

**THE TRADERS' PERCEPTIONS IN RELATION WITH  
PUBLIC SPACE TERRITORIES: A CASE STUDY OF  
PEUNAYONG, BANDA ACEH**

**FINAL REPORT**

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**SCIENCE AND TECHNOLOGY FACULTY  
ISLAMIC STATE UNIVERSITY OF AR-RANIRY  
BANDA ACEH  
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TERRITORIES: A CASE STUDY OF PEUNAYONG, BANDA ACEH**

**FINAL REPORT**

Submitted to Faculty of Science and Technology  
Islamic State University of Ar-Raniry Banda Aceh  
As the Requirement to Get Bachelor Degree in Architecture

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**THE TRADERS' PERCEPTIONS IN RELATION WITH PUBLIC SPACE  
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**FINAL REPORT**

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and accepted as one of the requirements to get Bachelor Degree  
in Architecture Department**

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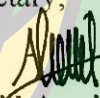
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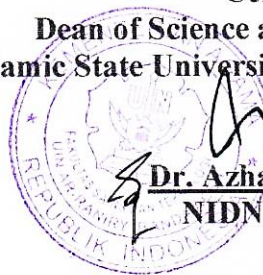
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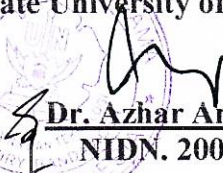


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Banda Aceh, August 28<sup>th</sup>, 2021

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## ABSTRACT

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The strategic use of public space to be able to increase income/revenue by urban communities appears as a result of increasing urbanization in cities. The public space is referred to the pedestrian area on Kartini Street, Peunayong, Banda Aceh. As a result, not only the informal sector, even the formal sector also uses pedestrian as trading area which results in decreased pedestrian function as a pedestrian facility and even has an impact on traffic crowds.

This research is intended to answer about traders' perceptions in relation with public space territories and also the relationship between the traders and users of Peunayong Market.

Research method that is used to analyze the phenomena that has happened on Kartini Street, Peunayong is mix method. These methods provide more comprehensive facts in research because researcher can use every tool to collect data according to the type of data needed such as questionnaires, interview and observations.

The result shows that the general perception of traders, both formal and informal, is still far from what is expected. Formal and informal traders thought that pedestrians can be used freely as trading areas. The use of pedestrians as trading areas disturbs the convenience of the users, thus that the users believe the informal traders are not needed on Kartini Street, Peunayong.

## PREFACE

بِسْمِ اللَّهِ الرَّحْمَنِ الرَّحِيمِ

The researcher expresses her highest gratitude to Allah SWT for His blessing, love, opportunity, health and mercy to complete this report. Salawat and greetings convey to our Prophet Muhammad SAW and his friends and family who have brought us from the realm of darkness to a knowledgeable realm.

Alhamdulillah the researcher can complete this final report entitled "**The Traders' Perceptions in Relation with Public Space Territories. A Case Study of Peunayong, Banda Aceh**" which was implemented to complete the one of the requirements to get a Bachelor's Degree in the Architecture Department, Faculty of Science and Technology, Islamic State University of Ar-Raniry.

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- d. Ms. Meutia, ST., M.Sc. as the coordinator of Final Project.
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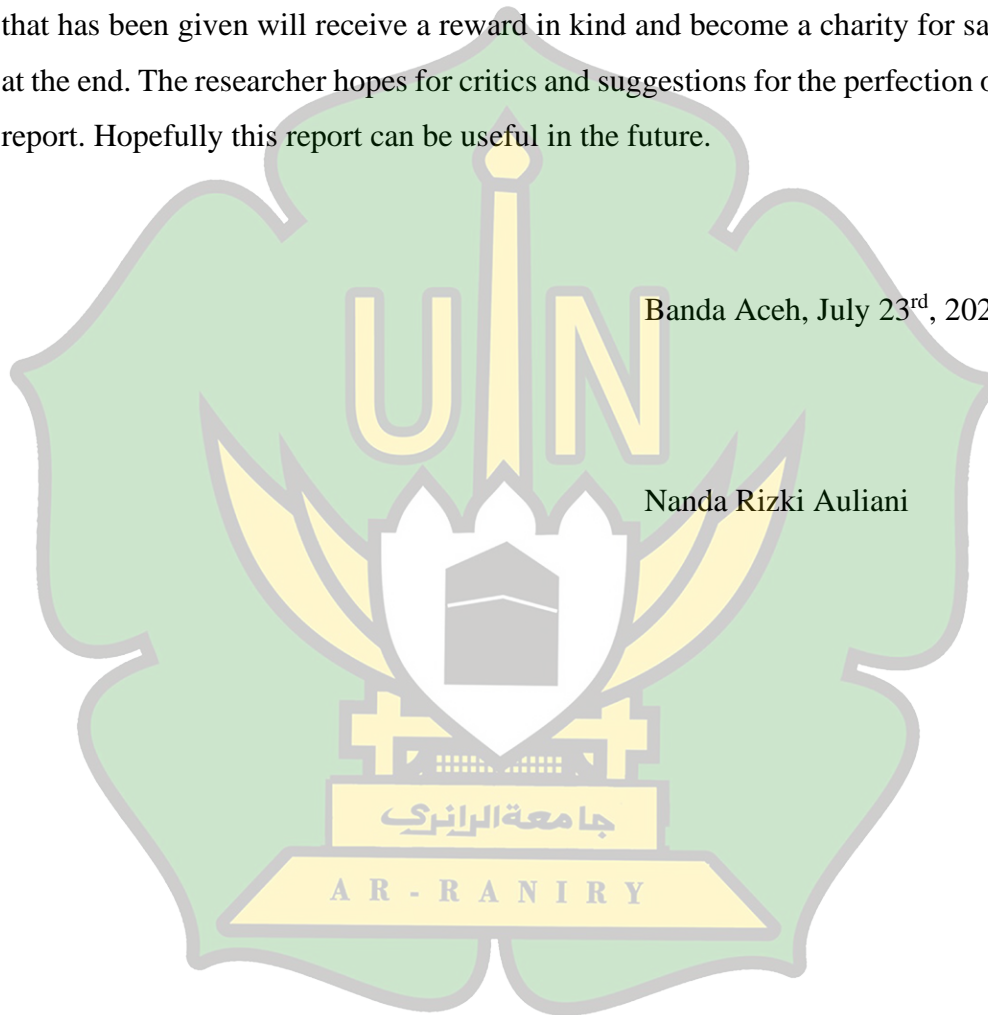
given time, energy and knowledge to guide the researcher in completing this thesis.

- f. All the lecturers and the staffs in the Architecture Department, Faculty of Science and Technology, Islamic State University of Ar-Raniry,

Finally, the researcher thanks to Allah SWT and hope that all the assistance that has been given will receive a reward in kind and become a charity for savings at the end. The researcher hopes for critics and suggestions for the perfection of this report. Hopefully this report can be useful in the future.

Banda Aceh, July 23<sup>rd</sup>, 2021

Nanda Rizki Auliani

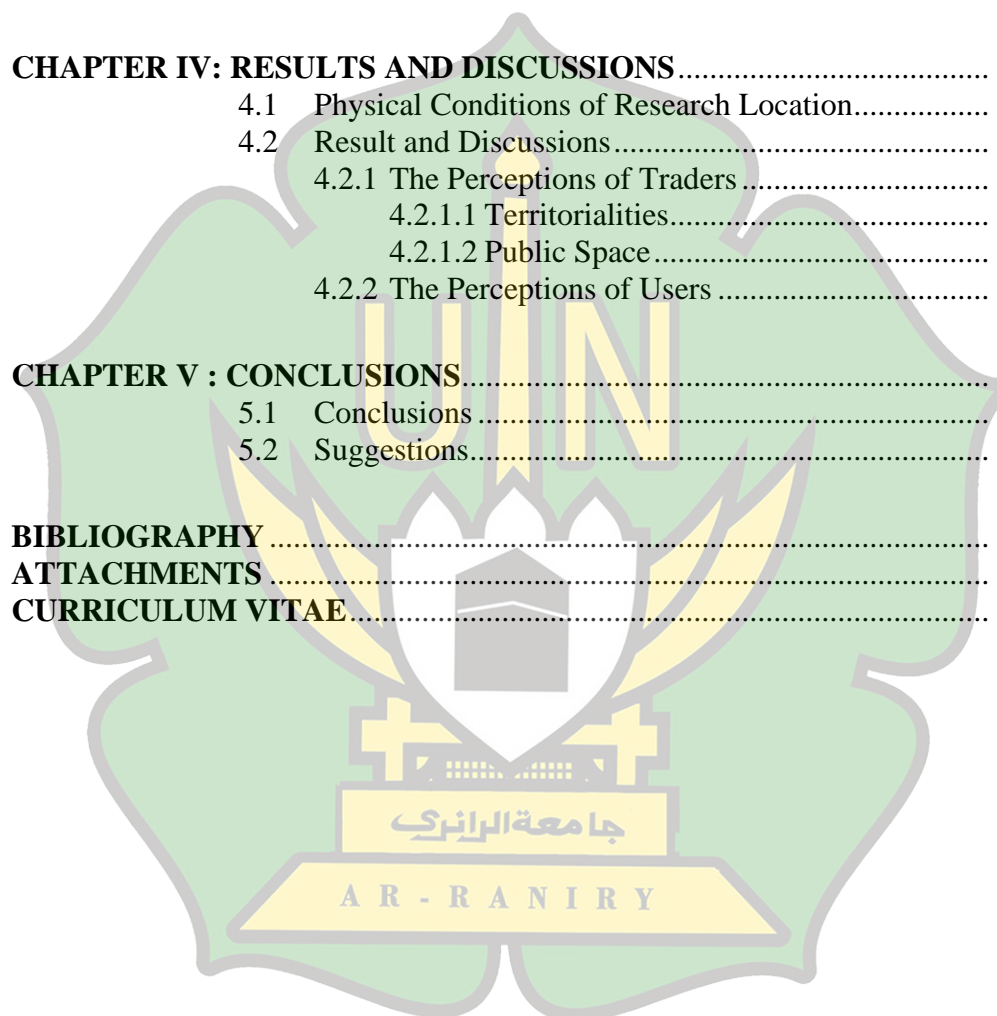


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## CHAPTER I

### INTRODUCTION

#### 1.1 Background Issue

Public space is a space or land where people carry out public activities (Carr, 1992). Holland (2009) explains that public space is often defined as social life, such as gathering together and freely discussion. Public space is an architectural product designed to accommodate social relationships and individual and group activities.

The existence of public spaces in a city is necessary as a result of improving the quality of urban life both in terms of the physical environment and community life. Nasution (2018) states that the strategy for using urban space to increase the income/revenue of urban communities emerged as a result of increasing urbanization in cities. He continued, the increase in population and meagre formal job vacancies had an impact on the growth of the informal trade sector which regularly used public spaces as trading areas. Non-formal sector traders are part of the sector that has emerged as a result of this increasing urbanization.

Based on data from the *Badan Pusat Statistik Provinsi Aceh* in 2019, population growth has increased. In 2018, the total population of Banda Aceh was 265,111, while in 2019, the population increased to 270,321. Population growth in Banda Aceh has increased by 1.96%. As the population increases, the need for employment also increases. People compete for decent work. The limited scope of formal work in Banda Aceh has made people choose trading businesses so that people who work as informal traders emerge as an alternative way out of unemployment. This is much seen in Peunayong Market.

In the 17<sup>th</sup> century, the Chinese who earlier have come to Aceh started trading for the first time (Lombard, 1991: 153). These traders lived in the Chinese village at the end of the city near the port. This location is now known as Peunayong. Peunayong is the old city area of Banda Aceh which was designed by the Dutch as *Chinizen Kamp* or Chinatown. Owing to the fact that the livelihood of the Chinese is trading, trading activities are very prominent in the region (*Kemendikbud*).



The Peunayong area, based on data from *Badan Perencanaan dan Pembangunan* (Bappeda), is included in the trade and services area. Therefore, this area becomes the main attraction for the people of Banda Aceh to carry out buying and selling activities. However, due to the fast trade and strategic location, some informal traders have sprung up and filled the market location.



Figure 1.1 Conditions in Peunayong Market during the Day  
Source: Personal Documentation



Figure 1.2 Conditions in Peunayong Market during the Night  
Source: Personal Documentation

The rise of informal traders at Peunayong Market, to be precise on Kartini street, who is undisciplined, often disturbs the neatness, fineness and cleanliness of the environment. The reckless trading location that sometimes took part of the road was very disturbing to traffic, both pedestrians and vehicles. In addition, the irregular parking area for buyers' vehicles also filled part of the road and broke the orderliness.





Figure 1.3 The Traders Who are Selling on Pedestrians  
Source: Personal Documentation



Figure 1.4 The Irregular Parking Area that Disturb the Road Circulation  
Source: Personal Documentation

Apart from the pedestrian and irregular parking area issue, waste and garbage issue can also be found at Peunayong Market. At the location, there are several garbage bins, but they are not functioning properly. Traders in the market, both formal and informal, are still not aware of the importance of cleanliness, this can be seen in the market area. Lots of waste and garbage scattered everywhere and caused the inconvenience in using public space.



Figure 1.5 The Garbage Bin in Peunayong  
Source: Personal Documentation



Figure 1.6 The Garbage that Scattered Everywhere  
Source: Personal Documentation

Public space claims in Peunayong Market occur due to the large number of informal traders growing. Claims are attempts to control public space to meet needs (Carr, 1995). The claim is an attempt to control and mark certain public spaces to satisfy traders. This is a form of territorial violation. Territorial violation is an act of abuse or exploitation of a territory.

Seeing the many issues found in Peunayong Market caused by traders, the researcher is interested in conducting research on the behavior of traders. Therefore, this study was conducted under the title The Traders' Perceptions in Relation with Public Space Territories. This research was based on issue that are many seen in Peunayong. precisely on Kartini street.

## **1.2 Problem Formulation**

- a. What are the perceptions of traders on the use of public space on Kartini street?
- b. How is the quality of the relationship that occurs between the users and traders in the behavior of territorial users on the road lane?

## **1.3 Purpose of the Research**

The purpose of this study is to understand the perceptions of traders towards territory in public space and also the quality of the relationship between actors and users of the territory then it can be used as a basis in a regulation and urban planning of Banda Aceh.

## **1.4 Research Boundaries**

Limiting a problem is used to carry out deviations or widening of the subject matter so that the research is more focused and makes it easier to discuss. The limitations of the discussion in this study are:

- a. This research is located on Kartini street, Peunayong, Banda Aceh.
- b. The research is focused in the traders' perception of territory ownership in public space and the qualities of the relationship between actors and users of the territory.

## **1.5 Approach Methods**

The approach method that will be used in this research is as follows:

- a. Literature Study

Literature study is a method of completion by tracing sources of written sources that have been previously written, such as books, journals, thesis and other theoretical literacy. Literature study is a method of collecting library data, reading and taking notes, and processing research materials (Zed, 2008: 3).

Literature study is the first step to build a theoretical foundation, frame of mind, and determine research hypotheses and is conducted after the researcher determines the research topic and problem formulation.



b. Field Study

Field studies are carried out by directly observing the object to be studied to obtain primary data. Field studies are conducted to answer research questions that discuss understanding or describing interactions.

c. Interview

Interviewing is the process of collecting data by means of questions and answers between researchers and informants or research subjects. Interviews were conducted by asking direct questions to the parties concerned, traders who were on Kartini street.

d. Data Processing

Data processing was carried out after literature studies, field studies, and interviews. Data processing is intended so that research data can reveal answers to research questions.

