

The Impact of Physical Setting on the Development of Street Character (Case Study: Ahmad Yani Street, Tegal)

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ABSTRACT

The development of city facilities and infrastructure is one of the indicators that can be seen to find out how the development of a city area is. The city of Tegal is one of the cities that is currently making improvements in its urban areas, namely by repairing and arranging public spaces in the city of Tegal. One of the results of the improvement and arrangement of public spaces in the City of Tegal is the arrangement of the corridor for Jalan Ahmad Yani, City of Tegal. Ahmad Yani Street in Tegal City is a secondary local road with the status of a city road in the center of Tegal City. Arrangements made on Jalan Ahmad Yani are such as implementing a one-way system for vehicles, providing parking pockets and making improvements to the pedestrian path area. This research will discuss how changes in the physical setting that occurred on Jalan Ahmad Yani after repairs and rearrangements have been carried out so that they affect the formation of a new character and identity of the street space. In addition, this research will also discuss the impact on the community and the environment around Jalan Ahmad Yani from changes in the physical setting. This study uses a qualitative research method with descriptive analysis which aims to explain what phenomena occur in the field and examine based on existing theory. The results of this study are expected to be able to explain how the physical setting of a street space can influence and create character for that street space.



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1. Introduction

Community activity patterns are influenced by several factors, one of which is space. Space is *a setting* whose function is as a place for community activities. Street space is one part of the outdoor space concept. An outer space in a corridor is a space between buildings that has a pronounced character [1]. Roads are one of the important things in forming a city structure, this is in accordance with what Pontoh and Setiawan stated in [2] that the road network is one of the elements forming the spatial structure of the city along with activity centers and functional areas. The road itself is a city public space that functions as a path for the mobilization of vehicles and people and does not rule out the possibility of being a place for other activities that can be used by the general public without exception. Urban roads are special public spaces with their function as the main mobility space for vehicles, people and goods that enter the city, although

they also fulfill several other functions as public places [3].

Street space has a function as a public space because street space is able to accommodate various activities or activities together [4]. In assessing the quality of a space, we don't just pay attention to its geometry, but also pay attention to the attributes that are in it [1]. A space can be physically measured by its dimensions, both in terms of scale and proportion, and can be seen from its shape. The impression created by a space can be translated through its complementary components, such as color and texture [1]. The corridor of a road is a linear space that functions to accommodate movement activities [5]. The corridor of a road has a physical setting that has a relationship between the physical space and elements of the road space that affect the activity patterns of users or the community. Therefore, roads are one of the important elements in the development of a city. both roads as transportation infrastructure and *pedestrian sidewalks*.

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Setting is the layout of the interaction of living things and their environment, namely in the form of land, trees, water, and various other physical forms [6]. Likes or preferences for different environments affect the aesthetics of an environment. These preferences are influenced by several things, namely regularity, texture, familiarity with the environment, freedom of view, and diversity of stimuli [7]. Settings in the context of space can be divided into two types, namely physical settings and activity settings [6]. The physical *setting* is a system that can be used by several users who are in it and seen from the physical form it cannot be equated with the same room setting because there are differences in both the number of users and the behavior of the users, so that different treatment is needed [8]. Differences in behavior and character of each individual determine the type and place that is appropriate for an activity. These places are spaces that function as containers for an activity where these spaces are connected to each other in a spatial system. The physical setting is a planned space so that the users in it can be served well. User behavior in the room will automatically find out how the function of the room is and know what things are allowed to do and things that are not allowed to be done in that room [8]. Several things affect the physical *setting*, namely *people* (users), *activity* (attitudes and activities that occur), *time* (time of activity), and *place* (place) [9]. The physical *setting* consists of the building, scale and proportion (*setback*), *signage*, vegetation, pedestrian paths and *street furniture* [1].

The road is one of the elements of the city that has a function as a place of interaction for the community. The character quality of a road will provide a strong image of that road [10]. To give a positive impression of a road, it is necessary to increase the quality of the road view [11]. A road that has a strong character will be seen better with its design and physical condition as well as the presence of a road pattern as a physical context for urban life and as a setting for the road itself [12]. A path with a strong character has the aim of providing an explanation of the importance of a path with its character. This will create streets with strong character so that people want to be there [12].

