Street for Disabled: Form of Criticism on Inclusive Street Space in the Johar Market

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Abstract. The Johar Market, which is the center of Semarang City's economic activity, should be able to accommodate all user activities, including the activities of disabled groups. However, the Johar Market Area condition is not safe for people with disabilities, especially access for pedestrians. Aspects of road material quality, safety, comfort, road circulation, legibility, distinctiveness, and familiarity are not achieved in the Johar Market Area. This research method uses descriptive quantitative methods, the Likert scale, multiple regression analysis, behavior mapping, interviews, and field observations. This study indicates that in determining the development of road space, it is necessary to identify the preferences of people with disabilities towards road space facilities, which must adjust to data on age, variety of disabilities, and travel destinations in the Johar Market Area. In addition, the condition of the road space facilities that have a wrong value is also mapped according to the criteria for the streets for disabled aspects. Thus, various recommendations were made for road space facilities based on the preferences of people with disabilities as road users in the Johar Market Area.

Keywords: inclusive, Johar Market, disability activity

1. Introduction

Urban public spaces always offer three vital functions: a meeting place, market, and connection space. As a market, the city provides services as a forum for exchanging goods and services [1]. Traditional markets have a vital role for the community because they are an essential aspect of the community's economy in shopping to meet food and clothing needs. Many people make a living in traditional markets to sell agricultural products, handicrafts, and peddle services. In Indonesia, traditional markets are managed by the government. In collaboration with the private sector, where traders have small or medium capital, the products sold are primarily for people's daily needs. In the past, traditional markets were places where Indonesians went to buy daily necessities, but nowadays, there is a downward trend for traditional markets due to losing their customers. There is a strong perception in the community about traditional markets, where traditional markets are dirty and muddy, and road quality is terrible, smelly, and unsafe [2]. This has affected the decline in traditional market customers due to not realizing comfort and safety for all groups of people who are visitors to traditional markets. The government must fulfill safe and comfortable accessibility facilities for all community groups,
especially those with disabilities [3]. People with disabilities face more challenges and difficulties when traveling to carry out their activities [4]. In facilitating the activities of people with disabilities, the fulfillment of the need for facilities for people with disabilities must be realized and emphasized through the Minister of Public Works and Public Housing No. 14 of 2017 concerning the technical requirements of building facilities and the environment.

Johar Market’s history began around 1860 (Bank Indonesia History & Heritage Book Series, 2022). The establishment of Pasar Johar started when many people traded in front of the district prison, which is located east of the Semarang square. The traders serve the families/relatives of the district prison prisoners waiting for visiting hours under a row of johar trees. The row of johar trees was a gift from Sunan Pandanaran, who wanted the area to be a shady place and not run down by the traders’ tents. Traders in the area sell agricultural products in fruits, corn, cassava, and bananas. At that time, the rows of vendors selling around the district prison did not interfere with traffic, and the Municipal Government allowed this and levied a levy on the traders. In 1931, the Municipal Government planned to build a more significant market by combining the existing markets, namely Pedamaran Market, Johar Market, Benteng Market, Friday Market, and Pekojan Market. The Pasar Johar building was designed by Ir Thomas Karsten, a Dutch architect, in 1933. The Pasar Johar building has an area of 15,003 square meters. The old prison building and johar trees were demolished to establish the Johar Market. The Pasar Johar building was built on the Pasar Johar Lama and Pasar Pedamaran. It took some of the land in the square and some old shops around it due to the low land condition for constructing the central market. Pasar Johar architecture has good management because it can reflect sunlight into all market corners without causing a heating effect. Johar market is always busy and has affordable prices that can be negotiated. Until 1955, Johar Market was called the most significant and best market in Southeast Asia because visitors to Johar Market were not only from Semarang City but from outside the Central Java Province. As time goes by, the condition of Johar Market cannot accommodate traders and market visitors adequately. In addition, a tidal wave inundated the Pasar Johar area, which worsened the condition of the area and decreased the income of traders operating in it. In addition, there was a tragedy on May 9, 2015, when the Pasar Johar building caught fire so, and this cultural heritage was destroyed. Therefore, the Semarang City Government has launched a revitalization of Johar Market, which costs Rp. 146 billion, which is also supported by APBN funds and is estimated to impact the 7,800 traders in it. Currently, the Pasar Johar building can be reused. However, the Semarang City Government cannot accommodate traders who want to rent a trading kiosk inside the building as it used to be. In addition, there are also road widening activities in the Johar Market Area, Semarang City.

