

Spatial Pattern of Utilization of Pedestrian Path by Street Vendor Activities

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ABSTRACT

The sidewalks or the walkways in a city are classified as important parts, both as the completeness of a city and also as a place where people go from one place to another. The feeling of comfort while walking constitutes the main factor that should be highly considered as a form of service given to the pedestrians. This study was conducted to figure out the influence of street vendor presence on the quality of pedestrian walkways and to identify the distribution pattern and time of informal sector activities along and on the pedestrian paths. The study results show that at some points, the presence of informal sector activities on the pedestrian paths have been quite disturbing the formal activities of pedestrians. However, the presence of informal sector activities in that areas have also been occurred due to some triggering factors, such as public responses towards their existence as well as the occurrence of trading activities between the vendors and passing pedestrians.

KEYWORDS: walkways, pedestrian, informal sector

INTRODUCTION

With the condition of many highways in numerous big cities in Indonesia thus traffic jams are just common things to see. But lately, there is something that can be said as the implication of those traffic jams, becoming exactly like a small market for small to big street vendors that build and open their semi-permanent stalls on the sideways, as well as the transformation of walkways into parking lots due to the reason of limited parking spaces.

For the perpetrators themselves, their actions are probably considered as one of ways to deal with the bottlenecks that already been so chaotic. And those are what-so-called the Transformation of Sidewalk Function, in which the sidewalks that are basically provided for pedestrians now are seen like a shortcut for motorbikes, particularly in order to face the traffic jams.

The culture of respecting each other human rights is tested here. Perhaps, it sounds insignificant, however behind it, there are many rights that have been violated by the people, yet keep on excusing that it is common (infringe the rights) of some parts of community or get used to hitherto claim the right of pedestrians in enjoying public facilities in form of sidewalk.

It is somewhat interesting to trace this phenomenon in more depth as it can be found or happened on the small roads to the major streets in the downtown. Therefore, I would like to investigate deeper this matter. This phenomenon encompasses three elements of Pedestrian (a group that supposed to enjoy this public facility of sidewalk), Motorists and also the Government as the Regulator, the maker of the sidewalks who has significant role in this sidewalk function.

One of public facilities that serves as a connector from one place to another or user's destination. The facility of sidewalk or pedestrian walkway is increasingly needed to anticipate human mobility in doing their activities on the roads. And the sidewalks that supposed to be the pedestrian paths are also able to accommodate its surrounding community activities, so in addition to serving the main function as pedestrian traffic accommodation, it also has another role as a place to facilitate activities in the city itself, namely an open space to make social contacts, for recreation, and even to do commerce [1,2].

As time passes problems unfortunately arise. As can be seen in one location in Merauke Regency, especially on JL. Prako. The pavement that originally functioned for pedestrian now is transforming into commercial place.

This study was aimed to find out the influence of street vendor existence on the quality of pedestrian paths, to know what types of activities that become obstacles for any activity taking place on the sidewalk, and to identify distribution pattern and time of informal sector activities on and along the pedestrian walkways. And the benefits of this study are information about the influence of informal sector existence on the pedestrian paths, thence it is expected that it can be able to develop and give suggestion or proposal regarding the phenomena taking place on the pedestrian

paths. Another benefit is knowing the need of pedestrian related to the comfort while passing the sidewalks, while at the same time to figure out whether the pedestrian activities and the informal sector activities are able to run simultaneously.

RESEARCH METHOD

Locus of the Research

Locus of the research is in the Merauke City, in the area along the Prakomando street, started from the traffic light up to the Brawijaya roundabout. A phenomena can be seen along the Parakomando street where informal sector activities are taking place in the area for pedestrians. These informal sector activities found along the pedestrian path of Jln. Parakomando to the Monument of Brawijaya Roundabout are enough to represent the phenomena similar with other regions. The subject in this study was the street vendors, other informal sector activities, and the pedestrians. The reason for choosing this area was due to the existence of informal sector activities that have changed or transformed the main function of sidewalk as pedestrian path [3].

Methods used in this study are descriptive quantitative approach using a case study. A descriptive study is aimed to make descriptions, pictures or portrayals in systematic, factual and accurate ways regarding the facts, traits, and also relations between phenomenon studied. Population of this study was taken from Jln. Parako, Merauke. Population used in this study were street vendors who are doing business around the location of pedestrian path. Those street vendors were taken from various criteria since there are a lot of street vendors who occupy the sidewalk as a place to trade, thus only some samples were taken out of some classifications, such as vendors who build and open semi-permanent stalls, tables, and also those who occupy the area of pedestrian path by using selling carts. As the number of population in the area of study was too large, thence samples were taken only for those who could represent the research population. The samples taken were a number of street vendors, other informal sectors, and a number of pedestrians. The data analysis in this study was performed by piecing together all the data gathered through several procedures and data analysis techniques as follows.

- a) Do the sorting and organizing of data classification
- b) Do data editing to build data analysis performance
- c) Do data confirmation that requires data verification and data deepening
- d) Conduct data analysis in accordance with the construction of discussion results in this study.

Data analysis can be carried out through several stages.

