

Dynamics of Sadangserang Market and Terminal Relocation in the Perspective of Sustainable Planning

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ABSTRACT

The construction of modest flats (*Rusunawa*) in Sadangserang, Bandung City, is planned to use land currently used by the Sadangserang market and station. The temporary relocation of the market and station has the potential to trigger social conflict among traders, public transportation drivers, and the local community. This research is proposed to analyze the potential for social conflict from the perspective of sustainable development planning. The study was conducted using qualitative methods through in-depth interviews with key informants. The research results indicated that the potential for conflict arises from uncertainty about compensation and economic impacts for traders and terminal workers, as well as the loss of cultural identity and access to transportation for the community. Applying sustainable planning principles reduced the potential for conflict through fair compensation schemes, adaptation assistance, participation of affected groups, guaranteed rights to return to their original location, and cross-sectoral communication and coordination. This Research enriches the literature on urban informal infrastructure relocation studies with a perspective of sustainable planning. The research results are in the form of a reference for the government in formulating fair and sustainable relocation policies.

1. INTRODUCTION

Bandung is a city with a population density of 15,051 people/km² and was the second-ranked in Indonesia in 2023. The consequence of high population density is a significant demand for the availability of livable housing for its community, especially those with low incomes. The city of Bandung's need for housing reaches 15,000 units every year. Remarkably, the total need for 2018-2023 is estimated at 90,000 units. One of the tenement areas with high density in Bandung city is Sadangserang, Coblong District, which is 273 people/ha (SNI 03-1733-2004, ideal density is <200 people/ha), to overcome the problem of the availability of habitable housing, the Bandung City Government in 2023 plans to develop modest flats which will be located in Sadangserang, Coblong District in the RT 10 RW 15 area with an area of ± 12,866.07 m², with the northern boundary: *Jalan Terminal Sadangserang*, MUI Office of Bandung City, East: *Jalan Masjid Annur*, Residential area, South: *SMP Negeri 63 Bandung*, Residential area, West: *Jalan Belakang Pasar*, Residential area. Most of the planning area is built-up land, particularly the market, city transportation station, and the field.

The development of *Rusunawa* in Sadangserang will be a crucial solution for addressing the housing problem in Bandung, which continues to grow rapidly, as it promises to meet the affordable housing needs of low-income individuals. However, despite its advantages, the development of flats often entails complex social risks and has the potential to spark conflict within the community. In light of these challenges, this study aims to answer the question: What is the potential for social conflict arising from the relocation of the Sadangserang Market and Terminal, and what conflict mitigation strategies and policy recommendations can be implemented to ensure that the relocation process is fair, inclusive, and sustainable? With the formulation of this research problem, this study aims to: (1) Analyze the potential for social conflict in the relocation of the Sadangserang market and terminal; (2) Formulate a fair and sustainable conflict mitigation strategy; and (3) Provide policy recommendations to the government to make the relocation process more inclusive and minimize negative impacts on affected groups.

Social risk is a concept that experts use to describe the potential negative impacts on individuals or community groups arising from specific policies. These risks can manifest as uncertainties that affect social

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welfare, justice, and social inclusion. Social risks can be observed in changes to access to essential services such as education, health, and housing, as well as alterations in community dynamics and social interactions. Social scientists examine social risks to identify ways to reduce social inequalities and promote improved social inclusion in various contexts.

According to Ko (2021), the social risks in the construction of *Rusunawa* are 1) forced relocation, 2) Social Conflict, 3) Inequality of Access, and 4) Failure in Maintenance and Upkeep of Facilities. The relationship between social risk and social conflict reflects the consequences of societal problems that arise. When social risks are not adequately managed, social conflict can occur due to dissatisfaction or perceived injustice. Muthmainnah et al., (2021) emphasize that sustainable development in Indonesia is often hindered by the dominance of anthropocentrism and utilitarianism paradigms, resulting in an imbalance between economic growth and social welfare. In the context of *Rusunawa* development, forced relocation without considering the interests of affected communities can exacerbate social inequality and create resistance to this project. Therefore, social conflict can arise openly or covertly (Coser, 2013). A more inclusive mitigation strategy is necessary to prevent the escalation of conflict in society.

Social conflict is a natural phenomenon that often encourages protests, demonstrations, or violence. However, if managed properly, conflict can be a means of constructive social change in maintaining social stability (Fajri & Nurdin, 2015) In the context of *rusunawa* development, various social risks can arise due to sudden changes in the social and economic environment. One of the main aspects that need to be considered is how the relocation process can potentially cause social conflict in the community.

Although previous studies have discussed social conflict in housing development and relocation, this study offers a more comprehensive approach by implementing sustainable planning. Earlier studies, such as those conducted by Ko (2021), highlighted social risks in vertical housing development. However, they are still limited to aspects of social impact without considering a mitigation approach based on sustainable planning. Coser (2013) and Fajri and Nurdin (2015) also discussed social conflict as a natural phenomenon. Still, they have not explicitly linked it to market and terminal relocation policies in the context of urban development in Indonesia.

