

# Development of Jakarta Kota Station Function From Public Transportation Facilities to Become a Historical and Cultural Tourism Destination

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Ariani<sup>1</sup>, Atridia Wilastrina<sup>2</sup>, Titien Retnoningsih<sup>3</sup>, Ari Atmadja<sup>4</sup>

<sup>1,2,3,4</sup>Faculty of Art and Design, Trisakti University, Jakarta, Indonesia

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## Abstract

The Jakarta Kota Station, also known as Beos Station, is one of the buildings designed by a Dutch architect full of historical value and beautiful architectural form. In addition to its main function as a railway facility, Jakarta Kota station also plays a role in the economic sector for the surrounding community. This study aims to examine and provide recommendations regarding opportunities to develop the function of Jakarta Kota station from public facilities to become historical and cultural attractions. The method of design sociology with a qualitative approach is used to analyze various aspects related to the research problems such as design connection and socio-cultural phenomena, urban society, socio-cultural changes, design and environment, design and architecture, as well as tourism and culture. Based on the results of the analysis it can be concluded that apart from being a public railway facility, Jakarta Kota station is feasible to be developed into a historical and cultural tourism destination that supports the government's goal of making the Kotatua region into a historical, cultural, business and tourism site without changing its original physical form.

## Keywords

function development; historical and cultural tourism attractions; Jakarta kota station

## INTRODUCTION

The existence of Jakarta today cannot be separated from the long history of the past. This can be marked by the presence of relics in the form of buildings such as ports, offices, social facilities, including bank offices, all of which are unique and beautiful. Almost all of these relics have been designated as cultural heritage that must be preserved and conserved based on the reason that these artifacts are the thread connecting the past, present and future. Kotatua is one of the 4 (four) cultural heritage areas in Jakarta; with the other three are Menteng, Kebayoran Baru, and Situ Babakan. The establishment of Kotatua as a cultural heritage with an area of around 846 Ha is covered in the Governor Regulation of the Jakarta Spe-

cial Capital Region Number 34 of 2005. As a cultural heritage, Kotatua is planned to become a living heritage and revitalization area, projected to be one of the main sites of city scale activities for DKI Jakarta residents. The referred activities are recreation, culture, residential and work while maintaining the preservation of the area as a cultural heritage. In Kotatua Guidelines (2007) it is stated that the government plans to make the historical area of Kotatua a cultural tourism destination that promotes conservation with high economic benefits.

Among the beautiful buildings in the area, the Jakarta Kota or Beos station is one

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### Corresponding author

Jl. Kyai Tapa No. 1, Jakarta 11440, Indonesia

### Email

[arianirachman@trisakti.ac.id](mailto:arianirachman@trisakti.ac.id)

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of the important architectures that still functions as a public facility from the colonial era to the present. Jakarta Kota Station as a beautiful building with an important role has become an inseparable part of Jakarta's history. This is reinforced by the establishment of the Jakarta Kota station as a cultural heritage based on Governor Decree no. 475 in 1993. As a historic building that is now protected as a national cultural heritage, Jakarta Kota station has experienced changes of time and social and cultural environment, thus making the building an interesting artifact. In line with the government's plan to make the Kotatua area a cultural tourism destination, the Jakarta Kota station as part of Kotatua has a considerable potential to fulfill the plan. In addition to the beauty and grandeur of the building and its function as a provider of public transportation facilities, Jakarta Kota station also plays a role in the economic life of the surrounding community. Lami (2007) states that the factors driving changes in the station concept aside from the development of increasingly innovative train transportation modes are also influenced by the development of the area around the station.

