



## **EXPLORING THE SOCIAL LIFE OF PUBLIC SPACES ON RIVERFRONTS:**

*A case study of Sudirman and Tendean Riverside Quays in Banjarmasin,  
South Kalimantan, Indonesia*

**DILA ANDINI**

# **EXPLORING THE SOCIAL LIFE OF PUBLIC SPACES ON RIVERFRONTS:**

A case study of *Sudirman* and *Tendean* Riverside Quays in Banjarmasin,  
South Kalimantan, Indonesia

**DILA ANDINI**

**Reg. number: 830222015090**

Supervisor:

**Dr. H.J. de HAAN**

**MSc THESIS LANDSCAPE ARCHITECTURE AND PLANNING**

**SPECIALIZATION: SOCIO-SPATIAL ANALYSIS**

**(SAL-80436)**



**August, 2011**



## ABSTRACT

This research aimed at exploring the social life of the existing public spaces on the riverfronts in order to understand people-place interactions – interactions between people as the users and public spaces on the riverfronts as the setting of public life. *Sudirman* and *Tendean* riverside quays in Banjarmasin riverfront city, South Kalimantan, were taken as the case study. To understand the social life of public spaces on *Sudirman* and *Tendean* riverside quays, the focus of this study was the users, public spaces as the setting and the interactions between them – how the users use the space, how the settings support public life, and what they think of the settings. Qualitative research methods were used to collect and analyze data. Observations, informal interviews and content analysis were conducted during the fieldwork. The findings highlighted the use and activities found on the quays, the spatial conditions of these open spaces, and the users' appreciations towards the riverside quays. Recommendations for further development of these quays through people-oriented approach were developed based on these findings by considering the improvement of key qualities of public spaces for people on waterfronts – water attractions, accessibility, public amenities, use and activity, identity, and maintenance and management.

**Keywords:** *Sudirman* and *Tendean* riverside quays, *public space*, *riverfront*, *people-place interactions*, *people-oriented approach*



## TABLE OF CONTENTS

<b>1. INTRODUCTION</b>	<b>11</b>
1.1 Context of the research .....	11
1.1.1 Welcome to Banjarmasin .....	11
1.1.2 Public spaces in developing cities: characteristics and problems .....	14
1.1.3 Banjarmasin riverside quays: a new setting for public life .....	16
1.2 Research objective .....	17
1.3 Research questions .....	17
1.4 Outline of this research .....	18
<b>2. ABOUT THE RESEARCH LOCATION</b>	<b>21</b>
2.1 Historical development and driving forces .....	21
2.2 The conditions of the riverfront areas .....	28
2.3 Public spaces in Banjarmasin riverfront city .....	29
2.3.1 Formal and informal public spaces .....	29
2.3.2 The rivers as public spaces .....	32
2.4 The case study .....	33
2.4.1 <i>Sudirman</i> riverside quay .....	36
2.4.2 <i>Tendean</i> riverside quay .....	37
<b>3. THEORETICAL EXPLORATION</b>	<b>39</b>
3.1 People-based approach in creating public spaces .....	39
3.2 Characteristics of public spaces on the waterfronts .....	48
3.3 Public spaces on waterfronts: key features and design elements .....	49

3.4 The research toolbox .....	53
<b>4. RESEARCH METHODOLOGY</b>	<b>55</b>
4.1 Qualitative approach in case study research .....	55
4.2 Methods for collecting data .....	56
4.2.1 Observations .....	56
4.2.2 Interviews .....	58
4.2.3 Content analysis .....	60
4.3 Methods for analyzing data .....	60
<b>5. ANALYSIS AND FINDINGS</b>	<b>63</b>
5.1 Site Analysis .....	63
5.1.1 <i>Sudirman</i> Riverside Quay .....	63
5.1.2 <i>Tendean</i> Riverside Quay .....	72
5.2 Use and activity analysis .....	73
5.2.1 Everyday uses and activities .....	73
5.2.2 Saturday night gathering .....	82
5.2.3 Car-free day on Sunday morning .....	83
5.2.4 Formal activities on the quays .....	85
5.3 People's appreciations towards the quays .....	87
<b>6. DISCUSSION: THE SOCIAL LIFE OF <i>SUDIRMAN</i> AND <i>TENDEAN</i> RIVERSIDE QUAYS</b>	<b>95</b>
6.1 The use of <i>Sudirman</i> and <i>Tendean</i> Riverside Quays .....	95
6.2 Factors that influence the presence of people on public space .....	99
6.3 The socio-spatial issues on the presence of public open spaces on the riverfronts .....	101
<b>7. CONCLUSION AND RECOMMENDATION</b>	<b>105</b>
7.1 Conclusion .....	105
7.2 Recommendations .....	113

## REFERENCES

## LIST OF TABLES

<i>Table 3.1</i>	<i>External factors that influence the life of urban public space (Whyte, 1980)</i>	<i>41</i>
<i>Table 3.2</i>	<i>Human qualities for public space (Carr et al., 1992)</i>	<i>42</i>
<i>Table 3.3</i>	<i>Categories of some common elements shared by successful public places (Shaftoe, 2008)</i>	<i>44</i>
<i>Table 3.4</i>	<i>Descriptions of key qualities according to PPS</i>	<i>47</i>
<i>Table 3.5</i>	<i>The research toolbox: key features and indicators</i>	<i>53</i>
<i>Table 7.1</i>	<i>The existing conditions of physical and social dimensions of Sudirman and Tendeau riverside quays</i>	<i>110</i>



## LIST OF FIGURES

<i>Figure 1.1</i>	<i>Location of Banjarmasin (Source: RTRW Kota Banjarmasin 2006-2016)</i>	<i>12</i>
<i>Figure 1.2</i>	<i>Images of Banjarmasin riverfront city</i>	<i>13</i>
<i>Figure 1.3</i>	<i>New riverside quays as public spaces in Banjarmasin</i>	<i>16</i>
<i>Figure 2.1</i>	<i>Early development of the city; the kingdom of Banjar in Kuin riverbank</i>	<i>22</i>
<i>Figure 2.2</i>	<i>Historical maps in 1843 and 1899; early years of Dutch colonization</i>	<i>23</i>
<i>Figure 2.3</i>	<i>Image of Banjarmasin in 1943</i>	<i>24</i>
<i>Figure 2.4</i>	<i>Map of Banjarmasin in 1927</i>	<i>24</i>
<i>Figure 2.5</i>	<i>Interpretation maps of Banjarmasin; built-up areas have grown bigger</i>	<i>25</i>
<i>Figure 2.6</i>	<i>Land use map of Banjarmasin city</i>	<i>27</i>
<i>Figure 2.7</i>	<i>The development of roads in Banjarmasin</i>	<i>28</i>
<i>Figure 2.8</i>	<i>On the river; activities along the riverside settlements</i>	<i>32</i>
<i>Figure 2.9</i>	<i>Floating market; a traditional marketplace of Banjar people</i>	<i>33</i>
<i>Figure 2.10</i>	<i>The research site: Sudirman and Tendean Riverside Quays</i>	<i>34</i>
<i>Figure 2.11</i>	<i>The site surroundings</i>	<i>35</i>
<i>Figure 2.12</i>	<i>The riverside settlement on the northern part of Sudirman corridor</i>	<i>36</i>
<i>Figure 2.13</i>	<i>Images of Sudirman Street</i>	<i>37</i>
<i>Figure 2.14</i>	<i>Houses along Tendean River before the construction</i>	<i>37</i>
<i>Figure 2.15</i>	<i>Images of Tendean Street</i>	<i>38</i>
<i>Figure 3.1</i>	<i>Quality of built environments (Dempsey 2009)</i>	<i>46</i>
<i>Figure 3.2</i>	<i>Relations between outdoor qualities and outdoor activities (Gehl, 2010)</i>	<i>47</i>
<i>Figure 3.3</i>	<i>Some common forms of public spaces on waterfronts</i>	<i>49</i>
<i>Figure 4.1</i>	<i>The interview protocol in this study</i>	<i>59</i>

<i>Figure 4.2 The process of data analysis in this study adopted from Creswell (2009)</i>	61
<i>Figure 5.1 Images of setting A</i>	65
<i>Figure 5.2 Images of setting B</i>	66
<i>Figure 5.3 Images of setting C</i>	68
<i>Figure 5.4 Images of setting D</i>	69
<i>Figure 5.5 The higher and the lower level of setting E</i>	70
<i>Figure 5.6 Images of elements of setting E</i>	71
<i>Figure 5.7 Images of Tendeon riverside quay</i>	72
<i>Figure 5.8 A mapping and images of activities found on setting A</i>	74
<i>Figure 5.9 A mapping and images of activities found on setting B</i>	75
<i>Figure 5.10 A mapping and images of activities found on setting C</i>	76
<i>Figure 5.11 A mapping and images of activities found on setting D</i>	77
<i>Figure 5.12 A mapping and images of activities found on setting E</i>	79
<i>Figure 5.13 A mapping and images of activities found on Tendeon quay</i>	80
<i>Figure 5.14 Images of activities found on Tendeon quay</i>	81
<i>Figure 5.15 Activities on Saturday night</i>	82
<i>Figure 5.16 Activities along Sudirman corridor on Sunday's car-free day</i>	83
<i>Figure 5.17 A mapping and images of car-free day's activities surround the quay</i>	84
<i>Figure 5.18 Cultural festival of floating market on Martapura River</i>	85
<i>Figure 5.19 A situation of Ramadhan cake fair along Sudirman corridor and Photography Street Gallery on Sudirman Riverside Quay</i>	86
<i>Figure 6.1 The ways people appropriate the space to conduct their desired activities</i>	96
<i>Figure 6.2 The quays as a meeting place; meeting is the first requirement for social interactions to appear</i>	99



## CHAPTER 1

### INTRODUCTION

#### 1.1 Context of the research

##### 1.1.1 Welcome to Banjarmasin

*“Banjarmasin is the city of a thousand rivers.”* This is what *Banjar* people would say about their city. Banjarmasin is the capital city of South Kalimantan, Indonesia. Kalimantan – also known as Borneo – is one of five big islands in Indonesia along with Java, Sumatra, Sulawesi and Papua. This Indonesia’s oldest island has mountains and valleys with big rivers flowing through it. The presence of these rivers was one of the influential factors in the development of cities in Kalimantan, including Banjarmasin.

The area of the city is about 72 km<sup>2</sup> which is only about 0.19% of the Province of South Kalimantan area. However, as the capital city, Banjarmasin is the center of trade and service for South Kalimantan and also for some other provinces in Kalimantan. It is also a port city with a great chance for tourism activities because of its strategic location (<http://pu.banjarmasin.go.id>). Banjarmasin lies 0.16 meter below sea level. The topography is marshy and relatively flat. Being in a tropical zone, it has two weather seasons; dry season and wet season. The average temperature is about 26° – 34° Celsius with a quite high humidity. Dry season period usually comes from May to October while wet season period is from November to April. The city is located nearby *Barito* Riverbank and traversed by *Martapura* River – the former is the biggest river in Kalimantan and the latter is the longest one. Besides these well-known rivers, Banjarmasin has many other small rivers and canals. That is why Banjarmasin is

called so to describe the presence of many rivers in the city. Because of this geographical condition, the rivers and canals have become an important part of the everyday life of *Banjar* people since many years ago. The rivers have served as a means of transportation, trade, and water sources for drinking, cooking, and bathing (Seman, 1982). Riverfront areas are dominated by settlements; the houses are built on stilts, hang over the water level. Living along the rivers has formed a unique culture of *Banjar* people – the river culture (Brotomoeljono, 1986).

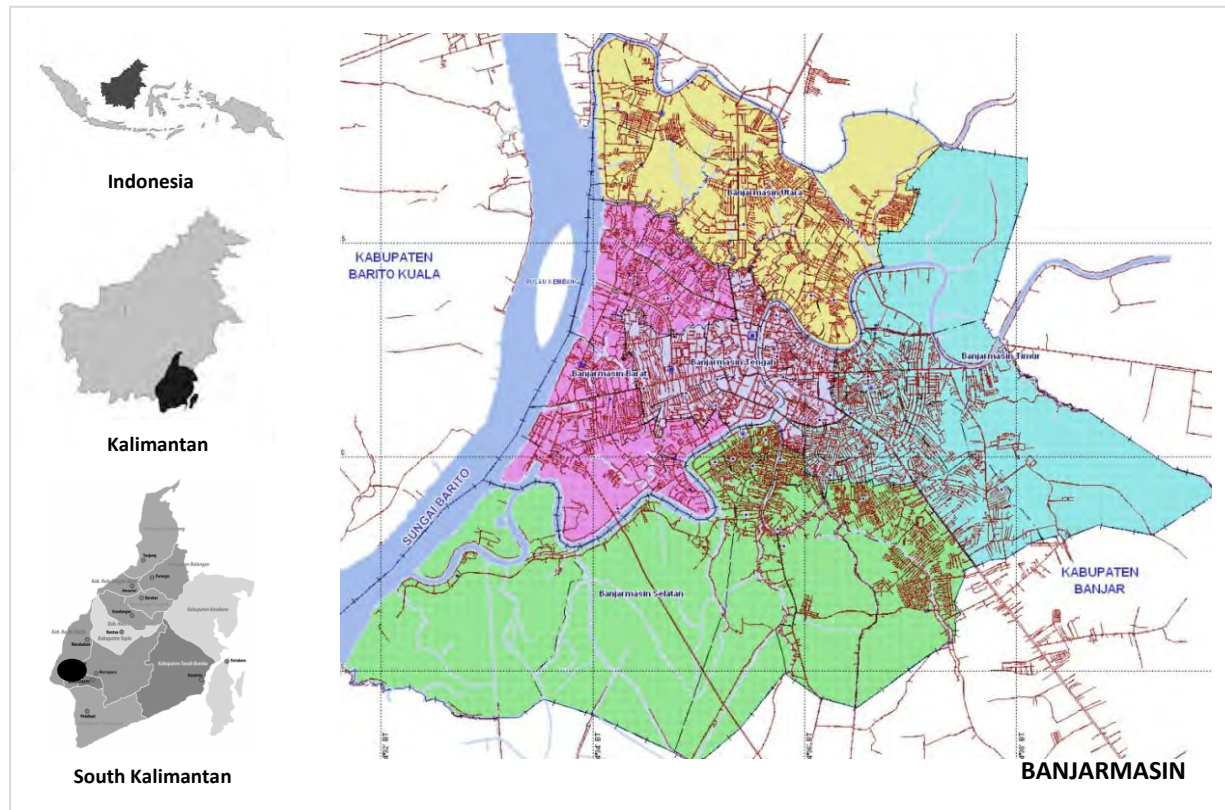


Figure 1.1 Location of Banjarmasin (Source: RTRW Kota Banjarmasin 2006-2016)

Ironically, if you visit Banjarmasin today, you may think that the name is exaggerated as you would not find a thousand rivers in the city. Even worse, most of the rivers and canals are not in a good condition; some may be more appropriately called as ditches rather than small rivers or canals. Over the years, the development of Banjarmasin city has gradually neglected this unique situation. Instead of orienting the development into river-based, Banjarmasin has followed land-based development which influences the city's image and impression as the riverfront city.

This old city is now dominated by streets and motorized traffic, buildings and other urban infrastructures which progressively switch the orientation from the rivers into the land. As the urban dwellers find it easier to go to other places by land transportation, less public boats are operated. As many marketplaces are found on land, floating markets are not the first place to shop. Houses are not necessarily oriented to the rivers but to the roads. Environmental problems also become an issue of the rivers in Banjarmasin as people become less care for their rivers. Moreover, Banjarmasin is a highly densely populated area. Over 625.395 inhabitants live in Banjarmasin (BPS-statistics of Banjarmasin, 2010) – around 8.686 people/km<sup>2</sup>. This high number of population particularly leads to some social and economic problems, for example, low working opportunities compared to the number of population and low income per capita. Some groups of urban residents are living in slum and informal settlements; including settlements along the rivers which block some access into the rivers and canals. The structure of the city and its urban spaces including its public spaces reflect these conditions.



*Figure 1.2 Images of Banjarmasin riverfront city; vernacular and new buildings coexist in the city*

### **1.1.2 Public spaces in developing cities: characteristics and problems**

As developing city, public spaces in Banjarmasin show similar forms of public spaces found in other developing cities. Public spaces in developing cities have different characteristics compared to public spaces in developed cities. When developed cities have started to pay attention on the qualities of their public spaces, most developing cities are still struggling with problems caused by the rapid rise of urban populations such as informal housing, poverty, health, and education problems which are reflected in the structures of the cities and the conditions of their urban spaces, including their public spaces (Miao, 2001; Gehl, 2010).

Developing countries in Asia, including Indonesia, share some comparable characteristics regarding their conditions of urban structures. Miao (2001) highlights a few general characteristics of developing cities in Asia Pacific. What he mentions reflects the general condition of Banjarmasin as well. He describes that high population density plays an important role in shaping urban public spaces. Developing cities are usually large; accumulation of larger population creates a bigger city area which causes its green spaces located in more remote areas away from the everyday life of urban residents. Green open spaces become rare to find in the city center; people should go further away to enjoy green open spaces.

Furthermore, while most Western cities applied district zones for different functions, cities in Asia are well-known for their mixture of different uses. You may experience a mixture of office buildings, housing complex, traditional markets and rice paddies fields developed along main roads in Asia's developing cities. This multi-functional characteristic of the urban context can also be experienced in the public spaces; public spaces may cover religious, commercial and recreational purposes at the same time. The structures of Banjarmasin city also reflect this condition. The mixture of uses still can be experienced in some part of the city although in the city center commercial buildings dominated the first layer along the roads.

Miao continues that developing cities marked as government-centered and pro-development culture influence the development and management of their urban spaces. Dominated by government decisions, there is a very limited role of public participation in the development and management

process of public spaces. The improvement of public space in general is discouraged as the development mostly focused on something more promising for the economic growth. Few formal public spaces in Banjarmasin are managed by the government including public spaces on the riverfronts. The development of public spaces in Banjarmasin is conducted according to the government's decisions with limited role of public participation.

Public spaces in developing cities are mostly influenced by their urban context. High population and high building density have clearly contributed to limited amount of open spaces in the cities. The small amount of open public spaces is also not distributed well in the cities. Most Asian cities are missing large and concentrated civic open spaces. Linear form of public spaces is mostly found rather than big squares of plazas in western cities. Although, sometimes, you can still find one or two significantly big open spaces in particular cities like the *alun-alun* (open space) near the *Kraton* (traditional palace) in Javanese cities. But, Banjarmasin does not have this type of big open space. This city has even lack of representative public open spaces. There is also an ambiguous boundary between the public and the private; publicly owned spaces sometimes used by private activities. For examples, street vendors spread along and dominated pedestrian areas on a particular time. However, the practices of this ambiguity sometimes show flexibility which is influential in providing better public spaces in densely populated cities. In Banjarmasin, most of the sides of the roads become temporary public spaces as street vendors operate in the afternoon until late in the evening.

Gehl (2010) describes that the conditions of urban public spaces in developing cities are mostly under-dimensioned and poor in quality. They share some common features include a rapid growth of motorized traffic; a big decline in pedestrian and bicycle traffic, noise, pollution, and insecurity problems; and limited public areas because of parking and traffic. Although the number of public spaces in developing cities is smaller, public spaces are intensively used by urban residents. Many ordinary activities are conducted in outdoor spaces nearby their living areas. Gehl mentions **culture**, **tradition**, and **climate** as three major factors that influence outdoor life in most developing cities in Asia. So, he suggests that it is necessary for developing cities to provide enough well-functioning free spaces for public activities as many ordinary activities are mostly found on these spaces. Public spaces,



then, should be developed based on contextual considerations of these factors. What about public spaces in Banjarmasin?

### 1.1.3 Banjarmasin riverside quays: a new setting for public life

Since a few years ago, the government has more concern for the conditions of the rivers and canals in Banjarmasin as most of the riverfront areas are deteriorated. New rules and regulations regarding the riverside development have been constructed to improve the conditions of riverfront areas. As Banjarmasin has lack of public open spaces, the government has planned to create public spaces or green open spaces on the riverfronts. Some projects have been conducted to realize this plan. It started with *Sudirman* riverside quay along *Sudirman* corridor; one of major corridors in the city center of Banjarmasin. *Sudirman* riverside quay; a linear form of public space along *Martapura* River in the city center; becomes a new stage for public activities. Other riverfront projects followed the development of *Sudirman* riverside quay; some projects also involved the relocation program to get more space as most of riverfront areas in Banjarmasin are dominated by settlements. Projects of riverside quays across the city hall, near the *Sudimampir* market, and recently, *Tendean* riverside quay on *Tendean* Street to name a few of riverfront projects in Banjarmasin. A plan to build continuous riverfront sidewalks along *Martapura* River to create connection is still ongoing (BPost Online – 30 October 2010).

There have been both positive and negative social impacts regarding the presence of public spaces on the riverfronts; particularly on *Sudirman* riverside quay; reported by local newspapers. On one hand, these public spaces offer outdoor rooms for leisure and recreational activities for the citizens. On the other hand, the presence of public spaces also invites more teenagers to come. Their behavior sometimes worries other groups of users. Maintenance and management of these riverside quays also become an issue amongst the citizens. Recently, *Tendean* riverside quay was built across *Sudirman* riverside quay. Although this quay is not finished yet, people have started to use the area.

As the citizen of this city who was born and spend most of my life here, I have always been attracted to my city's riverfront areas. The conditions of these riverfront public spaces attract my attention to explore further: *what is really happening on these riverfront public spaces? How do people use the space? How do activities present relate to one another spatially?*

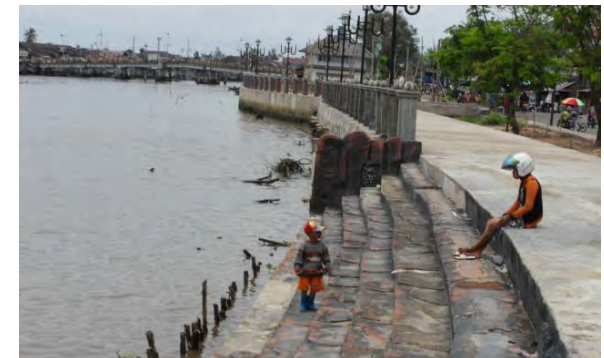


Figure 1.3 New riverside quays as public spaces in Banjarmasin

## 1.2 Research objective

As the plan to create more public spaces along the riverfronts continues, I am aware that it is important to understand the social life of the existing recently transformed riverfront public spaces before further developments. Exploring the existing social dimensions of public spaces on urban waterfront is very important to figure out the existing public life on these areas before new development planned. This because the riverfronts have been part of the everyday life settings for the citizens. New development of public spaces on the riverfronts is supposed to improve the public life, not carelessly ruins the existing one. By understanding the social dimensions of the existing newly developed public spaces, plans for further development or improvement of these areas can be developed based on people-oriented approach for the better public life.

This research aims at **exploring the social life of the existing newly developed public spaces on the riverfronts in order to understand interactions between people as the users and public spaces on the riverfronts as the setting of public life**. The findings of this exploration lead to recommendations for the improvements of these riverside quays which can also be taken into account for further development of riverside quays in Banjarmasin.

*Sudirman* and *Tendean* riverside quays are chosen as the case study because these quays are located in the heart of the city, the starting point project, and the largest one amongst other open spaces on the riverfronts in Banjarmasin. *Sudirman* riverside quay has long been existed while the construction of *Tendean* riverside quay is still in progress yet the city dwellers has started to use the area. This research is not intended to study the design process of these riverside quays or political ambitions behind the presence of this type of public space. This research focuses on the place itself; how *Sudirman* and *Tendean* riverside quays as urban public spaces work in practice.

## 1.3 Research questions

Exploring people-place interactions involves an understanding of two-way process on how physical elements influence and are also influenced by people (Carmona et al., 2003). Public spaces offer settings for public life; it is difficult to discuss public spaces without its social content as it is difficult to discuss public life without its setting. In this study, to understand the social life of public spaces on the

riverside quays, I focus on **the users, public spaces as the setting and the interactions between them** – how the users use the space, how the settings support public life, and what they think of the settings.

So, the main research question of this study is:

*What are the characteristics of the social life of public spaces on Sudirman and Tendeau riverside quays in Banjarmasin?*

To answer the main question, I construct the following sub-research questions that are needed to be explored:

1. What kind of uses and activities found along the riverside quays?
2. How do the current physical features of public spaces support the everyday life on these riverside quays?
3. How are the users' appreciations towards public spaces on these riverside quays?

This study is a case study research; it is conducted with a qualitative methodology. Data used in this research are collected by combining several methods to form triangulation. As all data recorded and organized, the data are analyzed through interrelating themes/description and interpreting the meaning of themes/description presented on this report (Creswell, 2009). My local knowledge of the place will help me to interrelate and interpret data through the lens of 'an insider' point of view. Detailed explanation about the research methodology will be presented later in this report.

#### **1.4 Outline of this research**

**Chapter 2** presents an overview of Banjarmasin city as the research location. It includes historical development of the city, conditions of the urban structure and the life of public spaces in this city.

**Chapter 3** develops the theoretical explorations on the topic of this research; people-oriented approach in creating public spaces, the exploration on characteristics of public spaces on urban waterfronts and key features of this type of public space. This literature exploration is very important on the whole process of this research; it helps me to construct the research objects and indicators to be used in collecting data, to interpret the data and build interrelating themes in analyzing process, to present the findings and to elaborate discussions on this topic.

**Chapter 4** describes further about the research methodology used in this study. It includes detailed descriptions to collect data and methods for analysis.

**Chapter 5** describes the analysis and the findings of this research. This chapter focuses on answering sub-research questions; the physical conditions of the quays, uses and activities found, and the users' appreciations toward the presence of the quays.

**Chapter 6** provides discussions about the social life of *Sudirman* and *Tendean* riverside quays based on the analysis and the findings.

**Chapter 7** highlights the important points and findings on this research as the conclusion and the recommendations developed based on the exploration for further improvement.



## CHAPTER 2

### ABOUT THE RESEARCH LOCATION

This chapter presents an overview of Banjarmasin city; its historical development and driving forces, the conditions of the riverfront areas and urban spaces. Descriptions of the conditions of public open spaces in this city are also provided generally including formal and informal public settings. The last part of this chapter introduces the settings for this study, *Sudirman* and *Tendean* riverside quays; their connections with the city surrounding.

#### 2.1 Historical development and driving forces

##### ***Banjar* Kindom period (from 1526)**

---

The rivers have become an important factor in the development of the city structure. In fact, the very early stage of the city development started nearby the rivers. According to *Hikayat Banjar* – the chronicle of Banjarmasin – this city was formerly an Islamic kingdom called *Bandarmasih*. The kingdom areas were the embryo of the city and become the historical part of the city today. In this period, rivers were an important part in the everyday life of the people. The rivers were the center of development, transportation, trading, and the water sources for living. The kingdom of *Banjar* formed the trade center and *Barito* River was the influential track for this activity and also the connection between the kingdom of *Banjar* and other kingdoms outside Kalimantan. Settlements were developed along the *Kuin* River near the kingdom. There was no land access yet except simple wooden platforms which mostly found connecting the houses.

