

## **SIDEWALKS: THE PUBLIC SPHERE "PLUNDERED" BY ECONOMIC INTERESTS**

### **Study in Bandung City**

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#### **ABSTRACT**

Sidewalks remain a significant issue in urban development, particularly in large cities in Indonesia, including Bandung. To date, sidewalk development in Bandung has not received sufficient attention. Sidewalks, as public spaces, are unable to fulfill their intended functions properly. Economic encroachment is the main cause, manifested in the proliferation of street vendors, illegal parking, numerous provider poles, billboards, and PLN electrical poles, all of which "plunder" public space intended for pedestrians. This study aims to examine how the Bandung city government manages sidewalks as public spaces from the perspective of good governance, focusing on transparency, participation, accountability, and law enforcement. Through a literature review approach, the study found that in sidewalk management, the Bandung city government has not fully met the principles of good governance. The city government lacks transparency, as evidenced by insufficient socialization about the function of sidewalks. In terms of participation, the public has not been adequately involved in sidewalk management, as shown by the uneven distribution of sidewalk development. Furthermore, law enforcement remains weak, with violators of sidewalk usage not facing strict penalties. As a result, the overall management of sidewalks as public spaces in Bandung is not adequately accountable.

Keywords: sidewalks; Bandung City; good governance; public space.

#### **BACKGROUND**

Sidewalks have always been a contentious issue in urban development for local governments in Indonesia, especially in major cities such as Jakarta, Bandung, Surabaya, Medan, Makassar, and other regions. The common problem is the invasion of the function of sidewalks, which should be for pedestrians' rights but instead become economic spaces, ranging from small-scale activities like street vendors and small businesses to larger-scale operations such as telecom providers, billboard installations, and even state-owned enterprises participating in this encroachment. In fact, sidewalks, as pedestrian rights, are clearly regulated in "*Pasal 131 ayat (1) Undang-Undang Nomor 22 Tahun 2009 tentang Lalu Lintas dan Angkutan Jalan (UU LLAJ)*"

On the other hand, local governments often do not do much, or are reluctant to do much, to restore the rights of pedestrians. This could be because there is no immediate economic benefit for them, while revitalizing sidewalks to make them suitable for pedestrians requires considerable funding. Yet, improving sidewalks for pedestrian use could provide

significant added value to a city. Quoting Untermann (1984), the presence of sidewalks in city centers has a wide-reaching impact on urban revitalization, including:

1. Saving the urban environment through improved street conditions.
2. Providing safety and comfort for pedestrians.
3. Controlling high levels of traffic congestion.
4. Enhancing the image and identity of city centers.
5. Reducing noise and air pollution, and supporting aesthetic

Despite these advantages, not all local governments pay attention to the condition of sidewalks. Many local governments fail to prioritize the construction of safe, comfortable, and healthy sidewalks for pedestrians. In fact, local governments often appear indifferent or unconcerned when sidewalks are taken over by economic activities. The proliferation of street vendors and illegal parking remains a persistent issue that has yet to be solved. Local governments have allowed this "plundering" of pedestrian rights.

Such is the case in Bandung, which serves as the focus of this paper. The condition of sidewalks in Bandung has always been concerning. No government regime in Bandung has ever given serious attention to the development of adequate sidewalks for pedestrians, especially for people with disabilities. The disregard for sidewalk issues in Bandung City is the result of a combination of factors, including a lack of attention to the requirements of individuals with disabilities, poor workmanship, repurposing of space, and limited budgets (*Jabarekspres*, 2024). Despite the fact that the Bandung City Government has established a Sidewalk Task Force, which includes the Water Resources and Public Works Agency, the Public Order Agency, and the Transportation Agency, to reestablish the function of sidewalks as public facilities for pedestrians, the results have not been optimal due to the absence of careful planning and periodic evaluation (*bandungbergerak*, 2023).

According to *Direktur Jenderal Bina Marga No.76/KPTS/Db/1999 tanggal 20 Desember 1999* a sidewalk is defined as a part of the road reserved for pedestrians, located within the road's benefit area, with a surface layer elevated higher than the road surface and generally parallel to the vehicle lanes.

