



ARRANGEMENT OF ROAD CORRIDOR OF SOUTH SECTION AREA BANDUNG TRAIN STATION

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Abstract

West Station road corridor, East Station road corridor, and Boulevard are located at the entrance to the southern part of Bandung Station has significance for the development in the surrounding area. The corridor became a hub of public facilities, commercial, office, residential, and education. But in its development, the road corridors have decreased physical quality and function. Characterized by the destruction of the physical condition, a polluted environment, the lack of activity that occurred, as well as the emergence of both permanent and semi-permanent facilities that provide a negative contribution to the region.

It takes careful planning to be able to restore the quality and function of the road corridors in order to return to have an important role in reviving the surrounding area. Design "space" that responds to the developments taking place, able to accommodate the needs of users, but still maintain the "spirit of place" it could be one of the key solutions.

The aim of the research is to design spaces and road corridors that can facilitate the needs and activities of the user and connects with both the functions and activities that exist in the region. In addition, the purpose of the study is also to create a design that takes into account characteristic regional, social and cultural values of local communities in the form of user behavior patterns so that the area can be optimized in its use.

Keywords: design, corridor, space.

1. Introduction

Bandung station area since the late 19th century has berkembang as commercial areas. Various needs of the population of Bandung distributed from many places through the station. In addition, means of transport also plays a role in the delivery of the goods of the earth farmers Parahyangan to other places on the island of Java, one of the port of Tanjung Priok. As a temporary storage of goods to be delivered to a wide range of purpose built warehouse facilities around Bandung train station. (Kunto in Dani F., 1997)

Development of Bandung train station area affected by changes that occur around this region. These changes, among others, in 1886 the southern part of the station was built as the main entrance. Southern station area consists of open space in the form of a green area and a place for wagon (transportation using horses). In 1905, a lodging facility built to meet the needs of railway passengers. In the same year was made a new path (the West and East railway) that penetrate the station plaza. In 1931, the southern part of a remodeled station becomes larger stations (additional hall). The growth of commercial functions around the area encourage the emergence of a residential area. In 1987, the addition of new lines such as development of the Western railway encourages northern part of stations to serve it. The open space in the north is for the station plaza and parking area for train passengers, functions around North Station is dominated by residential. Construction of the North Station encourage the presence of commercial activities in the North

region (Kunto in Alvanov Z., 1998). In 1990, the construction of public transport terminal in the South plaza area (boulevard). In its development, the presence of four-wheeled vehicles such as trucks, vans and others, began to shift the role of train as a means of distributing goods.

These changes eventually lead to a decrease of Southern Station region. The opening of the northern entrance of the station reduces the role of the Southern entrance of the station because it functioned only as a commuter passenger entrance. Construction of the terminal and the parking area disrupt access to the station entrance. The presence of street vendors and illegal parking become responsible cause of untidiness and lack of uniform. Replaces the role of the train by four-wheeled vehicles for the transport of goods caused many warehouses around the station into derelict buildings. The need for communal spaces for local residents and commuters which are less accommodating causing the "abuse" of existing facilities, causing a feeling of lack possession from residents and users of the area.

According to Rustam Hakim (1987), the **space** can not be separated from human life both emotionally psychology (perception), and dimensional. Space occurring visually and non-visually (smell, light, wind, shadows) and its existence more relies on the taste. The space in the built environment is not just the sense of exposure, but should bring the atmosphere. The atmosphere generated by the space affected by the expression of the elements forming the space, as well as the response of the observer (space users). (Drs. R. Irawan Surasetja, MT., 2007)

Space characteristics include:

1. The shape of space

The space always has a form. According Zeizel (1991) forms is a part of a state that can alter patterns of human interaction. The shape gives the main impact visually and relationship perceptions if desired, form can provide clues that consider area in one part becoming another separate parts.

2. Orientation space

According Zeizel (1991), the use of space for a particular activity is often related to how the space is found. Orientation space can provide opportunities so that the space is easy to find, see, supervised and accomplished.

3. The size of the space

The relationship between human social closeness according Zeizel (1991) can be seen as a social distance. Distance is arranged by the size of the space. In a space with a larger size, the more easily commit secession, while the space with a smaller size people are in a close relationship.