There are physical elements capable of forming the character of a street space [11], namely: (1) Trees, (2) Prefixes and Suffixes, (3) Diversity of buildings, (4) Road Details, (5) Open space, (6) Accessibility, (7) Parking, (8) Density, (9) Length, (10) Contrast, and (11) Time.

The arrangement and improvement of road space is currently the focus of the Tegal City government. One of the road spaces that has undergone repair and

rearrangement is the Ahmad Yani street corridor, Tegal City (Figure 1). The most obvious change seen on Jalan Ahmad Yani, Tegal City, is a change in the physical setting that occurred in the corridor of the road. The changes that occur are the arrangement, repair and addition of new physical elements on Jalan Ahmad Yani, Tegal City as an effort by the Tegal City government to create a Tegal City City Walk. The purpose of this research is to find out how the physical setting applied to Jalan Ahmad Yani, Tegal City is able to form a character and identity for the street space.



Figure 1. Map of Research Locations

2. Method

The research method used in this study is a descriptive method with a qualitative approach. The application of this descriptive research method is expected to be able to obtain new facts and study the phenomena and problems that occur in the field and explain descriptively what events occurred whether they affected or did not affect the object of research. In addition, this descriptive research method aims to explain various things that are numerical in nature so that they can be understood more clearly.

The descriptive method is an appropriate research method paired with a qualitative research approach, because this method will discuss, analyze, and explain the phenomena that occur on Jalan Ahmad Yani, Tegal City. This method will basically describe the findings in the field as a form of analysis in this study.

2.1 Data and Data Sources

Researchers in conducting research based on data sources. The data source is the subject from which the data is obtained. The data sources used in this study are primary data sources and secondary data sources.

2.1.1 Primary Data

Primary data is the main data source used in research. The primary data sources in this study were 1) observational data in the form of physical *setting elements* on Jalan Ahmad Yani, Tegal City, 2) field study data, 3) interviews with visitors and residents on Jalan Ahmad Yani, Tegal City.

2.1.2 Secondary Data

Secondary data is complementary or supporting data from the results of primary data. Secondary data from this study are 1) data documentation, 2) RTRW of Tegal City, 3) data on laws or regulations related to Jalan Ahmad Yani, Tegal City, 4) plans for the arrangement of Jalan Ahmad Yani, Tegal City, 5) literature studies related to physical settings road corridors and road characteristics either from books, journals, research, or from previous theses.

2.2 Data Analysis Techniques

Data analysis is the process of compiling and searching for data that is carried out systematically from various data collection techniques to a conclusion that is easily understood by others. Data analysis is carried out by grouping data, describing data into units, compiling patterns, choosing what is important and what is not, and making conclusions that are easy for others to understand. Data analysis in qualitative research is carried out before going to the field, while in the field, and after finishing from the field. This was reiterated that data analysis was carried out from formulating the problem, explaining the problem, before going directly to the field, and continuing until the writing of the research results [13].

3. Results and Discussion

3.1 Analysis of the Quality of the Physical Elements of Jalan Ahmad Yani

3.1.1 Tree Element

Trees or vegetation on Jalan Ahmad Yani are along the pedestrian path equipped with iron barriers and some are planted in pots as shown in [Figure 2](#). These trees function

as shade for visitors because several points of the trees on the pedestrian path of Jalan Ahmad Yani, Tegal City are also equipped with *seating groups* that function for visitors to rest.

There are several types of plants along Jalan Ahmad Yani, Tegal City. The Tabebuia tree is a type of plant that was originally planned to be planted along the road, where this plant has a distinctive shape and a beautiful color dominated by pink. However, what happened in the field was that the trees did not grow well and tended to die. These trees leave only dry stems or branches and tree guardrails. Other types of plants that exist on Jalan Ahmad Yani Tegal City are types of plants grown in pots that have been designed beforehand. These plants tend to be better maintained and grow better than the tabebuia trees planted along the road.