## 1.6 Organization of Thesis

This research consists of five chapters with the following writing systematics:

a. CHAPTER I: INTRODUCTIONS

This chapter explains about the research background, purposes, problem formulations, research boundaries, research methods and the systematic study of research.

b. CHAPTER II: THEORETICAL STUDY

This chapter is about theories that are related to perceptions, formal and informal traders, territory and public space. The theoretical basis explains the basic understanding in research related to the perceptions of formal and informal traders of territory in public space. The references are taken from various written sources such as books, journals, theses, internet, etc.

c. CHAPTER III: RESEARCH METHODS

The research method describes how the steps in the research implementation from beginning to end and the components that related to the research method. The components consist of location, research subjects,

research methods, research instruments, data collection techniques and data analysis techniques.

d. **CHAPTER IV: RESULTS OF STUDY**

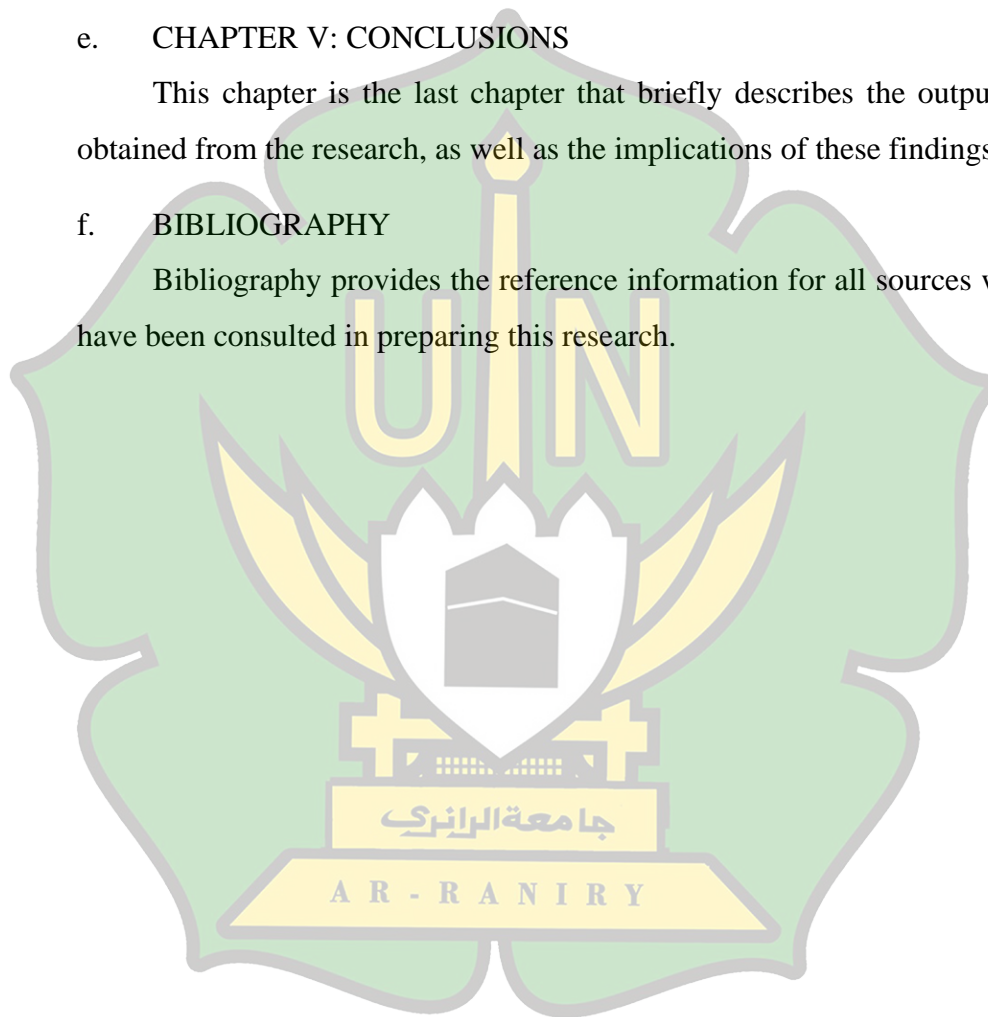
This chapter discusses about the results of study research, starting from the results of the analysis, testing and implementation.

e. **CHAPTER V: CONCLUSIONS**

This chapter is the last chapter that briefly describes the output that obtained from the research, as well as the implications of these findings.

f. **BIBLIOGRAPHY**

Bibliography provides the reference information for all sources which have been consulted in preparing this research.



## CHAPTER II

### THEORETICAL STUDY

#### 2.1 History of Peunayong

The first historical records of the kingdoms in Aceh are in Chinese historical writings. In the 15<sup>th</sup> century, Cheng Ho's fleet, the admiral from China, made a voyage to Pasai and gave *Cakra Donya* bells to the king of Pasai. This thing has made relations between Aceh and China even better. Samudera Pasai is inhabited by many Chinese communities, thus forming Chinese villages, as mentioned in the *Hikayat Raja-Raja Pasai* (The Aceh Institute).

Samudera Pasai was conquered by Sultan Ali Mughayat of the Kingdom of Aceh Darussalam in 1524. At the peak of the glory of the Kingdom of Aceh Darussalam, during the reign of Sultan Iskandar Muda (1607-1636), Aceh became the center of international trade. Many foreign traders stopped and settled in Aceh, including Arabic, Persian, Pegu, Gujarat, Turkish, Chinese, Siamese, European and so on. The capital, which at that time was in Banda Aceh, then grew into a cosmopolitan city (The Aceh Institute).

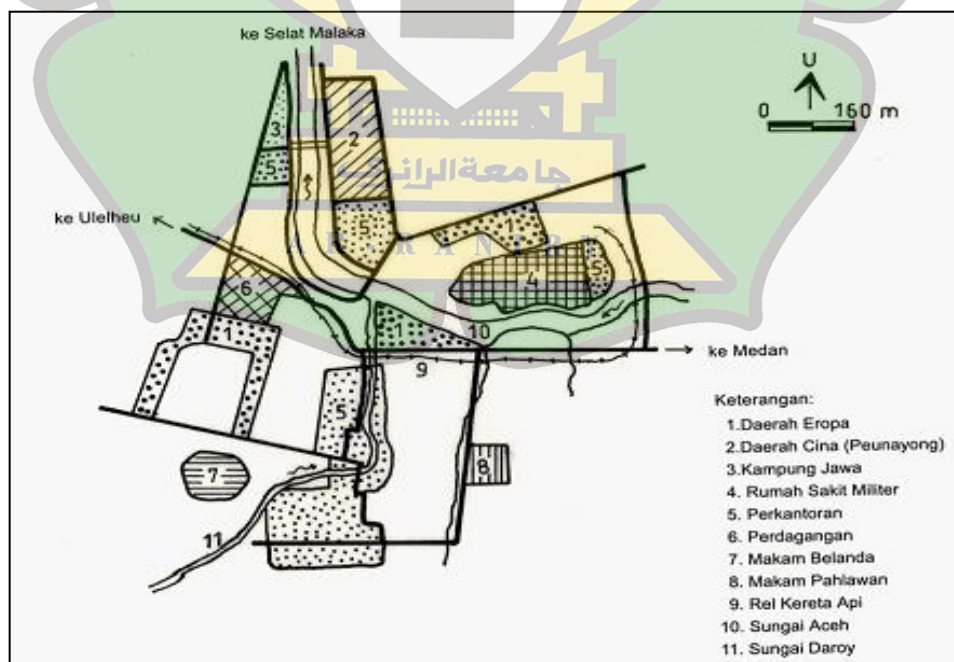


Figure 2.1 The Land-Use of Banda Aceh in 1944  
Source: Balai Arkeologi Medan



In 1636, Sultan Iskandar Muda's reign was replaced by Sultan Iskandar Tsani. The Kingdom of Aceh Darussalam no longer carried out the politics of expansion and prioritized the development of science and Islamic teaching at that time. During the time of Sultan Iskandar Tsani, he ordered to build a park in the royal capital as a place for the Sultan's family. The Park is called the *Ghairah* Park (The Aceh Institute). Nurudin ar-Raniry, in his book entitled *Bustan as-Salatin*, explained that in the park a "Chinese hall" was built by Chinese workers.

In the 17<sup>th</sup> century, the Chinese who earlier have come to Aceh started trading for the first time (Lombard, 1991: 153). These traders lived in the Chinese village at the end of the city near the port. This location is now known as Peunayong. Peunayong is the old city area of Banda Aceh which was designed by the Dutch as *Chinizen Kamp* or Chinatown. Owing to the fact that the livelihood of the Chinese is trading, trading activities are very prominent in the region (*Kemendikbud*).

## **2.2 Public Space**

### **2.2.1 Definitions of Public Space**

Public space is a place that accommodates human activities, both individually and in groups (Hakim, 1987). Public space is defined as a space where community members can freely access all activities in it (A.S. Hikam in A.S. Culla, 1999: 123).

Holland (2009) explains that public space is often defined as social life, such as gathering together and freely discussing. Public space is an architectural product designed to accommodate social relationships and individual and group activities. According to the Project for Public Spaces in New York in 1984, public spaces are generally used by humans in the form of roads, pedestrians, parks, plazas, public transportation facilities (bus stops) and museums and is basically accommodate certain activities of the community.

Public space must be independent, open, transparent, easily accessible and there is no intervention in it. The existence of public space is needed

where public space not only functions as an open space, but also as a space for people's lives.

Peunayong is a public space as a social life that functions to accommodate social relationships and individual and group activities with trading activities.

### **2.2.2 The Functions of Public Space**

The main function of public space is as a place for community activities outside the building, be it individuals or groups. According to Soenarno (2002: 2), the function of the public space is as a vehicle for interaction to achieve various goals.

The existence of public space cannot be separated from the social system in society, such as pedestrian. Pedestrian is a space that accommodates pedestrian activity thus that they can feel comfort (Iswanto, 2006)

According to Darmawan (2007: 2) public space is one of the characters in the formation of urban elements and has a social interaction function for the community as well as economic and cultural activities. The function of open space according to Darmawan is:

- a. As a center of interaction and communication in society, both formal and informal.
- b. As transit and green open space that divides the functions of the surrounding buildings.
- c. As the lungs of the city that protects the city from air pollution as well as a disaster evacuation space.

## **2.3 Territories**

### **2.3.1 Definitions of Territories**

Hall (1969) argues that territoriality is related to privacy, ownership and occupants' level of control over the use of a place. Brower (1976) also states that territoriality is the relationship of individuals or groups with their

physical settings, such as a sense of belonging and control of unwanted interactions through placement, defensive mechanisms, and attachment.

Sack (1986 in Raffestin) describes geographic territoriality which is a form of spatial behavior. Meanwhile, according to Laurens (2004), territory is a pattern of selfish behavior as a manifestation of privacy.

Territoriality is a special aspect that was first discovered in the relationship of animal spatial behavior (Brower, 1976). This behavior creates a space in the environment where a sense and security are experienced. Territoriality in human is a spatial strategy for controlling natural and human resources.

### **2.3.2 Territoriality Classifications**

Altman (1975) and Hall (1969) classified territories into three, namely:

a. **Primary Territory**

In this territory, individual or group ownership of an area is very high and tends to be owned permanently. The owner has complete control and any disturbance is a serious concern.

b. **Secondary Territory**

Secondary territory is not owned by an individual or group, but other people are allowed to use the area where users of the territory can be personalized up to a certain time period. The sense of belonging to this territory is moderate.

c. **Public Territory**

Public territories are not owned by individuals or groups. Public territories are used by many people and everyone has the same rights in this area. The sense of ownership in this territory is low, so it is very difficult to control this area.

Brower (1976) classified territories into four types, viz:

a. Personal Territory

Personal territoriality is controlled by individuals or groups who have very close ties, such as relationships due to marriage or blood relatives. Property rights are very strong and protected by law. Signs of personal ownership are private and are indicated by the identity of the owner.

b. Community Territory

This territory is controlled by a group whose members sometimes change, but each member has gone through a selection process. People residing in this territory are not considered a nuisance as long as they do not violate the prohibitions.

c. Society Territory

This territory is controlled by the general public. Prohibition and control are the rules and norms that apply in society based on gender, age and race.

d. Independent Territory

This territory has no permanent residents and there is no prohibition or control of certain options. This territory is characterized by the absence of a territorial sign.

Peunayong is classified into public territory according to the classification of Altman (1975) and Hall (1969). Peunayong is not owned by any individuals or groups and is used by many people and everyone has the same rights in this area.

## 2.4 Traders

Traders are people who make a living by trading (KBBI). According to Oxford Dictionary, trader means a person who buys and sells goods, currency, or shares. In trading activities, a trader is a person or institution who sells products or

goods. According to Forbes, traders are differentiated according to the distribution channel that is carried out, thus:

a. Sole Traders

Sole trader is a person who exclusively owns and runs their own business as individual.

b. Wholesalers

Wholesaler is a business that buys large quantities of goods and sells them to other business.

c. Retail Traders

Retail trader is an individual trader that buys or sells goods to the end-user for personal accounts.

#### 2.4.1 Formal Traders

The formal sector is a business that requires certain conditions to carry out business activities. The characteristics of the formal sector are as follows:

- a. Have permission
- b. Requires to pay tax
- c. Comply with state policy
- d. Bigger profit
- e. Regular bookkeeping



Figure 2.2 Formal Traders  
Source: Personal Documentation



### 2.4.2 Informal Traders

Informal trader is a community of traders who sell by using the roadside (Agustinus, 2010). They usually use carts or hold stalls on pedestrians.

Informal traders are often associated with traffic because they use pedestrian areas and other public facilities as a medium for trading. However, on the other hand, the existence of informal traders is considered beneficial to the community because they offer goods at relatively cheap prices (Ismanidar, 2016).



Figure 2.3 Informal Traders

Source: kumparan.com

Ir. Goenadi Malang Joedo (1997) stated that the location which is interested by informal traders are as follow:

- a. There is an accumulation of people doing activities together at relatively the same time, throughout the day.
- b. Located in certain areas which are the centers of urban economic activity and urban non-economic centers, but are often visited in large numbers.
- c. The convenience of having a relationship between informal traders and potential buyers, even though it is done in a relatively narrow space.
- d. Does not require the availability of public service facilities and utilities.



Firdausy (1995) divides the characteristics and problems faced by informal traders in several aspects:

a. Economical Aspects

Informal traders are small-scale economic activities with relatively minimal capital with open access thus that they are easy to manage.

b. Socio-Cultural Aspects

Most of the informal traders are low educated and immigrant.

c. Environmental Aspects

Informal traders are not aware to cleanliness and are often located in busy and traffic crowds.

There are many types of traders who are using Peunayong as trading areas, according formal and informal, as in the table below:

Table 2.1 Number of Traders on Kartini Street, Peunayong

Types of Traders	Total
Formal	73
Informal	44

Source: Personal Data, 2021

## 2.5 Basic Concepts of Perception

### 2.5.1 Definitions of Perceptions

Perception comes from the Latin *perceptio*, from *percipere* which implies to accept or take (Sobur, 2003: 445). Perception is an idea, a belief or an image you have as a result of how you see or perceive something (Oxford Dictionary). Sugihartono, et al (2007: 8) suggest that perception is that the brain's ability to translate stimuli that enter the human senses. Perception is a process that is preceded by sense. Through perception, one can realize and understand the state of the individual involved. Thus, perception is an activity

that exists within oneself, such as feelings, experiences, thinking skills, frame of reference and different aspects that exist within oneself.