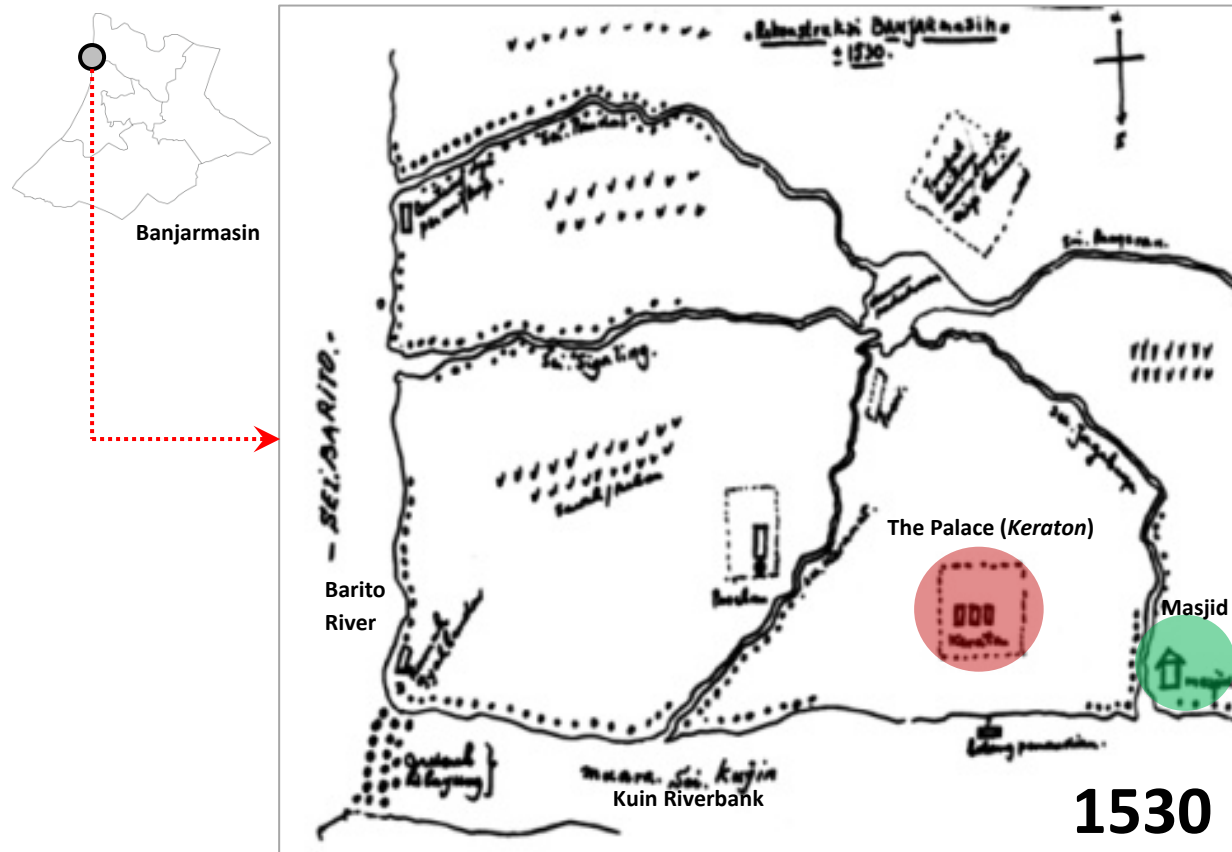
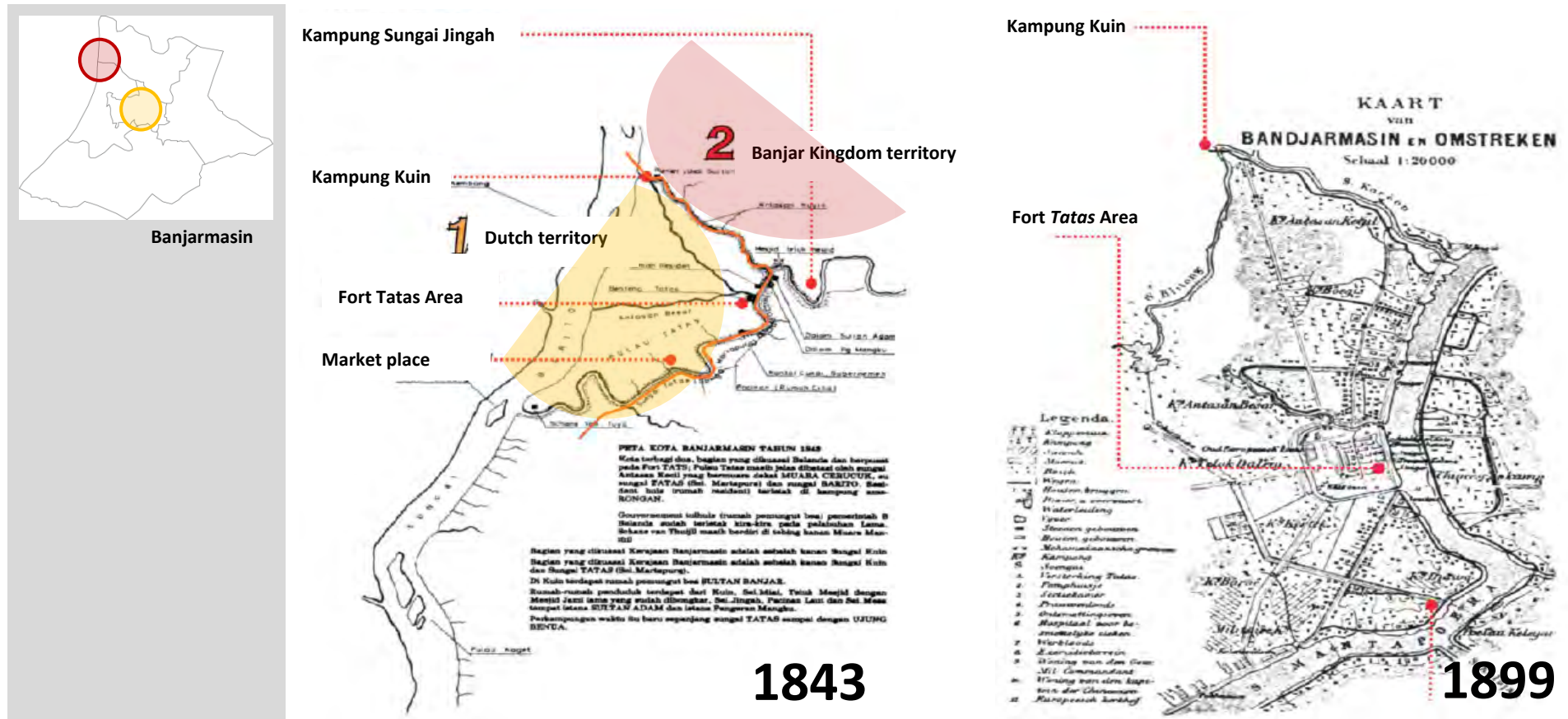


Figure 2.1 Early development of the city; the kingdom of Banjar in Kuin riverbank  
(Source: Museum Lambung Mangkurat)

### Colonization period (between 1826 – 1945)

Banjarmasin was colonized by the Dutch and Japan, but the development of Banjarmasin city structure has got greater effects from Dutch colonization period. Early in this period, based on the agreement made by the kingdom and VOC in 1826, there were two separated territories; the kingdom area in the Kuin riverbank and the Dutch area in Fort *Tatas*. This agreement made the kingdom area even smaller

(Usman, 1998: 202-203; Siti Hadijah, 2002: 4-5 in Heldiansyah, 2010). These two territories obviously created two center points of trading in Banjarmasin. Besides using big and small rivers for trading activities, the Dutch government introduced canal system for transportation as well as irrigation facility. Some roads, especially in Fort *Tatas* area, were also developed in between the canals to facilitate land access. The development of settlements, then, was influenced by both the rivers and the canals. Their houses were fronting the rivers and canals.





The development surrounding Fort *Tatas* was faster compared to the development of the kingdom area because the trading center managed by the Dutch government was more welcome for merchants from other ethnic groups from various countries such as Chinese, Javanese and Arabic. This triggered the presence of some ethnic settlements (*kampung*) along *Martapura* River in the east side of Fort *Tatas* (Hadinata, 2010). As more settlements developed along the rivers and canals, the border between the kingdom territory and the Dutch territory became unclear. Later in 1860, the Dutch took over the kingdom's territory and colonized the whole area (Bondan, 1953: 51, 53 in Heldiansyah, 2010) – the kingdom area, then, called *Residentie Zuider en Oosterafdeling van Borneo*. In 1865, the Dutch government established more *Afdeling* throughout the city area.

During this colonization period, the development of land access started. Trading was not only held through the rivers but also, for a small scale, on land. However, water transportation and trade were still dominant. More canals were developed outside Fort *Tatas* area. In Banjar language, canals were known as *anjir*, *handil* and *saka*; the size of a canal differentiated the name. The development of settlements was still influenced by the rivers or canals and the houses' façades were still facing the waterways; although some settlements had started lined up along the land access. The rivers continued to be the important 'open space' to people since these rivers supported various activities in people's everyday lives. *Coen* bridge, in the late period, created land connection between the west side of *Martapura* River – Fort *Tatas* – to the east side of it – the Chinese *kampung* area. Colonization period has shaped the city into the form of waterfront city by introducing the canals system and integrating land-water development.

### Post-independence period (from 1945)

In the early years of this period, land use in Banjarmasin, which was dominated by settlements, started to change; some buildings with new functions were found in the map made by the Dutch (Hadinata, 2010). Small streets were gradually developed and bridges created land connections between places separated by rivers or canals. *Martapura* River has a great role in the development of the city as this river located in the center of the city. In the west side of *Martapura* River where once was the area of Fort *Tatas* used as government buildings, trade and service land use while in the east side was meant



Collection of the KITLV, Leiden, the Netherlands

Figure 2.3 Image of Banjarmasin in 1943



[http://www.arch.nus.edu.sg/archive/research-projects/completed/jwdatabase/indo\\_banjarmasin\\_1927.html](http://www.arch.nus.edu.sg/archive/research-projects/completed/jwdatabase/indo_banjarmasin_1927.html)

Figure 2.4 Map of Banjarmasin in 1927

for housing. Settlements along *Martapura* River started to have two orientations; facing the rivers and the roads. No new canals were developed after colonization period.

Land development continued; more roads and streets developed, settlements were dominated riverfront areas and started to block access into the rivers in some areas. In 1981, *Masjid Sabilal Muhtadin* built in the city center on the location of Fort *Tatas* and becomes an important landmark of Banjarmasin city today. Small rivers become narrower and started to disappear as houses were built on them and took over the areas in the late '90s. Canals were used only to support drainage system and disconnected by small bridges built to create connection into the roads across the canals. People found it easier to use land access instead of the waterways. Trading developed further through land access instead of through the waterways. This activated more commercial areas grown along the streets in the city. The roles of rivers and canals in this phase have drastically changed as land-based development tended to neglect the conditions of the rivers and canals.

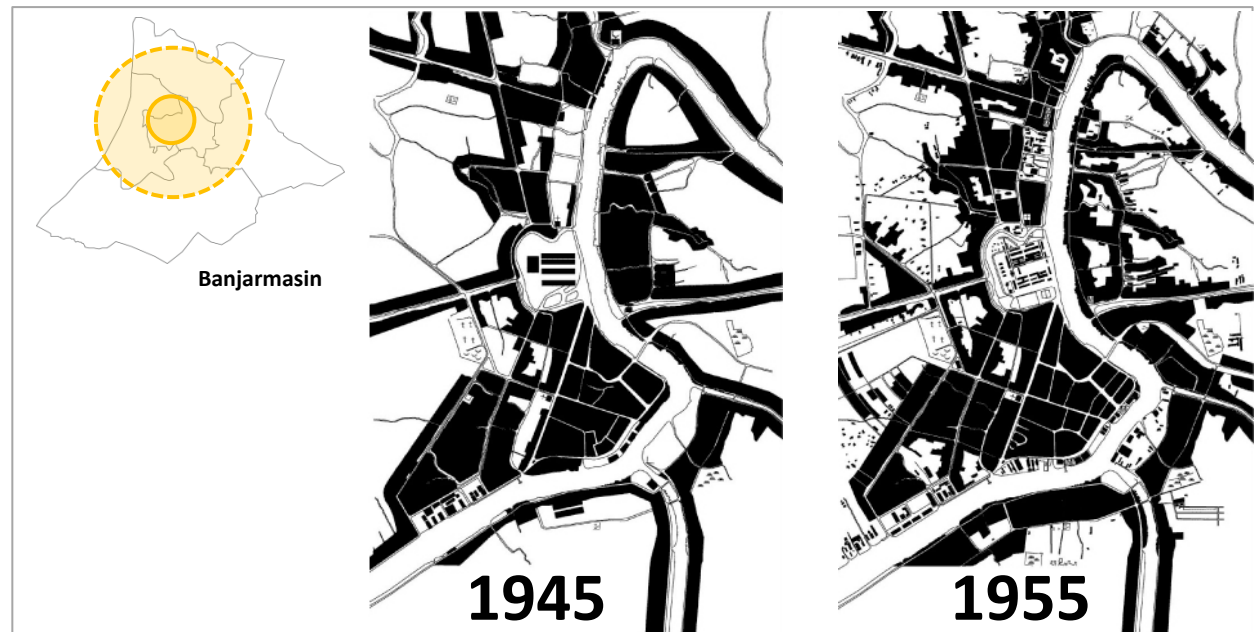


Figure 2.5 Interpretation maps of Banjarmasin; built-up areas have grown bigger  
([http://www.arch.nus.edu.sg/archive/research-projects/completed/jwdatabase/indonesia\\_main.html](http://www.arch.nus.edu.sg/archive/research-projects/completed/jwdatabase/indonesia_main.html))

## **21<sup>st</sup> century period (2000 – present day)**

---

In the beginning of 21<sup>st</sup> century, the map shows how the city has grown; more roads and buildings, especially settlements, dominated the land use. More organized form of settlements found as housing development has been managed both by the government and private institutions. The rivers have no longer influenced the development of the city. Most of riverfront areas have been dominated by settlements which block the view into the rivers. Houses were fronting the roads and turning their backs to the rivers. It is also found that people start to block the canals with their stalls fronting the roads. Each year, a number of small rivers and canals diminish. Small rivers and canals start to disappear and lose their functions because of high building density and water pollution caused by irresponsible activities along the areas. It is worsened by the fact that most construction projects have little consideration on the conditions of these rivers and canals. This situation also influences the drainage system of the city. The development of the city which adopted land-based approach has totally changed the structure of the city.

Today, this old city challenges several problematic issues regarding its urban spatial and environmental quality. The city left only a small amount of open spaces in the city center. As the original center of trade, commercial buildings and functions are flourishing along the main roads – e.g.: home stores, mini markets, restaurants, electronic stores, etc. – and each year land use for commercial and services is increasing (Banjarmasin in Figures, 2009). Settlements still dominate the land use; in 2009, they occupied over 55.03% of the city area (Spatial Plan for the Region of Banjarmasin year 2010-2030). In several main roads on the city center, motorized traffic is overcrowded in a rush hour. More and more people choose to travel by their private vehicles since public transportations are not well-managed. Waterways mostly used for recreational matters rather than for everyday transportation lanes by the city dwellers. Moreover, with a small amount of spaces left, Banjarmasin has lack of outdoor public spaces, especially green open spaces. The environmental quality of the city is also not in a good rate. Efforts to cope with waste issue, polluted rivers and slum areas are still undergoing. To improve the city environment quality, especially the quality as a riverfront city, the government has started to put more attention on the conditions of the rivers and canals recently.



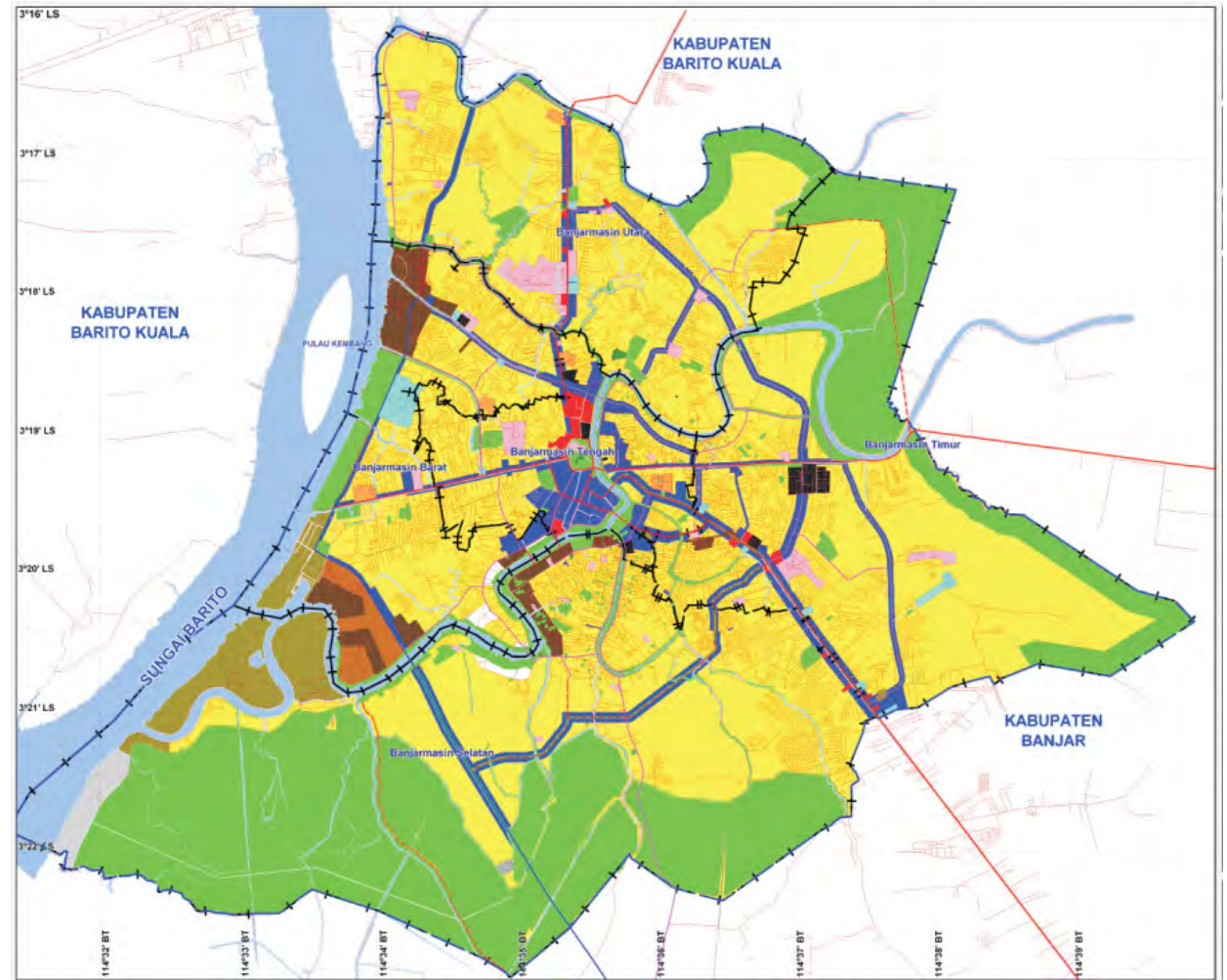


Figure 2.6 Land use map of Banjarmasin city (Source: Bappeko Banjarmasin, 2009)

## 2.2 The conditions of the riverfront areas

The rapid development of population in Banjarmasin, which started around the early 1980s has influenced the conditions of lands adjacent to the water. Moreover, early urban development policies which were inconsistent with a city character as a waterfront city have caused the uncontrolled existence of settlements over the rivers (Noor, 2006). Most of the areas are dominated by informal settlements. There are two types of waterfront settlements; (1) traditional settlements which are part of historical layer of the cities and (2) informal or squatting settlements as the results of accelerated growth of urban population (Suprijanto, 2001). In Banjarmasin, both types of settlements have been coexisted along most of the riverfront areas. Nowadays, these settlements seem to treat the water areas as the back part of their houses. Communities who live along the riverfronts may not totally depend on the water body in their everyday lives; some probably do not have any choice to leave the areas because of their economic condition.

Physically, the condition of the existing rivers and canals has drastically changed. They become less wide as people started dominating the riverfronts for their settlements. The historical development shows that some canals have even disappeared because of the development of these settlements and also the roads and urban infrastructure. Every year, the number of the existing rivers becomes less. In 2006, it was recorded by the River and Urban Drainage Management Office of Banjarmasin city that Banjarmasin has 108 rivers but in 2008 it became 72 rivers. Figure 2.7 describes how the road networks have grown rapidly over two decades and replaced the role of rivers and canals as the urban access.

The condition of the riverfronts is also environmentally threatening; the water is polluted, the settlements are crowded and messy. The quality of water becomes bad because of both industrial and domestic waste. It is reported that the water contains certain dangerous bacteria and materials which may influence the condition of the river ecosystem. It may also cause health problems for people who consume the water. A research conducted on one of the riverfront settlements in Banjarmasin found that the residents tend to throw their wastes away into the rivers instead of collecting the wastes properly (Mentayani & Muhammad, 2010) – this situation is probably also found on other riverside settlements. It shows that the residents have lack of environmental awareness; the residents still make

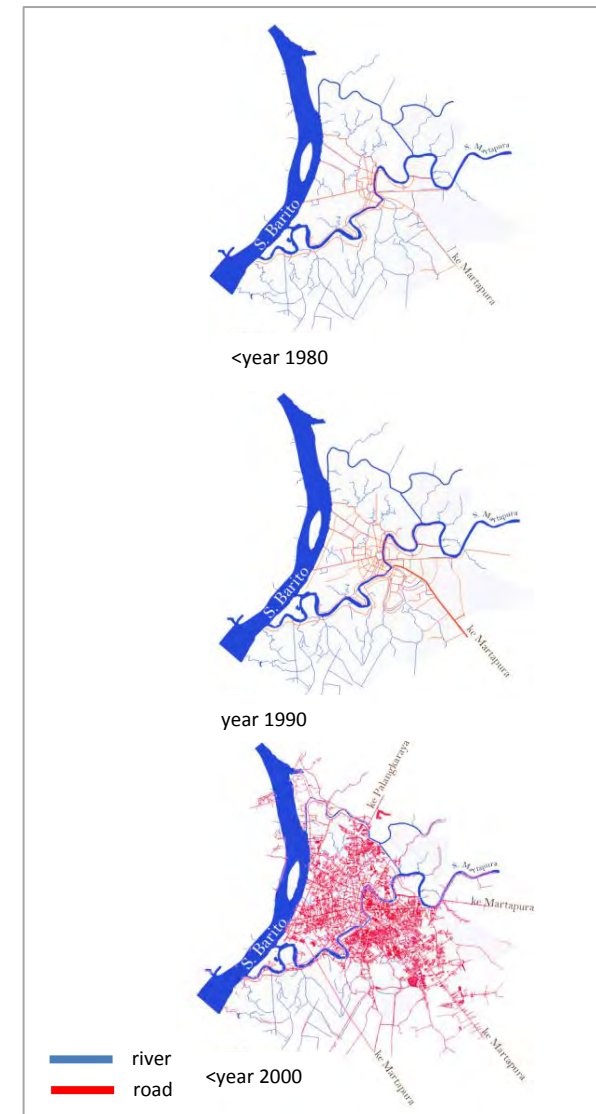


Figure 2.7 The development of roads in Banjarmasin  
(Source: River and Drainage Office of Banjarmasin city, 2009 in Heldiansyah, 2010)

use of the rivers in their everyday life, yet they fail to keep and maintain the conditions of the rivers. This situation becomes worse as the settlement areas have lack of environmental utilities provided.

Several efforts are conducted to recover these conditions. Relocation projects of small shops and informal housing along the rivers and canal have to be done to get open spaces on the riverfronts – for example the relocation project for *Veteran* and *Tendean* corridors. The government also conducted projects to dredge and clean the rivers. Now, the city council has a new division which focuses on the conditions of riverfronts called River Management and Drainage Services. The city starts to rethink adopting water-based approach for further developments.

## **2.3 Public spaces in Banjarmasin riverfront city**

### **2.3.1 Formal and informal public spaces**

Urban landscape consists of solid and void. The solid parts are the building forms and the void parts are urban spaces. Urban open spaces may take different forms such as streets, parks, boulevards, graveyards, water bodies, and plazas (Triarso, 2005). Different forms of urban spaces hold different functions; one of the functions is as public open spaces; the settings for public life. Banjarmasin, an old city that has grown rapidly, has lack of representative public open space. Construction projects with various functions – from housings, urban infrastructures to commercial purposes – took over open spaces in the city and changed them into built-up areas. As mentioned before 55.03% of Banjarmasin area is used by settlements while open spaces claimed 20.07% of the area which also include productive open spaces (Spatial Plan for the Region of Banjarmasin year 2010-2030).

There are not many sources of literature discussed about the life of public spaces in Banjarmasin. What I describe below is based on my experiences and observations supported by information I found in local newspapers and internet sites in relations to public activities. Historical development of the city also gives some clues about the settings of public activities in the past. As an early development of the city followed the linear form of the rivers and has grown sporadically since then, there is not such a form of historical public space like plaza or square. Public open spaces in Banjarmasin are mostly small in size, linear in shape, and some developed on leftover spaces.

Informal public spaces are commonly found rather than the formal ones. Informal public space is naturally developed by the people through appropriation, by repeated use in a particular way, or by the concentration of people because of an attraction while formal public space is a planned public space; developed by architects and planners with the intervention of authorities (Carr et al., 1992). At the neighborhood scale, they usually have a small square as public space where children can play football and dwellers can conduct neighborhood meetings. When the area does not have a small square, the neighborhood streets become a public space to them. Children are running around and playing on the streets in the afternoon. Some people are sitting in front of their houses chatting with their neighbors. When they have a special occasion, a wedding ceremony or a religious gathering, they would use the street as the extension of their house; they provide chairs and shades for guests on the streets. In a certain neighborhood, on a particular day, there would be a weekly traditional market takes place on the neighborhood street. Some children would also use leftover spaces surround their neighborhood for their playground. I noticed that these activities mostly found on more vernacular neighborhoods where people who live there have known each other and have built good social interactions amongst them. On more modern housing complexes where people seem busy caring for themselves, the streets are not more than paths for access – outdoor activities conducted by the residents seldom found. You may also see that the playgrounds in this type of settlements which usually in better conditions have fewer users. Fences of the houses are usually the boundary for their children's activities.

At the urban scale, informal public spaces can be experienced on the side of the roads. If you go around the city in the afternoon, you may find food vendors start to operate. They provide shaded areas for people to sit and eat; a nice place to hang out. The presence of these street vendors attracts people to come to enjoy their afternoon with friends or families. During eating, you can hear street performers singing a song or playing their guitar. Temporarily, these areas become a meeting place for people. In several sides of the roads, there are also spontaneous markets found selling various kinds of stuff in cheap prices. The sellers arrange their stuffs on the sidewalks; sometimes even claim the area of the roads. For some urban dwellers, these markets offer places for social interactions but for some others, this activity is blamed for the cause of traffic congestion. The government has tried to overcome the situation by moving these markets out. This condition describes a common competition for using urban

spaces in crowded cities with lack of formal public spaces. So, at the city scale, the sides of the roads with limited spaces have offered a setting for public life.

Banjarmasin has a small number of formal public spaces. Rapid development of the city left a small amount of urban open spaces. In the city center, one large open space considered as an urban park is the open area surrounding the great *masjid Sabilal Muhtadin*. This urban park is approximately 3.33 hectares consists of big trees and green fields. However, the fact that the area is part of the great masjid which considered as a scared place, activities happened there are limited and users' profile and behavior are controlled. Fences surround the area and a sign to dress properly in front of the main entry symbolize limited access into the area. Nearby this urban park, there is a small green area called the Mascot Park as you may see a statue resembles an animal mascot of the city; a long-nosed monkey which is endemic to Kalimantan Island. Banjarmasin has a monkey island on Barito River with a lot of monkeys as the residents; a unique tourist attraction. Mascot Park is designed with greeneries and a playground for children in it. A small canal beside the park is equipped with peddle boats. On holidays, families with children and teenagers visit this place; especially on Sunday morning. Few smaller green spaces may also found in other parts of the city; they usually located on the corner of the streets. However, some is only functioned as the city greeneries – visually look nice but lack of public activities.