4. Barriers of space

Zeizel (1981) stated that the space divider is all the physical elements that can unite or separate people in a dimension. Barriers also explains the difference in ownership between a place that is allowed and prohibited. Thus the barriers element is crucial to making decisions about space to be used. Physical element in question can be a fence, wall, plant, or public facilities. Each element has different natures, as the result activity function that occurs will always adjust.

5. Space components

Inside the room there are various components that have the power as a puller (magnetic) the occurrence of an activity function (Arnold: 1972 Djauhari: 1998). As a result of these components cause other functions that are called as the default, so that will increase the frequency and variety of activities in that space.

6. The condition of the space

Space conditions related to temperature, air pollution and noise. In the space with excessive temperature or noise, humans tend to shy away (hero, 1992) otherwise people will take advantage when space conditions showed a shady conditions, comfortable and not polusif.

A space, the physical embodiment can provide the image formed in the sense of identity, so that will give meaning somewhere. Raise awareness about the flavor of a place. Awareness of space "sense of place" as stated by Prof. Eko Budiharjo (2000) that we must realize the importance of sense of place.

Recognition of space only possible if we see / know:

- The physical attributes of the building and its environment;
- Activity and human behavior; and
- The conception of spatial awareness on the environment.

Hall in Triyanto (2007: 17) states that the space formed by the following three things:

1. The space formed by elements of fixed features (eg, walls, floor, ceiling pole) which includes the organization of space, orientation, its size, location, hierarchy, and has a particular meaning and significance.
2. From the objects that mark the existence or the so-called semi-fixed feature, can be realized with curtain divider, the pattern of the garden or even the order of furniture in a space. Space formed by the non-fixed feature, namely space arising from the movement of the crowd, human gestures, eye gaze, way of dressing, decorating pattern, and it is more abstract and more determined by the distance organizing.

In Gestalt theory (Halim, 2005: 162) says that there are six basic property that plays an important role in informing how the units in the environment can be observed. Are as follows:

1. Proximity Distance
Proximity is the simplest conditions of an organization. According to Gestalt theory, objects that have a shorter distance groups tend to be more see as a group visually.
2. similarity
According to Gestalt when the elements have the similarity or the same quality in terms of size, texture and color, then these elements are likely to be observed in a single entity.
3. Opacity
At the opacity law it was found that visual units tend to form a closed unit. Individual perception depends on the focus of his eyes, so that the exposed parts will automatically be considered a single entity.
4. Continuity of the field
The continuity law states that a person is likely to observe a continuous element as one unit.
5. Symmetry
The smaller the area covered and the more symmetrical tended to be seen as one unit.
6. The shape of the background
An object will look different when a form has a contrasting background

Corridors as space of movement (circulation) and parking lot has two direct influence on the quality of the environment, namely the continuity of commercial activity and a strong visual quality to the structure and the physical form of the city.

Circulation element of urban design is a useful equipment in constructing a city environment, directing, and controlling the patterns of activity and the development of a city (Shirvani, 1985).

Trancik (1987) outlines that the corridor is a two-row masses (buildings or trees) form a space. Road corridor as part of the public space is a place of meeting and gathering for the citizens, as well as outsiders when not inside the building.

- three-dimensional framework, as defining the physical boundaries of urban space, the level of closeness of an urban space, and the characteristics of the barrier wall.
- two-dimensional framework, the order of the basic plane that includes composition of shapes, materials, colors and textures.
- The placement of objects in space, including physical objects and humans as users of space. Trancik confirms the vital human element as it gives life to the corridor space.

Rapoport (1997) in Haryadi and B Setiawan, setting an interaction between humans and the environment. Settings include the environment in which the community is located (land, water, space, air, weather, scenery), and living things (animals, plants, humans). Road space setting should be designed in accordance with human needs in their activities.

