

Based on these condition it is necessary to conduct a study of the phenomena that occur in the Patukan station area so that it can be seen how the activity takes place and the factors that influence it. The results of the study can be used as input for the local government and PT. KAI regarding public open space activities that occur in the Patukan station area so that appropriate steps can be taken to answer these problems.

2. Literature Review

The literature review used in this research consists of theories that play a role in the formation of activities in the Patukan station area, namely Setting theory, Perception, Adaptation and Public Open Space Theory. Setting theory is used because it discusses the form of human interaction with the environment in this case the activities of visitors and the environment of Patukan station area. Perception theory is used to see the perceptions of visitors related to the activities they carry out in the area. Adaptation theory relates to the form of adjustment of visitors to the area of the patukan station, especially activities in the area of railway crossings that should not be carried out. The theory of public open space is used to determine the shape of a public open space and the types of activities that are in it.

2.1 Setting

Setting is the layout of an interaction between humans and their environment, which can be in the form of a relationship between places and human activities (Rapoport, 1982).

Table 1. Setting components (Rapoport in Frick, 1986)

Component	Meaning	Indicator
Fixed Elements	Elements that are essentially fixed or change infrequently	Building, Road, Tree
Semi-Fixed Elements	Element that is somewhat fixed	Signage, Street furniture
Non-Fixed Elements	Is an element related to the behavior of the user	People activity, vehicle activity

2.2 Public Open Space

Public open space is a shared open space that can accommodate functional activities as well as community activities in normal routines as well as in periodic activities (Carr, 1992). Public open space has a basic form that located outside the mass of buildings, it can be in the form of roads, city parks, markets, playground, sports fields and even memorial parks. Public space must be easy to visit which shows that it is easy and safe to reach the people who will use it. The public's response to the existence of public spaces in a city is highly dependent on the level of accessibility (Carr in Francis, 2003).

In the short term, the benefits of public space can be felt when community activities are taking place in it such as sports activities, recreation, parking, and others. Meanwhile, in the long term, public open space can be used to increase community productivity, preserve the environment, and increase the economic value of the surrounding land.

2.3 Perception

Perception is the process of receiving, distinguishing, and giving meaning to the stimulus received by the senses so that it can draw conclusions and interpret certain objects (Moskowitz and Orgel in Walgito, 2004). According to Walgito (2004), there are three conditions for the occurrence of perception, namely the presence of the object being perceived, the presence of the senses or receptors, and the presence of attention. The existence of an object or social event that causes a stimulus, and a stimulus regarding the senses

Table 2. Perception through the sense (Walgito, 2004)

Type of sense		Perception obtained
Sense of sight	Impressions obtained through the sense of sight	Light, dark, etc.
Sense of hearing	Impressions obtained through the sense of hearing	Noisy, Tunable, etc.
Sense of touch	Impressions obtained through the sense of touch	Hot, cold, smooth, sharp, etc.
Sense of smell	Impressions obtained through the sense of smell	Fragrant, stinky, etc.
Sense of taste	Impressions obtained through the sense of taste	Sweet, sour, bitter, salty

The factors that influencing perception can be based on internal factors such as individual characteristics, attitudes, motives, interests, experiences and external factors such as information obtained, knowledge and needs around, size, contrast, intensity, repetition of motion, new and familiar things or unfamiliar objects (Thoha, 2003).

2.4 Adaptation

Adaptation is an adjustment between individuals and their environment or actions taken by individuals in an effort to reduce discrepancies (Soekanto, 2017).

There are three types of adaptation, namely adaptation by adjustment, reaction and withdrawal (Bell quoted by Altman in Purwaningsih, 2011).

Table 3. Type of adaptation (Altman in Purwaningsih, 2011)

Type	Meaning	Example
Adaptation by adjustment	Action to reduce conflict by adapting so that there is harmony between environment and the individual	Wear thick clothes, wear glasses, etc.
Adaptation by reaction	The act of adapting to a certain reaction	Close the eyes, cover the ears, etc.
Adaptation by withdrawal	The act of reducing environmental stress by migrating or moving to another place	Go away, leave the location.

3. Research Method

This research was conducted using using a qualitative and quantitative method. Data in the form of issues, documentation and related literature were collected to see empirical phenomena in the field and then analyzed using existing theories. To obtain a perception assessment, this study uses a public perception approach so that it is preferential because the results of the study depend on the assessment of respondents from various age groups, genders, different levels of knowledge. This perception

assessment is carried out on visitors who are in the railroad crossing area of the Patukan station area.

3.1 Research Location

The research location is in the area around the railroad crossing in the Patukan Station area. The focus of the research is on the east side of the Jalan Sidoarum-Gamping, namely in the north and south which are the main crowded points in this area.