As a place where the commuting activity is carried out, Jakarta Kota station becomes a crowded place visited not only by train passengers, but also the general public. The current reality shows that many of the general public depends on Jakarta Kota station existence as their family's economic sources. This condition shows that the general public, especially from the middle to lower economic class, still in need of adequate facilities and infrastructure to make ends meet. Therefore, the planned development of the Kotatua area, including the Jakarta Kota station, must be able to strengthen existing activities and encourage new business opportunities. Based on the observation of the existing reality, the development of Jakarta Kota station functions from historic buildings as well as public facilities into tourist areas becomes an important and intriguing object of examination. This study aims to examine the suitability of the current management of the Jakarta Kota Station

with the socio-cultural problems that occur around the area, so that it is feasible to be developed into a historical and cultural tourist site. The results of this study produce recommendations in the form of efforts that can be made to optimize the utilization of the facade and interior of the Jakarta Kota station to support tourism activities without compromising the surrounding socio-cultural factors.

## METHODS

This study uses a qualitative approach through various historical approaches, document studies, events interpretations, information studies, events recording, photograph documentation, to the interpretation of a social phenomenon through various field records, which are then presented in a processed form. The method of design sociology is used to study or examine the behavior of individuals, groups of people or communities affected by a particular design work, or vice versa. This social study is useful for social analysis as well as input to design practitioners, as a basis for solving problems, or efforts to find solutions through new design approaches, or new social policies. Lupton (2018) mentioned that design research methods have relevance to a wide range of sociological research interests, and particularly for applied research that seeks to understand people's engagements with objects, systems and services, better engage publics and other stakeholders, work towards social change, and identify and intervene in futures. She discusses 3 main ways in which design sociology can be conducted: the sociology of design, sociology through design and sociology with design. In this research, a literature study is also carried out by studying the literature to obtain the theoretical basis for research studies on the problems that exist in Jakarta Kota station.

## RESULT AND DISCUSSION

The discussion in this study will focus on several matters of design sociology such as; design connections with socio-cultural

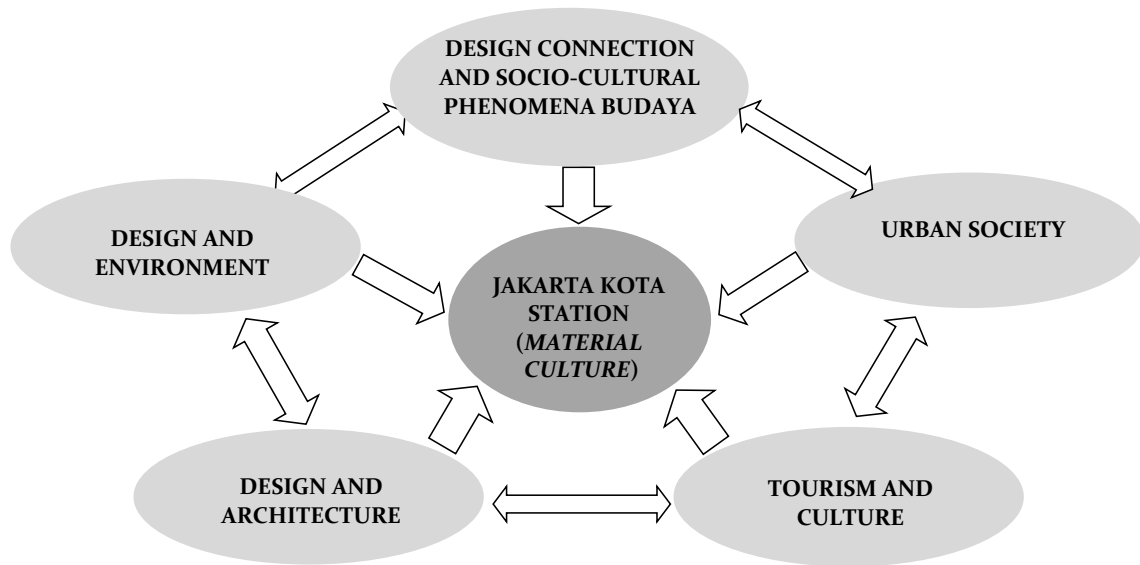


Figure 1. Research discussion scheme

phenomena, urban society, socio-cultural changes, design and environment, design and architecture, as well as tourism and culture.