Figure 2. 1of Vegetation on Jalan Ahmad Yani

The failure and death of several trees on Jalan Ahmad Yani, Tegal City, made the road appear arid during the day and could not function as originally planned, where the trees provided shade and gave a green effect to Jalan Ahmad Yani, Tegal City. So with the condition of the trees, it can be concluded that the elements of the trees on Jalan Ahmad Yani are not able to create visually attractive trees and do not play a significant role in shaping the character of Jalan Ahmad Yani.

3.1.2 Prefix and Suffix Elements

The design of the prefix and suffix built by the Tegal City government is a good step in establishing the character of Jalan Ahmad Yani, Tegal City. The prefix design with *the letter sign* “CITY WALK KOTA TEGAL” as shown in [Figure 3](#) creates a characteristic for the street space and emphasizes the street as a gateway to a pedestrian-friendly street. The *letter sign* is an important part of creating a pedestrian-friendly street character.

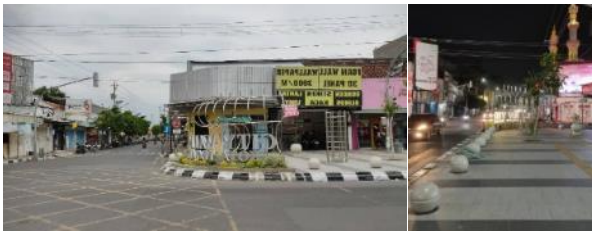


Figure 3. Prefix Jalan Ahmad Yani.

The design of the ending for Jalan Ahmad Yani, Tegal City also gives its own characteristics for the road. The end of the road which is marked with the Tegal Laka Laka monument is the most crowded point visited by the community, especially at night. Many people gather in the area because this area is one of the widest open spaces on Jalan Ahmad Yani and there are many places to eat around the area.

The use of an open space area at the end of Jalan Ahmad Yani by several eateries as a dining area is an act that is not justified, because the area covers almost all open spaces and pedestrian paths. This of course disrupts the flow of pedestrians crossing the area and eating cross-legged in the pedestrian area can also endanger visitors because the area is in direct contact with the vehicle path. However, the activity that occurs in the area that ends Jalan Ahmad Yani actually becomes its own identity and attraction because the area creates a crowded point that can attract people to come and visit Jalan Ahmad Yani, Tegal City. In addition, the activity that took place in the area where the road ends, reaffirms that this area is the end of Jalan Ahmad Yani besides the Laka Laka Monument. The suffix of Jalan Ahmad Yani can be seen on Figure 4.



Figure 4. Suffix Jalan Ahmad Yani.

3.1.3 Building Diversity Elements

Jalan Ahmad Yani, Tegal City is surrounded by several types of buildings such as commercial buildings, residences, and offices. Buildings on Jalan Ahmad Yani, Tegal City are dominated by permanent shopping buildings with a height of 2 floors, where the first floor functions as a shop and the second floor functions as a residence. The diversity of building types and forms of buildings on Jalan Ahmad Yani, Tegal City is able to create a *skyline*, which is the main attraction and is able to create visual beauty. This is in line with what was stated

by Jacobs that the diversity of buildings designed in such a way can attract visitors to come [12]. The *skyline* created on Jalan Ahmad Yani, Tegal City as shown in Figure 5 is a combination created by the vertical lines of buildings that give a sense of scale. The existence of these buildings has also become an identity for Jalan Ahmad Yani itself because the buildings in the area have their own style. This can be seen from the existence of a historic building located on Jalan Ahmad Yani which is still in operation, namely the Pasar Pagi Fortress, Tegal City.



Figure 5. Building Skyline on Jalan Ahmad Yani.

The existence of buildings in the area of Jalan Ahmad Yani is a distinct characteristic and strengthens the character of Jalan Ahmad Yani in Tegal City as a street that gives the impression of being a historical area and an old area, where along the road it is surrounded by several buildings with attractive styles and visual appearance to create a *skyline* that beautiful and strengthened by the presence of historic buildings, namely the Pasar Pagi Fort in Tegal City which emphasizes the impression of being a historical area.

