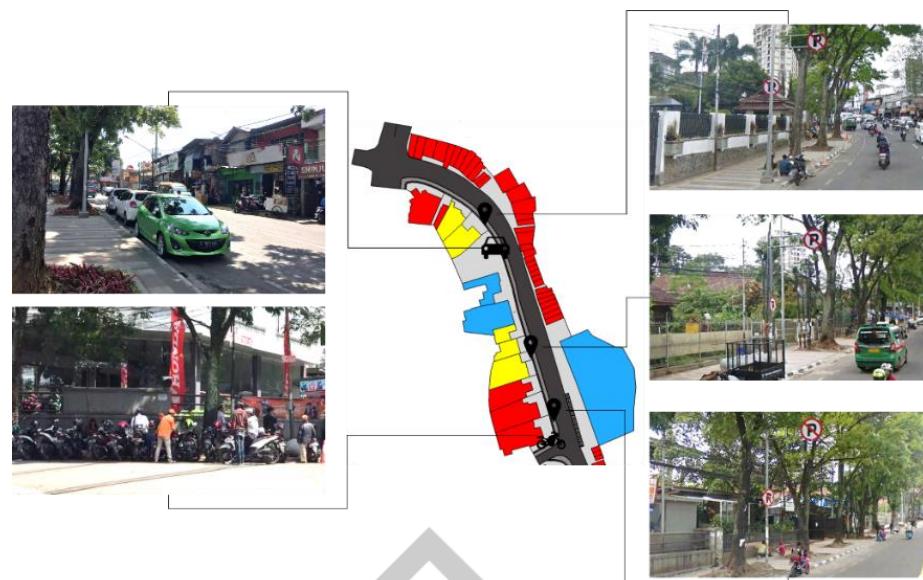


Figure 10. Street Users Using Roadside as Temporary Parking Place

III. RESULT AND ANALYSIS

The growth of informal activity in the street space, not separated from the existence of formal activities dominating in a public space. The interrelated relationships between the two types of activities on this Dipatiukur Street section based on field data findings can be divided into:

1. The relationship between the function of formal activities and informal activities.
2. The physical relationship of the formal space as a circulation space with the emergence of informal space as a space of interaction and functional space.

Trading Activities

1. Actor: Street Hawker

Facilities: Kiosk

Area of trade: Terrace of commercial building

The commercial activities of photocopies and food stalls that are always crowded by the buyers, become an attraction for the shopkeeper to use or rent the building page for trading activities of street foods so that many street hawkers in groups [3] around commercial activity on the east side of segment A with a uniform commodity of food and drink. Clustered trading activities also become an attraction for pedestrians and users of vehicles as consumers, so that consumers can choose goods or services of interest.