### Design Connection with Cultural Social Phenomenon

At the beginning of the Dutch presence in the country, there had been cultural contact that later resulted in a cultural mix. This was supported by a group of Dutch East Indies people called "Indis Culture". The Kotatua region was the seat of government during the colonial period. Therefore, there are various kinds of cultures influencing each other, from European, Javanese, Chinese and so on. The mixing of cultures includes various cultural elements including the role of the nation's personality (local genius), which is Java that also determines the color of the Indis Culture. The results of the integration of the two cultures show that Western (European) characteristics appear more prominent and dominant (Sukiman, 2002).

The tropical nature of Java defines the realization of cultural works such as architectural forms, dressing style, lifestyle, and so on. One of the "forms" and "contents" of culture that occurs in the acculturation process is artifacts, that is, both human works and the results of their behavior in the form of objects, called material culture (Suki-

man, 2002). Jakarta Kota Station is one of the artifacts that were built with a structural concept to cope with Indonesia's tropical climate combined with art deco elements, resulting in the new Indies style. The spatial and architectural design of the Jakarta Kota Station represents the physical form of artifacts that shows the users of the Jakarta Kota station in the past were people from a certain group. But now, the Jakarta Kota station is a public facility used by all groups of people. Offices/trade/commercial activities in the Kotatua region increase pedestrian activities, which have a direct influence on the demand for adequate activities support. Likewise, small-scale direct trading activities, especially around the Fatahillah museum and Jakarta Kota Station, show ongoing transactions.

The people around the Jakarta Kota station area are continuously present, from the past (the Dutch colonial period) to the future. Their presence is precisely going through the phase between what has happened and what will happen. The community contains influence and traces of the past as well as potential seeds for the future. The natural process of society implied means that the previous phase is linked to cause and effect that determines the next phase (Sztompka, 2008). The behavior of the people around the Jakarta Kota station area

is inseparable from the condition of the spatial and architectural design. This is because the architecture of Jakarta Kota Station is the most awake form of value in representing its era.

The physical development is also related to government policies in the provision of facilities and infrastructure, regional arrangement, city security, residential structures that are in line with the construction of building elements within. The construction of space, architecture and facilities in the Jakarta Kota station area directly or indirectly influence people's behavior in carrying out their lives. The same thing happened to the behavior of the community around Jakarta Kota Station. In daily life, many people gather in and around Jakarta Kota Station, which instigates social interaction. These conditions require tolerating the interests of others and maintaining order in the region. For example: queuing in front of the ticket window, not smoking in the station area, entering the waiting room in an orderly manner, and so on. But opposite conditions are still found around Jakarta Kota station. For example, the weak planning of the transportation system around the area and the lack of discipline of public transport ultimately resulting in traffic congestion, a chaotic environment, limited parking space, and increased air pollution. Traffic in front of the station is increasingly jammed, causing the flow of passengers to be diverted to the North and South gates while the main gates of the station are now closed and fenced off. This causes the station's architectural concept to be no longer ideal, thus reducing its beauty.

Jakarta City Station has indeed become a battlefield between the public interests and commercialization and privatization. This cannot be separated from the function of Indonesian Railway Company (PT Kereta Api Indonesia), which has changed its status to joint-stock company (Persero), which must meet its needs and obligations independently without government assistance. Therefore, related to the status of Jakarta Kota station as a cultural heritage protected by the law, the government

and the wider community are equally responsible in supporting Indonesian Railway Company in maintaining the preservation of this historic building. Thus, in the study of design sociology, Jakarta Kota station as an object will have consequences to influence the behavior of users, surrounding communities and also have an impact on a larger community (Sachari, 2002).