Walgito (2004: 70) states that perception is a process of organizing and interpreting stimuli received by organisms or individuals so that it becomes something meaningful. Everyone tends to see the same object in different ways. This difference can be influenced by many factors, such as knowledge, experience and point of view. Perception is also related to the way someone views a certain object in different ways by using the senses they have.

In conclusion, perception is a process that starts from seeing to form a response and occurs in oneself so that the individual is aware of his environment through the senses he has.

### 2.5.2 Theories of Perception

Several theories talk about human perceptions toward their environment, in this case including signs, symbols and spatial aspects that occur in the environment. Some of these theories are Gestalt Theory, Brentano Theory and Transactional Theory of Perception.

#### a. Gestalt Theory

Gestalt theory is based on the assumption that humans can translate the meaning of forms so that they can see objects (signs, symbols, etc.) as a unity and cannot distinguish each part (Bell, 2001). This theory occurs due to involvement in work.

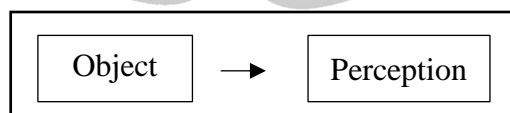


Figure 2.4 Perception Process according to Gestalt Theory  
Source: Bell, 2001

#### b. Brentano Theory

Human perception is divided into inner perception and outer perception according to Brentano (Hall, 1991:24). These two

perceptions influence each other between thoughts and feelings. This theory is often used in architecture in expressing meaning and taking responses to site and environmental characteristics.

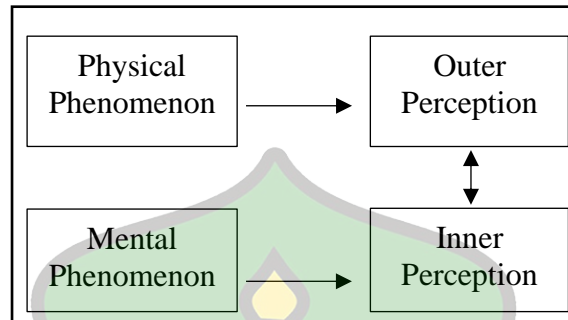


Figure 2.5 Perception Process according to Brentano Theory  
Source: Bell, 2001

#### c. Transactional Theory of Perception

Transactional Theory of Perception emphasizes the role of experience and focuses on the relationship between humans and the environment (Bell, 2001). This perception is a transaction that involves the environment, observers, and perceptions that are interdependent.

Perceptions are expressed through contact with visual phenomena in the form of concepts that refer to existing forms: form, isomorphism and field force in architecture (Laurens, 2004). In general, the above theories have a similar meaning, but are explained in different terms. The difference in each theory lies in the stage where perception occurs.

### 2.5.3 Factors Affecting Perceptions

According to David Krech and Richard S. Krutch (1986), perception is influenced by two factors, functional factors and structural factors.

#### a. Functional Factors

Functional factors come from needs, past experiences, and personal things. This perception is influenced by the characteristics of the person giving the response.

b. Structural Factors

Structural factors come from outside the individual (stimulus and environment). The stimulus has prominent characteristics in the form of movement, intensity, novelty, and repetition (Rahmat, 2007: 52).

The background environment of the stimulus affects perception. The same object with different social situations presents different perceptions (Walgito, 1990: 55). Perceptual objects can be things, situations, or humans (Heider in Walgito, 1990: 56).

According to Sobur (2003), perception is influenced by internal and external factors.

a. Internal Factors

Internal factors are in the form of psychological needs, individuals, background, past experiences, personality, general attitudes and beliefs, and self-acceptance.

b. External Factors

External factors are influenced by the intensity of stimulation, size, contrast of stimulation, movement, repetition, familiarity and novelty.

Individual interpretations of targets and vice versa are influenced by personal characteristics, such as attitudes, personalities, motivations, interests, past experiences, and expectations. In addition, situation is also important in determining perception

#### **2.5.4 The Process of Perceptions**

The process of perception begins with an object that stimulates the senses or receptors (Walgito, 2010: 102). This process is called a physical process. The stimulus received by the receptors is passed on by sensory nerves to the brain. This process is called a physiological process. Finally, there is a process in the brain that functions as the center of consciousness so

that individuals are aware of what is being seen, heard, or touched. This process is a psychological process and is called the perceptual process.

According to Sobur (2003: 447), there are three main components in the process of perception:

a. Selections

Selection is the process of filtering out external stimuli carried out by the senses.

b. Interpretations

The process of organizing information thus that it has meaning. Interpretation is influenced by past experiences, beliefs, motivations, personality, and intelligence.

c. Integrations

Integration merges selection and interpretation and then translates into behavior as a reaction.

The process of perception can be concluded as consisting of physical/selection process, physiological process, psychological process/interpretation, and ends with a reaction/response. This response can be positive or negative.

The perceptions in this study are the responses or perspectives of formal and informal traders in sharing responses and assessments of the claimed of Peunayong territory.



## **CHAPTER III**

### **RESEARCH METHODS**

#### **3.1 Research Design**

Research on traders' perceptions of territory in the public space uses mix method, qualitative method and quantitative method, by interpreting the data found in the field. These methods provide more comprehensive facts in research because researcher can use every tool to collect data according to the type of data needed such as questionnaires, interview and observations. According to Williams (1995), qualitative method is the researcher's effort to collect data that is based on natural background. On the other hand, quantitative is a research activity that is used to obtain knowledge or conclusion facts by using numerical data as the initial foundation to analyze what will be known and understood (Kasiram, 2008).

This research uses descriptive analysis which aims to describe facts, relationships, and phenomena regarding the perceptions of formal and informal traders toward territories in the public space of Peunayong Market. Descriptive relates to providing information about a situation, so that it can function to explain the situation or problem. This descriptive research is not intended to test certain hypotheses, but only describes variables, symptoms or circumstances.

This originated from a topic currently being worked on by researchers, which is about the perceptions of formal and informal traders toward territories in the public space. In addition, this study also uses the interview method in which the researcher directly faces the respondents to collect the required information data, from locations, individuals/groups of traders and users, as well as events that occur at Peunayong Market while conducting research. Then the data that has been collected is processed in the analysis stage of the discussion results.



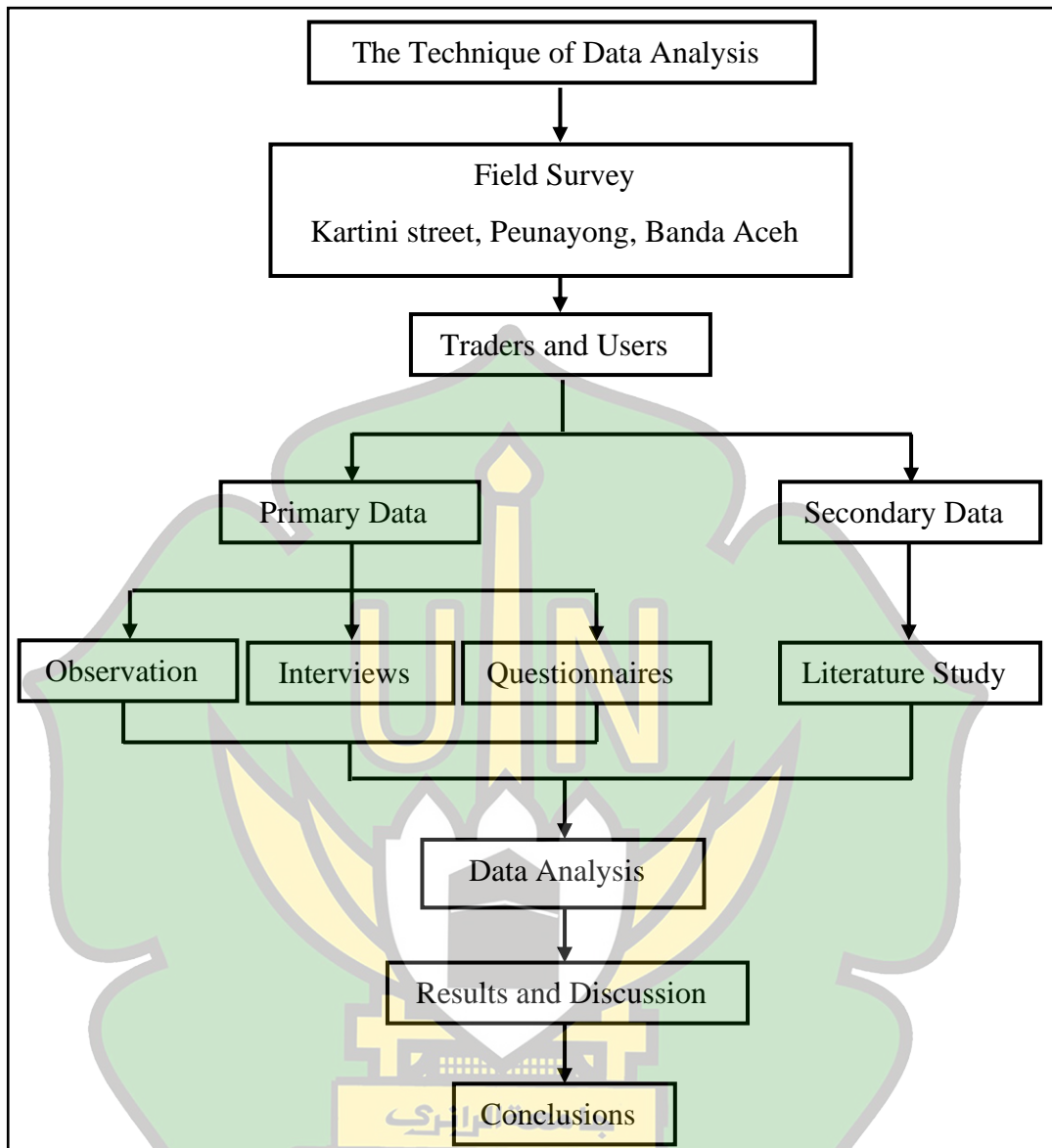


Figure 3.1 The Framework Chart  
Source: Personal Analysis

### 3.2 Location and Object of Research

The location of this research is in Peunayong Market, precisely on Kartini street, Peunayong, Banda Aceh. Peunayong belongs to the Kuta Alam sub-district, Banda Aceh. Geographically, Peunayong is adjacent to:

- a. North side: *Gampong* Mulia
- b. South side: *Gampong* Kuta Alam
- c. East side : *Gampong* Laksana
- d. West side : Kuta Raja



Figure 3.2 The Map of Peunayong  
Source: Google Earth, 2021

Peunayong is a trade and services area that has grown very rapidly (*Bappeda*). There are two parts of the block of trading areas in the Peunayong area:

- a. Block 1: A. Yani street (west), WR. Supratman (north), Teluk Belitung street (south) and RA. Kartini street (east).
- b. Block 2: RA. Kartini street about 10 m from the block and part of the northern boundary by WR. Supratman street.

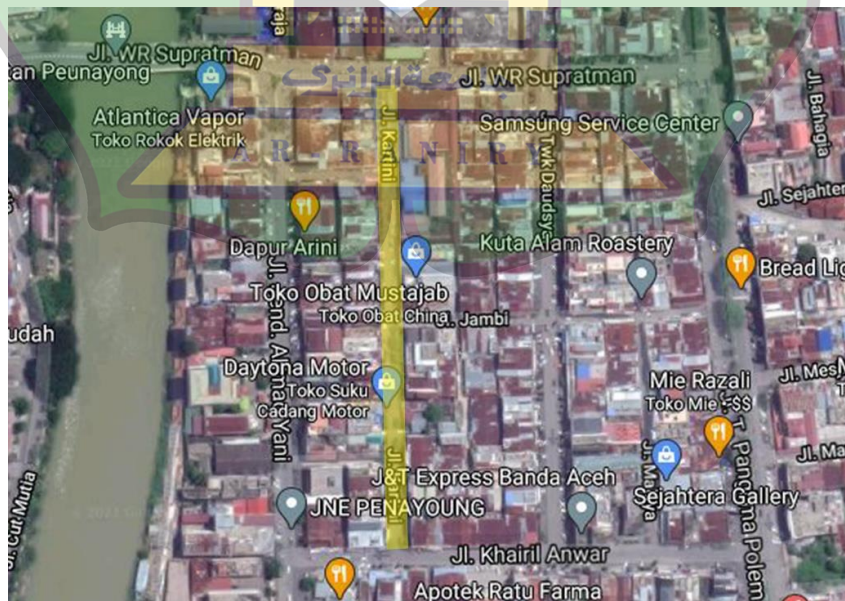


Figure 3.3 Research Site, Kartini Street, Peunayong  
Source: Google Earth, 2021

Table 3.1 The *Gampong* Area, Total Populations and Average Populations per Ha according to the *Gampong* of Kuta Alam District in 2019

	<i>Gampong</i>	Area (Ha)	Total Population	Average Population (/Ha)
1	Peunayong	36.1	3,036	84
2	Laksana	20.5	5,420	264
3	Keuramat	48.8	4,778	98
4	Kuta Alam	80	4,685	59
5	Beurawe	83	6,308	76
6	Kota Baru	69	1,799	26
7	Bandar Baru	147.25	7,082	48
8	Mulia	68	5,627	83
9	Lampulo	154.5	5,921	38
10	Lamdingin	84.5	3,518	42
11	Lambaro Skep	228.8	5,505	24
2019		1020.45	53,679	53
2018		1020.45	52,645	51
2017		1020.45	49,013	48

Source: Badan Pusat Statistik Banda Aceh 2019



Table 3.2 Total Population of Peunayong from 2015-2019

Year	Populations
2015	2,812
2016	2,863
2017	3,033
2018	2,802
2019	3,036

Source: *Badan Pusat Statistik Banda Aceh* 2019

Peunayong is an area of 36 ha with the total population is 3,036 (*Badan Pusat Statistik Banda Aceh*, 2019). The population growth of Peunayong has fluctuated in the five years. It increased from 2015 to 2017, but decreased in 2018 and increased again in 2019 (Table 3.2).



Figure 3.4 Conditions of Kartini Street  
Source: Google Earth with Personal Modifications

The research location is on Kartini street, Peunayong, Banda Aceh. Kartini street is close to the city center with a high level of population and high traffic density makes activities on this road is always busy. Based on the results of preliminary observations, the researcher obtained data that the length of the Kartini street is 262 m and the width is 12.3 m with a pedestrian width of 2.15 m and the distance from the building to the road is 3.65 m.

