

# VENDOR AND TRAFFIC PROBLEMS IN THE SURROUND OF ROUNABOUT SEMARANG CITY, CENTRAL JAVA, INDONESIA

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**ABSTRACT :** The Roundabout as a public space is located in the downtown of Semarang City. It has many space's function as a like a place for ceremonial events that hold by local government, football, volleyball or other sports for teenager and playground for children, community's communication, some time it's used for televisions music festivals, celebration of annual organization and mobile vendor's activities in the surround of it. In the surround of the roundabout stand up building of hotels, department stores and a mosque, besides the urban accessories as like Advertisement boards and other signage. It makes close spaces for human activities, strong enclosure and it has a meaning for people. It also makes a symbiosis between modern building is included the all activities and the traditional activities in the square. The various level people can joint in every event and activities. In the beginning, the function of pedestrian track around the square is for jogging especially on the weekend. Now it's changed become an open market for vendors that it's expanded to fulfill the track and the urban road surround it. Therefore the place become crowded and its happened traffic jump. The problem is cased by physical aspects as well as human factors, the low education level, the lack of discipline awareness of people such as the drivers of public transportation that often stop in the prohibition surrounding area. It makes the urban traffic to be more and more bad condition. Beside the costumers flow those coming from the parking street to the distance of vendor's place that must be crossed with all the vehicles. Based on the problems mentioned above it would like to discuss on the management of informal sector, traffic and parking space in the area. It's an experience that's occured in Semarang City, Central Java, Indonesia and it has never seen in the modern country in the world.

*Keywords: Vendor, roundabout, traffic and parking.*

**RÉSUMÉ :** Le Rond-point est un espace public placé au centre de la ville de Semarang. L'administration locale utilise cet espace pour organiser des évènements culturels, des matchs de football, de volley ou d'autres manifestations sportives pour les adolescents, comme cour de récréation pour les enfants, comme lieu de communication pour la communauté, parfois pour des festivals de musique à la télévision, pour des célébrations annuelles et pour des activités marchandes diverses. Autour du rond-point se trouvent des hôtels, des grands magasins et une mosquée, ainsi que des panneaux publicitaires et autres panneaux de signalisation. Il constitue un espace fermé proche pour des activités humaines et a une grande signification pour les habitants. Il constitue également une symbiose entre les constructions modernes où sont concentrées toutes les activités traditionnelles. Les habitants de tous les niveaux se rencontrent lors des divers événements et activités. Au début, la voie piétonne autour de la place était réservée pour le jogging surtout le week-end. Elle est peu à peu devenue un marché à l'air libre qui couvre la voie piétonne ainsi que la route qui l'entoure. La circulation sur la place est de plus en plus embouteillée. Ce problème est lié à la géométrie des voies aussi bien qu'aux facteurs humains, notamment le faible niveau d'éducation et le manque de discipline des usagers tels que les conducteurs de transport public qui s'arrêtent souvent dans la zone interdite. Les conditions de circulation urbaine sont de plus en plus mauvaises. En plus des clients, les piétons venant de la voie de stationnement traversent au milieu de tous les véhicules pour aller vers les étalages des marchands.

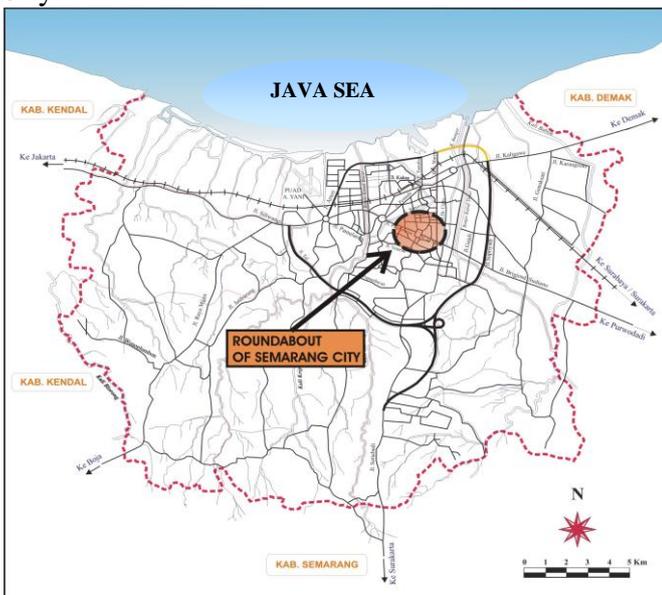
La communication vise à débattre de la gestion du secteur informel, la circulation et l'espace de stationnement dans le secteur ; il s'agit d'une expérience vécue dans la ville de Semarang, en Java Centrale (Indonésie), jamais vue dans un pays moderne.

