

Impact of Car-Free Day For Street Traders in Pekalongan District

Slamet Subekti*, Hendri Hermawan

UIN K.H.Abdurrahman Wahid Pekalongan

*slametsubekti2001@gmail.com

Article history: Received: April 10, 2024; Revised: May 05, 2024;
Accepted June 14, 2024; Published: June 29, 2024

Abstract:

This research seeks to reveal and obtain objective information about the impact of Car Free Day implementation in Kajen, Pekalongan on street vendors. This research uses a qualitative approach with a case study design. The location of the research was Kajen Square, the location of Car Free Day. The data sources were 5 street vendors and 3 Car Free Day visitors. From the results of data analysis, data were obtained which included (1) Production of Economic Activities of Street Vendors, (2) Distribution of Economic Activities of Street Vendors, (3) Public Consumption of Car Free Day Implementation, (4) Price Level of Products Sold by Street Vendors during Car Free Day in Kajen.

Keywords: *Car Free Day, Street Vendors, Microeconomics*

Abstrak:

Penelitian ini berupaya mengungkap dan memperoleh informasi objektif tentang dampak pelaksanaan Car Free Day di Kajen, Pekalongan terhadap pedagang kaki lima. Penelitian ini menggunakan pendekatan kualitatif dengan desain studi kasus. Lokasi penelitian dilakukan di alun-alun Kajen, sebagai lokasi Car Free Day. Sumber data penelitian ini adalah 5 pedagang kaki lima dan 3 pengunjung Car Free Day. Dari hasil analisis data diperoleh data yang meliputi (1) Produksi Kegiatan Ekonomi Pedagang Kaki Lima, (2) Distribusi Kegiatan Ekonomi Pedagang Kaki Lima, (3) Konsumsi Masyarakat Dari Pelaksanaan Car Free Day, (4) Tingkat Harga Produk yang Dijual Pedagang Kaki Lima Saat Car Free Day di Kajen.

Kata Kunci: *Car Free Day, Pedagang kaki lima, Ekonomi Mikro*

Introduction

The contribution of cars and road transport to climate change is perhaps the greatest health risk. In the United States, transportation emits more CO₂(28%) than any other sector. Globally, transportation is responsible for 23% of all CO₂ emissions produced by the transportation sector. Climate Change estimates that global CO₂ emissions need to be reduced by 45% from the volume in 2010 to 2030. Before finally achieving carbon neutrality in 2050, to avoid global warming of 1.5°C, global warming is directly dangerous for health¹.

Another impact caused by transportation is noise. Motorized vehicles are often modified to produce sound that exceeds the permitted noise limits, thus disturbing the comfort of the surrounding environment. Noise can cause psychological disturbances such as feeling uneasy and disturbed due to sounds that are uncomfortable to hear so that can affect a person's work effectiveness and performance.

A breakthrough has been made to maintain and improve environmental quality, namely by implementing "Car Free Day" or "Motorized Vehicle Free Day (HBKB)". This program involves more active community participation in efforts to create a cleaner atmosphere, free from air pollution due to vehicle exhaust emissions and noise due to vehicle engine sounds. In principle, this program is very simple, namely by closing one section of the road, and only allowing bicycles and pedestrians to enjoy the fresh air freely. This movement has been implemented throughout the world and every September 22 has been declared "World Car Free Day."

Another positive side of implementing a car-free day for economic activities is the increase in income of microeconomic actors such as small traders (street vendors) who sell around the location of the road where the car-free day is implemented. In Law Number 29 of 1984, it is stated that a trader is a person or entity buying, receiving, and storing important goods to sell them, handing them over, or sending them to another person or entity, whether they are still in the form of original important goods, or those which have been converted into goods. other².

However, street vendors, as one of the main components of micro businesses involved in informal sector businesses, face an environment that

¹ Andrew Glazener et al., "The Impacts of Car-Free Days and Events on the Environment and Human Health," *Current Environmental Health Reports* 9, no. 2 (2022): 165–82, <https://doi.org/10.1007/s40572-022-00342-y>.