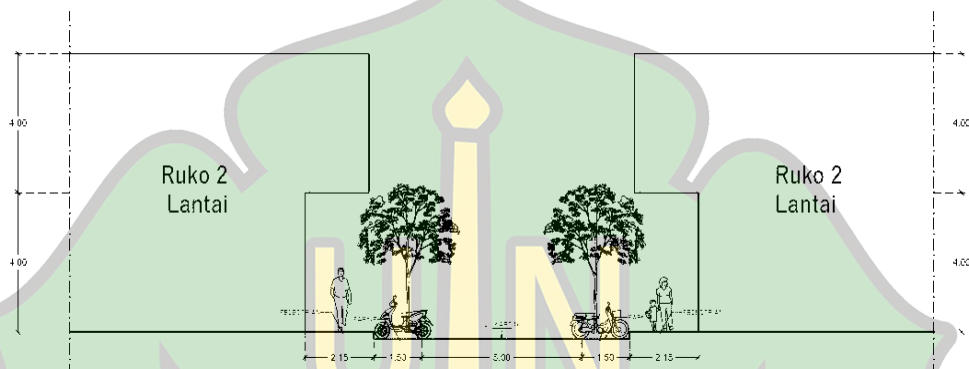


Figure 3.5 The Sections of Kartini Street

Source: Personal Analysis

### 3.3 Research Participants

Participants are people who provide the information needed in a study or research (Moleong, 2014). The technique of determining the research participant is purposive sampling for qualitative method. Purposive sampling is a sampling technique based on certain criteria (Sugiyono, 2008). Researcher chose 5 participants for each type of trader and 5 participants for users of Peunayong Market for qualitative. As for the quantitative, the researcher used random sampling by choosing 20 participants for traders and 20 participants for users who were willing to fill out the questionnaire.

### 3.4 Research Instrument

Research instrument is a tool for researchers in collecting data (Arikunto, 2006: 149). Instruments are facilities used by researchers in collecting data in order to get better, complete and systematic results. The instruments used in this research are questionnaire, interview and observations.



### 3.4.1 Questionnaires

Questionnaire is one of the instruments that is used in quantitative research. Questionnaire must be in accordance with the intended respondent in order to produce good data. The questionnaire used in this study is a closed-questionnaire. Closed-questionnaire is a questionnaire which answers have been provided by the researcher and the respondent only chooses the one that fits the conditions (Arikunto, 2010). A number of 20 traders and 20 users were chosen, and they were selected randomly based on their availability and consent to participate in this research.

Before the questionnaire is made, the researcher must complete the important elements in the research so as to produce effective information. One of the important elements in research is the research variable. Research variable is an attribute or value of an object or activity that has a certain variation that has been determined by the researcher to be studied and then drawn conclusions (Sugiyono, 2015). The followings are the variables used in this study which will be re-selected according to the needs of the analysis:

Table 3.3 The Research of Variable Theory

Theories	Variables
Project for Public in New York (1984) The Definitions of Public Space	Public Space
Lynch and Carr (1981) - The Definitions of Public Space as Shared Space	Public Space
Rustam Hakim (1987) The Definitions of Public Space	Public Space
Agustinus (2010) The Definitions of Informal Traders	Informal Traders
Joedo in Widjajanti (2004)	Informal Traders

The Location which is Interested by Informal Traders	
Firdausy (1995) The characteristics and problems faced by informal traders	Informal Traders
Iswanto (2006) The Definitions of Pedestrian	Pedestrian

Source: Personal Analysis, 2021

In the table above, all the theoretical foundations listed are the theories needed for analysis purposes and to be studied so that conclusions can be drawn about the objects in this study. The research variables selected are as follows:

Table 3.4 Research Variables

Variable	Definitions	Indicator	Item Code	Scale
Territories (X1)	Territoriality is related to privacy, ownership and occupants' level of control over the use of a place. (Hall, 1969)	1. Primary Territories 2. Secondary Territories 3. Public Territories		Scale 4 Point
Public Space (X2)	Space that accommodates pedestrian activity thus that they can feel convenience (Iswanto, 2006)	1. Parking Area 2. User Convenience		Scale 4 Point

Source: Personal Analysis, 2021

From the variable data above, several questions are generated. Here are the lists of the questions:

Table 3.5 The List of Questionnaires for Traders

	<b>QUESTIONS (TRADERS)</b>	<b>ANSWER</b>			
		<b>Strongly Disagree</b>	<b>Disagree</b>	<b>Agree</b>	<b>Strongly Agree</b>
1	The status of the area I use for trading belongs to the government.				
2	The rental price affects the zoning distribution.				
3	The place I use for trading interferes the pedestrian access.				
4	There is sufficient parking space at Kartini Street, Peunayong.				
5	I agree if the government provides a special parking space on Kartini Street, Peunayong.				
6	The cleanliness of my trading area is quite good.				
7	The garbage bins that are provided by the government are sufficient and I use them well.				
8	I also do the trading activity at night.				
9	At night, the users of Peunayong Market are more crowded.				

10	If the government provides trading areas for traders, I will move to the location provided.				
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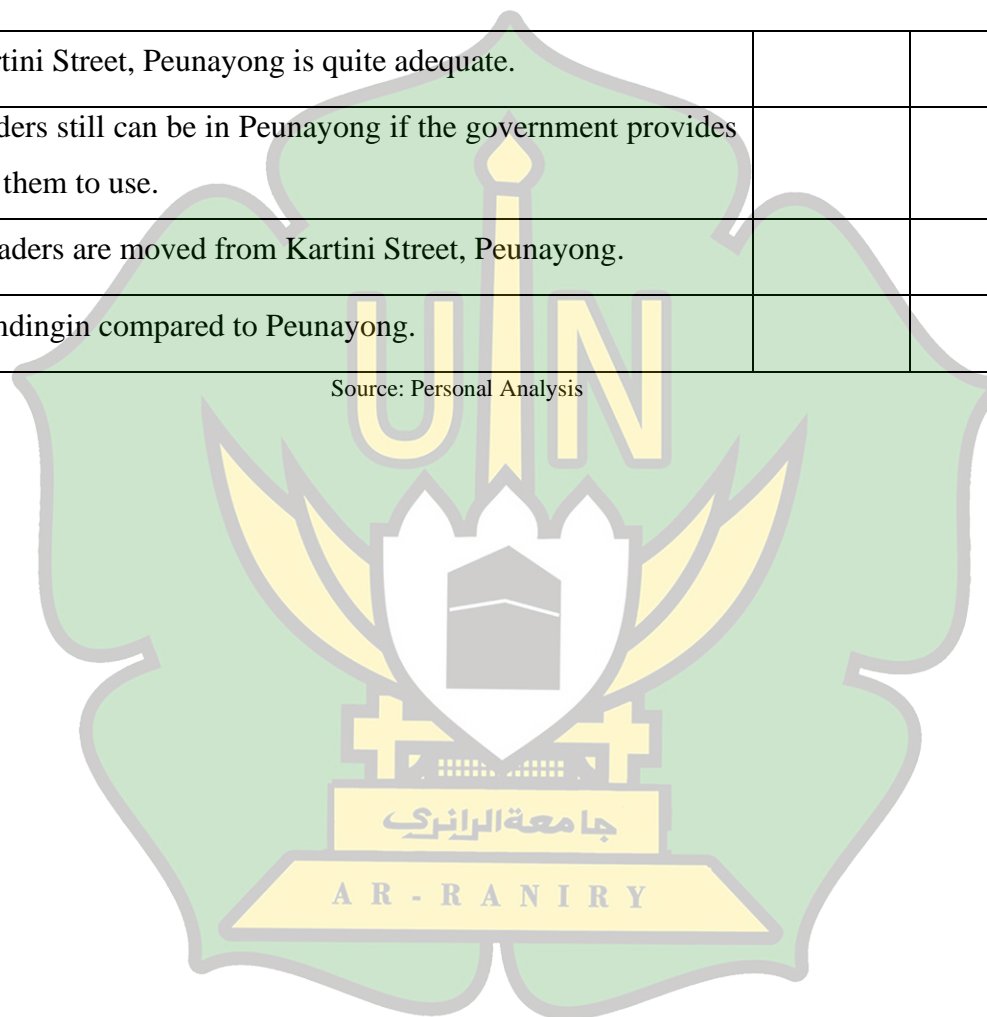
Source: Personal Analysis

Table 3.6 The List of Questionnaires for Users

	QUESTIONS (USERS)	ANSWER			
		Strongly Disagree	Disagree	Agree	Strongly Agree
1	The existence of informal traders is needed on Kartini Street, Peunayong.				
2	The existence of informal traders disturbs the pedestrian areas.				
3	The traders interfere the pedestrian access in carrying out activities on Kartini Street, Peunayong.				
4	Pedestrians on Kartini Street, Peunayong, have provided the convenience for the users.				
5	The existence of informal traders disturbs the cleanliness of the market.				
6	The availability of garbage bins on Kartini Street, Peunayong has fulfilled the needs of users.				

7	The parking area on Kartini Street, Peunayong is quite adequate.				
8	I agree that informal traders still can be in Peunayong if the government provides special trading areas for them to use.				
9	I agree if the informal traders are moved from Kartini Street, Peunayong.				
10	I prefer shopping in Lamdingin compared to Peunayong.				

Source: Personal Analysis





### 3.4.2 Interviews

The interview is the primary technique used in this study. In the interview activity, the interview started in a semi-structured way that only contains an outline by giving the respondent the opportunity and freedom to contribute to the information needed in this study.

Semi-structured interview is an interview that takes place referring to a series of open-ended questions. This method allows new questions to arise because of the answers given by the resource person so that during the session, information mining can be carried out more deeply.

In this research, the researcher will interview:

1. Traders of Peunayong Market
2. Users of Peunayong Market

The number of research objects are as many as five traders for each which is differentiated according to the type of traders and five respondents for users of Peunayong Market.

The interview questions were differentiated based on the respondent. A list of interview questions can be seen in this table:

Table 3.7 The List of Questions for Traders

	Questions (Traders)	Time
1	What is the status of your trading areas?	2 minutes/questions
2	Do the rental price affect the zoning distribution?	
3	What is your response toward pedestrian?	

4	What do you think about trading activities in this area? Does it interfere the pedestrian access?	Perceptions	
5	What is your response toward the parking lot availability?		
6	What are the criteria for proper parking area?		
7	If the government provides trading areas for informal traders, will you move to the location provided? Where do you prefer the location to be?		
8	What is your reason in choosing pedestrians as your trading areas? (Informal only)		

Source: Personal Analysis

Table 3.8 The List of Questions for Users

	Questions (Users)	Time
1	Are the existence of informal traders needed in Peunayong?	2 minutes/question
2	What is the level of convenience that is caused by informal traders?	
3	How about formal traders?	
4	Does the existence of informal traders disturb pedestrians or the surrounding ecological system?	
5	What is your response toward the cleanliness caused by informal traders on the pedestrian?	

6	Which do you prefer? Peunayong Market or Lamdingin Market?	
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Source: Personal Analysis

### 3.4.3 Observations

Observations are made by researchers in collecting data by seeing, hearing and experiencing activities in the field (Gulo, 2002).

Observations at Peunayong Market are carried out during the day and night. Observations are done at the time:

1. Day : 09.00 - 13.00 WIB
2. Night : 19.30 – 21.30 WIB

## 3.5 The Technique of Data Collection

The techniques used in collecting data are carried out in various forms, questionnaires, interviews, observations and literature studies. The techniques complement and support each other in order to obtain the necessary information.

### 3.5.1 Questionnaires

In this research, a questionnaire was distributed to the respondents to obtain data that aims to strengthen the data from the research results.

### 3.5.2 Interviews

Interviews are used to find problems that must be investigated (Sugiyono, 2016: 317). In the interview technique, the researcher asked the questions face to face with formal traders, informal traders, and users of Peunayong Market about the conditions of the market. The questions and answers were about the ownership, pedestrians, parking availability, and perceptions of the market condition. Researchers use a recorder to record the interviews with respondents thus that researchers can repeat the recording of respondents' answers.

### 3.5.3 Observations

Observation is a direct survey of the object to find out the existence, situation, context and meaning of the object (Satori and Komariah, 2011). The observation used in this research is structured-observation, where the researcher knows for sure about what are the variables that is being observed. In this study, researchers conducted a survey to the research location, Peunayong Market, to observe problems that occurred at the research location. The observations are focused on the activities of traders and users of Peunayong Market.

Based on field analysis data, it was found that there were 97 traders. There are two types of distribution of traders:

- a. Formal Traders: 73
- b. Informal Traders: 44

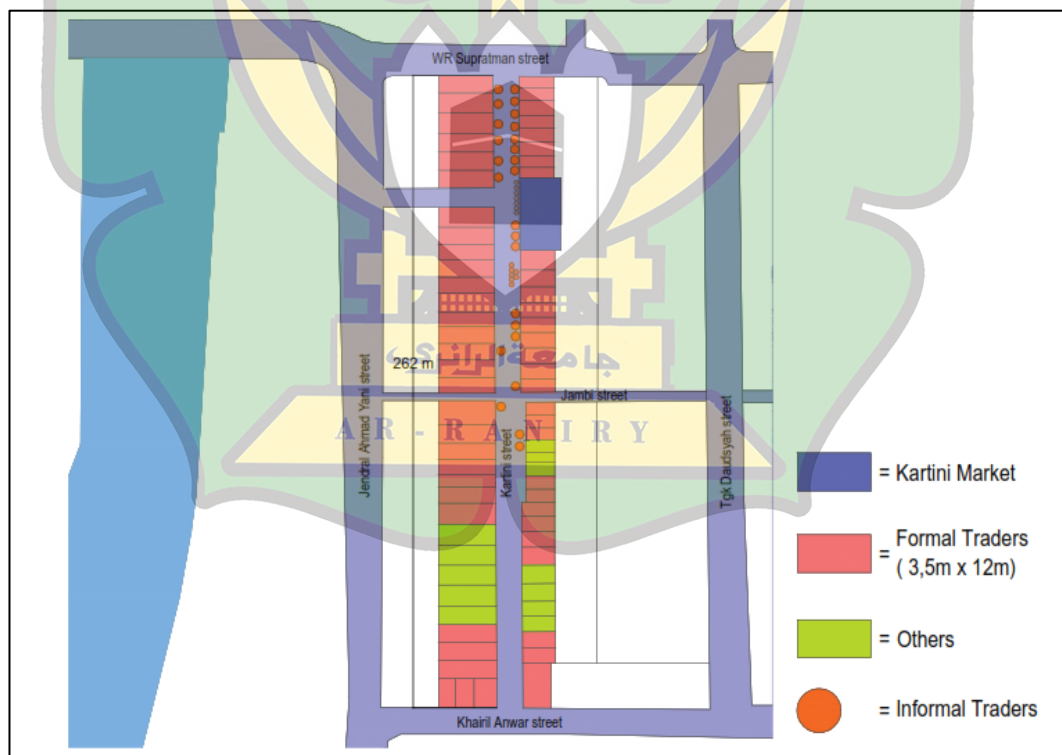


Figure 3.6 The Zoning Distribution of Traders

Source: Personal Analysis

### 3.5.4 Literature Studies

Literature study is a technique used in collecting data related to the topic, perceptions of formal and informal traders towards territory in public space. Literature studies can be in the form of books, journals, thesis and other theoretical literacy. Some of the data that have been obtained by researchers:

1. Safriana, D. (2016). *Perencanaan Kawasan Hijau: Studi Kasus Peunayong Banda Aceh. Seminar Nasional Sains dan Teknologi Lingkungan II*, 175-182.
2. Handayani, S. (2018). *Tinjauan Sarana dan Prasarana Jalur Pedestrian di Kawasan Peunayong, Banda Aceh. Jurnal Arsip Rekayasa Sipil dan Perencanaan*, 171-179.
3. Ismanidar, I. A. (2016). *Persepsi Masyarakat terhadap Pedagang Kaki Lima di Kota Banda Aceh. Jurnal Ilmiah Mahasiswa Pendidikan Kewarganegaraan Unsyiah*, 147-157.