In this study, a sustainable planning approach is employed to provide solutions for mitigating social conflict resulting from the relocation of the Sadangserang market and station. This study not only analyzes the potential for conflict that arises but also offers mitigation strategies based on the principles of social justice, community participation, and a more fair and transparent compensation scheme. In terms of specific contributions, this study provides three main findings that have not been widely discussed in previous studies, particularly: first, a social justice-based compensation scheme, this study designs a compensation formula that considers the loss of income of traders and terminal workers more fairly, by considering their average income before relocation. Second, this study proposes a skills assistance program for traders and terminal workers to help them adapt to economic conditions after relocation. Third, guarantee of the right to return to the original location and active participation of affected groups - this study emphasizes the importance of the involvement of traders and public transportation drivers in the planning of the market and terminal after relocation, as well as the need for regulations that guarantee their right to return to their original location.

In addition to understanding the risks of social conflict arising from relocation, it is important to examine how conflict can be managed constructively so that it becomes not only an obstacle but also an opportunity for policy improvement and more equitable social change. Meanwhile, Michel Wieviorka, a French sociologist, developed the concept of social conflict as a process related to social transformation. He argues that social conflict can be a source of positive social change if society can manage it well. According to him, social conflict is not always destructive, but can also be an impetus for change and renewal in society (Wieviorka, 2019).

This new approach portrays social conflict as an integral part of social dynamics and community development that can sometimes lead to change and innovation if managed constructively while recognizing the potential for damage and tension that may arise. This reinforces the importance of understanding and intervening wisely in addressing social conflict to achieve a more just and inclusive society.

Development models that do not pay attention to the balance between economic, social, and environmental growth can lead to damaging consequences, such as environmental degradation, poverty, and inequality. Muthmainnah et al. (2021) explained the importance of a community-based approach in sustainable development to avoid social and economic exclusion in large-scale infrastructure projects. Therefore, in the context of the relocation of the Sadangserang market and station, the concept of sustainable development must not only focus on environmental aspects but also ensure active community participation so that the relocation policy can be accepted and have a positive impact on social welfare. Sustainable flat development must take into account the environmental impacts of relocation, such as

changes in land use, increased infrastructure needs, and potential environmental pollution due to population density. Sachs (2019) explains how sustainable development can be a guide for countries and communities to achieve sustainable prosperity and address global challenges such as climate change and social inequality.

Social conflicts that arise in the relocation process are often related to the lack of sustainable planning that considers long-term impacts on communities and the environment. Therefore, a sustainable development approach is crucial in ensuring that relocation policies focus not only on economic aspects but also consider social welfare and environmental sustainability.

The development of theories in housing planning has underlined the importance of including social dimensions in the planning and development process of *rusunawa*. A deep understanding of social, economic, cultural, and ethnic factors has a significant impact on the quality of life of *rusunawa* residents. Previous studies in this field (Mustafa & Tajuddin, 2015; Ko, 2021; Aristiani, 2017) have conducted in-depth studies related to various social issues in the development of *rusunawa*, such as the potential for social conflict, inequality of access, and the psychological impact of the residential environment. However, these studies have not specifically used a comprehensive sustainable planning perspective.

Sustainable planning is a planning approach that holistically combines the principles of economic, social, and environmental sustainability, taking into account the needs of present and future generations. The principles include resource efficiency, resilience and adaptation, social equity and inclusion, and community participation.

This study seeks to complement previous studies that have examined various social aspects in the development of *rusunawa*. Mustafa and Tajuddin (2015) examined the psychological impact of the residential environment on *Rusunawa* residents, while Ko (2021) identified social risks in vertical housing projects. Aristiani (2017) reviewed the inequality of access in housing policies for low-income communities. Although these studies provide in-depth insights into the social challenges in *rusunawa* development, few studies specifically use a holistic sustainable planning perspective. This research will apply a more comprehensive sustainable planning perspective to analyze the potential for social conflict in the case of Sadangserang *Rusunawa*'s development. Thus, it is hoped that a more thorough understanding can be obtained in designing sustainable solutions from an economic, social, and environmental perspective.

By exploring the potential for social conflict in *rusunawa* development through the lens of sustainable planning, this study is expected to provide practical recommendations for creating *rusunawa* that are harmonious and have a positive impact on the communities living in them.

2. METHODS

Using a qualitative approach with a case study method became the reason for choosing this method to describe conditions, look for causes, and enable researchers to find solutions to existing problems (Creswell, 2015). The selection of key informants was conducted using a purposive technique with critical informant criteria including (1) Sadangserang community leaders who understand the local social situation. (2) The relocation plan affected community administrators of market traders and public transport drivers. (3) Members of environmental care and housing advocacy groups in Bandung City. (4) Academics and researchers in the field of regional and urban planning. (5) Representatives of related agencies such as the Public Housing Service and the Bandung City Social Service.

