

THE IMAGE ANALYSIS OF THE CITY ELEMENTS IN MALANG CITY

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ABSTRACT

Urban development in an area must progress along with human civilization so that in general urban development not only develops in quantity or population, but also in terms of the development of architectural art, and other architectural elements. This makes researchers feel important in terms of studying and analyzing urban development, especially urban development according to Kevin Lynch's theory, namely, the Image of the City. This can be seen from its development; it must have been very different from the theory and application in urban areas and areas of a city in certain areas. This also encourages researchers to map the area of one of the cities in East Java, namely the city of Malang. Because the location is in an area that is experiencing very rapid growth and development, it is necessary to study and map the urban elements in the city of Malang. So that the output that will be taken from this study is a layout of the urban area of Malang and detailed elements of the Image of the City.

Keywords: *Malang; Image of the City; City.*

1. INTRODUCTION

Malang City is an area with significant city development because it is located in a mountainous area and is located in the tourist center of the city of East Java. In its development, the city of Malang has become an area with a transmigration rate, and the number of populations is always increasing. This is in accordance with the population data of the city of Malang in 2018, as many as 866,118 people, and in 2020 as many as 874,890 people [1][2]. Malang City is an area with significant population development. So, that the development of Malang City does not only increase in quantity in the number of residents. However, further than that, the growth of the population in the city of Malang is increasing due to several potentials ranging from academics or education, and diverse jobs, to tourism and the attraction of the city itself.

The development in an area has mostly stayed the same, and always follows the times Malang City like other cities in Indonesia in general, has only grown and developed after the presence of the Dutch colonial government [1]. This can be seen from the many Dutch architectural relics that until now still stand majestically and have not undergone several physical and external renovations [3].

The image of a city is closely related to the identity of several elements in a city that have a dank character as an identity that can distinguish it from other cities [4]. The rapid development of Malang City makes some elements of the city less noticed, even though these various elements, are able to create and preserve the existing image of the city. The identity of an urban area will be further known by the community at large, this is able to shape the giving of the City's Image at that time [5].

Research related to the image of the city really needs to be developed and disseminated, this aims to make the wider community able to know the image of the city of Malang that has existed since the Dutch colonial era, and become a typical of the city. Some elements that still exist and are

still maintained, are gradually closed and out of control over all existing development developments. So, this research will be discussed regarding the image of the city of Malang, which still exists and is maintained in accordance with the theory of Kevin Lynch.

2. LITERATURE REVIEW

The development of the city is inseparable from the elements that make up the city, so that these elements are able to make a city more meaningful and have a distinctive cirri that exists. The image of the City that has so far been studied, which can be adjusted to the physical form, can be grouped into five types of elements, namely: paths, edges, nodes, landmarks, and districts. (Lynch, 1959). These elements can be defined as follows:

1. Paths are paths through which observers are ordinary, sometimes, or potentially moving. They may be roads, trails, transit lines, canals, railroads. For many, this is the main element in their image. People observe while moving through it, and it is along this path that other elements of the environment are organized and connected [7].

2. Edges, are linear elements that are not used or considered paths by observers. They are the boundary between two phases, linear rest in continuity: the coast, the railway, the edge of development, the wall. They are lateral references and not axis coordinates. The edges can probably be said to be barriers, more or less impenetrable, that close one region over another; or perhaps the seams, lines connecting the two regions and combined. This element of edges, while maybe not as dominant as roads, is for many an important organizing feature, especially in the role of uniting common areas, as in the outline of a city with water or walls [7].

3. Districts are medium to large regions, which are considered to have a two-dimensional level, into which the observer goes inside, and are recognized as having a familiar identification character. Always identified from the inside, they are also used for exterior reference if visible from the outside. Most people structure their cities to some extent in this way, with their own differences, whether the patron counties are the dominant elements. It seems to depend not only on individuals but also on specific cities. The district is formed from several important things are: texture, space, shape, details, symbols, building type, use, occupants, degree of topography of care [7].