Recently, the government has planned to provide the city another urban park on 4.5 acres of land which was once the location of *Kamboja* market. Looking into the plan, the area will offer public facilities such as jogging track and children playground. Today, the development is still continuing. Furthermore, the government also put more attention on creating public spaces along the rivers. *Sudirman* and *Tendean* riverside quay are part of formal public spaces in Banjarmasin. The presence of formal public spaces on the riverfronts creates a new form of public access into the rivers for the citizens since most of the riverfront areas dominated by settlements.



### 2.3.2 The rivers as public spaces

Historical development of the city showed that the rivers have been an important ‘public open space’ where people conducted their everyday activities. This evidence still can be seen today. Although the frequency of the activities today are not as high as what had happened in the past, the rivers are still functioning as public open spaces at least to people who live along the rivers and canals. You can experience these activities, especially in the morning and in the afternoon, along the rivers. A group of people would gather on the docks nearby their houses taking a bath and washing. Some children are swimming or taking a small boat; playing on the rivers. Some people are fishing over their boat. On houses with a veranda fronting the rivers, you may see the owners are sitting and watching the children playing. During these activities, interactions happen amongst neighborhood dwellers as well as between the dwellers and people who pass by; they greet each other, wave at people on boats, hang out together. The rivers are the setting for everyday activities in this type of settlements.

On the riverfront areas, people who live along the settlements usually have their private access into the rivers – simple wooden platforms. Riverfront settlements usually consist of wooden stilt houses along the rivers; some include floating houses. They have docks on several spots along the rivers where the members of community may use for daily activities. Few docks are also nicely designed to give access for visitors who come by boats; mostly found in historical settlements. In several *kampung* where the housings found in layers over the rivers, long and narrowed wooden paths are used for access. These paths also become their communal areas – the setting for social interactions amongst the residents.

In the past, every house had a boat as their transportation mode. The rivers served as waterways, connecting one place to another. Water public transportation was also easily found. Nowadays, less people travel by boats; waterways serve only as an alternative transportation and recreational matters. Land transportation is considered more effective since the presence of the road networks. Trading is also started on the rivers. On a floating market, the merchants with their traditional boat – ‘*jukung*’ – are gathered bringing out domestic products such as fresh fruits, vegetables, and food. They sell their products over the boat; some barter their goods. Besides as a trading setting, a floating market is also the setting for social interactions amongst the river users. The oldest floating market on *Kuin River* is still operating every day early in the morning and become a unique tourist destination in Banjarmasin.



Figure 2.8 On the river; activities along the riverside settlements



Figure 2.9 Floating market; a traditional marketplace of Banjar people

Activities occurred on the rivers and the riverfront settlements show everyday activities of the riverfront communities; the rivers offer them an important setting for public life. These activities reflect the local life of Banjarmasin riverfront city. As a new form of space – a form of urban public space – is developed on the riverfronts, it is interesting to see whether these local activities are still occurred on this new type. The case of *Sudirman* and *Tendean* riverside quay provides an exploration on this issue.

## 2.4 The case study

This study was conducted in *Sudirman* and *Tendean* riverside quays which are located in the central part of Banjarmasin. Banjarmasin is divided into five districts – the northern part, the eastern part, the southern part, the western part and the central part. Based on the historical development of this city, the central district played an important role in the city development since Dutch colonization period. As the central part, the city administration, trading, and service activities are centered in this district. Along the main roads, trading and service facilities line up dominated the land use. Compared to other districts, the central district has many markets surround the area – around forty-two traditional markets and three modern markets operated in the year 2008 (Banjarmasin in Figures, 2009). Right in the center of the district, the great masjid, *Sabilal Muhtadin*, is located as the landmark of the city.



*Sudirman* and *Tendean* riverside quays stretch along *Martapura* River on both side for about one kilometer long in *Sudirman* and *Tendean* corridor. These riverside quays are the largest public open space on the riverfronts as most of the riverfront areas are mainly covered with the riverside settlements. Different types of land use found surround these quays; along *Sudirman* corridor, the land use is dominated by the government and military facilities, trading and service facilities, and green open space on the Masjid's site while along *Tendean* corridor, settlements, trade and services facilities are mostly found. Buildings surround this area are about one to three stories high. *Sudirman* and *Tendean* riverside quays located right next to the main road in Banjarmasin, so they are easily accessible for both private and public transportation.



Figure 2.10 The research site: Sudirman and Tendean Riverside Quays





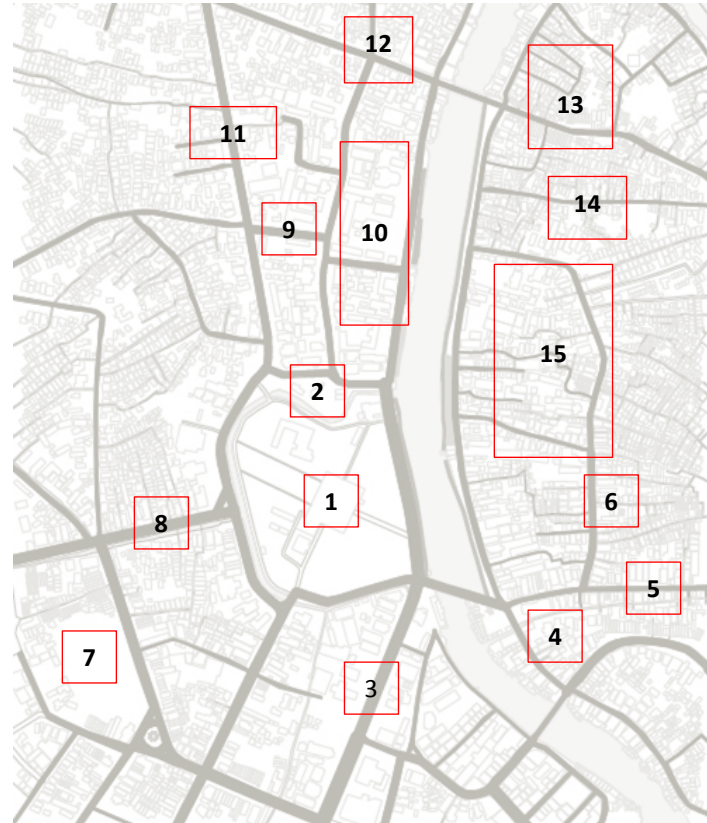
1



2



10



**Legend:**

- |                               |                             |
|-------------------------------|-----------------------------|
| 1. Masjid Sabilal Muhtadin    | 10. Provincial offices      |
| 2. Mascot park                | 11. S. Parman               |
| 3. Lambung Mangkurat Area     | 12. Pasar Lama (Old market) |
| 4. Tempekong (Chinese temple) | 13. Kampung Melayu          |
| 5. Veteran (China town)       | 14. Kampung Sungai Mesa     |
| 6. Kampung Gadang             | 15. Settlements             |
| 7. Kamboja                    |                             |
| 8. Teluk Dalam                |                             |
| 9. Tarakan                    |                             |

Figure 2.11 The site surroundings



4



13

### 2.4.1 Sudirman riverside quay

*Sudirman* riverside quay is located next to *Sudirman* Street – one of the main roads in the city. Along this street, across the quay, some important buildings can be found; the great Masjid *Sabilal Muhtadin*, and the provincial government offices. *Sudirman* riverside quay, before it is designed, has long been an open area. This area was part of Fort *Tatas* in Dutch colonization period as an important access point into *Martapura* River. The quay was constructed partially; the area in front of the government office was the first quay that has been designed to accommodate public activities. *Sudirman* riverside quay has been known by local people as *Pantai Jodoh*, a dating place, because many couples usually found along the riverside.

Recently, in 2006, the government built the riverside quay in front of the *Masjid* as a sidewalk. Being located in front of the *Masjid*, the physical form was carefully designed to support the image of the *Masjid* as a sacred place for *Banjar* people. According to Siska, a member of the project supervision, during the process, discussions with the members of the *Masjid* management were held. They worried with this project plan as the area could attract negative activities which would ruin the image of the *Masjid* as a religious place. For example, they did not agree with a small building on the pier for security reasons as this building may visually block the view and create negative space. So, the design plan was totally changed during the construction process to realize the urge of the *Masjid* management members.

Today, the government has planned to continue the development of *Sudirman* riverside quay. As the northern part of this area is still covered by a settlement, the government has asked them to move and paid the compensation. This act has to be done in order to get more land on the riverfront for public space. The settlement consists of old wooden stilt houses built on the river surface. Some of the houses are also used as a workplace of the residents; they own shops or restaurants on the front side their houses as this settlement located next to *Pasar Lama*, an old market. In the evening, some residents even open a food stall on the side of the streets. For the residents, to move from this settlement is a big challenge especially for the residents who own shops or restaurants as their new places may not as strategic as these places. At the end of May 2011, the residents have to move from the area and the government can start their plan to create the continuation of *Sudirman* riverside quay.



Figure 2.12 The riverside settlement on the northern part of Sudirman corridor

*“To get their agreement, we have to redesign the riverside quay. There were two new concepts used: First, the design should support the existence of Masjid; it should be integrated with Masjid surrounding design. Second, the new design should try to reduce socially-negative impact of the present of public space on the riverside. To do so, our client asked us to redesign the riverside quay that functioned as sidewalk only; area for passing-by with fewer facilities like benches to avoid long-term activities happened there. Areas for other activities would be facilitated on other spots of the riverside quay, not the spot in front of Masjid area...”*

*(Interview – Siska, 2011)*





Figure 2.13 Images of Sudirman Street

For this research, exploring the life of *Sudirman* riverside quay as a form of formal public space on the riverfront may reflect how urban dwellers appreciate and actually use this public access into the river. The activities present may show what attributes or elements of this public open space that should be carefully considered for the future development of riverfront public spaces.

#### 2.4.2 *Tendean* riverside quay

*Tendean* riverside quay is located on the east side of *Martapura* River along *Pierre Tendean* Street. This street is not as crowded as *Sudirman* corridor and the land use of the surround area is dominated by settlements – the old type one. Besides *Banjar* people, some other ethnic groups are also found living in this area; Chinese and *Madura* people. They have long been staying in this area since colonization period as they built their ethnic group settlements there. Before the riverside quay was built, houses lined up along the riverfront. As the project began, the inhabitants had to move and leave their houses. There are two old traditional houses which are bought by the government to be preserved. Later on, these buildings would be reused as museums.



Figure 2.14 Houses along *Tendean* River before the construction (Photo: Solikien, 2010)

The first step of *Tendean* project has started from 2008 to 2010. For the first phase, they have built the concrete sidewalk along the riverside. The construction of this riverside quay has not been completed

with public facilities, but this area is already used by the city dwellers. People can visit the concrete sidewalk along the river. The *Tendean* riverside quay's construction has just finished, yet some elements of the railing have been stolen and the sidewalk lights are not well-functioned. According to the plan, *Tendean* riverside quay will become a representative public open space on the riverfront that accommodates various activities. This will be an urban promenade with direct access into the river which would be developed based on historical, cultural and environmental awareness completed with a museum, a panoramic tower, and other public facilities (The proposal for *Tendean* Riverside Quay, 2009). If the next phase of the development follows this plan, Banjarmasin would have a new landmark of the city which would provide a new setting for public life and, of course, another tourist attraction.



Figure 2.15 Images of *Tendean* Street

For this research, it is interesting to explore the activities that are present on *Tendean* riverside quay today when it is not completed yet because these activities could influence what this area would be like in the future. The users' opinions regarding this public open space could also be taken into account for future development.

## **CHAPTER 3**

### **THEORETICAL EXPLORATION**

This chapter provides an exploration on prominent sources of literature and research in relation with the topic of this research: the social life of public spaces on urban waterfronts. To explore the social life of public spaces means to understand the relations between public spaces as the setting and the people as the users. Some important results of well-known research in the subject of urban public spaces are presented to explore key features of successful public spaces from a view point of people-based approach. This part is continued to the specific setting; public spaces at the water's edge. Waterfront public spaces may share similar key qualities with public spaces in any location; yet public spaces on waterfronts may also possess certain elements which are unique to this type of space. This theoretical exploration helps me to construct important indicators of physical and social dimensions of the quays for collecting and analyzing data.

#### **3.1 People-based approach in creating public spaces**

The presence of urban public spaces has important roles for both cities and urbanites. Some researchers argue that the quality of public spaces is a reflection of the quality of urban life (Carr et al., 1992; Cattell et al., 2008). As a public domain, urban public spaces – streets, parks, markets, playgrounds – are the stage for public life; the settings of everyday experiences, memories of places, escape, and social interactions (Cattell et al., 2008). As the setting of everyday experiences, public spaces are mostly judged based on their shared and social features, not solely on their aesthetic points. Public spaces possess subjective meanings that accumulate over time which for certain groups of



people become a setting for recalling other places – memories of places. Public spaces are also the settings for escape; places for people to pull out of their hectic life. And, the most important thing, public spaces are the arena for social activities and interactions – meeting places for all citizens. Urban public space has always been a meeting place; a place where people meet and greet, exchange information, and the setting to conduct communal activities such as festivals and town meetings (Gehl, 2003). So, interactions between people and public spaces as the setting involve continuously two way process in which the setting influences public life and at the same time is influenced by people (Carmona et al., 2003).

Public space possesses both physical and social dimensions. Its physical dimensions relate to physical features that ‘form’ public space – public facilities, furniture and materials, signage, natural elements, etc. Social dimensions of public space involve people’s activities in it as the space becomes the setting when there are people and activities present (Rapoport, 1993). So, to understand the social dimensions of public spaces means to consider people and their activities as part of the setting. There are some prominent sources of literature and research that discuss both physical and social dimensions of urban public spaces and build argumentations on how these dimensions influence each other. People-based approach in creating public spaces provides influential concepts on how to create public spaces for people by exploring how they use the spaces and what they would like to experience in public spaces. Below I highlight some important findings of literature and research that explored public spaces through people-based approach. For this study, this part is important to develop research design and discussions later on.

#### **William H. Whyte (1980): *The external factors that make a place works***

---

The research conducted by William H. Whyte (1980) on small urban spaces probably provides prominent starting points on looking at the external factors – physical dimensions – of public spaces that influence the use of these spaces: why some urban spaces work for people and some others do not. He describes that there are several key components that influence the social life of public spaces: (1) sitting spaces, (2) microclimate, (3) natural elements, (4) food, (5) access, and (6) triangulation. Table 3.1 provides descriptions on these external factors as discussed by Whyte.

Table 3.1 External factors that influence the life of urban public space (Whyte, 1980)

EXTERNAL FACTORS	DESCRIPTION
<b>Sitting space</b> <i>People tend to sit where there is an opportunity to sit</i>	<ul style="list-style-type: none"> <li>- provide physically and socially comfortable sitting spaces</li> <li>- design features which are sittable</li> <li>- provide different range of sitting heights</li> <li>- give more choices for people in relation with vantage points, fixed or moveable sitting furniture, shaded or full-of-sunlight areas</li> </ul>
<b>Microclimate</b>	<ul style="list-style-type: none"> <li>- public spaces should get more access to the sun because the quality of experience is much greater where there is the sun; people have more choices to experience public spaces</li> </ul>
<b>Natural elements</b>	<ul style="list-style-type: none"> <li>- many reasons to provide trees on public spaces, one of the important things relates to creating microclimate</li> <li>- water as the element of public spaces – pools, fountains, etc. – should be accessible, touchable, and splashable</li> </ul>
<b>Food</b>	<ul style="list-style-type: none"> <li>- the food vendors attract people and people attract other people to come</li> </ul>
<b>Accessibility</b>	<ul style="list-style-type: none"> <li>- the relationship to the street is vital; it is the critical design factor because the area where the street and open spaces meet could be a key to success or failure</li> </ul>
<b>Triangulation</b> <i>Process by which some external stimuli provides a linkage between people and prompts strangers to talk to as though they were not</i>	<ul style="list-style-type: none"> <li>- the stimuli can be a physical object (e.g.: sculpture public arts) or sights (e.g.: street character, buskers)</li> </ul>

Working with considerations on these features help architects and urban planners create better public spaces for urbanites as these components developed based on long observations on how people use small public spaces in relation with its external factors and how they would like to use the space.

The work of Carr et al. (1992) emphasizes the importance of human dimensions on creating public spaces. They call it human dimensions because these dimensions explore people-place interactions: “They are human dimensions because they describe types of relationships between people and places that are important across cultures and for all public spaces in varying degrees.” Human dimensions are measured through users, their activities and their experiences. Good public space should be responsive, democratic, and meaningful. Responsive public space serves the needs of the users, it is democratic when different types of users have the rights to use the public space and have a sense of control within it with a precise balance between different user groups to avoid conflicts, and a public space becomes meaningful when it allows people to make strong connections between the place, their personal lives and the larger world. Table 3.2 summarizes a comprehensive discussion about human dimensions for public spaces based on the work of Carr et al.

Table 3.2 Human qualities for public space (Carr et al., 1992)

HUMAN QUALITIES	FEATURES
RESPONSIVE	<p><b>Comfort</b> People seek both physical and psychological comfort e.g. sittable space, shade and exposure to the sun, safe from crime, the need for toilet, etc.</p> <p><b>Relaxation and/or liveliness</b> Some people seek public space for relaxation – to experience natural elements, greenery, and silence – but some others look for liveliness in public space – engagement with the life of a city.</p> <p><b>Passive engagement</b> Passive experiences with a place and people within it e.g. the possibility to observe people and sceneries.</p> <p><b>Active engagement</b> More direct experiences with a place and people within it e.g. the possibility for social interaction with other people, physical contact with place elements, and active use for exercise and health.</p> <p><b>Discovery</b> The diversity in the physical design and the changing vistas to create the opportunity to observe the different things – physical qualities and human activities – when people are moving through the site.</p>

<b>DEMOCRATIC</b>	<p><b>Right of access</b> This includes physical, visual and symbolic access. This right is fundamental to achieve other rights.</p> <p><b>Freedom of action</b> Layout of public spaces should offer the opportunity for people to carry out their desired activities. There is a clear need for a balance of users and activities so that no one group dominates a space to the exclusion of others.</p> <p><b>Right of claim</b> Claims of space refer to a degree of spatial control in search of anonymity &amp; intimacy, privacy &amp; territoriality by particular groups. It is necessary in order for them to act freely and comfortably in the space e.g. time sharing on the shared space.</p> <p><b>Right of change</b> The ability of a place to permanently or temporarily evolve and change over time (Lynch, 1972). Public spaces can allow their users to continually add and take back elements that facilitate desired activities – place ballet (Seamon &amp; Nordin, 1980).</p> <p><b>Right of ownership and disposition</b> All truly public space is in fact owned by the public even though the control implied may not be exercised.</p>
<b>MEANINGFUL</b>	<p><b>Place identity</b> The relationship and connection between the site and its context. A place needs to be relevance in both individual and cultural level. In individual level, a place must satisfy the need. In cultural level, a place should be congruent with norms and practice.</p> <p><b>Place experience</b> It must be comfortable enough to allow an experience with it to occur.</p> <p><b>People-place connection</b> It should have connections to the people; create a sense of belonging, safety, a feeling that personal rights will be protected. Public space must have recognizable cues that are understood by potential users, communicate what kind of place it is and whether they are welcome or not.</p>

Human qualities for public space cover both physical and social dimensions of public spaces which focus on relations between the users and the place as well as interactions amongst the users. Carr et al. explains that architects and planners may use these human dimensions in observing and analyzing space to understand the contextual qualities of the space.

One of the qualities mentioned is public space should be meaningful. To find out whether a particular public space is meaningful or not for the users, it is important to understand how the users perceive and experience the public space. However, Relph (1976: 47) argues that meaning of places could be rooted in their physical setting and activities but they are not a property of them; they are a property of human intentions and experience. So, to explore this subject, we should be aware of several factors that influence how people perceive public space: age, gender, ethnicity, lifestyle, length of residence in an area, and on physical, social, and cultural environment in which a person lives and was raised (Carmona et al., 2003). However, a large group of people may share an in common image of public spaces as they have similarities in socialization, past experience and the present urban environment (Knox & Pinch, 2000: 295 in Carmona et al., 2003).

**Shaftoe (2008): *Convivial urban spaces***

In his book “Convivial urban spaces: creating effective public places,” Shaftoe is interested in an integrated approach to create and maintain successful public spaces; design and management set within the broader context of urban policy. His work covers a comprehensive discussion on urban public spaces both in design and management. Through his exploration, Shaftoe explains that there is no a single guideline to create successful urban public places, yet these places often share some common elements. Shaftoe points out these common elements under some categories (p.139-141): *physical* (including design and practical issues), *geographical*, *managerial*, and *psychological and sensual* (how the space affects our mind, spirit and senses). Table 3.3 presents descriptions of these common elements according to Shaftoe’s work.

*Table 3.3 Categories of some common elements shared by successful public places (Shaftoe, 2008)*

CATEGORY	COMMON ELEMENTS
PHYSICAL	<div><div>- Plenty of sitting places</div><div>- Good quality and robust</div><div>- Adaptable</div><div>- Asymmetrical, yet well proportioned</div><div>- Variety and intriguing details</div><div>- Carefully considered and appropriate horizontal surface treatments</div></div> <div><div>- Not too large or too small</div></div>

<b>GEOGRAPHICAL</b>	<ul style="list-style-type: none"> <li>- Location: reasonably central, surrounded by mixed uses</li> <li>- Type of neighborhood and surrounding areas</li> </ul>	<ul style="list-style-type: none"> <li>- Clusters, sequences and strings of spaces</li> <li>- Relation to transport</li> </ul>
<b>MANAGERIAL</b>	<ul style="list-style-type: none"> <li>- Diversity of use</li> <li>- Promotion of a relaxed, round-the-clock culture</li> <li>- Inclusiveness</li> <li>- Well maintained and clean</li> </ul>	<ul style="list-style-type: none"> <li>- Vehicular circulation banned or tightly controlled</li> <li>- Adequately lit</li> <li>- Animation: opportunities for plenty of human activity</li> </ul>
<b>PSYCHOLOGICAL AND SENSUAL</b>	<ul style="list-style-type: none"> <li>- Human scale</li> <li>- Individuality and uniqueness</li> <li>- Feeling of safety</li> <li>- Comfortable and microclimate</li> <li>- Visually satisfactory</li> </ul>	<ul style="list-style-type: none"> <li>- Incorporation of natural elements</li> <li>- Acoustically pleasant</li> <li>- No bad smells</li> <li>- Opportunities to eat and drinks</li> </ul>

Similar to the results of Whyte's research, some common elements described by Shaftoe above are based on the understanding of continuously two-way interactions between public spaces and the users. Broad common elements describe that successful public spaces are not only supported by physical qualities of public spaces themselves but rather incorporated with the qualities of their relations to surroundings, their social and psychological dimensions, and their managerial operation.

#### **Dempsey (2009): *Quality of built environment***

Most sources of literature and research agree that good physical qualities of public spaces influence the quality of social life as they attract more people to present. Carmona et al. (2003) points out that it is not the job of architects and planners to create a 'place' – the setting. They may only create 'place potential' because a successful place merely depends on those who using it. So, successful public spaces can be valued from whether they provokes more people to come and actively used by people. Dempsey (2008) advocates that on creating 'place potential,' architects and planners should pay attention on three types of physical qualities; they are (1) the quality of visual-artistic which relates to visually pleasing and strong characters of public spaces, (2) the quality of social-usage which relates to the quality of connections, various functions, legibility, and safety, and (3) the quality of making places

which refers to the quality of accessibility, inclusiveness and maintenance. Figure 3.1 shows key qualities of built environment to become ‘place potential’ and their examples.

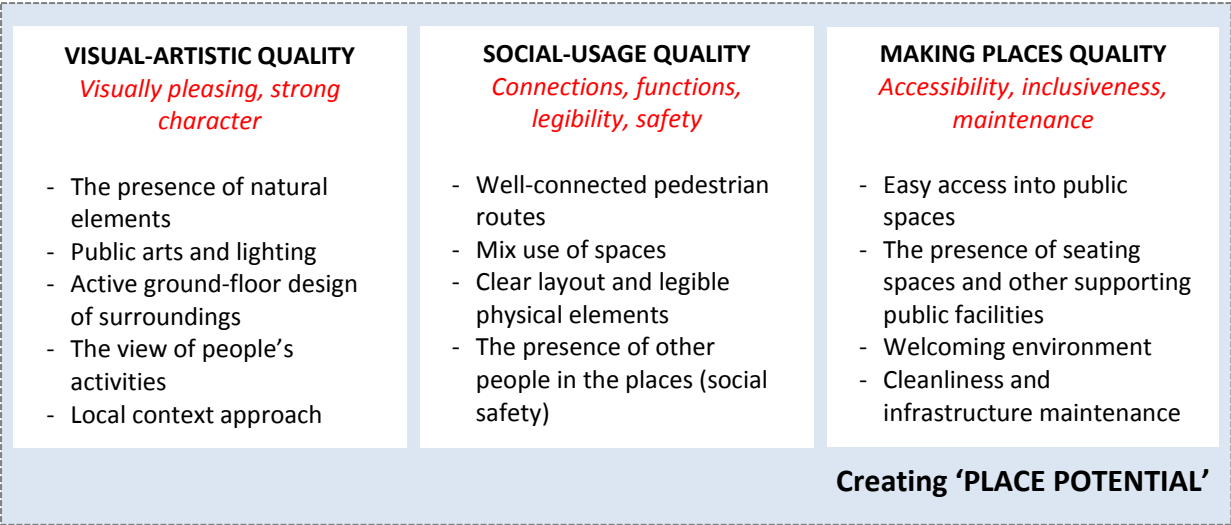


Figure 3.1 Quality of built environments (Dempsey 2009)

**Project for Public Spaces (PPS): Placemaking approach**

Project for Public Spaces (PPS) is a nonprofit planning, design, and educational organization which concerns about creating sustainable public spaces that build stronger community. PPS was founded in 1975 and has been involved in many projects for over 2500 communities in 40 countries and all 50 US states. It develops multi-faceted approach to the planning, design and management of public spaces called *placemaking* approach. This approach was inspired by the work of William H. White and Jane Jacobs who took people into account in the practice of designing urban public spaces: the importance of lively neighborhood and inviting public spaces. Placemaking approach highlights the contextual and local knowledge; appreciate the needs and aspirations of people who live, work, and play in a particular space to create good public spaces that encourage people’s health, happiness, and well-being.

Based on experiences, PPS formulates key qualities for great public spaces. According to PPS, great public spaces serve as a stage for our public lives where festivities are held, social and economic

interactions present and cultures mix. These key qualities are (1) access and linkage, (2) uses and activities, (3) comfort and image, and (4) sociability.

Table 3.4 Descriptions of key qualities according to PPS

KEY QUALITIES	DESCRIPTIONS
<b>Access &amp; linkage</b>	A successful public space is easy to get to and get through; it is visible both from a distance and up close. Accessible spaces have a high parking turnover and, ideally, are convenient to public transit.
<b>Uses &amp; activities</b>	Having something to do gives people a reason to come to a place – and return. When there is nothing to do, a space will be empty and that generally means that something is wrong.
<b>Comfort &amp; linkage</b>	Comfort includes perceptions about safety, cleanliness, and the availability of places to sit – the importance of giving people the choice to sit where they want is generally underestimated.
<b>Sociability</b>	When people see friends, meet and greet their neighbors, and feel comfortable interacting with strangers, they tend to feel a stronger sense of place or attachment to their community – and to the place that fosters these types of social activities.

