

## Sidewalk Function: Policy Implementation, Culture, and Community Needs

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### ABSTRACT

This research aims to find out the implementation of this sidewalk function policy as a pedestrian need or selling culture, because sidewalk public facilities are built by the government to maintain pedestrian safety and comfort. This theory refers to the theory of policy implementation according to Van Metter and Van Horn as a guideline for analyzing this research. The research method used is a qualitative approach with a field study method from the results of observations, interviews, and documentation. The results of this study indicate that the implementation of the sidewalk function policy is still not effective, seen from the many pedestrian rights that are eliminated due to street vendors selling.

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## **INTRODUCTION**

The city serves as a hub for community activities in a country that requires adequate facilities and infrastructure to be accessible to the community, enabling the municipality's activities to run smoothly (Sitanggang, 2018). In general, urban activities experience changes from year to year in various aspects of life, one of which is in Cirebon Regency. This development has led to numerous cases of urbanization, as villages are being transformed into urban areas. Urbanization is a phenomenon where people from rural areas move to cities to improve their standard of living by trying their luck in urban centers. Urbanization has resulted in many people selling, one of which is street vendors who conduct buying and selling transactions on the sidewalk.

Sidewalks are public facilities provided for road users to carry out their activities safely and comfortably. However, in reality, we often encounter problems related to the utilization and functionality of sidewalks. Where it should be a special path for pedestrians, it is often misused by irresponsible people. As a result, street vendors often use sidewalks, disrupting the function of the path that should be devoted to pedestrians. In urban areas, it is often seen how the function of sidewalks is compromised, as they are used for selling by sidewalk vendors and motor vehicle traffic lanes, resulting in a shift away from their main function as a pedestrian path. Cities in Indonesia generally have many street vendors using public facilities such as sidewalks, so that the existence of pedestrian rights to safe and comfortable sidewalk functions is set aside. Pedestrian paths become narrowed and marginalized as a result of the absence of urban people who want to walk. The impact is exacerbated when congestion occurs, which is often during rush hour, when the sidewalk is already narrowed due to being used as a business location, followed by traffic jams that make the road even more difficult. Not only does it narrow the pedestrian path, but often the misuse of the sidewalk function causes other problems such as congestion, accidents, and results in the non-functioning of public interest facilities as it should. In conducting buying and selling transactions on sidewalks, sidewalk vendors often sell without permission to occupy public facilities, which often hurts the tidiness of public facilities.

The improvement of sidewalk vendors requires attention because it can be a crucial problem if it is not resolved with a good system for the comfort and safety of pedestrians and transportation drivers, therefore the local government must carry out its role as a representative of the central government that can directly contact the community, to answer the problem of social problems of misuse of sidewalk functions by unscrupulous street vendors. The rights of pedestrians in Indonesia have been legally guaranteed through Law No. 22/2009 on Road Traffic and Transportation, which entitles pedestrians to the provision of supporting facilities, including sidewalks, crosswalks, and other necessary infrastructure. However, problems related to the use of sidewalks that do not align with their intended functions are still a common phenomenon in various cities in Indonesia. Almost every city faces similar issues regarding sidewalk usage (Lancang & Pekanbaru, 2020). This research aims to examine the Sidewalk

Function: the relationship between policy implementation and Community Culture or Community Needs.

Sidewalks are essential infrastructure for pedestrians, as they enhance safety, comfort, and the smooth movement of pedestrians. The government designed sidewalks to separate pedestrians from vehicular traffic, creating a safe and comfortable environment for walking (Amanatin et al., 2023). Although sidewalks have flexibility in their use, excessive or inappropriate utilization can hinder their primary function as a means of supporting pedestrians (Goenawan et al: 2024). Sidewalks in the trading area of Fatahillah Street in Weru subdistrict, Cirebon Regency, are often the site of various pedestrian activities, including transactions and social interactions among traders, students, office employees, and the local community. However, in Cirebon Regency the function of sidewalks is not fully implemented as it should be. If this condition continues without adequate management, the risk of accidents and disruption of community mobility will increase. Sidewalks are designed to provide a safe and comfortable space for pedestrians; however, as sidewalk vendors utilize the sidewalks for commercial activities, the space for pedestrians is often limited, compromising their comfort and safety. Therefore, to restore sidewalks to their primary purpose of being safe and comfortable places for pedestrians, and to ensure traffic flow in commercial areas that are centers of activity (Oitha et al, 2024).