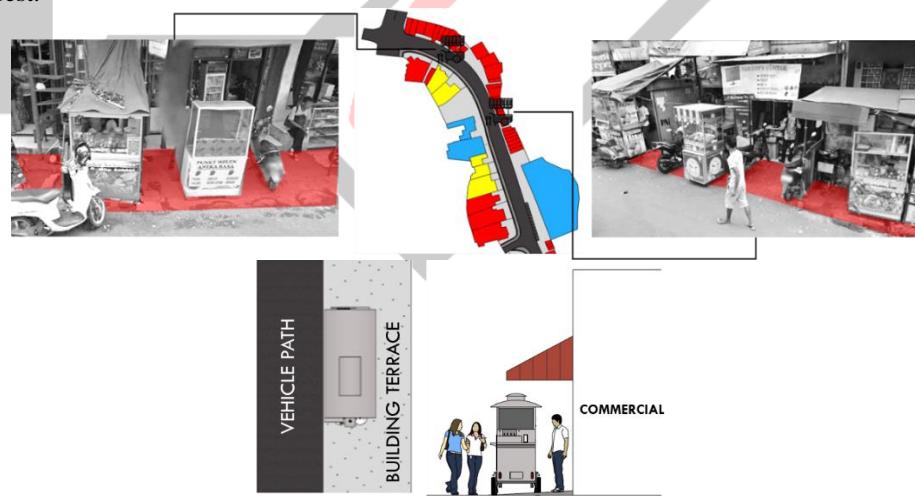


Figure 11. Street Hawker with Kiosk in commercial building terrace

Building terrace that are mostly used as a space to sell, simply interfere with walking activities and parking vehicles. This is because the stores only provide parking space in the yard of the building, but because of the mastery of some space for trading activities street food there is a seizure of space for selling and parking. Often buyers are forced to park their vehicles on the side of the road that at times can hamper the circulation of vehicles.

2. Actor: Street Hawker

Facilities: Push cart

Area of trade: The edge of the vehicle lane

Trading activities start at noon to night and commonly known as half-time street hawker [3] because it stops at a certain period then moves after the selling time is over. Most street hawker trade around the commercial area because of the shops, photocopies, computer rentals, and food stalls that are always busy with buyers and pedestrians passing along this street so that many street hawker are trading along commercial area roads [3]. The condition of street spaces that do not have clear boundaries between the building terrace and the vehicle path, making the street space as if together. So, many street hawker who trade on the edge of the vehicle lane along Dipatiukur Street.



Figure 12. Street Hawker with Push Cart at Vehicle Roadside

The existence of street food on the edge of the vehicle path makes the circulation of street users, especially for pedestrians to be disturbed. This is because the street space on the east side that is not equipped with pedestrian paths make pedestrians forced to walk on the edge of the vehicle lane, especially the mastery of part of the vehicle path by street food so that there is a seizure of space between the circulation space of pedestrians with space of street hawker.

3. Actor: Street Hawker

Facilities: Semi Permanent Tent

Area of trade: The edge of the vehicle lane

The activities of street hawker are half-occupied [3] because of the trading facilities installed when they trade and are dismantled when they are finished. All traded properties are brought back by the merchant when the trading time is over, so as not to disrupt the circulation of vehicles in the street space. Street hawker conducts trading activities on the edge of the vehicle lane precisely at the intersection of Raden Patah Street. Most of the street food who use the tent stalls start trading activities at night.

Street hawker choose the edge of the vehicle path as a trading area due to the condition of the edge of the vehicle lane that is not too crowded by a motor vehicle because it is at the crossroads leading to a residential complex. In addition, the condition of the street space is quite wide (± 12 m) so it is used to place the merchant's cart, the bench and the buyer's table. This location is also crowded and surrounded by commercial areas, so it becomes one of the attractions for street hawkers to trade on the edge of the vehicle lane [6].

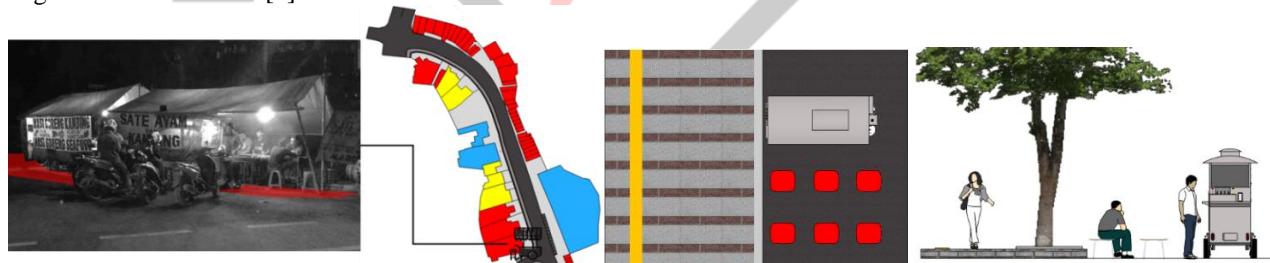


Figure 13. Street Food with Tent in Roadside

The existence of street hawker who trade at night makes the street space look more crowded, besides the light flickering from street vendors become additional sources of light on the street space so that road users, especially pedestrians do not feel afraid to walk at night.