² Cut Sri Devi, Rustiyarso, and Amrazi Zakso, "DAMPAK CAR FREE DAY BAGI PEDAGANG KAKI LIMA DI KOTA PONTIANAK," *FKIP Untan*, 2016, 1–15.

is still less than conducive, thus becoming a factor that hinders the existence and development of their business. This results in the general condition of street vendors experiencing relatively low productivity and competitiveness. Street vendors sell on roads in front of schools and busy centers which can be more profitable for traders so their merchandise sells out quickly and they earn a lot of income so they can meet their family's needs, but besides that, traders have a high risk in the event of a sudden raid, such as confiscation of stalls and carts, which resulted in traders being temporarily unable to sell³. Further research is needed to determine the impact of car-free days on street vendors in Kajen, as well as the consumption behavior of car-free day visitors.

The large number of street vendors every time there is a car-free day in Kajen Square, Pekalongan Regency is the reason why this research was carried out. Car-free day at Kajen Square is held every Sunday from 05.00 WIB to 09.00 WIB. Implemented along Jl. Mandurorejo Kajen, precisely the road in front of the Pekalongan Regent's pavilion. The people of Pekalongan Regency and its surroundings take advantage of car-free days with morning jogging, gymnastics, badminton, and football, as a means of enjoying holidays with family or relatives. These fantasies are used by street vendors to sell around the car-free day area which is considered strategic because there are lots of crowds.

This research seeks to reveal and obtain objective information about the impact of implementing car-free days in Kajen, Pekalongan on street vendors. This research aims to see the potential for increasing street vendor income, and operational costs which include levy costs, cleaning costs, electricity costs, and so on. There is a wide variety of merchandise offered by street vendors on car-free days, ranging from heavy food, snacks, clothing, and others. It is hoped that this research can find out information about the consumption patterns of the participating communities.

It is hoped that this research will be useful as information regarding the impact of implementing car-free days which will lead to increasing public knowledge as road users and economic actors. It is hoped that this research will develop strategic economic activity patterns for economic actors and the government in making policies and innovations related to micro, small, and medium enterprises.

³ Rafidah, "Strategi Dan Hambatan Pedagang Kaki Lima Dalam Meningkatkan Penjualan (Studi Kasus PKL Di Telanaipura Kota Jambi)" 4 (2019): 55–69.

Methods

This type of research is descriptive qualitative research, namely, the data collected is in the form of words, and images, not numbers. According to Bogdan and Taylor, as quoted by Lexy J. Moleong, qualitative research is a research procedure that produces descriptive data in the form of words. people's written or spoken words and observed behavior.

In terms of collecting this data, the author went directly to the research object to obtain valid data, so the researcher used the Observation Method, and Interview Method. The data analysis used is a descriptive-analytical method, namely describing the data collected in the form of words, images, and not numbers. Data originating from manuscripts, interviews, field notes, documents, and so on, is then described so that it can provide clarity on the facts or realities. Data analysis in qualitative research is carried out before entering the field, while in the field, and after finishing in the field.

This research seeks to reveal and obtain objective information about the impact of implementing car-free days in Kajen, Pekalongan on street vendors. This research aims to see the potential for increasing street vendor income, and operational costs which include levy costs, cleaning costs, electricity costs, and so on. There is a wide variety of merchandise offered by street vendors on car-free days, ranging from heavy food, snacks, clothing, and others. It is hoped that this research can find out information about the consumption patterns of the participating communities.

