



ANALYSIS OF LIVABLE STREET AT HOS. COKROAMINOTO STREET CORRIDOR AS A PUBLIC SPACE IN PONOROGO REGENCY

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Abstract : Public space in an urban area has an important role to improve the quality of life for the general public. Public space in the form of street corridors is a very important element in the infrastructure system of a region or city. A street corridor in an urban area does not only function as a mobility lane for vehicles, but can also function as a forum for community activities, and can create a unique identity for an area. The Hos. Cokroaminoto street corridor in Ponorogo Regency is one of the street that is often used by the Ponorogo Regency Government to hold several cultural events, in this street corridor the general public also carries out social and commercial activities. The purpose of this study is to explain the quality of the Hos. Cokroaminoto street corridor as a public space which is reviewed from several aspects in the form of physical and non-physical aspects, as well as activities that are created by identifying their linkages with existing facilities. The research method uses descriptive qualitative, by presenting an overview regarding the real condition of the street corridor, and findings about the existing conditions in an effort to create a "Livable Street" public space. Data were obtained through observation, interviews with street corridor users and the local government, as well as from related literature studies. The results of the study provide an explanation of the level of comfort and safety in the Hos. Cokroaminoto street corridor as a "Livable Street" public space.

Keyword : *Livable Street, Public Space, Hos. Cokroaminoto Street Corridor.*

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INTRODUCTION

The growth of an urban area needs to be accompanied by the provision of public open space with an adequate infrastructure system that functions as a forum for social interactions among urban residents. In general, public space in a city can be in the form of a street or a square. According to Jane Jacobs (1961) the main public space in urban areas is in the form of street corridors and pedestrian paths. If the street corridors of a city look attractive and beautiful, then the image of the city becomes attractive. Street corridors are public

spaces where interactions are created between users and are easily accessible by everyone of all ages. The existence of public open space in an urban area is very important to increase the sense of comfort and security while in an urban area, this issue is a global issue. In a good public space, it can create happiness for urban communities, improve welfare and health for all people and can increase micro and macro economic development, as well as investment.

According to Donald Appleyard (1981), livable street is a road corridor that is designed as a form of

increasing the safety and comfort of pedestrians, cyclists, motorists and public transportation users. Road corridors are not only to accommodate the circulation of its users but can accommodate residents to socialize, interact with each other, and as a place to carry out various activities or events. The concept of livable street is an effort to improve the function of street corridors as public open spaces in urban centers.

The Hos. Cokroaminoto street corridor in Ponorogo Regency is one of the centers for community activities in Ponorogo Regency. It is strategically located, at the center of Ponorogo Regency so that it becomes the main route of traffic, the Hos. Cokroaminoto street corridor is being revitalized in 2020, making this street corridor one of the icons of the Ponorogo district and an attraction for local and foreign tourists. This street corridor has the potential in the form of green open spaces located in every pedestrian corner, there are activities and cultural activities in the month of Suro or Muharram, and the anniversary of Ponorogo Regency in the form of Reog dance performances, heirloom carnivals, Wayang performances, music concerts, Ketoprak performances, Hos. Cokroaminoto Fashion Week, and mass bachelor Ganong dance. In trade and service activities, there are shophouses as places to sell primary, secondary and tertiary needs of the community, there are also *angkringan* and cafes along the Hos. Cokroaminoto street corridor. In this street corridor there are also land allotments that function as educational buildings, namely SMPN 1 Ponorogo and SMPN 6 Ponorogo, for offices in the form of Bank BNI offices, post offices, Military Police Detachment offices, Ponorogo State Detention Center, and Bank BRI Ponorogo Center.