Data collection was carried out through in-depth interviews with informants. Researchers carried out triangulation and double-checking to ensure the validity of the data (Sugiyono, 2018). In total, interviews were conducted with 17 key informants selected through purposive sampling. The data collection took place over two months, from January to February 2024. Ethical considerations were observed throughout the study, including obtaining informed consent from all participants, maintaining confidentiality of their identities, and offering participants the opportunity to review and verify quotations drawn from their interviews to ensure accurate representation of their views. The stages of using data triangulation in research include collecting data from various sources, comparing data between sources, analyzing common ground and differences in data collection results, cross-checking between data, confirming triangulation results to data sources, drawing conclusions of convergence and inconsistency, gaining a comprehensive understanding based on triangulation results

Data analysis uses references from Miles and Huberman, carried out in several stages, including data collection, data reduction, data presentation, and conclusion (Miles, Huberman, & Saldana, 2014). The data analysis process was carried out in stages: Verbatim transcription of interview results into text, Coding, and categorization of data based on themes relevant to the research focus, Content analysis to identify meaning and patterns in the data, Synthesis of findings by referring to concepts and theories relevant matters, drawing conclusions and verifying findings with key informants. Validity testing was done by

triangulating data sources, methods, and theories. Reliability is strengthened by documenting research procedures in detail to allow for replication.

3. RESULTS AND DISCUSSIONS

Potential Social Conflict

To advance the development of the city of Bandung and respond to housing needs, the local government has proposed the construction of Rusunawa in the area currently used for the Sadangserang traditional market and transportation station. "This decision, although positively intended, does not avoid the potential for social conflict, as it involves the temporary removal of this important infrastructure which has become a center of economic and social activity for the local community."

Sadangserang Market has 416 traders consisting of 360 occupying stalls and 59 occupying tables aged 26-63 years, earning between 75-300 thousand rupiah daily, and the majority are women. Type of trade: 9 essential commodities, electronics, household equipment, food, and services (services, repairs); most have been selling for over ten years because they have been passed down from generation to generation. Sadangserang Market is adjacent to the station, which is city transportation on the Sadangserang-Caringin route; there are more than 200 public transportation fleets, so there are more than 200 public transportation drivers, terminal workers, and terminal officers. Ages 23-61 earn 75-150 thousand rupiah daily.

The construction of the Rusunawa resulted in the temporary relocation of the market and the Sadangserang terminal, which raised serious concerns among market traders, public transportation drivers, terminal workers, and the Sadangserang community. These concerns include the potential decline in their income, uncertainty regarding the new location, anxiety and stress, and the negative impact on the business and customer networks built over many years.

The uncertainty of traders' income is a critical aspect that arises from the market relocation plan. Traders at Sadangserang Market in Bandung City, who have been temporarily relocated, face serious challenges regarding income security in their new location. They have relied on this market as their primary source of livelihood for years, and the relocation creates economic uncertainty that can affect the sustainability of their businesses.

Firstly, concerns arise due to the lack of assurance regarding compensation plans or financial assistance to support traders during the transition period. Without clarity regarding the form of financial support, traders feel insecure and lack a solid financial foundation to face the changes. Inadequate compensation plans can have a significant economic impact, especially for small traders who may face financial difficulties. To provide a clearer picture of the estimated compensation for affected traders and terminal workers, the following is a compensation scheme based on the calculation of their average daily income before the relocation summarized in **Table 1**.

Table 1. Details of the Compensation Scheme for Traders and Terminal Workers

Recipient Category	Number of People	Monthly Income (Average)	Proposed Compensation
Stall traders	360	Rp 5.625.000	Rp 6.000.000
Lot traders	59	Rp 3.375.000	Rp 3.500.000
Angkot (public transportation) drivers and station workers	200	Rp 2.500.000 (estimation)	Rp 2.000.000 - Rp 3.000.000
Street traders around the station	Not recorded	Rp 1.500.000 (estimation)	Rp 500.000 - Rp 1.000.000

Data source: survey results

This compensation scheme is designed to reduce the economic impacts arising from relocation. By providing fair and transparent compensation, it is hoped that traders and terminal workers can be better prepared to face the transition to a new location without drastically losing their livelihoods. Additionally, a precise compensation mechanism can also mitigate the potential for conflict arising from relocation uncertainty.

Although compensation schemes have been designed to mitigate the economic impacts of relocation, traders and terminal workers still face challenges in adapting to the new location. Moving to a

new area can significantly impact customer attraction, alter consumer patterns, and lead to competition with other traders in the new location. In addition, uncertainty about the availability of business premises in the new market is another factor that needs to be considered, as the number of stalls and kiosks available in the *Rusunawa* planning is insufficient to accommodate all affected traders.

In addition to the uncertainty of business locations, the financial impact of relocation is also a major concern. This uncertainty arises because traders and terminal workers must adapt to a new business environment, which does not necessarily have the same level of customer visits and purchasing power as the previous location. In facing these challenges, a mitigation strategy is needed that does not only focus on direct compensation but also on optimizing the use of public assets post-relocation. One approach that can be applied is a more structured asset utilization scheme to ensure economic sustainability for affected groups. The implementation of an asset utilization scheme through a well-planned privatization approach can reduce the potential for social conflict due to relocation, by ensuring that the interests of affected groups are still considered through operational agreements involving the government, business actors, and the community (Runiawati, 2017).

Although various strategies can be applied, the reality on the ground shows that relocation often has a direct impact on the income of traders and terminal workers. To further understand the financial impact, here is a comparison of income before and after relocation presented in **Table 2**.