Source: <http://www.pps.org/articles/grplacefeat/>

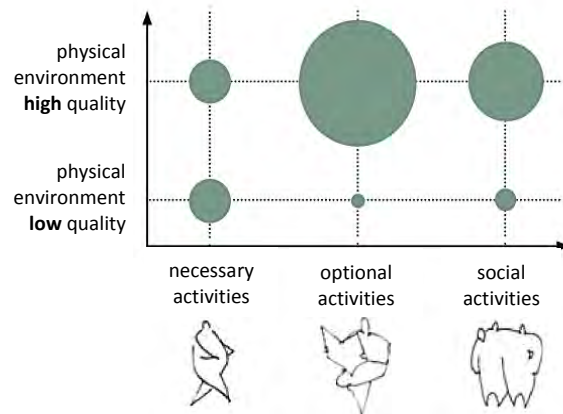


Figure 3.2 Relations between outdoor qualities and outdoor activities (Gehl, 2010)

In general, all concepts described above show how important to create public spaces for people through people-based approach. The presence of public spaces in good qualities clearly influences people's decisions to go to public spaces. Various public activities can be simplified into three categories according to their degree of necessity; necessary activities, optional activities, and social activities (Gehl, 2010). Considering the physical qualities in designing public spaces will increase the presence of optional and social activities within the spaces. Gehl (2010) mentions *protection, security, reasonable space, furniture, and visual quality* are important to invite people to do outdoor activities other than just walking. Necessary activities is activities that people generally have to do and happen under all condition, for example going to school, waiting for the bus, etc. Optional activities refer to leisure and recreational activities that happen in particular time or place depend on the conditions of weather and settings. Furthermore, public space should be attractive to invite more people voluntarily do optional activities, for example, stopping by to enjoy the view, sitting down to enjoy the weather,



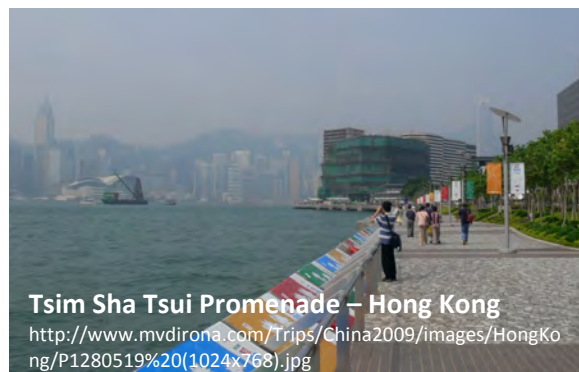
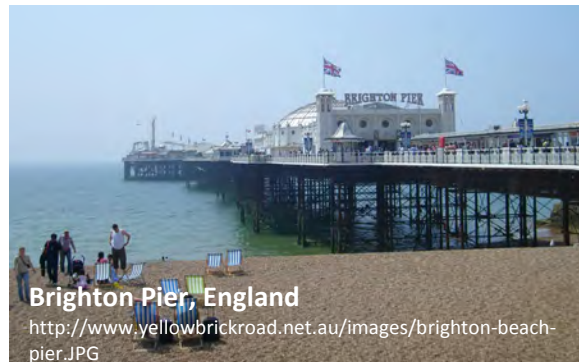
etc. Social activities refer to the opportunities for interactions and only happened because of the presence of other people in public space.

Besides high qualities of physical features, it also highlights that there are some other dimensions which influence a successful public space such as its relations to urban context, its psychological and social functions, and its use and activity management. Although these concepts mostly developed based on case studies in western public spaces, some key elements seems applicable for any condition of public spaces through certain adjustments

### **3.2 Characteristics of public spaces on the waterfronts.**

Urban waterfronts offer potential spaces to become great public spaces for people. The presence of natural water body – rivers, lakes, seas – is the primary element of waterfront public spaces. When other types of public spaces such as squares and parks tend to provide artificial water elements, public spaces along waterfronts have the natural water body – rivers, lakes, seas – as an important element to the spaces. Generally, water has positive image; it brings refresh, cool, and dynamic feelings that attract people to come and experience it. Public spaces on waterfronts offer unique vistas of the city as people may experience urban sceneries both from land and water. The water body itself also offers open spaces for water activities such as boating, swimming, and jet skiing.

Mostly in developed cities, creating public spaces on the waterfronts marks a fundamental shift on urban waterfront transformation. These areas have gradually been changed from working ports or industrial sites – production landscape – into leisure and recreational areas – consumption landscape (Dovey, 2005; Doucet; 2010). Waterfronts have been the center of urban transformation in waterfront cities and they will continue to be so. Reshaping urban waterfronts helps improving the image of cities. These transformations have also reconnected people to their waterfronts. New functions have been assigned to urban waterfronts which replace their previous functions as ports, harbors, or industrial sites. Projects for urban waterfronts in the world mostly focused on creating places with new forms of public amenity that offer activities for leisure, culture, commerce and hospitality (Campo, 2002; Doucet, 2010).



*Figure 3.3 Some common forms of public spaces on waterfronts*

This rediscovery process does not necessarily happen only in waterfront cities with historical development of ports or industrial sites. This process may also happen in waterfront cities without history of port development because waterfront city development can also be implemented as a continuous process in most places where settlement and water are juxtaposed whether a commercial port activity was present or not (Hoyle, 1994 in Al Ansari, 2009). According to Suprijanto (2001), generally, the development of waterfront cities in Indonesia was rooted in their geographical factors and the history of Indonesia's archipelago; waterfront cities were once an important part of international trade routes. Most of these areas then developed into waterfront settlements and communities who had a high dependency over the water body. Waterfront cities tended to demographically and economically grow faster than any other types of city. At first, the development of waterfront areas in Indonesia followed similar functions – the central of trade, transportation and administrative activities. Today, each waterfront city develops into various functions which follow the functions of the cities.

Different forms and functions of public spaces on waterfronts can be found worldwide. These functions and forms could be part of historical structures of the cities, redevelopment of previous functions or totally new forms. Generally, the forms of public spaces on urban waterfronts include **sidewalks, promenades, gardens/parks, plazas** and **piers** with various themes and facilities to support public activities.

### 3.3 Public spaces on waterfronts: key features and design elements

Each waterfront public space project develops its contextual design guidelines that are unique to each project; mostly part of urban waterfront guidelines of the city. Although there is no single fixed and prescriptive design standards for waterfront public spaces, there are some common fundamental guidelines that can be applied. I explore few sources of research and waterfront guidelines to analyze design characteristics of waterfront public spaces. Sources of research and waterfront guidelines that I explore include South Waterfront Design Guidelines and the Greenway Design Guidelines for South Waterfront (2002), The Port of San Francisco: Waterfront Design and Access (2004), Waterfront Design Guidelines Juneau, Alaska (2008), City of Kenora: Waterfront Development Guidelines (2009), the thesis report on an analysis of human behavior and urban design public spaces at two waterfront locations in

the Vancouver Lower Mainland, North America: Westminster quay in Westminster and Steveston landing in Richmond (LeTourneur, 1993) and the Ten Qualities of Great Waterfront Destinations developed by PPS.

Overall, design features of public spaces on urban waterfronts highlight the importance of continuity, variety, connection and character.

- **Continuity** in design along waterfront public spaces covers continuity in spatial and visual forms of spaces; such as continues walkways and views, the use of consistent design themes along waterfronts.
- **Variety** in designing space is important to offer as many as opportunities for recreational and social activities.
- Public space design encourages **connections** between the city, the waterfront and the water.
- **Character** has something to do with strengthening the natural beauty of the waterfronts and the existing character of the city and surroundings that should be developed in waterfront public spaces.

Continuity, variety, connection, and character of public spaces on waterfronts can be achieved by carefully implementing key features and design elements of public spaces on waterfronts. Based on those sources of literature and guidelines, I elaborate design elements that commonly found on the concepts and implemented on creating waterfront public spaces for people as follow.

### **Water attraction**

*'The presence of natural water body is an important attraction on public spaces.'*

---

Design elements:

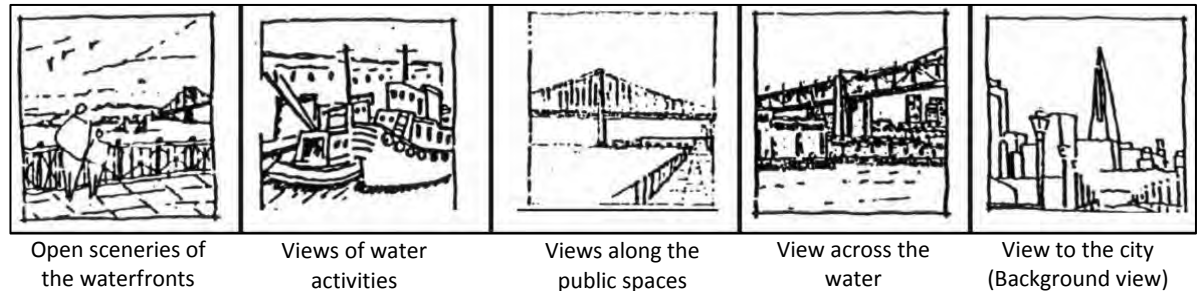
- clean water body and healthy environment
- active and passive activities on the water

## Accessibility

*'Clear and visible access into public space for everyone should include physical, visual, and symbolic access.'*

Design elements:

- physical access; including direct access into the waters, clear direction of movements, trails for different users (sidewalks for pedestrians, bicycle lanes, disabled access ramps, etc.)
- visual access; including view sites (major views of the water and across the water, views of activities on the water, views to the city from public spaces, views along public spaces) and street views (streets than connect to the waterfronts should have visual access to the public spaces)



(Source: *The Port of San Francisco: Waterfront Design and Access*, 2004)

- symbolic access; including the presence of commercial facilities within and adjacent to public access and open space (the presence of affordable eating place, locally run shops or restaurants, vendors, etc.).

## Public amenities

*'Public facilities provided to give physical and psychological comfort to the users should be well-maintained and good in quality.'*

Design elements:

- Availability of direct access into the water such as piers
- The use of suitable railings along the edges where land meets water for safety
- Sitting opportunities in different forms and vantage points

- Availability of sheltered and shading spaces along public spaces
- Incorporate lighting that responds to different uses
- Good planting design to enhance microclimatic conditions, strengthen the edge and connections, improve the environment
- Other important elements such as public restrooms, garbage bins and signage should be provided

### **Use and activity**

*'Provide choices for different public activities to appear; use and activity should generate social interactions and various users should have their rights of claim, action, and change.'*

Design elements:

- different forms of space for different uses, ranging from passive to active engagement
- flexible design and loose space to let different activities appear
- contextual activities and uses: cultural events, community projects, etc.

### **Identity**

*'Public space should entail meaningful physical & social values to the city and the urbanites.'*

Design elements:

- reusing valuable existing urban layers; including creating relevant new uses on historical buildings, reusing materials from the past on new urban waterfront design
- contextual architectural styles for design
- public uses on the ground floor of the buildings provide 'inviting' facades
- contextual activities & uses: cultural events, community projects, etc.

### **Maintenance and management**

*'Maintaining both physical and human qualities of public space to make sure these spaces work well for people.'*

Implementation:

- clear maintenance management of public amenities, infrastructures, and activities
- partnerships between city agencies, property owners, waterfront business and community organizations to make sure that public space is operated for the benefits of all

### 3.4 The research toolbox

To understand the social life of public spaces on the riverfronts, collecting and analyzing both physical and social dimensions of public spaces should be conducted. Based on the exploration above; the concepts to create public spaces through people-based approach and characteristics of waterfront public spaces; I construct the research toolbox which is important for collecting and analyzing data in this study. This research toolbox provides key features and indicators used to explore both physical and social dimensions of *Sudirman* and *Tendean* riverside quays. Important data refer to these features and design elements as indicators are collected and analyzed to explore the social life of *Sudirman* and *Tendean* Riverside Quay in Banjarmasin. Table 3.5 below describes the research toolbox: key features and indicators.

Table 3.5 The research toolbox: key features and indicators

RESEARCH OBJECTS	KEY FEATURES	INDICATORS/OBSERVED ELEMENTS
PHYSICAL DIMENSION	Overall design features	<ul style="list-style-type: none"><li>• continuity in design theme</li><li>• variety in designing space</li><li>• connection amongst the city, the quays, and the river</li><li>• character of the space; local context approach</li></ul>
	Accessibility	<ul style="list-style-type: none"><li>• Conditions of physical, visual, and symbolic access into the quays</li></ul>
	Public facilities	<ul style="list-style-type: none"><li>• Availability of public facilities (sitting space, lighting, signage, etc.)</li><li>• Design qualities of facilities</li></ul>
	Natural elements	<ul style="list-style-type: none"><li>• The conditions of natural features (trees, planting, water)</li></ul>
	Sign of maintenance	<ul style="list-style-type: none"><li>• Degree of cleanliness</li><li>• Conditions of the physical elements</li></ul>

<b>SOCIAL DIMENSION</b>	Use and activity	Types of activities conducted on public spaces, including: <ul style="list-style-type: none"> <li>• activities on the water and on the riverside quays</li> <li>• active and passive activities</li> <li>• formal and spontaneous activities</li> <li>• individual and group activities</li> <li>• optional and social activities</li> </ul>
	People-place interactions	<ul style="list-style-type: none"> <li>• Freedom of action</li> <li>• Adaptable space; right of change</li> </ul>
	Sociability	<ul style="list-style-type: none"> <li>• The presence of group and public activities</li> <li>• Sign of social interactions amongst the users</li> </ul>
	Inclusiveness	<ul style="list-style-type: none"> <li>• Welcoming environment</li> <li>• The presence of public facilities for all users</li> <li>• Safe environment</li> </ul>
	Management of activities	<ul style="list-style-type: none"> <li>• The presence of regular planned activities to invite more people to come</li> <li>• The presence of management group for the quays</li> </ul>

## CHAPTER 4

### RESEARCH METHODOLOGY

#### 4.1 Qualitative approach in case study research

In this study, the research objective is to gain insight understanding on social dimensions of the riverside quays. As clearly stated in this research objective, a qualitative manner to explore this topic is suitable rather than a quantitative one as my intention is to gain knowledge about a particular phenomenon in its natural setting – people-place interactions on the riverside quays. Qualitative research explores “things in their natural settings, attempting to make sense of, or interpret, phenomena in terms of the meanings people bring to them” (Denzin & Lincoln, 1998 in Groat & Wang, 2002, p.176). It examines on the “*why*” and “*how*” of decision making, not just “*what, where, when*”. As a result, smaller but focused samples are more often used, rather than large samples (Adler & Adler, 1987). So, this approach embraces an inductive way of research, a focus on individual meaning, and the significance of understanding the complexity of a situation (Creswell, 2009).

There are several ways to conduct qualitative studies. These types of research are different in terms of their research goals and their research processes. These types include ethnography, grounded theory, case studies, phenomenological research, and narrative research (see Creswell, 2009). This study is a case study research because the exploration focuses on a single case; the case of *Sudirman* and *Tendean* riverside quays in Banjarmasin riverfront city. Case studies are a strategy of research that characterized by in-depth exploration of a program, event, activity, process, or one or more individuals



which are bounded by time and activity. Detailed information is collected through various procedures over a sustained period of time (Stake, 1995 in Creswell, 2009).

This study was conducted over a 6 month period from February to July 2011; the fieldwork ran from the end of February to April 2011. As explained in previous chapter, exploration on social dimensions of public space involves **the users, their activities and interactions between the users and places**. In order to collect data regarding the users, their activities, and the riverside quays, I applied several qualitative methods to form methodological triangulation. Methodological triangulation is the use of different kinds of methods for collecting data (Mason, 2002). By using different methods, the outcomes can be compared and they can complement each other – triangulation of data (Verschuren & Doorewaard, 2005). Below is the discussion on methods used in this inquiry.

## **4.2 Methods for collecting data**

Research methods for collecting data are chosen based on what kind of required information – research materials – is needed to accomplish the research objective. They are also influenced by the research approach used. In this study, qualitative research methods were used to collect data regarding the use and activities on the riverfronts, the spatial conditions of open spaces and the users' appreciations towards the riverside quays.

### **4.1.1 Observations**

Qualitative observation is a way to collect data which involves people's behavior, social actions, events, and spatial, locational and temporal dimensions (Mason, 2002). During observation, the researcher engages in the setting – the researcher experiences himself the atmosphere of the setting. This engagement is necessary when studying large groups, social connections, and daily routine phenomena (Mason, 2002). There are different ways of observing regarding the role of the researcher. According to Spradley (1980; p.58), there are five types of participation based on degree of the researcher's involvement both with people and in the activities he observes; non-participation, passive participation, moderate participation, active participation and complete participation.

The primary data collection in this study was based on the results of observations. Through observations, I collected data regarding the existing physical conditions of the riverside quays, the everyday activities happen on the setting and how people use and modify the space. Observations were also conducted along the rivers to investigate everyday activities on the riverfronts which presented the existing use of the rivers today. Indicators or observed elements used during observations were developed based on the theoretical exploration presented in the previous chapter.

To explore the everyday activity and how people use the space during this study, I carried out participant observation as I, the researcher, am present at the setting both to engage in activities on the quays and to observe the activities, people and physical aspects of the situation (Spradley, 1980). I applied different degree of involvement for different purposes. I started by playing the role of passive participant; I chose the observation spot where people may not directly notice my presence on each zone that I observed, I watched what was going on and recorded by taking notes and pictures whenever possible. Without intervening the setting, I may see how people really use and act in the space because they were not aware of being observed. It was important to do because if they noticed that they were observed, they became aware of their behavior and might act differently than they would spontaneously do – the Hawthorne effect (Zeisel, 1984). The level of participation went further as I started to put myself as the user. Being the user, I mingled between the people and their activities; I walked along the quays, stopped by to sit and enjoy the view, bought snacks from the street vendors, listened to some conversation amongst the users and had a small talk with other users. Generally, I became part of the research scene. This role asked me to become both the insider and the outsider at the same time. As the insider, I simply did what other people do on the quays and joined them. As the outsider, I kept observing and later used my own experiences to understand what was going on and built several arguments regarding the topic.

Observations generated photos, behavioral mapping, and notes as data collection. Photos visually captured activities and the way people used the quays. Place-centered mapping was produced to evaluate the setting and the users' activities – how the users positioned themselves on the riverside quays. This method is used widely in the environment-behavior research which aims at learning people's activity patterns in certain behavioral settings (see Cherulnik, 1993; Schwarz, Chaudhury, & Tofle, 2004). Field notes were written to describe the situations regarding the actors and their

activities; what was going on at the specific time and place. However, data collected through observation cannot reveal the underlying motives behind people's behavior and how they feel about the quays. To reveal these issues, interviews were conducted.

#### **4.1.2 Interviews**

Interviews are a widely used method for collecting data in the social sciences. In this study, to understand the reasons for certain behavior of the users and how they feel about the riverside quays, interviewing the users is the only way. The users' point of view is very important as they are mostly aware of the existing conditions of the place. It is the users themselves who know best what they want to do there and the reasons behind their behavior (Carr et al., 1992). In this qualitative study, informally on-site interviews with open-ended questions were carried out to let the users answer the questions on their own ways rather being led by the interviewer as in structured questions or questionnaires. These informal conversations were audiotaped and then transcribed later on. The results of the interviews revealed how the users' appreciations towards the riverside quays and these results can be confirmed with the results of observations.

During the fieldwork I found two types of the users on the quays; (1) the users who live far from and (2) the users who live nearby the quays. In general, the questions that have been asked to these types of users were the same. But, to the users who live nearby, I asked some additional questions regarding the presence of the riverside quays as urban open space nearby their settlements; whether they positively appreciate it or not. Since they have experienced the area before the riverside quay was built, interviewing them also revealed comparative information between the conditions of the area before and after. The interview protocol can be seen in Figure 4.1 below.

<p><b>IDENTITY OF THE INTERVIEWEE</b></p> <p>Name: .....</p> <p>Place of living: nearby/far from the riverside quays</p> <p>Interview location: .....</p>
<p><b>QUESTIONS:</b></p> <ol style="list-style-type: none"> <li>1. Frequency: <i>How often do you visit the riverside quays? When; in the morning, noon, afternoon, or evening?</i></li> <li>2. Activity: <i>What are you doing here? Where do you usually do the activity here?</i></li> <li>3. Reasons to visit: <i>What makes you visit these riverside quays? Is it the atmosphere/the views/the activities, etc.?</i></li> <li>4. Opinions on physical and social condition: <i>What do you like AND what do you dislike about Sudirman &amp; Tendea riverside quays? Why?</i></li> <li>5. Personal recommendations: <i>In your opinion, what should we do to fix/change/improve the conditions of these riverside quays?</i></li> </ol> <p><b>ADDITIONAL QUESTIONS</b> (For an interviewee who live nearby):</p> <ol style="list-style-type: none"> <li>6. How were conditions along the riverfronts before these riverside quays built?</li> <li>7. How do you feel about having the riverside quays nearby your house?</li> <li>8. Do you have any comments on activities found along the riverside quays today?</li> </ol>

Figure 4.1 The interview protocol in this study.

During the interviews session, I found it difficult to approach the teenagers who are the majority group of users on a particular time; such as in the evening. To avoid them became reluctant answering questions from me, I was helped by two other interviewers at the age of 20 years old to approach these teenagers. Being approached in a casual way by someone at the similar age, the teenagers seemed comfortable to engage on the interview session. As audiotaping was used, I was able to hear directly the way they answered the questions although I was not present on the location. Besides the users, I also conducted face-to-face interviews with some key informants who were involved in the riverside quays project. These interviews were useful to gather information concerning the contextual setting and the development process of the riverside quays which was not always available in written documents. In total, 25 interviews were held; 20 interviews with the users and 5 interviews with the key informants.

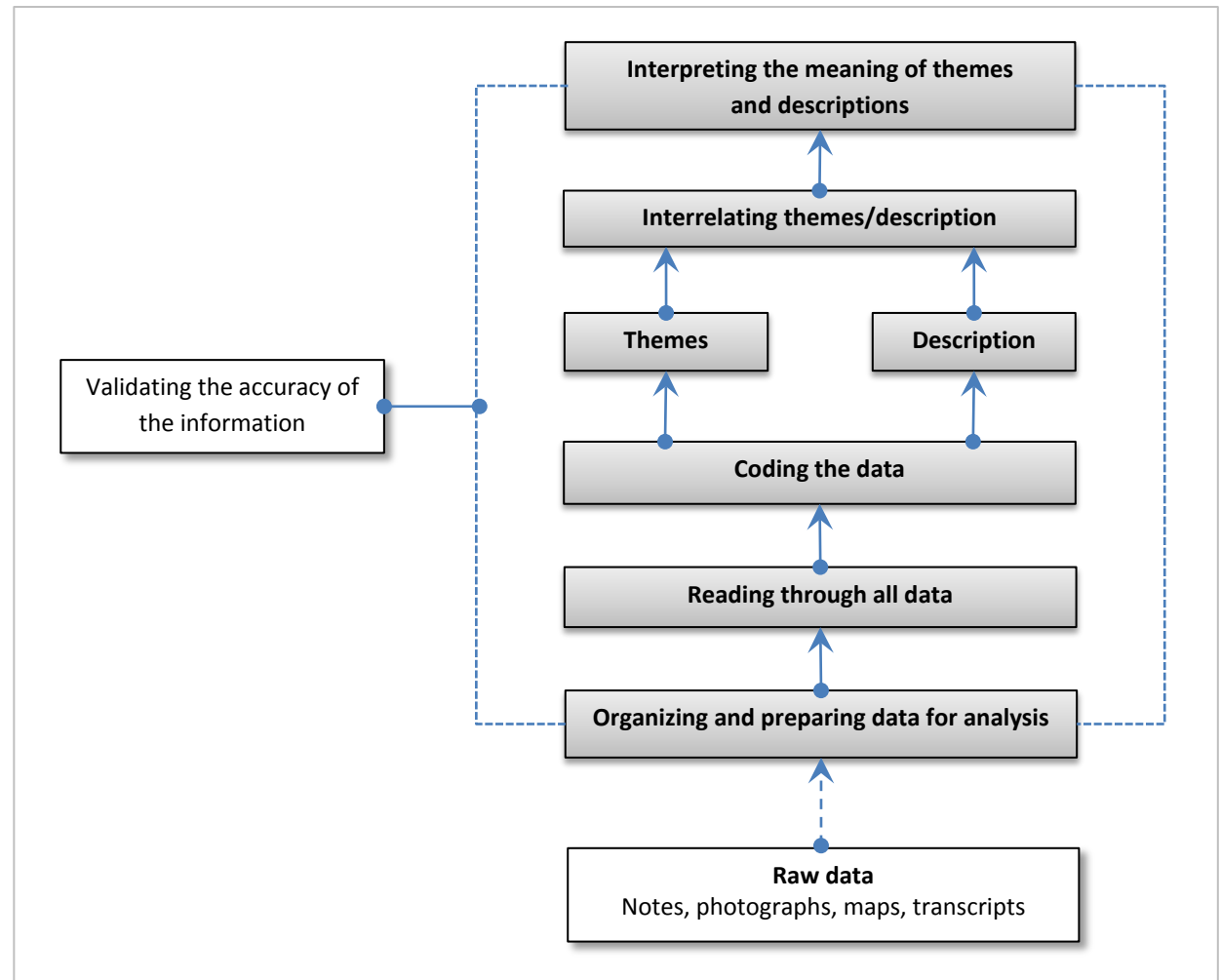
#### **4.1.3 Content analysis**

According to Verschuren and Doorewaard (2005, p.133), content analysis is the method to generate data from documents, the media and from reality. Literature may also be used by means of a content analysis if it is used as a data source. Qualitative content analysis deals with extracting information from textual and/or audio-visual materials regarding the research topic. The process involves specifying and understanding the contents and roughly classifying them.

In this study, I conducted the method of content analysis to investigate information on local newspapers and internet sites regarding social and spatial issues of the riverfront areas, especially the riverside quays. Through these documents, I found necessary information that reconfirmed the results of observations and interviews, even information that I could not collect during observations or interviews such as past activities or problems happened on the riverside quays. I also used local literature and journals which discussed spatial and social dimensions of the riverfronts in Banjarmasin. Through these sources, I collected scientific data regarding cultural and social context of the life on the riverfronts.

#### **4.3 Methods for analyzing data**

According to Creswell (2009), the process of qualitative data analysis is an ongoing process during the research period to make sense out of text and image data. It is an ongoing process because data analysis is usually conducted simultaneously with collecting data, making interpretations even writing the report. Creswell describes important steps in data analysis process which were useful for analyzing data in this study. Figure 4.2 describes the process of qualitative data analysis in this study which is based on Creswell (2009).



*Figure 4.2 The process of data analysis in this study adopted from Creswell (2009)*

Although the figure presents a linear and hierarchical approach, in the practice, it is more interactive as several stages are interrelated (Creswell, 2009). As all data collected, I organized and prepared those data for analysis. This involved typing up field notes, drawing up maps, organizing images, transcribing

and translating interviews. Next step, I read through organized data to grasp a general sense and impressions of the data concerning the topic of this study. I started to write preliminary thoughts about the data. Next stage, coding the data in this study means segmenting and labeling text, images, and maps into categories found during the data analysis based on the topic. This stage involved coding transcriptions of the interviews into certain categories regarding their appreciations towards the riverside quays, coding the images and organizing segmented texts. The coding process led to creating descriptions and themes for analysis. Descriptions and themes in this study highlighted information regarding activities and events on the riverside quays and the users' appreciation. Interrelating these descriptions and themes into the qualitative narrative was conducted to represent the findings of the research. At the last stage, interpretation and meaning of the data were discussed. This stage focused on the question "What were the lessons learned?" (Lincoln & Guba, 1985 in Creswell, 2009). In this study, interpretation and meaning were developed based on both the researcher's viewpoints and the users' perspectives on social dimensions of public space on the riverside quays. Throughout the analysis process, it is important to validate the findings. Qualitative validity means checking the accuracy of the findings (Creswell, 2009). In this study, to add the validity of the research, data triangulation was conducted throughout the process to produce description and themes on the research topic.

