

## Power Relations in Utilizing Public Space as a Parking Place in the Tunjungan Street, Surabaya

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### Abstract

Urban areas are areas with the largest population due to urbanization. As a result, problems arise. The problem that often occurs is the problem of using public space. As the population increases, the number of vehicles increases, so many parking spaces are used in public spaces due to the density that occurs in public space areas. So, the context of power is often ignored in this case. The aim of the research is to find out how power relations and social capital are used by parking attendants in the Tunjungan street area. The method used is qualitative descriptive based on primary data. Primary data comes from documentation, observations and interviews with parking attendants. The selection of informants was carried out using a purposive sampling technique with a total of 5 parking attendants. The location chosen was in the area of Tunjungan street. Data collection was carried out in three stages, namely the reduction stage, data presentation and conclusion drawing. The results obtained are the power relations that are formed here, which are meant when there is social capital in the form of social networks owned by individual actors or groups in relation to other parties who have power. The relationship that exists between parking attendants and the government is based on a cooperation contract. Meanwhile, the causal relationship that is formed between parking attendants in determining areas is due to the power factor in the form of kinship.

### Keywords

Power Relations; Parking; Tunjungan Street

### INTRODUCTION

Issues that arise in large urban centers are often the administration's main focus. This is because the growing difficulties have various detrimental impacts on society's ability to continue to exist (Patriah, 2021). Additionally, hardships such as poverty, unemployment, criminal activities, traffic jams and other problems are caused by urbanization. The fact that a large portion of society is considered poor and lacks jobs is the root cause of this problem. As a result, community groups emerged with alternative solutions to improve the quality of life by meeting basic needs through expanding sources of income (Kristanti,

2011). Nowadays, there has been an increase in the intensity of activities, both economic activities and other social activities, in Indonesia's big cities. This growth occurs in line with developments and social changes that occur. Humans must be able to move quickly and adapt in order to survive in this era of globalization which is characterized by very fast movement.

When discussing urban development, it is clear that this topic cannot be separated from the social and cultural dynamics of the lives of the people who occupy the area being carried out. As a result, the two are an inseparable unit. Land use patterns and street networks, a variety of architectural

styles, and the activities people engage in throughout their daily lives all contribute to a city's character. Katrinka Ebbe explains that the regional structures that give city residents a sense of place and identity are what she calls "patterns of space use". In an effort to understand the changes that occur in urban communities, one factor that must be taken into account is the fact that, unlike villages, cities are areas that are limited and controlled (Permana, 2022).

The city of Surabaya is the second largest metropolitan city in Indonesia after Jakarta. In the process of growth, cities will become increasingly complex until they reach the point where they become problems caused by the development process itself. This is also partly caused by the lives of people who choose to live in dynamic metropolitan areas (Mahaswara, 2016). The city of Surabaya is an area that is the center of the city or metropolitan city in the East Java region. Because it is a business center, of course there are various kinds of public facilities that can be accessed to support the various activities that take place in the area.

Many public areas in city centers were built for the sole purpose of generating income for private interests, but are also used by local residents as gathering places. City parks, squares, terminals, markets and other supporting buildings are examples of several types of public spaces in the city of Surabaya. Tunjungan street is the name of the street which has the most popular public space among residents of the city of Surabaya. Tunjungan street is the belle of the community, especially at night. This public space is believed to be a place belonging to residents, just like sidewalks and roadsides, which have changed their role to become stalls for street vendors. Likewise, this public space is considered a space belonging to the community. This is because individuals are forced to compete with each other to utilize public space

facilities as a result of the ever-increasing rate of population growth.

The city of Surabaya, which has several different public areas, is the center of all contemporary human activities, most of which are focused on gaining profit, both individually and collectively. As can be seen from the activities that occur in this urban environment, various human efforts are made to meet the needs of the residents of this metropolitan environment. Things like this often happen due to the lack of complete infrastructure capable of supporting the implementation of community activities. This impact can be realized in various ways, including the availability of space for carrying out activities, as well as the availability of facilities and infrastructure to support these activities. As a place that is often visited, it is not surprising that some people use it to open parking spaces.