This means that pedestrians are vulnerable when mixing with vehicle traffic, which slows down the traffic flow. Therefore, one of the primary goals of traffic management is to separate pedestrians from motorized traffic without significantly reducing accessibility through sidewalk construction. This is why *Undang-Undang Nomor 22 Tahun 2009* mandates that all roads used for public transportation must be equipped with road facilities, including pedestrian pathways. The development of pedestrian routes is aimed at improving the physical environment to enhance comfort, ease, safety, and pleasure (Fruin, 1979).

In other words, sidewalks play an important role in transportation by providing a safe way for people to walk, isolated from vehicle traffic. Sidewalks contribute to traffic safety by minimizing contact between pedestrians and motor vehicles. Research by the Florida Department of Transportation (2005) found that the presence of sidewalks reduced accident rates by 74%. Similarly, a study by the University of North Carolina for the U.S. Department of Transportation found that roads with sidewalks had a risk ratio of 0.118, meaning the

likelihood of an accident on a paved sidewalk road was 88.2% lower than on a road without sidewalks.

In addition to protecting pedestrians from direct contact with motor vehicles, sidewalks also serve a social function as spaces for public interaction. Sidewalks are public spaces for society to carry out social functions. Comfortable and safe sidewalks can become spaces for people to interact, discuss, or simply relax. Sidewalks should be positive spaces, meaning public spaces that can be used for positive activities and managed by the government (Carmona, 2021).

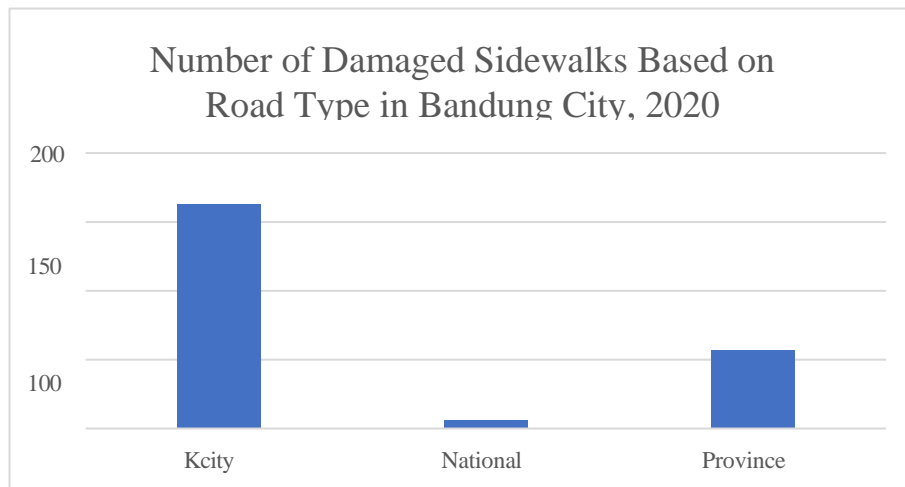
The ideal function of sidewalks still seems like a distant dream for the people of Bandung. The availability of sidewalks in Bandung remains insufficient. Aside from being limited to a few tourist areas like *Jalan Ir. H. Juanda (Dago)*, *Jalan Asia-Afrika*, *Jalan Braga*, *Jalan RE. Martadinata*, and *Jalan Jend Sudirman*, their condition is poor, congested with street vendors, illegal parking, and poles for providers, billboards, and electricity poles. This makes walking unpleasant for the public.

According to the 2023 Sidewalk Accessibility Report for Bandung, there are at least 226 points of damaged sidewalks across 13 districts in the city, with Regol District being the area with the highest number of damaged sidewalks.

**Table 1.** Data of Damaged Sidewalk Conditions in Bandung City

No.	District/Kecamatan	Number of Damaged Sidewalks
1.	<i>Astanaanyar</i>	1
2.	<i>Bandung Wetan</i>	1
3.	<i>Kec. Astanaanyar</i>	50
4.	<i>Kec. Bandung Wetan</i>	10
5.	<i>Kec. Batununggal</i>	1
6.	<i>Kec. Cibeunying Kaler</i>	3
7.	<i>Kec. Cicendo</i>	7
8.	<i>Kec. Lengkong</i>	4
9.	<i>Kec. Regol</i>	111
10.	<i>Kec. Sukajadi</i>	5
11.	<i>Kec. Sumur Bandung</i>	7
12.	<i>Kec. Coblong</i>	24
13.	<i>Regol</i>	2
Total		226

**Source:** Bandung City Sidewalk Accessibility Report

**Diagram 1.** Number of Damaged Sidewalks Based on Road Type in Bandung City, 2020

**Source:** Bandung City Sidewalk Accessibility Report 2023

The diagram above shows that out of the 226 damaged sidewalk points in Bandung City, 163 points are the responsibility of the Bandung City government. The remaining 57 points fall under the jurisdiction of the provincial government, while 6 points are the responsibility of the central government. This condition aligns with the statement from transportation expert from ITB, Sony Sulaksono, who mentioned that the availability of sidewalks in Bandung City, in terms of standards and functionality, is still below 20%, far from ideal (AyoBandung, 2018).