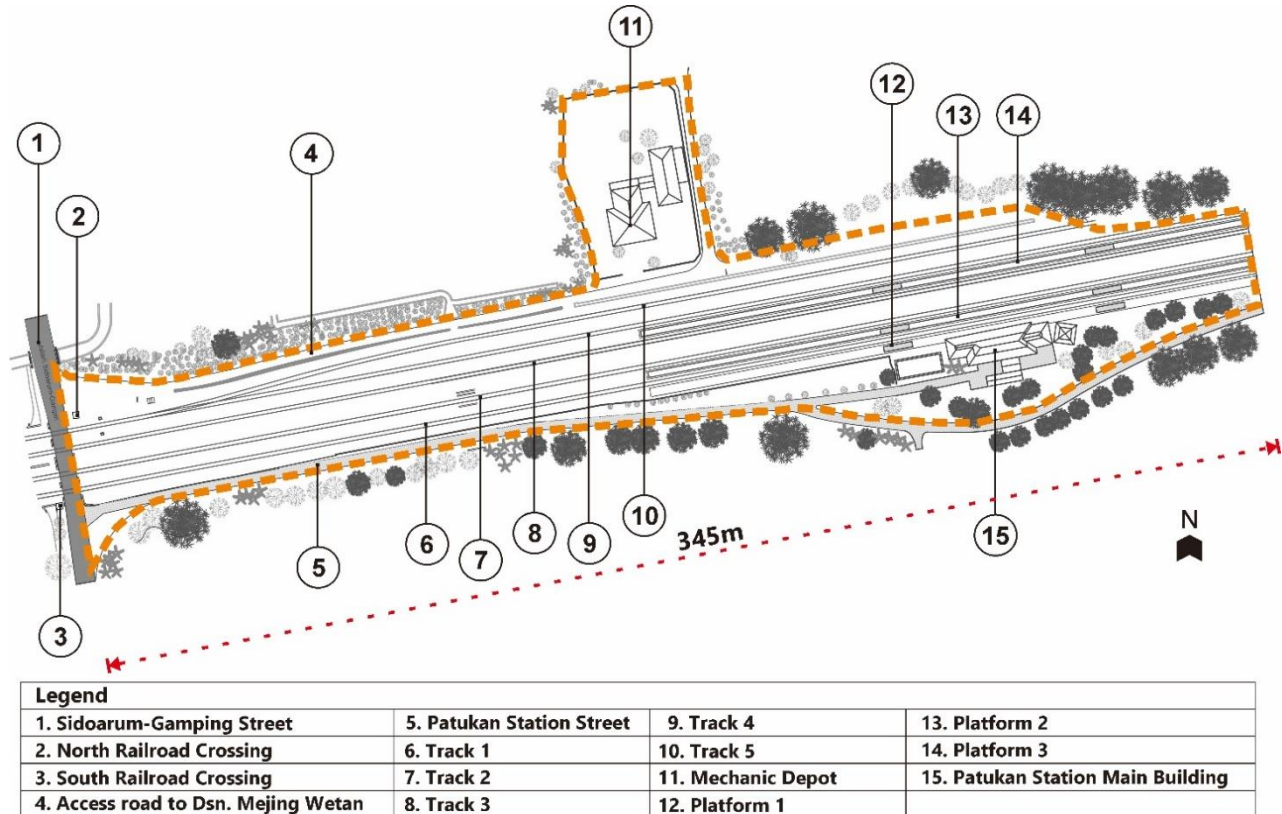


Figure 1. Patukan railway station area

Source: Author, 2021

3.2 Data Collection Method

A. Observation

That is doing direct observation related to public open space activities in the Patukan railway station area. The results of observations are used to see the phenomenon of the problems that occur in the location. Observations were made using a camera as a documentation tool.

B. Activity Mapping

Used to find out how the continuity of user activities at a time in a certain place. the methods used include place Centered Mapping aims to find out how individual & group use and accommodate their behavior in a certain time. The distribution of activities was analyzed based on the time period of morning, afternoon, evening and night on weekdays, weekends and national holidays to determine the effect of time on the types of activities carried out by activity actors.

C. Questionnaire

Is a list of questions that are structured in a structured manner and will be submitted to a number of respondents who have been selected. The questionnaire is presented in the form of a Likert scale. This method is a technique of measuring the respondents' perceptions of an ongoing

phenomenon. These responses and assessments will be used as a basis for determining the determinants of the setting of public open spaces in the railroad crossing area in the Patukan station area.

Questionnaire questions were distributed to activity actors in the area of the train crossing area of the Patukan station based on considerations of age, activity location and time that had been found previously from observations in the location. Data was collected using an on-site visitor survey with 50 respondents at least 12 years old.

In distributing this questionnaire, the information to be obtained are Information on the identity of the activity actor in the form of age, gender, area of origin, education and occupation. Visitors' perception of public open space activities in the Patukan railway station area.

D. Interview

The interview used is an unstructured interview, which is in the form of small talk with the users who came to Patukan railway station area to clarify the public perception of public open space activities in the railroad crossing area.

4. Results and Discussions

4.1 Activity Overview

Activities of visitors and street vendors at Patukan station area occurs on the north and south sides of the railroad crossing on Sidoarum-Gamping street.

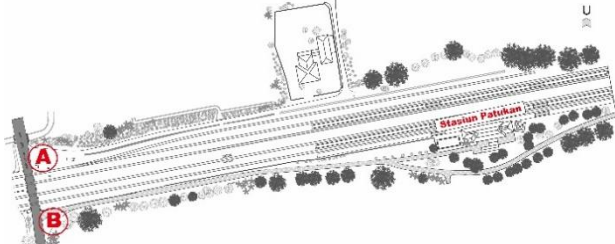


Figure 2. Activity point of visitors and street vendors in the Patukan station area

Source: Author, 2021

Based on the results of observations made on Weekdays, Weekends and national holidays, it is known that Activities of visitors and street vendors in the Patukan station area take place in the afternoon until evening, while in the morning until noon there is no activity which is vital in this area. From 7.00 AM to 10.00 AM no activity was seen in this area.

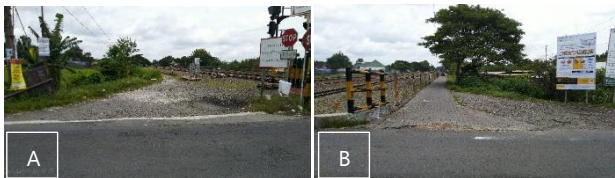


Figure 3. Activity in the Patukan station area at 9.30 AM

Source: Author, 2021

After 10.00 AM there were street vendors who began to occupy the area around the railway crossing but there was no activity/crowd in the area. During that period, there were no visitors who came to do activities in the Patukan Station area and only visible activity from visitors who came to buy the merchandise of several street vendors who had occupied several points on the east side of the highway but after that they left the location.



Figure 4. Activity in the Patukan station area at 1.00 PM

Source: Author, 2021

At 4.00 PM the number of street vendors who occupy the area around the railroad crossing experienced a significant increase. The addition of the number of street vendors was also followed by the arrival of visitors to the area.



Figure 5. Activity in the Patukan station area at 4.00 PM

Source: Author, 2021

At 5.00 PM the activity of street vendors had filled the north and south sides of the road as well as the number of visitors which during that period continued to increase. 5.00-5.30 PM is the peak point of the crowd/activity in the Patukan Station area.



Figure 6. Activity in the Patukan station area at 5.00 PM

Source: Author, 2021

By 6.00 PM there was no increase in the number of visitors who came to this area, on the contrary there was a decrease in the number of visitors because some visitors began to leave the Patukan Station area.