The existence of various types of public space as a space for commercial activities makes it a magnet for visitors. The more visitors come, the higher the road becomes, the busier it becomes due to the increasing number of vehicles. Due to these circumstances, city traffic is often quite congested, increasing the likelihood of accidents. As a result, it is natural that the number of available parking spaces will also increase. Due to increased vehicle mobility, there are scenarios where an increase in the number of vehicle stops/parking is required to increase its capacity. One aspect that will be looked at in this research is the area of land that will be used for vehicle parking, until they found some land which eventually turned into a parking lot.

Citizen involvement in paying attention to changes that occur is the single most important factor that contributes to the transformation of public spaces into places of commercial activity. So that a cherished sense of civic identity is not obliterated by

the unidirectional approach taken by those in positions of authority. Therefore, the individual running the city is the only one who should be responsible for its growth. In terms of transition, Jalan Tunjungan has experienced rapid growth in recent years. Several groups compete to control empty spatial areas for their interests (Mahaswara, 2016).

Referring to the thoughts of Jurgen Habermas who believes that social integration and social solidarity today cannot be guaranteed by religion or metaphysical views, but must be returned to the process of social communication in order to achieve mutual understanding between city residents who have various value orientations and ways of life (Habermas, 2004). Therefore, city residents are required to include or participate as widely as possible for the city community in determining the movement of their city. In this case, it is very important to involve or participate as widely as possible (Himawan et al., 2018).

It is not unusual for public policies intended to bring about a new economy to be abandoned amidst the difficulties of modernity to provide a new economic order in the face of chronic unemployment in metropolitan areas. This is due to nothing other than political incentives that are hegemonic and repressive. The citizens of a city often have an impact on the development of public spaces, especially those related to the city's economic future (Himawan et al., 2018). There is a relationship between bureaucratic and non-bureaucratic actors because they are the economic center for several actors. This of course creates a flow of economic actors and indirectly brings benefits, especially in the parking sector because parking is a very large source of regional income.

The presence of parking in public places reduces the visual appeal of the city. In fact,

parking activities have become a vital need for the majority of residents in urban environments. This then became a business opportunity for some groups to work as parking attendants (Tanra, 2018). Because there are regulations for using this parking lot, and they must be obeyed. This occurs when a person or group of people takes control of a public area and turns it into their own private property.

Utilizing public space on Tunjungan street is certainly not easy with regulations and permits. This is because it concerns the regularity of parking regulations and the regularity of parking taxes originating from the use of parking services, both of which are then handed over to the Transportation Service which is the party responsible for supervising parking areas (Nauvan & Khairulyadi, 2019). In the past, this location consisted mostly of old buildings; However, because the government saw it as an opportunity to utilize public space, they then underwent a renovation process. This is quite interesting because the context of power is often ignored in public space research. The common conception of public spaces is that they are defenseless, open arenas; This conception only highlights the existence of equality, symmetrical communication, and the absence of dominant actors and interests (Arditama, 2016). Of course, in the process, dialogue between several parties is built by communicating their views, desires and hopes. This is what Jurgen Habermas calls "deliberative democracy", namely democracy built on the basis of debate (Himawan et al., 2018).

The existence of parking in the public space sector means that there are actors who then take advantage of the parking sector involved. The phenomenon of parkers being able to take advantage of this public space so that they can be in that place is an interesting phenomenon to study.

Regarding competition for urban space within the framework of the City of Surabaya, to gain an understanding of the forms of power relations that are constructed and developed by parking attendants in order to provide justification for various actions that utilize and at the same time benefit from social, cultural and economic space. Therefore, researchers are interested in examining how actors in public space are connected with their interests and the type of social capital generated by parking attendants in the Tunjungan street area, Surabaya City in the process of utilizing public space to open public space. parking lot.

#### **RESEARCH METHOD**

The research method used in this research is descriptive qualitative. This qualitative approach prioritizes meaning and an emic perspective that emphasizes the depth of information. This is because when this happens, the reality of the social capital of those who are supposed to be parking attendants in the Jalan Tunjungan area in relation to the use of public land can be understood well because they are the actors themselves, meaning that the information obtained is real and based on actual conditions. than it should be. Data collection was obtained through primary. Primary data was obtained from data from direct observations in the field along with information collected from free interviews with respondents in the field, namely parking attendants and observers. The number of informants carried out was 5 people. To select informants, researchers used a purposive sampling technique. The research location was carried out in the parking lot in the Jalan Tunjungan area. The data obtained was then analyzed through three stages, namely the reduction stage, data presentation, and drawing conclusions.