**Figure 1.** Sidewalks condition in Bandung City

Source: <https://prfmnews.pikiran-rakyat.com/bandung-raya/pr-132908785/bahaya-trotoar-di-sejumlah-titik-kota-bandung-rusak-dan-alih-fungsi-ancam-keselamatan-pejalan-kaki?page=all>



Source: <https://www.ayobandung.com/bandung/pr-79637667/trotoar-di-kota-bandung-bahayakan-pejalan-kaki>

The condition of sidewalks in Bandung City has worsened significantly, especially when many motorcyclists use sidewalks as lanes during traffic jams or as shortcuts. This is often the case on the sidewalks of Soekarno Hatta Street, particularly in the Rancabolang area, Manjahlega Village, Rancasari Subdistrict, Bandung City. This situation has caused severe damage to the sidewalks, including the loss of guiding blocks, which are supposed to assist visually impaired individuals. A similar condition also occurs in Jalan Ir. H. Juanda, where motorcyclists pass over sidewalks to avoid traffic congestion, and several points of damaged sidewalks in Bandung City.

A study conducted by Rosi Andriani titled "Analysis of Performance and Planning for the Improvement of Pedestrian Facilities on Tamansari Street, Bandung City" (2017) found that the Tamansari area in Bandung City is one of the regions with high public activity. The presence of campuses such as Universitas Islam Bandung (Unisba), Universitas Pasundan (Unpas), Institut Teknologi Bandung (ITB), as well as Balubur Town Square (Baltos) as a shopping center and the Bandung Zoo as a tourist destination, has led to increased pedestrian activity in the Tamansari area (*bandungbergerak*, 2023).

Another study was conducted by Evy Fitriani (2014). In her research, Evy found that the utilization of sidewalks on the roads in Bandung City still does not fully meet the standard usage of sidewalks. There are still many motorcyclists requesting to use sidewalks as parking areas due to the high parking fees in business districts compared to the lower parking fees on sidewalks. Additionally, there are still street vendors selling on the sidewalks, claiming that their selling locations on the sidewalk are close to buyers. They are concerned that if they are relocated elsewhere, they will not attract any customers.

According to Ema Sumarna, the Acting Mayor/ Pelaksana harian (Plh) of Bandung, the Bandung City Government is currently focused on routine maintenance, which includes cleaning and monitoring activities. She acknowledged that many sidewalks are still being used for improper activities. Illegal parking remains common on Jalan Riau, Jalan Taman Sari, Jalan Braga, Jalan Peta, and several other streets. However, street vendor stalls (PKL) are the most dominant issue (*Rejabar Republika*, 2023).

The facts above highlight the extremely limited presence of sidewalks in Bandung City, both in terms of quantity and quality. The sidewalks are not pedestrian-friendly, especially for people with disabilities. Additionally, sidewalks are occupied by street vendors (PKL), illegal parking, provider poles, advertising poles, and utility poles for PLN and Telkom. Meanwhile, pedestrians, who according to UU Nomor 22 tahun 2009 rights to the sidewalks, are pushed aside.

Based on the issue, the problem formulation in this study is: How does the Bandung City Government manage sidewalks as public spaces intended for pedestrians?.

To address this issue, the author employs a literature review approach, which, according to Sarwono (2006), involves examining data from various reference books and previous research relevant to the study to establish a theoretical foundation for the problem under investigation.

## **METHOD**

This research seeks to analyze the management of sidewalks as public places by the Bandung city administration through the lens of good governance, emphasizing transparency, involvement, accountability, and legal enforcement. The methodology employed in this research is descriptive qualitative, offering a comprehensive analysis of the ideas articulated. Data collection was performed via literature reading and thorough analysis to get insight into the research problem and fulfill the intended objectives.