The purpose of this study is to review the successful implementation of policies related to sidewalk functions and actions taken by the Department of Highways and Spatial Planning and Civil service (Pamong Praja) police units in the misuse of sidewalk functions in order to protect pedestrian rights. The previous research we used was research from (Achmad Fachri Fadlullah salis: 2017) with the research title "Factors Affecting the DKI Jakarta Government in Overcoming Sidewalk Abuse in Tanah Abang". We make this research as a reference in this study to be used as previous research, where we get the GAP between the current research, namely there are differences, in previous studies the stackholder related to the sidewalk function is the Transportation Agency, while in this study, the one who has the authority is the Road Construction Agency and Spatial Planning Agency.

## **IMPLEMENTATION AND METHODS**

Sidewalk vending has become very common in many cities in Indonesia and other developing countries. This phenomenon can be considered a cultural and financial necessity, especially in low- and middle-income communities. The implementation of policies related to sidewalk function issues is crucial, as it is essential to maintain pedestrian rights, safety, and comfort. The government makes various efforts to take action against anyone who carries out activities on the sidewalk that do not comply with regulations, which may result in reprimands and fines.

In this problem, the role of local government must be able to provide the best solution in order to provide comfortable and safe facilities for pedestrians, as said in a study conducted by research (Regian Lutfy: 2017) which examines the implementation of Act number 22 of 2009 concerning road traffic and transportation (cases related to sidewalk maintenance on Sudirman road). This study employs an analytical framework that focuses on the role of local government in maintaining facilities, which must be regularly maintained by related parties to ensure the continued operation of existing facilities and provide a safe and comfortable environment for pedestrians. The role of the government is not only to take action without providing any solutions to street vendors who often utilize the sidewalk as their business location. This was conveyed in research conducted by (Achmad Fachri Fadlullah Salis: 2017), which examined "Aspects Affecting the Cirebon Regency Government in Overcoming the Misuse of Sidewalk Functions in Tanah Abang". Researchers already know that in several cities in Indonesia, sidewalks intended for pedestrians are often misused by motorists, sidewalk vendors, and others, including illegal parking. Therefore, the DPUTR office, Civil service police, is very instrumental in overcoming this problem. A policy can have both expected and unexpected impacts. As in a policy related to public order, which may improve the level of security and comfort, or vice versa. (Akbar & Mohi: 2018).

### ***Policy Implementation***

Public policy implementation is a crucial dimension in the public policy formulation process, ensuring that the policy aligns with the community's interests and is widely accepted by the public. Concerning the domains of policy implementation, Edwards III (1980) asserts that: The examination of policy implementation represents an essential field within public administration and public policy. It addresses the transitional phase between the creation of policies whether through executive orders, judicial rulings, or regulatory frameworks and their application and impact in practice. (Kadji, 2015) Meanwhile, according to Lester and Stewart Winarno (2008), policy implementation, viewed in a broad sense, is a stage in the policy process that begins after the enactment of the law. Implementation viewed broadly refers to the collaborative effort of various actors, organizations, procedures, and techniques working together to achieve predetermined goals or implement policies. Implementation can also be seen as a fairly complicated event, or arguably, as a process, result (output), or impact (outcome). An implementation that has been prepared in detail or defined as a series of decisions and actions aimed at ensuring the smooth implementation of policies. (William N. Dunn: 2017) states that public policy is a structure that can also be used as a means of continuous action when assembled by government officials or agencies, including those in the fields of health, welfare, education, defense, infrastructure, or urban development. Meanwhile, (Grindle 1980: 6) says "implementation as an administrative process that can be carried out to investigate the level of a particular program". (Tachjan, 2006).

