

NEW DEVELOPMENT IN THE CITY OF PALANGKA RAYA, BETTER OR DISASTER?

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“A city is more than a place in space, it is a drama in time” – Patrick Geddes

Abstract

City development and its movement have encouraged many people come in and make new ideas as occupants. They look this as a moment to take a chance and make a change in their life span. Hence, Palangka Raya as a capital city of Central Kalimantan, which actually a part of Indonesia should open its door to receive it as a unique elements of the city. This paper promotes two questions what government do. In addition, what people should do? Many people say that most development happen will bring disaster for the land where the city develop but countered it people say that city is a chance to life. Nevertheless, the important thing that should prior to know by the actor of the city is how to life on there and how to know the character of the city or place where they will be lived. This paper is aim at to promote rapid development happen in Palangka Raya since first development in 1957 until recently years. There are two kind of developments occurred in Palangka Raya, one side promotes preserved the city and its land and the other invited new disaster paradigms.

Keywords: development, disaster, backstreet and city.

INTRODUCTION

Palangka Raya is one of the cities in Indonesia, which declared in 1957 afterwards the independence of Indonesia. At that time, all developments were still in the advantage of the Second World War victory and new impression about how to develop Indonesia as a sovereign country escapes from the Dutch shadow. Hence, all development concepts emanate the attention to avoid the Netherlands reflection. This thought originates of Soekarno's desire who said that "we must build our own strategy to develop our country without influenced by the Dutch" but instead of it, he suggested some notions, which he got from his experiences in occidental countries. Soekarno ensured that move out from western clouded is not easily and entails long journey refused those allurements without being westerly trapped thoughts anymore.



Figure 12. The first road to Tangkiling was developed by Russian Contractor in 1958 (Tjilik Riwut RTR, 2018)



Figure 13. Palangka Raya now and the road to Tangkiling village is still stand as a main road to other cities in Kalimantan (source, 2018)

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When Central Kalimantan came to Soekarno via Tjilik Riwut the region of Kalimantan still under the act number 25/1956, which divided, into 3 provinces, South, West and East. Some people of Dayak who well educated saw that Kalimantan should propose a new province in order to manage the big island became four provinces. This concept was approved by Soekarno thereafter he considered came to Central Kalimantan and directly involved to inaugurate its capital city on May 18, 1957 (Riwut, 2007). Palangka Raya recommended as a location of capital city, situated between region of Kapuas and Kotawaringin regency¹. When it was selected, the first identification on site just a small hamlet of Pahandut. Only several inhabitants occupied the location, rounded by rain forest and nearby the river of Kahayan but it was not hamper the decision to set the tread as a capital city. The first development in Palangka Raya was the government buildings and the road to the village of Tangkiling². From the first initiation in 1957, Palangka Raya has thrived to become a complete city.

THE DEVELOPMENT'S

The first development, the 50s modern architecture movement in Indonesia was the main proposal to develop all buildings in Palangka Raya such as government office and its department, school and its government employee residence. More or less twenty years until 70s Indonesian polity promotes Regional Planning Agency Office³, to regulate the cities and provinces in Indonesia. The first city detail design of Palangka Raya was introduced in 1977 which mean that before 70s all development programs controlled by central government without clear arrangements⁴. Therefore, municipal government tend to let some behind areas were not included in urban planning, for instance on the riverbank of Kahayan where the dock belt became slump, produced an irregular traditional market and risen the settlement for squatter.



Figure 14: 50s Indonesian architecture style have attached on the first governor office, it seen as a streamline architecture who still influenced by late type of art-deco style where the long horizontal line and main entrance located in the middle of the building, with little bit hit by the memory of *betang* house styles (source: Riwut, 2017)



Figure 15: Main entrance of Governor office who still influenced by late type of art-deco style (source: Toemon, 2018)



Figure 16: Meanwhile, on beside of the governor office, a streamline architecture or art modern have promoted on the Public Work office covered with white colour, punnet windows and asymmetrical view. (source: Riwut, 2016)

¹ (Riwut, 2007) Kapuas and Kotawaringin region are the old region in Central Kalimantan, both two residents competed to each other in order to be a capital city of Central Kalimantan. So that, in term to achieved the balance and wisely decision between them, government via new province committee in Central Kalimantan, which was officially resident in Djaga Bahen house in Bahu Palawa village, agree to choose a new location as a capital city.