## **RESULT AND DISCUSSION**

### **Pedestrian**

The term "pedestrian" originates from the Greek word *pedos*, meaning "foot." It also derives from the Latin *pedesterpedestris*, which refers to a person who walks, thus defining "pedestrian" as someone who moves on foot. Pedestrian movement is understood as the circulation or transition of individuals from one origin point to another destination on foot (Rubenstein, 1992).

According to Dharmawan (2004), pedestrian pathways are outdoor spaces utilized for daily urban activities. These pathways serve purposes beyond walking, such as relaxation, sitting, military operations, official ceremonies, and trade. Public spaces for pedestrians facilitate transitions from one building to another, from a building to a square, or between corners of public areas.

In essence, pedestrian pathways are vibrant arenas for diverse social, mental, and spiritual activities, such as nostalgia, impromptu meetings, recreation, discussions,

socializing, campaigning, and more. Therefore, pedestrian pathways represent designated areas or routes specifically used by individuals traveling on foot. These routes today include sidewalks, plazas, and even shopping centers.

Research conducted by Tim Althof and colleagues as part of the *Activity Inequality* project highlights disparities in physical activity, identifying inadequate walking-friendly infrastructure as a key factor behind low walking rates. The study found that the average Indonesian walks fewer than 3,500 steps daily, placing Indonesia at the bottom among 46 countries surveyed. In contrast, citizens of developed countries record higher step counts due to well-developed pedestrian infrastructure.

The study revealed that Hong Kong ranks highest, with its residents walking an average of 6,880 steps (over 5 km) daily. Macau follows with an average of over 4 km (6,347 steps), while China ranks third, with an average of 6,189 steps (4–5 km) daily. China's activity inequality index is notably low at 24.5, indicating more equitable walking habits (Salsabila, 2024).

The findings emphasize Indonesia's low walking tradition, including in Bandung, due to the lack of safe, comfortable, and pedestrian-friendly sidewalks. Facurrozy (2000) argues that fostering walking as a mode of urban transportation offers several advantages, including reducing air and noise pollution, conserving fuel, and cutting costs. Socially, promoting walking traditions in urban areas revitalizes the role of cities as spaces for communal interaction and sustainable mobility (Sukhbaatar & Harada, 2014).

The design of sidewalks in Bandung is a complex issue influenced by factors such as pedestrian comfort, accessibility, and urban aesthetics. The sidewalks in Bandung are designed for pedestrian use, although they face several impediments that affect their functionality and user experience. These difficulties include inadequate facilities for those with disabilities, the presence of street vendors, and poor maintenance. The city is continually improving walkways, prioritizing pedestrian comfort and the use of urban design principles. Three difficulties pertain to the configuration of walkways in Bandung City:

1. Pedestrian Accessibility and Friendliness

The walkability of sidewalks in Bandung City, particularly in the City Square area, is categorized as “Waiting to Walk,” indicating that while the sidewalks are adequate for pedestrian use, significant improvements are required. Significant issues include inadequate crossings, insufficient crime prevention strategies, and inadequate infrastructure for individuals with impairments (Dewi et al., 2023).

2. Design and Aesthetics

Efforts to improve the city's aesthetics include the creation of pavements and parks, so enhancing the overall urban environment. The Scenic Beauty Estimation method has been utilized to evaluate the aesthetic quality of various perspectives in Bandung, pinpointing areas for improvement (Damayanti et al., 2024).

### 3. Challenges and Improvements

The walkways in Bandung have significant challenges with accessibility for those with disabilities. Obstacles such as steps impede those with mobility restrictions from independently traversing the city (Komardjaja & Tjong, 2004).

The overall walkability score for Bandung indicates a need for improvement in pedestrian infrastructure, with considerable shortcomings identified in many areas. Enhancements are crucial to encourage more walking and improve public health (Wibowo et al., 2015).

### **Sidewalks as Public Space**

Sidewalks serve as essential facilities for pedestrians, enabling movement from one point to another. According to Gunawan (1988), sidewalks are designated walking areas adjacent to roadways. There must be a clear boundary separating the sidewalks from the roadway to ensure pedestrian safety and prevent roadway users from encroaching on pedestrian spaces, which could endanger walkers. Sidewalks are pedestrian paths located within public road areas, featuring surface layers elevated higher than the roadway pavement and generally running parallel to vehicle traffic lanes (Direktorat Jenderal Bina Marga, 1995).