Table 2. Comparison of Income Before and After Relocation

Worker Category	Income Before Relocation (Rp/day)	Estimated Income After Relocation (Rp/day)	Estimated Decrease (%)
Kiosk trader	150.000 - 300.000	100.000 - 200.000	30 - 50%
Lot trader	100.000 - 250.000	75.000 - 150.000	25 - 40%
Angkot driver	75.000 - 150.000	50.000 - 100.000	30 - 40%

Data source: survey results

The data in the **Table 2** shows that most traders and terminal workers experienced a significant decrease in income after relocation. This decrease can be attributed to several factors, including adjustments to the new business environment, changes in customer consumption patterns, and the limited number of kiosks and stalls available in the new market. Therefore, in addition to initial compensation, other policy support is needed that can help traders and terminal workers adapt to post-relocation economic conditions, such as temporary incentive schemes, skills training, or easy access to business capital.

Therefore, in addition to financial compensation, an adaptation assistance strategy is needed for traders, such as business management training in new locations, priority guarantees for existing traders in kiosk allocation, and adjustments to kiosk pricing schemes to remain affordable for affected groups. In addition to the financial challenges faced, the uncertainty caused by relocation also has a psychological impact on traders and terminal workers. The uncertainty regarding the future of their business in the new location can cause emotional pressure that leads to anxiety and stress because they have to face the uncertainty of the future that can affect the stability of their lives, including daily financial needs, such as children's education, health care, and other basic needs.

The temporary relocation of the Sadangserang market is expected to cause resistance and conflict from the 416 affected traders. According to Minister of Home Affairs Regulation No. 20 of 2012, market traders affected by the transfer are entitled to a replacement business location during the transfer period, compensation, and assistance. However, according to Achdiawan (2017), these traders' rights are often violated, triggering rejection and conflict, even anarchy, as well as the results of Widyaningsih's research: Conflicts arise as a result of the relocation policy being considered unfair by the traders because it threatens their livelihood and welfare." (Widyaningsih, 2016). Therefore, good socialization and negotiations involving the relevant agencies and traders' associations are needed so that the transfer can run smoothly. In addition, research by Nacu-Schmidt, Andrews, and Boykoff (2018) in India also highlighted the potential for similar conflicts. This study shows that market relocation in the context of housing development causes friction between traders and the local government. Dissatisfaction arising from a lack of involvement in the decision-making process and planning that does not take into account the real needs of traders is the main trigger for conflict in this context.

The relocation of the Sadangserang terminal also risks causing conflict between the 200 city transport drivers and other terminal workers and the local government. According to Minister of Home Affairs Regulation No. 41 of 2012, the station is obliged to provide replacement terminal facilities, carry out

outreach and provide compensation during the transfer period. However, research by [Hadiyanto \(2020\)](#) found that moving terminals often reduces the income of drivers and terminal workers by up to 40% during the transfer period. Disagreement between the authorities and local communities regarding the amount of compensation given for land acquisition is a trigger for conflict. As [Permadi \(2021\)](#) explained another source of conflict could be the uncertainty of relocation, as per the results of Safitri's research "Uncertainty regarding relocation locations and housing conditions triggers tension and conflict between residents and the city government" ([Safitri, 2019](#)) thereby avoiding conflicts over market relocation plans and the Sadangserang terminal needs to carry out socialization, clarity of location information and compensation during the transfer period.

Apart from that, moving the terminal also has the potential to disrupt transportation access for residents of Coblong District and surrounding areas who rely on the Sadang Serang station. Based on Minister of Home Affairs Regulation No. 41 of 2012, terminal operators are responsible for ensuring the continuity of public transport services for the community during the transfer. If public transportation access is disrupted without adequate alternative solutions, this could trigger complaints and protests from residents.

The temporary relocation of markets and terminals whose locations are not yet known from the planned development of *rusunawa* can be a point that triggers the potential for significant social conflict. Several studies that provide relevant descriptions related to this are studies conducted by [Wang, Gao, Zhao, and Zhang \(2020\)](#) in China revealing that the relocation of markets or terminals for infrastructure development has caused complex social conflicts. [Pruitt and Rubin \(2019\)](#) emphasize that in the relocation negotiation process, the reduction in the number of stalls after relocation must consider the projected growth of traders and long-term solutions such as gradual relocation or the provision of alternative locations. Therefore, in the case of Sadangserang, it is important for the government to develop a dialogue-based approach that directly involves the trader community to avoid resistance and increase the success of this relocation project.

In practice, relocation is not only a technical issue of development but also concerns broader social aspects. One of the biggest challenges is how to overcome the impact of relocation on communities that depend on markets and terminals as a source of livelihood. From the analysis of the references above, it can be concluded that the temporary transfer of markets and the transfer of terminals in the context of building flats can trigger complex social conflicts. Lack of involvement and inadequate compensation or alternatives for those affected are the main driving factors of this conflict. Therefore, planning that involves active participation from local communities, developers, and government is critical to reduce the potential for conflict. Providing fair compensation, empowering local communities, and considering their needs and interests can be necessary steps in reducing the potential for social conflict in transferring markets and terminals related to the development of flats.