There are problems in this street corridor in the form of the presence of street vendors selling on sidewalks which results in inconvenience for pedestrian users when they want to pass, lack of parking space so that visitors or users in the area park their vehicles on street, thereby blocking vehicles from passing on the street due to vehicle parking. Almost *wer* from half of the body of the street. Pedestrian circulation in the form of a pedestrian has not functioned properly by residents because it is used as a parking lot when the parking on the shoulder of the street is full and there is a conversion of functions as street vendors (PKL) to sell. There are no facilities in the form of parking pockets or on-street parking spaces in the corridor. The shop signboards are positioned in a chaotic manner, causing visual discomfort in a street corridor. This road corridor is a place for entertainment and recreation. On holidays there is an increase in visitors but not accompanied by the availability of facilities in the form of seats, tables, and shade facilities, especially those near shopping and service centers, resulting in inconvenience for visitors when they are in the area. the. Problems like this will result in a lack of comfort and safety for road users and pedestrian users, so that it will have an adverse impact on the comfort and safety of

corridor users in terms of livable street aspects in the Hos. Cokroaminoto street corridor as a public open space in downtown Ponorogo.

LITERATURE REVIEW

According to Chamdany (2004), the pattern of spatial use, namely the distribution of protection and cultivation activities aims to realize targets for the development of the cultural, social and economic sectors in accordance with the potential of human, natural and artificial resources. Spatial utilization patterns, namely the form of linkages between various aspects in the form of human resources, natural resources, artificial resources, social, technological, economic, cultural, information, defense and security, administration, environmental aesthetics, cultivation protection functions, dimensions of space and time, as a whole its aspects will form a spatial layout.

Definition of Public Space

According to Gunadi (1995), an element of urban space design known as public space is an area or open space that can accommodate people from various walks of life and activities in urban areas.

According to Carr (1992), public space is a space that is used together or in the form of public land in which urban residents can carry out their activities and activities together in the bonds of a group or community, whose activities are carried out daily or periodically. Open space is a place for activities and social activities that can serve and influence the character of society in an urban area.

According to Taolin (2008), that a public space is a space used by urban communities freely to carry out activities and activities in their daily lives without classifying their economy or social class, open spaces also provide forms of recreational opportunities for urban residents, places where used to hold community events, natural environment spaces, and spaces as urban lungs (Carmona, 2003).

According to Hantono (2017), public space is a space that can be accessed easily by anyone and is used for various activities in the form of social, cultural and recreational activities. Open space has a physical form that emphasizes accessibility and functions as a means of communication as well as a form of social bonding to create interaction between urban communities. Public open space can be in the form of street, fields, parks, and sidewalks / pedestrian paths.

Public Space Overview

According to Carr (1992), public open spaces have the main objectives of:

1. Being a place for social interaction and meetings between different groups and individuals. So that it will encourage the realization of social relations that are positive, tolerant, and solidarity between groups and individuals.
2. Public spaces in an area must encourage community involvement and participation in social life, including economic, political, social

and cultural activities that occur in public open spaces.

3. Public space must be able to provide equal opportunity and fair access in exploiting and using the public space. This will involve building a public space that can be accessed by the whole community, including persons with disabilities or physical limitations.
4. Public spaces must represent a characteristic and identity of a place when they are located. Realizing design and planning that must pay attention to elements of historical values, the surrounding environmental context, and local culture.
5. Public spaces must create healthy and good environmental qualities, such as green open spaces, good and friendly environments, and easy access to nature. The concept of sustainability in the design of public space is very important, which aims to meet current needs without compromising the ability of future generations.

Function of Public Space

Public open spaces in urban areas that create urban characteristics and function as a forum for social interaction for urban residents, a place for appreciating culture, as well as for improving the economy of urban residents (Dharmawan, 2007).

According to Dharmawan (2007), public open spaces have functions in the form of:

1. As a forum for communication and interaction for urban residents, whose activities are in the form of formal activities such as anniversary commemorations, flag ceremonies and government events. Informal activities in the form of activities of urban residents such as community meetings, recreational and political events).
2. As a form of open space that can accommodate road corridors that access to a public space, as well as a dividing element between building masses in urban areas that are used for transit purposes for residents who move from one destination to another. another destination.
3. As a space for activities to improve the economy, namely the existence of street vendors (PKL) selling drinks, food and services.
4. Public open space that functions as the lungs of an urban area, as a place for water absorption, and can become an evacuation site to accommodate residents when a natural disaster occurs in the urban area.