To function as effective pedestrian spaces, sidewalks must accommodate all pedestrian activities safely and efficiently. For this purpose, several prerequisites are required, including:

1. Pedestrianization promotes healthy activities, reducing the potential for criminal incidents.
2. Pedestrianization stimulates various economic activities, fostering the development of attractive business districts.
3. Pedestrianization offers significant advantages as a venue for promotions, exhibitions, advertising, campaigns, and other similar events.
4. Pedestrianization is appealing for social activities, mental development, and spiritual growth.
5. Pedestrianization creates a specific, unique, and dynamic atmosphere and environment in urban centers.
6. Pedestrianization contributes to reducing air and noise pollution by decreasing the number of motor vehicles passing through.

Thus, the existence of sidewalks as part of pedestrian infrastructure is highly essential to support urban development. They serve as facilities for pedestrians, contribute to aesthetic appeal, act as mediums for social interaction, provide urban conservation spaces, and function as recreational and relaxation areas for the community. Therefore, sidewalks should be equipped with various facilities to enhance their usability as spaces for community interaction, such as seating areas, trash bins, street lighting, vegetation, and other amenities.

**Table 2.** Complementary Facilities on Pedestrian Pathways

No	Facilities	Purpose
1	Traffic light	Regulating the movement of vehicle traffic and pedestrian flow
2	Street lighting	Providing lighting at night
3	Zebra cross	Pedestrian crossing facilities
4	Bus stop	As a stop for public transportation
5	Seating/benches	As a temporary resting place for pedestrians
6	Trash bins	To maintain cleanliness on pedestrian pathways
7	Information signs	To help provide directions or guidance to a location
8	Vegetation	As protection from hot and rainy weather, a filter for vehicle exhaust pollution, and enhancing the aesthetic appeal of the sidewalk
9	Parking space	A designated stop for vehicles for a certain period of time

**Source:** *Komponen Perancangan Arsitektur Landscape*, 2002

The sidewalk, as part of public space, needs to be arranged as attractively as possible so that people are willing to use it. Not only as a means of walking, but also as a place for social interaction with individuals who previously did not know each other. This way, stronger and more humane social bonds are formed. The network of roads and places is an actualization of the city that reflects the social nature of its society.

Since Habermas introduced the concept of public space, the existence of public space has evolved, not just in the form of physical space, but also in the abstract forms that exist within that space. Public space has transformed into a material form of ongoing social and political interactions, which are the foundation of public space (Mitchell, 1995).

Therefore, Chua Beng-Huat and Norman Edwards (1992) explain that public space has a broad scope, as quoted from Roger Scruton (1984), who defined the term public space to describe places that are (i) designed simply, (ii) where everyone has the right to access it, (iii) places for meetings between individual users that are unplanned and not routine, and (iv) governed by politeness between individuals (Beng-Huat & Edward, 1992).

Thus, public space, in general, can be understood as a space where all members of society have access to use it, both individually and collectively (Hakim, 1987). According to Carr et al., (1992), public space is a public area where society can carry out activities, either for regular activities or daily tasks.

Based on these characteristics, the existence of sidewalks is part of public space that can be accessed by anyone, where every member of society, without exception, has full access to all public activities. Therefore, one of the benefits of public space is the emergence of public opinion. The existence of public space indicates the activity of citizens in addressing the issues that are currently prominent in society (Culla, 1999).

As public space, sidewalks need to be arranged in such a way, starting from the width of the sidewalk to the provision of other supporting facilities that allow pedestrians to feel

comfortable, safe, and welcome. With such facilities, people will be encouraged to walk as a convenient, cheap, and pollution-free mode of transportation.

In the city of Bandung, wide sidewalks with some supporting facilities are only found in certain locations, such as on Jalan Ir. H. Juanda, Jalan Braga, Jalan Sudirman (partially), and Jalan Asia Afrika. Meanwhile, on other main roads, including several tourist centers such as Cibaduyut and Cihampelas, the conditions do not meet the standards to be considered as public spaces. In addition to narrow sidewalks, they are also in poor condition, crowded with street vendors (PKL), illegal parking, and cluttered with utility poles, billboards, as well as electricity poles from PLN and telephone poles from PT Telkom.

However, it seems that the Bandung city government has not paid enough attention to the existence of sidewalks as public space. The city government appears to see sidewalks merely as a pathway for pedestrians from one point to another, thereby neglecting supporting facilities for the safety and comfort of pedestrians. This indicates an imbalance in the development of public spaces in Bandung, where public space is limited to the town square and parks. Quoting Mitchell (1992), the rights in these public spaces are forms of how the interests of each element in the city control and agree on the formation of space.