4. Actor: Street Hawker

Facilities: Push Cart

Area of trade: Edge of vehicle lanes and pedestrian paths

This street food commonly known as semi-permanent street hawker because it started trading activities at a certain period of the day and leave the area of trade when it is completed in the afternoon. They use pedestrian path as a trading area because of the dominance of buildings along the road this residential building to make the pedestrian lane a quiet condition of the pedestrian. Seeing this, street food uses the pedestrian line to put the buyer's seat and place the wheelbarrow on the edge of

the vehicle lane because the vehicle is wide enough (± 12 m), so it is considered not to interfere with the circulation of vehicles that pass because it does not take up much space.

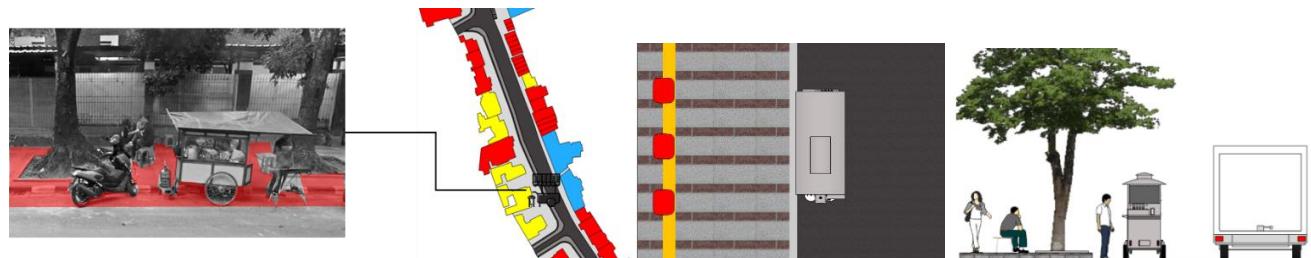


Figure 14. Carts in Pedestrian Path

Due to the activities of street hawker, the initially deserted pedestrian lane is now crowded by buyers, making it an attraction for pedestrians and vehicle users to approach street food [6]. Although the activity of trading is done on the edge of the vehicle lane and invites the parking activities of the buyer's vehicle, this rarely causes congestion due to the condition of the vehicle lane is wide enough.

5. Actor : Street Hawker

Facilities: Push Cart

Area of trade: The edge of the vehicle path

Most of the buildings on this street are commercial buildings and have a large courtyard building for parking vehicles (cars and motorcycles). This is not possible for street food to sell in the building yard because it is considered to block out and out of the vehicle, especially cars that require considerable space. Thus, the activity of trading is done on the edge of the vehicle lane directly adjacent to the pedestrian lane. In addition to pedestrian lane conditions that are quiet of pedestrians, traders also choose to sell on the edge of the vehicle path because the location is also crowded by other ranks of street hawker who trade at the same time [7].