4. Nodes, is a point, a strategic point in the city where observers can enter, and which is an intensive focus. Nodes may mean intersections, places of transport breaks, intersections or lane oppositions, shifts from one structure to another. Or the knots may be just concentrations, which get importance from condensation, which get their importance from being condensing some physical use or character, as hangouts on highways or enclosed fields. Some of these nodes of concentration are the focus and emblem of a district, in which their influence radiates and in between they stand as symbols. They may be called cores. Many nodes, of course, take part of the nature of intersection and concentration. The concept of a node relates to the concept of a road, an intersection as long as it is usually a convergence of the road, an event in transit. This is similar to the concept of districts, as the core is typically the intensive focus of the districts, the center of their polarization. After all, several nodal points are found in almost every emage, and in certain cases may be the dominant feature. This can be said to be the meeting point of the district. Even regular crossroads are nodes, but they usually need to be more prominent to be imaged more than incidental lane crossings. Imagescan carry only a few central nodes [7].

5. Landmarks, are another type of point reference, however in this case the observer does not enter into them, both are external. They are usually fairly simple physical objects: buildings, signs, shops, or mountains. Its use involves coupling out of one element from a number of possibilities. Some distant landmarks, usually visible from many angles and distances, above the top of the smaller element, and used as radial references. They may be within the city or at such a distance that for all practical purposes they symbolize a constant direction. Such as insulated towers, golden domes, huge hills. Even moving points, such as the sun, whose movements are fairly sluggish and regular, may be peeled off. Other landmarks are mainly local, visible only in limited areas and from a certain approach. Here are the myriad signs, shop fronts, trees, doorknobs, and other details of the

city, which fill the image of most observers. They often use hints of identity and even structure, and seem to be increasingly relied upon as a journey becomes more and more familiar[7].

3. METHODS

Qualitative research is very synonymous with research based on empirics. So this study uses empirical data and analysis it in accordance with the observed data. Qualitative research methods are of various types, researchers use rationalistic qualitative research methods. This method emphasizes empirical meaning, intellectual understanding, and the ability to argue logically need to be supported by relevant empirical data so that the product of science that is based on the ratio of naturalism is indeed science not just fiction[6].

According to Muhadjir, 1998 This method emphasizes empirical meaning, intellectual understanding, and the ability to argue logically needs to be supported by relevant empirical data so that the product of science that is based on the ratio of nalism is indeed science not just fiction. Later in this study it was also explained in the method of the mental map chosen was to use Sketch Maps[2]. In Pettricia, Munir (2005) explained that to find out the factors that influence perception in identifying elements of the image of the historical area, the confirmatory factor can be used.

4. RESULTS AND DISCUSSION

4.1. Object of Research

Malang City has an area of about 145.3 km² with an area altitude of 476 meters above sea level. So that this height makes the city of Malang have a cool temperature. Malang City consists of 5 sub-districts, namely Sukun, Klojen, Kedungkandang, Lowokwaru, and Blimbing. The population is about 895,387 inhabitants, and it can be concluded that the population density is 6,200/km². So that the population in the city of Malang is so dense. This density is the benchmark in analyzing the development of urban elements.



Figure 1. Maps of Malang City
(Sources: Google.co.id, accessed on 2022, May 01, 2022)

The area of Malang city is dominated by one large district, namely Kedungkandang district, whose area is on the south side of downtown Malang. The smallest area is the Blimbing sub-district, but with a high level of density and distress. So even though it does not have a large area, its density is very significant for the city of Malang. In another research before, there are several things related to the image of the City element in the city of Malang[8]. One of them is in the discussion starting paths, landmarks, districts and edges.

***Analysis By Theory of Kevin Lynch (The Image of The City)
Path***

Figure 2. Paths of Malang City, East Java
(Sources: google.co.id and Analysis Researcher, 2022)

1. The path from Malang city is in the middle part of the rigid pattern, but in its development these paths become diverse, and develop according to the pattern formed in the existing development pattern of the Malang city community. This rigid pattern was formed by the Dutch colonial era government. As shown in the picture below, are paths formed from antiquity to the present. According to Patricia (2014)[8] the historical elements of the city of Malang that were mapped by paths area experts were Jalan Kayutangan to Pasar Besar, kertanegara road to semeru road, ijen road, oro-oro dowo road, Kawi road.