In another sense, pedestrians, as the rightful owners of the sidewalk, should be involved in controlling and agreeing on its development. This way, pedestrian rights will no longer be marginalized for any reason, even for economic interests. Public spaces must have legitimate roots in society with their representation in the public space (Patterson, 2010).

The Bandung municipal government's neglect of sidewalks as public places can be ascribed to various issues, including insufficient infrastructure, improper utilization of walkways, and conflicting urban agendas. Notwithstanding its designation as a UNESCO Design City, Bandung encounters difficulties in preserving and enhancing its pedestrian infrastructure to accommodate the requirements of all users, including individuals with impairments. The city's emphasis on alternative urban development initiatives and the inadequate enforcement of current restrictions intensifies the problem. These factors collectively lead to the underutilization and disregard of sidewalks as essential public areas in Bandung.

The sidewalks in Bandung are insufficiently built to accommodate the requirements of all users, especially the elderly and crippled. The existence of steps and other physical obstructions renders sidewalks inaccessible, resulting in diminished safe and independent mobility for these populations (Komardjaja & Tjong, 2004). A substantial disparity exists in the quality of public open spaces, including sidewalks, which fail to accommodate the needs of individuals with low vision. The absence of inclusivity further restricts the functionality of sidewalks as public areas (Octaviana, 2019).

The improper usage of sidewalks is widespread, characterized by unlawful parking, street sellers, and motorcyclists infringing upon pedestrian areas. This misuse is partially attributable to insufficient public awareness and the enforcement of regulations concerning sidewalk usage (Rahmah & Sembada, 2018). Public campaigns regarding the legal

ramifications of sidewalk abuse have been inconsistent and inadequate, resulting in ongoing infractions and hazardous conditions for pedestrians (Rahmah & Sembada, 2018).

The Bandung city government has prioritized alternative urban development initiatives, including the renovation of city parks and the construction of skywalks, potentially diverting attention and resources from enhancing sidewalk infrastructure (Rachmawati et al., 2019). "Performance Study of Cihampelas Terrace as a Public Space in Bandung City," 2022. The city's emphasis on attaining comprehensive urban mobility and design objectives, as delineated in the Bandung Urban Mobility Project 2031, may eclipse the urgent necessity to improve pedestrian infrastructure.

Despite existing standards for pedestrian amenities, their execution is irregular. The absence of thorough policy enforcement and the prioritizing of alternative urban concerns lead to the disregard of sidewalks (Sutandi et al., 2019). The city's green space policy, encompassing public space management, has not been fully implemented due to conflicting interests and inconsistent policy execution (Fidowaty et al., 2017).

The Bandung municipal government has prioritized larger projects in its efforts to enhance urban design and public areas, often neglecting critical pedestrian infrastructure. The neglect of sidewalks as public places signifies wider issues in urban planning and resource distribution. Resolving these difficulties necessitates a comprehensive approach that accounts for the requirements of all urban residents, including individuals with disabilities, and enforces current standards to guarantee that sidewalks are safe and accessible for all.

### **Good Governance in Sidewalk Management**

A good and clean government in its policies always involves three stakeholders: the government, the private sector, and the public. According to Andrew in Syafri (2012), governance is "the manner in which the government, working together with other stakeholders in society, exercises its authority and influence in promoting the collective welfare of society and the long-term interests of the nation."

The sidewalk issue in Bandung is complex, encompassing the improper use by street vendors, unlawful parking, and motorcyclists, so jeopardizing pedestrian safety and accessibility. Effective governance can mitigate these challenges by the implementation and enforcement of regulations, enhancement of public awareness, and promotion of collaboration among stakeholders. What methods can be employed to accomplish this?

1. A robust regulatory framework is crucial for overseeing sidewalk utilization. Bandung enforces restrictions to uphold cleanliness, order, and aesthetics, which include stipulations for street sellers. The enforcement of these restrictions is presently insufficient, permitting ongoing infractions and misuse of sidewalks (Anwar et al., 2017).
2. Public awareness programs are crucial for informing communities about appropriate sidewalk usage and the legal ramifications of misuse. These efforts can educate the public regarding the significance of sidewalks for pedestrian safety and the repercussions for infractions (Rahmah & Sembada, 2018).