### Urban Community in Jakarta Kota Station

The railway station beside its function as a place of interaction between boarding-alighting of passengers and loading-unloading of goods, also played a strategic role in supporting economic development and urban regions. The passenger's growth and their activities at stations need to be considered as part of the planning of the building station area development (Suprobo & Ikaputra, 2015). At present, the existence of Jakarta Kota station is very important. Not only in terms of transportation facilities but also in economic activities. The facility is open for the general public, and more widely used by people from the middle to lower classes. Jakarta Kota Station is a meeting place for people from different places and different interests. Multi-ethnic native communities blend in with urban communities who come from various regions (Bogor, Depok, Bekasi, Tangerang) and carry out activities together. Visitors are divided into people who come with the intention of using the transportation facilities and people who use the Jakarta Kota station to carry out economic activities, for example, selling various daily necessities. Therefore, life in the Jakarta Kota station area where all interests meet makes urban communities become more competitive, fast paced and results oriented (Lubis, 2008).

People who take advantage of the Jakarta Kota station by conducting economic activities are using the pedestrian areas. Although a commercial area has already been provided, there are traders who still use the area at the end of the station, leading to Mangga Dua. The pedestrian area, 2 meters in width, is getting narrower (about 1 me-

ter remaining) due to displaying goods. The activity is certainly carried out illegally because it disturbs public order especially pedestrians who crossed the area. In addition to selling, many people who work as public transportation drivers use the roadside around Jakarta Kota station to stop and wait for potential passengers, like microbus, bajaj, and motorcycles. This condition certainly disrupts the traffic flow around the station since it causes a reduction in the width of the road due to the cessation of these public vehicles, which are not in place. As a result, congestion, clutter and air pollution due to pollution arising from these vehicles was quite disturbing.

### Design and Environment

The dominant land uses in Kotatua are office building, trade and warehousing activities. In detail, the most dominant of land use is office buildings around the city center surrounding the square of Fatahillah museum and Jakarta Kota station. The warehousing function is concentrated in the northern part of the area, while trading or retail and commercial activities are concentrated in the southern part of the area, especially in the area of Pinangisia Street to Glodok. With the dominance of office buildings around it, the surrounding area of the station becomes lively during the day but tends to be quiet at night. Typical building masses within a fortified city can still be felt; buildings are closely built to each other forming a row of building masses that extends along the road corridor. As the center of the Dutch East Indies government, Batavia received special attention in planning. The pattern of the road network that adheres to a rigid grid causes the mass of the building to also follow rectangular patterns that appear formal.

A very important transportation function in the past has provided an opportunity for the Jakarta Kota Station to cross the Ciliwung River and be built inside the former fort town, located a few blocks from the Fatahillah Museum, which was then the seat of government. As a flexible transportation infrastructure, it is recommended for a station to be as close as possible to the city center

or other modes of transportation. The shape and mass of the Jakarta Kota station building can be identified as a direct response to the existing network, specifically Pos Kota Street from the north, and West Pinangisia Street from the south. The facade with faces from 3 (three) main sides gives access from the three corners of the Kotatua area to enter the Jakarta Kota station building.

Vehicle circulation system in Kotatua seems to be prepared for more crowded transportation. Although in the past large vehicles were horse-drawn carriages, the intensity was quite high, so that a wider road network was needed. However, at present, the one-way traffic is imposed in the Kotatua region, due to the need for high-speed transportation modes, making the existing road network inadequate. The one-way traffic is directed towards Jakarta Kota station especially Pos Kota Street and West Pinangisia Street, which immediately ended with a secondary facade which was the replication result of Jakarta Kota Station main facade. In the North entrance area, there is a parking space available for two-wheeled and four-wheeled vehicles. The area was actually intended for pick-up and drop-off, but it is more widely used as parking space for companies around the Jakarta Kota station such as BNI so the has not been maximized. The one-way traffic flow turns out not to be an ideal solution for traffic congestion in front of the Jakarta Kota station, especially with the construction of the TransJakarta shelter and bus lane. Control of public vehicles stopping in front of the station needs to be regulated more strictly. In a sense, more controlled policing is needed by giving fines or a speeding ticket (direct action) to the violating driver.