Figure 3. Paths of Malang City, East Java
(Sources: google.co.id and Analysis Researcher, 2022)

2. The main path to Malang city access is the veteran road corridor, with the characteristic of this corridor is wide, with a fairly wide median as well. However, this line has a high level of density during commuting hours and commuting to work or school, although this line has been designed to be wide, it often experiences a buildup of vehicles or very high density.



Figure 4. Paths of Malang City, East Java
(Sources: Documentation of Researcher, 2022)

3. The same lane as the lane on the veteran road. Is a lane on the corridor of the Ijen main road. It has the same road width on the veteran road corridor. However, this lane is relatively less congested, compared to the veteran road corridor area, because the location of this line is outside the office area, trade and so on. However, it is more in the residential area of the community and above, and there tends to be no activity in the corridor of the Ijen Big road.



Figure 5. Paths of Malang City, East Java
(Sources: Documentation of Researcher, 2022)

4. The next road corridor is the corridor that connects Kahuripan road to Malang City Hall square. This access makes the main access for the general public in the Malang city area who will go to the Malang city station and towards the southern part of the city of Malang.



Figure 6. Paths of Malang City, East Java
(Sources: Documentation of Researcher, 2022)

5. The next and main corridor for the city of Malang is a corridor that connects areas outside the city of Malang, both Malang, Pasuruan, Surabaya, and surrounding areas that enter the Malang city area, through this one route. So that overcrowding will be felt during the active days of work and school. As is the case when it is Monday, and school and office holidays Saturday and Sunday. According to Juwito (2019) This area was also renewed in 2018[9]. The city government carried

out the revitalization stage of the pedestrian path by utilizing a CSR program at one of the partners and private companies in Malang city, so that the development of the median and pedestrian areas is better in this paths area.

Edges

The boundary of Malang city is so clear between the city and malang regency which is on the edge. The barriers are varied, ranging from rivers, bridges, and so on. An example of a border area located in the northern part is the border with the city of Malang and Malang regency. This border is very clearly indicated by the presence of large rivers that exist in this region. So that the existing Edges are able to show the existence of regional boundaries clearly and are able to be seen by the five senses.

These existing edges are the northern part, which is located in the Lowokwaru district, Malang city. However, the Edges according to experts are Brantas River, Kawi Road and Gatot Subroto Road [8]. However, there are other things related to the considerations and developments of the current era, so why there are several shifts in edges elements in the city of Malang.

The Edges area or the city limits of Malang is the Brantas area. According to Sayoko (2019) [10] this edges area is located in the Brantas river environmental area, which in this case the Brantas river area which is on the border of the Malang city area, namely the Jodipan colorful kampong area. In the 2012-2023 Malang City RTH Master Plan, it has also received approval for the riverside area to be used as a green belt area or a green lane area.

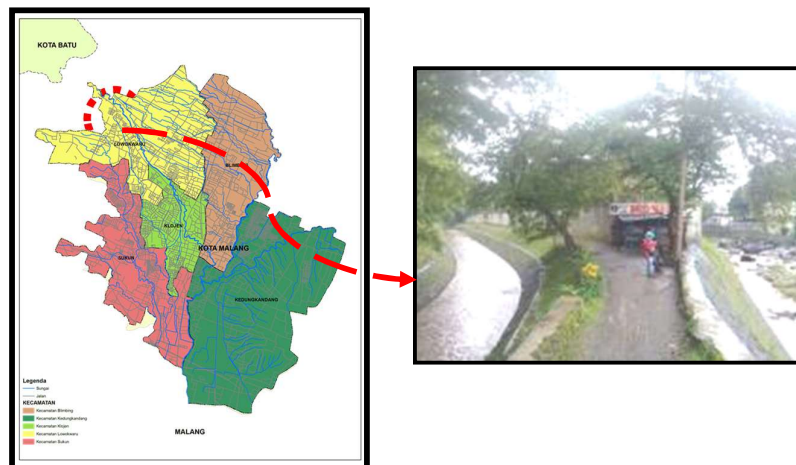


Figure 7. Edges of Malang City, East Java
(Sources: google.co.id and Documentation of Researcher, 2022)

Nodes

Malang city nodes are diverse, ranging from city nodes that have a distinctive and circular cirri, intersections in the form of 4 directions, to irregular. But below the node has 3 directions. With an average shape of 3 directions. With a high level of density, because it is the node and axis of density that exists in the city of Malang.