3.1.4 Road Detail Element

Street details or *street furniture* is one of the elements in forming the character of a street corridor. *Street furniture* itself has a function to improve road quality so that road users will be comfortable and safe when crossing the road. There are several *Street furniture* on Jalan Ahmad Yani, Tegal City, including lighting, *bollards*, *seating groups*, trash cans, hand washing areas, and *signage*.

a. Lighting

The lighting on Jalan Ahmad Yani as shown in Figure 6 that is currently installed is a lamp design that is not in accordance with the original construction plan. This was conveyed directly by the Head of Highways for the City of Tegal, Mr. Setia Budi, explaining directly that the lighting on Jalan Ahmad Yani had previously been designed in such a way as a form of road identity and character, but in the construction process this did not go well and did not go according to plan. due to constraints from the implementing contractor so that the design of the existing lighting on Jalan Ahmad Yani is not in

accordance with the original plan and seems monotonous and lacks character.



Figure 6. Design Plan and Realization of Ahmad Yani Street Lights

b. Bollards

Of bollards on Jalan Ahmad Yani, Tegal City, namely spherical bollards and long bollards. These bollards have their respective functions where ball bollards are installed on the outside of the pedestrian path and are located along the road. This ball bollard has a function as a barrier between the pedestrian path and the highway. Meanwhile, a long bollard is installed in the middle of the pedestrian path that crosses the entrance to a building on Jalan Ahmad Yani.

The installation of the bollards is not very effective in preventing vehicle users from climbing onto the pedestrian path and crossing it, because the installation of the bollards is not too tight and not all access to buildings is limited by bollards so that there are still many motorized vehicles and carts that ride on the pedestrian paths and cross until the worst was closing the guiding block for the disabled.



Figure 7. Bollard Design Jalan Ahmad Yani

c. Seating group

The seating group on Jalan Ahmad Yani, Tegal City, is a long bench with a length of 160 cm and a width of 60 cm which can be occupied by two people with an iron barrier

in the middle. The condition of the benches on Jalan Ahmad Yani is in good condition and can still be used, it's just that most of the metal railings in the middle of the bench are missing, although it doesn't reduce its function as a seat. The function of the center divider is as a seat barrier as well as a barrier so visitors don't use the bench to sleep. With so many benches where the middle barrier is missing, many visitors use these benches to lie down. This condition caused several benches to be damaged, such as they could no longer stand firmly and wobbled when sat on.

The design of the bench on Jalan Ahmad Yani as shown in Figure 8 has a special shape, namely the support is made of iron and the seat is made of wood. In addition, on the support of the bench there is a logo from the Tegal City Government which makes the bench look more attractive by highlighting the locality of Tegal City. The design of the bench on Jalan Ahmad Yani provides a distinct feature and identity for the area which is not found in other areas. From this analysis, street furniture in the form of benches on Jalan Ahmad Yani is one of the important elements in building character for Jalan Ahmad Yani.

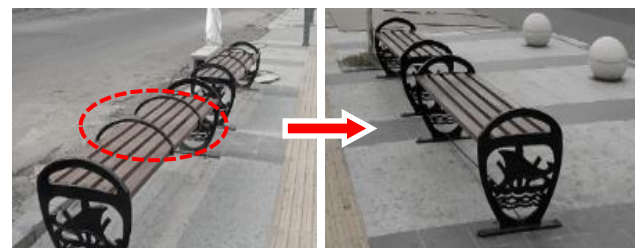


Figure 8. Differences in Initial Conditions and Current Bench Conditions

d. Rubbish bin

The trash can on Jalan Ahmad Yani, Tegal City has a special shape where the shape of the trash can has been previously designed to match other street furniture such as street lamps, bollards and benches on pedestrian paths. The design of the trash can on Jalan Ahmad Yani uses aluminum material with a black finish as shown in Figure 9.