## CHAPTER 5

### ANALYSIS AND FINDINGS

This chapter presents the analysis and the findings of data collection gathered during the fieldwork. As this study attempts to explore the social life of *Sudirman* and *Tendean* riverside quays as riverfront public spaces, the analysis focused on the users, public spaces, and the interaction between them. Site analysis describes the existing conditions of the quays including their design elements. Use and activity analysis shows activities conducted in the quays and how people use the space. People's appreciations towards these quays are revealed in the last part – what they like and do not like about the quays.

#### 5.1 Site Analysis

##### 5.1.1 *Sudirman* Riverside Quay

###### Overall design features

---

*Sudirman* riverside quay is more than one kilometer stretches along the *Martapura* riverside on *Sudirman* corridor. As the area was not constructed at the same time, **continuity and unity in relation to the physical forms of the quay are low**. Each part of the quay has different physical characters which cannot be seen as one consistent design theme, for example, the use of different materials and colors for pathways and furniture. The quay is segmented into several parts as there is no continue paths on the quay that link one part to another. People should walk out from one part first to reach other parts through the side of the road.



Different characters of segmented quay actually offer opportunities for different types of activities. Exploration on the use and activity found on the quay will show the presence of these different types of activities influenced by the physical and spatial forms of the quay – **variety of physical form may lead to the presence of various activities**. For example, a group of break dancers would prefer an open and smooth flooring area where they can practice without obstacles while people who want to fish would prefer an open edge and direct access into the river. Some part provides shaded areas under the trees which become a favorable place at noon while other parts provide more open one for people who want to enjoy the sunshine.

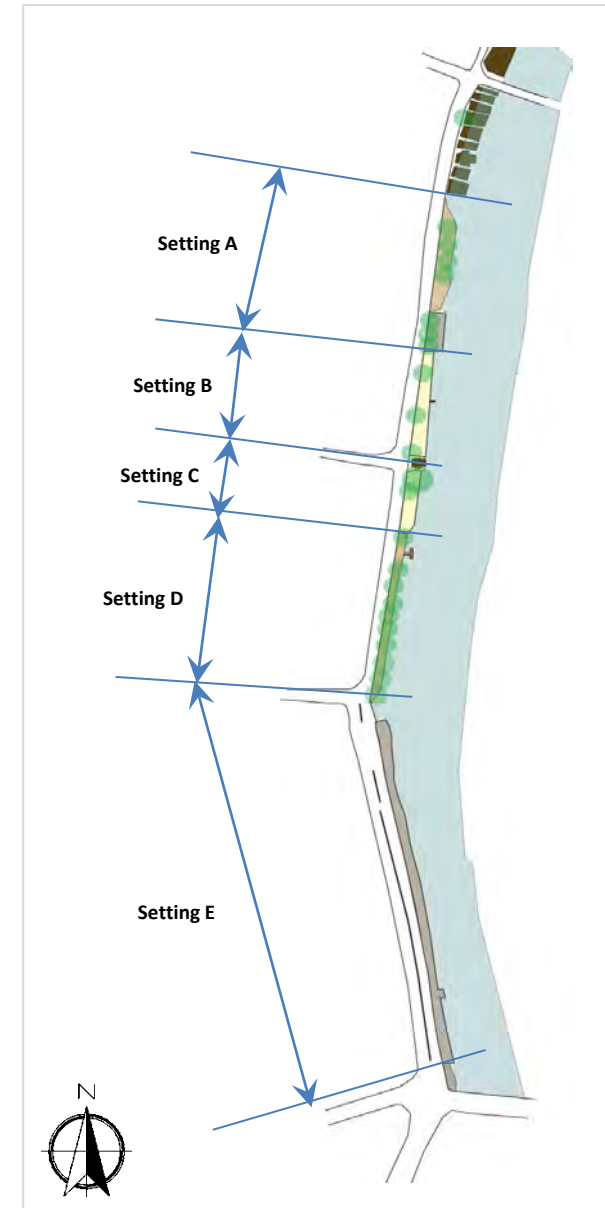
**The quay is accessible** as it is located right next to *Sudirman* corridor. People usually stop and park their vehicles on the side of the road since there is no parking area provided. Some common outdoor furniture found on the quay; fixed benches, lamp poles, planters, few garbage bins. Direct access into the water where people can go on boats is also provided on some parts of the quay. However, some other facilities are still missing; public toilets and sheltered areas. There is a sign of low maintenance and management. **The physical condition of this linear public space shows lack of maintenance**. Some parts are dirty and dusty, some lights are not well-functioned, the planters are full of litters and the structure and materials are broken.

#### **The existing conditions of the quay**

---

As mentioned before, each segmented part of the quay has different form and character of space. Based on the form and character of space, there are five different forms of space found along the quay.

- Setting A** This part is located in front of the government office area. Half of this setting has not been designed yet.
- Setting B** This part is the oldest designed part of the quay located in front of the government office.
- Setting C** Next to setting B, separated by a building, an enclosure setting.
- Setting D** This part has not been designed as the riverside quay yet, but the form and character of the space provides different setting for activities.
- Setting E** The newest part of the quay is located in front of the Great Masjid *Sabilal Muhtadin*.



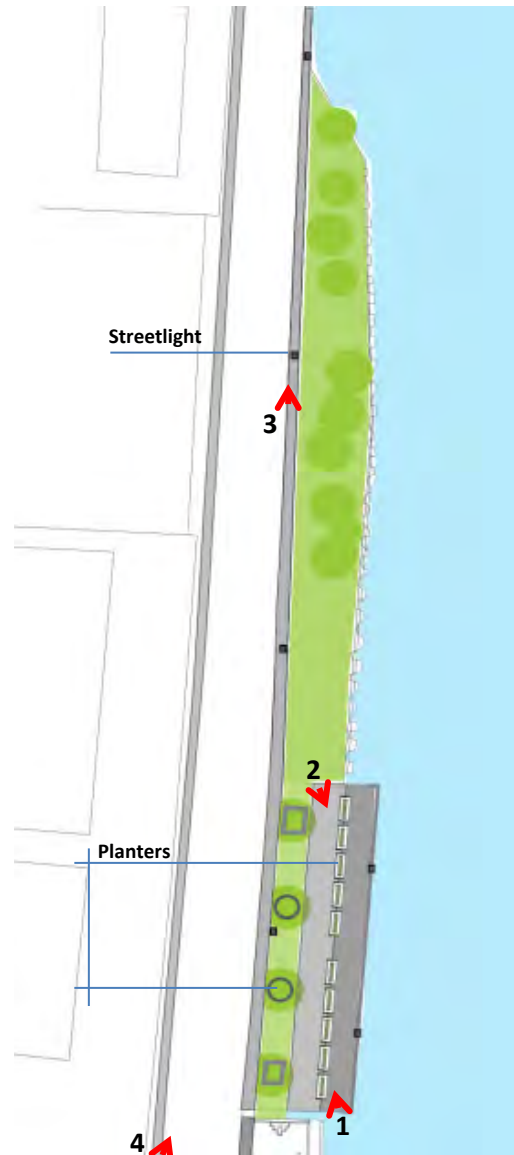


Figure 5.1 Images of setting A  
(Observation, 2001)

## SETTING A



This area is about 140 meters and only a half part designed as the riverside quay. The one that has not been designed is covered with grass and enclosed by low railings with several trees along it. The area is usually covered by water when the tide is high. On one spot, the area is full of garbage as the inhabitants nearby seems to collect them there. Another half has the simplest design of spatial form compared with other zones on *Sudirman* riverside quay – a concrete pavement with some planters and two poles of lights along the railings. No benches provided, but the form of planters is sitable.



## SETTING B

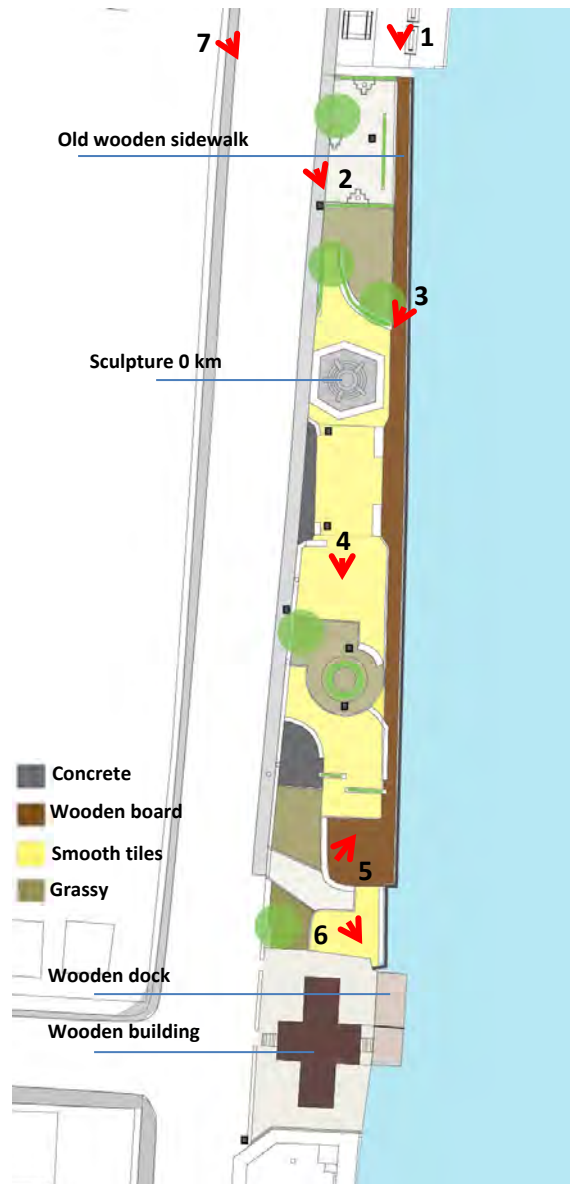
As we walk through setting A, we come into setting B. This area is about 120 meters long and 10-14 meters wide. In the middle of the area, there is a sculpture to mark the 0 km of Banjarmasin city – a starting point to measure the distance of other locations in the city. In the southern part, there is a small traditional-shaped building with a wooden dock in front of it where people may get direct access into the water. It was once used to be a meeting place for visitors who want to take a boat tour and a souvenir shop. Now, it is only an underused building.

This area provides some rooms for activities with different flooring and seating areas with different vantage points. The area covered with the smooth tile is slippery when it is wet. Fixed concrete benches and planters – some are broken – completed with some big trees next to the street. There are two small garbage bins nearby the sculpture. At the riverside edge of this area, we still can see the old wooden sidewalk - the There is no direct access into the river accept from the wooden dock in front of the small building because of the 80 centimeters high railings which create physical boundary at the edge of the riverside.



Figure 5.2 Images of setting B (Observation, 2011)





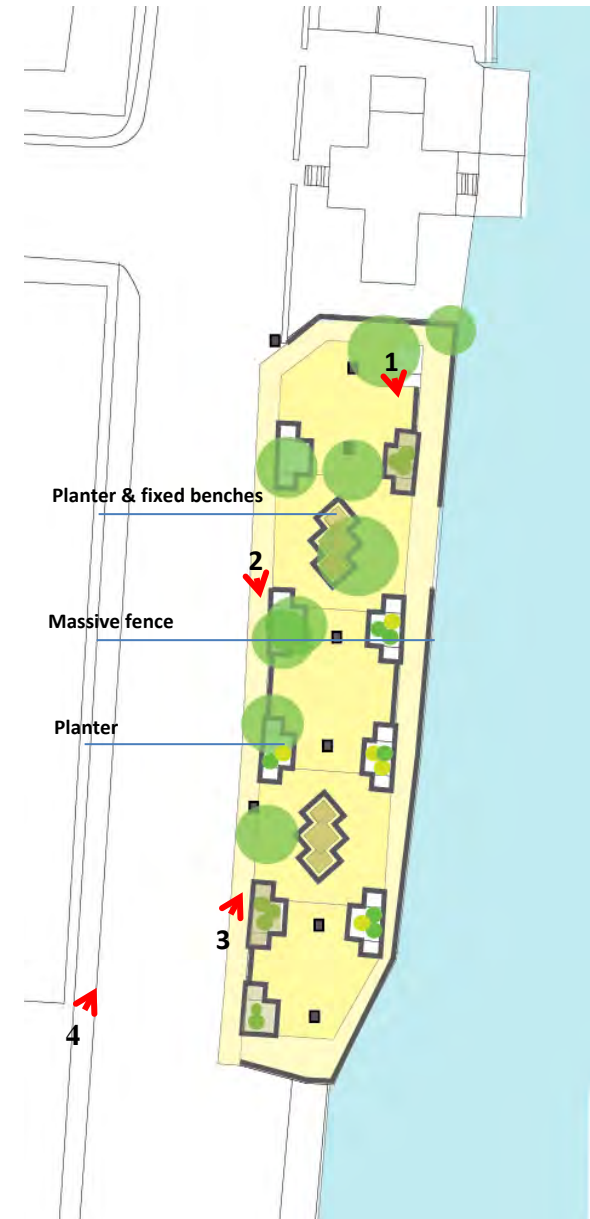


## SETTING C



Figure 5.3 Images of setting C (Observation, 2011)

Looking at the use and color of the finishing materials, this part is the continuation of setting B. However, because the spatial form is rather different, I separated them in this discussion. This area is about 50 meters long and 12 meters wide. Some big trees provide shades into this area. Something that caught my attention is the high and almost-solid fences on the edge of the riverside as the boundary. Some rectangular fixed benches combined with planters also create a massive look on this space. When you sit on the benches, you cannot directly see the river. There is only one part in the fences which gives visually and physically direct access into the river.





## SETTING D



Figure 5.4 Images of setting D (Observation, 2011)

This area is about 160 meters long at the same level of the street. Not like the other parts that have been designed and have a strong definition of form as the riverside quay, this area has a soft edge as a transition space between the river and the street. On the northern part, there is a wooden dock which is used to reach the boat. There you also find a boat used for a public library. In front of this dock, a free space is usually used for parking and by the street vendors. Next to the dock area, there is a long and narrow shape of grassy land with trees along the area. These trees offer shaded space. When the tide arises, some spots are covered with water.



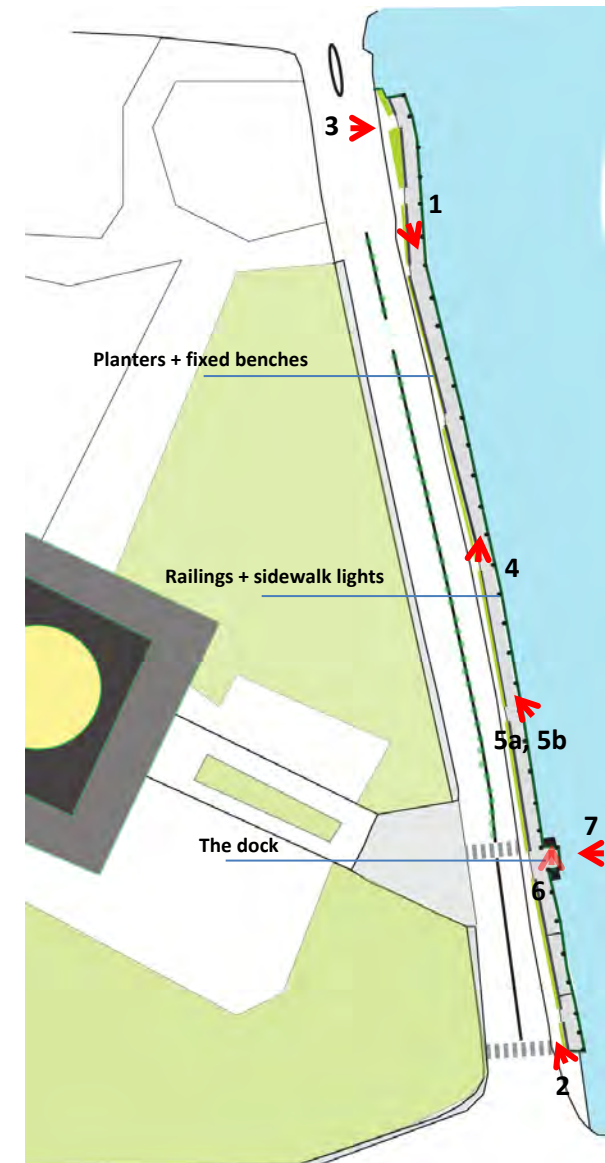
## SETTING E

This part was recently constructed in 2006. It is 320 meters long and 6 meters wide with two levels of the quay; the lower level is a transition zone between the road – a sidewalk – and the higher level. In general, the area was designed as a sidewalk without any facilities for long-term activities. It only provides some fixed benches between planters to sit, the street lamps along the sidewalk for the evening illumination, and two garbage bins in the lower level of the quay. Direct connection into the river is provided on the southern part – a dock with some steps. To give a local aesthetic sense, some parts of the design used local materials and traditional symbolic ornaments such as the use of ironwood for street light poles and traditional ornaments for the railings.



Figure 5.5 The higher and the lower level of setting E

After 5 years since this area was constructed, it is not physically in its best condition anymore. Some parts of the construction structures are broken due to their adjustment process with the land-site condition. On rainy days, some areas of the road are covered with water. Some materials of urban furniture are also damaged and even gone. Irresponsible people stole the metal ornaments on the railings and the ironwood logs used on the dock.





Just like other parts in this quay, low maintenance adds another problem to its existing physical condition. As we pass the area, leftovers litter the pavement and planters. It becomes worse when the rain comes – the area with those litter and dust become wet and dirty. People seem to carelessly leave their leftovers on the benches, the planters, and the pavement or even throw them on the river. This may happen because the users do not notice the garbage bins on the lower-level side of the quay. Even though, to a certain extent, the reason could also be the bad habit of people who do not bother with littering in public areas.

Another problem with the physical condition found in the evening. Although, it is facilitated with the street lights along the sidewalk, the light is poor as some of them are not functioning. The light focuses on the sidewalk and on the road; the river is not the main attraction in the evening.



*Figure 5.6 Images of elements of setting E; broken elements of steps, flooring material and dock. Litters found along the planters and fixed benches.*

### 5.1.2 Tendea Riverside Quay

#### Overall design features

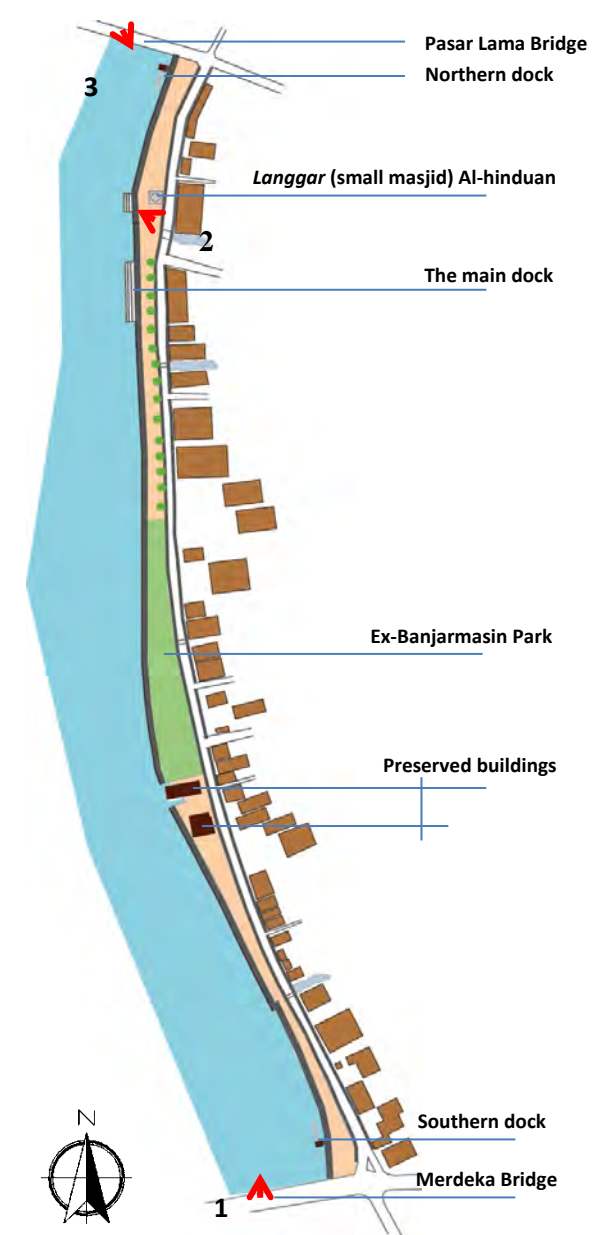
*Tendea* riverside quay stretches about 962-meters long on the other side of *Martapura* riverfront on *Tendea* corridor. This quay has not completely built yet. It is just a concrete boardwalk with railings at the edge completed with lights. The boardwalk is still separated into two parts – the northern and the southern part – and blocked by two traditional houses which would be reused as a museum in the future. These two parts would be connected later.

Between the northern and the southern part, there is an ex-Banjarmasin Park which is located between the boardwalk and the side of the street; visually block the boardwalk from the street. There are four docks along the quay where you can get direct access into the river; most people found gathered and sit on these areas. The docks are carefully designed to open direct access to the river; people can get on boats easily.

The first phase of this quay's construction was completed in 2010. unfortunately, some elements of the railings have been stolen and not all the lights work properly.



Figure 5.7 Images of Tendea riverside quay



## 5.2 Use and activity analysis

Different nature of activities can be found along *Sudirman* and *Tendean* riverside quays. Each part of the quays provides different characteristics and form of space which may attract different activities to occur. During observations in the afternoon, different profile of users was found; a group of young people, a family with their children, couples, and men with their fishing rod. Street vendors also start occupying several spots on the side of the quays. Weather influences the presence of users; when it rains, only few people, mostly a group of young people, found on the quays.

From the observations, it is found that most people are present on the quays in the afternoon and in the evening on weekdays; people start visiting this area around 3 p.m. In the morning, the quays are almost empty; there are only few people found passing by the boardwalk and some street vendors on *Sudirman* quay. On weekends, *Sudirman* and *Tendean* riverside quays become an important setting for public activities. Big groups of teenagers are gathered in the quays on Saturday night. They hang out and play together until early in the morning. Every Sunday morning, car free day takes place on the quays and the surroundings. People visit the area for morning jogging then having their breakfast or meals from street vendors. This temporary public activity attracts different types of urban dwellers to embrace the moment. Besides these regular activities, several public events are also conducted in the quays' area; ranging from socio-cultural events to organized exhibition.

As each setting provides different characteristics and form of space, activities found on each setting are also different. Below I explore further the activities occur on the quays and the way people use the space – the interactions between the users and the space – based on my observations.

### 5.2.1 Everyday uses and activities

In the afternoon, on a nice day, different activities can be found along *Sudirman* and *Tendean* riverside quay. Some activities continue to occur in the evening. Different forms of space along the quays invite different activities to occur. Observations on each part of the quays show that each setting is filled with different types of activities by different users.

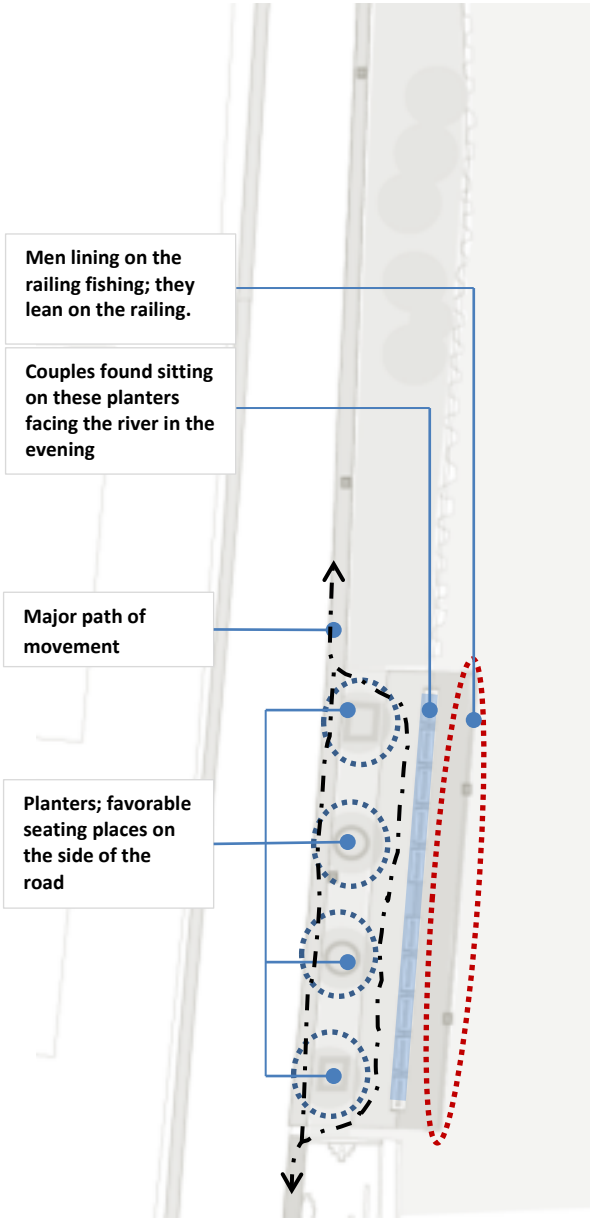


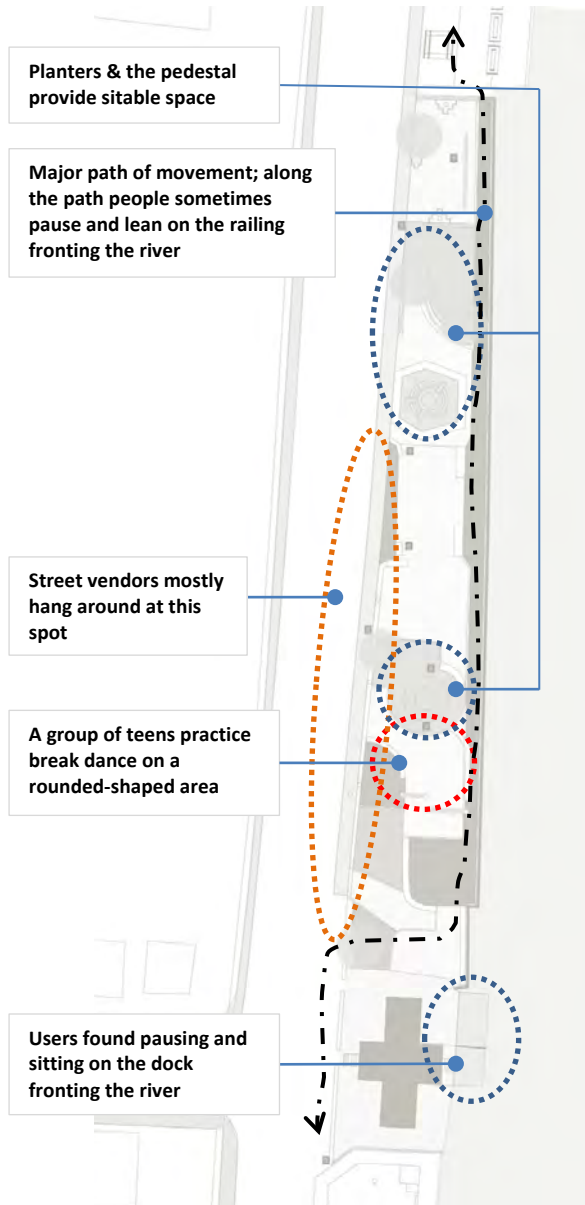
**SUDIRMAN RIVERSIDE QUAY – SETTING A**

Only few activities can be seen on this setting. The planters next to the street are a favorable seating space for short stay users. Several times people stop and sit there for texting or waiting for someone. In the afternoon, several people come for fishing. They set their fishing rods on the railings. Some people who are curious sometimes pausing and approaching them just to see this fishing activity and sit on the lining planters. In the evening, this zone has lack of light compared to other zones. But, some teenagers use this area to hang out. Teens in couple found sitting in the lining planters facing the river.