Implementation expressed by (Van Meter and Van Horn: 1975) (in Budi Winarno, 2007: 144) says, policy implementation in a broad sense is considered the process of policy after the policy is ratified and approved by the legislature, implementation is considered to have the meaning of implementing laws where in this case many actors, organizations, and methods collaborate and cooperate in the process of running the policy as a way to achieve policy objectives and programs. The dimensions include: Policy Standards and Objectives, Resources, Inter-organizational Communication, Characteristics of Implementing Agents, Tendency (Disposition) of Implementers, and Social, Economic, and Political Conditions.

### ***Sidewalk Concept***

Local government plays a vital role in maintaining city facilities, where routine maintenance by relevant parties is essential to keep facilities and infrastructure in good condition, ensuring safety and convenience for users of pedestrian paths. The similarity between this research and the research being conducted lies in maintaining pedestrian path facilities to ensure pedestrians feel safe and comfortable. Research by (Achmad Fachri Fadlullah Salis: 2017), which examines "Factors Affecting the DKI Jakarta Government in Overcoming the Misuse of Sidewalk Functions in Tanah Abang". The study employs an analysis that highlights the role of the transportation department, sidewalks adjacent to the highway, and also includes social facilities, which often lead to various interactions between communities. However, it is not uncommon for sidewalks to be misused by motorists who cross the sidewalk, street vendors who use the sidewalk as an illegal parking lot, causing the sidewalk space to become narrow. The Indonesian government itself in the problem of sidewalk functions has regulated in Law Number 22 of 2009 concerning Road Traffic and Transportation and Cirebon Regency Regional Regulation (PERDA) Number 7 of 2018 concerning the Cirebon Regency Regional Spatial Plan 2018-2038, which states that sidewalks are intended for pedestrians not locations for personal gain that can interfere with pedestrians.

### ***Sidewalk Vendors (PKL)***

The word PKL or sidewalk vendors itself is often encountered in social issues in Indonesia, where the issue of PKL is often related to sidewalks, road shoulders, and even other public places that sidewalk vendors often misuse to conduct buying and selling transactions without permission and their existence can damage the beauty of the road arrangement. The purpose of sidewalk vendors themselves are traders who use carts, which were initially referred to as sidewalk vendors, where sidewalk vendors are individuals or groups who carry out work activities in the informal sector, as a result of the absence of a permit or business legality that sells goods or services in locations that are intended for public use (sidewalks and road shoulders). The existence of street vendors often prevents the primary function of public facilities (sidewalks) from functioning correctly. Sidewalk vendors conduct business activities, usually by using carts to make it easier for them to move from one place to another. However, there are also sidewalk vendors who settle in one location only. (Hasibuan: 2023).

This research employs a qualitative research method to examine and describe the data processed under Van Meter and Van Horn's implementation theory. The analysis technique employed in this study utilizes the triangulation technique, as described by Creswell (2009), which involves examining evidence from multiple sources to ensure the reliability and accuracy of the data. This research analyzes the implementation of Law No. 22 of 2009 regarding Road Transportation Traffic and the Cirebon Regency Regional Regulation (PERDA) No. 7 of 2018, specifically concerning the Cirebon Regency Regional Spatial Plan 2018-2038, with a focus on the function of sidewalks. To confirm the validity of the data in this study, we employed the triangulation method (Creswell, 2009), which involves comparing data obtained from multiple sources, thereby verifying the accuracy of the data. The researcher conducted interviews with relevant parties, including the community (pedestrians), sidewalk vendors, Civil Service police (Tibumtranmas field), and the Head of the Road Management Service Unit of the Road Construction Agency and the Spatial Planning Agency. The selection of informants in this study was carried out with the parties involved such as the community (pedestrians), sidewalk vendors, Civil service police (Tibumtranmas Division), and the Head of the Road Management Service Unit of the Road Construction Agency and Spatial Planning Agency in this matter in order to obtain valid information. Following the background explanation above, this research is titled "Sidewalk Function: Policy Implementation, Culture, and Community Needs".