The Johar Market area is one of the economic activity centers in Semarang, which attracts visitors from all walks of life and all walks of life. As appropriate, the Johar Market Area must implement standard facilities for people with disabilities under the policies of the Minister of Public Works and Public Housing No. 14 of 2017 and Law No. 8 of 2016. The current condition of the Johar Market area is not safe for people with disabilities, especially for access to walking and users of walking aids. The principle of Street for Disabled, whose initial concept came from the book Street for Life [5], includes aspects of familiarity, legibility, characteristics, accessibility, comfort, and safety that have not been fully realized. Even though, in reality, people with disabilities are rarely found active in the Johar Market Area, this cannot be the reason why inclusive road spaces are not essential for them. The inability of people with disabilities to use road space properly is based on city space which treats it discriminatory so that there are limitations [6]. This research will focus on the problems that cause the decreasing trend of visitors to the Johar market and analyze ways to save the traditional market from becoming a model for inclusive traditional markets to save other traditional markets for the development of a prosperous city.

2. Materials and Methods
The scope of the area in this study is the Pasar Johar area, which is located in Kauman Village, Central Semarang District, Semarang City, Central Java Province. The scope of the Johar Market area used in
this study is adjusted to the City Planning Framework (KRK) for the road widening plan carried out by the City Planning and Housing Office. The Pasar Johar area has regional boundaries, among others, Jalan K.H Agus Salim in the north, Jalan Pedamaran in the east, Jalan K.H Wahid Hasyim in the south, Jalan Pasar Johar in the south.

Figure 1. Delineation of the Johar Market area, Semarang.

The number of samples is determined based on groups of people with disabilities where each group of people with disabilities has physical differences. People with disabilities involved in the preparation of this study were divided into blind (low vision and totally blind) and physically disabled (users of wheelchairs, crutches, walking sticks, and foot braces) who live in the Semarang City. The author involved the COMPAC community (Community for Motorcycles with Disabilities) Semarang and PERTUNI (Indonesian Blind Association) Semarang, a community of people with disabilities who are blind and physically disabled in the city as representatives of other disability communities for the City of Semarang. Taking respondents explicitly through the COMPAC and PERTUNI communities is because the City of Semarang does not have accurate data for the number of people with physical disabilities and visual impairments in detail based on various disabilities. The visually impaired people who joined the COMPAC Semarang community were taken among as many as 37 respondents, and 23 other respondents came from the blind community who were members of the PERTUNI Semarang community. Thus, 60 respondents fulfilled the needs of this research.

The method used in this study is quantitative. This research was conducted using quantitative descriptive analysis techniques; Likert scale analysis, accessibility simulation analysis; analysis of behavior patterns (behavioral mapping); classical assumption test analysis in simple linear regression, and policy analysis. This method is carried out to describe an event or symptom that is described as it is to obtain the formulation of the minimum standard of Indonesian inclusive traditional market based on the preferences of its users.

3. Result And Discussion

3.1. Behavioral Patterns of People with Disabilities in the Johar Market Area, Semarang City

It is essential to know the type of disability factor considering its effect on the need for facilities in the standard road space. In Article 1 of UU No 18 Tahun 2016, it is written that persons with disabilities have obstacles and difficulties in interacting with the environment. Therefore, inclusive development must be realized as a development process that ensures the whole community’s involvement from all groups [7]. Inclusive development efforts in the Johar Market area are realized with the first step, namely knowing and understanding community groups.
Totally blind respondents are the most respondents with a total of 15 respondents, followed by respondents using wheelchairs and crutches users with a total of 11 respondents, followed by respondents using walking sticks with ten people, followed by respondents with low vision with eight (8) people, and the last one is foot brace users with five (5) people. From this comparison, an initial conclusion can be drawn that visitors with disabilities in the Johar Market Area with existing conditions are more likely to be used by blind people.