Activities / Activities in Public Spaces

According to Carmona (2003), there are three categories of activity in public spaces, namely as follows:

1. Social activities, are activities carried out by the community to meet their daily needs, including sports activities or walking in the field or in city parks. Play in city parks or other playgrounds. eating and drinking in public spaces. Using public transportation modes such as city buses. Walk to important places, including government

offices and other public service centers. it is necessary to pay attention to the needs related to social activities by providing supporting facilities that are easy to reach, and adequate, so that public space can improve the quality of life of the community and support their daily activities.

2. Important activities, are routine activities carried out by the community every day, such as activities going to school or going to the office. Participate in mandatory social activities, such as leaving for official events and ceremonies. It is important to pay attention to the needs related to existing facilities to support activities carried out by the community.
3. Optional activities, activities carried out by the community according to their choice, without any pressure and obligation from other people. The selected activities are recreational activities, playing, walking, and watching art performances. Optional activities are also social activities of the community and social communities. The need for good and adequate supporting facilities for users. So that public space can become a place for people to do recreation, and seek entertainment so as to provide a sense of fun, and comfort for the community.

Street Corridors As Public Spaces

According to Cliff Moughtin (2003), street corridors are a form of line that functions as a place for communication between one place and another, in that place it is used as communication between people traveling on foot or using bicycles, motorbikes or cars. as well as public transportation. As well as those used as directions, circular paths or bows whose purpose is to go to the end where they are going. The main emphasis is on movement activities from one place to another, the context is in the form of two dimensions such as walking on a pedestrian area in an urban street corridor. But a street corridor as a public open space is not only a space for movement activity.

According to Bruce Appleyard (2006), a street corridor is a public open space that is very easy to access by its users. Street corridors are a place for urban residents to communicate and socialize. Users of the place, from young people and old people, become united in the purpose of positive activities. Roads are also a very complex urban infrastructure system that supports a diversity of movements in the form of individual modes of transportation and public transportation, the diversity of road users, and the diversity of activities and interactions between urban residents (Metro Regional Services, 1997).

Definition of Livable Street

According to Donald Appleyard (1981), in his book entitled "Livable Streets" explains that Livable Streets is a street function that is designed to prioritize the comfort and safety of street users, namely in the form of vehicle users and pedestrians (disabled pedestrian users), public transportation, as well as cyclist. A comfortable and safe road must

create green, health, and have a pleasant atmosphere in it, as a place for urban residents to gather, for children's play areas, as a place for education or learning, and must create a unique and distinctive image or identity for the community. the place. The livable street movement will lead to changes in the way cities work, such as the city of Melbourne and the city of Paris, cities that have the principle of increasing pedestrians, public transportation and cyclists by creating and increasing public open spaces in urban areas.

Livable Street Characters

According to Allan B. Jacobs (1995), the street is a public open space located in the city center which is included in the design elements of an urban area, also provides an explanation of the criteria for good roads in an urban area, namely as follows:

1. Creating a sense of comfort and safety when using it, so that people feel more at home in the area and will not feel afraid when passing through it.
2. Creating spaces for socializing and interacting between pedestrians, as well as facilitating other users in the form of cyclists.
3. The area or zone can be very easy to remember because there are special features or markers and create a different impression.
4. Representative, can make the place a pilot and must contain specific and contextual elements in the form of cultural arts in the area.

According to Iswanto (2003), Livable Street is a form of comfort and safety in carrying out activities in it, a pedestrian path must meet standards related to the requirements in the construction of a street corridor, especially urban pedestrian paths.

Tabel 1. Summary of Livable Street Theory

| Conceptual Variables | Variable Analysis | Indicator |
|----------------------|---|--|
| Comfort Factor | The presence of street vendors. | Street vendors that do not disturb pedestrians. |
| | Presence of shading elements. | Shading vegetation, roofs or canopies of buildings. |
| | The width of the building border. | Medium border, Large border. |
| | The existence of a seat on the pedestrian path. | Yes, or No. |
| Safety Factor | The existence of a type of barrier between the street and pedestrian paths. | Vehicles parked on the side of the street, Trees that line the street boundaries and pedestrian paths. |

| | | |
|---------------------------------|----------------------------|---|
| Variation of Building Functions | Type of building function. | Use of mixed functions (mixed use), Use of non-mixed functions. |
|---------------------------------|----------------------------|---|