Figure 9. Appropriate Trash Bin Designs on Jalan Ahmad Yani

What happened in the field was that trash bins that matched the planned shape and design were only found at a few points and were not spread evenly while other points in the area used different types of trash bins as shown in [Figure 10](#). This creates a design inconsistency that causes the Jalan Ahmad Yani corridor to look untidy and gives the impression of using makeshift furniture. The inappropriateness and untidiness of the street furniture affects the character of the road where the trash cans in the area do not form a character and even tend to reduce efforts to build the character of Jalan Ahmad Yani, Tegal City.



Figure 10. Inappropriate Trash Can Designs on Jalan Ahmad Yani.

e. Signage

The signage on Jalan Ahmad Yani in Tegal City tends to be the same as the signage on other streets in Tegal City. There are several signage on Jalan Ahmad Yani, including street boards, information boards, and also billboards for commercial buildings in the area.

Signage on Jalan Ahmad Yani has not been regulated in terms of design and distinctive shape so that the existing signage in the area looks monotonous as [Figure 11](#). In addition, signage in the form of billboards along Jalan Ahmad Yani has not been strictly and thoroughly regulated in terms of design and shape, so there are still several billboards that eventually cover the facades of the buildings there. This certainly can affect the visual appearance of the road and impact on the character of the road.



Figure 11. Signage Covering the Building Facade on Jalan Ahmad Yani.

3.1.5 Open Space Elements

The open space at Jalan Ahmad Yani, Tegal City, is used as a place or a place for the community to carry out various activities. There are several open spaces on Jalan Ahmad Yani, namely space for vehicles, pedestrian paths, and open spaces at the beginning and end of the road.

The road space for vehicles on Jalan Ahmad Yani was originally a two-way street with a width of 14 meters which was later changed to a one-way street with a width of 5.5 meters. In addition, the road is directly related to the parking area without barriers. The difference between the vehicle lane and the parking area is the material. The vehicle lane uses asphalt material while the parking area uses decorative paving material.

The narrowing of the road and changing the direction of the road to a one-way street on Jalan Ahmad Yani has had several impacts on the community. The good impact is that vehicles passing through the area become more orderly and orderly by forcing vehicle users to go in one direction without going in the opposite direction. In addition, the application of the one-way road forces road users to walk more slowly so they can enjoy the atmosphere around Jalan Ahmad Yani. The negative impact of implementing one-way roads and narrowing of the road is that it creates a density of vehicles, especially in areas that are crowded with visitors, such as the Morning Market in Tegal City. The density of vehicles that occur at one point can cause a delay in travel time for other passing vehicles.

The pedestrian path on Jalan Ahmad Yani has been equipped with several facilities to support pedestrians and visitors who come. The pedestrian path on Jalan Ahmad Yani can be used by all groups, including the disabled. Improving the quality and fulfillment of facilities on the pedestrian path of Jalan Ahmad Yani not only has a positive impact on the community, but this quality improvement is also used by irresponsible people for personal gain and disturbing people's comfort. The Head of Highways for the City of Tegal, Mr. Setia Budi, explained that currently there are still several shops or places to eat that deliberately use pedestrian paths as parking areas and also as additional dining areas from the eating places themselves as shown in [Figure 12](#). This is of course very disturbing to visitors, especially it can interfere with pedestrian access. The Tegal City government through the Highways Sector has also given a warning to the shops and places to eat but this incident is still happening again. From this, it is necessary to have firmness or binding rules from the city government for

anyone in the pedestrian area of Jalan Ahmad Yani not to use the area for personal gain so that no visitors are disturbed and are also able to create security and comfort.



Figure 12. Examples of Violations on the Pedestrian Route on Jalan Ahmad Yani.

3.1.6 Accessibility Element

Jalan Ahmad Yani is one of the easy roads to reach using private or public vehicles. For public vehicles, on Jalan Ahmad Yani a bus stop is provided and also a bus stop area as shown in Figure 13 so that people can take advantage of city transportation or buses to reach Jalan Ahmad Yani.