Next is the age profile. The age factor in this study is limited to people with disabilities who are in the productive age, namely the age of 17-64 years, based on official terms from the BPS. Research respondents have various age categories. Of the total 60 respondents, 16 respondents are in the pre-elderly period (45-59 years), and three (3) respondents are old (60-70 years). Health factors in old age are a problem with special attention. The aging process of body cells in humans in old age is unavoidable, causing the body to be susceptible to trauma and degenerative diseases. Therefore, this research will prioritize road space facilities that are friendly to people with disabilities and people of old age.

In addition, the frequency of research respondents visiting the Johar Market Area is depicted in a graph. Based on the overall answers of 60 respondents, it is found that people who visit the Johar Market Area once a year are the most answered. Even so, this is one of the basics of this research.

![Figure 2. Tendency to Visit Johar Market Area.](image-url)
Figure 3. Johar Market Area Service Coverage Map.

The Pasar Johar area is a city (regional) market located in the city center with a service radius that reaches the entire city area and is located on restricted road access. Based on the service area analysis that has been carried out involving all research respondents, it is found that all respondents in Semarang City are within the service radius of the Johar Market Area. The classification of the service radius of the facility is divided into three (3), namely, 10,000 meters, 15,000 meters, and 20,000 meters. Respondents from Demak Regency and Semarang Regency are not within the service radius of the Johar Market Area.

Figure 4. Types of Transportation Used to Visit Johar Market Area.

Based on the data collection results, it is known that the research respondents are dominated by the type of motorcycle transportation (motorcycle and three wheels), as much as 55% or 33 respondents. Respondents with disabilities in this study were members of the COMPAC Semarang community, which is a tricycle motorcycle community with disabilities with a total of 35 respondents who contributed to this research from a total of 60 respondents. On the other hand, it was also stated that 37% or 22 respondents used the Trans Semarang and Trans Jateng BRT (Bus Rapid Transit), and 8% or five respondents used a car to visit the Johar Market Area.
In the existing condition, it turns out that the research location does not have a parking bag, so visitors’ private vehicles are parked on the sidewalk. In addition, there are three closest BRT stops outside the Pasar Johar area and can be reached by regular people walking for 4 minutes. However, the condition of the BRT bus stop and its road space does not support the ease with which people with disabilities can visit the Johar Market Area, which is very dangerous for the safety of users.

The purpose of the activities carried out by the disabled community in Semarang City in the Pasar Johar area is dominated by shopping activities by 55% of 60 respondents. The Johar Market area is a very large trade and service area in Semarang City because it consists of three (3) markets, including Johar Market, Kranggan Market, and Kanjengan Market. Another fact is that the Pasar Johar area is called the central market of Semarang City. These three markets are places that provide complete basic materials for clothing, food, and housing in one area.

It is also known that the services/goods that are often spent by respondents when visiting the Johar Market Area are dominated by shopping for vegetables/animal meat/fruits, which are ingredients for cooking by 33% and doing shopping activities on the Jalan K.H Wahid Hasyim section, Jalan Alun-Alun Barat and Jalan Kanjengan.

Figure 5. Johar Market Area Illegal Parking Area Map.

Figure 6. Reasons for People with Disabilities to Visit Johar Market Area.
Each time information at the research location has a different activity. In the morning, in the southern part of Jalan Alun-Alun Barat - Jalan Kanjengan, there is a morning market whose activities start from 04.00 - 11.00 WIB and are busy from 05.00 - 09.00 WIB. The area became a trading center for vegetables, fish, meat, and fruits. Research respondents at that time have activities as traders and buyers.