² (Riwut, 2007) Tangkiling is a village around 30 km from Palangka Raya.

³ Regional Planning Agency Office (BAPPEDA) is an official body for planning situated in every provinces and regencies as long arm of National Agency Planning in Jakarta (BAPPENAS).

⁴ Deni Ruchyat, et al (within Winarso et.al, 2002) said that, in 60-70s, Indonesia was mostly focused to sectoral planning in that separated between urban and rural area in order to get the height economic growth.

The second development in 80s, when Central Kalimantan governor substituted by outside person, especially from Java Island who deputizes the central government. Generally, he had mostly concentrated to strengthen his position in governance and controlled some regencies under its responsibilities. Meanwhile, a mayor chosen by provincial government and focused to officialdom duties and its responsibilities in municipality, unfortunately at that time a mayor was not overmuch in made decision in urban areas. A mayor in the period of 70-80s rather refuses to cope the municipal problem tension because they uninterested how to overcome it. Hence, city des

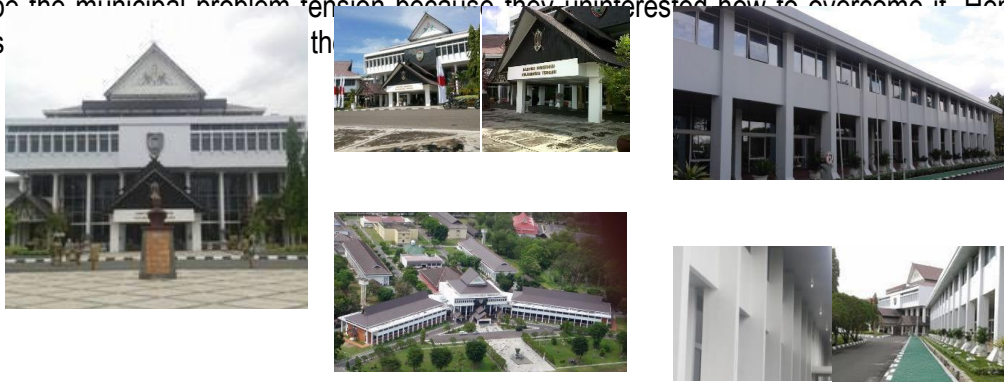


Figure 17: The brand-new architecture has implemented to the Governor office in RTA Milono Street in 80s, with modern architecture style. The pillars, glass windows and white colour have dominated the face of building.

When governor of Central Kalimantan switched and its position was not local person anymore, many better fundamental decisions had developed by new governor but it was also lead many inflicts undesirable facets followed behind his expectation. Actually, the governor was responsive enough to create many changes in his leadership yet its culture from Java not only interfere his job but also his communication to government employee. During his tenure as a governor, one program that still remembered in Palangka Raya, was city re-design in order to rectify a rounded area in front of governor house as a town park, it used to be solely a pond full of water without sewerage. It became a preferable concept rather than many previous governors. Hereafter, some locations in Palangka Raya have been occurred snowball effect in terms so many trees and gardens following city centre design, particularly beside the main streets. Nevertheless, on the area of riverbank, where people lived in poverty still in the slum circumstances, some locations to be an irregular housing range until today.