METHODS

This study uses a qualitative descriptive method as the main approach. According to Sugiyono (2016), the research approach is used to describe phenomena or events by describing in detail the characteristics and attributes associated with the research object. This method aims to understand the phenomena observed through in-depth and detailed explanations, as well as explore the meaning and interpretation of the data collected. This research method focuses primarily on the interpretation and understanding of qualitative data rather than quantitative measurements. The aim of this research is to analyze and explain the quality of the Hos. Cokroaminoto street corridor as a public space in Ponorogo Regency from various aspects, both physical and non-physical. Some aspects that are the focus of analysis in this study include the physical aspects of the street corridor, the non-physical aspects of the street corridor, the activities that are created, and the linkages with existing infrastructure.

Place and time of research

The research was conducted on the Hos. Cokroaminoto street corridor, located in Mangkujayan Village and Banyudono Village, Ponorogo District, Ponorogo Regency. The time for conducting the research is from April 23 2022 to August 5 2022.

Object of Research

The object of this research will cover the entire length of the Hos. Cokroaminoto street corridor, including parts of the street, sidewalks and surrounding areas that are used as public spaces located in Mangkujayan Village and Banyudono Village, Ponorogo District, Ponorogo Regency, including:

1. Analyze the physical condition of the street corridor, including the quality of the street, sidewalks, street lighting, parks, seats and other supporting facilities. Aims to evaluate the availability, quality, and feasibility of physical facilities as important elements in creating "livable" public spaces for street users and the community.
2. Analyzing social & cultural aspects including social interactions, cultural activities, and daily life of the people that take place in the street corridors. How does this public space become a place for meeting and social interaction, as well as how local cultural activities play a role in creating the identity of the Hos. Cokroaminoto street corridor as a public space.
3. Linkage of the Hos. Cokroaminoto street corridor with other facilities in the vicinity, such as shopping centers, offices, schools, government,

and access to public transportation. How street corridors function as an integral part of the larger urban system.

By focusing on the research object above, the research is expected to be able to explain and understand the potential for improvement and improvement in creating the Hos. Cokroaminoto street corridor as a public space that is comfortable, safe and supports various community activities. This research will provide a deeper understanding of the quality and challenges faced in developing "livable street" public spaces for the residents of Ponorogo Regency.

Classification of Research Data

The data collection method in this study uses primary data collection and secondary data which aims to obtain relevant information. The following describes the data collection method used:

Secondary Data

Secondary data itself is obtained indirectly. The data includes literature studies by reading and analyzing relevant books, journal articles, papers and theses about street corridor as public spaces, so as to provide a deeper understanding regarding the "Livable Street" aspects of street corridor as open spaces to accommodate activities and community activities in Ponorogo Regency.

Primary Data

Primary data is data collected directly by means of observation, interviews, field observations, questionnaire surveys, and measurements of existing physical elements. Conduct direct observations to locations in the Hos. Cokroaminoto street corridor, located in Mangkujayan Village and Banyudono Village, Ponorogo District, Ponorogo Regency. This research will focus on the analysis of the quality of the Hos. Cokroaminoto street corridor as a public space, by observing various relevant aspects, in the form of comfort factors, security factors, and variations in building functions. The following is primary data collected to support secondary data that has been carried out in this study, including:

1. Interview

Conducting direct interviews with residents around the Hos. Cokroaminoto street corridor, pedestrians, vehicle users, as well as other related parties such as the Regional Government of Ponorogo Regency, aim to gain perceptions, views, and experiences of the community regarding street corridor as public space, including issues of safety, comfort, accessibility, as well as their aspirations and hopes for development of Hos. Cokroaminoto street corridor.

2. Field Observations

Make direct observations in the corridor of the Hos. Cokroaminoto street corridor to observe people's behavior and interactions in the public space. This observation includes traffic patterns, density levels, pedestrian movements, use of facilities, as well as identification of problems

and potential improvements in the Hos. Cokroaminoto street corridor.