Figure 7. Activity in the Patukan station area at 6.00 PM

Source: Author, 2021

At 7.00 PM most of the visitors had left the Patukan station area, especially on the north side of the railroad tracks where there was no longer any activity from visitors or street vendors. While on the south side of the railroad tracks there are still activities from visitors who buy the merchandise of street vendors and lasts until 11.00 PM.



Figure 8. Activity in the Patukan station area at 7.00-11.00 PM

Source: Author, 2021

The peak of public open space activity in the Patukan Station area only takes place in the afternoon until the evening. This can be because the afternoon is the most ideal time for users to come to the area considering the weather conditions are comfortable and not as hot as during the day.

4.2 Users Characteristic

The user of activities in the Patukan station area consist of visitors and street vendors.



Figure 9. Visitors and street vendors activity

Source: Author, 2021

4.2.1 Visitors

A. Number of Visitors

Based on the results of observations it is known that from the morning to the afternoon there are no visitors who are active in the Patukan station area and there is only activity from visitors who come just to buy street vendors' merchandise and then leave the location but the number is not counted because it will focus on visitors who stay in the location especially on the railroad crossing.

Visitors generally come to the Patukan station area in the late afternoon and experience a spike in the period from 4.00-5.30 PM. the average number of visitors during that period ranged from 39 people on weekdays, 46 people on weekends and 63 people on national holidays. At night there is a decrease in the number of visitors who are active in the Patukan station area because most visitors start leaving the location at 6.00-6.30 PM.

Table 4. Number of visitors

Period	Weekday	Weekend	Holiday
7.00-10.00 AM	-	-	-
10.00 AM-3.00 PM	-	-	-
3.00-6.00 PM	39	46	63
7.00-11.00 PM	5	7	11

B. Visitors Origin

The area of origin of visitors is dominated by visitors who come from outside the sub district within the district. Based on the results of observations made in the field, data obtained that most visitors came from Kapanewon/Sub district of Godean, namely 44%, followed by visitors who came from Kapanewon Kasihan, Bantul District as much as 32%. Meanwhile, visitors from Kapanawon Gamping, which in fact is the location of Patukan station, are only around 16% at the time of observation. Another visitor came from Moyudan and Depok each as much as 4%.

Table 5. Percentage of visitor's origin

Visitors origin	Percentage
In the sub district	16%
Outside the sub district Within the district	52%
Outside the district	32%

C. Visitors Age Range

The majority of age visitors who come to the Patukan station area are between 20 and 30 years old, namely 60%, followed by visitors aged 31-40 years as much as 24% and visitors under 20 years old as much as 12%. Meanwhile, the number of visitors aged over 40 years is not very significant and only around 4% of the total visitors.

Table 6. Age range of visitors

Age	Percentage
<20	12%
20-30	60%
30-40	24%
>40	4%

D. Gender

The gender of visitors who are active in the Patukan station area has a fairly balanced percentage between men and women with a male and female ratio of 52% and 48%.

Table 7. Visitors gender

Gender	Percentage
Male	52%
Female	48%

E. Visitor Profession

Visitor occupations consist of entrepreneurs as much as 32%, housewives as much as 30%, college students as much as 16%, students as much as 12% and private employees 8%.

Table 8. Visitors profession

Profession	Percentage
Student	12%
College student	16%
Housewife	30%
Private employee	10%
Entrepreneur	32%

4.2.2 Street Vendors

A. Number of Street Vendors

The activity of street vendors in the Patukan station area began at noon at around 11.00 AM but the number was not significant and only ranged from 2-3 traders. In the afternoon there was a significant increase in the period from 4.00-5.00 PM. The number of street vendors during this period averaged 12 traders on weekdays, 15 traders on weekends and 17 traders on national holidays. In the period from 7.00 to 11.00 PM the average number of traders decreased and only around 3 traders on weekdays, and weekends. The number of street vendors is slightly more on national holidays which is around 5 traders.

Table 9. Number of street vendors

Period	Weekday	Weekend	Holiday
7.00-10.00 AM	-	-	-
10.00 AM-3.00 PM	2	2	3
3.00-6.00 PM	12	15	17
6.00-11.00 PM	3	3	5

B. Origin of Street Vendors

Street vendors selling in the Patukan station area are dominated by 59% come from within the sub district of Gamping, while the rest comes from Kapanewon Godean as much as 29% and Kapanewon Kasihan, Bantul district as much as 12%.

Table 10. Percentage of street vendor's origin

Visitors origin	Percentage
In the sub district	59%
Outside the sub district within the district	29%
Outside the district	12%

C. Type of Trade

The majority of the types of street vendors' merchandise are food and beverages as much as 86% while the types of non-food merchandise are only 14%. The types of non-food merchandise sold in the area include children's toys, birds, balloons and others.

Table 11. Type of trade

Type of trade	Percentage
Food/beverages	86%
Non Food/beverages	14%

4.3 Activity Distribution

The distribution of activities that occur in the Patukan station area is observed based on 4 time periods. Based on the results of field observations in the morning, namely in the period from 07.00 to 10.00 PM, there was no activity that took place in the Patukan station area, either by visitors or street vendors, so the analysis will focus on the period during the day (10.00 AM-3.00 PM), in the afternoon (3.00-6.00 PM) and evenings (6.00-11.00 PM) on weekdays, weekends and public holiday.

4.3.1 Activity Distribution from 10.00 AM to 3.00 PM

Activities during the day in the Patukan station area on weekdays and weekends tend to have similarities both in terms of the number and types of activity actors. In Figure 10, it is known that the activity during the day on weekdays and weekends has not been seen as significant and there are only activities carried out by 2 street vendors who occupy the north and south sides of the rail and some visitors who come just to buy merchandise and then leave the location. The types of street vendors who sell during the day are food traders with a fixed/silent position of activity.