Result and Discussion

Theoretical basis

Motor vehicle-free days are intentional actions aimed at temporarily limiting or forbidding the use of private automobiles, while encouraging walking, biking, and utilizing public transportation instead. These initiatives have their roots in initiatives to conserve oil, notably seen in the Netherlands during the late 1930s and 1950s, as well as during the oil crisis of 1973-1974. Over time, they have developed into a worldwide phenomenon. Early examples occurred in cities like Bogota, Colombia; Venice, Italy; and Zurich, Switzerland during the 1970s, with further expansion throughout Europe during the 1990s and 2000s. The primary goal of this movement is to promote activities that don't involve motorized vehicles, providing a significant strategy for reducing dependence on

them and consequently generating environmental and public health advantages

The execution of motor vehicle-free days differs across regions and nations, with some occurring annually, monthly, or weekly. Certain initiatives are carefully overseen and endorsed by local authorities, establishing distinct boundaries within urban areas, akin to Bogota's Ciclovía. The reasons behind these car-free days range from environmental and climate considerations to advocating for fairer transportation and imagining how alternative modes of mobility can enrich general well-being, encompassing health and social unity. Ultimately, the primary objective of motor vehicle-free days is to give precedence to public transportation modes.⁴

Economics, a branch of social science, examines economic phenomena and the behaviors of individuals, businesses, governments, and other economic entities, aiming to understand how choices can be made to allocate limited resources effectively in the face of unlimited human wants. Given the scarcity of resources, economics provides a framework to address this fundamental challenge. Contemporary economics primarily investigates diverse economic phenomena and behaviors within a market-based economic framework, employing analytical methods for analysis.

Economic theory can be viewed as a systematic approach comprising of fundamental assumptions, conditions, a foundational framework, and conclusions drawn from these premises and structures. When exploring and utilizing economic theory, it's crucial to consider the underlying assumptions and the boundaries of the theory. Microeconomic theory endeavors to depict economic activities as interactions among individuals driven by their personal interests.⁵

Street vendors have been a presence throughout history, dating back to ancient times. They are generally described as

⁴ Glazener et al., "The Impacts of Car-Free Days and Events on the Environment and Human Health."

⁵ Birchenhall, "Lecture Notes on Microeconomic Theory," *Text Book: Econometrics* 77843 (2004): 1–102, papers3://publication/uuid/F85D35DF-0AD6-46FD-B8CE-12C4AE73DE2A.

individuals who sell goods to the public without a fixed building, often setting up in spaces such as sidewalks or other public areas, or moving from one location to another, transporting their merchandise using methods like wheelbarrows or overhead baskets.

There has been a significant rise in the population of street vendors in prominent urban centers worldwide, particularly in developing regions like Asia, Latin America, and Africa. This increase can be attributed to two primary factors. Firstly, the scarcity of satisfactory employment opportunities has driven individuals to seek alternative means of livelihood. Secondly, many have lost their jobs and turned to street vending as a means of survival. Consequently, street vendors predominantly consist of individuals who have faced challenges in securing stable employment or have been unable to sustain themselves through traditional means of work⁶.

Previous Research

Rafidah's research results⁷ It has been observed that street vendors frequently encounter challenges related to the location of their businesses, with the choice of location playing a crucial role in the longevity of their enterprises. Selecting a bustling area, particularly within an urban center, can significantly contribute to the sustained success of a street vendor's business. However, this aspect of business location also presents a hurdle for street vendors aiming to boost their income.

Next is Sukahyo's research⁸ Concerning the government's initiatives to foster the development of Micro, Small, and Medium Enterprises (MSMEs) through the implementation of the car-free day program in Kraksaan city, it is concluded that the program has yielded several positive outcomes. These include a reduction in air pollution stemming from vehicle emissions, a decrease in traffic-related accidents due to reduced vehicle usage, the provision of affordable or even free entertainment opportunities for the community, a decline in fuel consumption, and ultimately, an enhancement of the economy

⁶ Sharit K. Bhowmik and Debdulal Saha, *Financial Inclusion of the Marginalised*, *Financial Inclusion of the Marginalised*, 2013, <https://doi.org/10.1007/978-81-322-1506-6>.

⁷ (2019)

⁸ (2023)

for MSMEs and street vendors. However, it is noteworthy that this program also entails certain adverse effects. These include concerns regarding security, with the current level not being adequately assured, and limited space for visitors on the north side of the square, rendering it susceptible to pickpocketing. Additionally, the absence of sufficient trash receptacles has led to inadequate maintenance of hygiene standards during the car-free day program.