Table 3.9 Conclusions from the Results of Literature Studies

	Journals	Results
1.	Safriana, D. (2016). <i>Perencanaan Kawasan Hijau: Studi Kasus Peunayong Banda Aceh. Seminar Nasional Sains dan Teknologi Lingkungan II</i> , 175-182	a. Vegetation planting along roads and riverbanks in the Punayong area b. Provision of bins in every block and road in the Peunayong area c. The arrangement of the Peunayong waterfront area as a green open space
2.	Handayani, S. (2018). <i>Tinjauan Sarana dan Prasarana Jalur Pedestrian di Kawasan Peunayong</i> ,	a. Drainage (surface drainage) is full of trash b. Minimal lighting (only 3 lights)



	<p><i>Banda Aceh. Jurnal Arsip Rekayasa Sipil dan Perencanaan</i>, 171-179</p>	<ul style="list-style-type: none"> <li>c. There are only a few trees</li> <li>d. No safety fence for street pedestrians</li> <li>e. No seats and disabled access</li> <li>f. Inadequate bins (there is only one container with a capacity of 4 cubic meters)</li> </ul>
3.	<p>Ismanidar, I. A. (2016). <i>Persepsi Masyarakat terhadap Pedagang Kaki Lima di Kota Banda Aceh. Jurnal Ilmiah Mahasiswa Pendidikan Kewarganegaraan Unsyiah</i>, 147-157</p>	<ul style="list-style-type: none"> <li>a. The main factor in the increase of informal traders is economic and human resource problems</li> <li>b. Urbanization from village to city</li> <li>c. The poor cannot afford to rent any shops, thus they use the side of the road</li> <li>d. Limited job vacancies</li> <li>e. The positive perception of informal traders is that goods are sold cheaper with the same quality as goods in supermarkets</li> <li>f. The negative perception of informal traders is that the existence of informal trader often disturbs the orderliness and cleanliness of the city</li> </ul>

Source: Personal Analysis

### **3.6 The Technique of Data Analysis**

The method of analyzing data in this study was carried out by descriptive analysis, namely by explaining the results of the analysis resulting from data processing about traders' perceptions in the use of public space in Peunayong.

#### **3.6.1 Questionnaires**

Questionnaires are given to traders and users of Peunayong Market to find out about their perceptions toward the public space territories of Kartini Street, Peunayong Market to support the interview method in collecting data. Questionnaires are done by giving written questions to respondents directly. Questionnaire that is used in this research is a closed-questionnaire, where the choices of the answer have been provided by the researcher and the respondent only chooses them (Sugiyono, 2008). Questionnaires that have been answered by respondents, then is being processed by using SPSS (Statistical Product and Service Solutions).

#### **3.6.2 Interviews**

Interviews was done face to face with the traders and the users of Peunayong Market. After conducting interviews, data analysis began by recording the results of the interviews and playing back the recorded interview results. The recording results were written into a transcript, then data reduction was carried out. Data reduction was done by making abstracts and taking and recording information that was in accordance with the research context and ignoring unnecessary words. After reducing the data, the researcher analyzed and arranged the results into a pattern and then drew conclusions from these results.

#### **3.6.3 Observations**

The data that has been collected at the observation is then processed to make it simpler. Observation data in the form of documentation regarding the conditions that occurred in Kartini Street, Peunayong. Observations were made on Kartini street to obtain research results. Based on field analysis data,

it was found that there were 129 traders. There are three types of distribution of traders:

- a. Formal Traders: 73
- b. Informal Traders: 44

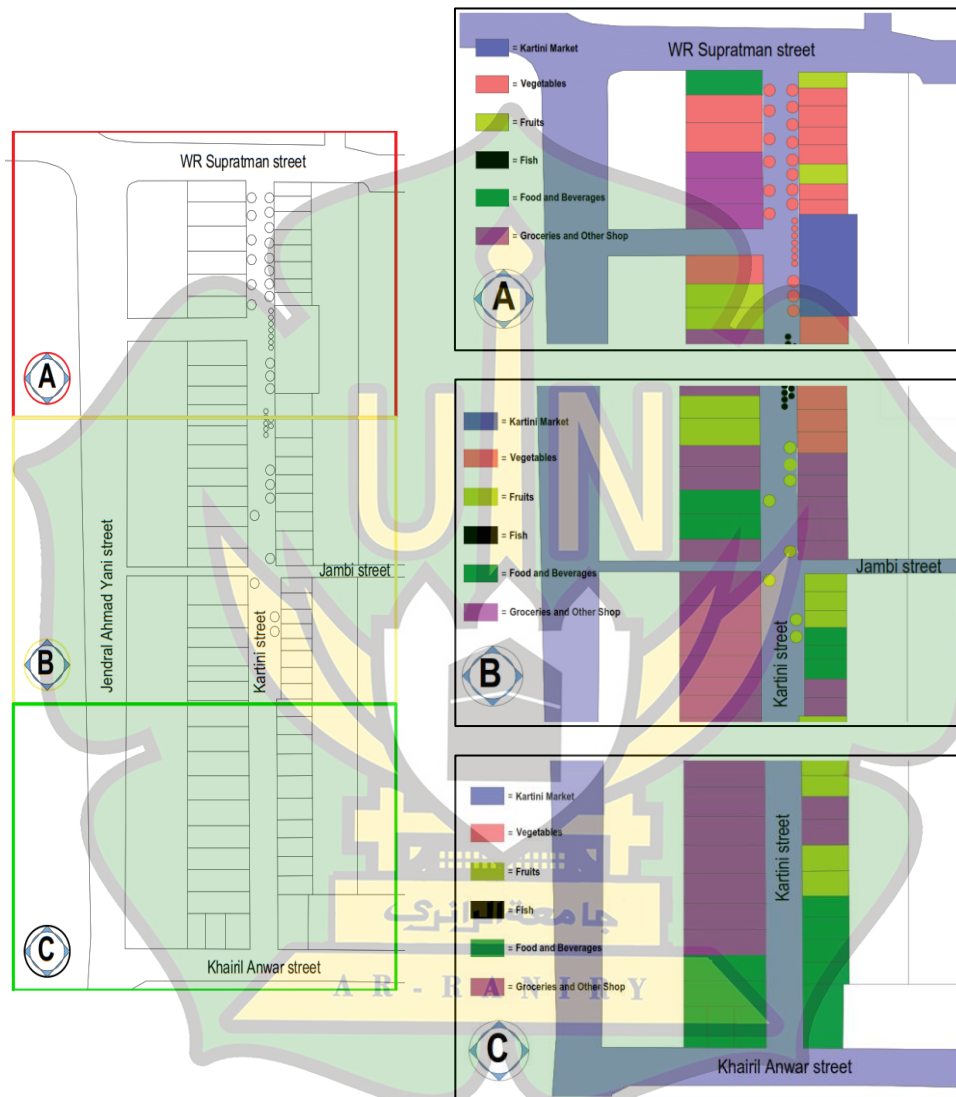


Figure 3.7 Zoning Distribution Map of Types of Traders  
Source: Personal Analysis

## CHAPTER IV

### RESULTS AND DISCUSSIONS

#### 4.1 Physical Conditions of Research Location

The location of this research is in Peunayong Market, precisely on Kartini street. The area to be studied is along Kartini street, starting from the intersection of the WR. Supratman street to the intersection of Khairil Anwar street. Kartini street is a busy street with trading activity and a relatively high traffic in connection of the Kartini Market there.

Kartini street that will be studied has the following area boundaries:

- a. North side : WR. Supratman street
- b. South site : Khairil Anwar street
- c. East side : several shops on Tgk. Daud Syah street
- d. West side : several shops on Jendral Ahmad Yani street

The length of the Kartini street is 262 m and the width is 12.3 m with a pedestrian width of 2.15 m and the distance from the building to the road is 3.65 m. Activities that occur on Kartini street are economic activities, namely trade and services. Therefore, Kartini street can be classified as a commercial corridor. A commercial corridor is a collection of shops or retail as a means of trade and services and is located along a single road (Yunus, 2005). This corridor is used as a movement path and is flanked by two rows of masses.

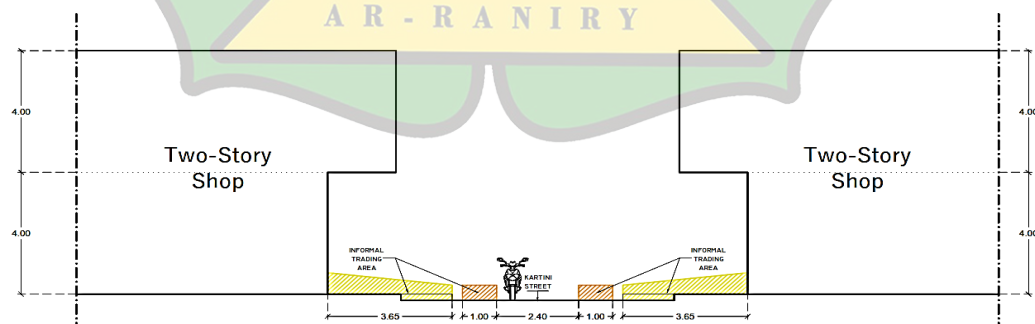


Figure 4.1 The Sections of Kartini Street  
Source: Personal Analysis

## 4.2 Results and Discussions

### 4.2.1 The Perceptions of the Traders

In this chapter, the researcher will discuss the results obtained from observations, questionnaires and interviews with traders and users of Peunayong Market about their perceptions toward the public space of Peunayong Market. The data will be presented descriptively to see the suitability of the data in the field.

#### 4.2.1.1 Territorialities of Traders

Table 4.1 Respondents' Answer toward the Territoriality

	Frequency	Percent	Valid Percent	Cumulative Percent
DISAGREE	8	40,0	40,0	40,0
Valid AGREE	12	60,0	60,0	100,0
Total	20	100,0	100,0	

Source: Personal Analysis

From the table above, about 12 respondents (60%) answered that their trading areas was owned by the government, and 8 respondents (40%) rented the shops.

*“Karna lahan Pemerintah, gak ada sewa kak. Kami cuma bayar ke orang yang ngutip-ngutip itu.”* (Respondent 3, informal trader)

According to informal traders, the trading area they use belongs to the government and they only pay dues to the leader of the market, thus that their wares are protected thus they assumed that they can use the area freely.

Table 4.2 Respondents' Answer toward the Zoning Distributions

	Frequency	Percent	Valid Percent	Cumulative Percent
AGREE	18	90,0	90,0	90,0
Valid DISAGREE	2	10,0	10,0	100,0
Total	20	100,0	100,0	

Source: Personal Analysis



From the table above, it can be concluded that 18 respondents (90%) agree if rental price is affecting the zoning distribution.

*“Kadang ada jugak tempat kek gitu. Iya kalau di sini hmmm sekitaran 40 juta lah. 40, 50 ada jugak yang 35 di sana (arah pasar buah), hmmm 35 di sana. Iya semakin dekat Pasar Kartini makin mahal, kek gitu lah, bisa dibilang gitu.”* (Respondent 1, formal trader)

According to some traders, formal and informal, that the rental price is affecting the zoning distribution and the closer to Peunayong Market, the more expensive the rental price will be.

#### 4.2.1.2 Public Space

##### a. Pedestrian Circulations

The existence of pedestrian paths along Kartini street is already available, but this path is converted into trading areas by traders, both formal and informal, thus the pedestrians have to use the road as the walkway.

Table 4.3 Respondents' Answer toward the Pedestrians

	Frequency	Percent	Valid Percent	Cumulative Percent
DISAGREE	12	60,0	60,0	60,0
Valid AGREE	8	40,0	40,0	100,0
Total	20	100,0	100,0	

Source: Personal Analysis

Table 4.4 Respondents' Answer toward the Time of Trading Activity

	Frequency	Percent	Valid Percent	Cumulative Percent
AGREE	18	90,0	90,0	90,0
Valid STRONGLY AGREE	2	10,0	10,0	100,0
Total	20	100,0	100,0	

Source: Personal Analysis

Table 4.5 Respondents' Answer toward the Crowded

	Frequency	Percent	Valid Percent	Cumulative Percent
DISAGREE	1	5,0	5,0	5,0
Valid AGREE	19	95,0	95,0	100,0
Total	20	100,0	100,0	

Based on table 4.3, it can be concluded that only 8 respondents (40%) saying that the place they use for trading interferes with the pedestrian access while 12 respondents (60%) disagree about it.

In table 4.4, it can be seen that 18 respondents (90%) chose an agree answer to the statement about selling at night and in table 4.5 as many as 19 respondents said that the users of Peunayong Market are more crowded at night.

*“Ndak mengganggu. Kalau udah rame orang jualan di situ, emang udah.. semuanya kek gitu.”* (Respondent 2, informal trader)

It can be seen that the perception of informal traders towards pedestrians is still in a negative context. The traders said that it was a common thing since everyone used pedestrians to sell.



Figure 4.2 Pedestrian that is Taken by Traders  
Source: Personal Data

Table 4.6 Respondents' Answer toward the Cleanliness of Pedestrian

	Frequency	Percent	Valid Percent	Cumulative Percent
Valid DISAGREE	5	25,0	25,0	25,0
AGREE	15	75,0	75,0	100,0
Total	20	100,0	100,0	

Source: Personal Analysis

Table 4.7 Respondents' Answer toward the Garbage Bins Provided by the Government

	Frequency	Percent	Valid Percent	Cumulative Percent
Valid DISAGREE	19	95,0	95,0	95,0
AGREE	1	5,0	5,0	100,0
Total	20	100,0	100,0	

Source: Personal Analysis

Based on table 4.4, it can be concluded that only 5 respondents (25%) disagree toward the cleanliness of their trading areas and in table 4.5 it can be seen that 19 respondents (95%) said that the garbage bins that are provided by the government are not sufficient, thus the waste generated by the traders still disturbs pedestrians.

***“Kayaknya gak ada masalah kak. Orang masih bisa lewat jalan.”*** (Respondent 3, informal traders)

Traders' perception of pedestrian hygiene is still less. They argue that their place is clean enough, whereas what is seen in the field is the opposite.

#### b. Parking Circulation

The circulation of vehicles on Kartini Street is quite dense, especially at certain hours. The peak of traffic occurs during the day and night because many people shop at the market at this time. Based on observations, the parking space

on Kartini street is inadequate in the northern part, this is due to informal traders who fill the road. Meanwhile, on the south side of the road, there is a parking lot provided for visitors by the building owner. However, some visitors still have to park their vehicles on the road because the volume of visitors is too large.

Table 4.8 Respondents' Answer toward the Sufficient Parking Space

	Frequency	Percent	Valid Percent	Cumulative Percent
Valid STRONGLY DISAGREE	2	10,0	10,0	10,0
DISAGREE	18	90,0	90,0	100,0
Total	20	100,0	100,0	

Source: Personal Analysis

Pada table di atas, 18 respondents (90%) argue that the parking space on Kartini Street is not sufficient enough.

*“Lahan parkir ada, tapi gak memadai, gak seluas kek di sini (Lamdingin) kan. Cuman kereta, mobil gak bisa.”*

(Respondent 5, informal trader)

Table 4.9 Respondents' Answer toward the Parking Space

	Frequency	Percent	Valid Percent	Cumulative Percent
Valid DISAGREE	1	5,0	5,0	5,0
AGREE	12	60,0	60,0	65,0
STRONGLY AGREE	7	35,0	35,0	100,0
Total	20	100,0	100,0	

Source: Personal Analysis

Based on the table above, as many as 12 respondents (60%) agree dan 7 respondents (35%) strongly agree if the

government provides a special parking space on Kartini Street, Peunayong Market.