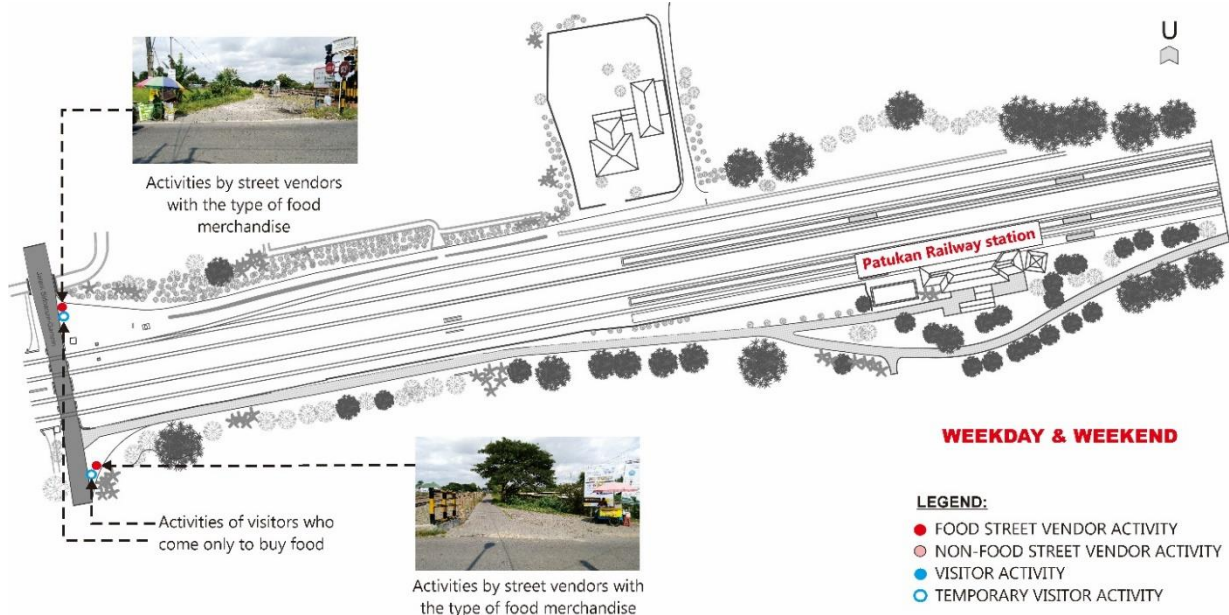


Figure 10. Activity distribution from 10.00 AM to 3.00 PM on weekdays and weekends

Source: Author, 2021

In Figure 11 it can be seen that there is an increase in the number of street vendors on national holidays compared to weekdays and weekends, but the addition is only about 1 street vendor with a silent activity position, namely on the south side of the railroad. The addition of street vendors was followed by an increase in the intensity of visitors who came to the location to buy merchandise but there were no visitors who settled and carried out activities in the Patukan station area.

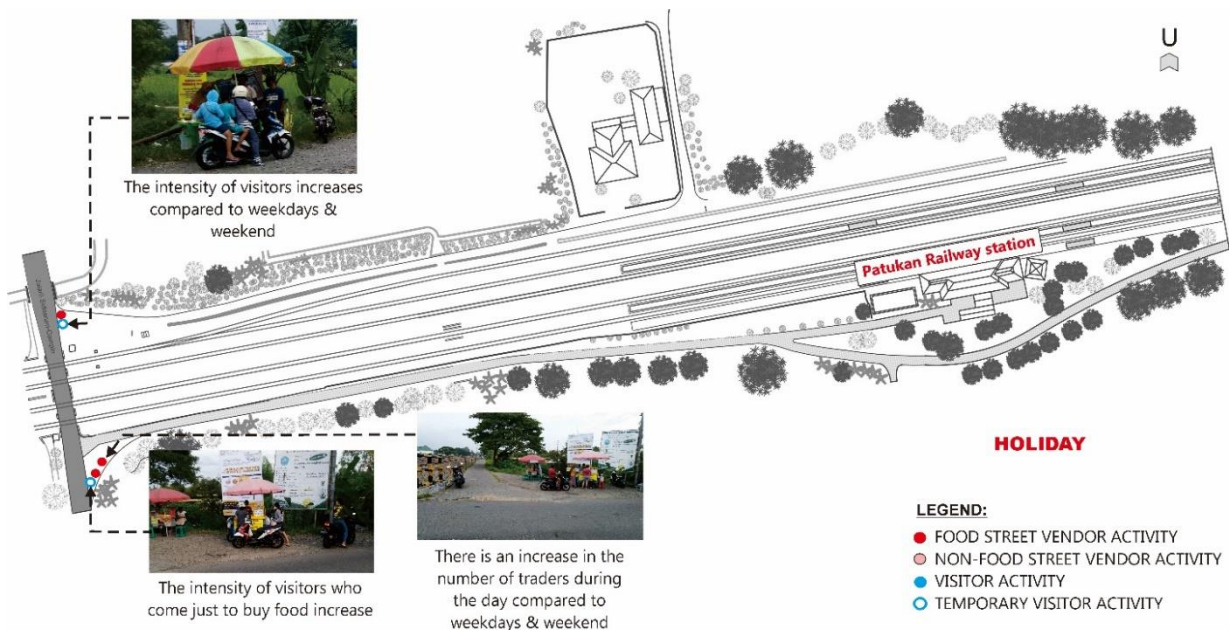


Figure 11. Activity distribution from 10.00 AM to 3.00 PM on holidays

Source: Author, 2021

4.3.2 Activity Distribution from 3.00 PM to 6.00 PM

Activities in the afternoon in the Patukan station area have different numbers and types of activity actors on weekdays, weekends and national holidays. There was an increase in the number of activity actors from weekdays to weekends and weekends to national holidays. The addition of the majority of activity actors is from visitors who come in the period from 4.00-5.30 PM. During this period, it was also the peak of activity in the Patukan station area because there was no additional number of activity actors who came to the location, both visitors and street vendors in the following period. In Figure 12 it is known that during the afternoon on weekdays, activities carried out in the Patukan station area are seen, both from visitors and street vendors. The number of activity actors during that period experienced a very significant increase compared to the daytime.