The bus stop is right in front of the morning market and the condition of the bus stop itself is quite good and well maintained. The ease of access for visitors to reach Jalan Ahmad Yani has a good impact on traders or shop owners on Jalan Ahmad Yani. With this easy access, traders are helped by places to sell or their wares that are easy to reach and close to the community and make it easier for sellers to market their wares to the public.



Figure 13. Bus Stops and Bus Shelters on Jalan Ahmad Yani.

Accessibility is also related to the convenience for people with disabilities to reach Jalan Ahmad Yani as shown in Figure 14. Jalan Ahmad Yani itself has been equipped with several facilities whose function is to make it easier for disabled users and to increase their comfort and safety while there. Jalan Ahmad Yani has been equipped with *guiding blocks*, *ramps*, and *bollards* to protect pedestrians.



Figure 14. Accessibility Facilities on the Pedestrian Route Jalan Ahmad Yani.

3.1.7 Parking Element

The design of the parking area on Jalan Ahmad Yani is to create parking pockets along the main road combined with decorative paving designs that create a unique and characteristic feature of the road. The placement of the parking area is based on making it easier for shop owners along the road to *load* goods as shown in Figure 15. The Head of the Tegal City Highways Division explained that the design of this parking area was a suggestion from the community, especially shop owners along Jalan Ahmad Yani which was then realized by the city government. This also answers what was stated by Moughtin that the problem for designers is being able to integrate parking spaces and roads, as well as making it easier for users to park and as close as possible to their destination [14].

The parking area on Jalan Ahmad Yani at night is also used by *food trucks* facilitated by the Tegal City government as shown in Figure 16 so that Jalan Ahmad Yani can be revived with various activities and activities. The existence of this *food truck* is a special attraction for visitors because *the food truck* is something to look forward to at night for people who want to enjoy street food while enjoying the night atmosphere of Jalan Ahmad Yani.



Figure 15. Parking Areas for Jalan Ahmad Yani.



Figure 16. Food Truck Activities on Jalan Ahmad Yani.

3.1.8 Density Element

Density can trigger several activities in that place [11]. Jalan Ahmad Yani is quite congested at several points, both during the day and at night. The busiest point during the day on Jalan Ahmad Yani is in the Pasar Pagi area, where many visitors come to shop and are also filled with several vehicles loading goods to enter the market. The density that occurs in the Morning Market as shown in Figure 17 causes a slowdown of vehicles in the area so that the speed of vehicles in the area slows down but does not cause traffic jams.

At night, the density is spread out at several points where to eat, which are located between the Pasar Pagi area to the north (Figure 18), all the way to the end of Jalan Ahmad Yani. The density is more dominated by visitors and pedestrians who meet the pedestrian path. The density is good if positive activities are created and do not disturb other road users. However, what happens in the field is that there are several density points that actually disturb other road users, especially pedestrians on the pedestrian path. The busiest point at night is at the northern end of Jalan Ahmad Yani where the pedestrian path area has been converted into an eating area, a place to eat, with mats laid out for visitors to sit cross-legged. This disturbs road users, especially pedestrians because the access is closed and blocked by visitors who are sitting cross-legged, so pedestrians are forced to pull over so as not to disturb people who are eating. In addition, the area of the pedestrian path which is the dining area is also quite dangerous because it is in direct contact with the main road which can endanger visitors who are sitting cross-legged.

Land use can create a density of a dwelling and its activities [11]. Varied land uses are also things that can stimulate activity in a place. The land use on Jalan Ahmad Yani can be seen on Figure 19.

3.1.9 Long Element

Jalan Ahmad Yani is a street in the center of Tegal City which has a long and straight shape. The length of Jalan Ahmad Yani is 750 meters which is considered ideal as a good road where roads that are classified as ideal are roads

that have a length of no more than 1500 meters [11]. On the pedestrian path, along the road, street furniture is provided in the form of seats so that pedestrian visitors can rest while walking on Jalan Ahmad Yani.



Figure 17. Density Activities on Jalan Ahmad Yani.