At the time of information during the day, the densely traded location was on Jalan K.H Agus Salim - Jalan Pedamaran. At this location, there are trading activities for glassware, cloth, iron, etc. There are also repair services for goods such as watches, jeans, and shoes at this location. Research respondents are some service providers for repairing goods at these locations. In addition, there are also activities to visit specific places. In this activity setting map, the activity of visiting specific places in question is to pray for the Muslim community during the day and Friday worship.

In the description of the time of night, trading activities are not as crowded as in the morning and afternoon. The stalls are closed at night, but there is also food merchandise such as angkringan, martabak/toast carts, bandrek carts, and so on selling on the side of Jalan K.H Agus Salim, which is an arterial road. Research respondents in the night time information carry out sightseeing activities with their motorized vehicles on the side of the road. Meanwhile, on the other side of the road, it is an environmental road that turns into a residential area at night.

In addition, it is mapped that the shaded area of shady trees for road users only covers the part of the road on Jalan Alun-Alun Barat. This will be a reference in formulating aesthetic recommendations for road space for the Semarang City Government.
3.2. Condition of Street Space in Johar Market Area

The description of the condition of the road space facilities at the research location is seen from the quantity and quality of the road space facilities and their suitability for land use according to the Semarang City Spatial Plan 2011-2031. Existing conditions of road space facilities and activities are collected through observation and review of the Ministry of Public Works Regulation No. 14 of 2017 concerning Ease of Building Requirements and Buildings. This analysis aims to describe the problems that exist in the Johar Market Area briefly and clearly as a recommendation to the government for development planning in the city of Semarang.

**Table 1.** Existing Condition of K.H Agus Salim Street Sidewalk.

| No | Observed Part                          | Accessibility Requirements On Public Roads UU No.22/T/BM/1999 | Meets Standards/Not Meets Standards | Existing Condition |
|----|---------------------------------------|---------------------------------------------------------------|------------------------------------|--------------------|
| 1  | Road intersection entering the plot with the sidewalk (ramp) | - one vertical: 10 horizontal<br>- The ramp should have at least one handrail on one side<br>- Height of handrail grip 0.8m measured from ground level | X<br>X<br>X | No Ramp |
| 2  | Sidewalk Width ≥ 1 meter              | V                                                             | 1.5 meter                          |
| 3  | Sidewalk Material                     | - Sturdy, stable and non-slip material<br>- Can be tiles, bricks, asphalt, and other sturdy materials<br>- Unobtrusive tile color<br>- Tile material for people with disabilities | X<br>X<br>X<br>X | No No No No |
### Table 2. Existing Condition of Pedamaran Street Sidewalk.

| No | Observed Part | Accessibility Requirements On Public Roads UU No.22/T/BM/1999 | Meets Standards/Not Meets Standards | Existing Condition |
|----|---------------|-------------------------------------------------------------|-------------------------------------|-------------------|
| 1  | Road intersection entering the plot with the sidewalk (ramp) | − one vertical: 10 horizontal | X | No Ramp |
|    |               | − The ramp should have at least one handrail on one side | X | |
|    |               | − Height of handrail grip 0.8m measured from ground level | X | |
| 2  | Sidewalk Width | ≥ 1 meter | V | 2 meter |
| 3  | Sidewalk Material | − Sturdy, stable and non-slip material | X | No |
|    |               | − Can be tiles, bricks, asphalt, and other sturdy materials | X | No |
|    |               | − Unobtrusive tile color | X | No |
|    |               | − Tile material for people with disabilities | X | No |