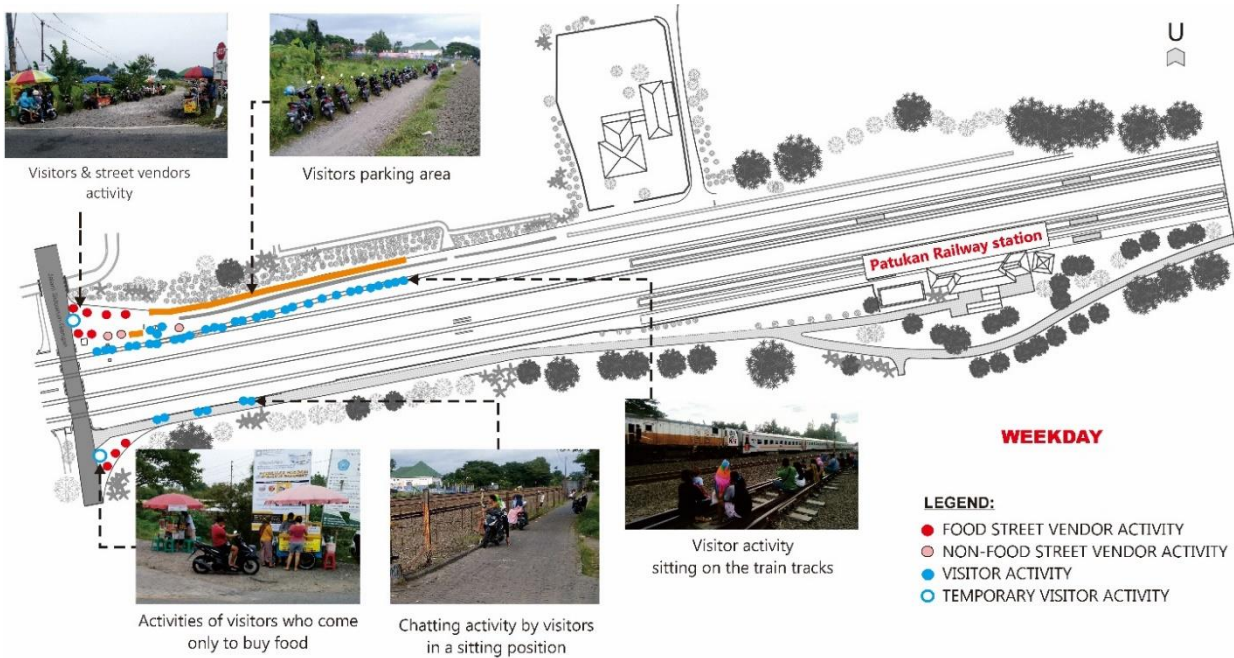


Figure 12. Activity distribution from 3.00 PM to 6.00 PM on weekdays

Source: Author, 2021

Figure 13 shows that in the afternoon on weekends there is an increase in the number of activity actors compared to weekdays, both for visitors and street vendors. The increase in the number of visitors has led to the widespread use of space in the Patukan station area, especially on railroads/railways and roads that are used as a place to park vehicles.

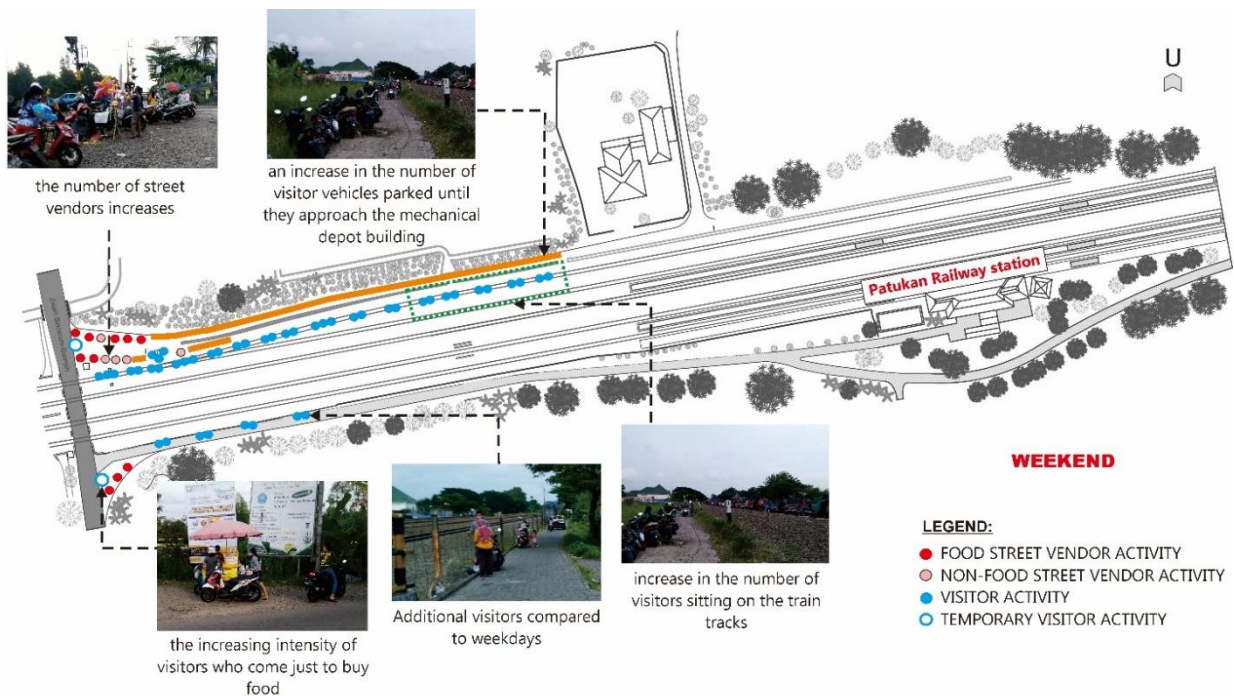


Figure 13. Activity distribution from 3.00 PM to 6.00 PM on weekends

Source: Author, 2021

Figure 14 shows that on national holidays there is an increase in activity on the railroad tracks by visitors compared to weekends. Activities on the train tracks and parking of visitors' vehicles are increasingly expanding to the east to approach the Patukan station building. The increase in the number of visitors was followed by an increase in the number of street vendors both on the north and south sides of the railroad. Significant addition of street vendors occurred on the north side of the rail with more diverse types of merchandise and activity positions.