## **RESULTS AND DISCUSSION**

Cirebon is a city in West Java Province, Indonesia, located on the north coast of Java Island. Each region has facilities and infrastructure built by the government for the convenience and safety of the community. As in Cirebon Regency, specifically on Fatahillah Street, Weru Subdistrict is a densely populated area, with sidewalks used by pedestrians. One of these sidewalks is used by students going to and from school, providing a safe and comfortable route. Nevertheless, on the other hand, the sidewalk is also used by street vendors who open stalls on it, not in line with its primary function. So that all the infrastructure built by the government does not meet its primary needs, and is now being repurposed for other activities, such as selling spaces.



**Figure 1. Sidewalk Vendor Activities**

*Source: Personal Documentation, 2025.*

Sidewalks are often used as selling places because they are located on strategic routes and are easily accessible to pedestrians or people doing activities nearby. This culture of selling in strategic locations has been ongoing for a long time and is considered the norm. Selling on sidewalks is also a form of social interaction, with many vendors developing close relationships with loyal customers, often from the neighborhood. This builds a sense of community and closer social ties. One of the main reasons people choose to sell on sidewalks is the low capital required. They do not have to pay rent or follow complicated licensing requirements. This makes it a practical solution for those seeking additional income or a primary source of income. For most sidewalk vendors, selling is a means to make ends meet amid limited formal employment opportunities. This condition forces many people to seek alternatives for earning an income, one of which is trading in public spaces.

The problem of sidewalk vendors who often build semi-permanent buildings. Suppose, following Regional Regulation (Perda) No. 5/2011 concerning Public Order and Peace, Cleanliness, and Landscaping, the existence of buildings and selling on drainage, sidewalks, or road shoulders is not permitted. Building semi-permanent buildings is prohibited for anyone, for the sake of safety and comfort. The misuse of sidewalks as selling locations has several adverse effects. First, the primary function of the sidewalk should be for pedestrian use, not for vending by sidewalk vendors, which results in reduced space for pedestrians and an increased likelihood of accidents. Secondly, the presence of merchandise stalls creates an untidy appearance and disturbs the beauty of the environment. In addition, vending activities in the area often violate regulations, which can lead to conflicts between the vendors and the authorities. It can also disrupt the smooth flow of traffic, both for pedestrians and vehicles.



**Figure 2. Sidewalk Vendors Build Semi-Permanent Buildings**

*Source: Personal Documentation, 2025*

Based on Law number 22 of 2009 concerning Road Traffic and Transportation, and based on Cirebon Regency Regional Regulation Number 7 of 2018 concerning the Cirebon Regency Regional Spatial Plan 2018-2038, it is stated that activities that can cause disturbance to the public peace of pedestrians are not allowed, if there are activities that interfere with comfort and safety including sidewalk vendors (PKL), the Public Works and Spatial Planning Office is responsible for issuing warnings or socialization related to road use which can be followed up by the Cirebon Regency Civil service police.

The results of research data related to the function of sidewalks that are misused and used as a place of business by sidewalk vendors (PKL), the Cirebon district government in local regulations regulates the orderly place / public facilities intended to maintain the safety and comfort of road users. The use of public facilities (sidewalks) as a business location in Weru street is inseparable from the number of sidewalk vendors (PKL) who carry out selling activities without a business permit, one of the factors causing traders to carry out selling activities on the sidewalk function is due to a strategic place and is widely traversed by the general public. The function of the sidewalk is generally a public facility provided by the government intended for pedestrian traffic as a form of government concern for the community in terms of pedestrian safety and peace, but currently the function of the sidewalk on Weru Street has changed its function to become a location for sidewalk vendors (PKL) to sell without a business permit.

The sidewalk vendors in Cirebon district generally trade by bringing carts, having storefronts that are transported via motorbikes, staging tents on sidewalks and road shoulders, and even building permanent buildings on sidewalks that should be used for the benefit of easy and safe access for pedestrians. In a journal written by (Aji Wahyu Heriyanto: 2012) the decline in the function of sidewalks causes pedestrian safety to be increasingly vulnerable due to the narrowing of sidewalks, the reason for the decline in pedestrian facility services is due to the misuse of sidewalks not like their main function, in this case

the sidewalks themselves are widely used for land seeking personal gain such as being used as a trading location by sidewalk vendors and used as illegal parking lots (Winaya: 2010). Selling activities without a business license carried out by street vendors on the sidewalk function due to the lack of a location that allows it to be used as a trading location by sidewalk vendors, due to the lack of available facilities causing traders to be reluctant to move from the sidewalk area (Setiyawan et al: 2020). (Rahayu: 2018) said the reason street vendors sell on the sidewalk is due to the lack of pedestrians using the sidewalk so that there is a sense of shame if the sidewalk is not used at all.