### Table 3. Existing Condition of Alun-Alun Street Sidewalk.

| No | Observed Part | Accessibility Requirements On Public Roads UU No.22/T/BM/1999 | Meets Standards/Not Meets Standards | Existing Condition |
|----|---------------|-------------------------------------------------------------|-------------------------------------|-------------------|
| 1  | Road intersection entering the plot with the sidewalk (ramp) | − one vertical: 10 horizontal | X | No Ramp |
|    |               | − The ramp should have at least one handrail on one side | X | |
|    |               | − Height of handrail grip 0.8m measured from ground level | X | |
| 2  | Sidewalk Width | ≥ 1 meter | V | 1 meter |
| 3  | Sidewalk Material | − Sturdy, stable and non-slip material | X | No |
|    |               | − Can be tiles, bricks, asphalt, and other sturdy materials | X | No |
|    |               | − Unobtrusive tile color | X | No |
|    |               | − Tile material for people with disabilities | X | No |

### Table 4. Existing Condition of K.H Wahid Hasyim Street Sidewalk.

| No | Observed Part | Accessibility Requirements On Public Roads UU No.22/T/BM/1999 | Meets Standards/Not Meets Standards | Existing Condition |
|----|---------------|-------------------------------------------------------------|-------------------------------------|-------------------|
| 1  | Road intersection entering the plot with the sidewalk (ramp) | − one vertical: 10 horizontal | X | No Ramp |
|    |               | − The ramp should have at least one handrail on one side | X | |
|    |               | − Height of handrail grip 0.8m measured from ground level | X | |
| 2  | Sidewalk Width | ≥ 1 meter | V | 1 meter |
| 3  | Sidewalk Material | − Sturdy, stable and non-slip material | X | No |
|    |               | − Can be tiles, bricks, asphalt, and other sturdy materials | X | No |
|    |               | − Unobtrusive tile color | X | No |
|    |               | − Tile material for people with disabilities | X | No |

### Table 5. Compatibility of Facility Criteria with Street for Disabled Design Principles.

| Street for Disabled Aspect | Criteria Met |
|---------------------------|--------------|
| Familiarity               | 4 of 6       |
| Legibility                | 7 of 14      |
| Distinctiveness           | 8 of 8       |
| Accessibility             | 3 of 11      |
| Comfort                   | 0 of 10      |
Based on the assessment table for the completeness and quality of road space facilities above, it is stated that many criteria do not meet the minimum standards for road space facilities to meet the needs of pedestrians, especially groups of people with disabilities. The incompleteness of road space facilities plays a significant role in the satisfaction and quality of life of road space users. Therefore, the incompleteness of facilities in the road space needs special attention by the Semarang City Government.

3.3. Evaluation of the Streets for Disabled Indicator in the Street Space of the Johar Market Area

The evaluation assessment is divided into three (3), namely the quality of road space facilities, the satisfaction of people with disabilities when they are in the Johar Market Area, the influence of the quality of road space facilities, and the satisfaction of people with disabilities when they are in the Johar Market Area. The assessment of the quality of road space facilities in the Johar Market Area is carried out using a Likert scale method of five (5) grades, namely terrible, not good, neutral, good, and excellent, based on the preferences of people with disabilities who have visited the Johar Market Area. The questions compiled for assessing street space facilities are based on the theories of design elements found in the book Street for Life [5].

Table 6. Assessment of the Quality of Street Space in the Johar Market Area based on the Preferences of People with Disabilities.

| Description                                                                 | Mean | Conclusion  |
|----------------------------------------------------------------------------|------|-------------|
| Conditions of the hot sun during the day                                   | 2.4  | Not Good    |
| The scenery around the street (buildings, billboards, etc.)                | 2.3  | Not Good    |
| Clarity of circulation/flow between pedestrians and other community activities (Street Vendors, Kiosks, Parking, Motorized Vehicles, etc.) | 2.6  | Not Good    |
| Vehicle noise                                                              | 2.2  | Not Good    |
| Disturbing odors/odors                                                     | 1.9  | Not Good    |
| Kanjengan Market road material quality                                    | 2.4  | Not Good    |
| Johar Market road material quality                                         | 2.6  | Not Good    |
| Security from crime                                                        | 2.7  | Not Good    |
| Safety when on the road itself (slippery, too high, potholes, etc.)        | 2.4  | Not Good    |
| Clean the streets of Johar Market and Kanjengan Market                     | 2.4  | Not Good    |
| The beauty of the street                                                   | 2.1  | Not Good    |

The assessment of the satisfaction of people with disabilities with road space facilities in the Pasar Johar area is measured on a Likert scale of 3 levels, namely, very good, neutral, and terrible. Questions to measure user satisfaction are based on the user's previous walking experience in the Johar Market Area. The results of this assessment are accurate from the experience of the users.