3. Physical Measurements

Conduct direct physical measurements of the facilities and conditions in the Hos. Cokroaminoto street corridor, such as sidewalk width, road quality, park conditions, street lighting, and other architectural elements guided by the Indonesian National Standard made by the Ministry of Public Works. This measurement will provide objective data about the physical condition of the public space.

Primary data obtained from interview surveys, field observations, questionnaire surveys, and physical measurements will be the main source of information in the analysis of the quality of the Hos. Cokroaminoto street corridor as a public space.

The combination of secondary data and primary data in the data collection method will provide a deeper understanding of the potential and challenges in creating a "Livable Street" public space that meets the needs of the community in Ponorogo Regency.

RESULTS AND DISCUSSION

1. Overview of Research Location

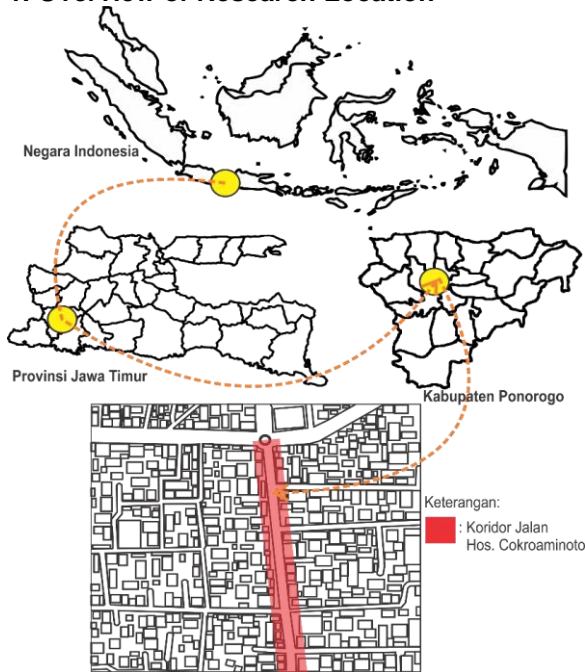


Figure 1. Overview of research location

Source: Personal Analysis, 2023.

The research location is in Ponorogo District, Ponorogo Regency. This sub-district has an area of 2,231 km², with a percentage of the Ponorogo Regency area of 1.63% and is at an altitude of 123 masl. The Hos. Cokroaminoto street corridor, is located in Mangkujayan Village and Banyudono Village. This pedestrian is a Regency property right whose management is under the authority of the Ponorogo Regency Government.

Based on data obtained from the Public Works Office of Housing and Settlement Areas of Ponorogo Regency related to the dimensions of

pedestrians in the Hos. Cokroaminoto street corridor, which are as follows:

- Total Length: ±1,890 metres (±950 m west side, ±940 m east side).
- Width of north side pavement: 4.65 metres.
- South side pavement width: 4.65 metres.



Figure 2. Location research location in the Hos. Cokroaminoto street corridor

Source: Personal Documentation, 2023.

The Hos. Cokroaminoto street corridor in Ponorogo Regency is one of the centres of activity for the people of Ponorogo Regency, strategically located in the centre of Ponorogo Regency, making it the main traffic route.

2. Convenience Factor

The comfort factor is one of the the Hos. Cokroaminoto street corridor as a public space in Ponorogo Regency. Convenience involves creating an environment that allows road users and the public to feel comfortable and happy to be in that public space. Here is a further explanation of the convenience factor:

- Presence of street vendors (PKL)

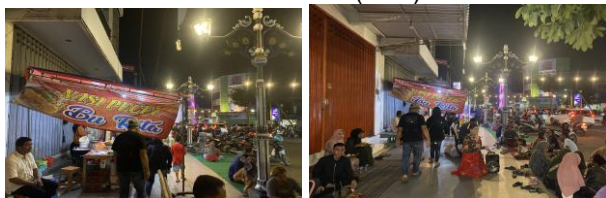


Figure 3. Presence of street vendors (PKL)

Source: Personal Documentation, 2023.