To explore the expert opinion on this issue, the researcher conducted an interview with Mr. Ahmad Taufik, S.E., a head of the road management service unit of the Road Construction Agency and Spatial Planning Agency, on 11 December 2024. According to Mr. Ahmad Taufik S.E., "Sidewalk vendors conducting buying and selling transactions often also throw garbage into the waterways, and DPUTR when carrying out maintenance actually gets obstacles in the form of verbal actions (angry). This has been a habit of street vendors selling on the sidewalk for a long time and a bad habit of throwing garbage into the channel". Meanwhile, according to Civil service police, Mr. Wisma Wijaya S.E., a Section Head of Operation and control in the field of Public Order and Community Peace, on December 11, 2024 that "The curbing can be done, as long as there is a legal basis letter from the Provincial Civil service police or Provincial Public Works and Spatial Planning Service (DPUTR). Therefore, the provincial DPUTR is responsible for giving warnings 1, 2 and 3 to take action without a warning, Civil service police will only act without a warning. Because DPUTR is the landowner, then Civil service police is the one who acts to arrange the order. And if there is already an order then there needs to be a solution to protect his rights as a citizen who has a family".

The process of implementing policies related to the misuse of sidewalk functions involves several parties, both the Public Works and Spatial Planning Office (binamarga field), Civil service police on Cirebon district. Various efforts have been made by the Cirebon district government in overcoming the problem of street vendors on sidewalks for smooth traffic for both pedestrians and vehicles By giving warnings, actions and also socializing related to the use of the sidewalk itself to street vendors, but the fact that the curbing of sidewalk vendors in Cirebon Regency is still getting obstacles, especially in finding solutions for how these sidewalk vendors in the future, which is where the Cirebon Regency government currently does not have a location for relocation of sidewalk vendors, According to the findings conducted with Civil service police members, the problem of sidewalk vendors is not only related to the layout and control, but also related to economic issues, especially for the lower middle class people in Cirebon Regency. The Civil service police uses a persuasive approach to encourage sidewalk vendors to comply with existing regulations. Sidewalks in Cirebon Regency are used more for sidewalk vendors than for pedestrians. Seeing the current road conditions in Cirebon Regency that cause pedestrians not to get a comfortable and safe place to walk.



**Figure 3. Cart Removal Action by Civil Service Police**

*Source: Documentation of Civil Service Police on Cirebon Regency, 2020.*

Evidence of enforcement of cart transportation by the Civil Service Police (Satpol PP) against sidewalk vendors (PKL) is an action taken to enforce local regulations related to public licenses and the use of public spaces. This evidence often includes various aspects that show the enforcement process took place in accordance with applicable legal procedures.

The culture of sidewalk vendors who often find it difficult to comply with existing regulations is a complex phenomenon, influenced by various social, economic and cultural factors. Because their basic needs have not been adequately met sidewalk vendors (PKL) usually operate in public environments and have limited capital and profits. As a result, it is sometimes considered difficult to follow government rules. The reason why it is difficult for sidewalk vendors to comply with existing regulations is Economic limitations, Many sidewalk vendors depend on street trading because they do not have the capital or resources needed to open a formal shop. For them, following rules such as obtaining a business license, paying retribution, or selling goods in an official place may require costs that are not proportional to their income. As expressed by Mr. Sumedi, one of the sidewalk vendors on Fatahillah street, Weru Subdistrict "Selling here is scary, but I have a family to support, whether I want to or not, I have to survive to sell only if there's a Civil service police around to give warnings, and if I were to be given a place, it's not guaranteed to be crowded for the customer usually already familiar with where they used to go. Unlike in the past, selling around here is getting less and less crowded. The income quite decreasing yet the expenses just piling up".