#### **RESULTS AND DISCUSSION**

##### **Development of the Tunjungan Area**

The area currently called Tunjungan was previously called the Petoenjoengan area. This location is considered an urban artifact in the city of Surabaya. Built to grow and develop as a shopping street and shopping arcade with its own unique characteristics so that it is known as an icon in the city of Surabaya. Every corridor in this area is a link between the Old City (Indisch City-1870/1900) and the New City (Gemeente City-1905/1940). The Old City was referred to as "Indisch City" between 1870 and 1900. Previously, the movement of people and goods from the old city center to the residential center used electric vehicles. Then, as time went by, Tunjungan began to develop into a transit cover equipped with merchant facilities and commercial services, and had a retail street atmosphere. This coincided with the beginning of the period known as the Gemeente, in which the government was given the right to administer its own cities.

Then this icon of the city of Surabaya became increasingly known when the song *Rek Ayo Rek* was created. Despite this, the city of Surabaya continues to develop, followed by the modernization of the city's physical infrastructure. Previously the expansion of transportation led to an increase in traffic density in the Tunjunga area, which led to an increase in the number of traffic flow engineering projects required to accommodate the area's increased density. On the other hand, as a result of shifts in traffic flow along Jalan Tunjungan-Pemuda and Embong Malang-Blauran, the existence of commercial centers in this area over time has developed into a characteristic feature of the Tunjungan corridor. The shopping-street nuance that was originally introduced is starting to slowly move, but is not in demand because there is a disruption in the quality at the

functional level. This situation continued until finally the number of vehicles passing through the Tunjungan corridor increased.

In its most basic form, an urban network is a fairly specific type of public space. In terms of mobility, they are the main channels that facilitate the flow of people and products into the city. However, urban networks also serve a variety of other purposes as public spaces, including a number of additional roles (Aulia et al., 2020). This street has a long history and is considered one of the most historic streets in the city. Tunjungan is a source of strength and is one of the factors that determines how a city develops. Commodity power emerged as a result of the ongoing physical development of the main route in Surabaya. These shops were owned by the trading city elite who were considered a bourgeois group and had significant influence on the government. Trading and providing services are two activities that have taken place along Tunjungan street since colonial times and are still strong today. Today, trade and service industries can be seen in the form of adjacent retail and service areas, such as banks, hotels, shopping districts, and recreational facilities.

On the other hand, highways with high traffic volumes often have less activity and social interaction taking place on the highway. The idea of building a road that turns the road into a public place can help develop the Tunjungan road corridor to revive activities along this corridor. Apart from that, Jalan Tunjungan is a gathering place for people to make social contact because this area is now used as a road as well as a location for interaction. Apart from that, this space is transformed into a place to celebrate the anniversary of the founding of the city of Surabaya every year.

Apart from that, urban roads need to be arranged as sites that can accommodate mobility and public space. This is necessary

to provide movement using various means of transport as well as continuity of social contact, leisure and recreation. In short, urban streets have the potential to be mobile and immobile at the same time. Jacobs adds the idea that a good walk stimulates engagement, because it makes people stop and chat with each other or sit and watch the world go by. In the end, Tunjungan street became a popular place for young people to gather because of the presence of several cafes and other forms of entertainment along the road. This recently renovated route has developed into a public center for Surabaya residents. This is because the process of formation and growth cannot be separated from all actions carried out by humans. To give a number of different actors the ability to exercise control over the natural resources in their immediate environment and use that influence to increase their own well-being and wealth.