3. Collaborative governance entails the cooperation of many parties, including governmental entities, street vendor associations, and the community, to regulate sidewalk utilization. This methodology can assist in tackling the intricate social and economic issues associated with street vendor operations in Bandung (“The Collaborative Process in Regulating Street Vendors in Bandung City,” 2022) (Kurniadi & Ibrahim, 2023).
4. Geographic Information Systems (GIS) can identify regions with significant sidewalk utilization, allowing for the prioritization of these locations in law enforcement and public awareness initiatives, therefore improving the efficacy of governance interventions (Lewis & Ogra, 2010).

In Keban (2008), Chemma describes governance as a system of values, policies, and institutions that regulate economic, social, and political affairs through interactions between the community, government, and the private sector. In this paradigm, good governance means providing space for the public and groups to express their interests, mediating various differences, and fulfilling their rights and obligations. As such, development policies can accommodate all stakeholders.

According to Syafri (2012), governance has three legs: economic, political, and administrative. Economic governance includes decision-making processes that facilitate equity, poverty reduction, and quality of life. Political governance involves the decision-making process for policy formulation. Administrative governance is the system for implementing policies. Therefore, the institutions of governance cover three domains: state (government), private sector (business and industry), and society (the public), which interact and perform their respective functions.

The government’s role is to create a conducive political and legal environment, the business sector creates jobs and income, and society plays a positive role in social, economic, and political interactions, including engaging groups in economic, social, and political activities (Ali, 2011).

In the context of sidewalk management in Bandung, from a good governance perspective, it is essential to involve the government (Bandung city), the private sector (economic actors, street vendors, SMEs, service providers, advertising companies, and PT PLN), and the public (pedestrians) to create a policy that can be agreed upon and implemented together with full responsibility.

The indicators for measuring good governance, as formulated by Bappenas & UNDP, (2008), generally include four aspects: transparency, public participation, accountability, and rule of law.

First, regarding transparency, the Bandung city government appears to lack openness in sidewalk management. There has been inadequate socialization regarding the function of sidewalks. The function of sidewalks is regulated in Bandung City Regulation No. 03, Article 5, Year 2005, on Orderliness, Cleanliness, and Beauty. This is evident from the numerous violations that occur on sidewalks, such as being used for street vendors (PKL), illegal parking, and other economic activities.

Second, the aspect of public participation in sidewalk management also appears to be inadequate. This is evident from the fact that sidewalk development is still concentrated in tourist destinations, and not evenly distributed across other supporting areas. As a result, there is a significant disparity, leading to pedestrian activities being concentrated in tourist areas such as *Jalan Asia Afrika* and *Jalan Braga*, which causes constant traffic congestion.

In other words, the public has a strong interest in utilizing sidewalks for activities, provided that sidewalks are equipped with facilities that make them feel comfortable, safe, and welcoming. This would also happen in other areas if sidewalks are properly organized and equipped with supporting facilities.

Third, regarding accountability, it seems that the Bandung city government has not fully accounted for sidewalk management. This is evident from the failure of sidewalks to function as public spaces, making it difficult for the public to use sidewalks for walking. In addition to being overcrowded with street vendors, illegal parking, and other economic activities, the condition of the sidewalks is also poor, with damage, potholes, and hazards for pedestrians.

The final aspect, the enforcement of the law, is also weak. Violations on sidewalks are easily visible and happen regularly, but there is no firm action taken against the violators. While the enforcement of street vendor regulations and illegal parking may be on the agenda of the Bandung Satpol PP, it is often incidental and ineffective. After enforcement actions, the issues resurface.

*Undang-Undang Nomor 22 Tahun 2009* on Traffic and Road Transport clearly states that sidewalks are the rights of pedestrians. Other regulations regarding sidewalks are outlined in *peraturan pemerintah nomor 34 tahun 2006* on Roads, Article 34, paragraph 4, which states that sidewalks are intended solely for pedestrian traffic. Violators may be penalized as stated in Article 274, paragraph 2 of *Undang-Undang Nomor 22 Tahun 2009*, which imposes a penalty of up to one year in prison or a fine of up to 24 million IDR for anyone who obstructs the function of road facilities. Additionally, Article 275, paragraph 1 of *UU 22 tahun 2009* states that anyone who disrupts the function of traffic signs, road markings, traffic signals, pedestrian facilities, or road safety equipment can be penalized with up to one month in prison or a fine of up to 250,000 IDR. Violators who cause damage may be sentenced to up to two years in prison and fined up to 50 million IDR.