1.The city node is located in the Ijen Boulevard area. This intersection is circular with the park in the middle part known as the race intersection. Located right in front of the Poltekkes Malang campus, this node is crowded and crowded during office hours, both in the morning when leaving, and in the afternoon when returning home from work. Overcrowding is also common, during daylight hours, as the area tends to be quiet, and during the day it is often used by users of driving courses. So this node continues to be crowded, even if it is not office hours.



Figure 8. Nodes of Malang City, East Java
(Sources: Documentation of Researcher, 2022)

2. The next city node is at the roundabout and the meeting area between the lines from outside the city of Malang, and the city of Malang, its location at this node continues to be crowded with vehicles, because the center of the meeting of the city of Malang and outside the city of Malang.

3. The next Malang city node is on Basuki Rahmat street, this is a dense city node in the afternoon, because this is a city node with dense activities from the city market to the city psat, and also a city node that does not have existing traffic signs, so this area is often the center of density of the city area.



Figure 9. Nodes of Malang City, East Java
(Sources: Documentation of Researcher, 2022)

4. The next city node is a city node with a monument in the middle in the form of a Health UKS monument, this monument concludes 3 directions with 2 directions of which are in the same direction, so it cannot be passed, and must rotate to the side of the lannya area to reach the area.

The nodes of Malang city have increased and shifted slightly due to the development of the central node in the region. One of them was once stated by experts for nodes or nodes that according to experts are the Merdeka square area, Tugu square, and Hand Wood Crossroads [8].

Landmarks



Figure 10. Landmarks of Malang City, East Java
(Sources: Documentation of Researcher, 2022)

1. Malang city is a city formed by the Dutch colonial, this city has several distinctive cirri that can be depicted clearly without having to explain details about history, and so on, namely landmarks in the form of Boulevard. Boulevard is a flower, which was given to the region due to its high historical value, and became the center of Dutch colonial settlements. So this Boulevard flower monument monument was built in the middle of a wide road in the corridor area of Ijen Besar street, so that people who see it will immediately know that it is a big flower Boulevard, and it characterizes the city of Malang now.



Figure 11. Landmarks of Malang City, East Java
(Sources: Documentation of Researcher, 2022)

2. The city center cannot be separated from the city square. This city hall square is unique, the city of Malang chooses a round city square design, so it has unique and different characteristics. Its location in front of the city hall or malang city office office, and with its clockwise lanes, makes this city square attract public attention and become a commonly discussed characteristic. According to researchers, this is included in the area of Landmarks, because this comparison is made because the city of Malang is more identic to designate Landmarks items with the discussion above. However, according to experts and historians, it used to be preferred at the Kota Baru Stasium, Malang City Hall and Monument, Sacred Heart Church, Jami Mosque, Cor Jesu School Building, PLN Building.

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District



Figure 12. District of Malang City, East Java
(Sources: google.co.id and Documentation of Researcher, 2022)

The development of the region in Malang City is indeed very fast and significant. In the past, the main projections and districts that became characteristic were the mountain road area, the island road area, and Chinatown[8]. As population growth and transmigration increase rapidly, the district element has become a distinct attraction.

The area in Malang city has several areas that are its distinctive cirri, the first is the area of Ijen. This area will be so understood by various groups because of its distinctive regional order, and does not exist in other areas of Malang, even in cities in Indonesia. This area is the first to have the widest road width in the city of Malang. Secondly, the region is known for its massive form of house order and mostly retains Dutch colonial homes. Third, this area is a typical cirri district of Malang city because of its strategic location and physical cirri of buildings to typical vehicle lanes.