Meanwhile, from the research results⁹ Concerning the impact of visitor density on street vendors at Probolinggo Square, it is concluded that the square experiences heightened activity, particularly on Sundays due to the implementation of a car-free day, which significantly benefits traders operating within the Probolinggo city square vicinity. Alongside culinary offerings, visitors can explore a diverse array of products, including clothing, footwear, household furnishings, and children's toys. Moreover, enhancing supporting factors is essential to further attract visitors, such as facilities to facilitate sports activities, upkeep of assets within the square area, and ensuring security measures.

Production of Street Vendor Economic Activities

From the results of interviews with street vendors from the implementation of the car-free day in the city of Kajen regarding the production of street vendors' economic activities, data was obtained that the street vendors who sell food and drinks mostly produce their merchandise, by buying raw goods which are then processed themselves for use. for sale. Such as sellers of megono rice, chicken satay, chicken porridge, donuts, aci tofu, iced tea, squeezed oranges, and fruit juice. Several other traders buy products that are ready to then resell, such as various grilled sausages, buns, mochi, and mobile ice cream.

For clothing traders, starting from clothes, robes, negligees, jackets, headscarves, trousers, skirts and sandals and others. They buy from production agents in the Pekalongan area, Jakarta, and outside Java. Clothing traders buy for 20 thousand to 25 thousand and then resell it for around 50 thousand. Meanwhile, sandal traders sell them at prices starting from 30 thousand per pair.

⁹ of Rahmadi (2022)

As a result of an interview with Mrs. Rani, a Megono rice trader (interview 10 March 2024), data was obtained that the Megono rice trader produces his food. The Megono rice trader buys raw materials for young jackfruit to process and cook himself. Not only that, for mendoan tempeh, the Megono rice trader buys raw tempeh which is then cut and seasoned and then fried himself, for various satays, namely puyu egg satay as well as gizzard satay and intestine satay, the trader buys the raw ingredients to then make them himself. The raw materials were obtained by Megono rice traders at the Kajen main market.

For drinks in the form of iced tea and hot tea, the Megono rice traders use brewed tea which is then brewed in a large teapot and they buy the ice cubes from ice cube traders around Kajen. Meanwhile, for coffee and flavored ice, the Megono rice seller uses sachet drinks which are then brewed. The Megono rice trader got the ingredients from a local grocery store.

The results of an interview with Dwiki holding a donut (interview 10 March 2024) showed that the donuts being sold were his production. The donut seller buys raw materials including high and medium protein flour, margarine, powdered sugar, instant yeast, eggs, as well as cream, and others at cake ingredients shops around Kajen. The donut seller makes donuts in the evening and then sells them the next day.

Meanwhile, as a result of an interview with Mr. Taufiq, a sandal trader (interview 10 March 2024), data was obtained that the sandals being sold were not his production but were the result of purchasing finished goods. The sandal traders get sandals from Bandung and surrounding areas and then resell them. Most of the sandals sold are rubber-based sandals.

Based on data obtained from several interviews with street vendors. Most of the street vendors who sell food, both heavy food and light food and drinks, produce their products. Meanwhile, street vendors who sell goods or objects such as sandals or clothes are finished goods purchased from agents and then resold.

Based on the presentation of research data, the production character of the economic activities of street vendors during the implementation of *Free Day* Kajen City includes: (1) the majority of street vendors who sell food and drinks which are their production

which are processed from raw materials, (2) there are street vendors who sell food and drinks which are not their production but rather buy products that have already been produced. so that they can then be resold, such as ice cream and cilok, (3) for street vendors who sell goods such as clothes, sandals, and household appliances, the proceeds from buying from agents are then resold.