*Mots-clés : Vendeur, rond-point, circulation et stationnement.*

## 1. GENERAL CHARACTER OF SEMARANG CITY

Semarang is a city of North Coastal Central Java. It's the capital of Central Java Province that's located in the 6,5-7,10 degree LS and 110 degree BT. The Semarang city's area is 37,366.838 Ha or 373.7 Km<sup>2</sup> which consist of coastal area, the bottom area and the up hill area with the height 90-270 meters above sea level. According to Semarang City Structure Plan its determined that the main activities are the centre of government, the centre of trade and the transit city in the regional and nasional level.

Before 70 decade, the trade centre activities was concentrated in the North of Semarang, its surrounded in the Old city such as Johar market, Tawang's Train Station . The both of them is the heritage building that must be conserved and taken care by anyone, beside the famous warrant Church that also located in the conservation area of the Old City.



Map of Semarang City

In the beginning of 1980's the roundabout of Semarang was constructed for managing the circulation of traffic of main street of the inner centre city. The previous landuse of the area is culture's zoning. In the process, many developers interested to invest their capital to build anykind of business facilities surrounded the roundabout, as like Gajah Mada Plaza's Stores and cineplex, Matahari's Departement Store, Ciputra's hotel and Malls and other business facilities, beside the The Baiturachman's Mosque that exist before the other buildings standing up. The consentration of Semarang's trade centre moved from the North of Semarang to the roundabout of Southern of Semarang City. Likewise in the west of the city

growth many business facilities such as ADA's Departement Store, other stores, the Bulu's market and Karangayu's Market that exist previously. Therefore the concentration of business area are consist of three points, firstly Johar's Market area, Roundabout of the City and the surrounding of Bulu's Market or Tugu Muda's Monument. Its a landmark of the city that located near by the Bulu's market . Its usual called the Triangle Business Centre of Semarang City.

## 2. THE ROLE OF THE ROUNDABOUT OF SEMARANG CITY

The roundabout of Semarang city as a public space has the role creating the character of the city. It has any functions as follow : 1)The centre of informal communication and interaction for communities. Some time it's used for ceremonial events that's hold by local government . Beside the traditional cultural or religious celebration that's hold anytime on every year, such as praying of *Idul Fitri* for Moslems, cultural and music appreciation as well as public demonstration.2) It has a function for the rendezvous point of street's corridors that toward to the square. Beside it has the transit area for people who want to go to other destinations and it has a function to create a catalyst area become a compact configuration of the buildings surround it.

Base on the development of Simpang Lima Roundabout indicated that it would become a Central Business District of the area. The surround of complex have built a Ciputra Hotel that completed within the Citra land Mall in the same site. In the North east of the square its built Matahari Departement Stores (7 floors) within the parking building, while in the southeast its located the two stories building of stores complex. In the Northwest its standed up *Baiturachman* Mosque that as oldest religion building in the roundabout. The next building of the mosque across the Street, in the southwest of the Square is located two stories buildings of Gajah Mada Stores. Its completed with the cineplex that still operarate well. The Southern part of the square are the Telecommunication Office and the Senior Technical School complex are located in the corner that would be changed with the other public building function . The other side of the corner is the cinema building that have already demolized by the owner. And now it was built the Ramayana Department store with 5 floors. The public facilities surrounding the roundabout created *the enclosure of space*. Eventhough every sections of

the square have a different level. The Northern part of square have a stronger than the other side, because it enclosed by Ciputra Hotel building, Matahari Departement Store and Baiturachman Mosque . Beside the other elements that's filled the mediary space between those buildings.

The edge of surround the square is usually used for track for running or jogging every morning, but every evening and in the weekend on Sunday morning is used for vendors activities. The place is fulfilled with food vendors, souvenirs, cloths, toys some time magic entertainment act. Its influenced to the traffic of surrounding the square.