Figure 18. Density Conditions at the North End of Jalan Ahmad Yani.



Figure 19. Land Use on Jalan Ahmad Yani.

Ahmad Yani Street can be a city street with a long and straight character according to what was stated by Alberti and Palladio (1965) in [11] that city roads with strong character are better straight and wide. With this length and shape, Jalan Ahmad Yani is also able to create an attractive visual appearance by presenting the skyline and the scale of the buildings in the area. This is also in line with what was conveyed by Moughtin (1992) in [11] that a road with a straight, wide and clean shape can create a pleasant view for road users.

The straight shape of Jalan Ahmad Yani has the advantage that it can be a place for interaction and also a place for developing activities for the community. Jalan Ahmad Yani with a straight shape creates an attraction for the public to visit because Jalan Ahmad Yani provides a place in the form of an *open space* that is used by the community as a forum for interaction, namely at the south end and north end of Jalan Ahmad Yani. This is also in line with what was stated by Kostof (1991) in [11] that a road with a straight shape has the advantage of being able to provide

a place to carry out activities and provide a gap for a good environment, connecting two points directly thereby increasing communication between road users. The map of Jalan Ahmad Yani can be seen on [Figure 20](#).



Figure 20. Map of Jalan Ahmad Yani, City of Tegal

3.1.10 Contrast Element

Contrast is an important element in shaping the character of a road. In a road design, elements of contrast make the road different from other roads, namely by making the road better [12]. Contrast makes a road different, easy to remember, and becomes special with the shape, length, dimensions, and pattern of the road.

Jalan Ahmad Yani, Tegal City creates *branding* as a pedestrian-friendly street where the road is equipped with facilities that support pedestrian comfort. Jalan Ahmad Yani also has the nickname as *the City Walk* of Tegal City as shown in [Figure 21](#) which is in line with the aim of developing Jalan Ahmad Yani as a pedestrian-friendly street. The uniqueness and *branding* that was created for Jalan Ahmad Yani as *City Walk* is a contrast that cannot be found in other streets, so Jalan Ahmad Yani is special. Apart from that, the contrast on Jalan Ahmad Yani is the existence of *street food* in the form of *food trucks* at night which cannot be found on other roads and is the main attraction for people to visit Jalan Ahmad Yani.



Figure 21. City Walks in Tegal City

The character of Jalan Ahmad Yani in the form of a street that glorifies pedestrians with *the City Walk branding of Tegal City* is an element of contrast that exists on Jalan Ahmad Yani which is not found on other roads. These contrasting elements can enhance and strengthen the character of the road so that it can attract visitors to come.

This is in accordance with what was conveyed by Zahnd (1999) in [15] that contrast is an element needed to form an attractive and creative environment.

3.1.11 Elements of Time

Time is one of the physical elements in the formation of the character of a road. Time is needed to form a good path. Time is also needed to form diversity, change, and historical values for a long time [12].

Jalan Ahmad Yani is one of the important streets in the center of Tegal City. On Jalan Ahmad Yani there is the historic building Fort Pasar Pagi which has been in the area since 1920 and indirectly Jalan Ahmad Yani is a historical part of the existence of the building. Year after year, Jalan Ahmad Yani is undergoing repairs until the last repair is carried out in 2021. The repair and arrangement that has just been carried out is a step taken by the Tegal City government to create a new identity for Jalan Ahmad Yani as a City Walk by creating a road corridor that is friendly to the *public*. Pedestrians and accessible to anyone without exception.

The changes that have occurred on Jalan Ahmad Yani are changes for the better, especially by increasing the quality, comfort and safety for road users, especially pedestrians crossing the road. The most visible and striking change from Jalan Ahmad Yani is related to improvements in the pedestrian path area. The design of the pedestrian path on Jalan Ahmad Yani pays great attention to pedestrian comfort and this is the main concept raised by the city government. Based on what was conveyed by the Head of Highways for the City of Tegal, Mr. Setia Budi, the design implemented on Jalan Ahmad Yani was the result of suggestions and input from the local community which was then realized by the Tegal City government and adjusted to the plans of the government itself. From this, the design of Jalan Ahmad Yani will be more useful in the long term for visitors and the surrounding community because the changes that occur are in accordance with what is needed by the community. This is in accordance with what was conveyed by Budihardjo (2005) in [11] that architecture must be able to accommodate people's tastes and be admired by the public for a long time.