Sadangserang Village, with a population of 26,699 people, is the base of daily community life, where the presence of markets and terminals not only functions as places for economic transactions but also forms the basis of cultural identity and community togetherness. The temporary relocation of markets and the relocation of terminals in this area has raised serious concerns from the local community. The people of Sadangserang are accustomed to markets and terminals as centers of daily activities that create social and cultural ties. This transfer can potentially threaten the cultural heritage and traditions that have been established for many years. Local identity, embedded in the atmosphere of traditional markets and stations, could be in danger of being lost or significantly changed under the pressure of this changing environment.

Apart from that, concerns about the negative impact on community togetherness and social relations also emerged. Markets and terminals are places of business and arenas where social interaction, exchange of stories, and other communal activities thrive. This displacement can break up existing togetherness and separate relationships between residents, losing the human touch closely associated with these places.

Uncertainty regarding accessibility, transportation, and other supporting infrastructure is an additional burden for society. I felt anxious about potential difficulties in reaching these places in the new location. The impacts are not only at the individual level but also on general well-being, including potential increases in transportation costs, longer travel times, and potential barriers to access for specific groups.

Apart from the affected communities, the Bandung city government is also faced with complex conflict management challenges related to plans to relocate markets and terminals in the Sadangserang flats development temporarily. Traders, terminal workers, and the Environmental Activist Society are the ones who put significant pressure and concern on the government in this context. One source of conflict the government faces is regarding compensation and the financial impact of displacement. In planning to construct the Sadangserang flats, the market will be built again in the flats building, and traders will be able to return to occupy the new market in the flats building. However, with fewer stalls and kiosks than there

are traders, this will create dissatisfaction, potentially leading to tension. According to [Anshori \(2021\)](#), compensation uncertainty and the economic impact on market relocation could trigger conflict because they make public distrust.

Terminal workers, as an integral part of the relocated infrastructure, are also directly affected. Conflict management challenges arise in managing the transition of terminal workers to new locations and ensuring continuity of service. A comprehensive plan is needed to support terminal workers, including additional skills training where necessary, and guarantee continued employment.

The community, with a population of more than 26,000, is also crucial in managing this conflict. Their concerns regarding cultural identity and togetherness in their region must be taken seriously. The city government needs to ensure that community needs are accommodated in planning and that this policy is not only directed at the interests of physical development but also maintains the community's quality of life and social life.

Effective conflict management on the part of government requires an approach based on justice and the active involvement of all parties. It includes a deep understanding of the interests of traders, the empowerment of terminal workers, and the needs of local communities. Only by establishing open dialogue, transparency, and a genuine commitment to justice can the city government minimize conflict, create sustainable solutions, and ensure the successful relocation of the Sadangserang market and station.

This transfer requires an approach based on community needs. Active participation of the community in the planning and decision-making process can help accommodate concerns and ensure that changes maintain cultural essence and minimize adverse social impacts. Thus, collaborative efforts are needed to design a sustainable resettlement strategy that responds to the real requirements of the Sadangserang community.

Sustainable development does not only depend on government policies but also on the active involvement of the community. Community-based empowerment models can be a practical approach to maintaining a balance between economic growth and social sustainability ([Pawitan, 2025](#)).

In the context of relocating the Sadangserang Market and Terminal, community involvement is crucial, especially in mitigating the socio-economic impacts that may arise. Data on the number of traders, terminal workers, and communities affected by the temporary relocation plan are essential factors in identifying emerging conflict points. The large number of traders who rely on the market as a source of livelihood, the terminal workers involved in daily operations, and the market's impact on the local community indicate that this policy must be designed with a fair and inclusive approach. Therefore, a holistic and sustainable conflict management strategy needs to be formulated that considers the interests of all stakeholders, allowing the relocation process to run effectively and with minimal resistance.

Starting from the use of markets and terminals for the location of *Rusunawa* construction, this project has the potential for social risks that could lead to conflict. Analysis shows that the primary social risk that can occur is forced displacement, which leads to social tension and the potential for a decline in the quality of life of the surrounding community. Therefore, the government needs to formulate a fair and transparent compensation scheme through consultations involving traders and terminal workers so that all parties can accept the solutions offered.

In addition, according to [Pruitt and Rubin \(2019\)](#), the reduction in the number of stalls after relocation must consider the projected growth of traders and long-term solutions, such as gradual relocation or the provision of alternative locations. In the context of sustainable development, [Muthmainnah et al. \(2021\)](#) stated that community participation is a key element in ensuring the success of a development policy. In line with this, [Winarni \(2020\)](#) emphasized the importance of traders' active participation in planning the design of new markets after relocation to avoid resistance. Thus, the main challenge for the government is not only to formulate a fair compensation scheme but also to ensure openness of information and effective communication with traders so that the relocation process can run efficiently and peacefully, to avoid prolonged conflicts due to market and terminal relocation, a strategy is needed that takes into account the active participation of traders. This is important so that the relocation process is not only forced from above but also involves key stakeholders in the planning and implementation process.