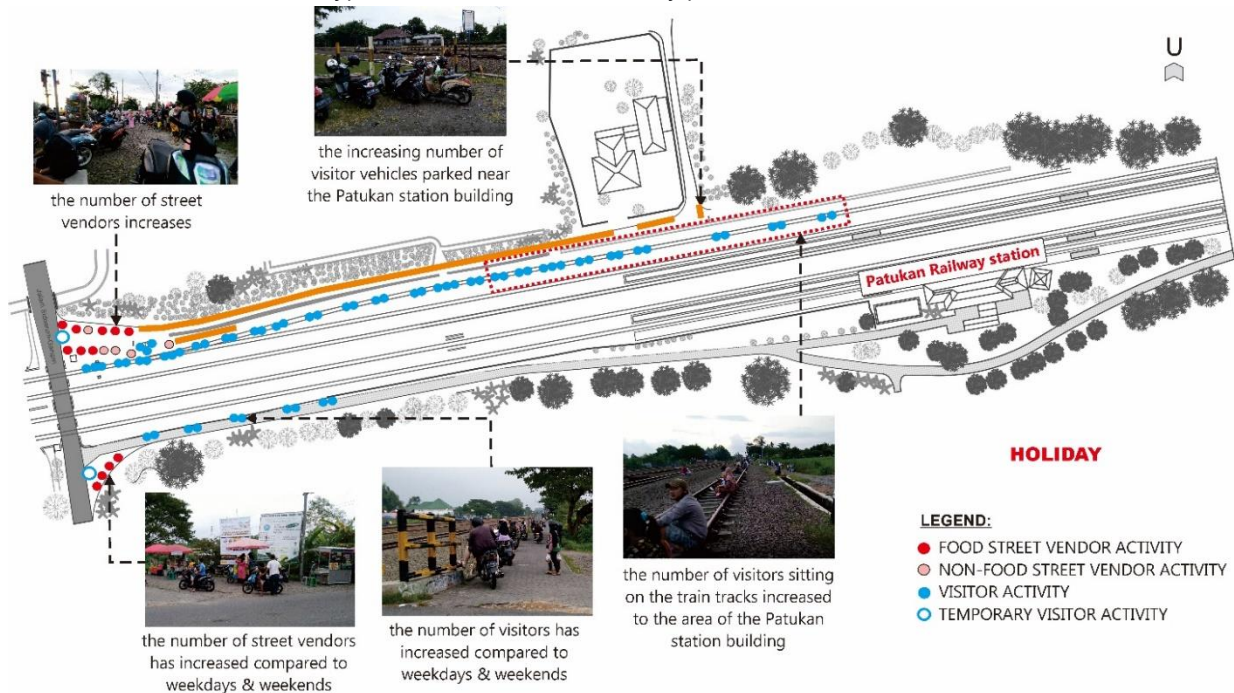


Figure 14. Activity distribution from 3.00 PM to 6.00 PM on holidays

Source: Author, 2021

4.3.3 Activity Distribution from 7.00 PM to 11.00 PM

Activities at night in the Patukan station area only occur on the south side of the railroad tracks, namely at the entrance to the Patukan station building and lasts until 11.00 PM. There is no activity after 11.00 PM until the morning. In Figure 15 it can be seen that on weekdays/weekdays there is no activity by visitors or street vendors on the north side of the rail after 7.00 PM. The activity only takes place on the south side of the rail, namely by visitors, street vendors selling food and visitors who come just to buy food. Visitors' activities that took place during that period were eating and chatting with a sitting position on a motorbike with only about 5 people. Activities are more dominated by traders and visitors who come only to buy food and then leave the location.

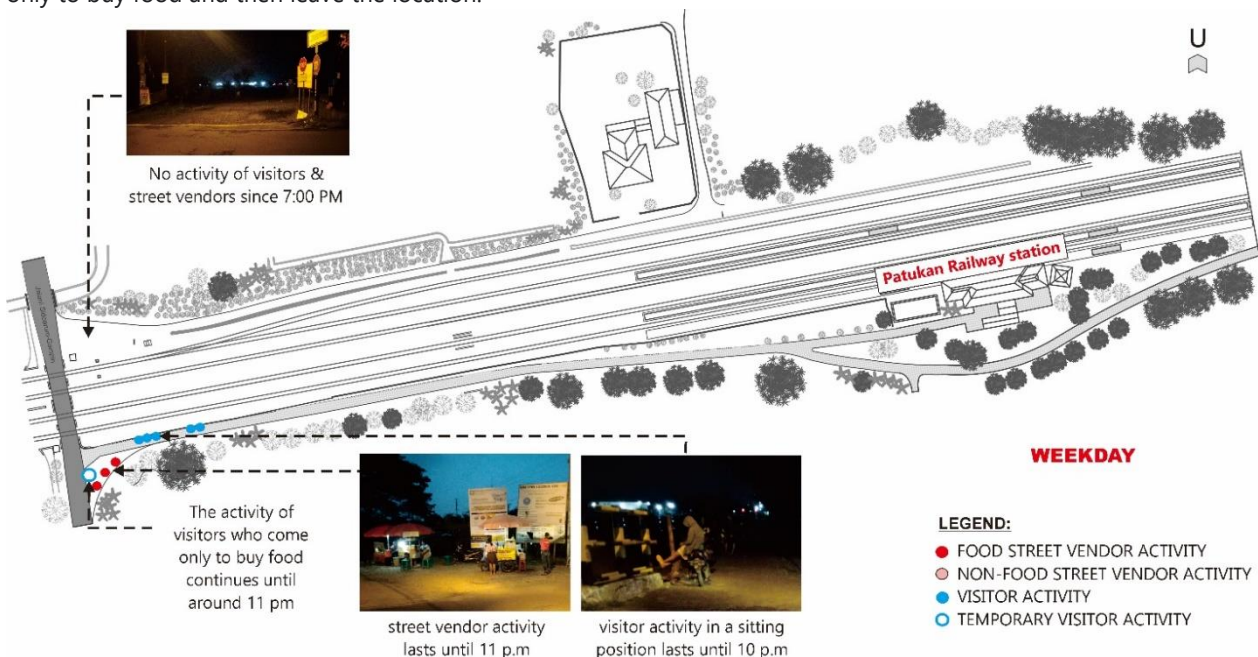


Figure 15. Activity distribution from 7.00 PM to 11.00 PM on weekdays

Source: Author, 2021

In Figure 16 it can be seen that there is an increase in the number of visitors on weekends compared to weekdays but there is no increase in the number of street vendors. The pattern of activity tends to be the same as weekdays, which is dominated by visitors who come only to buy food and do not stay at the location. Similar to weekdays on the north side of the rail there is no activity either by visitors or street vendors after 7.00 PM.