Figure 18. The city park of Bundaran Besar, Palangka Raya (source, 2018)

The last improvement in Central Kalimantan that most significantly influenced its advancement occur when elected governor has returned to the Dayak leader, followed the act number 32/2004 regarding regional autonomy. The new paradigm in government saw that constructed new roads to connect all regencies in Central Kalimantan exceptionally important and it might would affect to all sectors generated better than before includes the growth of some palm tree companies. In recently year, palm tree plantation has dominated the land in Central Kalimantan and become favourite commodity. Because of its wide field over took many areas, in consequences, some regions have altered to be new environment with single endemic trees. Economically, it helps people of Central Kalimantan increasing its revenue but for environmental side would be created a new hazardous. In addition, the failure improvement of 1-million-hectare paddy's in Dadahup region by Indonesian government in 90's which actually well known as peat swamp section inflicts wide harmful zone for people of Kalimantan. Particularly, they suffered as effect of haze disastrous in every dry season that ascended of those demolished location. Therefore, what should we do to protect and prevent our environmental because of new biodiversity that undesirable on extensive location might entail catastrophe and bestow detrimental impacts? Haze has hampered the development of Central Kalimantan and disturbed its growth.



Figure 19. Open new land with demolishes the trees have bestowed the new disaster (mogabay.com, 2016; merdeka.com, 2016; source: 2018)

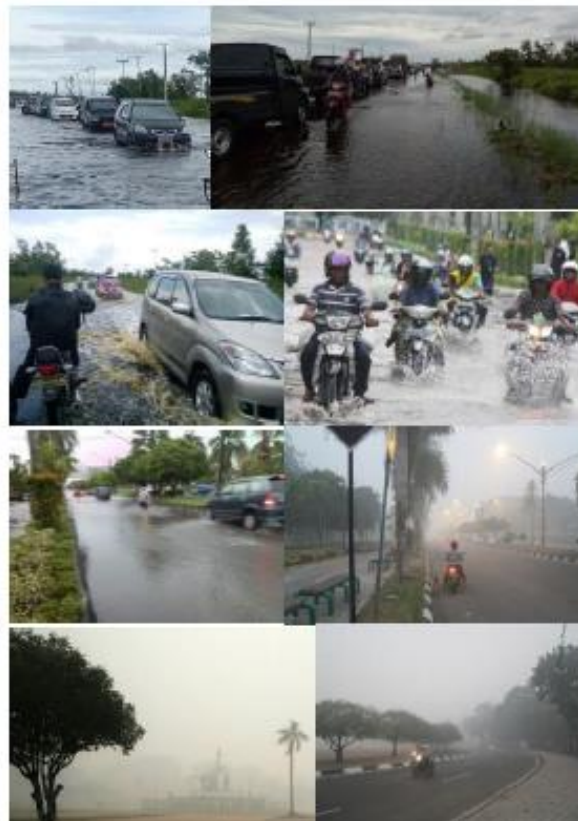


Figure 20. Haze become the most favourite disaster in Palangka Raya in dry season and when rainy season, some flood has annoyed city inhabitants particularly on the Northsides region of Palangka Raya (source: Tribune News 2016, 2018)

Better or Disaster?

On one hand, in Palangka Raya, main road and sub-street have significantly growth but its development does not finished satisfaction. Actually, in all areas of Central Kalimantan, the road system has connected many cities and regencies. Despite the fact that the important function as a convenient road unpaid attention yet. The government at the time observed that a road system was a valuable idea and outweigh than a river as a link among cities and villages. New roads have already changed people paradigm about transportation because they were not used a river any more. It also affected to the village orientation, a few years ago river was settlement front view but presently they should twirl its house face to the roads, which constructed behind them. Over several years ago, Palangka Raya citizen when they went to other cities such as Banjarmasin or Kuala Kapuas, waterway was a mean of favourite conveyance compare to the others. Some type of creek vehicles dictated those cities for instance speed boat for people who wish reached their destination concisely but for the others, they may choose a vessel, sail thru longer time usage. For consideration, if someone went to Banjarmasin used a vessel, they would be attained their destination in the morning on the next day and it is a cheap trip but for people that used a speedboat they may possibly reach their destination in the afternoon. It was an expensive mean of transportation. Generally, in chosen of haulage depends on their admitted business urgency respectively.