The Bandung City Government is actively engaged in preserving the integrity of sidewalk infrastructure by employing various ways to mitigate damage and vandalism. These techniques are founded on a thorough comprehension of pavement preservation, sustainability, and maintenance methodologies.

The primary objective is to incorporate environmental, economic, and social factors into the road pavement management process to guarantee long-term sustainability and efficacy. The Bandung City Government employs a modern and innovative strategy, including utilizing image processing for damage detection. Advanced image processing methodologies are employed to identify and prioritize road deterioration, including fissures and depressions. This technology allows the municipal administration to make educated

judgments regarding maintenance priorities, enhance road safety, and decrease maintenance expenses (Fawzy et al., 2024).

Furthermore, the International Roughness Index (IRI) and Structure Number (SN) are employed to evaluate the functional and structural integrity of road pavements. This data-driven methodology facilitates precise maintenance actions, guaranteeing that road pavements are preserved in optimal condition during their operational lifespan (Hermawan et al., 2016).

The City of Bandung has achieved notable advancements in sustaining its road surfaces; yet, issues persist. Constrained funds and resources necessitate meticulous prioritizing of maintenance tasks. Furthermore, continuous research and training in sustainable road surface management techniques are essential to align with advancing environmental standards and technologies. By persisting in innovation and adaptation, Bandung can augment the sustainability and durability of its road surface infrastructure.

The management of sidewalks in Bandung is regulated by *Peraturan Daerah Kota Bandung No. 03 Pasal 5 Tahun 2005* on Orderliness, Cleanliness, and Beauty. Although the regulation is clear, its enforcement is often violated. The Bandung city government itself has been implicated in violating the rules related to sidewalk use by issuing permits for the construction of advertising poles and PLN utility poles on sidewalks.

In other words, law enforcement should not only target small groups such as street vendors but also all parties involved in misusing the function of sidewalks. Law enforcement must be supported by the provision of adequate infrastructure for relocating components on sidewalks that are not in line with their intended function. This can be achieved by the Bandung city government with adequate human and financial resources.

Nevertheless, efforts to restore the function of sidewalks as public spaces must continue by addressing various aspects. This includes improving and enhancing sidewalk facilities, gradually building relocation facilities for street vendors, making them part of tourism destinations, providing adequate parking areas to prevent encroachment on roads or sidewalks, and ensuring sidewalks are equipped with facilities that ensure pedestrian safety, comfort, and health.

In addition to the efforts above, a strong collective commitment is needed between the government, the private sector, and the public in sidewalk management. The Bandung city government, as the regulator with authority, must ensure it enforces the law impartially and take action against government officials who violate the regulations. There is a growing perception among street vendors that paying fees for cleanliness or security services amounts to a permit to sell. Therefore, strict action must be taken against officials who collect fees from street vendors.

The author envisions a scenario where the sidewalks of Bandung can function as public spaces like those in developed countries—not only as pathways for pedestrians but also as places for interaction, socialization, discussion, and building public opinion in a democratic manner. Through this gradual process, democratic education for the public can

be effectively carried out, involving all development instruments. Society, government, and the private sector must collaborate to foster a democratic climate starting from the sidewalk.

## CONCLUSION

Restoring the proper function of sidewalks remains a complex development issue in Bandung City. In addition to the many damaged sidewalks, the number of sidewalks built by the city government is still uneven and is concentrated only in tourist destination areas. Meanwhile, surrounding areas are often neglected, with some areas not having any sidewalks at all. As a result, pedestrians often have direct contact with motor vehicles, leading to accidents and traffic congestion on the roads.

Nevertheless, the Bandung city government has an obligation to build sidewalks that are safe, comfortable, and pedestrian-friendly. This includes not only organizing and improving the function of existing sidewalks with supporting facilities but also expanding sidewalk construction to the surrounding areas. This way, sidewalks will be connected from one place to another.

On the other hand, the Bandung city government must also manage the existence of street vendors (PKL) to prevent them from selling on the sidewalks. It is undeniable that the disruption of sidewalk functions is largely caused by street vendors selling them. Therefore, the Bandung city government must take firm action against violators of sidewalk functions. This includes not only street vendors but also illegal parking, service providers, advertising companies, as well as PT PLN and PT Telkom, which place utility poles on the sidewalk spaces.

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