The production process is an activity to create or increase the usefulness of a good or service by using existing factors such as labor, machines, raw materials, and funds to make it more useful for human needs.¹⁰

According to Assauri (in¹¹, Factors that determine success in the production process include the type of goods, quality of goods, quantity produced, and timeliness of delivery of goods. The many diverse human needs cannot be met. So, in general, production aims to fulfill human needs to achieve prosperity. Apart from that, there are also influencing production factors. These production factors include natural production factors, labor production factors, capital production factors, and skill production factors. Products have an important meaning for a company because, without a product, the company will not be able to do anything with its business. Buyers will buy a product if they feel it is suitable, therefore the product must be adjusted to the buyer's desires or needs so that product marketing is successful. In other words, product manufacturing is better oriented towards market desires or consumer tastes.

Improving the quality of products or services is an important challenge for street vendors in competing in the market. Improving product quality will reduce costs and increase competitive advantage, even further, high product quality creates a long-lasting competitive advantage. Therefore, product quality is an important factor that drives economic growth.

¹⁰ Herlin Herawati and Dewi Mulyani, "Pengaruh Kualitas Bahan Baku Dan Proses Produksi Terhadap Kualitas Produk Pada Ud. Tahu Rosydi Puspan Maron Probolinggo," *UNEJ E-Proceeding*, 2016, 463–82.

¹¹ Herawati & Mulyani, 2016)

Distribution of Street Vendors' Economic Activities

Based on the results of interviews with several street vendors (interview 10 March 2024) data was obtained that street vendors who sell during car-free days in Kajen City do not experience problems or obstacles in distributing or bringing merchandise to the selling place. The types of transportation used by street vendors to carry merchandise to their sales locations vary. From the results of interviews with street vendors (interview 10 March 2024), it was found that the majority of street vendors who sell during car-free days use motorbikes to distribute or carry their merchandise to their selling places. Most of the street vendors who use motorbikes and carts are residents of Kajen and the surrounding areas. Meanwhile, there are a small number of street vendors who use private cars, including clothing sellers. As well as using pick-ups, including sellers of sandals and household appliances. Apart from that, there are street vendors who distribute their wares using pushcarts. Traders who use pushcarts include cilok, siomay, and batagor traders.

These results are in line with the results of observations made by researchers to see the type of transportation used by street vendors to carry merchandise to the selling location. Researchers say that most of them used motorbikes and wheelbarrows, and a small number used pick-up trucks and private cars.

Based on the results of observations and interviews with street vendors that researchers conducted to see the selling time carried out by street vendors, data was found that most of the street vendors had arrived at their selling locations around the area. *car car-free day* between 05.00 WIB and 06.00 WIB, whether using a wheelbarrow, motorbike, or car. Each of them immediately prepared their selling place as quickly as possible because, at the same time, there were many visitors to the car-free day activity.

Likewise, observations were made during the day at 09.00 WIB – 10.00 WIB to see the end of the economic activity of street vendors in the car-free day area. Observation results showed that at 09.30 WIB most of the street vendors had started packing up their merchandise to go home. For food and soft drink sellers who use pushcarts, they immediately move to look for another place or location where they can see visitors still gathering *on Free Day*.

To smooth the flow of goods or services from producers to consumers, one important factor that should not be ignored is choosing the right distribution channels that will be used in the business of distributing goods or services from producers to consumers.

Based on the data presentation and research findings, the characteristics of the distribution of street vendors' economic activities from the implementation of car-free days in Kajen City include: (1) Almost all street vendors who sell during car-free days in Kajen City do not experience significant obstacles in distributing their merchandise. to consumers, (2) the types of transportation used by street vendors are quite varied, including motorbikes, push carts, pick-up trucks, and private cars, (3) most street vendors start selling around 05.00 WIB until 10.00 WIB, (4) the distribution pattern that occurs is the producer - final consumer pattern and the producer - retailer - final consumer pattern.

The goods sold by street vendors during Kajen City's car-free day can be grouped into: food and drink vendors, clothing, children's toys, and household appliances. Street vendors who sell finished goods get their merchandise from within Pekalongan City and outside Pekalongan City. These street vendors spread and arrange their merchandise in a certain place using tables, carts, pick-up trucks and some use the trunk of a private car.