Based Rapoport (1997) in Haryadi and B. Setiawan, human activity as a form of behavior that is shown affect and be affected by the order (setting) that contained in the physical space as the container, so as to fulfill it is necessary to have:

- Leisure, concerning the state of the environment that provides a sense according to the five senses.
- Accessibility, regarding ease of moving through and using the environment so that the circulation to be smooth and not complicate the user.
- Legibility, regarding easiness for users to be able to know and understand the elements and their relationship in an environment that causes the person to know the direction or path.
- Control, regarding the condition of an environment to realize the personality, creating territories and limiting a space.
- territoriality, involves a pattern of behavior that has to do with ownership or rights on any person or group of people somewhere.
- Security, safety concerns to various disorders both from within and from outside.

According Sarwono (1992) in the book of environmental psychology, the environment also has an aesthetic that is influenced by the preferences (preference) to different environments, and that preference is determined by several things, namely:

- Regularity. The more organized, increasingly favored by humans.
- Texture, related to the feel of scenery (soft or rugged).
- Familiarity with the environment, the more an environment be known, it increasingly more popular for human.
- Breadth of visual field.

- The diversity of stimuli.

The research **methodology** begins by defining the problem space and corridors in the South Station, among others, the physical condition of a seedy neighborhood, irregularity, improper use of space, circulation is not continuous, limited visibility, difficult accessibility, microclimate conditions (region) is not conducive to activity, and the lack of activity. The next stage conduct theoretical studies, research / previous studies, as well as similar cases are related to space, corridors and problems. Similar case study is carried out through a survey to several locations in the city such as Tegalega park and Ciwalk. The selection was based on consideration of the characteristics of the room and the corridor. The site analysis process using the parameters based on the theory of space and corridors. After that, the strengths and weakness of the southern part of station area are mapped to choose the right strategy in determining the types of activities and facilities that are appropriate to be contained within the region. Observations of potential users in the field is done, in the form of observing the activity and behavior pattern. Based on the analysis made strategies or concepts of design to be applied in the design space and corridors in the Southern Station. The concepts are then translated into a simulation design.



Figure 1.

2. Conclusion

In order to revive the Station West and East road corridor in the Southern Station neighborhood, needed a change both physically and psychologically (atmosphere) of existing spaces (recognizable). These changes also need to involve the community (human) who move in it. In the realignment of these spaces should consider the theories that have been discussed previously, in order to a space or corridor design that formed able to revive the region. Like the theories about space, namely the shape, orientation, size and limiting. Theories on how to establish the identity of a space as well as the structuring properties of space. In addition to space theory, the theory of the corridor as a physical setting and elements are also very important in this process.

Restoration of the road corridor Station West and East as an open space that can meet the needs of the area user of space for socializing, activities, and moving is very important. Corridor or space can be a tool to make the station area as a central gathering for activities, connecting diverse existing functions, and a generator for the development of the surrounding area into a better direction.

The identity of the area as a commercial area should be facilitated through the provision of facilities for commercial buildings to strengthen it. In the design of the facility, should pay attention to some of the things that characterizes the region, such as architectural styles and scale of the surrounding buildings and buildings that has been formed. It is intended that the building and the space created in harmony with the environment. The outdoor space which is formed by the presence of the building is designed to fit the human scale so as to prevent users from feeling claustrophobic and depressed when on doing activities in it. Architectural characteristics of the building around which is the colonial-style should also be applied in the design of buildings, to maintain uniformity and identity of the area.

Corridors should be designed to be able to create and direct the movement of people in the region. An area come alive when there are humans in place that move and doing activities. Therefore, we need to design comfortable public facilities and also created a new commercial activity along the corridor. The goal is to create a crowd of human activities in these spaces. The points of new crowd which was formed intended as a generator to drive users to move from one area to another place, and in the end was able to revive the region.

Flexibility in access, visual view and clear orientation in the region is also an important factor to revive Station road corridor in southern. Therefore restoration of the boulevard in front of the entrance of southern part of the station is very important. In addition, the construction of new access (road vehicle and pedestrian) that serves to support the existence of public facilities and new commercial designed, as well as facilitate the movement of people and vehicles in the area is also important. Through the re-opening and construction of a new access point can make a circulation flow in the area well accommodated. These things are one of the major factors that play a role in reviving Station neighborhood.

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BANDUNG CREATIVE MOVEMENT 2014
International Seminar and Conference in Creative Industry
Through Creativity toward Global Challenge
10 – 11 November 2014

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