The existence of street vendors (PKL) is a factor that can have a significant impact on the comfort aspect in the Hos. Cokroaminoto street corridor as a public space. The following is an analysis regarding the existence of street vendors in relation to the comfort aspect:

- Narrowing of pedestrian space, if street vendors are not properly regulated, this can cause narrowing of the sidewalks and hinder pedestrian movement. This can interfere with comfort and reduce accessibility for pedestrians.
- Unavailability of seats, if street vendors do not provide sufficient seats, this can result in a lack of places for people to rest. This can be less comfortable for those who want to pause.
- Cleanliness problem, if the street vendors are not properly managed in terms of cleanliness, this can create garbage and dirt problems. This

will reduce the quality of the environment and interfere with comfort.

The existence of street vendors can contribute to the comfort and dynamics of public spaces if managed properly. Therefore, wise arrangements and cooperation between related parties are very important to create a balance between the diversity of activities and convenience for all users of public spaces in the Hos. Cokroaminoto street corridor.

- Presence of shading elements



Figure 4. Presence of shading elements

Source: Personal Documentation, 2023.

The existence of shading elements, such as trees or garden umbrellas, has a significant impact on the comfort aspect in the Hos. Cokroaminoto street corridor as a public space. This shading element contributes to creating a more comfortable and friendly environment for street users and the general public. The following is an analysis regarding the presence of shading elements in relation to the comfort aspect:

- Protection from external weather, shading elements provide protection from excessive sun, rain or even heavy rain. This allows people to continue their outdoor activities without being too affected by weather conditions.
- A comfortable rest area, shading elements such as a seat under a tree or terrace can be a comfortable place to rest. This creates a calm and inviting atmosphere to relax for a while.
- Reducing heat exposure, trees and other shading can help reduce the air temperature around the street corridor. This helps reduce the impact of heat felt by street users and creates a cooler atmosphere.

The existence of shading elements can be a determining factor in creating comfort in the Hos. Cokroaminoto street corridor. Proper management and maintenance will help maximize the benefits of these shading elements, creating a more comfortable, cool and inviting environment for people to live in and enjoy.

- The width of the building border



Figure 5. Section of Hos. Cokroaminoto street corridor

Source: Personal Analysis, 2023.



Figure 6. The width of the building border
Source: Personal Documentation, 2023.

The width of the building border is a factor that has a major influence on the comfort aspect in the Hos. Cokroaminoto street corridor as a public space. Adequate building boundaries can create a comfortable and safe space for street users and the community who are active around the street corridor. The following is an analysis regarding the width of the building's boundaries in relation to the comfort aspect:

- Provide space for pedestrians, adequate width of building boundaries provides sufficient space for sidewalks and pedestrian pathways. This allows pedestrians to move comfortably and safely without having to get too close to traffic flow.
- Reducing cramping, large building boundaries avoid situations that feel cramped or confined. This creates a more open environment and avoids the feeling of being confined in the street corridor.
- Utilization of space for facilities, adequate width of the building boundaries allows the provision of facilities such as seats, trees or shaded areas. This can increase comfort and provide a place for people to rest or do activities.

The width of the building boundaries has an important role in creating comfort in the Hos. Cokroaminoto street corridor. Proper planning, continuous monitoring, and collaboration with various agencies within the Ponorogo Regency Government will help ensure that the width of the building's boundaries contributes to creating a friendly, comfortable and safe public space for the community.

d. The existence of a seat on the pedestrian path



Figure 7. The existence of a seat on the pedestrian path
Source: Personal Documentation, 2023.

Seating is an important element that has a significant impact on the comfort aspect of the Hos. Cokroaminoto street corridor as a public space. Seats that are good and placed at strategic points can provide a comfortable resting place for street users and people who are active around the street corridor. The following is an analysis related to seating in relation to the comfort aspect:

- Rest areas, seats provide much needed resting areas for pedestrians and the public. This allows them to pause, relax, or observe the activity around them without having to stand up.
- Social facilities, seating can be a meeting point and social interaction. People can talk, discuss, or just chat casually while seated, creating positive social relationships.
- Invite interaction, strategically placed seating can invite interaction between people of different backgrounds. This can create opportunities to share stories, experiences, or just chat.
- Reducing fatigue, seating provides a place to rest, especially for people who are tired or need a moment to reorganize their energy.