Car-Free Day Public Consumption

Interviews and observations of community consumption activities from the implementation of the car-free day in Kajen City include the types of products that are popular with consumers, the level of demand for goods sold, and the economic level of consumers. Based on the results of interviews with street vendors (interviews on March 10, 2024), information was obtained that the types of products that are popular with consumers according to street vendors themselves are ready-to-eat food and beverage products. Other sources believe that the products most visited and popular with consumers during car-free days are food drinks and clothing products.

This condition is almost the same as the results of observations made by researchers during a car-free day. The results of observations carried out by researchers found data that most consumers seemed to flock more to ready-to-eat food and beverage products. Others are spread across clothing, sandals, parabots, and several children's toys.

The results of interviews with several street vendors (interviews on March 10, 2024) regarding the level of consumer demand for the products being sold showed that the level of consumer demand varied, but was still classified as medium and low. There is no particular type of product that is in high consumer demand. Other sources also state that the level of consumer demand is uncertain and unpredictable, sometimes high and sometimes low.

Based on the results of interviews with street vendors around the car-free day area (10 March 2024), data was obtained that according to street vendors, the economic level of car-free day visitors who buy these merchandise varies from consumers with high, middle, and economic levels. low economic level. However, the majority are consumers with a lower middle economic level.

Consumption is an activity that aims to reduce or use up the usability of an object, whether in the form of goods or. One of the roles that street vendors have successfully played to date is as a bridge connecting traditional social systems with modern social systems (city consumers). It also provides employment opportunities that can accommodate more workers, especially in urban areas which tend to increase from year to year, as well as the number and types of goods traded.

Based on the data presented and research findings, the characteristics of public consumption from the implementation of car-free days in the city of Kajen include: (1) The types of products that are popular with consumers according to street vendors themselves are ready-to-eat food and beverage products. Other sources think that the products most visited and popular with consumers during car-free days are food and drinks, as well as clothing products, (2) the level of consumer demand for the products being sold shows that the level of consumer demand varies, but is still relatively moderate and low. There is no particular type of product that is in high demand from consumers, but megono rice is still a favorite food (3) street

vendors believe that the economic level of car-free day visitors who buy their products varies from consumers with high, middle, and low economic levels. However, the majority are consumers from the lower middle economic level.

Price Levels of Products Sold by Street Vendors During Car Free Day

Based on the results of interviews with several street vendors (interviews on March 10, 2024), data was obtained that the majority of street vendors thought that the price of goods sold affects sales turnover because consumers always try to find goods at cheap prices. Most street vendors do not increase their selling prices during car-free days. These street vendors sell merchandise at the same prices that are sold outside of car-free days.

These results are in line with the results of observations made by researchers to determine the price of products sold during the implementation of *Car Free Day*. Data was obtained that the price of food, both heavy and light food and drinks, was sold at the same price as the selling price outside the implementation of the car-free day. Several other goods, such as toys, are sold at a slightly higher price than those sold outside of car-free days, while household parabol products are sold slightly cheaper than on normal days with a promo that all types of parabol are sold at the same price.

Furthermore, based on the results of interviews with street vendors (interviews 10 March 2024) regarding the quality of production goods sold during the implementation of cars there is no difference in the quality of goods or products sold either during the car-free day or outside the car-free day. For food products, street vendors still use the same ingredients and the same processing process and there is no difference in serving portions during car-free days and outside car-free days.

Based on the explanation of the research results above, price levels can be grouped into 3, namely: (1) the same prices outside the implementation of car-free days, mostly food and drink traders. (2) prices that are more expensive than prices outside of car-free days include children's toy traders, (3) prices that are cheaper or in other words on sale, include sellers of sandals and household furniture.

As for offers between traders and consumers, these offers are made directly with certain sizes or measurements. Before offering it to consumers, traders first sort it into certain classifications, which are adjusted to the condition of the goods. This provides an alternative and makes it easier for potential buyers to choose the items they want. Each item has a set price, but the price they have set is still possible to reduce. Price reduction from the original price depends on the consumer's ability to bargain. Distribution factors in economic activities can influence the income earned by traders.