Sustainable Planning

The concept of sustainable development planning originated from the need to address the long-term challenges faced by humans and the planet. Experts recognize that development models that fail to strike a balance between economic, social, and environmental growth can lead to severe consequences, including environmental degradation, poverty, and inequality. In line with the challenges identified, [\(Muthmainnah et al., 2021\)](#) highlighted that sustainable development in Indonesia remains trapped in the paradigm of anthropocentrism and utilitarianism. As a result, various intrinsic problems arise in its

implementation, which have an impact on the imbalance between economic growth and environmental sustainability. Therefore, the concept of sustainable development planning emerged as an effort to achieve economic growth that is in line with the preservation of natural resources and the eradication of poverty. This concept also emphasizes the importance of social justice, community participation, and the protection of human rights. "(Sachs, 2019) The age of sustainable development. Columbia University Press, where Jeffrey D. Sachs explains how sustainable development can serve as a guide for countries and communities to achieve sustainable prosperity and address global challenges, such as climate change and social inequality.

The Sustainable Planning Perspective in the study "Towards Fair Relocation: Analysis of Potential Conflicts in the Relocation of the Sadangserang Market and Terminal in *Rusunawa* Development Through a Sustainable Planning Lens" highlights the importance of including social justice in planning the relocation of markets and terminals.

Social justice is essential in every public policy, including market and terminal transfer policies. According to [Tjiptoherijanto \(2014\)](#) in the journal *Society & Culture*, social justice in the case of moving traditional markets must pay attention to the rights of traders, tiny and medium traders. Displacement should not harm them either economically or socially. The government needs to provide compensation and assistance while moving to a new location so that they can adapt.

Meanwhile, according to a study of [Ratnaningsih \(2016\)](#) in *Economic & Public Policy Studies*, terminal transfers are generally carried out for security and comfort reasons. However, moving a terminal often harms drivers and conductors, who lose income while the terminal is being moved. Therefore, the government must involve drivers and conductors in planning the transfer and provide compensation or social assistance during the transition period.

Thus, social justice in market and terminal transfers requires the participation of affected groups, fair compensation, and government social assistance to protect their rights. Public policy must prioritize justice, not just efficiency. From a sustainable planning perspective, fair relocation in the transfer of the Sadangserang market and terminal must meet the following requirements:

Adequate Compensation Scheme and Business Capital Assistance During the Relocation Transition Period.

According to [Ratnaningsih \(2016\)](#) compensation must consider the trader's net income after deducting overhead costs. The amount of compensation should be above the average net income for one month. [Sofiana \(2022\)](#) emphasized the need to involve trader representatives in determining the scheme and amount of compensation to align with real needs in the field.

At Sadangserang Market, there are 360 kiosk traders and 59 stall traders with an income of 75 - 300 thousand rupiah, so compensation is calculated by determining the average daily income and monthly income: (a) Kiosk traders (IDR 75,000+ IDR 300,000): $2 = \text{IDR } 187,500 \times 30 = \text{IDR } 5,625,000/\text{month}$. (b) Los Traders (Rp. 300,000-Rp. 75,000): $2 = \text{Rp. } 112,500 \times 30 = \text{Rp. } 3,375,000/\text{month}$

According to Ratnaningsih, compensation should be above the average net income for one month if a monthly income is found. So, the compensation scheme for kiosk traders is IDR 6,000,000, and for stall traders, it is IDR 3,500,000.

Meanwhile, the results of an interview with Mr. Budi, one of the public transportation drivers at the Sadang Serang station, stated that the compensation scheme in the form of cash worth IDR 2-3 million per driver was considered quite fair. Apart from that, assistance in the form of training and providing new operational vehicles is also very much needed to start a business at the new terminal location. Furthermore, Mrs. Nana, a street vendor around the Sadangserang station, said that working capital assistance worth IDR 500 thousand to IDR 1 million was very much needed to construct the new terminal during the transition period. It is to cover losses due to reduced customers during terminal construction.

Based on the results of this Research and interviews, it can be concluded that the ideal compensation scheme and business capital assistance for public transportation drivers and terminal workers must be adapted to the actual conditions and needs of the affected groups. Thus, the compensation for public transportation drivers is 2-3 million rupiah. In comparison, the compensation for traders at the terminal is 500,000 to 1 million rupiah, so their business can run normally again in the new location. The aspirations of the affected groups are used as the basis for determining the amount of compensation so that the scheme created is fair and appropriate.

Adaptation Assistance and Training to Maintain the Livelihoods of Traders and Terminal Workers

According to [Suryani \(2018\)](#) in the *Journal of Development Sociology*, adaptation assistance is needed so traders and informal workers can adjust to the new work environment after relocation. Assistance can include psychological counseling, financial management training, and guidance on selling strategies in recent locations. According to [Hendrawan \(2021\)](#) in the *Employment Journal*, providing

additional skills training to workers affected by relocation such as public transportation drivers, conductors, and hawkers, is essential. The goal is to open up other professional options in new locations.