***“Tentunya yang sudah ditata dengan rapi dan luas lah. Maksudnya luasnya tu harus cukup untuk nampung motor atau mobil pembelinya.”*** (Respondent 3, formal trader)

If the government provides parking space, the perception of traders about a good parking area is that it is spacious and neat.

Table 4.10 Respondents' Answer toward the Moving

	Frequency	Percent	Valid Percent	Cumulative Percent
DISAGREE	13	65,0	65,0	65,0
AGREE	5	25,0	25,0	90,0
Valid STRONGLY AGREE	2	10,0	10,0	100,0
Total	20	100,0	100,0	

Source: Personal Analysis

Based on table 4.10, there are 13 respondents (65%) disagree if the trading areas were moved to the location provided.

***“Tergantung. Alasannya apa ya kalau dipindahkan? Kan ini pusat perdagangan Banda Aceh. Kalau misal dipindahkan dengan alasan pembangunan yang gak jelas, kan gak salah posisi saya di sini kan. Karna di sini kan emang pusatnya orang jualan di Banda Aceh.”*** (Respondent 3, formal trader)



#### 4.3.1 The Perceptions of the Users

Table 4.11 Respondents' Answer toward the Needed of Informal Traders

	Frequency	Percent	Valid Percent	Cumulative Percent
STRONGLY DISAGREE	2	10,0	10,0	10,0
Valid DISAGREE	13	65,0	65,0	75,0
AGREE	5	25,0	25,0	100,0
Total	20	100,0	100,0	

Source: Personal Analysis

Table 4.12 Respondents' Answer toward the Moving of Traders

	Frequency	Percent	Valid Percent	Cumulative Percent
DISAGREE	1	5,0	5,0	5,0
Valid AGREE	9	45,0	45,0	50,0
STRONGLY AGREE	10	50,0	50,0	100,0
Total	20	100,0	100,0	

Source: Personal Analysis

Table 4.13 Respondents' Answer toward the Trading Areas for Informal Traders

	Frequency	Percent	Valid Percent	Cumulative Percent
Valid AGREE	15	75,0	75,0	75,0
STRONGLY AGREE	5	25,0	25,0	100,0
Total	20	100,0	100,0	

Source: Personal Analysis

Based on table 4.11, only 5 respondents (25%) agree if the existence of informal traders is needed on Kartini Street, Peunayong, in table 4.12 10 respondents (50%) strongly agree if the informal traders are moved from Kartini Street, Peunayong and in table 4.13 15 respondents (75%) agree that

informal traders still can be in Peunayong if the government provides special trading areas for them to use.

***“Gak perlu. Semak mereka. Mereka ga beraturan, penuh tempat, mengganggu jalan. Pokoknya gak setuju lah.”*** (Respondent 1)

Perceptions about the relationship between traders and users are still not well. Many users think that traders who use pedestrians interfere their activities and cause traffic.

Table 4.14 Respondents' Answer toward the Existence of Informal Traders in Pedestrian

	Frequency	Percent	Valid Percent	Cumulative Percent
DISAGREE	2	10,0	10,0	10,0
AGREE	5	25,0	25,0	35,0
Valid STRONGLY AGREE	13	65,0	65,0	100,0
Total	20	100,0	100,0	

Source: Personal Analysis

Table 4.15 Respondents' Answer toward the Activities of Traders in Pedestrian

	Frequency	Percent	Valid Percent	Cumulative Percent
DISAGREE	1	5,0	5,0	5,0
AGREE	7	35,0	35,0	40,0
Valid STRONGLY AGREE	12	60,0	60,0	100,0
Total	20	100,0	100,0	

Source: Personal Analysis

Table 4.16 Respondents' Answer toward the Convenience of Pedestrian

	Frequency	Percent	Valid Percent	Cumulative Percent
STRONGLY DISAGREE	4	20,0	20,0	20,0
Valid DISAGREE	13	65,0	65,0	85,0
AGREE	3	15,0	15,0	100,0
Total	20	100,0	100,0	

Source: Personal Analysis

Based on table 4.14, 13 respondents (65%) strongly agree that the existence of informal traders disturbs the pedestrian areas, in table 4.15, 12 respondents (60%) strongly agree that the traders interfere the pedestrian access in carrying out activities on Kartini Street, Peunayong and in table 4.16, 13 respondents (65%) disagree that pedestrians on Kartini Street, Peunayong, have provided the convenience for the users.

Table 4.17 Respondents' Answer toward the Cleanliness of Peunayong Market

	Frequency	Percent	Valid Percent	Cumulative Percent
DISAGREE	2	10,0	10,0	10,0
Valid AGREE	11	55,0	55,0	65,0
STRONGLY AGREE	7	35,0	35,0	100,0
Total	20	100,0	100,0	

Source: Personal Analysis

Table 4.18 Respondents' Answer toward the Availability of Garbage Bins

	Frequency	Percent	Valid Percent	Cumulative Percent
DISAGREE	19	95,0	95,0	95,0
Valid STRONGLY AGREE	1	5,0	5,0	100,0
Total	20	100,0	100,0	

Source: Personal Analysis

Table 4.19 Respondents' Answer toward the Parking Space

	Frequency	Percent	Valid Percent	Cumulative Percent
STRONGLY DISAGREE	3	15,0	15,0	15,0
Valid DISAGREE	16	80,0	80,0	95,0
AGREE	1	5,0	5,0	100,0
Total	20	100,0	100,0	

Source: Personal Analysis

Based on table 4.17, 11 respondents (55%) agree that the existence of informal traders disturbs the cleanliness of the market, in table 4.18, 19 respondents (95%) disagree that the availability of garbage bins on Kartini Street, Peunayong has fulfilled the needs of users and in table 4.19, 16 respondents (80%) disagree that the parking area on Kartini Street, Peunayong is quite adequate.

***“Sedikit kurang nyaman diii... kebersihannya ya. Karna mereka kan jadi susah untuk menjaga kebersihannya karnaa udah terlalu padat kek gitu.”*** (Respondent 5)

Table 4.20 Respondents' Answer Place for Shoping (Lamdingin Compared to Peunayong)

	Frequency	Percent	Valid Percent	Cumulative Percent
DISAGREE	2	10,0	10,0	10,0
Valid AGREE	6	30,0	30,0	40,0
STRONGLY AGREE	12	60,0	60,0	100,0
Total	20	100,0	100,0	

Source: Personal Analysis

Based on table 4.20, 12 respondents (60%) strongly prefer shopping in Lamdingin compared to Peunayong.

***“Walaupun jaraknya jauh dari rumah saya, cuma saya lebih pilih Lamdingin lah, itu cocok karna lahannya juga luas, enak, gak sempit kayak di Peunayong. Udah rame, udah sumpek, panas. Pokoknya Lamdingin lah.”*** (Respondent 4)

Users of Peunayong Market prefer to shop in Lamdingin than in Peunayong due to the narrow space, inadequate parking, and pedestrians that is used by informal traders.





## **CHAPTER V**

### **CONCLUSIONS**

#### **5.1 Conclusions**

Observations are done in Peunayong Market, precisely on Kartini street, Peunayong, Banda Aceh can be concluded according to the results of the analysis that has been carried out that the Peunayong market is a trading center with economic activity in Banda Aceh. Trader means a person who buys and sells goods, currency, or shares. Traders are divided into two, formal traders and informal traders. Formal trader is a business that requires certain conditions to carry out business activities and informal traders is a community of traders who sell by using the roadside, they usually use carts or hold stalls on pedestrians. Traders do not understand about pedestrians in accordance with predetermined criteria based on existing theories. Thus, that formal traders have different perceptions from informal traders, both in terms of cleanliness, parking, and convenience. Meanwhile, the perception of informal traders due to economic demands on the cost of rental price for trading areas then use the pedestrians. Perceptions about the relationship between traders and users are still not well. Many users think that traders who use pedestrians interfere their activities and cause traffic.

#### **5.2 Suggestions**

The activities carried out by traders are inviting crowds with trading activities and transactions between traders and buyers, so they require special area for these activities. The government provides special area for traders, especially informal traders who use pedestrians and interfere the users' activities. The area that is given has to have adequate, spacious and neat parking space.

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## ATTACHMENTS

### Attachment 1 - Result of Interview with Formal Traders

#### 1. Respondent 1 (Peunayong)

	Questions (Traders)	Answer
1	What is the status of your trading areas?	<i>Ini status sayaaa gimana ya hmm... ini bantu paman lah, kalau bisa dibilang gitu. Dia lagi sakit kak. Inii toko sewa hmm ke pemilik tokonya.</i>
2	Do the rental price affect the zoning distribution?	<i>Kadang ada jugak tempat kek gitu. Iya kalau di siniiii hmm sekitaran 40 juta lah. 40, 50 ada jugak yang 35 di sana (arah pasar buah), hmm 35 di sana. Iya semakin dekat Pasar Kartini makin mahal, kek gitu lah, bisa dibilang gitu.</i>
3	What is your response toward pedestrian?	<i>Lahan jalan kaki ya ada dulu, ya ada. Oh itu gak tentu itu. Kalau ada satpol pp, itu ada gitu. Ditertibkan gitu kan.</i>
4	What do you think about trading activities in this area? Does it interfere the pedestrian access?	<i>Oh itu kalau sampek ke jalan, jelaslah mengganggu. Terganggu ya. Kalau tempat kami gak, gak.</i>

5	What is your response toward the parking lot availability?	<i>Motornya sebetulnya ke atas parkir (dalam Pasar Kartini). Ada lokasinya, tapi gak dipakek</i>
6	What is the criteria for proper parking area?	<i>Ya di sini di depan situ (depan toko), di pinggir jalan lah. Ini di atas got ini pejalan kaki, diiii di jalannya... parkir.</i>
7	If the government provides trading areas for informal traders, will you move to the location provided? Where do you prefer the location to be?	<i>Itu kalau saya kurang itu, karna bukan saya punya ini. Kan toko bukan saya punya. Kalau pindah, daerah sini lah, dekat pasar. Tapi ini udah dipindah, gimana? Kami gak enak pindah lah, ya pasar aja enak pindah</i>
8	What is your reason in choosing pedestrians as your trading areas? (informal only)	



## 2. Respondent 2 (Peunayong)

	Questions (Traders)	Answer
1	What is the status of your trading areas?	<i>Jadi begini dek.. Saya di sini menyewa bangunannya. Jadi... di sini sayaa sudah menyewa sekitar 2 tahun</i>
2	Do the rental price affect the zoning distribution?	<i>Hmmm menurut saya cukup berpengaruh. Karna semakin dekat dengan pasar, jadi semakin bagus, semakin mahal ya. Jadi masyarakat pun akan semakin mudah pergi ke pasarnya, ke tempat tokonya</i>
3	What is your response toward pedestrian?	<i>Untuk pejalan kaki saya rasa itu kurang nyaman. Karna... kendaraan itu saling bersatu di jalan, jadi pejalan kakinya gak nyaman</i>
4	What do you think about trading activities in this area? Does it interfere the pedestrian access?	<i>Kalau di daerah Peunayong ini saya rasa cukup nyaman. Karna pun secara.... hmmm secara tempat ini udah dari dulu kan tempat jualan ya, itu sejarahnya gitu Kalau tempat jualan saya ini gak mengganggu ya, karna saya kan gak berjualan di bagian jalannya</i>
5	What is your response toward the parking lot availability?	<i>Hmm.. untuk lahan parkir dek, saya rasa ini kurang efektif karna tidak teratur. Kemudian mobil atau motor itu di dalam satu tempat, harusnya kan dibuat tempat parkir khusus.</i>

6	What is the criteria for proper parking area?	<i>Waduh... kriteria lahan parkir ya.. hmm kalau itu saya rasa tempat parkir harus di satu tempat terus jaraknya juga gak jauh dari toko. Jadi pembeli bisa jalan kaki.</i>
7	If the government provides trading areas for informal traders, will you move to the location provided? Where do you prefer the location to be?	<i>Kalau saya tergantung dek. Karna gini, misal Pemerintah sudah memikirkan dengan matang tempatnya gimana, lahan parkir gimana, itu mungkin saya akan pindah. Tapi misal dipindah karna untuk kepentingan, haa itu saya lebih baik di sini aja lah. Aduh, aduh apa ya.... lokasi ya dek? Mungkin daerah Lamdingin kaya sekarang ni boleh lah. Karna kan di situ juga udah rame yang jualannya, bisa diset di satu tempat</i>
8	What is your reason in choosing pedestrians as your trading areas? (informal only)	

### 3. Respondent 3 (Peunayong)

	Questions (Traders)	Answer
1	What is the status of your trading areas?	<i>Toko saya ini bangunan sewa</i>

2	Do the rental price affect the zoning distribution?	<i>Kayanya iya. Karna semakin ke arah Pasar Kartini itu semakin mahal harganya. Kan rata-rata pembelinya ini perginya ke arah pasar, jadi makin ke sana makin mahal</i>
3	What is your response toward pedestrian?	<i>Oh itu mengganggu ya bagi pejalan kaki kalau orang jualannya sampe ke jalan. area jalan mereka terpakai kan</i>
4	What do you think about trading activities in this area? Does it interfere the pedestrian access?	<i>Saya gak jualan di bagian trotoarnya, jadi saya gak ganggu</i>
5	What is your response toward the parking lot availability?	<i>Kalau lahan parkir mungkin yang arah ke Pasar Kartini itu sedikit sempit ya. Bukan sempit karna apa, orang kan banyak parkir daerah situ, jadinya bertumpuk di situ semua kan. Seharusnya kan diatur dengan rapi lah kaya di sebelah sana (sebelah selatan jalan) ataupun disediakan lahan parkir yang rapi dan luas</i>
6	What is the criteria for proper parking area?	<i>Tentunya yang sudah ditata dengan rapi dan luas lah. Maksudnya luasnya tu harus cukup untuk nampung motor atau mobil pembelinya</i>
7	If the government provides trading areas for informal traders, will you move to the location	<i>Tergantung. Alasannya apa ya kalau dipindahkan? Kan ini pusat perdagangan Banda Aceh. Kalau misal dipindahkan dengan alasan pembangunan yang gak jelas, kan gak salah posisi saya di sini kan. Karna di sini kan emang pusatnya orang jualan di Banda Aceh.</i>

	provided? Where do you prefer the location to be?	<i>Gak tau saya bilanganya ya. Lokasi yang cocoknya emang di Peunayong ini. Kan ini pusat perdagangan di kota Banda Aceh.</i>
8	What is your reason in choosing pedestrians as your trading areas? (informal only)	

#### 4. Respondent 4 (Peunayong)

	Questions (Traders)	Answer
1	What is the status of your trading areas?	<i>Sewa. Kalau daerah sini kisaran deretan ini 50an. Kalau deretan yang lama yang udah dibongkar (khusus Pasar Kartini), kisarannya 10 ataupun di bawah 10.</i>
2	Do the rental price affect the zoning distribution?	<i>Lebih murah di Pasar itu. Kalau di sini lebih mahal</i>
3	What is your response toward pedestrian?	<i>Ya mau gimana.. kan pasar. Jadi kalau pun orang... gimana ya..... responnya ya biasa aja gitu. Udah lumrah pasarnya, bawaan</i>