While the green square is used for playing and sport as like football, volleyball in the morning and afternoon, but in the evening is full many couple of teenagers for meeting, relaxing and family's communication. The square also has a function as lung of the city that's needed the health of people (Figure 1).

Public space has an important role in the urban life. This is because, public space is the center of formal and informal activities for individual, a group of community as well as government. Besides, public space is also used as a filter for air pollution of the city particularly of the lung of the city.

It is developed very rapidly. It has the strong enclosure which caused by the density of the buildings surrounding such as hotels, department stores and the mosque that located in the corner of the city's roundabout. The interrelation between buildings and square creates any advantages. It gives a meaning for individual as well as a group of people, it should be responsive to the willingness of the users and it should accommodate the activities of them. All of the people from each level could join the activities that hold in this public space. It is therefore, the public space become more friendly to the community.

On the other hand there are some problems appeared in this place, for example : traffic jump as like above mention, the lack of parking spaces, the bad condition of sewages for vendors that given bad smell, the lack of arrangement of pedestrian area and space of vendors.

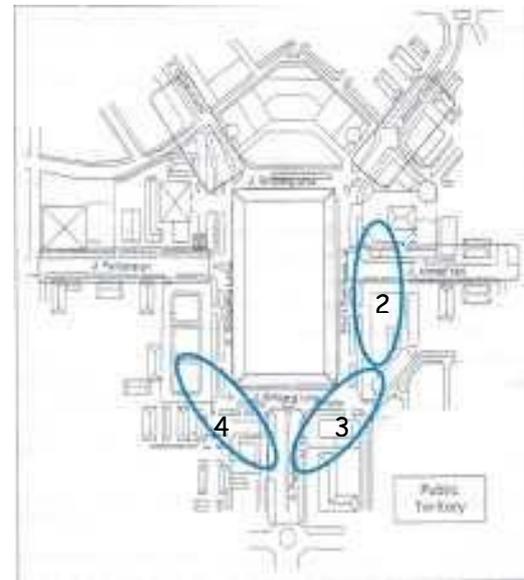


Figure 1. Roundabout of Semarang City



Figure 2



Figure 3

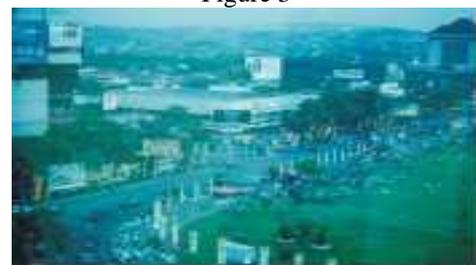


Figure 4

### 3. COMMUNITY'S PERCEPTION OF THE ROUNDABOUT

The physical form of public space consist of various function as like park, pedestrian, street and square. Each of those spaces have any functions, such as playground, trade area, connection between areas, as open space. Based on the interview to respondents indicated that 24% people come to the park, 28% people in the pedestrian area, 16% people on the street and 32% people come to the square (Figure 5).

Based on the time visit indicated that in the evening has the highest percentage( 33%), in the afternoon has 30%, in the daylight has 24% and in

the morning has the lowest percentage ( 13%). ( Figure 6)

The community's perception towards the existing vendor's activities indicated that 66% people said: they didn't make problem, on the contrary 34% people felt trouble with the exist of vendors. ( Figure 7).