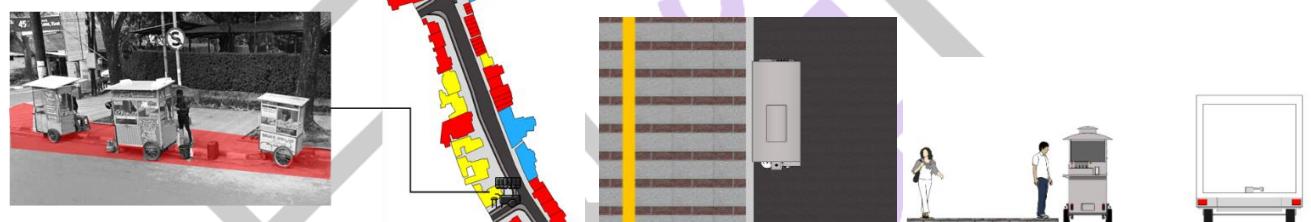


Figure 15. Carts in Vehicle Lane

6. Actor: Street Hawker

Facilities: Semi Permanent Tent

Area of trade: The pedestrian path

Street food who sell in pedestrian paths installed the property at night when going to trade and unpack when finished. It's just that the merchant leaves the property on the pedestrian path so that it includes the pattern of settling service [3]. Different from the location of selling street food with the previous tent stalls, street hawkers are using pedestrian paths because of the condition of the vehicle lane that is always crowded by passing vehicles. So it is not possible to put the property selling on the edge of the vehicle lane. In addition, the distance of the near selling location of the seller's house to be one reason traders occupy this pedestrian path to sell. The trades that settled in the pedestrian lanes caused the circulation of pedestrians to be disturbed. So pedestrians have to scramble the circulation space with the vehicle users in the vehicle lane.

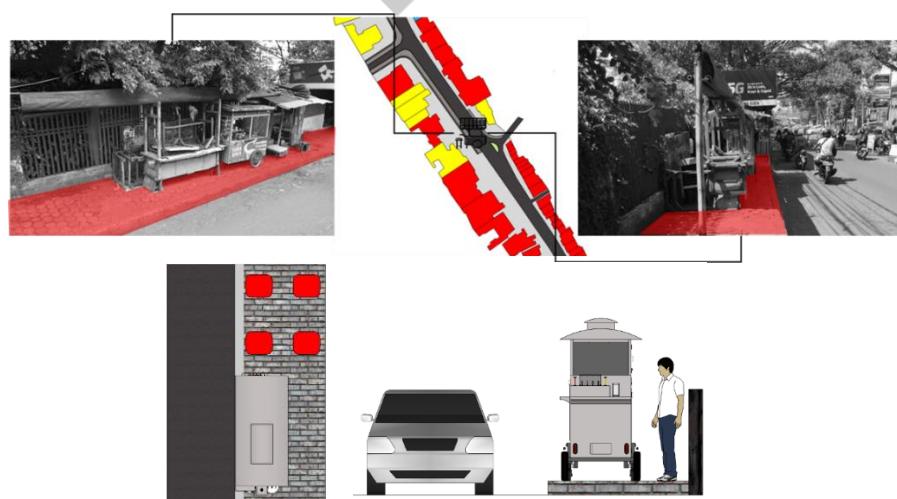


Figure 16. Semi Permanent Tent of Street Food in Pedestrian Way

Based on the above explanation, many street food are found along Dipatiukur Street. Most are street food sell food and beverages using kiosks, wheelbarrows, and semi-permanent stalls. Based on the observation, the things that trigger the emergence of street food in Dipatiukur Street are as follows:

- The presence of commercial activity crowded by visitors [3],
- There is space to put selling properties on the vehicle track and pedestrian track,
- The crowd gathered [4],
- The activity of fellow street food in the street space [7].

Because there is no special space for street vendors, they take advantage of road space to sell the vehicle path and pedestrian path that functioned as a circulation space for pedestrians and vehicle users. The mastery of space by the activities of street hawker in street space led to informal space in the form of commercial space as spatial practice [2]. Although intangible space, but the existence of commercial space can be felt because of the activity of buying and selling conducted by traders and buyers are done at the same time throughout the day.

Gathering Activities

1. Actor: Pedestrians - UNIKOM Students

Area assembled: Pedestrian path

- a. Gathering A, located on the edge of the pedestrian lane bordering UNIKOM's parking lot. Most of those gathered at point A are pedestrians who are UNIKOM students. They chose to gather at point A because of its location directly adjacent to the UNIKOM car park and motorcycle so that pedestrians who gather at this point do not have to walk far to the parking lot of their vehicle [5].



Figure 17. Gathering A

In addition, the pedestrian path with UNIKOM parking lot that is not limited by the fence makes the pedestrian track space becomes more visible so that pedestrians who gather at this point can sit freely. The condition of the pedestrian lane which is equipped with shade trees makes the gathering activity more comfortable so that the pedestrians feel at home to sit for a long chat because it is protected from the heat of the sun [4].