Data regarding the planned prices for stalls and stalls, which are very high for some traders, as well as the limited availability of the number of kiosks and stalls for the new Sadangserang market, has made some traders pessimistic about being able to sell again at the new Sadangserang market, as conveyed by Mrs. Titin, a vegetable trader and Mrs. Diah, a service trader. "Also, if the market is built, then the kiosk's rental or purchase price will increase many times over; the government must pay attention to small traders like me."

Of the 416 traders, it is estimated that some can no longer sell at the new Sadangserang market, so to maintain their livelihood or choose a new profession, additional skills training is needed in the concept of fair relocation.

Apart from that, Mr. Budi, one of the public transportation drivers at the terminal, also stated that the relocation of the terminal to the city's outskirts usually causes many drivers to lose passengers, followed by drivers losing their livelihoods." To maintain the continuity of their lives, there needs to be additional skills training and capital assistance for drivers to change professions or open other businesses around the new terminal. Most public transportation drivers want assistance with machine service skills to reduce operational costs.

According to Wirawan (2020), adaptation assistance involving the transportation service is needed by public transportation drivers so that they can adapt to new routes and systems at the new terminal. Ideally, this assistance should be carried out in stages, starting several months before the terminal relocation. Drivers need to be provided with training and simulations regarding route changes, public transportation routes, public vehicle schemes, and changes to public transportation operational patterns at the new terminal. Psychological assistance is also needed to help drivers face this significant change so that they remain motivated to work optimally. Proper assistance can minimize resistance and reduce stress levels for drivers in adapting to the new terminal.

Based on the above analysis, adaptation and training assistance for Sadangserang terminal and market workers affected by relocation, which contains social justice values, can be carried out in collaboration with the Transportation Service, Employment Service and Cooperatives Service, and small and medium enterprises, the form and type of which is skills training, entrepreneurship training.

Traders and Terminal Workers Actively Participate in Planning the Sadangserang Flats After Relocation

One of the keys to booming market and terminal relocation is to actively involve affected groups, namely traders and terminal workers, in planning new locations and facilities. Active participation of traders and terminal workers in post-relocation planning of new markets and terminals is essential to ensure recent locations and facilities can accommodate their needs.

The results of interviews with the chairman of the Sadangserang Public Transport Drivers' Association showed that the terminal workers had heard that flats would be built at the terminal location. Still, there was no communication from the government regarding the construction of the apartments, terminal relocation, and the fate of their jobs.

In interviews conducted by researchers with Sadangserang market traders, 80% complained about the government's lack of communication regarding the construction of flats, relocation, and the fate of their jobs. So many issues and concerns are developing among traders regarding plans to build a new market. Trader representatives should be invited to regular discussions to provide input and accommodate traders' aspirations. The reason is traders are the ones who best understand their needs in selling, so their input will be beneficial. If traders are not involved, problems such as stalls that are too narrow, parking locations far from the market, or less strategic layouts can occur in new markets. It will ultimately harm traders.

Thus, it can be concluded that participating in affected groups, such as market traders, is very important to ensure social justice in market displacement policies. Their participation must be accommodated early in the planning process through policy implementation. Two-way communication between the government and citizens is essential so that policies do not harm citizens.

Based on the analysis above, active participation of traders and terminal workers in post-relocation planning for Sadangserang flats that contains social justice values can be carried out by: (1) Involve traders' associations and terminal workers' organizations in every coordination meeting and public consultation regarding flat planning. (2) Conduct surveys and in-depth discussions with traders and terminal workers to map their needs in new flats. (3) Formulate a flat design that accommodates traders' and terminal workers' sales and work needs. (4) We provide priority and discounts for traders and terminal workers to occupy new markets in flats. (5) Providing environmental adaptation training and business/work skills for local traders and terminal workers

In this way, the value of social justice can be realized through active participation and accommodation of the needs of traders and terminal workers in planning and placement in Sadangserang flats.

Guarantee of the Trader's Right to Return to Their Original Location After Construction

The government needs to guarantee the rights of traders and terminal workers to return to selling at their original location to maintain the continuity of their livelihoods. In every development project that disturbs trading locations, the government must provide legal guarantees so traders can return to their original location after the construction. The right of traders to sell again in their original place after the project is a form of livelihood protection that the government must pay attention to. To avoid breaking the economic chain, traders affected by development need to receive guarantees from the government to return to their original places.

The government is responsible for providing legal certainty so that traders can return to trading in the exact location after the completion of a project. The government is also responsible for ensuring the continuity of traders' businesses after construction (Wijaya, 2021). A study of several studies regarding providing legal certainty for those affected by development in several cases as follows: (1) Research from the Street Vendor Community (Yanto, 2019) found that as many as 60% of Jakarta traders affected by development projects did not have the opportunity to return to their original locations. (2) According to the results of interviews with researchers from the University of Indonesia (Wijaya, 2021), 70% of traders at Tanah Abang Market complained that there was no guarantee from the government that they could occupy their original location after market revitalization. (3) The results of a survey the Karya (2020) of 100 street vendors in Bandung found that 95% of the interviewees were unaware of any regulations that guaranteed their right to return to their original place. (4) According to a study by UNPAD (Hakim, 2018), no development policy in the West Java region explicitly guaranteed traders' right to return to their original location.