In the end, Tunjungan street was changed to "Shopping Street" which refers to an area where components of urban planning activities are often combined in structures that have their own personality in each structure. The history of the structure is important to the growth of the city's central business district. This is done by focusing action on locations that are rich in historical value or significant old buildings. This is done with the hope that the local government can rebuild the existence of the area. Buildings in conservation areas with a "shopping street" concept that relies on shop facades in the form of rows of storefronts along the street must be preserved in order to survive. shopping attraction. However, it is very important to pay attention to where you walk so that you feel comfortable. For this reason, it is necessary to organize places for walking by minimizing the number of locations used, such as small markets with handicraft trading attractions and

recreational cafes (Krisetya, 2018). The revitalization of the Tunjungan street area was carried out for no other reason than the desire to restore the "Spirit of Place" or preserve the "image of the Tunjungan street corridor". The phrase "spirit of place" refers to the intangible qualities of a location, including its characteristics, functions, and activities, as well as its meaning and symbolism. This road corridor repair was carried out solely to improve the area and as if it were part of the Tunjungan area

From the return through the revitalization of Tunjungan street, it has become a tourism destination. Among them are a car park, space for micro, small and medium enterprises (MSMEs) which is separate from the area used by current tenants, integration with the contemporary retail center Tunjungan Plaza (TP), and Pasar Genteng. The construction of this road is nothing more than the wheels of the economy turning again after being stopped due to the Covid-19 pandemic. According to Anas, the notion of heritage will attract many visits from local and foreign tourists. On each side of the street, there are a large number of buildings that have retained their historical significance.

### **Tracking the Power of Actors to Use Parking on Tunjungan Street**

The use of public space is very important due to the fact that commercial requirements and public space have the potential to influence the monetary value of urban land located nearby (Damanik, 2021). The knowledge that cities need is not only an investigation of ideas of social justice but also knowledge of how human actions produce different conceptualizations of space. Urban space is a spatial expression of social institutions, and to understand cities, we must first understand how urban spaces are constructed. its relationship with the structure of the urban environment (Z,

2018). Urban public spaces have long been imbued with political connotations and seen as symbols of official power. As can be observed in military parades or special monuments, other public locations are equally important to the fragile balance of power in society. Many struggles for democracy and freedom take place in the public arena (Damanik, 2021).

Tunjungan street is an example of a road which is a kind of linear public open space, where this road is an aspect of urban space that can serve the needs of its residents and can be utilized by these residents (Krisetya, 2018) such as the Tunjungan street area has an important meaning in various ways, including socio-cultural history, political history, and economic history. Because there is a desire to restore the face of Tunjungan street to the way it used to be. Encourage overall regional growth and development. This is related to planning economic activities in areas with the community, achieving compromise, using local knowledge, and fairness in public space. This is due to the increasingly deteriorating condition of Tunjungan roads as a direct result of the increasing number of motorized vehicles (Benlin & Sigit, 2013). Therefore, as a direct result of this is the development of parking lots as a direct result of the reopening of the Tunjungan street area as a tourist destination.

Because of these conditions, there will undoubtedly be competition and perhaps even a power struggle over who can use the space once occupied by the parakeets as a parking space. The presence of parking in the Tunjungan area is a symbol of social, cultural and political norms and practices, all of which contribute to determining the concept of land use in relation to social order. There is a dearth of literature on the use of these spaces in developing cities, either in terms of their potential importance in reducing poverty or the role of city

governments in helping lower class communities (Marthalina, 2018). Despite the fact that the layout covers about a quarter to a third of all urban space in the area, there is a dearth of literature on the use of this space. The numbers will determine how the concept of land use is to be understood in relation to the social order.

As a result, it is possible that influential actors will take advantage of this public area. According to Habermas, the context of power and public space are interrelated and cannot be separated (Arditama, 2016). In his work explaining the rise of the bourgeois public sphere in Europe, Habermas also expresses a very gloomy tone regarding the future of the public sphere. Because, Habermas believes that public space will continue to be privatized. This is because the interests of the authorities, especially the state and the power of capital, currently have quite a large influence on the development of the public sphere. He used the phrase "user actors" to describe the people who control Tunjungan street, which is a public place influenced by the authorities in question. Actors who are not born in the public space but are present, occupy, and are involved in the public space by using money and influence to control the public are referred to by this phrase. This individual has a social identity thanks to his high level of social validity in society. The conceptual framework of "parking," which includes the separation of parking spaces, which actors are permitted to operate, and so on, is where content authority becomes apparent.

Existing public space studies often ignore the context of power. Public spaces are still imagined as spaces for gathering and meeting various actors (Arditama, 2016). It is well accepted that the existing relationships are egalitarian. There are no rulers, no one to rule over, and no authority that can be used to coerce or oppress others.