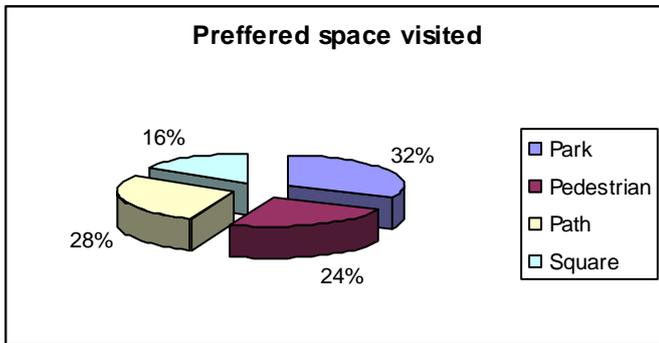


Figure 5. Preferred space visited  
Source : Rif'an's Analysis, 2002

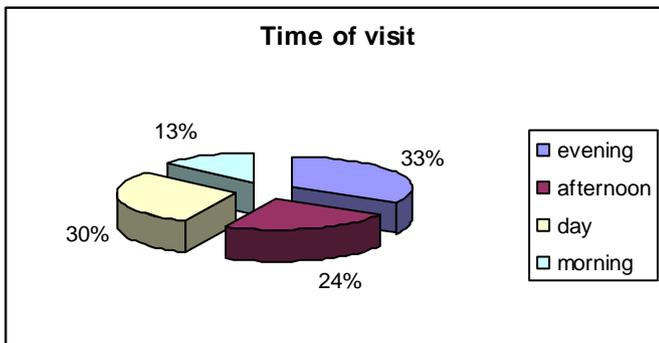


Figure 6. Preferred Time of visit  
Source : Rif'an's Analysis, 2002

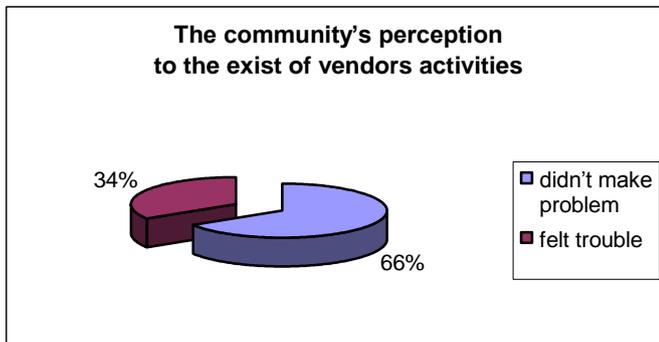


Figure 7. Comunity perception to the exist of vendors activites  
Source : Rif'an's Analysis, 2002

## 4. PARKING AND VENDORS

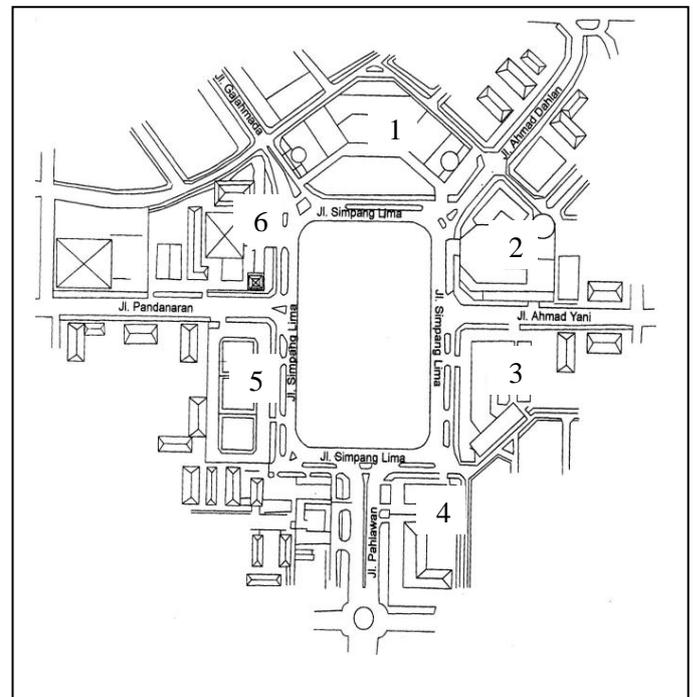
### 4.1. The People's Habits

The requirment for revitalization of the city's center is how arrange the accessibility from one center activity to another one be fluently. ( Hamid Shirvany,1996). The comparison between numbers of vehicles of the customers and the parking space that's provided in the area is not balance. The parking space in the area are limited, and extended to the residential complex behind or surround of the public buildings. It made inconvenient of environmental's atmosphere, and it made a traffic

jamp of the residential complex. This roundabout is the center point that is passed by the main street of Semarang City such as Pandanaran street, Achmad Yani street, Gajah Mada Street, Pahlawan street as well as KH.Achmad Dahlan street. In the evening of weekend its happened traffic jamp and the flow of vehicles run slowly, because the area of roundabout become an informal pedestrian space while the vehicles was accumulated here, its fullfilled by people who walked down to the crossovers. The people moved from one activity to the others, they enjoyed the atmosphere leisurely. The faraway's walking is not the habit of Semarang people as well as Indonesian. They prefered to choose the nearest parking of the stores or other facilities and they prefered to choose the short distance for walking usually. Therefore its needed an idea for creating the parking space that its compatibility.