The main open space in the Kotatua area is Fatahillah Square, located in front of the Fatahillah Museum (formerly functioning as a City Hall). In supporting physical activities, aside installation of lightings, mailboxes, and trash bins, there are also sitting group elements to allow visitors to enjoy the view of the surrounding buildings. Fatahillah Square and Jakarta Kota Station Square were also identified as supporting

activities in the Kotatua area in general and the Jakarta Kota station area in particular. In the middle of the XVIII century, there was a church building in the western part of this square, but it has been replaced by the construction of another larger church in the XIX century.

Another significant open space area is a park in front of Jakarta Kota Station, also known as City Station Square. This area is smaller and difficult to access because it is located in the middle of a busy street. However, this square is a shortcut to Jakarta Kota Station from the West, so the intensity of people passing through is quite dense. With such conditions, an underground tunnel has now been built to minimize the traffic in front of the station. In the past the City Station Square was adorned with an aesthetic element of a pond with a fountain and a clock tower in the center. But now, due to the construction of the TransJakarta shelter, the fountain has been eliminated.

Although it was designed as Fort City, it seems that a means for pedestrian activity has been prepared in Kotatua Jakarta by providing sidewalks on some of the road's edges and the edges of building blocks. Although pedestrian lanes have been specifically provided, crossing the road must be done carefully considering that one-way streets create high-speed vehicles, an uncomfortable situation for pedestrians. Until now, walking activities are still often found around the Jakarta Kota station area, both from and to public transportation, or from and to their destination (recreation, work, etc.). The character of the pedestrian lane can be identified as a sidewalk on almost all road shoulders along the block. Another pedestrian path character is in the form of a plaza as a completely separated open space from the vehicles. Plaza for walking can be found in Fatahillah Square in front of the Fatahillah Museum and City Station Square in front of Jakarta Kota station, where an underground tunnel is now being built.

The development of Kotatua region, especially in the Jakarta Kota station, was followed by a high level of population density, causing land to become very limited.

As a result, many people in the region are trying to create their own jobs with limited capital and without binding rules. This business, known as the informal sector, has almost unlimited scope. Individuals may not need "design". But judging from the macro scale and urban order, their businesses certainly need participatory handling from themselves or related parties. The presence of the informal sector in the Kotatua region is, of course, considered illegal. But in other sectors, also for the orderliness of all comfortable cities, it requires regulation and enforcement of rules. For this reason, local governments still need compromises, aside from paying attention to the concept of good urban governance. Solving the design is needed as an alternative in bridging the two different points of view (Sachari, 2002).

### Design and Architecture

Building styles can spread to other countries through travel, trade, colonization or war. Usually the style that develops at a certain time has a certain reason that can reappear at another time somewhere. It can be said that buildings that are built at a certain time have a message to be conveyed through the style they have (Darmawan and Ratnatami, 2005). The architecture design of the Jakarta Kota station building has a distinctive feature, namely the use of a very wide curved roof. Its facade appearance was adopted on the side view as a secondary entrance. This building was designed by adopting art-deco ornaments, especially the decoration on the ventilation. Inside the station building there is a wide and tall main room with access to the three sides of the building, namely the north, south and front or main gates.

The Helsinki station designed by Eliel Saarinen in 1904 inspired the architect of Jakarta Kota station, Ghijsels. The Eliel Saarinen Train Station in Helsinki, Finland has a curved main gate, which is also applied to the Jakarta Kota station. Similarly, the structure of a tall and magnificent building and the placement of decorative elements that is essential for the art deco style that was a trend at that time. The art deco style at Jakarta Kota station tends to be simple and

minimalist.

The architecture form of Jakarta Kota Station becomes an important thing to address because of the strength originated from the activity within it and that embodies the form. This large and complex building can be broadly divided into three parts. The front consists of the hall, offices, waiting room, counters and others. The middle part is the place for platform or waiting room. At the edges there is a construction similar to the front, used as side entrance. The third part is the back of the railway stop, where passengers can board and exit the train. The three parts form a plan like the letter T. The main entrance is located on the part that jutted forward. The section is not multilevel, while the two wings are two-story.