However, considering public space as an open place by ignoring its political and social context is the wrong way of thinking (Arditama, 2016). In fact, public space, which includes the dynamics that occur within it, is a place that has many interests. In circumstances like this, public space is considered an arena where existing players can compete for power with each other. The competing interests of many players are what drive competition. Existing competition is a nuanced method of influencing public opinion in subtle ways within the context of the public sphere itself. Look at how power struggles occur in society.

The growth of the Tunjungan street area, in this case shows that first, that the state, namely the Surabaya City Government, has the authority to decide which policies are beneficial for the people in its jurisdiction. Second, there is an imbalance of power between the city government (which represents the state which has economic, political, and social resources that can be used to force individuals to conform to its rules) and the community (which represents the weak common people). in this scenario). Third, it shows that the Surabaya City Government does not have good spatial planning, especially in managing public spaces, as can be seen from the fact that there are still residents or immigrants who earn a living on the streets or in public places in the city (Handoyo, 2015).

In fact, social arenas can be created through the use of urban space in the city development process. Due to influence, coercive power, or control power, the parking attendant is present in it. In the case of using a parking area where there is an irregular power structure between patrol officers, permission is required. This power structure becomes the basis for the creation of power interactions, which in turn has an impact at the point where it produces

mutual agreement. The use of public space for the purpose of creating parking spaces is due to the power dynamics of actors in government who want this area to be one that contributes to improving people's welfare. Because there is the possibility of increasing both regional income and controlling actors in this area (R. E. N. Putra & Suyatna, 2018). Because the interested parties have related interests, the parking lot in the Tunjungan area is allowed to continue functioning. According to Gramsci's hegemonial theory, players in this parking area survive because those in power follow those in power, those in control must not only feel ownership but must also adhere to the normative values of those in power, and they agree with their subordinates. Additionally, those in control agree with their subordinates. The hegemonic approach, where the function of intellectual and moral leadership is to give birth to dominant ideas, power relations, and violence is invisible because it is disguised by symbols, is another factor that contributes to the maintenance of power in this modern environment (Zein, 2019). This method ensures that power is maintained. This sign influences the way people think, behave, and view the protection and production of prosperity that is being sought. When a group is able to dominate in terms of maintaining its social and political power over its group, it will completely depend on the group's ability to control the state machine.

It is clear that the war between dynamics and power relations over parking growth in organic subdivisions has been decisively won. Because of its legitimacy, this form will influence the operational space of power. legitimacy regarding the continuation of the genealogy of power discourse in the public arena, such as claims of responsibility for forming regional regulations, concern for the welfare of other

people, and several other discourses. If it is related to social functions, the presence of parking is something that might help in terms of spatial planning; However, it becomes a problem when the location in question is empty. This is also influenced by the more capitalist character of urban society which plays a role. Utilizing the position as a parking attendant to one's advantage to increase one's income faster and generate greater profits by attracting large numbers of visitors to meet and operate various manufacturing equipment (Jamaludi, 2017).

The power interactions produced here are meant when they have social capital in the form of social networks owned by individual actors or groups in relation to other parties who have power. Specifically, the power relations that are formed here are meant when they have social capital in the form of social networks. The presence of a parking attendant can be associated with certain social capital, which takes the form of a network. They were only able to control it after they established a network with land owners. For example, members of law enforcement who work on the night shift also serve as parking attendants. This is undoubtedly something that will empower them to work together and utilize this public space when they are in close proximity to rulers and capital owners. Since the city is a network of human existence, it is defined by high population density and characterized by diverse socioeconomic strata and materialistic tendencies. As a direct consequence of this, spatial competence can be said to exist (Jamaludi, 2017).

The division of territory is a sensitive topic that can cause jealousy because it is related to financial gain. The research results also show the process of involvement and interaction between players in managing revitalization



problems that occur between public, private and community actors. This process takes place between public, private and community actors. Due to their strength and might, the power actors in the parking area have the ability to make things more manageable. A consensus was reached between the two parties regarding the division of land. This agreement was reached when the government made an offer to the local community to organize the area around the location of the future tourist attraction. As a result of the inheritance model used for parking lots, there are several sites that have developed into parking lots. This may be seen as an attempt to maintain one's power in some capacity.