### 4.2. Off Street parking

The off street parking type that provided for public are located in the buildings which is surrounding of the roundabout of the city. They are : 1) Citraland mall and Ciputra Hotel, 2) Plaza Simpang Lima Department Store, 3) Simpang Lima Stores, 4) Ramayana Department Store, 5) Gajah Mada Plaza building, 6) Baiturrahman Mosque. See The Map.1. Each of the everage parking usage and the capacity observed at the ordinary days, peakdays on Saturday and Sunday.



The *Off Street* Parking map at the Roundabout

Table 1 : *Off street* parking of Plaza Simpang Lima Department Store.

	Capacity	Ordinary	Peak Day	Peak Day

Car	300	162	296	270
Motor-C	560	351	572	482

Note :

1. Accounted on Thursday, 18 April 2002, at 15.30 pm
2. Accounted on Saturday, 20 April 2002 at 19.00 pm
3. Accounted on Sunday, 21 April 2002 at 11.00 am

Table 2 : *Off Street Parking* of Simpang Lima Stores

	Kapasitas	Ordinary	Peak Day
Mobil	68	47	65
Motor	174	98	238

Note :

1. Accounted on Tuesday, 29 April 2002 at 14.00 pm
2. Accounted on Saturday, 26 April 2002 at 20.00 pm

Table 3 : *Off Street Parking* of Gajah Mada Plaza.

	Kapasitas	Ordinary	Peak Day	Peak Day
Mobil	200	75	130	174
Motor	300	212	287	301

Note :

1. Accounted on Friday, 19 April 2002 at 11.00 am
2. Accounted on Monday, 22 April 2002 at 14.30 pm
3. Accounted on Saturday , 27 April 2002 at 19.00 pm

Table 4 : *Off Street Parking* of Baiturrahman Mosque.

	Capacity	Ordinary	Peak Day
Car	150	25	315
Motor	300	26	438

Note :

1. Accounted on Wednesday, 1 Mei 2002 at 14.00 pm
2. Accounted on Friday, 26 April 2002 at 12.00 am

Table 5 : *Off Street Parking* of Citraland Mall and Ciputra Hotel.

	Capacity	Ordinary	Peak Day	Peak Day
Car	230	264	315	285
Motor- C	725	538	758	693

1. Accounted on Tuesday, 23 April 2002 at 14.00 pm
2. Accounted on Saturday, 20 April 2002 at 19.00 pm
3. Accounted on Sunday, 21 April 2002 at 12.00 am

Base on the above table indicated that the lack of parking space are located at the Baiturrahman Mosque and Citraland Mall and Ciputra Hotel. See the Table .6 below

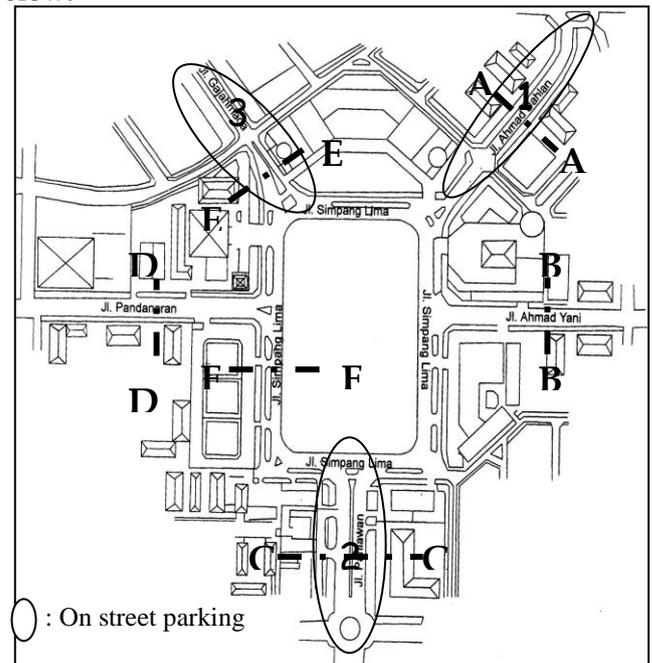
No	Off Street Parking	Capacity or Car	Amount of car at the peak hour
1	Plaza Simpang lima Dept.Store	300	296
2	Simpanglima Stores	68	65
3	Gajah Mada Plaza	200	174
4	Baiturrahman Mosque	150	315
5	Mall and Hotel Ciputra	230	315
	Total	948	1165