- b. Gathering B, is on the edge of a pedestrian lane bordering the lane of the vehicle. Just like point A, most of those gathered at point B are UNIKOM students. They gather at point B because of the activity of street food who sell food and drink so that the attraction for pedestrians to gather at this point [5]. Pedestrians prefer to sit on pedestrian lanes bordering the lanes of vehicles compared to pedestrian lanes bordering the fence because of the availability of more space and freedom to gather. Conditions of pedestrian lanes that are not equipped with bench facilities [4] then pedestrians choose to sit directly on the pedestrian track.



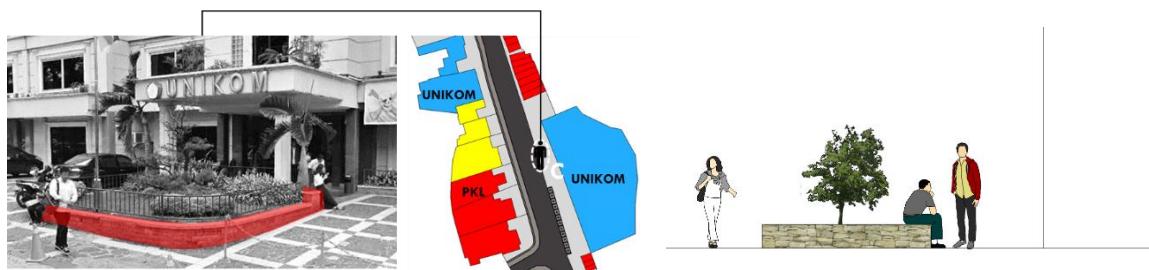
Figure 18. Gathering B

2. Gathering C

Actor: UNIKOM Student

Gathering Area: Building Terrace

UNIKOM Building has no open space for student gathering, so they use the courtyard building as a temporary gathering room. In addition, there is a garden with low walls that can be used as a seat. Although the initial design is not intended as a seat, but many students who use this garden wall as a seat when assembled in the courtyard of the building.

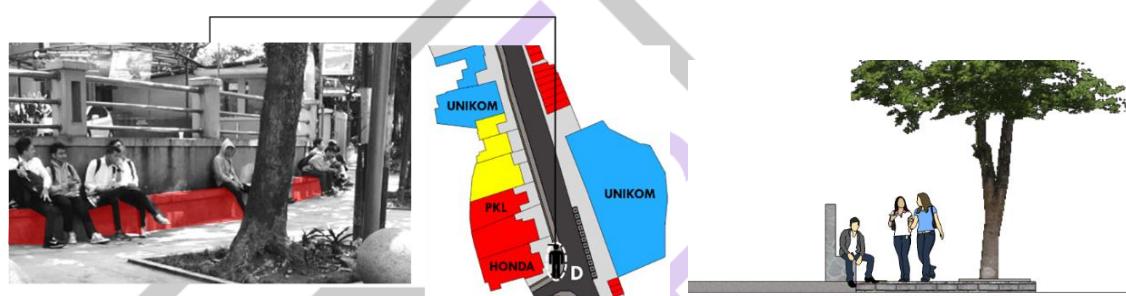
**Figure 19.** Gathering C

3. Gathering D

Actor: UNIKOM Student

Gathering Area: Pedestrian path

Most pedestrians gather at this point because it is close to the UNIKOM campus, commercial area, and motorcycle parking location on the edge of the vehicle lane. Because along the pedestrian lane is not equipped with bench facilities, the pedestrian use the wall of the fence because of the design of the fence stair, making this fence as if like a seat. Therefore, many students who use this wall fence as a place to sit and gather. In addition, the existence of shade trees along the pedestrian path that makes the gathering activities become more comfortable and feel at home to linger because it is protected from the heat of the sun.