Of course, with this situation, many people are interested in becoming parking attendants in the Tunjungan street area, especially since the economic potential that has not been exploited is quite large. Because the actor's authority influences this, it is clear that the decision on who has the right to be a parking attendant cannot be made based on arbitrary criteria. Those in positions of authority commonly demand cuts to parking revenues. In most cases, the only people eligible to work as parking attendants are local residents or parking lot owners. However, it cannot be denied that there are those who come from outside the region, but with the same concerns that already exist. Apart from that, parking management is regulated by a cooperation contract between the government and the private sector. In terms of public service delivery, we can talk about partnerships between governments and non-governmental organizations working hand in hand to provide those services. Therefore, the connection that was built was due to cooperation based on cooperation in implementing parking management in the Tunjungan street area

In contrast, in the public sector, the relationship that develops when the parking police and Transportation Agency work together to build relationships with each other or vice versa is a relationship built on the basis of a cooperation contract. Apart from that, it can be seen from the fact that both parties have entered into a Cooperation Contract with each other. In fact, in the field, the Transportation Service made a cooperation contract with the parking police to realize parking management in the Tunjungan street area. In the process of realizing this linkage, it can be seen that there is cooperation between parking officers and the Transportation Department to achieve parking management goals, especially in terms of the technical aspects of implementing deposits. This can be considered as proof of this cooperation.

It should be noted that the cooperation contract entered into by the parking officer with the Transportation Service is an attempt to leverage the power relations of the Transportation Service to build a form of cooperation contract with the parking officer. This understanding is important because the contract is made by the parking attendant. In implementing parking management in the Tunjungan street area, the Transportation Service can be seen as the controlling party, while the parking officers are only subordinates. Whereas in the implementation of the connection managed by parking officers with the Transportation Service, the relationship is based on a work contract between subordinates and superiors, so that parking officers have a tendency to submit to the government, this relationship is based on a work contract between subordinates and superiors. The implementation of this relationship results in the formation of an attitude of mutual need between parking attendants, land selectors and the

government. This is still another relationship that is developing. A parking attendant is required to make a down payment, and this requirement can be seen as one of the job demands of a parking attendant.

According to the previous statement, the social capital used by parking attendants, especially the maintenance of parking attendants in the Tunjungan street area, was established because of the importance of trust, and the value of trust is what forms social networks. Social capital is "the actual and potential resources possessed by a person that originate from institutionalized and sustainable social networks in the form of mutual recognition and recognition (or in other words, membership in a social group) that provide members with various forms of collective support (Setiawan et al., 2020). Social capital in the network system carried out by parking attendants, namely neighborhood, friendship or kinship. Through the trust that the Parking Officer has built with the authorities, namely in terms of trust. This belief is considered a mandatory requirement (Alfiasari, 2008). The network formed between parking attendants and the community is a network that includes security guarantees and rental payments. According to the findings of this research, other social factors that contribute to the trust that exists in trader groups are sincerity, friendliness, and mutual respect.

Apart from that, social capital in the use of the Tunjungan street area comes from social contacts produced in public spaces. This social capital is one of the social capitals that can be produced well if the physical and non-physical characteristics of public spaces are met. The type of social capital that takes the form of social contact is known as a dynamic form of social capital. This designation indicates that this particular form of social capital will shift

and develop depending on the physical context of the space (Putra et al., 2019).

## CONCLUSION

The rehabilitation of the Tunjungan street area has made the area a popular tourist destination. This is because the area wants to return as a direct consequence of ongoing development from the renovation of the city's physical infrastructure as a result of continuing modernization. In addition, the development of the Tunjungan road corridor can help revive activities that take place along this corridor through road construction that will turn the road into a public area. Parking space is an important component in overall tourist destination planning. However, when realized, it often ignores the presence of the authorities. On the other hand, power relations are built as a result of ownership of social capital in the parking management process in the Tunjungan street area. Power networks represent the social capital used here. An electricity network that is controlled both individually and collectively by actors in land use will make it easier to use property in the area as parking space. Meanwhile, the government and parking attendants have a working relationship regulated in a cooperation contract. Meanwhile, the power component in the form of kinship does play a role in the formation of cause-and-effect relationships that exist between parking attendants in the area selection process

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