Conclusion

After looking at the research results that have been presented, it can be concluded that the socio-economic impact of car-free days for street vendors in the city of Kajen is positive because they do not require large production and distribution costs coupled with a fairly high level of public consumption. Furthermore, several specific conclusions can be explained, as follows: (1) Most of the economic activity of street vendors from the implementation of car-free days in Kajen City is carried out directly where traders process raw materials into ready-to-eat food for sale, others are carried out indirectly, namely traders buy products that are ready to then resell during car free day activities. (2) The distribution pattern of economic activities of street vendors from the implementation of car-free days in the city of Kajen is short, namely producer - final consumer. Transportation for goods distribution activities to CFD area locations used by street vendors is quite varied, including wheelbarrows, motorbikes, pick-up trucks, and private cars, (3) Public consumption from the implementation of car-free days in Kajen City varies but is still relatively moderate and low. There is no particular type of product that is in high demand from consumers, but megono rice is still a favorite food (4) The price level of products sold by street vendors during car-free days in Kajen City is relatively constant. Most street vendors in car-free day areas do not increase the prices of the goods they sell on car-free days compared to normal days.

Acknowledgment

Thank you to Mr Hendri as the research supervisor and to the faculty of economics and Islamic business K.H Abdurrahman Wahid Pekalongan who have given me knowledge and steps in conducting research.

Bibliography

- Bhowmik, Sharit K., and Debdulal Saha. *Financial Inclusion of the Marginalised. Financial Inclusion of the Marginalised*, 2013. <https://doi.org/10.1007/978-81-322-1506-6>.
- Birchenhall. "Lecture Notes on Microeconomic Theory." *Text Book: Econometrics* 77843 (2004): 1-102. [papers3://publication/uuid/F85D35DF-0AD6-46FD-B8CE-12C4AE73DE2A](https://publication/uuid/F85D35DF-0AD6-46FD-B8CE-12C4AE73DE2A).
- Devi, Cut Sri, Rustiyarso, and Amrazi Zakso. "DAMPAK CAR FREE DAY BAGI PEDAGANG KAKI LIMA DI KOTA PONTIANAK." *FKIP Untan*, 2016, 1-15.
- Glazener, Andrew, James Wylie, Willem van Waas, and Haneen Khreis. "The Impacts of Car-Free Days and Events on the Environment and Human Health." *Current Environmental Health Reports* 9, no. 2 (2022): 165-82. <https://doi.org/10.1007/s40572-022-00342-y>.
- Herawati, Herlin, and Dewi Mulyani. "Pengaruh Kualitas Bahan Baku Dan Proses Produksi Terhadap Kualitas Produk Pada Ud. Tahu Rosydi Puspan Maron Probolinggo." *UNEJ E-Proceeding*, 2016, 463-82.
- Nur Rahmadi, Andhi, Irma Nur Cahya Setyowati, and M. Rizky Hidayatullah. "Pengaruh Tingkat Kepadatan Pengunjung Terhadap Pedagang Kaki Lima Alun-Alun Kota Probolinggo." *Jurnal Administrasi Publik Dan Ilmu Komunikasi* 9, no. 1 (2022): 17-23. <https://doi.org/10.55499/intelektual.v9i1.65>.
- Rafidah. "Strategi Dan Hambatan Pedagang Kaki Lima Dalam Meningkatkan Penjualan (Studi Kasus PKL Di Telanaipura Kota Jambi)" 4 (2019): 55-69.
- Sucahyo, Imam, M. Rizky Hidayatullah, M. Januar Amrullah,

Zahrotul Karimah, Ahmad Musthofa, and Siti Aisyah. "Upaya Pemerintah Dalam Mengembangkan UMKM Melalui Program Car Free Day DI Kota Kraksaan." *Dialektika : Jurnal Ekonomi Dan Ilmu Sosial* 8, no. 1 (2023): 99-111. <https://doi.org/10.36636/dialektika.v8i1.2088>.