Seating is an important element in creating comfort in the Hos. Cokroaminoto street corridor. Good and well-managed seating can enhance user appeal and experience, and create public spaces that are more inclusive, interactive and people-friendly.

3. Safety Factor

The safety factor is a very important aspect in the analysis of "Livable Street" in the Hos. Cokroaminoto street corridor as a public space in Ponorogo Regency. Security involves protecting road users, pedestrians and the general public who interact and have activities in these public spaces. The following is a further explanation of the security aspect:

a. The existence of a type of barrier between the street and pedestrian paths



Figure 8. The existence of a type of barrier between the street and pedestrian paths
Source: Personal Documentation, 2023.

The existence of this type of barrier between the street and the pedestrian path (pedestrian) has a very important impact on the safety aspect in the Hos. Cokroaminoto street corridor as a public space. This barrier aims to protect pedestrians from potential risks and hazards that may arise from the flow of vehicular traffic. The following is an analysis regarding the existence of this type of barrier in relation to security aspects:

- Pedestrian security, functions as an appropriate barrier to protect pedestrians from potential vehicle hazards, such as collisions or other incidents. It provides a sense of security and protection while in the street corridor.
- Directing the flow of pedestrians. Separate barriers can help direct the flow of pedestrians so they stay on the designated path. This avoids the mix-up between pedestrians and vehicles.
- Preventing indiscriminate crossing, effective barriers can prevent pedestrians from crossing indiscriminately in unsafe places. This helps reduce the risk of traffic accidents.

The existence of this type of barrier between the street and the pedestrian path is very important in creating security in the street corridor. Selection of the right design, strong materials, and regular maintenance will help keep road users safe and create a safer and more comfortable environment for the community.

4. Variation of Building Functions

The variety of building functions is one aspect that can enrich the experience in the Hos. Cokroaminoto street corridor as a public space in Ponorogo Regency. This relates to the different types of buildings or structures that have different functions along the street corridor, which can provide a variety of activities and uses of space. The following is a further explanation of the variations in building functions:

a. Land Use



Figure 9. Map of land use in the Hos. Cokroaminoto street corridor

Source: Personal Analysis, 2023.

Land Use is related to the various aspects of building functions in the Hos. Cokroaminoto street corridor involves the way in which various types of land use or building functions are arranged and distributed along the street corridor. The right variety of building functions in land use can provide a variety of activities and experiences for street users and the surrounding community.



Figure 10. Land use in the Hos. Cokroaminoto street corridor

Source: Personal Documentation, 2023.

Land Use in the Hos. Cokroaminoto street corridor is dominated by shopping buildings which have activities, namely trading and selling services. There is also a land allotment that functions as an educational building, there is also a land allotment that functions as offices. But the land allotment functions as the most shops so that it makes the center of the crowd an activity of buying and selling goods and services. The shops in the corridor are in the form of shophouses having two floors, the first floor which functions as a shop and the second floor which functions as a residence. There are residential areas behind shopping buildings, private offices, government offices, places of worship, and educational buildings.

Land use that covers various types of building functions, such as residential areas, shopping buildings, private offices, government offices, places of worship, and educational buildings, creates a diversity of activities along the street corridor. This makes the corridor a dynamic and lively space. The existence of various types of buildings with different functions can create a variety of attractions. Communities have the choice to carry out various activities and enjoy various facilities.

b. Building Form and Massing



Figure 11. Map of building form and massing in the Hos. Cokroaminoto street corridor

Source: Personal Analysis, 2023.

Building Form and Massing is related to various aspects of building functions in the Hos. Cokroaminoto street corridor involved how the buildings were designed in terms of shape, size and layout. The shape and mass of buildings contribute to the visual and aesthetic character of street corridors, as well as the user experience in public spaces.





Figure 12. Building form and massing in the Hos. Cokroaminoto street corridor

Source: Personal Documentation, 2023.