- a) The first stage is started from the preliminary research up to the research proposals are composed.
- b) The second stage, more in-depth data analysis can be done by analyzing the results from interviews and various information collection from the field in the research site.
- c) The third stage, examining the data validity collected from interview results with a number of source person which has been used as informants and also comparing the data with various related information.

RESULTS AND DISCUSSION

Based on its history, Merauke was discovered on 12 February 1902. The first foreign people settled there were the Dutch government officials. They tried to live between two native tribes of Marind Anim and Sohoers. They struggled to fight against the ferocity of the nature (including the head hunters). As time passed, the place underwent a rapid growth and development, and transformed into a "city".

The origin of the name "Merauke" was actually derived from a misunderstanding had by the first pioneers or newcomers. When they came to the place, they asked the native inhabitants about a name of a settlement village, and the ingenuous people replied "Mero-ke" which originally means "that is Maro river". Marind people thought that the Maro rive (in its 500m width) was more important than the name of an area of a forest, namely Gandin. The native people of Papua themselves called the area of the village as " Ermasoek".

The location of this research is on Jl. Parakomando, started from the traffic light on Jl. Raya Mandala until the Monument of Brawijaya Roundabout, which is approximately 1 km.



Figure 1. Research Location
Source: Google Satellite/Earth



Figure 2. Condition along the Pedestrian Path
Source: Personal Documentation 2019



Figure 3. Location Mapping of the Distribution of Informal Sector Activities
Source: Google Satellite/Earth

Figure 3. exhibits some points that have become the area used by the informal sector activities, at some points that have been used as various informal sector activities, such as vendors with their selling carts, vendors with their bikes, vendors who build tents, vendors who use mats, and conventional motorcycle taxi drivers who park their vehicles carelessly [3,4]. At some points, there are areas that fully occupied by informal sector activities so that highly disturb the activities of pedestrians.

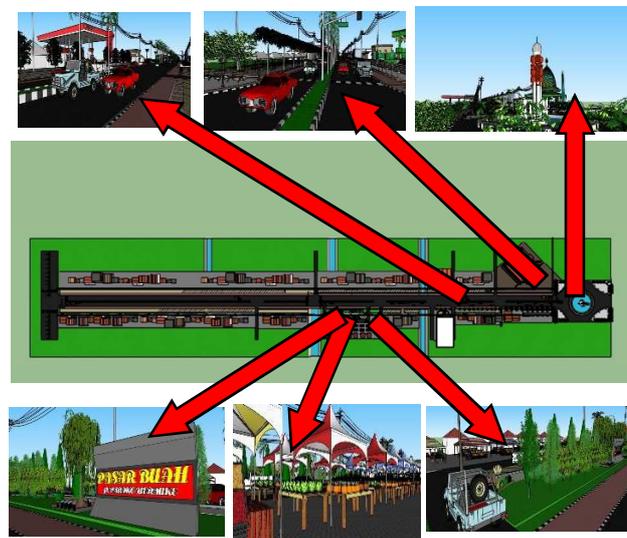


Figure 4. Location on JL. Parakomando
Source: Personal Data

Figure 4 is an example when an informal sector activity can disrupt the activity of the pedestrians. The informal sector activities in this area are quite diverse and dominated by Street Vendors with their selling carts. They do their activities exactly beside the pedestrian paths, and even there are some vendors whose business means are at the center of the pedestrian path. As consequence, their existence is highly troubling since they hamper the pace of the pedestrians. Moreover, their existence has made the pedestrian path become soiled or dirty and even damage some materials existed along or on the pedestrian sidewalks [5].

There are some examples of area where the presence of informal sector activities are less disturbing the pedestrian activities. They still have bigger space for pedestrian to pass by, however the informal sector activities in this area have undermined the visual quality, in which a pedestrian path supposed to be one of elements in a town or city that has a good beauty value. Public transports operate in this area has been one of factors triggering the presence of informal sector activities, since the vendor expect for buyers while waiting for their public transportation [6,7].

Sidewalks (pedestrian paths) is one of open spaces and also as a transportation facility for the pedestrians to go from one place to another. The need for a space for pedestrians should consider the dominant activities taking place in certain area. From the case study, it can be seen that the activities taking place along the pedestrian paths highly depend on the function of buildings found in the area and the facilities along the pedestrian path. The existence of informal sector activities in the area or along the pedestrian path constitutes a factor that has made the sidewalks becoming less comfortable to be passed and less beautiful to be enjoyed by pedestrians who pass it. However, the existence of informal sector activities is actually triggered by the response from the community having activities on or along the pedestrian paths.

CONCLUSION

The presence of supply and demand has made the informal sector activities continue to remain and even keep on coming back to the area. For some parts of the community, they need the informal sector activities like the street vendors. That factor has made the interaction between informal sector activities and formal activities in the area or along the pedestrian path taking place and continuing until this moment. There are some variations of informal sector along the pedestrian path, such as those who use selling carts, tents (using chairs and tables), bikes, mats, and public transports whose drivers park their vehicles carelessly along the pedestrian path. Moreover, lack of attention from the nearby or surrounding society also has become a factor for the emergence of another function of the sidewalk for other activities. Also, the informal sector activities provide some things cannot be delivered by other facilities in the buildings around the area, such as affordable foods and things for all members of society.

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