4	What do you think about trading activities in this area? Does it interfere the pedestrian access?	<i>Kalau ikut daripada peraturan, seharusnya gak boleh ya. Tapi ya gitu lah. Gak ganggu, makin rame. Kan dikit itu di depan pakeknya</i>
5	What is your response toward the parking lot availability?	<i>Lahan parkir pun mencukupi lah. Mencukupi lah ga ada yang macet, gak ada. Kalau di luar sana (depan Pasar Kartini) macet gak tau ya, kami gak di luar sana kan kami di sini</i>
6	What is the criteria for proper parking area?	<i>Gimana ya... yang luas ya</i>
7	If the government provides trading areas for informal traders, will you move to the location provided? Where do you prefer the location to be?	<i>Pindah?... Kami gak bisa pindah karna udah menetap di sini. Karna kami kan sewa, bukan wewenang daripada Pemerintah. Kalau di situ (Pasar Kartini) kan Pemerintah terserah mau dipindahin ke mana, kami di sini wewenang daripada pribadi lagi kan gak bisa diganggu gugat. Misalkan dipindahkan.. Tergantung lahannya jugak nanti, mau diletakkan di mana. Misalnya diletakkan di ujung pulau sana, kan kami gak mau juga. Ngapain ke sana, kurang rame orang.</i>
8	What is your reason in choosing pedestrians as your trading areas? (informal only)	<i>Ini gak ganggu trotoarnya, kan dikit itu depan</i>



## 5. Respondent 5 (Peunayong)

	Questions (Traders)	Answer
1	What is the status of your trading areas?	<i>Lahannya ini sewa. Sewa ke yang punya tanah</i>
2	Do the rental price affect the zoning distribution?	<i>Bedaa. Kalau kami kan bangunan, bangunan sendiri, cuman tanah ajaa. Kalau orang ni sewa sama tokonya</i>
3	What is your response toward pedestrian?	<i>Gak tau kita tu yang mana</i>
4	What do you think about trading activities in this area? Does it interfere the pedestrian access?	<i>Yaa, kalau sekarang gak dikasih lagi, gak dikasih jualan lagi di lapak-lapak ni. Emang dah dipindah semua. Meja meja kami yang jualan harus masukin ke dalam. Batasannya pintu aja. Ini kan got, nah ini got, ini jalan, gak boleh ada barang. Udah peraturan dari pemerintah kek gitu</i>
5	What is your response toward the parking lot availability?	<i>Lahan parkir kek biasa jugak ni depan depan sini</i>

6	What is the criteria for proper parking area?	<i>Kalau itu gak bisa kita jawab tu haha. Cuman kita ni gak ngerti bagian itu kan</i>
7	If the government provides trading areas for informal traders, will you move to the location provided? Where do you prefer the location to be?	<i>Tergantungnya kita nengok jugak. Gak tentu kita. Misalnya dikasih kek Lamdingin kan. Misalnya kita bawak ke sana, gak laku, untuk apa ya kan.</i>
8	What is your reason in choosing pedestrians as your trading areas? (informal only)	



## Attachment 2 - Results of Interview with Informal Traders

### 1. Respondent 1 (Moved from Peunayong to Lamdingin)

	Questions (Traders)	Answer
1	What was the status of your trading areas?	<i>Kan itu lapak kan. Lapak bukan hak milik, yang hak milik tu kan.. toko, kayak ruko tu kan belum dipindah walaupun mereka jual cabe kan. Haa itu statusnya.. milik negara. Itu tempat gak bayar, cuman itu cuma bayar aaa.... orang-orang yang jaga malam cuman, supaya barangnya gak ilang.</i>
2	Did the rental price affect the zoning distribution?	<i>Gak tau ya. Kurang tau juga.</i>
3	What is your response toward pedestrian in Peunayong?	<i>Gimana ya.. kurang tau masalah itu</i>
4	What do you think about trading activities in that area? Did it interfere the pedestrian access?	<i>Lapak kami gak di jalan. Kalau itu kan lain lain, ini bukan di jalan.</i>

5	What is your response toward the parking lot availability?	<i>Lahan parkir lebih baik di sini (Lamdingin) dari pada di Peunayong. Di sana kan sempit</i>
6	What is the criteria for proper parking area?	<i>Kayak di sini (Lamdingin) lah bagusnya</i>
7	If the government provides trading areas for informal traders, will you move to the location provided? Where do you prefer the location to be?	<i>Lebih baik di pasar Peunayong tu, direhab aja. Kalau milih ya.. karna omzetnya berkurang di sini (Lamdingin). Lokasinya lebih strategis di sana (Peunayong) karna di situ di tengah-tengah kota. Karna kan orang kalau mau beli-beli apa... tinggal.. situ. Kalau ini kan orang khusus ke sini kalau pasar.</i>
8	What is your reason in choosing pedestrians as your trading areas? (informal only)	<i>Kami gak di jalan, jadi kurang tau juga</i>

## 2. Respondent 2 (Moved from Peunayong to Lamdingin)

	Questions (Traders)	Answer
1	What was the status of your trading areas?	<i>Tempat, tempat jualan (lapak) di luar pasar (Pasar Kartini)</i>
2	Did the rental price affect the zoning distribution?	<i>Kami ndak sewa, cuma ada lapak lapak aja gitu, Cuma bayar perhari untuk uang.. aaa apa ni.... misal ada dengan orang tu memang kek gitu semua</i>
3	What is your response toward pedestrian?	<i>Tu menurutnya masing masing, karna orang tu jualan kan. Karnaaa orang jualan ni kan bermacam, beda beda dia</i>
4	What do you think about trading activities in this area? Did it interfere the pedestrian access?	<i>Ndak mengganggu. Kalau udah rame orang jualan di situ, emang udah.. semuanya kek gitu</i>
5	What is your response toward the parking lot availability?	<i>Lahan parkir? Itu yang kurang tau. Peunayong nampaknya ada lahan parkir di atas (Pasar Kartini), di dalam pasar</i>
6	What is the criteria for proper parking area?	<i>Yang muat semua kendaraan gitu</i>



7	If the government provides trading areas for informal traders, will you move to the location provided? Where do you prefer the location to be?	<i>Ini pindah karna ndak ada tempat udah dibongkar, kek mana ndak mau di sini (Lamdingin), mau tak mau. Maunya tetap di sana (Peunayong) aja</i>
8	What is your reason in choosing pedestrians as your trading areas? (informal only)	<i>Itu memang udah disediakan sama orang ni (Ketua pasar)</i>

### 3. Respondent 3 (Moved from Peunayong to Lamdingin)

	Questions (Traders)	Answer
1	What was the status of your trading areas?	<i>Ini kan kan lahannya milik Pemerintah</i>

2	Did the rental price affect the zoning distribution?	<i>Karna lahan Pemerintah, gak ada sewa kak. Kami Cuma bayar ke orang yang ngutip-ngutip itu</i>
3	What is your response toward pedestrian?	<i>Kayaknya gak ada masalah kak. Orang masih bisa lewat jalan</i>
4	What do you think about trading activities in that area? Did it interfere the pedestrian access?	<i>Kalau lokasi di Peunayong tu emang rame ya, karna pusat kota. Ya gak ada masalah apapun, lewat aja. Saya liat orang bisa lewat</i>
5	What is your response toward the parking lot availability?	<i>Kalau soal parkir bisa lebih rapi gitu kak. Jangan... berantakan lah. Nanti mengganggu yang lainnya</i>
6	What is the criteria for proper parking area?	<i>Yang luas lah kak, yang ada tukang parkirnya jugak</i>

7	If the government provides trading areas for informal traders, will you move to the location provided? Where do you prefer the location to be?	<i>Kalau ada pemerintah menyediakan lahan, saya mau pindah. Kalau dipindahkan, yang rame lah keadaannya. Di sini (Lamdingin) kan agak kurang ya kak. Kami kan orang jualan gak seberapa lah dapat kak. Maunya disediakan yang memadai lah.</i>
8	What is your reason in choosing pedestrians as your trading areas? (informal only)	<i>Ya rame, emang pusat kota, pengunjungnya rame. Terus kan ga bisa sewa toko, jadi ya di pinggir jalan aja jualannya</i>

#### 4. Respondent 4 (Moved from Peunayong to Lamdingin)

	Questions (Traders)	Answer
1	What was the status of your trading areas?	<i>Lahannya lahan pemerintah, gak disewain. Cuma ambil iuran harian aja. Ke ketuanya, ke ketua pasar.</i>
2	Did the rental price affect the zoning distribution?	<i>Kami gak disewain, Cuma ambil iuran harian aja. Gak ada sewa sewa.</i>

3	What is your response toward pedestrian?	<i>Kurang tau itu. Kami pun gak tau itu di mananya tu. Hmm kurang tau lah itu ya.</i>
4	What do you think about trading activities in that area? Did it interfere the pedestrian access?	<i>Gak ganggu. Yang namanya pasar emang harus padat dia kak, kalau gak padat, yaa mau jadi pasar.. gak laku juga.</i>
5	What is your response toward the parking lot availability?	<i>Aaa kalau parkir ya di siniiii bagus (Lamdingin) karna udah ada lahan, kalau di sana (Peunayong) gak ada lahan ya kan.</i>
6	What is the criteria for proper parking area?	<i>Yang luas lah ya</i>
7	If the government provides trading areas for informal traders, will you move to the location provided? Where do you prefer the location to be?	<i>Yang namanya kami pedagang lebih suka.. keramaian. Kan lebih rame lebih enak kan, berarti di sana (Peunayong). Di sana lebih rame, langganan pun banyak kita kan.. Kalau di sini (Lamdingin) mana ada, orang pun malas ke sini, jauh, ya kan. Kecuali yaa... dipindah.. apa namanya, Pasar Gampong Baru gak ada, itu baruu.. Atau yang di Seutui gak ada. Ini Cuma Peunayong aja, kan..... gimana itu haha. Emang gak mau, orang mending ke Seutui atau ke Gampong Baru kan. Kalau tetap di Peunayong mau.</i>

8	What is your reason in choosing pedestrians as your trading areas? (informal only)	<i>Gatau ya, lain mau di mana lah kan. Tapi kalau ini dibagiin (lokasi jualan)</i>
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**5. Respondent 5 (Moved from Peunayong to Lamdingin)**

	Questions (Traders)	Answer
1	What was the status of your trading areas?	<i>Itu gak sewa, cuma pajak aja. Pajak kebersihan, lampu, dengan jaga malam</i>
2	Did the rental price affect the zoning distribution?	<i>Itu sama setiap orang jualan, sama</i>
3	What is your response toward pedestrian?	<i>Trotoarnya udah penuh, gak bisa lewat lagi kan</i>
4	What do you think about trading activities in that area? Did it interfere the pedestrian access?	<i>Kalau dibilang ganggu, ganggu sih orang jalan. Kan mengakibatkan macet, iya gitu. Tapi kadang gak papa sih ke orang ni (pejalan kaki) asal bisa lancar, ya gak papa</i>



5	What is your response toward the parking lot availability?	<i>Lahan parkir ada, tapi gak memadai, gak seluas kek di sini (Lamdingin) kan. Cuma kereta, mobil gak bisa</i>
6	What is the criteria for proper parking area?	<i>Ya, sebaiknya diluasin lagi supaya bisa semuanya. Kalau mau bawa mobil bisa, kereta bisa</i>
7	If the government provides trading areas for informal traders, will you move to the location provided? Where do you prefer the location to be?	<i>Kalau menurut abang di sini (Lamdingin) udah lumayan lah, tapi ininya gak di perbaiki, jalannya cepet macet. Gak mau di Peunayong lagi, lebih baik di sini aja</i>
8	What is your reason in choosing pedestrians as your trading areas? (informal only)	<i>Itu dikasih sama ketuanya, di sana kan ada ketuanya. Untuk jalan kaki ada ketuanya, Pasar Kartini ada ketuanya, Pasar Ikan ada ketuanya, ada ketuanya sendiri sendiri</i>

### Attachment 3 - Results of Interview with Users

#### 1. Respondent 1

	Questions (Users)	Answers
1	Are the existence of informal traders needed in Peunayong?	<i>Gak perlu. Semak mereka. Mereka ga beraturan, penuh tempat, mengganggu jalan. Pokoknya gak setuju lah</i>
2	What is the level of convenience that is caused by informal traders?	<i>Tidak nyaman. Kalau ke situ, gak tau lah harus lewat mana. Bawak motor, ditabrak orang, jalan kaki ditabrak motor karna PKL ni menuhin tempat.</i>
3	How about formal traders?	<i>Kalau yang itu gak masalah ya. Kan di dalam bangunan, gak menuhin tempat, kita jalan juga enak kan. Gak mengganggu lah.</i>
4	Does the existence of informal traders disturb pedestrians or the surrounding ecological system?	<i>Iya, mereka jualan di jalan, orang gak bisa lewat jadinya. Terus limbah jualannya juga di sepanjang jalan kan.</i>

5	What is your response toward the cleanliness caused by informal traders on the pedestrian?	<i>Harusnya disediakan tempat sampah... yang jualannya nanti bisa buang sampah ke situ. Kan lebih bersih. Lebih enak diliat gitu</i>
6	Which do you prefer? Peunayong Market or Lamdingin Market?	<i>Lebih suka Lamdingin... walaupun jauh kan. Tempatnya luas, parkir juga ada.. enaklah. Kalau di Peunayong, pergi ke sini kenak parkir, pergi ke sana kenak parkir. Habis uang untuk parkir aja. Di situ (Lamdingin) semua pasar kan ada di satu tempat, jadi lebih mudah kalau mau belanja. Iya, lebih suka Lamdingin lah.</i>

## 2. Respondent 2

	Questions (Users)	Answers
1	Are the existence of informal traders needed in Peunayong?	<i>Menurut saya itu perlu, untuk memenuhi kebutuhan yang diperlukan dan yang pasti budgetnya lebih murah. Tapi menurut saya keberadaan PKL itu diberikan tempat yang disediakan pemerintah agar gak ini, ga mengganggu lah kalau jalan.</i>

2	What is the level of convenience that is caused by informal traders?	<i>Ribut, gak nyaman, tapi butuh. Gimana tu yaaa...haha.</i>
3	How about formal traders?	<i>Biasa aja sih. Ya butuh jugak, kan gak semua yang di PKL tu lengkap.</i>
4	Does the existence of informal traders disturb pedestrians or the surrounding ecological system?	<i>Sebenarnya itu mengganggu karna tidak ada menyediakan tempat untuk mereka. Pemilihan tempat tu kan karna strategis, kan pembeli butuh jugak.</i>
5	What is your response toward the cleanliness caused by informal traders on the pedestrian?	<i>Membuat kotor, seharusnya pedagangnya pentingin kebersihannya juga lah... Jangan sisa jualannya dibuang sembarangan.</i>
6	Which do you prefer? Peunayong Market or Lamdingin Market?	<i>Ke Lamdingin sih. Itu lengkap, semua pasar udah dijadiin satu. Gak susah lagi cari ke sana ke sini, maksudnya udah satu tempat.. tapi banyak pilihannya.</i>

### 3. Respondent 3

	Questions (Users)	Answers
1	Are the existence of informal traders needed in Peunayong?	<i>Gimana ya, kita bilang gak perlu, ya perlu jugak, mereka jualnya murah-murah. Lebih murah daripada yang di dalam (pasar). Tapi ya itu lah.. apa namanya, bikin padat jalan.</i>
2	What is the level of convenience that is caused by informal traders?	<i>Agak kurang nyaman sih. Jalannya kan jadi penuh tu, jadi susah lewat.</i>
3	How about formal traders?	<i>Biasa aja ya.. mereka kan gak mengganggu</i>
4	Does the existence of informal traders disturb pedestrians or the surrounding ecological system?	<i>Mengganggu kali ni. Kita gak bisa jalan pun. Terus itu sampahnya juga di mana-mana</i>
5	What is your response toward the cleanliness caused by informal traders on the pedestrian?	<i>PKL tu kan lapaknya di jalan, terus sampahnya juga ke mana-mana. Kalau ujan, becek lah tu, jorok, bau juga kan</i>