On the first and top floors, aisles connect office rooms, storage and other rooms on the left and right wing of this T-shaped building. Both wings are flat roofed made of concrete, seen as a straight flat line when viewed from the outside. The hall with cur-

ved roof construction above is continuous. The end is a perpendicular unit forming the letter T. This section is the waiting room and directly related to the railroad tracks. This system is identical to train stations in major cities in Europe, especially the terminus station. At this type of station, the arriving train does not continue the journey, and becomes the first departure.

This large and complex building structure of Beos Station can be divided into three parts, namely the front, the middle, and the back; the part of railroad tracks. At the end of the building (right and left wing) there is a construction similar to the front, used for the side entrance. The three sections form a floor plan that resembles the letter T. The roof section follows a construction of continuous concrete, with curved columns at the top as a roof truss. Horizontal beams function as connector and binder of the arches, being a decorative element on the ceiling, forming flat lines. The middle area of the building is more widely used for offices, es-

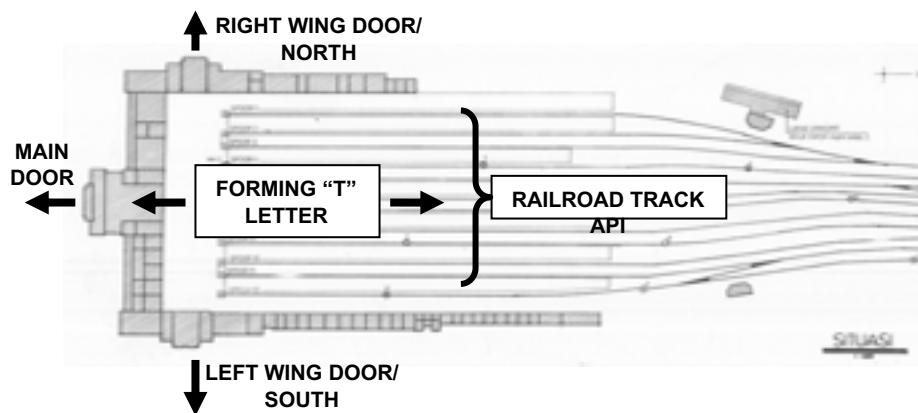


Figure 2. The map of the Jakarta Kota station building from the top view



Figure 3. Jakarta Kota Station from above

pecially those related to Indonesian Railway Company.

The hall area, a large open space area in the center of the building is left empty without any activity. This building actually has a high aesthetic value because of the concrete construction that forms the ceiling into a curve and the use of graded yellow vitrum. The middle part of the building is the most “alive” area due to public activity of using the railroad transportation. In addition to counters, platforms, and waiting rooms, there are also some spaces for rent for: mini markets, fast food restaurants, and banks. Indonesian Railway Company uses other rooms as offices. There are 12 railroad tracks in this section that will take passengers to Bogor, Merak, Bekasi and other cities in Central Java and East Java. As a terminus station (start and end), this part of the building is always crowded with passengers leaving and arriving. The construction used in the front building is concrete, and steel in the middle area. Both the concrete and steel construction in the Jakarta Kota Station building showed the expertise and accuracy of the designer because the building became sturdy and magnificent even after decades passed. Despite its strong and sturdy characters, the use of steel construction to support the ceiling does not cause a stiff impression.



**Figure 4.** Suasana di bagian dalam stasiun Jakarta Kota

The distance from the floor to the ceiling characterizes this building. The height of the two-story ceiling and the one-floor area are the same, so the middle part of the one-story building has a very high distance between the floor and the ceiling. The ceiling height is 17.7 m in the center of the building, 15 m in the front, and 4.4 m high in the office area. A high ceiling creates an experience of being small in proportion for humans, thus giving the impression of a large and magnificent building. There are 2 types of construction systems in the Jakarta Kota Station building, namely concrete and steel construction with a three-joint curved system. This construction system was very new at that time and required high accuracy. This shows the high ability of planners and contractors, in the field of concrete and steel construction.