Tabel 7. Satisfaction of People with Disabilities when in the Johar Market Area.

| Description                                                                 | Mean | Conclusion  |
|----------------------------------------------------------------------------|------|-------------|
| The experience of an accident while in the Johar Market Area                | 4.9  | Not Good    |
| Understanding of roads and spaces when in the Johar Market Area             | 2.6  | Not Good    |
| Completeness of supporting facilities for the convenience of road users    | 2.7  | Neutral     |

In addition, an assessment of the influence quality of road space facilities and the satisfaction of people with disabilities in the Johar Market Area was also carried out. The analysis of this section was performed using a simple linear regression testing method.

Table 8. Normality Test Results with Kolmogorov-Smirnov Test.

| Description | Test Result |
|-------------|-------------|
Table 9. Heteroskedasitas Test Result.

| Variable     | Sig. (2-tailed) | Description                        |
|--------------|----------------|------------------------------------|
| X and Y      | 0.121          | There is no heteroscedasticity     |

Table 10. Test Result Simple Linear Regression.

| Model                     | Regression Coefficient | \( t_{hitung} \) | Sig. |
|---------------------------|------------------------|------------------|------|
| Constant                  | 7.088                  | 7.903            | .000 |
| Quality of Street Space   | 0.122                  | 3.767            | .000 |
| Facilities (X)            |                        |                  |      |

Table 11. Correlation Coefficient Test Results and Coefficient of Determination.

| Model | \( R \) | \( R^2 \) |
|-------|---------|----------|
| 1     | 0.443   | 0.197    |

Table 12. T Test Result.

| Variable                     | \( t_{hitung} \) | Sig. | Kriteria         |
|------------------------------|------------------|------|------------------|
| Quality of Street Space      | 3.767            | .000 | H1 accepted      |
| Facilities (X)               |                  |      |                  |

After carrying out the five stages of testing that have been described above, it can be concluded that the effect of the variable quality of road space facilities (X) on the satisfaction of road users (Y) in the Johar Market Area can be seen through its significant value less than 0.05 so that it can be said that the variable quality of road space facilities has an interest in the variable of road space user satisfaction. The test shows that the research hypothesis can be accepted. The quality of the existing road space facilities in the Johar Market Area can affect the satisfaction of road space users in the Johar Market Area. The coefficient of determination (R2) of 0.197, which can be interpreted as contributing to road users’ satisfaction in the Johar Market area, influences 20%, and 80% is influenced by factors other than the quality of the facilities.

3.4. Preferences of People with Disabilities for Inclusive and Adaptive Street Spaces in the Johar Market Area

The preference for street space design elements in the Johar Market Area as an inclusive street space was obtained through a questionnaire to the disabled and visually impaired people of Semarang City. Data collection using a questionnaire is intended to explore the design elements of inclusive street space in traditional markets based on user preferences.

The preference for providing inclusive street space design elements in traditional markets is reviewed from six (6) aspects: familiarity, legibility, distinctiveness, accessibility, comfort, and safety. The six aspects have different needs/priorities according to the needs of the physically disabled and blind people of Semarang City, represented by 60 research respondents.
Based on the data findings above, respondents think that the choice of all new routes is highly expected in the Johar Market Area. However, the main priority in planning and designing the common road space is the guide path for people with disabilities. They are followed by the need for a particular path for pedestrians, space for the street vendors themselves, and space for public parking. From the measurement of the existing aspects of the Streets for Disabled concept, the expectations of this new space are based on the theory.