6	Which do you prefer? Peunayong Market or Lamdingin Market?	<i>Lebih suka ke Lamdingin. Walaupun harus pergi jauh, tapi gak apa lah. Di sana kan udah ada semua jenis aaa jualannya tu... parkir juga luas, enaklah kalau dibilang.</i>
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#### 4. Respondent 4

	Questions (Users)	Answers
1	Are the existence of informal traders needed in Peunayong?	<i>Ya perlu-perlu aja, ya gak jadi masalah. Karna PKL tu kan cari uang, cari nafkah untuk keluarganya, gitu.</i>
2	What is the level of convenience that is caused by informal traders?	<i>Untuk kenyamanannya yaaa baik. Gak ada terjadi masalah apapun lah, orang PKL nya juga baik-baik semuanya yang saya liat. Waktu saya belik juga gitu responnya semua baik.</i>
3	How about formal traders?	<i>Itu tergantung tokonya sih di sana.. Ada yang nyaman, ada yang enggak.</i>
4	Does the existence of informal traders disturb pedestrians or the	<i>Sebenarnya PKL tu mengganggu, bagaimana pun kan jugak mereka itu bisa membuat macet lah jalan, abis tu orang pejalan kaki. Maunya jualan ditempat yang disediakan, Cuma ini ya kek mana lah</i>

	surrounding ecological system?	
5	What is your response toward the cleanliness caused by informal traders on the pedestrian?	<i>Saya sangat tidak suka masalah... kebersihan di sana kan gak terlalu terjaga. Jadi saya gak suka karna merasa rishi jugak merasa menimbulkan bau-bau yang gak enak. Maunya mereka patuhi kebersihan kan. Tempat sampah udah disediakan. Atau gak, setidaknya mereka punya tempat sampah sendiri lah.. nanti kalau ini, bisa dijaga sampahnya baik-baik jangan langsung dibuang di pinggir itu</i>
6	Which do you prefer? Peunayong Market or Lamdingin Market?	<i>Walaupun jaraknya jauh dari rumah saya, cuma saya lebih pilih Lamdingin lah, itu cocok karna lahannya juga luas, enak, gak sempit kayak di Peunayong. Udah rame, udah sumpek, panas. Pokoknya Lamdingin lah</i>

## 5. Respondent 5

	Questions (Users)	Answers
1	Are the existence of informal traders needed in Peunayong?	<i>Aaaa menurut saya sih PKL tu perlu sih. Karna kan aaa dari kebutuhan bahan masak diperlukan dari PKL. Namun, kita lihat PKL PKL di sini kan termasuk padat.. dan jualan di sini pake jalan, seharusnya mereka ditertibkan dan disediain tempat untuk mereka berjualan, mungkin seperti itu</i>

2	What is the level of convenience that is caused by informal traders?	<i>Mungkin seperti yang saya bilang tadi ya.... kalau seandainya paraaa penjual yang ada di pinggir-pinggir jalan ini ditertibkan dan disediakan tempat mereka untuk berjualan, kenyamanan daripada.. pengunjung di pasar ini dan jugak orang-orang yang berjualan pun akan merasa akan mendapatkan kenyamanan yang... sama-sama bisa dinikmati lah. Sehingga kalau mereka yang berjualan di tepi jalan tidak ada lagi, motor ataupun mobil tu mudah untuk melewati jalur ini dan pengunjung pejalan kaki pun tidak terganggu dengan kondisi mereka yang ada di sini. Dan jugak satu lagi tadi kita bilang bahwasanya kalau mereka ditertibkan dan.. diposisikan di tempat yang seharusnya, mungkin kondisi daerahnya akan lebih bersih dan tidak seperti yang sekarang ini agak sedikit kotor karnaa.. bercampur-campur kek gitu orang jualannya</i>
3	How about formal traders?	<i>Ya biasa aja. Yaa memang seharusnya seperti itu... maksudnya.. bagi saya tidak masalah sih.</i>
4	Does the existence of informal traders disturb pedestrians or the surrounding ecological system?	<i>Hmm.. Kalau menurut saya sih.. sangat mengganggu. Karna kan mereka berjualannya.. bercampur-campur dan mereka berjualannya bisa dibilang tidak sesuai tempatnya. Mereka... apa namanya, tidak teratur. Jadinya kan kondisinya ambur adull, ataupun campur-campur kek gitu membuat kenyamanan tidak ada, kenyamanan bagi pengunjung ataupun bagii orang-orang yang berbelanja di sini kan kurang. Tapi</i>

		<i>bagaimana pun mereka juga mencari uang, memcari kebutuhan untuk kehidupan sehari-hari. Jadi kita jugak tidak bisa menyalahkan mereka sih</i>
5	What is your response toward the cleanliness caused by informal traders on the pedestrian?	<i>Itulah, seperti yang saya bilang tadi. Sedikit kurang nyaman diiii... kebersihannya ya. Karna mereka kan jadi susah untuk menjaga kebersihannya karnaa udah terlalu padat kek gitu.</i>
6	Which do you prefer? Peunayong Market or Lamdingin Market?	<i>Kalau saya sendiri sih lebih pilih di sini sih, di Peunayong. Karna kan dekat, saya lebih dekat dari sini. Ini padat juga karna mereka gak ada tempat berjualan dan pun kalau mereka berjualan di tempat tempat (toko) kek gitu kan harus sewa dulu dan mungkin sewanya agak terlalu mahal mungkin. Ini kan kita harapkan semuanya di Pemerintah lah bagaimana cara mengaturnya</i>

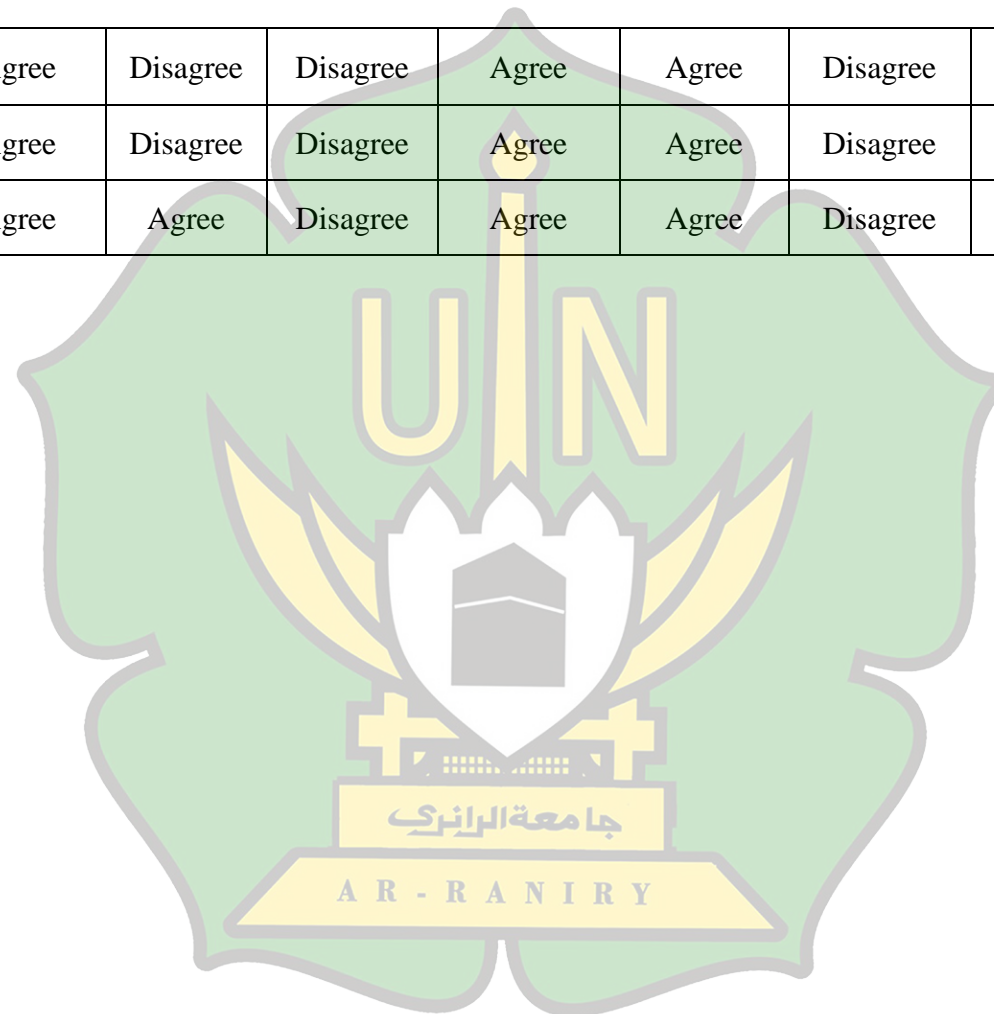
#### Attachment 4 – The Results of Questionnaires for Traders

Respondent	The status of the area I use for trading belongs to the government	The rental price affects the zoning distribution	The place I use for trading interferes the pedestrian access	There is sufficient parking space at Kartini Street, Peunayong	I agree if the government provides a special parking space on Kartini Street, Peunayong	The cleanliness of my trading area is quite good	The garbage bins that are provided by the government are sufficient and I use them well	I also do the trading activity at night	At night, the users of Peunayong Market are more crowded	If the government provides trading areas for traders, I will move to the location provided
1	Agree	Agree	Agree	Disagree	Strongly Agree	Disagree	Disagree	Agree	Agree	Strongly Agree
2	Agree	Agree	Disagree	Disagree	Strongly Agree	Agree	Disagree	Agree	Agree	Agree
3	Agree	Agree	Agree	Strongly Disagree	Strongly Agree	Agree	Disagree	Agree	Agree	Disagree
4	Disagree	Strongly Agree	Agree	Disagree	Strongly Agree	Disagree	Disagree	Agree	Agree	Disagree
5	Disagree	Agree	Disagree	Strongly Disagree	Strongly Agree	Agree	Disagree	Strongly Agree	Agree	Disagree



6	Disagree	Agree	Strongly Agree	Disagree	Agree	Agree	Disagree	Agree	Agree	Disagree
7	Disagree	Agree	Agree	Disagree	Disagree	Disagree	Disagree	Agree	Agree	Disagree
8	Agree	Agree	Agree	Disagree	Agree	Disagree	Disagree	Agree	Agree	Agree
9	Disagree	Agree	Agree	Disagree	Agree	Agree	Disagree	Agree	Agree	Disagree
10	Disagree	Agree	Disagree	Disagree	Strongly Agree	Agree	Disagree	Agree	Agree	Disagree
11	Agree	Agree	Disagree	Disagree	Strongly Agree	Agree	Agree	Agree	Agree	Strongly Agree
12	Agree	Agree	Disagree	Disagree	Agree	Agree	Disagree	Agree	Disagree	Agree
13	Agree	Agree	Disagree	Disagree	Agree	Agree	Disagree	Agree	Agree	Disagree
14	Disagree	Agree	Disagree	Disagree	Agree	Agree	Disagree	Strongly Agree	Agree	Disagree
15	Agree	Agree	Agree	Disagree	Agree	Disagree	Disagree	Agree	Agree	Disagree
16	Disagree	Strongly Agree	Disagree	Disagree	Agree	Agree	Disagree	Agree	Agree	Disagree
17	Agree	Agree	Disagree	Disagree	Agree	Agree	Disagree	Agree	Agree	Disagree

18	Agree	Agree	Disagree	Disagree	Agree	Agree	Disagree	Agree	Agree	Agree
19	Agree	Agree	Disagree	Disagree	Agree	Agree	Disagree	Agree	Agree	Disagree
20	Agree	Agree	Agree	Disagree	Agree	Agree	Disagree	Agree	Agree	Agree



### Attachment 5 – The Results of Questionnaires for Users

Respondent	The existence of informal traders is needed on Kartini Street, Peunayong	The existence of informal traders disturbs the pedestrian areas	The traders interfere the pedestrian access in carrying out activities on Kartini Street, Peunayong	Pedestrians on Kartini Street, Peunayong, have provided the convenience for the users	The existence of informal traders disturbs the cleanliness of the market	The availability of garbage bins on Kartini Street, Peunayong has fulfilled the needs of users	The parking area on Kartini Street, Peunayong is quite adequate	I agree that informal traders still can be in Peunayong if the government provides special trading areas for them to use	I agree if the informal traders are moved from Kartini Street, Peunayong	I prefer shopping in Lamdingin compared to Peunayong
1	Agree	Strongly Agree	Strongly Agree	Disagree	Strongly Agree	Disagree	Disagree	Strongly Agree	Strongly Agree	Agree
2	Agree	Strongly Agree	Agree	Agree	Agree	Strongly Agree	Strongly Disagree	Agree	Agree	Agree
3	Disagree	Agree	Agree	Disagree	Agree	Disagree	Disagree	Agree	Agree	Disagree
4	Disagree	Strongly Agree	Strongly Agree	Strongly Disagree	Agree	Disagree	Strongly Disagree	Strongly Agree	Agree	Strongly Agree
5	Agree	Disagree	Disagree	Agree	Disagree	Disagree	Agree	Agree	Disagree	Strongly Agree

6	Disagree	Strongly Agree	Strongly Agree	Strongly Disagree	Strongly Agree	Disagree	Disagree	Strongly Agree	Strongly Agree	Strongly Agree
7	Strongly Disagree	Strongly Agree	Strongly Agree	Strongly Disagree	Strongly Agree	Disagree	Strongly Disagree	Agree	Strongly Agree	Strongly Agree
8	Strongly Disagree	Strongly Agree	Strongly Agree	Disagree	Strongly Agree	Disagree	Disagree	Agree	Strongly Agree	Strongly Agree
9	Disagree	Strongly Agree	Strongly Agree	Disagree	Strongly Agree	Disagree	Disagree	Agree	Agree	Strongly Agree
10	Disagree	Agree	Agree	Disagree	Agree	Disagree	Disagree	Strongly Agree	Strongly Agree	Strongly Agree
11	Disagree	Agree	Agree	Disagree	Agree	Disagree	Disagree	Agree	Agree	Disagree
12	Agree	Disagree	Agree	Disagree	Disagree	Disagree	Disagree	Agree	Agree	Agree
13	Disagree	Strongly Agree	Strongly Agree	Strongly Disagree	Agree	Disagree	Disagree	Agree	Strongly Agree	Strongly Agree
14	Disagree	Agree	Agree	Disagree	Strongly Agree	Disagree	Disagree	Strongly Agree	Strongly Agree	Strongly Agree
15	Agree	Agree	Agree	Agree	Agree	Disagree	Disagree	Agree	Agree	Agree
16	Disagree	Strongly Agree	Strongly Agree	Disagree	Agree	Disagree	Disagree	Agree	Agree	Agree

17	Disagree	Strongly Agree	Strongly Agree	Disagree	Agree	Disagree	Disagree	Agree	Agree	Strongly Agree
18	Disagree	Strongly Agree	Strongly Agree	Disagree	Strongly Disagree	Disagree	Disagree	Agree	Strongly Agree	Strongly Agree
19	Disagree	Strongly Agree	Strongly Agree	Disagree	Agree	Disagree	Disagree	Agree	Strongly Agree	Strongly Agree
20	Disagree	Strongly Agree	Strongly Agree	Disagree	Agree	Disagree	Disagree	Agree	Strongly Agree	Strongly Agree