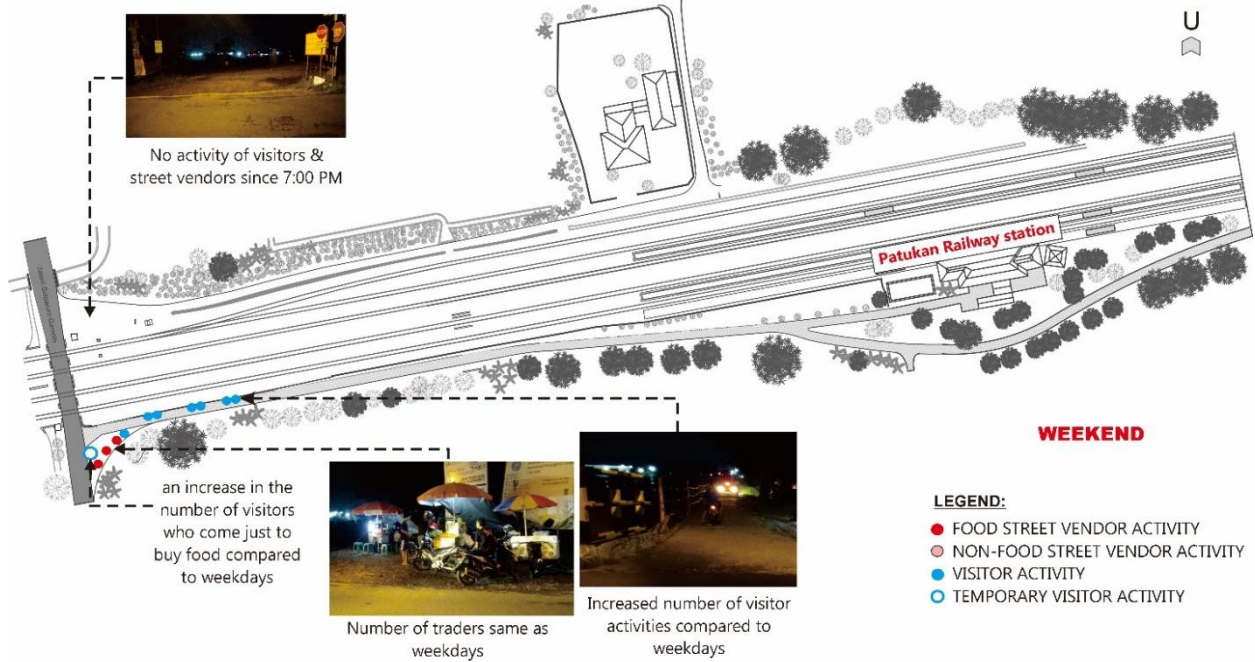


Figure 16. Activity distribution from 7.00 PM to 11.00 PM on weekends

Source: Author, 2021

Figure 17 shows that there is an increase in the number of street vendors and visitors compared to weekends. There is an increase in the number of street vendor by 2 people with the same type of merchandise as other traders, namely food. The increase in the number of street vendor was followed by an increase in the intensity of visitors who came to the location just to buy food. Activities by visitors and street vendors last until 11.00 PM. In contrast to the south side on the north side there is still no activity either by visitors or street vendors after 7.00 PM. There is no activity on the north side due to visitors who have left the location before 7.00 PM so there is no activity on the train tracks. The ongoing buying and selling activities on the south side can be caused because the majority of visitors on the south side are temporary visitors who only come to buy food and then leave the location.

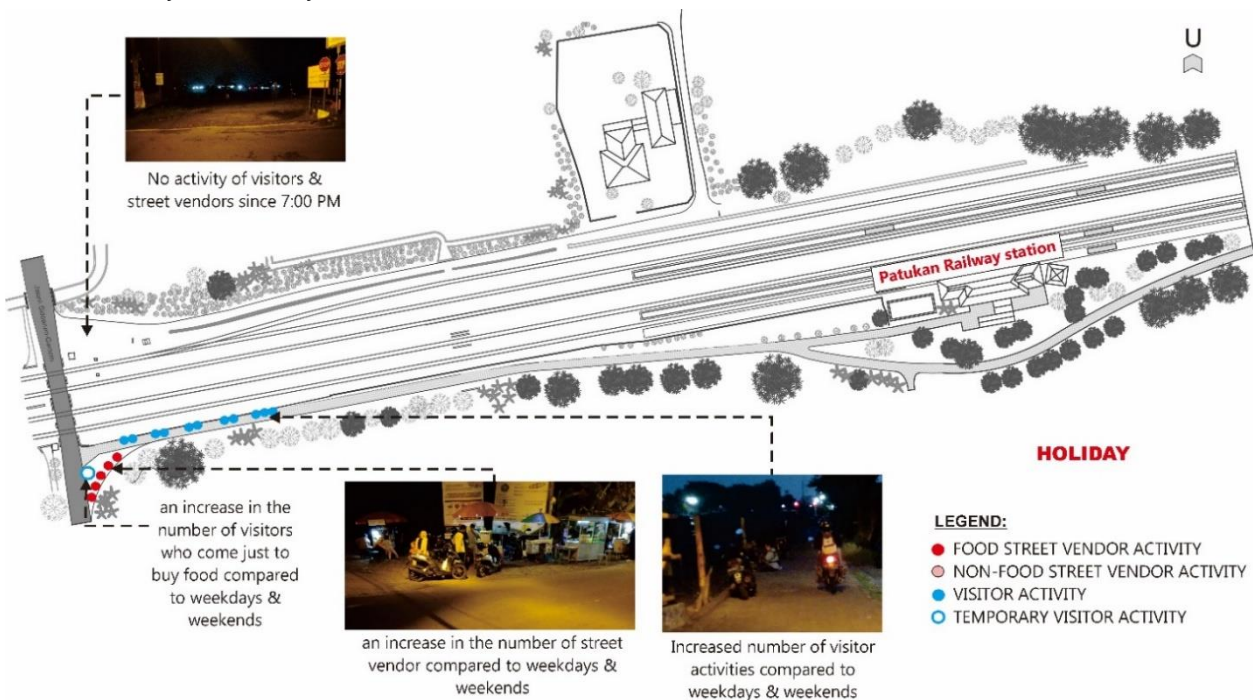


Figure 17. Activity distribution from 7.00 PM to 11.00 PM on holidays

Source: Author, 2021

4.4 User's Perception of Patukan Railroad Area

Based on the results of interviews with visitors at the Patukan station, it was found the causes of activities in public open spaces in the area.