3.2 Analysis of Activities on Jalan Ahmad Yani, City of Tegal

Jalan Ahmad Yani is a public space located in Tegal City which has the function of accommodating various activities or community activities. This is in line with what was conveyed by Darmawan that public space in an area has a function as a place for social interaction, community

economic activities, a forum for appreciation of local culture, so as to be able to improve the quality of a city's space, and also be able to provide its own character for the city [16].

Currently, Jalan Ahmad Yani, Tegal City, is one of the areas in Tegal City that is visited by many Tegal City residents, apart from Tegal City Square and Tegal City Pancasila Street. Jalan Ahmad Yani has its own charm for the community so that many visitors come there. Of the many visitors, a number of activities arise or activities that occur there.

From research conducted on Jalan Ahmad Yani, it was found that the community carried out various activities in the area. The results (Figure 22) of this study found that 31.8 % of respondents came to Jalan Ahmad Yani for sightseeing and eating at places to eat on Jalan Ahmad Yani. 13.6% of respondents answered that they had gathered at Jalan Ahmad Yani and continued with 9.1% of respondents answering that they came to Jalan Ahmad Yani to sell and shop. As many as 4.5 % of respondents came to Jalan Ahmad Yani to rest. From the results of the questionnaire, it illustrates that there are various activities that occur on Jalan Ahmad Yani carried out by visitors. The most dominant activity is that visitors come to take a walk as well as eat in the area. This shows that the improvement of pedestrian paths and several public facilities on Jalan Ahmad Yani has had a good impact and also the placement of *food trucks* in the area has become an attraction for visitors to visit Jalan Ahmad Yani.

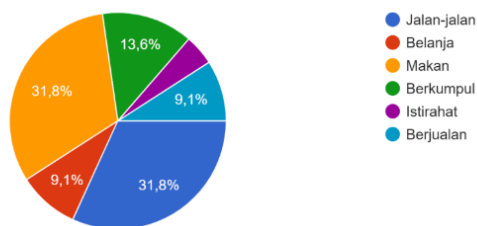


Figure 22. Visitor Activity Diagram for Jalan Ahmad Yani Tegal City.

The various activities that took place on Jalan Ahmad Yani are proof of the success of the repair and arrangement of public spaces on Jalan Ahmad Yani, Tegal City. Jalan Ahmad Yani as a public space has been able to become a place for social interaction, a place for economic activity, to become a place for people to improve their quality.

4. Conclusion

From the results of research that has been carried out regarding the influence of physical *settings* in the formation of the character of Jalan Ahmad Yani in Tegal City, it can be concluded that the character of Jalan Ahmad Yani in Tegal City is influenced by the existence of a physical *setting* which includes the physical elements that are there. However, the physical elements that exist on Jalan Ahmad Yani do not all influence the formation of the character of the street space because there are several physical elements that are not in accordance with the plan and have sub-optimal quality.

From the research conducted, the following are suggestions for improving the quality of Jalan Ahmad Yani while at the same time reinforcing the character of the road, namely: (1) It is necessary to improve several facilities on Jalan Ahmad Yani by taking into account harmony and harmony with other facilities and the surrounding environment so that it further emphasizes character of the road. (2) There needs to be an RTBL that specifically regulates Jalan Ahmad Yani so that the directions and goals to be achieved as a *City Walk* can be in accordance with the concepts that have been created and are well supervised and do not change in the future, (3) There needs to be strict action from the government against business owners who disturb road users, especially pedestrians who close several areas of pedestrian paths, (4) Increase public awareness regarding maintaining and caring for all facilities, cleanliness and comfort on Jalan Ahmad Yani, Tegal City.

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