**Figure 20.** Gathering D

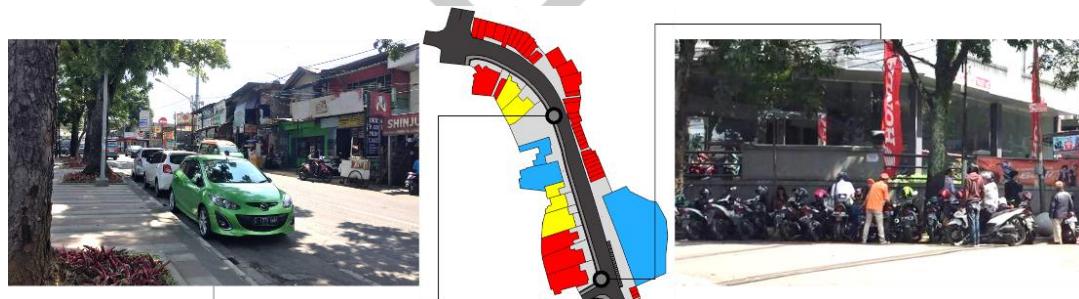
Based on the explanation, it can be seen that the gathering activities at point A, B, C, and D create an informal space in the form of space as a spatial practice that occurs in the pedestrian path, so that the pedestrian path is now functioned for the circulation activity as well as pedestrian gathering activities. The existence of activities gathered in the pedestrian path, making walking activity becomes quite disturbed. Especially for foreigners/strangers who want to pass through the gathering point will feel reluctant to walk through a collection of people who are accustomed to gather in the pedestrian path. This indicates the existence of areas controlled by certain groups, so that pedestrians / strangers who want to pass the road must be forced to avoid the pedestrian path.

Temporary Parking Activity

1. Actor: Vehicle User - UNIKOM Student

Temporary parking area: Roadside

Most UNIKOM students parked on the roadside is a. They chose to park on roadside because the available parking lot is full and the parking location closer to UNIKOM and commercial area.

**Figure 21.** Temporary Parking Area in Roadside

2. Actor: Vehicle User - General Community

Temporary parking area: Roadside

Most of vehicle users parked on the roadside. They are users of cars and motorcycles that go to commercial areas, but because the building terraces that used as parking lots are full so they choose to park while on the roadside. In addition, some motorcycle service providers choose to park on the shoulders of the road because the area is shaded by a large tree so it is not exposed to the heat of the sun while waiting for passengers.



Figure 22. Temporary Parking Area in Roadside

Temporary parking activities are carried out by users of vehicles that have their own purposes and objectives. Most parking activities in commercial areas and campus areas take advantage of the roadside as a space to park the vehicle because the available parking lot can not accommodate many vehicles. In addition, the distance of the location of commercial area and campus area become one of vehicle user consideration to park its vehicle around the destination [4].

The lack of available parking space and the effectiveness of the distance from the parking lot to the destination, triggered the emergence of an informal space of temporary parking spaces as spatial practice [2]. Thus the road space is not only functioned as a vehicle and pedestrian circulation activity but also as a parking activity. The existence of vehicle parking activity on the roadside controlling part of the road space leads to conflict between vehicle users in the vehicle lane. In addition to pedestrian movements are blocked by vehicles so pedestrians must walk on the track vehicles. Since all activities occur in the street spaces, the movement of motor vehicles in the vehicle path becomes obstructed and causes congestion at certain times when the vehicle volume is very high.

IV. CONCLUSION

The existence of informality results in the control of the vehicle path and pedestrian path by informal actors so that pedestrians and vehicle users can not use the road space as a barrier free circulation space. As a result, the road space is congested due to a conflict between pedestrians and vehicle users whose circulation activity becomes centralized in the vehicle lane.

However, the existence of informal activities make street space on Dipatiukur Street always crowded and not monotonous. The activities of street hawkers, pedestrian gathering activities, and temporary parking activities in which pedestrian interaction occurs, vehicle users and merchants create spatial practice spaces in the street space. Thus the public space of the road is not only used as a circulation space but also as interaction space which makes public space more crowded and lived space because of the involvement of all road users in participating which creates a sense of ownership of public space as representational space.

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