Several factors influence the implementation of ineffective sidewalk function policies in the Cirebon district (Fatahillah Street), such as organizational relationships, resources, and environmental conditions. These factors can not only help the implementation of Cirebon district government policies to stop the misuse of sidewalk functions on Fatahillah Street. External barriers include the state of the environment around Fatahillah Street in Weru subdistrict, which creates social problems such as thuggery and low public awareness. Internal barriers of the local government include weak regulations, inadequate facilities, a lack of human resources, and a limited budget.

The factor that poses a challenge in this problem is related to the target itself, where the policy target in this problem is the function of the sidewalk as a pedestrian right. However, public facilities intended for pedestrians are often misused by sidewalk vendors who turn the sidewalk into a business location. The existence of daily fees reinforces the problem of sidewalk vendors on Fatahillah street, Weru Subdistrict, according to the carts carried out by three parties, one of which is the village itself, which strengthens sidewalk vendors' reluctance to be disciplined, and the function of the sidewalk will be very difficult to implement under applicable policies. So that it will make it difficult for the curb due to sidewalk vendors paying for the place of the many opposition from the sidewalk vendors themselves so that the target of the curb is a little disturbed and quite difficult.

Based on the findings at the research location, that sidewalk vendors are reluctant to be disciplined which provides its own challenges to the disciplining party (Civil service police) such as verbal attacks and physical attacks. The reason for the reluctance of street vendors to leave the sidewalk as a place to sell is reinforced as a result of the existence of fees or illegal levies to local parties, which further exacerbates the handling of street vendors on the sidewalk. The relevant agencies have also provided warning signs such as billboards prohibiting selling on sidewalks but are often vandalized, so the government must provide more budget if it wants to make new prohibition signs.

During the interview we found a lack of communication regarding the first task in handling sidewalk vendors between the West Java Provincial Road Construction Agency and Spatial Planning Office and also Civil service police. The factor that causes this is because Fatahillah street, Weru Subdistrict is a road that connects the province so that the road is a provincial road. The parties who carry out enforcement are also the Provincial Road Construction Agency and Spatial Planning Office and the Provincial Civil service police. Not only that, we found another problem when we were at the location, that the sidewalk vendors themselves selling there made payments/dues to the local village government, as a result of this, controlling will be a difficult thing to do because sidewalk vendors there will think that they sell there have paid for the place, and security. If in accordance with the regulations themselves, illegal levies made by the village to sidewalk vendors are a violation of provincial government regulations as the sale of state assets or facilities, which is not allowed in Law Number 20 of 2001 concerning Amendments to Law Number 31 of 1999 concerning Eradication of Corruption. In Article 12B, this law regulates the prohibition of extortion.

Extortion is defined as any form of fee collection carried out by state apparatus or public service providers that is not by the provisions. Thus, this law provides a legal basis for tackling extortion practices and taking action against extortion.

The Actors of this problem are the Office of Highways and Spatial Planning of the Road and Bridge Management section of the Service Area as a government agency that creates infrastructure that supports regional development in a sustainable, orderly, and aesthetic manner. And the Civil Service Police Unit (SATPOL PP) is tasked with maintaining public order in urban space management through monitoring and controlling sidewalk vendors, aiming to create a safe, comfortable and orderly environment. However, following applicable rules and laws, Civil Service police can act if there is a warrant from the Road Construction Agency and the Spatial Planning Office. In terms of sidewalk vendors (PKL) themselves as those who violate the rules because selling on sidewalks is difficult to discipline due to economic factors and the needs of life, where the sidewalk is a strategic place to sell because it is on the side of the road that is heavily traveled by the community. And the public as sidewalk users experience inconvenience and disturbance because the presence of street vendors who take up the sidewalk often disturbs the comfort, security, and smooth running. The curbing of street vendors on the sidewalk itself requires several stages in preparation for the curbing. Civil service police, as enforcers who act in the field, must have an order from DPUTR, the landowner who has the authority related to the sidewalk. With the existence of a written order from DPUTR to the Civil Service Police, it is anticipated that sidewalk vendors will report the destruction of goods belonging to others, as well as their own. However, because Fatahillah Street in Weru subdistrict is a provincial route, it is pretty rare for sidewalk vendors to be controlled there.