A. The Purpose of Visitors Coming to the Location

As many as 52% of visitors stated that their purpose of coming to the Patukan station area was to entertain their children, as many as 32% of visitors aimed to hang out/gathering while the number of visitors who came for recreation was only in the range of 16%.

Table 12. The purpose of visitors coming to the location

Profession	Percentage
Entertaining the children	52%
Gathering	32%
Recreation	16%

B. Intensity of Visits

The intensity of visitor visits in 1 month is dominated by visitors who come 2-3 times which is 64%, while visitors who come once a month are 28%. The number of visitors who come more than 4 times in 1 month is only around 8%.

Table 13. Intensity of visits

Intensity of visits	Percentage
Intensity of visits in 1 month	
1 times	28%
2-3 times	64%
4-6 times	8%
Intensity of visits on weekends in 1 month	
1 times	84%
2 times	16%
Intensity of visits on weekdays in 1 week	
1 times	96%
2 times	4%

C. Visitor's Arrival Time

The majority of visitors come to the location during the period from 4.00 AM to 5.00 PM which is as much as 64%, followed by visitors who come at 5.00-6.00 PM as much as 24%. The rest are visitors who come at 3.00-4.00 PM as much as 4% and 6.00-8.00 PM as much as 8%.

Table 14. Visitor's arrival time

Arrival time	Percentage
3.00-4.00 PM	4%
4.00-5.00 PM	64%
5.00-6.00 PM	24%
6.00-8.00 PM	8%

D. Duration per Visit

The majority of visitors spend less than 1 hour at the location as much as 56%, followed by visitor's who spend 1-2 hours as much as 40% and more than 2 hours as much as 4%.

Table 15. Duration per visits

Duration	Percentage
<1 hour	56%
1-2 hour	40%
2-3 hour	4%

E. Activity on the Train Tracks

Visitors who come to the Patukan station area generally carry out activities on the train tracks, whether it is while chatting, eating, taking pictures or just watching the activities of the passing trains.

Table 16. Visitor's perception of activities on the train tracks

Questionnaire	Strongly Disagree	Disagree	Agree	Strongly Agree
I had to sit on the train tracks because there was no other place to sit	16%	8%	28%	48%
I feel safe and comfortable sitting on the train tracks	0%	8%	72%	20%
I know that activities on the railroad are prohibited	8%	16%	64%	12%
I don't feel worried about being on the train tracks	0%	12%	84%	4%
I'm not bothered by the noise of the train	0%	4%	84%	12%
I don't have to walk away when a train passed	4%	4%	80%	12%
I will not sit on the train tracks if I get a direct warning	0%	8%	76%	16%
I will not sit on the train tracks if there is a better seat	0%	4%	28%	68%

Most of the visitors who sit on the train tracks know that there is a prohibition to carry out activities in the area, but because there is no other infrastructure that is seen to meet the criteria for use as a seat, visitors perceive that the rail is eligible to be used as a seat because there are elements foundation which is one of the requirements for forming a space. This is also supported by the results of the questionnaire which states that visitors will not carry out activities on the railroad tracks if there are other infrastructure, especially more decent seats.

The adaptation process has been carried out by visitors in this case adaptation by reaction, namely visitors have adapted to the surrounding physical environment such as train tracks which in terms of standards do not meet the criteria to be used as seats because they do not have a height of 38-45 cm which is one of the standard/comfort criteria for a seat. The adaptation process can also be seen from visitors who do not feel worried and do not move

away when there are trains passing at high speed because they think that sitting on inactive tracks tends to be safer.

5. Conclusion

Public open space activities that occur in the Patukan station area consist of eating activities, public taking pictures and observing which are carried out in a sitting or standing position. The users of the activity consisted of visitors and street vendors who came from the area around Kapanewon Gamping. The largest number of visitors came from areas outside the sub-district within one district such as Godean and Moyudan and areas outside the district, namely from Kapanewon Kasihan, Bantul, while the majority of street vendors came from the village in one sub district including Mejing Lor and Wetan.

Activities that occur in the Patukan station area begin during the day with peak activity during afternoon and last until the evening. The number of activity actors increases on weekends and national holidays marked by an increase in the number of street vendors and activities carried out on railroads.

The determining factor for the ongoing activity on the railroad tracks can be seen from the visitor perception factor. The absence of a seat in the area makes the majority of visitors perceive the railroad as a place to sit due to its characteristics that are closest to a seat, namely having a pedestal element which is one of the elements forming space even though there is no stand and shade element. Another factor that causes visitors to choose to sit on the railroad tracks compared to other areas is because the railroad has an element of height. Train tracks that have a height between 13-17 cm are considered sufficient to be used as seats compared to other flatter areas. Based on these conditions, it can be seen that physical elements affect the distribution of activities in the Patukan station area namely the presence of non-active railroad tracks that can be used as seats causing visitor activities to take place in the area. The presence of visitors also triggers the arrival of street vendors to the location.

Time and environmental factors also support the occurrence of these activities. In the afternoon someone in this case visitors will have more free time compared to the morning or afternoon which is generally used for work and at night to rest so that time is used by visitors to visit the Patukan station area. This is also supported by environmental factors where the weather in the afternoon will be more comfortable to use in activities compared to the daytime which tends to be hot due to the absence of shade vegetation at the location, especially in the railroad crossing area.

The activities of visitors on the train tracks are carried out by an adaptation process, namely adaptation by reaction. The adaptation process can be seen from the visitor's sitting position on the train tracks. Visitors adjust their sitting position to the height of the railroad tracks which basically do not meet the comfort requirements, which are 37-45 cm in height. With the height of the rail that is not ideal enough, the visitor's sitting position is done with a slight adjustment, namely by leaning his hands on his thighs and knees so that a more comfortable and stable body position is obtained.

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