Based on research findings from various sources (Yanto, 2019; Wijaya, 2021; LSM Cipta Karya, 2020; Hakim, 2018), it is known that providing legal certainty for traders affected by development projects is still inadequate. Most traders do not receive guarantees to return to their original location after completion of construction. It is contrary to the principles of social justice in sustainable development planning.

After development, the government should ensure legal certainty for the continuity of traders' businesses. Development planning policies need to explicitly guarantee the right of traders to return to their original location. The government also needs to ensure traders are involved in the planning process from the start so that their aspirations are heard.

In this way, social justice and community empowerment can be realized according to the principles of sustainable development. Legal certainty for traders after development is essential to safeguard the livelihoods and rights of residents. Traders must also be involved in planning to create the best solution for all parties. The government must be committed to realizing social justice and inclusive development for sustainability.

Several concepts that can be offered regarding guaranteeing traders' rights to return to their original location after construction as a relocation concert that contains social justice values in this research are: (1) Make a written agreement between the government and trader representatives before project implementation. The agreement contains the government's commitment and a timeline for post-project recovery of traders' businesses. (2) The government provides temporary locations for affected traders during construction. The government bears the rental costs. (3) Provide adequate compensation for traders during construction and the move-in transition period. (4) Involve traders/PKL in project planning to absorb their aspirations.

With these concepts, it is hoped that traders' rights will be more secure and a win-win solution will be created for all parties in development.

Good Communication and Coordination Between Stakeholders Regarding Relocation

Relocating markets or other public facilities is part of urban development efforts. However, relocation often creates social problems because it can potentially harm the affected communities, mainly traders and informal workers. Therefore, good communication and coordination between stakeholders are essential for the smooth relocation process. This aligns with sustainable development planning, which prioritizes participation and social justice.

In the relocation process, intensive communication is needed to bridge the interests of various parties, including the government, private sector, and society. Information regarding relocation plans, benefits, and consequences must be disseminated evenly to all stakeholders. Additionally, coordination

between related institutions must be carried out to synchronize programs and budgets. With good communication and coordination, the relocation is hoped to run smoothly while minimizing resistance and conflict in the field.

The results of interviews with some market traders and Sadangserang station workers found that some traders and terminal workers had heard that there were plans to build flats on the land currently used for the market and terminal. Still, there had been no official notification from the city government.

Because the construction of the Sadangserang flats is still in the planning stage, we offer a fair relocation concept based on the results of the interview: (1) Emphasize public information disclosure and focus group discussions as effective communication strategies in relocation. Guarantee of the trader's right to return to their original location after construction. (2) Recommend forming a coordination forum involving all relevant agencies to accelerate the market relocation process. (3) Involving residents since planning residential relocation can reduce the risk of psychological trauma.

With the abovementioned concept, there will be smooth cross-sectoral communication and coordination for relocation with minimal conflict.

4. CONCLUSION

Based on the research findings, it can be concluded that the relocation of the Sadangserang Market and Terminal for the development of public housing (Rusunawa) presents significant potential for social conflict when viewed through the lens of sustainable planning. This conflict primarily stems from uncertainty regarding compensation, economic disruption for traders and transportation workers, and the potential loss of cultural identity and community access to transportation. However, adopting a sustainable planning approach may significantly mitigate these tensions. Such an approach includes implementing fair and transparent compensation schemes, providing adaptation and skills training for displaced workers, ensuring active participation from affected communities, guaranteeing the right to return to the original site post-construction, and fostering cross-sectoral coordination. Specifically, fair compensation was determined to range from IDR 3.5 to 6 million for traders, IDR 2 to 3 million for public transportation drivers, and IDR 500 thousand to 1 million for street vendors. The urgency of providing livelihood support through adaptation programs and vocational training for those who lost jobs during relocation is also highlighted, along with the need for legally binding agreements to secure the rights of traders to return after the Rusunawa is completed.

Theoretically, this research makes several contributions. It enriches the discourse on the relocation of markets and terminals by offering a sustainable planning perspective that addresses both economic and social dimensions. Furthermore, it fills a critical gap in the literature by examining the relocation of urban informal infrastructures—such as traditional markets, terminals, and street vendors—from the standpoint of sustainability. The study also reinforces the notion that principles of social justice and inclusive community participation are fundamental to ensuring successful and sustainable urban relocation. The relocation framework developed here is adaptive and holds relevance for broader contexts, making it applicable in similar urban relocation efforts across Indonesia and other developing nations. This adaptability enhances the study's transferability as a reference for formulating equitable, participatory, and sustainable relocation policies in diverse socio-economic settings.

Practically, the study provides actionable recommendations for policymakers in Bandung. It proposes clear compensation models, capacity-building programs, and participatory mechanisms to guide the relocation of the Sadangserang Market and Terminal. Additionally, the research recommends the formation of a cross-sectoral coordination forum to accelerate policy implementation and ensure interdepartmental alignment. It also advocates for the establishment of legal guarantees in the form of written agreements that protect traders' rights to return to their original locations. These insights may also serve as valuable references for other local governments in designing just and sustainable relocation policies for traditional markets and transportation hubs.

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