Figure 5.8 A mapping and images of activities found on setting A. Fishing lovers stand next to the railings (above) and a group of young people hang out sitting on the planters (under).





## SUDIRMAN RIVERSIDE QUAY – SETTING B

On this setting, along the street side, street vendors with their carts sell food and beverages. The location which is in front of the office may attract them to hang about in here from morning. In the afternoon, there are more street vendors come and more users visit the area. The pattern of activities on this area is mostly the same on weekdays; families hang out and buy snacks, young people stop by for food and drink, some use the area for a meeting place. A group of teenagers practice break dance on the same round shaped area with smooth tiles. Although the railings create physical boundary but the form of the railings does not visually block the view into the river. Some people choose to stand along the railings to get the river view. Some sit on the pedestal to get a higher vantage point. In the evening, fewer activities found. We may only see some people and teenagers hang out.



*Figure 5.9 A mapping and images of activities found on setting B. Street vendors along the quay, a group of teens practices break dance, families and couples hang out.*



## SUDIRMAN RIVERSIDE QUAY – SETTING C

Few street vendors hang around on the side of the road in this setting. Their customers use the area to sit and enjoy their snacks because this area is sitable with planters and fixed benches provided. However, because of the massive form of the fence, there is no direct view into the river when we sit in this setting except on the open part of the fence. At noon, trees provide some shaded areas for the users. Most of the time, people come just to buy things from the street vendors, sit for a while then leave. Some teenagers that hang out there seem to enjoy their own matters. They hang out in couples or in a group sitting either on the fixed benches or on the floors. But, indeed, people mostly choose to sit nearby the open part; they even sit on the edge of the river.

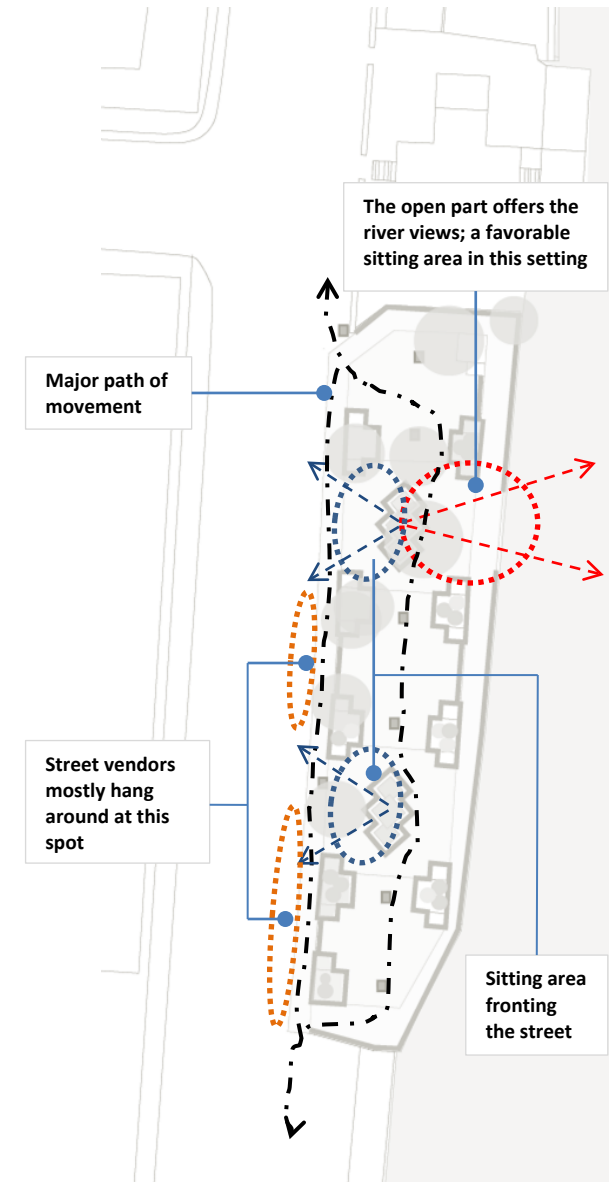
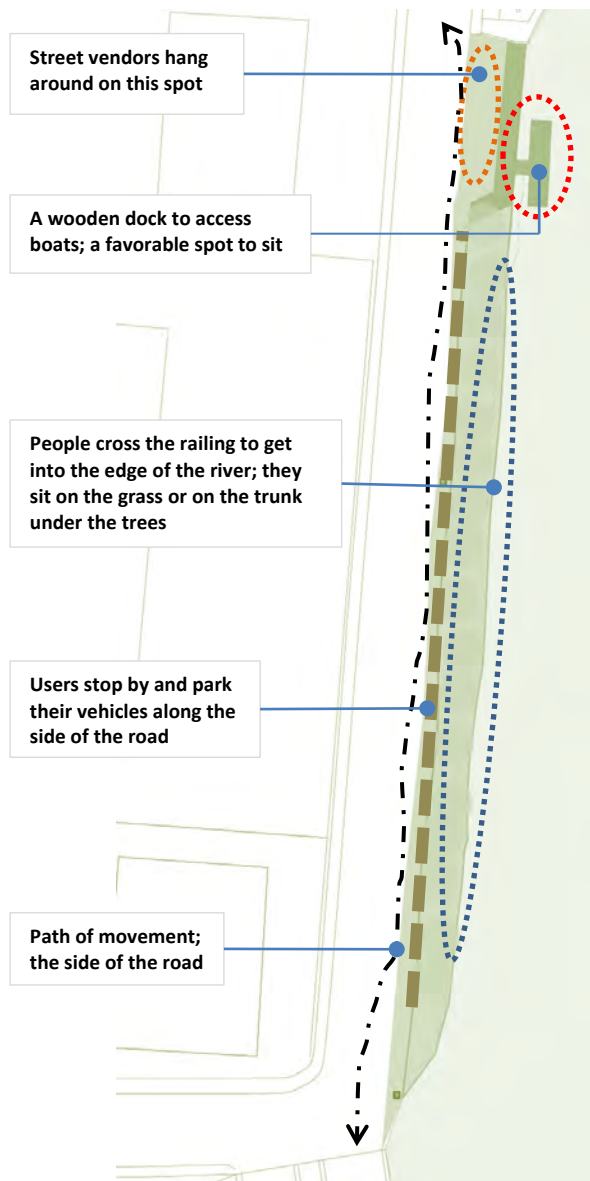


Figure 5.10 A mapping and images of activities found on setting C. Fixed benches and the edge of the quay are the favorable place to sit while the planters provide different vantage points and viewpoints.



## SUDIRMAN RIVERSIDE QUAY – SETTING D

Although there is no seating facilities in this area, people seems to enjoy being in this setting because it has shaded spaces under the trees and direct access into the river as no boundary at the edge of the riverside. On the dock area, in the afternoon, some people stop by for snacks and food sold by the street vendors. They sit on the dock which gives physically and visually direct access into the river view. Some fishing lovers also choose this part to throw their baits. On the grassy land, under the trees, some people like to stop by, just to hang out there for a while sitting on their vehicles. Some jump out from their vehicle, sit on the grass or the trunk of the trees. Families with their children are also found hanging out together and enjoying their time. In the evening, young people with their motorcycles mostly found hanging out in this area; they park their motorcycles in line towards the street view and chat for some time. The river is not the main attraction in the evening.



Figure 5.11 A mapping and images of activities found on setting D. As a soft transition between the river and the street with shaded area under the trees, it is easier for people to stop by, park, and hang out there. Some street vendors sometimes hang around on the side of the road.

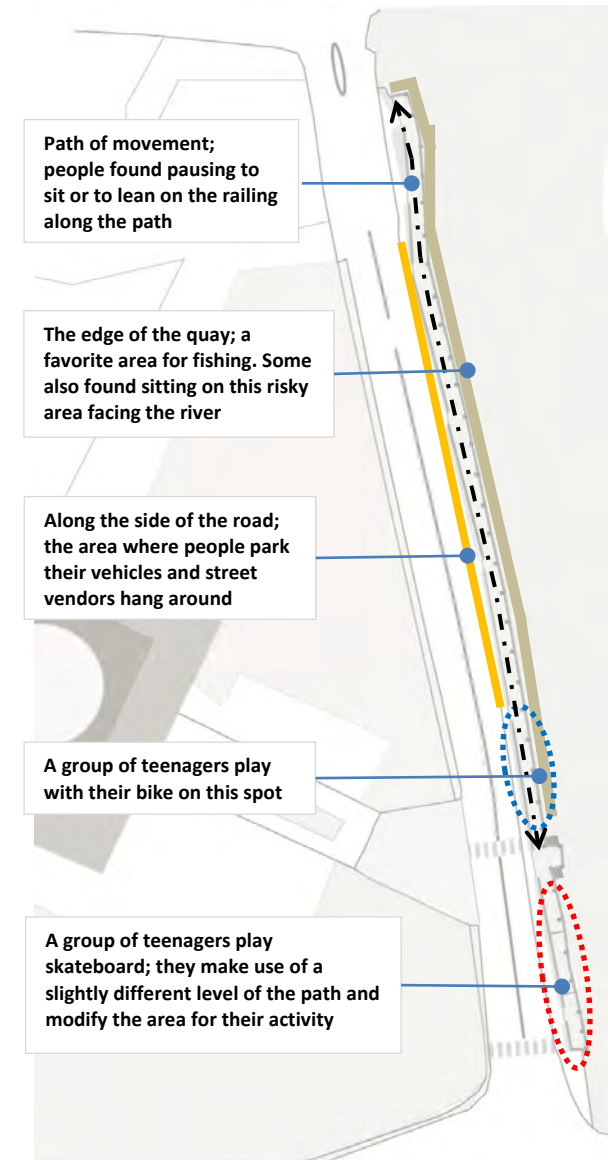


## SUDIRMAN RIVERSIDE QUAY – SETTING E

Although the design intention was to create a sidewalk for passers-by and simple leisure activities, the use and activity found on this setting are far more than intended. Based on the observations, people start to come to this zone around 4 p.m. – 5 p.m.; some people who fish usually come earlier. Most of them gather in the higher level of the quay. In the lower level, few street vendors sell meatballs, drinks and cotton candies hang about waiting for their customers. Others just stop by in this level to answer the phone or text short messages. The profile of the users is varied – teenagers, adults, children with their parents. Most of them come in couples or groups, except some of the users who come alone for fishing.

With good weather condition, during the afternoon, various activities are found. On the southern part, a group of teenagers play skateboards. In this part, there is a slightly different level of the pavement that causes them to choose this spot. They also modify the space to higher the challenge. Next to them, another group of teenagers with their bicycles practice a free style; they cycle around the flat surface trying to make their bike jump and stand up. Once in a while, these groups stop their activity to get some rest and buy some drinks sold by the street vendors nearby. On the northern part, the activities are not dominated by certain groups. Some couples or families wander around to watch the surroundings. Some stop and lean on the railing to enjoy the view of the river. Some sit on the benches; they chit-chat or eat snacks. Some watch the teenagers with their skateboards or cycles. Some play with their children. A group of fishing lovers sits at the edge of the river side.

There are nontraditional ways to use the space for personal satisfaction. Some teenagers found it more interesting to sit on the railings or on the planters. Most of the people who fish choose to pass over the railings and sit on the edge of the quay to get a direct connection into the river. Some teenagers also do the same; they sit on the edge and lean their backs on the railings as they want to get direct view into the river. Around 6 p.m. – 7 p.m. when the daylight is almost gone, most of the users usually leave the area because it is the time for Muslims to have their pray. From the loudspeakers of the *Masjid*, we can clearly hear the *adzan*; a call for gathering and praying together. Most of the adults or families stop their activities at this time while few teenagers still continue their activities.





*Figure 5.12 A mapping and images of activities found on setting E. Groups of teens gather with different activities, a group of fishing lovers lines up at the edge, families gather to enjoy the time together.*



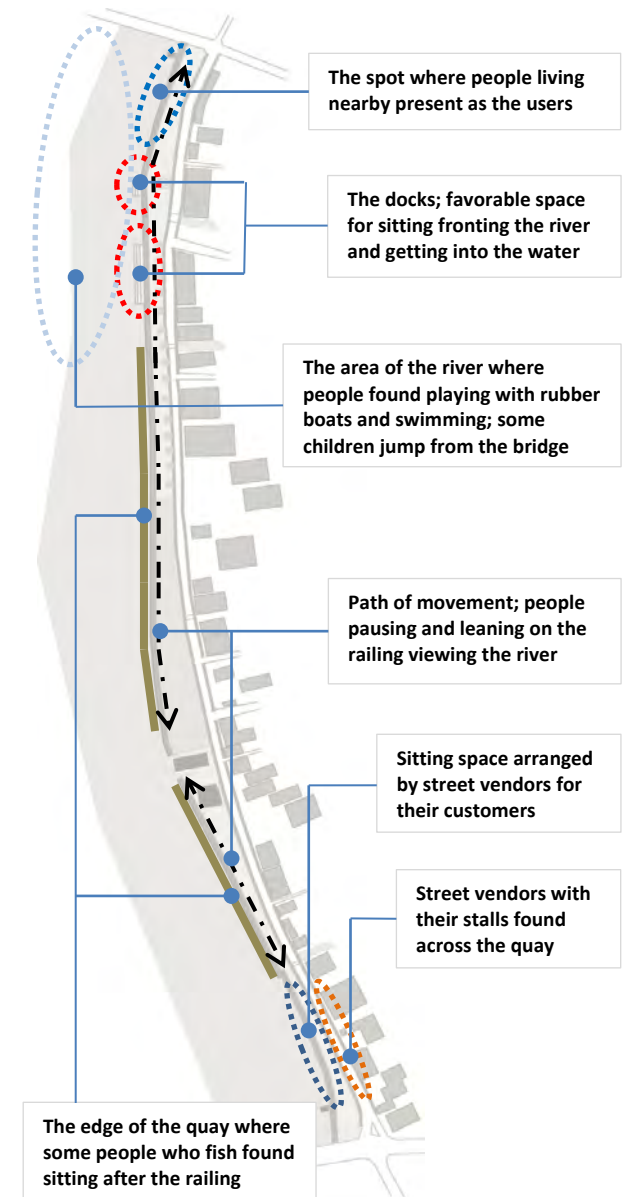
## TENDEAN RIVERSIDE QUAY

On the southern part of *Tendean* riverside quay, a half part of this quay used as informal seating areas for customers of the street vendors found along the street. On weekends, this informal eating place opens even until early in the morning. These street vendors have temporary knock down stalls. They provide the eating place for their customers by laying a rug on top of the riverfront sidewalk across their stalls. To mark their 'territory,' they put their stall's number in front of the rugs. So, people who buy meals on the stall number 1 should sit on the rug number 1.

During the observation, I found that the space at the edge of the riverside becomes a favorable spot for the customers. In the evening, although there is no sufficient light in this area, people still come for toast breads and roast corn sold by the street vendors. Besides this use, some people are also found walking along the sidewalk to enjoy the view, some sit on the concrete pavement as no seating facility has been built yet. Few fishing lovers choose to fish here. As found in *Sudirman* riverside quay, some of these fishing lovers choose to sit at the edge of the riverside after the railings. Sometimes, a group of people found on the dock, watching the view of the surroundings.



Figure 5.13 A mapping and images of activities found on Tendean quay. People gather for some snacks sold by the street vendors across the riverside sitting on the southern part of the quay, some people go for fishing and hanging out.



On the northern part of the quay, three docks for direct access into the river were existed. In the afternoon, most people usually found gathered in these docks. Besides the users from other parts of the city, many people and children living nearby also found visiting the area as this quay is located nearby the settlements. Children come to hang out and play with their friends while adults come to chat with their neighbors, to feed their children, or to watch their children play. In one afternoon, there was a school marching band held their practice in the quay. This occasional event attracted people to pause and come close.

When the weather is nice, you can see some children swimming. They jump into the river from the riverside quay and from the bridge. They also like to play with a small rubber boat. At this point, the river itself functioned as an open space where people actively used in their everyday life. Activities on the northern part of the quay show a similar pattern with activities found along the riverside settlements because the profile of the users is the inhabitants of the riverfront settlements.



*Figure 5.14 Images of activities found on Tendeau quay. Most of the users on the northern part of this quay are the inhabitants live nearby. They hang out together in the quay; chatting, swimming and boating.*

### 5.2.2 Saturday night gathering

Every Saturday night, the quays become the meeting center for young people. The area becomes crowded as groups of teenagers occupy this public space. They park their motorcycles along both sides of the road. On the quays, these young people gathered together in a group or couple; this place is also a regular meeting place for several groups such as various music bands' fans club, the community of yoyo players, and the skateboarders group. They dominate this public space in the evening. They arrange their group territory; a group of yoyo players stand in a circle and play yoyo, the fans clubs bring their fans club banner, tie it up on the railings and sit nearby it singing and hanging out with the members, another group of skateboarder comes and replaces a group who play in the afternoon while others watch and chat enjoying their time. More street vendors found at this time; spreading along the quays selling snacks. Sometimes, some events for young people also arrange nearby the quay such as a music performance and a small bazaar to advertise some products for teens; they mostly conducted in front of the great masjid. This public space is dominated by a group of young people and has changed into the stage for young people who play as the actors.



*Figure 5.15 Activities on Saturday night. Teenagers dominate the space; this zone becomes their meeting place. Most of them come just to spend time together with friends. Some street vendors hang around on the street side.*





### 5.2.3 Car-free day on Sunday morning

Car-free day is organized every Sunday morning from 7 a.m. to 9 a.m. Several points of access into the area of *Masjid Raya Sabilal Muhtadin* and the riverside quays are closed for motorized vehicles. The intensity of activities in *Sudirman* corridor is higher than *Tendean* corridor during the car-free day as the Masjid surrounding becomes the center of public activities.

Street vendors line up along the sidewalk for pedestrians in front of the *Masjid* and several spots of the riverside quays. People come for morning walking and jogging. In this activity, the Masjid becomes the center point; people walk and jog around the site. While jogging and walking, you can hear several Muslims' religious music or recitation played by the *Masjid* through the loudspeakers enriches the surrounding atmosphere. After jogging, people would pause and gather on several spots; the quays, the Mascot park and a sidewalk across *Sudirman* quay. They approach the street vendors' stalls to buy snacks for their breakfast. The riverside quays become a place to get some rest after jogging and walking. This area becomes the center of festivity for urban dwellers as pedestrians become the king of the road; which they are not in normal situations.



Figure 5.16 Activities along Sudirman corridor on Sunday's car-free day

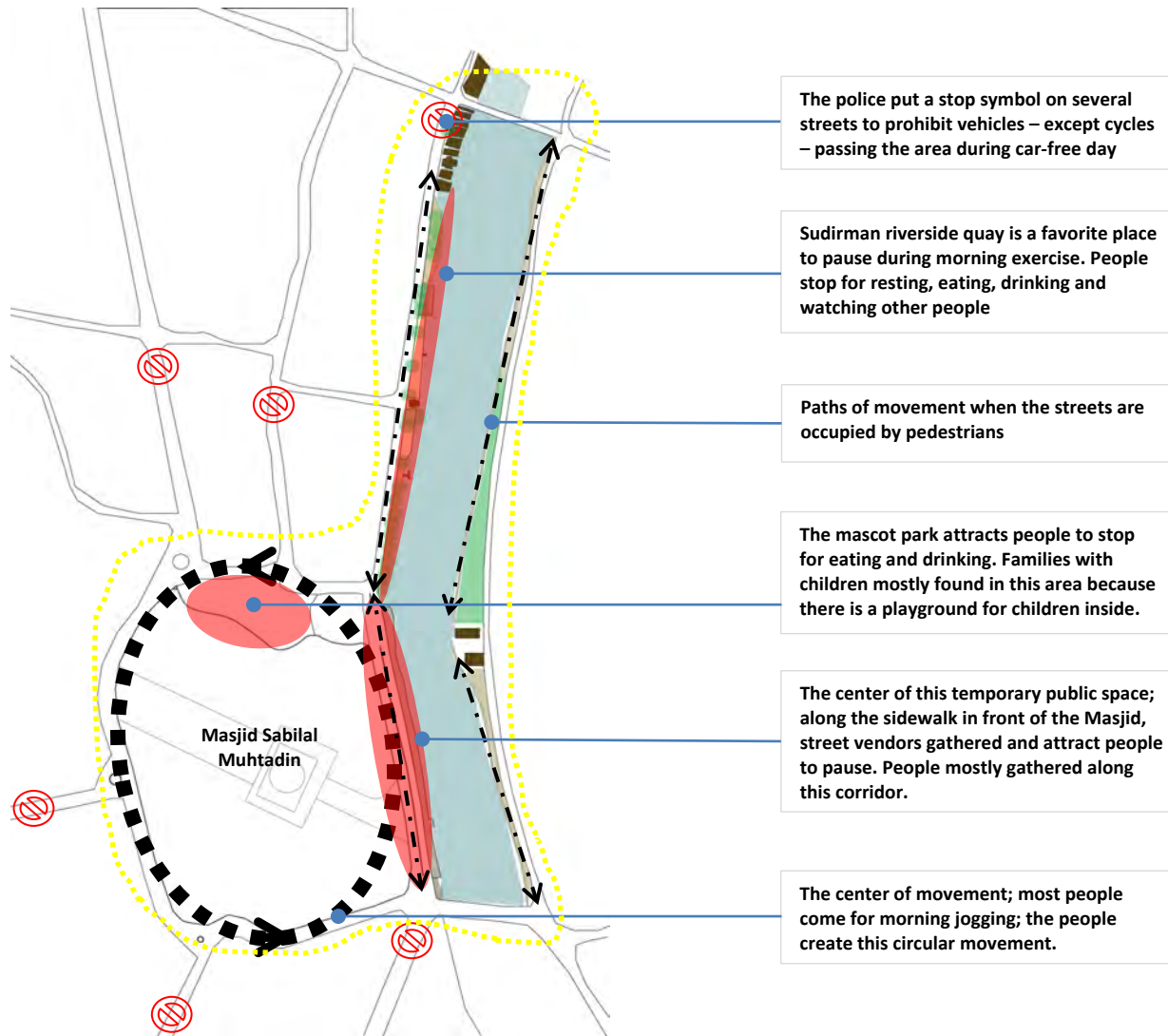


Figure 5.17 A mapping and images of car-free day's activities surround the quay. The quays become part of a bigger public open space; the great Masjid is the center of movement, yet the outdoor space behind the gate is not part of this weekly event.



#### 5.2.4 Formal activities on the quays

*Sudirman* and *Tendean* riverside quays as the largest public space on the riverfront in Banjarmasin have become the center of social and public activities to urban dwellers. The presence of these riverside quays tries to strengthen the identity of Banjarmasin as the city of a thousand rivers by presenting the view of *Martapura* River to public. Throughout the year, some urban socio-cultural and socio-economic activities are organized in these areas; they include sports, exhibitions, local events and celebrations. These urban activities attract different types of users to visit the riverfront and embrace the public life. Moreover, some of these activities have become promotional occasions to attract visitors. Some of these activities described below.

##### Cultural festival of floating market

---

This festival is conducted as a celebration for the anniversary of Banjarmasin city. Floating market has been part of the river culture of *Banjar* people. During this festival, vendors of floating market which usually only operated on *Kuin* River early in the morning gathered along the *Martapura* River. Besides floating market, there are also several events held. Visitors may enjoy decorated traditional boats contest, traditional food festival, and traditional arts show from *Banjar* cultures. At this festival, activities on the river become the point of interest for visitors.



Figure 5.18 Cultural festival of floating market on Martapura River. Vendors are gathered along the quay (left); one of a decorated traditional boat (right).

### ***Ramadhan cake fair***

---

*Ramadhan* cake fair as the local annual event on the Muslims holy month for fasting is always held along *Sudirman* corridor – the smaller cake fairs also found on some areas in the city. In this event, for the whole month, food vendors are facilitated with sheltered areas along the road selling various traditional food and beverages in the afternoon. The area is closed for vehicles. *Ramadhan* cake fair which is conducted along the street becomes a public place for a whole month that attracts not only the Muslims but also the non-Muslims dwellers.

### **Temporary exhibition**

---

Besides those activities, several occasional activities usually held by private organizations also take place on these riverside quays. For example, photography exhibition for charity organized by Banjarmasin photography club which was conducted along the part of *Sudirman* riverside quay in front of the Masjid in 2009. The area was chosen as the organization thought that the riverside quay was a strategic place to invite people to come. They arranged the area during the exhibition to show the photographs. People's enthusiasm of this event was positive. Many people visit this occasional event. Obviously, organized activities provide a reason for more people to present on the quays.



*Figure 5.19 A situation of Ramadhan cake fair along Sudirman corridor (left) and Photography Street Gallery on Sudirman Riverside Quay (right)*

### 5.3 People's appreciations towards the quays

The ones who know well about particular places are the ones who use the place – the users. Through observations, I may explore the use and activities that happen on the quay, but the findings could not reveal the reasons for visiting the quays and also how the users feel being in these public open spaces. It is the users themselves who knows the motives of being present and their feelings towards the quay. Their experiences being in the quays put them as an important informant for this study. Informal conversations with the users help me to reveal those issues – get to know more about this place through the users' perspectives.

#### ***“What makes you visit these riverside quays?”***

People may have various reasons to be present in public spaces as public space fulfills many functions. Throughout all of the interviews that were carried out, the reason that kept mentioned by the users regarding their motives to visit these quays was ‘to get some fresh air.’ This answer mostly refers to the condition of being outside since literally getting a ‘fresh’ air in such area located near to the streets which are often dirty and noisy seems not possible. Even for interviewees who seldom come to the quays, their reason to visit this public space was simply to be outside. This is probably a simple answer, yet it expresses the importance of public open space for the city dwellers. As Banjarmasin has lack of public open space, the presence of these quays as an urban public space offer a great chance and possibility for people to be outside. Some also indicated that being on the quays gave them a relaxing feeling.

*“Well, I usually visit this place once a week to get some fresh air, relaxing...looking around, watching what people do...” (Imam, 18)*

*“I like to go here after work to get some refreshment and get relaxed. This place is fine for me.”(Harun, 30)*

Opportunities to do their activities on public open space were also mentioned as the reason for visiting these quays. Most users that I approached visited the quays with their companions; a girlfriend or boyfriend, a family or children. To hang out and to spend time together were generally mentioned as

the activities that attract them to visit the quays. Obviously, these quays provide leisure spaces for urban dwellers.

*"I seldom visit these quays...I am here with my family now to spent time together, hang out and to get some fresh air." (Sofyan, 30)*

Watching other people and the activities happening on the quays were also illustrated by few visitors as their motive to visit the quays. For example, many people – young and old – visit the quays on Sunday morning when car-free day is held. This type of activity seems to attract more people to come. Here, the social aspect – being together with other people – is of important as well.

*"I visit this area once a week with my family. We usually come every Sunday morning, take a walk from our house to these quays."(Maswanjaya, 63)*

*"Well, I come here just to watch and enjoy the surroundings...to see what other people do, the activities..." (Lina, 17)*

A group of teenagers, mostly boys, use these quays as a meeting place. Some of the groups gathered on the quays in a regular schedule to do more intense activities such as playing skateboards, yoyo or practicing break dance. As illustrated previously, some spots on the quays such as at setting B and E on *Sudirman* riverside quay are a favorable spot where these activities usually found.