Jakarta Kota Station is considered as one of the most important monuments in the architectural discourse of Indis style (*Indische Bouwen*), combining elements of modern western architecture with local values designed as Art Deco-style architecture. The Art Deco style is also called the *Moderne* or *Modernistic* style, which is a blend of new simplified forms with old decorative tendencies. This design uses a lot of stained-glass materials (*vitrum*) and a little ornamental use of *vitrum* is seen on the top of each arch-shaped door on the main gate, the right-wing gate and left-wing gate. These glasses produce an interesting shadow effect from the sunlight entering the building. The works of Dutch architects are very good in adjusting to the tropical nature, especially in lighting and air. Decoration in the form of molding, cornices, and cabbage geometric elements are taken from classic and modern Western characteristics. Utilization of the shadow effects arising from sunlight on these decorative elements received inspiration from the reliefs of temples in India and Indonesia. In addition to functioning as a ceiling support construction, these constructions also function as interior support elements. This construction makes the Jakarta Kota Station building strong and sturdy but also unique, beautiful and majestic.



The shape of the Jakarta Kota Station building is still the same as the Dutch era. When looking at the ceiling, we can enjoy the beauty of Dutch architecture of high and curved ceilings. Some parts of the wall instead of made from concrete walls are also covered with greenish brown ceramic resembling the color of a natural stone combined with black ceramic. Meanwhile, some parts of the floor have been replaced due to damage. Many parts in the front of the building use ceramics, while in the middle are painted concrete walls. The use of greenish brown ceramics in the front of the building gives a natural impression, but because the lighting in the room is minimal, the ceramic is not very visible. Most of the floors in Jakarta Kota Station still use the original floor as when it was first made. However, in some places it must be replaced because it has been damaged. One of the damages occurred was caused by the rising ground level due to the construction of an underground bridge connecting Jakarta Kota Station with the opposite area.

The use of material at Jakarta Kota Station is quite unique and modern. For example, the steel construction that was not commonly used back then, but the application in Jakarta City Station was very impressive, as a support for the high and magnificent ceiling with a curved shape. The use of steel as construction in the central building has been explained previously. At the back part of the building, the place where passengers prepare to depart and arrive, steel construction is also used as a roof/canopy buffer. However, the use of copper-colored paint as its finishing feels less integrated with other parts and covers the original material's character. In addition, the use of concrete on walls combined with wood as windowsills, doors and stairs still highlight local Indonesian elements. The simple shape of the door and window is framed with teak wood. The use of wood gives local characteristics of Indonesia, so that overall, although the shape of the building leads to the design of the West, the elements of the East are still present.

The general function of color for the

environment is to combine objects with the background, rather than attracting attention. The use of colors for architecture must pay attention to the environment first and consider the scale of integrity. Architectural colors that are separated from the environment mean loose and intended to emphasize or accentuate their architectural or sculptural properties through color. While the color of architecture that integrates with the environment reflects the function of the building for its environment (Darmaprawira, 2002). The use of color in the exterior and interior of Jakarta Kota Station is currently made permanent with building materials as they are, but there are some parts that are colored with paint or other decorative coverings through abstraction or intuition. This was made with the intention of identifying the shape and material of the building and to strengthen its prominence. The use of light gray gives the impression of the Jakarta Kota Station building as a building that integrates with its environment. Although the shape is unique, the neutral color does not make the building peculiar and strange. Some other colors such as dark gray, dark brown and reddish brown are used as accents in some parts.