No	Off Street Parking	Capacity or Motor Cycle	Amount of motor cycle at the peak hour.
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1	Plaza Simpang lima Dept.Store	560	572
2	Simpanglima Stores	174	238
3	Gajah Mada Plaza	300	301
4	Baiturrahman Mosque	300	438
5	Mall and Hotel Ciputra	725	758
	Total	2059	2307

#### 4.3. On Street Parking And Vendors

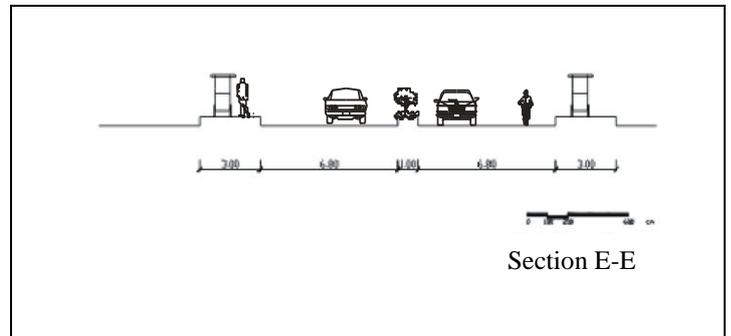
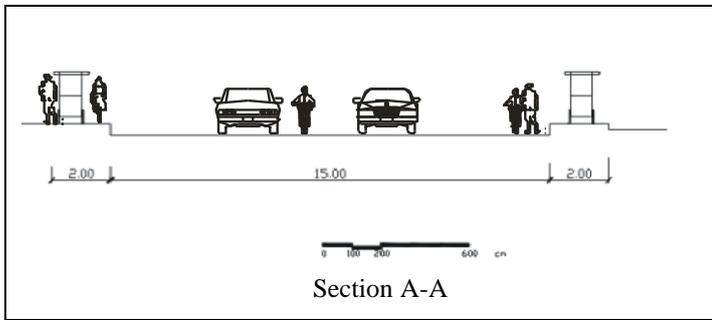
Base on the survey, the *on street parking* located in three street coridor of the roundabout. See the map below.



These location are at the rendezvous point between the street coridor and the roundabout precisely. Most of the visitors that used parking here are the customers of vendors that operated in this place. Sometime, they put their cars in the corner of street precisely. It made traffic jump occured in those points. It happened in the weekend of Saturday evening and day. And also Sunday early morning as well as the day.

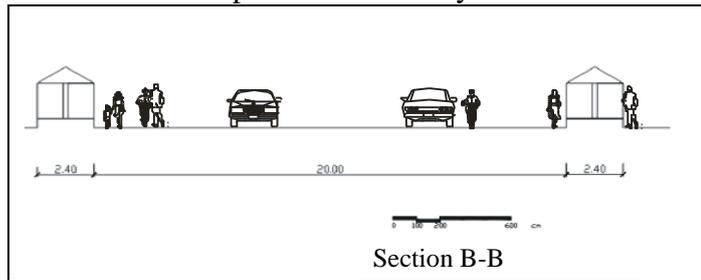
##### 4.3.1. Fragment Street Of Ahmad Dahlan

Perception boundary is crossroad of Street of *Ahmad Dahlan*, Street of *Angrek* and Street of *Seroja Timur*. Pedestrian side which nearby Public square of *Simpanglima* used to park car of on street, while at side of *Citraland* fulfilled by vendors.



#### 4.3.2. Fragment Street Of Ahmad Yani

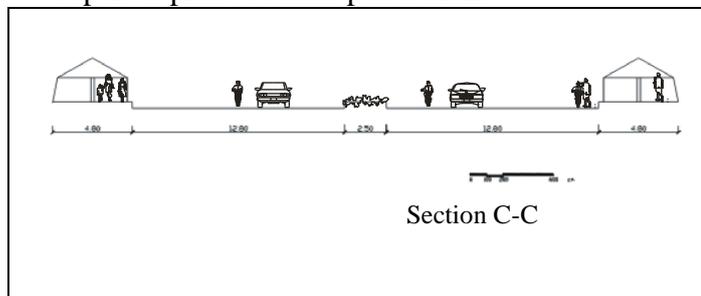
Perception boundary till crossroad of Street of *Seroja Dalam* and Street of *Erlangga Timur*. Some side of pedestrian used by vendors.