The factor that causes sidewalk vendors to prefer to violate existing regulations is because the sidewalk is a place adjacent to the highway so that it is heavily traversed by land transportation and also adjacent to crowded places causing the sidewalk to become a strategic place that can be used as a promotional location while buying and selling transactions take place. Not only from a social point of view, the economy is also an obstacle to controlling because many sidewalk vendors do not have the capital to rent land to be used as a business location, in our interviews with the traders themselves what if there is a relocation to another place, the traders answered that they did not want or did not want to be relocated to another place but wanted to be given business capital. Even though an order is carried out to relocate traders to another place, sidewalk vendors will return to that place repeatedly due to a lack of capital to rent business premises. From a political perspective, the district government is still not firm in its stance against the misuse of sidewalks by sidewalk vendors, nor does it provide solutions to protect the rights of sidewalk vendors as citizens.

The first solution is socialization and appeals, from the Civil service police itself, as the prosecutor has often conducted routine socialization and appeals 3 times a month, both orally and in writing. Mass media may facilitate this socialization to streamline further socialization related to the primary function of the sidewalk. Street vendors on sidewalks are part of the problem that is difficult to eliminate, as it will continue to emerge if the implementation of policies in law enforcement, as outlined in Law No. 22 of 2009 and Cirebon District Regulation No. 7 of 2018, is not done correctly. The second solution is to relocate sidewalk vendors to alternative locations. Several studies conducted by the Cirebon Regency Government have yielded various results aimed at addressing sidewalk vendors, including relocation to alternative locations. In this case, the government can collaborate with other parties, including both public and private entities, such as the Department of Trade and Industry, or even with the local village government.

According to the research results, the theory is based on information collected from interviews with the Road Construction Agency, Spatial Planning, Civil Service Police, general public road users, and sidewalk vendors. The reason for this conclusion is that when conducting interviews with the Office of Highways and Spatial Planning, Civil service police, the public, and sidewalk vendors on Fatahillah Street, Weru subdistrict, it has been disciplined, even to the stage of demolition using heavy equipment. However, the reality is that sidewalk vendors have sprung up again in the same place in 2024. According to the information from sidewalk vendors, they are reluctant to be relocated to a new place, citing that the current location (sidewalk) is very suitable for selling because it is more strategic, and buyers are not necessarily looking if they have to be moved to a new selling place. According to Prasetya (2016), although the relocation of sidewalk vendors will increase the convenience of trading, it will also reduce the income of sidewalk vendors. In addition, street vendors are still reluctant to leave the sidewalk because they have to pay rent for the space.

## **CONCLUSIONS AND RECOMMENDATIONS**

The implementation of the sidewalk function arrangement policy in Cirebon Regency, especially in Weru subdistrict (Fatahillah street) is still not optimal because there are still many sidewalk vendors that are difficult to discipline, causing flooding and traffic jams and eliminating the aesthetic value of public places per Cirebon Regency Regional Regulation number 7 of 2018 concerning Spatial Planning. Sidewalk vendors (PKL) still use sidewalks as a business location is incorrect, based on the purpose of the district area's spatial planning, as stated in Article 3, which aims to create a safe, comfortable, and productive district area. This process involves formulating, analyzing, and implementing policies by policy objectives, supported by the availability of resources, clear communication, the responsiveness of implementing agents, the tendency of implementing dispositions, and effective social, economic, and political conditions. In its implementation, the government has made various efforts, including periodic enforcement through socialization, verbal and written warnings, posting signs that prohibit selling, transporting carts, and demolishing semi-permanent buildings. There are several inhibiting factors, including a lack

of coordination between agencies, the government's failure to provide land, and a community culture that is resistant to discipline. Therefore, the Cirebon Regency Public Works and Spatial Planning Office needs to enhance communication and coordination among agencies, address issues that hinder policy implementation, and implement effective solutions in decision-making for the implementation of safe and comfortable sidewalk policies in Cirebon Regency. With the support of the Public Works and Spatial Planning Office, the availability of resources, and high cooperation and commitment, the policy of using sidewalks according to their function for pedestrians can have a positive impact on its successful implementation.

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