*"I often visit this place because it's the place for us (a group of break-dancers) to gather and practice together. We usually gather here in the afternoon, hang out together..." (Yudi, 18).*

*"I usually go here once a week on Saturday night to meet my friends. We like playing yoyo together here, hang out together. It's fun."(Osi, 15)*

Some people also found visited these quays alone; and most of them are fish catchers. As these quays located next to the river and open an access to it, these areas are also found attractive for fishing. From afternoon until late in the morning, I can see people who were fishing almost along the edge of the quays. The time when I conducted the fieldwork seems to be a good time for fishing.

*"Fishing is my hobby and I like to visit this area once a week to fish." (Saiful, 30)*

So, in general, for these users, the quays have provided space for public outdoor activities. Their motives for being here were influenced by several factors; from a simple reason like strolling, hanging out or watching the surroundings to more specific intention like playing skateboard or practicing breakdancing. The users with specific intentions usually visit the quays regularly because the quays are the main setting for their activities while others are present when they feel like they want to come; no particular time to visit. Arranged activities conducted on the quays usually bring more people to come; these activities like car-free day create a reason for people to visit the quays.

***“What do you like and do not like about the quays?”***

People seem happy with the presence of public open space on the riverfronts. The riverside quays offer a different view of the riverfront area for the city dwellers since the areas along the rivers in Banjarmasin are mostly dominated by crowded and messy settlements. This satisfaction was also mentioned by people who live nearby. The words like ‘beautiful’, ‘nice’, ‘cleaner’, and ‘a wider view of the river’ were mostly used to express their positive appreciations towards the quays.

*“I’m happy with this quay. The city looks better. It’s clean and beautiful, isn’t it?” (Lina, 17)*

*“I’m happy with the presence of Tendeau Riverside Quay because now we have a wider view into the river...”(Amang Mukhsin, 60 – living across Tendeau quay)*

Although in general people gave positive appreciations, they went into the details when I asked them about what they do not like on these quays. They mentioned both physical and social aspects of the quays which bring some negative impressions about this public space. Lack of maintenance was the most frequent answer that I got from the users. They complained that these quays are quite dirty and dusty; it is even worse after the rain. They also refer to this issue with the existing conditions of the quays’ physical elements which found broken, not functioning, or even lost.

*“What I don’t like being here is that the area is dirty and untidy.” (Bambang, 30)*

*“These areas are not in good conditions, many things have been broken. See? The floors are broken, the construction is damaged...”(Irfan, 30)*

Lack of public facilities were also often mentioned; particularly on *Sudirman* riverside quay. They noticed that the quays as a public place are not provided with enough facilities such as benches, garbage bins, and public toilets.

*“Unfortunately, these areas are usually dirty. No garbage bin found here.” (Rudi, 20)*

*There is not enough facilities such as sitting areas and benches...I think it is important for this area to be provided with public facilities to support people’s activities. (Latif, 30)*

Furthermore, they also thought that the quays need to be completed with shaded spaces for sun and rain protection. In the evening, people found a problem with illumination. Although the quays are provided with the street lights and the sidewalk lights attached to the edge of the quays, some people felt that the illumination was not effective enough to support their activities.

*“I don’t feel comfortable when the rain comes. You should rush in; go away from this place to find shaded places because you cannot find shaded spots here.”(Kiki, 15)*

*“This place doesn’t have shaded area, so when the rain comes we have to go away. And in the evening like now, this place doesn’t have enough light. It’s not really comfortable, of course, to play yoyo without enough light...”(Osi, 15)*

One of the users mentioned that he is more worried about the condition of the river rather than the condition of the quays. Indeed, the river looks dirty and unhealthy.

*“The condition of this riverside quay is alright, it’s not a big problem for me. The problem is the condition of the river itself. Look...it’s dirty. You can see that people throw their waste into the river...This of course influences the quality of the water...” (Saiful, 30)*

Regarding the social aspect, the users realized that the presence of these quays not only brings a positive impact for the city and the dwellers but also invites particular activities that they – except a group of young people – valued negatively. This negatively valued activity refers to the activity of young people who dominated the quays in the evening. It mainly refers to the fact that this group of users makes use of the quays as a dating place. Many teen couples come to the quays in the evening and

spend time together. As the areas dominated by their group, lack of supervision, and several spots of the quays are lack of illumination which create 'hidden' spaces that may attract negative activities happen, other groups of users mentioned this as something that they do not like about the quays. They are worried about this activity because it is not culturally acceptable – especially for a group of religious people.

*"This quay is nice, the riverfront looks visually clean and wide, but it also brings a negative impact...the teenagers, they're gathered together and most of them coming in couples, having a date on this quay. This place is never empty, especially from afternoon till midnight; sometimes even until early in the morning." (Lia, 35 – living across Tendeau quay)*

*"In the evening, the area should be provided with good illumination otherwise these areas would only provide spaces for negative activities...you see it for yourself...many teens are hanging out in here, they're dating." (Lina, 17)*

In general, the presence of the quays is positively appreciated as these quays offer the city dwellers a direct access into the river. They feel happy because the quays visually bring a wider and direct view of the riverfronts. However, lack of maintenance and public facilities cause them giving negative comments about the existing physical conditions of the quays. Concerning the social impact of the presence of the quays, the use of the quays as a dating place to young people seems to be the main problem for other groups of users. One of the users living nearby felt that there is nothing they can do concerning this situation.

*"Indeed, we're worried about those activities...in the evening, there's also some people who fish, but what can they do? ask them to leave? they're not their parents anyway."(Lia, 35)*

***"So, what would you like to suggest for further improvement?"***

People do have wishes for a better condition of their public space; although few users whom I talked to did not know for sure about what they really want for their quays. Their answers to this question were mostly related to their comments on something that they do not like about the quays. What they want is not something extraordinary. In fact, it is something that a successful public space usually has. The



improvement on the physical conditions of the quays was their main focus. They wanted clean and tidy riverside quays. Good maintenance of the quays was one of the topics they suggested for the cleanliness of the quays. They also seems to realize that one of the factors that makes the quays dirty was the users themselves who carelessly leave or throw their litters as they asked for the availability of enough garbage bins on the quays.

*“There should be a good maintenance over here, especially about the cleanliness. They should provide garbage bins around here. And, more facilities for people’s activities, of course.” (Sofyan, around 30)*

*“It would be good to keep this area clean by providing garbage bins around for example.” (Saiful, around 30)*

The provision of representative public facilities was another demand that the users asked for. These public facilities include seating furniture, shaded spots along the quays, and enough illumination in the evening.

*“There is not enough facilities such as sitting areas and benches...I think it is important for this area to be provided with public facilities to support people’s activities.” (Latif, 30)*

*“There should be a place to stay when it’s raining; shaded sitting areas for example. And for the cleanliness, they need to provide garbage bins...” (Roji, 18)*

For the users with specific activities like fishing, skateboarding or breakdancing, the availability of facilities and a more convenient space that support these activities is all they asked for. The fish lover wanted more direct access into the river, the yoyo player wanted to have a nice illumination in the evening, and the break dancers asked for a comfortable space with a smooth flooring.

*“As someone who likes fishing, I would like to see more areas on these riverside quays that give direct access into the river for fishing lovers...” (Gazaly, 40)*

*“And in the evening like now, this place doesn’t have enough light. It’s not really comfortable, of course, to play yoyo without enough light...Shaded areas and enough light for this place in the evening would be nice...”(Osi, 15)*

Some users wished that the quays would be provided with comfortable eating places. Street vendors found along the quays have been a source for snacks, foods, and drinks to the users. Some people even come for a short stay on the quays just for eating or having drinks. Instead of complaining about the presence of these vendors, some gave a suggestion to arrange spots for food vendors on the quays and manage their activities.

*"I think public space should be facilitated with public toilet and garbage bins which are located in strategic spots. Oh, this area should also provide spots for food stalls. I like to have that here..." (Bambang, 30)*

*"...spots for snack and food stalls would also be great. Those areas should be more coordinated, more comfortable than what we have now." (Kiki, 15)*

*"These areas definitely need more public facilities...hmm, a place for us to enjoy eating snacks and foods for example..." (Yudi, 18)*

It is obvious that all the users want for their quays is a good physical quality of urban public space. Although they seem happy about the presence of the quays in general, they are aware that the existing conditions of the quays today are poor; this place needs improvements.



## CHAPTER 6

### DISCUSSION:

### THE SOCIAL LIFE OF SUDIRMAN AND TENDEAN RIVERSIDE QUAYS

In the previous chapter, the analysis and findings showed activities found on each part of the quays, how people use the settings and their opinions about this riverside public space. This chapter aims at discussing those findings by comparing them towards each other and capturing the important points regarding the social life of *Sudirman* and *Tendean* Riverside Quays as urban public space to be used in elaborating recommendations for the improvements of the quays.

#### 6.1 The use of *Sudirman* and *Tendean* Riverside Quays

The analysis and findings illustrated various activities conducted on the quays. Different types of users and their activities show that as urban public spaces, these quays fulfill different functions for the city dwellers. **The quays are the settings for recreational and leisure activities.** Different types of users are found along these quays spending their time for both active and passive engagement like hanging out, strolling, fishing, playing, or jogging together. Most of the users confirmed that the quays are a nice setting for this type of activities. They usually visit these quays on their spare time; in the afternoon, in the evening, or on weekends. As the setting for recreational and leisure activities; these quays actually do not provide sufficient public facilities to support people's activities – *Tendean* riverside quay even has not provided these yet. Physically, the quays are also lack of maintenance – broken elements and filthy areas. The users were also aware of this condition; the improvement in maintenance and public facilities was the major topic on the informal conversation regarding the physical conditions of the

quays. However, the findings show that for the city dwellers, these quays offer reasonable spaces on the riverfront for outdoor activities. This is one of the inviting factors mentioned by Gehl (2010) which attracts people to do outdoor activities other than just walking. As mentioned before, Banjarmasin has lack of open space; the riverfront areas are mostly dominated by the settlements. *Sudirman* and *Tendean* riverside quays are the largest open areas on the riverfronts that people may find in the city. So, although the existing physical features of the quays may not be in a good condition, the fact that the quays have reasonable outdoor spaces has invited the city dwellers to go out and visit the quays.

Furthermore, each part of the quays with different characteristics and spatial forms offer possibilities for different activities to exist. It is the users themselves who choose which parts of the quays fit with their activities. For example, a group of break dancers choose a round shape area with smooth flooring while a group of skaters found a slightly different level of the pathway more appropriate for them. Yet, the activities present are not merely influenced by the physical form of the space. People are not passive; they may also influence the space as people-place interactions are a two-way process (Carmona et al., 2003). They either modify the space or use the existing physical elements with nontraditional ways. This is exemplified by how a group of fishers jumps over the railings which are provided as the physical barrier and sits at the edge of the boardwalk to have freer movement during fishing. Other users also do the same to get closer to the river. To raise a challenge, a group of skaters bring with them a piece of metal bar and modify their space by putting it to create a higher track. These mean that the quays have allowed their users to add and take back elements that can facilitate their desired activities (Carr et al., 1992). The quays which initially designed for pedestrian movement and short stays have given great opportunities for the users to use the space as they want.

For the people living nearby, the quays are more than the setting for their leisure activities; **these quays are part of their everyday life's setting**. This can be seen from the activities found on the northern part of *Tendean* Riverside Quay which is located nearby the settlements. As their settlement areas have not enough space for communal activities, this area becomes the extension of their living space where they meet their neighbors and socialize. At this part of the quay, some activities that usually found along the riverside settlements can be experienced. The inhabitants are gathered to watch their children swimming or playing on the river with the rubber boats. The children found climbing up the railings and the bridge then throwing themselves into the river with no fear. Some are



Figure 6.1 The ways people appropriate the space to conduct their desired activities

leaning on the railings chatting, some feeding their child who plays with his small bike and some other sitting in front of their houses across the quays, watching the activities. In the morning, sometimes I saw few people took a bath on the docks. Here, more active engagement is exercised as more direct experiences with a place and the people within it are found. Amongst the people who are there, you can easily differentiate the inhabitants over the outsiders just by noticing how they behave towards others and how they dress – they greet each other, some spend more time to chat asking each other's conditions. The presence of the quay offers a great opportunity for the inhabitants to meet each other. Positively, this would bring a good social impact in community relationships as they spend more time together. From informal conversations with this group of users, they also gave positive appreciations towards the presence of the quays.

As usually experienced on public spaces everywhere, young people are most likely to be found on the quays. **The quays are the stage for young people**; a place where they can express freely what they want and also who they are in relation to their peers and other groups of society. The activities found illustrated this. On the quays, various activities can be found conducted by young people; particularly teenagers. They are gathered in this place to hang out or to meet each other. The quays become a meeting place for teenagers with the same interests. Regular users usually use the same spot; they claim their space. For example, a group of break dancers on the setting B while a group of young skateboarders found on the setting E. Sometimes, I also found several fans clubs of popular Indonesian music band gathered together, they bring their flyer and tie it on the quays' railings then sit nearby it. They use the same t-shirts or dress up with a particular style. Many teen couples also found along the quays; this public space becomes a dating place. Furthermore, this group of users are dominated the quays on Saturday night. Big groups of teenagers visit the quays with their motorbikes and park their bikes in long lines on the side of *Sudirman* corridor. Some groups go into the quays while some others prefer to sit on their vehicles facing the street and chat. They spend their time together until late midnight. On *Tendean* Riverside Quay, young people mostly flock on the southern part of the quay for snack or some spread along the boardwalk.

As part of the city dwellers, a group of young people also has the rights to be present on public space. Indeed, they have a freedom of action; the quays provide spaces for them to conduct their desired activities (Carr et al., 1992). However, as they mostly dominated the quays, especially in the evening



and on Saturday night, other groups of users are worried about the situation – some considered this may potentially invite negative activities. A clash between young people and other groups of users in relation to the use of public space is not something new. Shaftoe (2008) mentions that the presence of young people in public space is generally valued negative by adults as they think that teenagers' activities under minimum supervision or surveillance will lead to risky and even illegal activities. In Banjarmasin, this risky activity – one which always becomes a public issue – refers to the dating activities. Culturally, teen couples who are dating on the quays, hugging, and kissing are considered inappropriate. The city dwellers would respond negatively regarding dating activities conducted by the teens on the quays. From the informal conversations, this situation kept mentioned by some respondents as something that they do not like about the quays. This response may be influenced by both religious and cultural values local people believe in. Banjarmasin is dominated by Muslim people and some values on *Banjar* culture adapted values of Islam. It is inappropriate for a couple who is not married to go together and being on a desolate spot without any supervision. As mentioned before, in the evening, the quays have lack of illumination, creating several 'hidden' spots which can be used by these teen couples to escape from public eyes. Furthermore, the fact that the quays are located in front of the great Masjid causes most people feel offended with these activities.

Shaftoe (2008) explains that excluding these young people from the quays is not a solution; in fact, it may only move the same problems into another place. For young people, they simply want to have space where they can gather together and socialize. The quays as public space offer this opportunity for them. It seems that negative activities happen because some irresponsible teenagers take the advantage of poor conditions of the quays such as lack of illumination in the evening. It also happens because the quays are dominated by their groups, send other groups of users away, and leave them with their own regulations on how to behave since no public supervision. When I went there on Saturday night, I felt like I was out of space; I cannot find any reason why I should stay there as there are no inviting activities for other groups of users besides snacking. Few fishers were found, yet they did not pay attention on these young people's activities.

In general, the presence of the quays has clearly offered a great public life setting for different groups in society. The quays have important social functions for the city dwellers; **a new meeting place for all citizens**. Different types of city dwellers meet in public space. This condition offers great chances for



Figure 6.2 The quays as a meeting place; meeting is the first requirement for social interactions to appear

social interactions. As Gehl (2008, p.15) mentions: *‘Opportunities for meetings and daily activities in the public spaces of a city or residential area enable one to be among, to see, and to hear others, to experience other people functioning in various situations.’* The quays as newly developed public spaces on the riverfronts have provided the setting for public activities which open up great opportunities for social interactions amongst citizens. Social interactions may start with low-intensity contact; ‘see and hear’. Yet, at the city scale, this passive contact can trigger more intense contacts (Gehl, 2008). On the quays, teenagers meet their peers, fishers greet each other, the users make contact with street vendors, and strangers smile at others. The more people participate on public activities on the quays; such as on car-free day or cultural festivals; the more opportunities for social interactions happen. Being together in the same place – meeting – is the first requirement for social interactions to appear (Gehl, 2008).

These quays are not simply used as a riverside pathway but it provides reasonable spaces for outdoor activities. Although the physical conditions of the quays need great improvements, the open space along the rivers has invited the city dwellers to enjoy outdoor activities.

## 6.2 Factors that influence the presence of people on public space

The analysis and the findings describe some important factors that influence the presence of people on the quays. First, **the weather**. More people and activities are found when the weather is nice. What I mean with ‘nice’ is when it is not too hot or raining. Unlike in the western cities with four seasons where people go to public space to enjoy the sun, people avoid being outside at noon when the sun usually shines too brightly in tropical cities like Banjarmasin. They would also prefer being in shaded areas rather than sitting facing the sun. So, in the morning and in the afternoon are a perfect time to enjoy outdoor places. In the evening, it is also nice being outside as the sun has gone; people try to cool themselves when the temperature is high and being indoors without air conditioning is uncomfortable. Furthermore, no people would go to the quays when it is raining as there are no shelters to provide them protection. Besides, there is no reason to be there when it is raining.

Second, **the food vendors**. More people are most likely to be found near food vendors along the quays. In fact, these food vendors attract people to come to the quays. Eating out is a common activity for

people in Banjarmasin. You can get various types of food sold with affordable prices in many vendors and restaurants that can be easily found along the streets in the city. This is one of the reasons why in the afternoon and in the evening when more food vendors found, more people are also present. On *Sudirman* Quay, some pushcart vendors set up their stalls and hang around selling food, beverages and snacks. People enjoy their snacks sitting on the quays where they can sit facing the river. These street vendors are not organized; they come and claim the side of the street nearby the quay. On *Tendean* Quay, more organized vendors across the quay sell snacks and modify the boardwalk for people to comfortably sit on the quay. With lack of public facilities provided on the quays, the presence of these vendors may create a reason for more people to visit the quays. From informal conversations, some users also said that they would love to have more suitable areas to eat on this public space. This condition is in line with what Whyte (1980, p.50) mentions: *'If you want to seed a place with activity, put out food'*

Next, **organized activities or events**. It is obvious that when some public occasions conducted surround the quays, more people would flock to participate or just to watch these activities. As these quays as public spaces located in the city center and easily accessible, it is beneficial for organizers to hold their events on the quays as urban dwellers would easily notice. Furthermore, *Sudirman* and *Tendean* Quays simply represent the character of the city as they are located on the riverfront. For example, annually cultural events are usually held along *Sudirman* corridor; the quays are part of the setting. This also can be experienced weekly on Sunday morning when a temporary public space is created surround the quays for urban dwellers. Many people come for morning jogging and visit the quays to pause and have some rest. Street vendors also participate to provide breakfast and snacks for them. As people start to gather, more people would come; *"what attracts people most, it would appear, is other people,"* (Whyte, 1980). This type of activities also triggers social interactions – fleeting or casual contacts – happening. Some may also have regular contacts as they habitually visit the quays during this activity.

On the quays, I found that **sitable place** and **areas with direct access into the rivers** are favorable spots. Sitable place, as mentioned by Whyte (1980), not only refers to areas with benches or chairs but anywhere or anything that people found can be used to sit. On the quays, people are found sitting on the planters, the railings, the paths, and the pedestal as the quays only provide small numbers of fixed benches. The quays which have lack of defined benches provide sitable place for people with particular

purposes or who may come just for a short stay – waiting for someone or just pausing. Areas with direct access – physically and visually – into the river are also a favorable spot where people mostly found sitting facing the river. On few docks along the quays, people usually found sitting facing the river, hanging out or eating. To get direct access and view into the river, people – especially teenagers and fishers – even jump over the railing and sit on a small space or the railing at the edge of the quays. Obviously, it is risky to do for someone who cannot swim as they may fall down into the rivers. For the fishers, it is the best way to fish as they may not get limitation on movement. As for teenagers, sitting on the railing or jumping over it to sit at the edge of the quays are challenging. Children who live nearby also found doing the same as they do not see this as a risk because swimming on the rivers is one of their daily activities. Railings are made for safety, yet on these quays they also used by a certain group of users as a tool to create challenging moments.

### **6.3 The socio-spatial issues on the presence of public open spaces on the riverfronts**

In general, the presence of the quays brings positive impacts for the everyday life of the city dwellers. They offer rooms for outdoor activities and wider open space on the riverfronts as this city has lack of representative public open space. People positively appreciate the fact that the quays give them cleaner and wider view into the river as most of the riverfronts in the city provide a view of messy settlements that block the edge of the rivers. Located in the city center, *Sudirman* and *Tendean* riverside quays are accessible and offer people easy access into the river view. Various activities found along the quays; ranging from simple leisure activities to more organized socio-cultural activities. The findings of this research show that the quays as a setting for public life have invited more public activities to occur and these public activities create the opportunities for social interactions amongst the city dwellers. So, the presence of the quays as public spaces on the riverfront can be considered successful as these areas are used by the people and fulfill different functions as an urban public space.

However, there is also a situation which can be considered negative regarding the presence of young people on the quays. As mentioned before, these quays offer a bigger space for a bigger group of teenagers to visit and to conduct their desired activities which concern other members of society. Indeed, this can be seen as the practice of democratic public space – freedom of action and right of claim (Carr et al., 1992). However, as they claim the space and usually dominated these areas in the

evening which ruin the balance of users and activities, lack of supervision on their activities worries other groups of users. Poor physical qualities of the quays take part in causing negative activities to occur. Although it is located next to the streets, lacks of illuminations that create some 'hidden' spots on the quays provide a potential space that may be used by irresponsible young people.

The quality of making places refers to the quality of accessibility, inclusiveness and maintenance (Dempsey, 2009). Maintenance is one of the qualities of making place that the quays lack of. Poor maintenance and management is a typical problem of built environment in Indonesia. Creating the quays as urban public space was a good plan, yet the government – the one that responsible for this – seems to less care about the management and maintenance of the quays. A common reason to blame is a small budget for this subject. It usually takes sometimes to fix the broken elements of public facilities. Littering is another problem that I noticed influencing the condition of the quays. People found snacking or drinking on the quays. When they finished eating or drinking, they just left their trash on the place where they sit or carelessly throw it into the river – the quays look dirty because of these leftovers. This bad habit is influenced by the fact that the quays are not provided with enough garbage bins – there is only few small garbage bins found on *Sudirman* Quay. The users also mentioned it during the informal conversations. Despite the fact that the quays have lack of garbage bins around, this also shows that the users are less care for the conditions of their public space; they litter rather than keep their trash and throw it later into garbage bins. Poor qualities of public spaces have caused lower attentions from the users regarding the physical conditions of public spaces. People do use the quays and appreciate the presence of this public space, yet the connection between people and place is still low as people are less care for the conditions of their public spaces.

Furthermore, it is usually happened that irresponsible city dwellers damage or even steal the physical elements of the quays. For example, the railing ornaments of *Sudirman* and *Tendean* quays found stolen as they are made from quite expensive materials. It is ironic that some people stole and sold materials from public facilities to get some money. This problem should be taken into account for further development of public spaces in Banjarmasin as there is a certain group of the city dwellers who do not really care for public properties and use them for their own benefits. Public spaces should be well-managed to avoid such problem. This condition may also indicate that some groups of the society are not 'ready' with the presence of good public open spaces as they may not feel that public spaces

are beneficial for them – this may be influenced by their economic and educational background. Limited role of public participation in the development and management process of public spaces could be the reason that some members of the city dwellers have less attention towards their public spaces.

The use and activities on the quays that illustrate what is happening on this type of public space lead me to a question: *is it really a contextually suitable form of public spaces on the riverfronts for Banjar people?* As the government has planned to continue the construction of the riverside quays along the rivers in the city, more open rooms on the riverfronts are needed. Since most of the riverfront areas are dominated by riverside settlements, these groups of city dwellers have to move from their living environment for the improvement of public facilities. Indeed, it is probably the best solution to get more rooms for public spaces. The settlements are also not in a good condition anymore. However, for the inhabitants of the riverside settlements, it is not something simple. Most of them have lived there for a long time; the rivers have been part of their everyday life. Besides, the presence of riverside settlements and the everyday life of the this setting have created the character of this city's riverfronts; people bathing on the back of their houses, children playing and swimming, some fishing on their boats. If these settlements are removed from the riverfronts, it is obvious that it would change the uniqueness of the riverfront areas in Banjarmasin.

Public spaces for people should be designed based on contextual conditions of the site; both the physical and social conditions. It is important to create meaningful public spaces for the citizens. Transforming the whole areas of the riverfronts into formal public spaces without paying attention to the unique character of the sites is not a wise decision. The inhabitants of these riverside settlements are also part of the city dwellers. The riverfronts and the river itself are functioned as public spaces to them. By removing the settlements, the inhabitants are losing their public spaces – the rivers. The areas along the rivers would probably look visually nice and more organized, but the uniqueness of Banjarmasin riverfronts that comes from the everyday life of the riverside settlements could be lost.

Moreover, the constructions of public spaces on the riverfronts which tend to be conducted partially with partial design plans may cause lack of continuity, variety, connection, and character of the overall design features of waterfront public spaces in the city – it is exemplified by parts of *Sudirman* riverside quay. Without considerations on the sites' potencies, the existing conditions of the riverfronts, and the



guidelines to maintain the overall design features, new public spaces on the riverfronts would only end up ruining the character of the city's riverfronts – the everyday life along Banjarmasin riverfront areas. The government, the planners and the designers should be aware that designing a new form of public spaces on the riverfronts does not always mean removing the existing form of the site. This could also be done by creatively integrating the existing one into a new design of public space for a better public life.

## CHAPTER 7

### CONCLUSION AND RECOMMENDATION

This end chapter provides the conclusion of this research and recommendations regarding further improvements for *Sudirman* and *Tendean* Riverside Quays as public open spaces on the riverfront for *Banjar* people. These recommendations could also be taken into account in creating public spaces on Banjarmasin riverfronts.

#### 7.1 Conclusion

The government of Banjarmasin has planned to continue the development of public spaces on the riverfronts. Banjarmasin has lack of representative urban open spaces, so this plan would offer great chances for the better public life because an urban open space is the setting for public life. *Sudirman* and *Tendean* riverside quays are the largest open space on the riverfronts. Most of the riverfront areas in Banjarmasin are dominated by the riverside settlements. As the development of public spaces on the riverfronts continue, I found it important to explore what is happening on the existing public spaces on the riverfronts – what activities happen, how people use them, and their appreciations towards the riverfront public spaces. Besides, there is no scientific exploration yet regarding the conditions of public spaces on the riverfronts in Banjarmasin. This background has led me to conduct this research with the purpose to explore the social life of the existing public spaces on the riverfronts; in this case, *Sudirman* and *Tendean* Riverside Quays. By exploring the social life of these quays, I highlighted people-place interactions between the users as the actor and the public space as the setting.

As I intended to gain understanding on a particular phenomenon in its natural setting, this case study research was conducted qualitatively. Observations, interviews and content analysis were used as methods for collecting data. The results of the observations were the primary data collection in this study. Images, mapping and fieldwork notes were produced and analyzed. Informal on-site interviews were conducted with the users to find what they like and they do not like about the quays. Their answers helped me to understand their appreciations towards this public space which were important in constructing recommendations for further development. I also searched data from related sources of previous research, local newspapers, and internet sites through the content analysis method which was important to gain information I could not collect during the fieldwork period. As all data gathered, trends and themes were identified from by comparing the findings then interpretations and meanings were made to discuss the social life of *Sudirman* and *Tendean* riverside quays.