Building Form and Massing in the Hos. Cokroaminoto street corridor is dominated by a two-story building which is used as a shop on the first floor and on the second floor is used as a residence. For a three-story building, only a religious building, namely the Muhammadiyah Ponorogo Mosque. For related IMB regulations related to KDB, KLB, and commensurate roads in buildings along the Hos. Cokroaminoto street corridor has complied with standard building regulations. Collaboration between building owners, architects, and the Regional Government of Ponorogo Regency in planning building designs in the Hos. Cokroaminoto street corridor can produce better and more coordinated solutions regarding regulations that must be obeyed.

CONCLUSION

The Hos. Cokroaminoto street corridor needs improvement and development efforts in creating a more "Livable Street" public space for the community. Recommendations from this study may include improving street and sidewalk infrastructure, increasing traffic safety by installing clearer traffic signs, adding parking areas, providing signboards, as well as adding supporting facilities and green open spaces that are more friendly to all users, especially the middle class. with special needs (disabilities) as users of the Hos. Cokroaminoto street corridor. This research is expected to be a guide for related parties, especially the Regional Government of Ponorogo Regency, and the Housing and Settlement Public Works Office (DPUPKP) Ponorogo Regency, to plan and implement steps to improve and develop public space in the Hos. Cokroaminoto street corridor. Thus, this street corridor can play an optimal role as a public space that contributes positively to improving the quality of life of people in Ponorogo Regency.

SUGGESTION

Based on the results of research related to the Analysis of Livable Street at Hos. Cokroaminoto Street Corridor as a Public Space in Ponorogo Regency, there are suggestions that are expected to be implemented by the Ponorogo Regency Government, as well as the Settlement Public Works Office (DPUPKP) Ponorogo Regency to improve the quality of corridor street as public spaces that are "Livable Street" and friendly to all

people including users disturbance. Suggestions that can be given are as follows:

1. Convenience Factor

- a. Encouraging cooperation with street vendors to comply with regulations relating to the layout of places to sell and sanitation systems. Provide training to street vendors regarding selling ethics and maintaining the cleanliness of the surrounding area, so that it will create harmony between street vendors and street users, especially pedestrians in the Hos. Cokroaminoto street corridor.
- b. Add and maintain the presence of shading elements along pedestrian paths to provide protection to users from the sun and rain. Choosing a shading design that is both aesthetic and functional will increase user comfort.
- c. Implement regulations regarding the width of building boundaries to ensure that pedestrian areas are wide enough and comfortable. Working with building owners to accommodate the required width of the boundary will result in a more comfortable and safer street corridor for pedestrians in the Hos. Cokroaminoto street corridor.
- d. Adding more seats on pedestrian paths, as well as selecting strategic locations, such as near points with high crowd intensity in the Hos. Cokroaminoto street corridor.

2. Safety Factor

- a. Ensuring the type of barrier selected provides optimal protection for pedestrians. Replace or increase the existing barrier if necessary to create a greater sense of security for pedestrians as well as a sense of security for users of street space in the Hos. Cokroaminoto street corridor.

3. Variation of Building Functions

- a. Encouraging enforcement of policies on land use in areas along the Hos. Cokroaminoto street corridor, By involving stakeholders from the Regional Government of Ponorogo Regency, and the Housing and Settlement Public Works Office (DPUPKP) Ponorogo Regency in the planning, design and implementation processes, thereby helping to identify needs that need to be accommodated in appropriate land use in the area Hos. Cokroaminoto street corridor.
- b. Make design guidelines that lead to harmony in the shape and mass of the building with the surrounding environment. Involve professional architect and professional planologist in the process of planning and designing buildings or areas so that in the future there will be more aesthetic and well-coordinated street corridors in accordance with regulations that have been made by the Regional Government of Ponorogo Regency, and the Housing and Settlement Public Works Office (DPUPKP) Ponorogo Regency.

By implementing appropriate and sustainable development and improvement actions, Hos. Cokroaminoto street corridor in the future can become a center for socio-cultural activities and

commercial activities which are very meaningful and can improve the quality of life for local people and the general public who are currently in Ponorogo Regency.

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