Figure 13. District of Malang City, East Java
(Sources: Documentation of Researcher, 2022)

2. The next region that characterizes the city is the market. However, this market is commonly given the nickname big market, so this market becomes distinctive and becomes unique to be known, in addition to the vertical shape of the building period order, although this market is traditional, this market is the largest market center in the city of Malang, from the regency area of trading, shopping, and trade transactions are in this large market area. The characteristic of the big market is the developed shophouse order, the existing parking area, being people able to understand, that this is a corridor and a large market area of Malang city.

According to Sayoko (2019)[10] the district area in Malang city was developed by the local government, as well as the village government. This is mentioned because of the existence of tematik kampongs which later became pilot campongs. Like Glintung Go Green (3G campong) this became the forerunner of kampong by getting an award from the Ghuangzou International Award for Urban Innovation. Thus encouraging other areas in the city of Malang to compete to be the best and become a clean, good, beautiful and useful kampong. Whether lived privately or as a pilot District or a comfortable residential area.

The development of Malang city can be summed up in 1 Layout map as a conclusion from the discussion of research related to the Image of the City of Malang city. So it can be seen that there are differences and developments that are so rapid, between the development of selection and determination of the image of the city of Malang until 1935 and 2014 to develop according to research written now. So this can also be combined with previous research, to find out the development of the image of the Malang city area.

The map of the area below is a conclusion to the discussion of research and research in the field to find updated data related to the Image of The City.

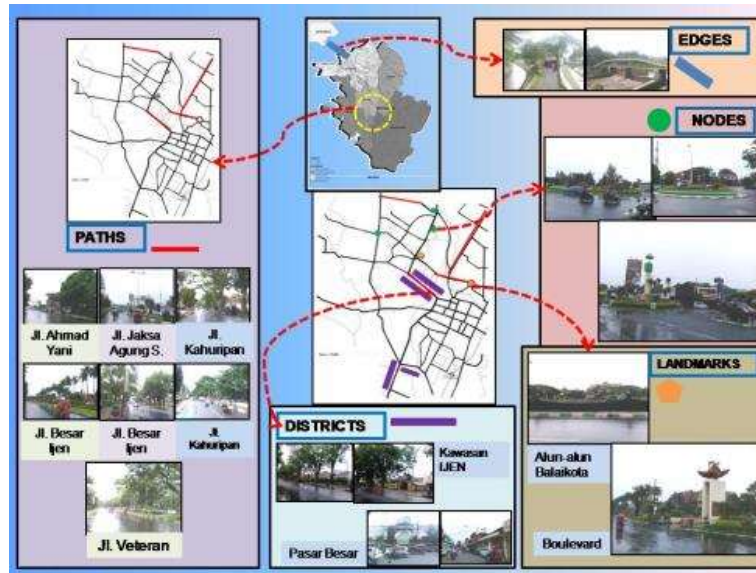


Figure 14. Mapping Image of The City of Malang City, East Java
(Sources: Analysis of Researcher, 2022)

5. CONCLUSIONS

Malang city is a city with such rapid development. The city with the best urban planning design because it was designed by the Dutch colonials, makes this city have good values and things from the Dutch view. So that until now it has a distinctive ciri and unique city that cannot be seen from various cities in Indonesia. Malang city at least still has some ciri and the image of the city that exists, so the city of Malang is still appropriate and still has elements of the image of the city according to the theory of Kevin Lynch.

This theory suggests that the image of the city is very good and appropriate, to the point of having a good distinctiveness. From the author's analysis, there are at least some city images and various analyses and explanations, which will be able to be developed and revised again, which is useful for refining research related to the image of the city of Malang. It can be concluded in the Malang city map, that the city of Malang has the following elements of the city's image according to the picture below.

Furthermore, researchers take advantage of the Image of The City element by adding information in the field of architecture that is more detailed, as well as on matters related to cities in Indonesia. So that the mapping of the Urban area, becomes a good proposal to the government. Both proposals in the form of the application of research works, as well as in the development of the Image of The City. So that it can increase the attractiveness in urban areas and architecture in general in an area.

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