Section C-C

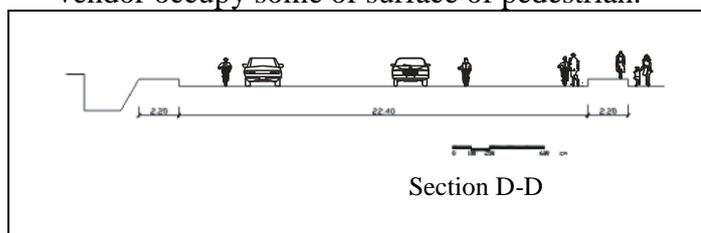
#### 4.3.3. Fragment Street Of Pahlawan

Perception boundary until street of *Menteri Supeno*, and water fountain in front of Entrance Campus of *Diponegoro University, Pleburan*. External side of pedestrian used to park, surface of pedestrian clear of tent booths occupying separate place outside pedestrian.



#### 4.3.4. Fragment Street Of Pandanaran

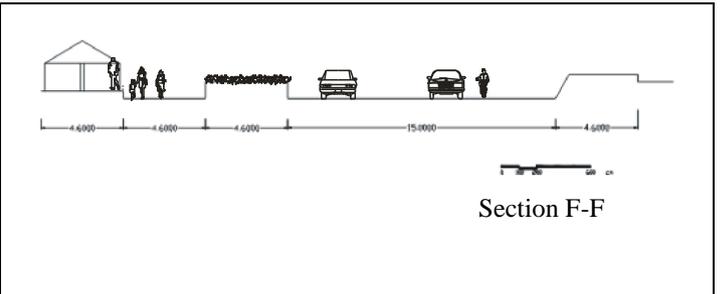
Perception boundary is at T junction of *Merbabu Bookstore* and Street of *Pandanaran II*. Some vendor occupy some of surface of pedestrian.



#### 4.3.5 Fragment Street Of Gajah Mada

Perception boundary until cross of Street *Manggala* and *Kampung Kali*. Pedestrian used for the vendors and external side of pedestrian used to park car of on street.

#### 4.3.6. Fragment Street of Simpanglima Roundabout



Low speed line around the square used for bicycles, becak as traditional transportation and cart track, some time use for parking. The side of this line fulfilled by vendors. The customers would be closed to reach the vendors if they parked their cars in the line. But it would be made a problem of traffic in the line and it would make new problem of the street surrounding the square because they moved out from the low speed line to the main street.

## 5. TRAFFIC PROBLEM

Base on the data indicated that the most people who come to the roundabout preferred to visit in the pedestrian area and on the pathways. The time visiting of people preferred the evening and day than afternoon or morning. Eventhough the vendors fullfilled on the pedestrian area and on the pathways, but people felt enjoyable and they say that the exist vendor didn't make problem. Like wise people preferred to use the place with nearest the vendors for parking. Therefore, *on street parking* that provided are crowded. According to the data of "*off street parking*" that provided in the public building surrounding area indicated that did not covered the demand of parking space. The capacity of the *off street parking* are not necessary. Actually, the *on street parking* capacity in this district is limited, but the regulation of traffic system is not applied stricly. The people could negotiate with the policemen for low case. The law enforcement is rather stricly. Therefore the traffic problem is very difficult to

solve. The awareness of community is very important for making traffic run well.

## 6. CONCLUSION

In one hand, the vendor is the urban element that make urban lively. They attracted the people of Semarang City enjoyable the traditional foods and buy the unique good things here. But in the other hand, it influenced the circulation of the traffic problem, because pedestrian area change to become vendor area. The paths way change to become parking street areas. While public transportation that passed the roundabout such as bus, minibus, and others often stopped at the prohibition places. The weaknesses of low enforcement is really occurred in Semarang and also in other big city in Indonesia. The awarenesses of community is very important factor towards low enforcement. The vendors, the private cars owners, the public transportation drivers, the policemen as well as local government staffs have to obey the traffic regulation and others.

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