The findings illustrated people-place interactions: how the users use the space, how the settings support the activities, and what they think of the settings. Theoretical exploration regarding people-based approach in creating public spaces and characteristics of public spaces on waterfronts has helped me to construct key features and design elements of public spaces on waterfronts used as the research objects and indicators during data gathering and analysis. Below I shortly represent the findings of the research that described the existing conditions of *Sudirman* and *Tendean* riverside quays.

- **Water attraction**

The *Martapura* River has not been effectively used as an influential attraction on public spaces yet. The environmental quality of this water body is poor – a common condition of the rivers in Banjarmasin. On regular days, there are less active activities on the water. Its view is the only thing that the river offers to the users; people found strolling on the quays, pausing, and sitting fronting the river. Only for the fishers the river is an important factor for their presence. Active engagement is mostly conducted by the users who live nearby as the river has been part of their everyday setting. For example, children are usually found swimming and playing with rubber boats in the afternoon. Other groups of users become the spectators as they may feel unsafe to join these activities. Only on few events, the river becomes the main attraction on public spaces – e.g.: cultural festival on floating market.

- **Accessibility**

Physically, the quays are easily reachable as they are located on the city center next to the streets. People may stop by on the side of the street as there is no parking area provided. The trail on the quays is provided for pedestrians. The quays are also accessible by boats. On *Sudirman* riverside quay, the side of the road connects each setting on this quay since it is segmented because of separated paths. On *Tendean* riverside quay, the boardwalk is still separated into two parts by old buildings which will be used as museums – the northern part and the southern one. Few docks can be found along the quays providing direct access into the water. Visually, the quays offer open sceneries to the river. People may enjoy views of activities on the water and across the river from the quays. The quays as urban public spaces are accessible for everyone; there is no particular sign of exclusion for some groups. Located next to the streets and the presence of street vendors have invited different types of users to come to the quays. However, when the quays are dominated by a big group of young people, their presence may symbolically indicate limited access for other groups of users.

- **Public amenities**

The quays have not been provided with enough public amenities. As the construction of *Tendean* riverside quay will be continued, this quay has no public facilities yet. The boardwalk is only provided with the railings and lights for safety reasons. On *Sudirman* riverside quay, public facilities which are provided including three docks in setting B, D, and E for direct connection, several sitting features which usually attached to the planters, street lights and sidewalk lights along the quay. Only a small number of garbage bins found along the quay and there is no public restroom and sheltered areas provided. Some big trees found on several settings only provided shaded spots during sunlight. Furthermore, not all public facilities provided are in a good condition; some parts of the paths and planters are broken, several lights are not well-functioned.

- **Use and activity**

The quays offer reasonable spaces for different types of activities to occur. The findings showed that different types of users found along the quays and the activities occurred ranging from simple recreational activities to more specific ones. Different character of forms found on *Sudirman* riverside

quay offers opportunities for different activities to occur. The users can choose the suitable areas along the quays to conduct their desired activities; some also found modifying the space for their convenience. Although *Tendean* riverside quay has not been completed yet, open areas at the edge of the river have attracted people to enjoy the river view from it. Informally managed street vendors also modify the open areas on the southern part of the boardwalk for an eating place. People mostly found visiting the quays in the afternoon, in the evening, and on weekends. The activities found at these moments are spontaneous activities; the desired activities conducted by the users themselves. Few managed activities conducted on a certain time, for example, car-free day every Sunday morning and annual cultural events. Some managed activities for young people sometimes conducted on Saturday evening. More people found on the quays when there is managed activities on the quays as these activities create a reason for people to visit the quays.

- **Identity**

The rivers have become an important part both for the city and the dwellers. The city was formerly developed from the riverfront areas. As most riverfront areas in the city dominated by the settlements, the quays as public spaces on the riverfronts offer bigger open spaces and connections into the rivers for the city dwellers. Generally, the users gave positive appreciations towards the existence of these quays. Located on the city center, the presence of the quays becomes one of an important landmark for the city. On *Sudirman* riverside quay, few local materials and decorations used in its design, for example, the use of traditional ornaments on the railings and local wood for the dock and the poles. We may also see the old wooden path on setting B which was once the former path on the riverfront in this site and the local form of wooden dock in front of the building in local style which illustrates a local riverside house in the past. On *Tendean* riverside quay, two old traditional houses are going to be reused for museums in the next development of the quay to represent the historical value of the site. The design of the quay tries to give a visual sense of local style. Regarding the use of the quays, the findings showed that few are still represent contextual activities found along the riverfronts – the users chatting fronting the river on the docks, children are swimming. Few cultural activities are usually held surround the quays. The presence of street vendors along the quays also illustrates the everyday life of public spaces in Banjarmasin.



- **Maintenance and management**

The maintenance and management of the quays are a crucial problem. The conditions of the quays gave a sign of lack of maintenance – dirty paths, litters, broken constructions. Lack of maintenance is a common problem found on public facilities in Indonesia. In Banjarmasin, the maintenance and management of public facilities are the government's responsibilities. As the quays built for the city dwellers, it seems that the government less care to manage and maintain this public space. There is no clear maintenance and management yet regarding the operation of this public space.

In conclusion, the findings of this research illustrated that the quays have become the setting for recreational and leisure activities for the city dwellers, the everyday setting for people living nearby and a stage for young people. Activities that occurred on the quays and the informal conversations with the users confirmed these. Furthermore, the presence of the quays has opened up opportunities for social interactions as these become a meeting place for the city dwellers. Despite the fact that the existing conditions of the quays are not in a good quality and the construction is ongoing, reasonable open spaces that these quays offer have invited people to go there. Besides, it is found that the weather, the food vendors, organized activities or events, sitable space and direct access into the water influence the presence of people on the quays. People do appreciate the presence of these quays as the quays create a nicer look of the riverfront area for the city. As the users, they are aware of the existing conditions of their public space. Indeed, everyone has their own opinion and particular demands to improve the quays. But, clearly, all they want is a good physical quality of public spaces to support their desired activities on the quays. Table 7.1 below summarizes the assessment using the research toolbox for the existing conditions of *Sudirman* and *Tendean* riverside quays as urban public spaces on the riverfronts that has been discussed previously.

Table 7.1 The existing conditions of physical and social dimensions of Sudirman and Tendeau riverside quays

KEY FEATURES	INDICATORS/OBSERVED ELEMENTS	+/-	DESCRIPTIONS
PHYSICAL DIMENSION		THE FINDINGS	
Overall design features	continuity in design theme	-	<ul style="list-style-type: none"> <li>- No consistent design theme</li> <li>- No continue boardwalks on <i>Sudirman</i> quay</li> </ul>
	variety in designing space	+/-	<ul style="list-style-type: none"> <li>+ Different characters of spatial form on <i>Sudirman</i> quay offer opportunities for different types of activities</li> <li>- Variety in spatial form is the result of partial design process of the quay</li> </ul>
	connection amongst the city, the quays, and the river	+	<ul style="list-style-type: none"> <li>+ The quays are reachable as they are located on the city center along two main roads</li> <li>+ The quays are accessible both from the streets and the river</li> </ul>
	character of the space; local context approach	+/-	<ul style="list-style-type: none"> <li>+ Few forms of the elements and decorations adapt local design</li> <li>+ The use of local materials</li> <li>+ An attempt to reuse old traditional houses</li> <li>- Local values are still implemented partially on the physical dimensions of the quays</li> </ul>
Accessibility	physical access	+/-	<ul style="list-style-type: none"> <li>+ The quays are reachable by all types of transportation mode</li> <li>+ Easily accessible by pedestrians from the side of the streets</li> <li>- The boardwalk on <i>Sudirman</i> quay is segmented into several parts, while on <i>Tendeau</i> quay is divided into two parts</li> </ul>
	Visual access	+	+ Open sceneries to the river
	Symbolic access	+	<ul style="list-style-type: none"> <li>+ No particular sign of exclusion for some groups: <ul style="list-style-type: none"> <li>• Located next to the side of the streets</li> <li>• the presence of street vendors have invited different types of users</li> </ul> </li> </ul>

<b>Public facilities</b>	Availability of public facilities (sitting space, lighting, signage, etc.)	+/-	<ul style="list-style-type: none"> <li>+ Few docks along the quays for direct access into the river</li> <li>+ The railings and lights for safety reasons</li> <li>+ Sitable elements on <i>Sudirman</i> quay</li> <li>- No sheltered places</li> <li>- No public restrooms</li> <li>- Lack of garbage bins</li> </ul>
	Design qualities of facilities	-	- not all public facilities provided are in a good condition
<b>Natural elements</b>	The conditions of natural features (trees, planting, water)	-	<ul style="list-style-type: none"> <li>- The environmental quality of this water body is poor</li> <li>- Lack of planting maintenance</li> </ul>
<b>Sign of maintenance</b>	Degree of cleanliness	-	- Lack of maintenance: dirty paths, litters
	Conditions of the physical elements	-	<ul style="list-style-type: none"> <li>- broken constructions, missing elements &amp; decorations</li> <li>- Several lights are not well-functioned</li> </ul>
<b>SOCIAL DIMENSION</b>		<b>THE FINDINGS</b>	
<b>Use and activity</b>	Activities on the water	+/-	<ul style="list-style-type: none"> <li>+ The quays provide direct access into the river for active engagement</li> <li>- Less active activities on the water; active engagement is mostly conducted by the users who live nearby</li> </ul>
	Active and passive activities	+	<ul style="list-style-type: none"> <li>+ Active engagement: jogging, fishing, swimming, playing boats, skateboarding, breakdancing</li> <li>+ Passive engagement: strolling, watching</li> </ul>
	Planned and spontaneous activities	+	<ul style="list-style-type: none"> <li>+ The quays provide reasonable space for planned and spontaneous activities: <ul style="list-style-type: none"> <li>• Planned activities such as car-free day, annually cultural festivals, exhibitions</li> <li>• Spontaneous activities such as Saturday night gatherings for young people, the presence of street vendors</li> </ul> </li> </ul>
	individual and group activities	+	+ Activities conducted by the users varied from individual activities such as fishing, swimming, strolling, snacking, and watching to group activities such as skateboarding, breakdancing, gatherings

<b>People-place interactions</b>	Freedom of action	+/-	<ul style="list-style-type: none"> <li>+ On regular days, there is no domination of users. The quays offer opportunities for different types of users to conduct their desired activities including young people</li> <li>- On Saturday night, as young people dominated the quays, other groups of users may feel excluded</li> </ul>
	Right of change	+	<ul style="list-style-type: none"> <li>+ The quays provide loose and adaptable space; they allow people to modify the space to conduct their desired activities. E.g.; people modify the quays during cultural festivals or temporary exhibitions</li> </ul>
<b>Sociability</b>	The presence of activities to attract more people to come	+/-	<ul style="list-style-type: none"> <li>+ The presence of food vendors along the quays</li> <li>+ Organized activities such as car-free day provide a reason for more people to visit the quays</li> <li>- Less activities are organized on the quays</li> </ul>
	Sign of social interactions amongst the users	+	<ul style="list-style-type: none"> <li>+ People living nearby are found usually in the afternoon on <i>Tendean</i> quay; they see their neighbors, greet, chat</li> <li>+ As more people found on the quays, social interactions – started with low-intensity contacts – happened: strangers smiling when they pass each other, seeing other people's activities, hearing conversations</li> </ul>
<b>Inclusiveness</b>	Welcoming environment	+	<ul style="list-style-type: none"> <li>+ Everyone is free to enter the quays</li> <li>+ There is no sign of exclusion</li> </ul>
	The presence of public facilities for all users	+/-	<ul style="list-style-type: none"> <li>+ Facilities found are provided for all types of users</li> <li>- Lack of public facilities are provided on the quays</li> </ul>
	Safe environment	+/-	<ul style="list-style-type: none"> <li>+ Located on the city center along the streets that creates 'public eyes'</li> <li>- In the evening, low illumination created 'hidden areas' that influence the feeling of safety being on the quays. Less people found on the quays in the evening</li> </ul>
<b>Management of activities</b>	The presence of regularly planned activities to invite more people to come	-	<ul style="list-style-type: none"> <li>- Activities found on the quays are controlled by the users themselves</li> <li>- There is no regularly organized activities found on the quays except car-free day on Sunday morning</li> </ul>
	The presence of management group	-	<ul style="list-style-type: none"> <li>- There is no clear management of the quays to operate activities on the quays</li> </ul>

## 7.2 Recommendations

Based on the findings of this research, I propose recommendations for the improvement of *Sudirman* riverside quay and important points to be taken into account for further development of *Tendean* riverside quay or other public spaces on the riverfront areas in Banjarmasin. These recommendations are constructed by adapting key qualities of public spaces on the waterfronts which are developed based on people-oriented approach and considering the existing physical and social dimensions of the quays.

### Recommendation 1: **The river attraction as an important feature of the quays**

---

The presence of natural water body is the primary element of public spaces on the waterfronts that should be the point of interest on this type of public space. The *Martapura* River which should be the primary element of the quays is still not properly developed as part of the attraction of the quays. The conditions of this river environment are poor and less active engagement conducted on the river. To improve the river attraction as an important feature of the quays, this may be accomplished by:

- *Ensuring a good quality of the river and its surroundings.* Recovery and maintenance of the river environment should be integrated with the development project of the quays.
- *Facilitating more activities on the water to improve active engagement in safety environment.* For example, providing small boats for recreation or facilitating comfortable areas for fishing. The river itself offer open space for recreation and leisure activities. The findings found that only people living nearby who dare to swim or play with rubber boats on the river; other groups of visitors may considered these dangerous. Active engagement should be encouraged by providing safety and security environment as the requirement to conduct more water-based activities.

### Recommendation 2: **Ensuring clear physical, visual, and symbolic access on the quays for everyone**

---

Accessibility is an important feature of public spaces; public access which includes physical, visual, and symbolic access is a prerequisite. The existing conditions of the quays have offered clear and visible public access. However, the improvement should be considered to strengthen the existing conditions.

The following strategies can be carried out for the improvement of accessibility on *Sudirman* riverside quay and next development of *Tendean* riverside quay.

- *Providing continuous walkways along the quays.* On *Sudirman* riverside quay, each setting is connected by the side of the street, not by the pathways of the quays. The continuity of the pathways is important to strengthen the pattern of movement on the quays. The use of different patterns and flooring of the path surface should be considered to allow different activities and experiences to occur.
- *Clear visual access into the river from the quays.* The quays should offer open sceneries of the riverfronts. The use of massive railings that limit the view of the riverfronts should be avoided.
- *Encouraging the presence of public and commercial activities surround the quays.* When an open space surrounded by affordable eating places or locally run shops, the presence of them may symbolize that the open space is welcome for everyone. On *Sudirman* and *Tendean* riverside quays, it is possible to manage particular spaces for food vendors. They should be facilitated to create comfortable eating places for people.

### **Recommendation 3: Providing well-maintained and good quality of public amenities to create comfortable public spaces**

---

Public amenities on public spaces are very important to support the users' activities. These facilities also influence people to be present on the public spaces. The findings showed that *Sudirman* riverside quay does not provide sufficient public facilities yet. The users were also aware of this condition and asked for the improvements. Further development of *Tendean* riverside quay should consider providing sufficient public facilities for the users. Public facilities should be good in quality and well-maintained to give comfort for the users. The availability of these following important facilities should be encouraged on the quays:

- *Providing more space with direct access into the river such as docks or piers.* People mostly found flocking on the edge of the rivers; sitting on the docks, facing the rivers or even jumping over the railings. The edge of the quays with physically and visually free access into the river as their favorable place to gather should be provided along the quays.



- *Providing sitable areas in various forms and vantage points.* Design elements of the quays should provide more opportunities for people to sit comfortably. The findings showed that people do not only sit on fixed benches provided but also on the planters, the railings, and the boardwalk.
- *Providing shelters or shading areas along the quays for sun and rain protection.* Some spots in Sudirman quay provide shading areas under the trees which are a favorable place to be on sunny days. The quays should be provided with flexible sheltered and shading areas to create more comfortable place for people to protect them from the sunshine and the rain.
- *Appropriate illuminations in the evening are crucial.* The quays should provide sufficient illuminations with different use to create safe and secure environment for evening outdoor activities.
- *Integrating good planting design on the design of the quays to improve microclimatic conditions and strengthen the surrounding environment.* Plants and trees are important natural features for open spaces in tropical areas. Choosing the right plants and trees for particular purposes and the maintenance should be well-managed.
- *Providing sufficient number of garbage bins.* It was found that as people do not find any garbage bin nearby, they then leave or throw their litters away on the quays. Providing sufficient number of garbage bins on the quays may avoid littering.
- *Providing public toilets for more comfortable public space.* The quays are not provided with public toilets yet. This influences the length of time they stay on the quays. So, the presence of clean public toilets is necessary to influence the users staying longer on the quays.

---

#### Recommendation 4: **Facilitating more activities on the quays to invite more people to come**

It is important for public spaces to facilitate activities in any circumstances so people have more chances to stay longer. This can be done by providing creative and contextual events and amenities. The quays have been used for several events that attract more people to come. However, on regular days, especially in the evening, the areas are used mostly by a group of young people. Besides providing flexible design and loose space for different uses, more well-managed activities should be conducted on the quays to invite more groups of users to come. Furthermore, facilitating more activities will open

great opportunities for social interactions. The following strategies could be considered for the improvement:

- *Facilitating food vendors and comfortable eating places along the quays.* The findings showed that food vendors attract people to stay on the quays. They hang around on the side of the quays and people who buy food from them should find themselves a place to sit in the quays. It is beneficial for the quays to provide suitable spaces for food vendors to set up their stalls which will offer more comfortable eating places.
- *Considering various programs conducted on the quays to invite different types of users to come.* Car-free day is an example of a weekly managed event that successfully invites more people to come. On Saturday night, sometimes there is also an event for young people. Programming more cultural events and various types of public activities on the quays should be encouraged and become part of the management program of the quays.
- *Variety in designing space along the quays.* Different types of spatial forms with flexible design and loose space should be encouraged to create opportunities for different activities to occur.

**Recommendation 5: Local characters should be presented on both physical design of the quays and the activities conducted.**

---

A good public space should offer meaningful physical and social values of where it is located. Contextual design and activities on public spaces help to create a sense of place. The quays as urban public spaces on the riverfronts should involve local styles and characters in their designs and encourage contextual activities to occur. This may be accomplished by:

- *Using local style for the design of the quays.* It is important to create a consistent design theme for public spaces on the riverfronts which adapt the local styles and characters. For example, using local materials, presenting local decorations for the elements of the quays, and adapting traditional form of wooden docks or pathways could be considered.
- *Involving valuable or historical elements and layers of the site into the design of the quays.* Understanding the existing conditions of the site – its historical and cultural values – is very important. By understanding the conditions of the site, the design of public spaces may involve

valuable elements on the site into the new design of public space. For example, *Tendean* riverside quay will reuse old traditional houses on the site as part of the quay's design.

- *Encouraging contextual and cultural activities to occur on the quays.* To create a sense of place, it is not only a matter of using local architectural style in design. The presence of local activities or cultural events on the riverfronts should also be encouraged. Active engagement with the water should be facilitated as it may represent a close connection between people and the rivers which can be experienced on the everyday life of riverside settlements.

#### **Recommendation 6: Providing good maintenance and management of the quays**

---

Maintenance and management are important key features of public spaces because this may influence the life of public spaces. Maintaining and managing both physical and social dimensions of public spaces is important to make sure that the public spaces work well for the users. This is a crucial problem found on the case of *Sudirman* and *Tendean* riverside quays. Lack of maintenance and management of the quays can be seen from the existing conditions of the quays. Providing good maintenance and management of the quays should be encouraged to create a better condition of the quays which may attract more people to come. The following are the examples to carry out this recommendation:

- *Providing regular programs for the maintenance of public spaces.* As the government takes responsibilities on maintaining the physical conditions of the quays, regular programs to do so is very crucial because they involve creating the cleanliness, safety and healthy environment of the quays for the city dwellers.
- *Partnerships between the government, private agencies and community in the surrounding could be done to carry out the maintenance of physical conditions and the management of the activities on the quays.* The government should consider this as one of the solutions for the maintenance and management problems of the quays because a successful public space is a benefit for all.

Recommendations and strategies given above are general guidelines for the improvement of *Sudirman* riverside quay and further development of *Tendean* riverside quay. These recommendations need to be

developed into the design concepts for further implementation. It is important to have the design guidelines for creating public spaces on the riverfronts in Banjarmasin to maintain the overall design features; the continuity of the design theme, the variety of spaces designed, the connections of each space on the riverfronts and the city, and the unique characters that public spaces on the riverfronts should possess. This should be followed with the city master plan for public spaces on the riverfronts. This can only be done by exploring the riverfront areas in the city and understanding the potential elements of each site that offer opportunities for the development of public spaces on the riverfronts. Evaluations of each site on the riverfronts before designing the concepts for creating public spaces are important. Designing public spaces on the riverfronts without the design guidelines and the master plan should be discouraged as it may only ruin the unique characters of the riverfront areas. Relocation of the riverside settlements may not be necessary if there is a way to carefully integrate the existing conditions of the site with the design of public spaces. We should realize that a successful public space is not only a matter of a neat and a beautiful design of the physical elements but also of how the presence of this public space influences the existing social life of the surroundings; creating a great setting for a better public life.

## REFERENCES

- Adler, P. A. & Adler, P. (1987) *Membership roles in field research*. Newbury Park, CA: Sage Publication.
- Al Ansari, F. (2009). *Public open space on the transforming urban waterfronts of Bahrain: The case of Manama city*. Phd thesis. Newcastle University. United Kingdom.
- Badan Pusat Statistik (BPS) Kota Banjarmasin (2009) *Banjarmasin in Figures 2009*.
- Brotomoeljono. (1986) *Arsitektur Tradisional Daerah Kalimantan Selatan*. Jakarta: Proyek Inventarisasi dan Dokumentasi Kebudayaan Daerah.
- Bureau of Planning, City of Portland, Oregon (2002) *South Waterfront Design Guidelines and the Greenway Design Guidelines for South Waterfront*.
- Carmona, M., Heath, T., Oc, T. & Tiesdell, S. (2003) *Public places, urban spaces: The dimensions of urban design*. Oxford: Architectural press.
- Carr, S. Francis, M. Rivlin, L.G. & Stone, A.M. (1992) *Public space*. Cambridge: Cambridge University Press.
- Cattell et al., (2007), 'Mingling, observing, and lingering: Everyday public spaces and their implications for well-being and social relations', *Health and Place* 14 (2008) pp. 544-561 ELSEVIER [online]. Available at: [www.elsevier.com/locate/healthplace](http://www.elsevier.com/locate/healthplace) (Accessed on: 13-05-2010).
- Creswell, J.W. (2009). *Research design: qualitative, quantitative, and mixed methods approaches*. 3<sup>rd</sup> ed. USA: Sage publications.

Dempsey, N. (2009), 'Are good-quality environments socially cohesive? Measuring quality and cohesion in urban neighbourhoods', *Town Planning Review* 80 (3) pp. 315-345.

Doucet, B. (2010) *Rich cities with poor people: Waterfront regeneration in the Netherlands and Scotland*. PhD thesis. Utrecht University. Utrecht.

Dovey, K. (2005) *Fluid city: Transforming Melbourne's urban waterfront*. New York: Routledge.

Gehl, J. (2003) *Winning back the public spaces*. Conference lectured at the symposium "(In)visible Cities. Spaces of Hope, Spaces of Citizenship". Centre of Contemporary Culture of Barcelona, 25-27 July 2003. [online]. Available at: <http://www.publicspace.org/> (Accessed: 15-07-2011)

Gehl, J. (2008) *Life between buildings: using public space* (J. Koh, trans). Denmark: The Danish architectural press. (Original work published 1970).

Gehl, J. (2010a) *Cities for people*. Washington, DC: Island press.

Groat, L. & Wang D. (2002). *Architectural research methods*. Canada: John Wiley & sons, inc.

Hadinata, I. Y. (2010) *Tipomorfologi Kota Banjarmasin*. MSc thesis. Universitas Gadjah Mada. Yogyakarta.

Heldiansyah, J.C. (2010) *Kajian peningkatan kualitas lingkungan binaan tepian sungai kota Banjarmasin*. MSc thesis. Universitas Gadjah Mada. Yogyakarta.

LeTourneur, C.C. (1993) *Life at the water's edge: an analysis of human behavior and urban design of public open space at the water's edge*. MA thesis. The University of British Columbia. Vancouver, Canada. [online]. Available at: <https://circle.ubc.ca/handle/2429/4976>. (Accessed: 01-04-2011).

Mason, J. (2002) *Qualitative Researching*. London: Sage Publication.

Mentayani, I. & Muchamad, B.N. (2010). *Makna sungai bagi permukiman tepian sungai di kota Banjarmasin*. Seminar Nasional Perumahan Permukiman dalam Pembangunan Kota. Jurusan Arsitektur ITS. Maret 2010.

Meridian Planning Consultants (2009) *City of Kenora: Waterfront Development Guidelines*.



Miao, P. (2001) 'Introduction', in Miao, P (Ed.) *Public places in Asia Pacific cities: current issues and strategies*. Dordrecht: Kluwer Academic Publishers, pp. 1-47.

Noor, B. (2006). *Pendekatan penataan permukiman di bantaran sungai di Banjarmasin*. Seminar Arsitektur 2006: Permukiman tepi sungai problema dan solusinya. Universitas Lambung Mangkurat Banjarmasin, 11 – 14 April 2006.

Pemerintah Kota Banjarmasin (2006) *Rencana Tata Ruang Wilayah (RTRW) Kota Banjarmasin 2006-2012*.

Pemerintah Kota Banjarmasin (2010) *Rencana Tata Ruang Wilayah (RTRW) Kota Banjarmasin 2010-2030*.

Rapoport, A. (1993) 'Systems of Activities and Systems of Settings', in Kent S. (ed.) *Domestic Architecture and the Use of Space in Interdisciplinary Cross-cultural Study*. Cambridge University Press: Cambridge, pp. 9-20.

Seman S. (1982) *Rumah Adat Banjar*. Jakarta: Balai Pustaka.

Shaftoe, H. (2008) *Convivial urban spaces: creating public urban places*. London: Earthscan.

Spradley, P.J. (1980) *Participant observation*. Orlando, USA: Harcourt.

Suprijanto, I. (2001) *Karakteristik spesifik, permasalahan dan potensi pengembangan kawasan kota tepi laut/pantai (coastal city) di Indonesia*. Proceeding – Studi dampak timbal balik antar pembangunan kota dan perumahan di Indonesia dan lingkungan global. Bandung, 19-20 Maret 2001.

The Port of San Francisco and the San Francisco Planning Department with the guidance of the Waterfront Urban Design Technical Advisory Committee (2004) *The Port of San Francisco: Waterfront Design and Access, An Element Of The Waterfront Land Use Plan*.

Triarso (2005). *Ruang terbuka dalam perancangan kota*. Jurnal Jurusan Arsitektur, 1. Unpublished. Available at: <http://eprints.undip.ac.id/1621/> (Accessed on: 01-04-2011).

Verschuren, P. & Doorewaard, H. (2005) *Designing a research project*. Utrecht: Publisher Lemma BV. Winter & Company (2008) *Waterfront Design Guidelines Juneau, Alaska*.

Whyte, W. H. (1980) *The Social Life of Small Urban Spaces*. New York: Project for Public Spaces.

Zeisel, J. (1984) *Inquiry by design: tools for environmental-behaviour research*. United Kingdom: The press syndicate of the University of Cambridge.

**WEBSITES:**

<http://epaper.banjarmasinpost.co.id/>

<http://pu.banjarmasin.go.id>

<http://www.pps.org/>