### **Tourism and Culture**

Kotatua, including the Jakarta Kota Station, is intended to become a cultural heritage, a living heritage and as an area that is projected to be one of the main city scale activities for DKI Jakarta residents to recreate, conduct cultural activity, live and work while maintaining the preservation of the area as cultural heritage. These efforts have shown significant developments such as the improvement of the Fatahillah museum area as a tourist area, which is equipped with supporting facilities. The Fatahillah museum area, Jakarta Kota Station, Roa Malaka, Kampung Bandan, Kali Besar and Pintu Kecil are included in zone 2 of the Kotatua cultural heritage area.

Historic buildings have an important role as a tourist attraction. Black (1990) suggests a way to preserve historic buildings by adjusting the function of the building so

that it has economic value. Black concluded that the historic building has several fundamental features that can defeat the appearance of the changes made. These basic characteristics are 'historic', 'unique' and 'original'. Overall, the physical appearance of the Jakarta Kota Station has fulfilled the criteria of fundamental characteristics as a historic building that has a tourist attraction. However, improvements need to be made on several parts such as: the facade which has now been cleared of traders, the floor that was previously uneven has now been replaced with cream-colored ceramics that exude classic impression in accordance with the concept of art deco style designed by the architect. In addition to the unique physical appearance of the building, several tourism support facilities are also available at Jakarta Kota Station.

Tourism activities can generate changes in the economic and social sector in the society. Social changes related to tourists lead to development, which shows the socio-economic progress of the community, an improvement in the standard of living, and the overall social and cultural growth of the life of a city which gives birth to the perception of social and economic well-being. The human as a living being basically will always adapt to the challenges and/or changes in the surrounding environment in order to survive in accordance with the knowledge, values, beliefs, technical skills and creativity respectively (Triyanto, 2017). Many people who have been dependent on life by doing economic activities around the Jakarta Kota Station must be involved so that they feel a positive impact by changing the function of the Jakarta Kota Station as a tourist attraction (Ross, 1998).

## CONCLUSION

Based on the analysis result that has been done, it can be concluded that the function of Jakarta Kota Station as a train transportation facility is impossible to be eliminated because of its role as an important public transportation facility for the residents. However, its function is feasible to be develo-

ped into a historical and cultural tourist destination that supports the government's goal to make Kotatua region a historical, cultural, business and tourism area without changing the original appearance of the building. Supported by the establishment of the Jakarta Kota Station as a cultural heritage by the government, the function of the Jakarta Kota Station is not only as a complementary means of transportation, but also a place for the community to carry out economic activities.

The tourism planning, in this case the development of the function of Jakarta Kota Station as a cultural tourism destination, needs to be done carefully by minimizing the undesirable influence of tourism and increasing profits for the people concerned. Therefore, the community must be involved and must feel their significant influence in the planning process. The following are some recommendations in tourism planning at Jakarta Kota Station:

1. Improving environmental facilities and infrastructure in the Jakarta Kota station area, namely traffic management, integrated public transportation, pedestrian-oriented space, increasing quantity and quality of open space, and returning the role of open space as the place of social integration between communities.
2. Involving community participation in developing the function of Jakarta Kota station as a historical and cultural tourist destination by providing facilities. One example: providing appropriate facilities of kiosks or shops for people who have been dependent on life by conducting economic activities in the station building. The ethnic diversity of the indigenous people who inhabit the Jakarta Kota station area can be one of the things highlighted as the cultural uniqueness of the Jakarta Kota station. For example, making ornaments or decorations on a kiosk in accordance with certain ethnicities, which adapts to the buildings and architecture of Jakarta Kota station.
3. As a historical and cultural tourist des-

tionation, Jakarta Kota station needs to be rearranged to adjust its development function, especially in the interior. Observing the structural division of Jakarta Kota station building, the hall that has not functioned optimally can be used as a showroom for objects and pictures depicting the history of the station establishment. The top floor can be used as a hotel, while the central area where visitors are circulating can be reorganized according to its function as a tourist attraction with the addition of facilities such as local-flavored restaurants, souvenir shops, and so on. One of the train lines can also be used as a special tourist line that connects Jakarta Kota station with the city center or other historical places.

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