In planning and designing inclusive supporting facilities for people with disabilities, it must be adjusted to the needs of the disabled community. The most important characteristic that must be fulfilled in supporting facilities is the texture of the facility material that is safe and prominent based on the fact that people with disabilities rely heavily on touch to carry out activities. Then, it is followed by striking color characteristics, which are very much needed for people with low vision disabilities. They are only able to see in specific primary colors. Therefore, the basic colors that must be a plan for supporting facilities are primary colors with intense chroma (sharpness) dimensions, namely red, yellow and green.

4. Conclusion
Based on the analysis results, the formulation of priority facilities for behavioral patterns and trends of people with disabilities, such as the variety of disability, age, and origin-destination movements, have a role in influencing the quality and satisfaction of the Johar Market Area. In addition, it is known that the frequency of people with disabilities who travel to the Johar Market Area once a year is 36.7%, which is the highest percentage of answers by research respondents where the service coverage of the Johar Market Area can serve all sub-districts in Semarang City as a whole. Research respondents who visited the Johar Market area dominant used motorbikes (two-wheeled and three-wheeled) with 55% of respondents, and car users were 8%. In addition, 37% of respondents generally use BRT to reach the Johar Market Area. Unfortunately, in the Johar Market Area itself, no official parking pockets
were found, but an illegal parking area that uses the shoulder of the Johar Market Area and the condition of the BRT bus stop whose facilities do not support the movement of people with disabilities to reach the Johar Market Area quickly and safely. The quality of street space facilities that have been measured by the criteria assessment according to the Street for Disabled aspect turns out to have a bad rating. This is because the presence of illegal street vendors (PKL) and illegal public parking that take up the shoulder of the road are the main factors in the poor assessment results of the quality of road space facilities. Differences in preferences for road space facilities and their characteristics are closely related to the variety of disabilities of city dwellers. Thus, providing the need for design elements and supporting facilities for road space is more emphasized on patterns/trends of age diversity and variety of disabilities in Semarang City as visitors to the Johar Market Area, which acts as a regional market.

The evaluation of the inclusive street space in the Johar Market Area based on the preferences of the disabled community has not been carried out concretely to adjust the aspirations of the opinion of the disabled community in Semarang City itself. This was stated by the Spatial Planning Service, Semarang City Public Works Service, Semarang City disability community organizations (PERTUNI, Difabel Friends Community, COMPAC, PPDI Semarang) and saw the actual condition of the Johar Market Area in the field. This should be an important note in the development and supervision of road space for the future. The construction of inclusive road space facilities for people with disabilities and visitors to the Johar Market area is prioritized on Jalan K.H Agus Salim and K.H Wahid Hasyim because this section of the road is the most frequently used road. People with disabilities carry out their activities.

Figure 11. Recommendation Map for the Development of Inclusive Road Spaces for People with Disabilities.

The addition of the BRT bus stop is prioritized on Jalan K.H Agus Salim, located in the Johar Market Area, to realize easy accessibility for people with disabilities who visit the Johar Market Area.

The Semarang City Government is obliged to understand the concept of inclusiveness in the public sphere, which in the formulation and implementation of policies must pay attention to the needs of the entire population of the City of Semarang. In addition, the application of the inclusive concept must pay attention to the capabilities of the public space itself. Thus, the existing public space is expected to reasonably accommodate all the activities of its users.
The results of this study can be used as a database and correction material for the construction and supervision of road space and the quality of life of the residents of Semarang City. This research becomes a reference for correction to improve the quality of life of urban communities through the development of a more inclusive city considering the condition of a city/region that is vulnerable to health and environmental issues. It is necessary to carry out further studies on the design of street space that adapts to the diversity of the population of Semarang City.

Through these recommendations, it is hoped that the Johar Market Area can become an inclusive and adaptive trade and service area considering the enormous diversity of economically productive disabled people in Semarang City.

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