Nevertheless, at that time, people can live in harmony with nature, they are never understood or care what about carbon or what pollutant in the air? Just some people who had used automobile and motor cycle in Palangka Raya, it was simply a public servant and several rich people. Typically, the favourite transportation means was cycled, *beca* and even walk. It means Palangka Raya was a walkable city by walking. All those things are just a nostalgia for old citizen who have still lived within the city until now because today people too lazy to walk and rarely goes to other places by bicycle for any purposes. They have preferred to choose motor cycle or a car, particularly in recently years when the transportation to other cities is not a problem. They can reach Banjarmasin in few hours not in a day anymore.

Meanwhile, people of Palangka Raya have already significantly growth. In 90s its population was only between 50.000-100.000 inhabitants compared to the year of 2017, people of Palangka Raya have reached more or less 300.000 inhabitants. People say it more than three times population who has already occupied or settled in Palangka Raya. Therefore, this city entails more public services such as, streets, public spaces, housing and play grounds suitable to its needed. Base on city design detailed that was introduced by government of Palangka Raya, depicted that streets have increased more than 60% compare to the year of 1977 when urban plan was firstly approved by Central Kalimantan Regional Planning Office. Whilst, land use for public spaces degraded by more than 70% which mean that Palangka Raya has increased its city development so fast. Unfortunately, the fast growth of Palangka Raya which has decreased its public spaces, does not replaced it yet with the others, for example on the Murjani street, there was vacant land which used as a football field but now it has already taken over by housing and shop-housing. Previously, the land used for Flight Operational Safety Section (OPS) but local government replaced it and altered those locations for buildings usage.



Figure 21. Rambang dock area, was the main gate of Palangka Raya to other cities in Kalimantan now useless (Source: Distako, 2016)



Figure 22. Flamboyan dock area was a traditional market in 70s and the terminal for upstream-river villages came to Palangka Raya but now on those location have decayed and left behind (source: Distako 2016)

On the other hand, people who settled in the riverbank of Kahayan, in 1977 just occupied around dock areas of Flamboyan and Rambang. At that time, in the centre of each wharf had already been a traditional market, which directly connected to Banjarmasin as main supplier for its trade. Consequently, between both two quay areas grew unlawful settlement where people of Palangka Raya have called this location as Seha lake inhabitants. Nonetheless, economically, within anchorage region helped the low-income citizen increased their earnings. Some of them had improved to be a trader agency for several goods such as rice, meat, oil, vegetable, clothes, and other properties from Banjarmasin through the Kahayan River. Then, either they sold it again to some traders who came from upstream-river villages and bartered it with rubber, gold and lumber or they were went directly to those villages use vessel for trading along the river. Nevertheless, their live in the dock zones were not make their lives any better, they are still poor although latterly earned a lot of money and able bought land for new location in Palangka Raya, and mostly they are still lived in there for business. Rest of them; found their self-alive around the river as a squatter.

Generally, the market circumstances within the quayside practically stabilized until all the road constructions that connected Palangka Raya and Banjarmasin had completely finished. The decrease of people in uses river conveyance had caused the wharf and traditional vendor that prospered over several years ago become desolate. Then, some traders moved to mainland zones that they labelled as Payang Sari market in Rambang dock region and Kameloh market in Flamboyan district. Both those markets in Palangka Raya have made the city become flourish but it also entails good regulation to improve the commerce quality and quantity in the urban area. Unfortunately, in Payang Sari flea market until present day cannot reach properly agreement yet between local authority and the market owners. Actually, those locations provided for housing usage zone. People from the dockside settlement have occupied those places and made it as a fixed soq hitherto prior to the market regulation appeared. Some people have privately owned the land in those positions and it is a good business. They can lend the land for several years and get the benefit of their whereabouts. Now entirely, Payang Sari is the biggest bazaar in Palangka Raya belonging to private communities.

City government is always facing predicament to improve the marketplace environment in Payang Sari because of its land ownership that uncontrolled by the municipal but owned by many people. Hence, they seem like to be uncooperative to the authority. Each land lords have varied opinions in seen the Payang Sari as a business object. Even, by several times encountered with the city government, they not obtained the same assumed yet.



Figure 23. New Kahayan Market in Tjilik Riwt street (2018)



Figure 24. Kameloh Market in Ahmad Yani street (2018)

Furthermore, the municipal only helps how to recover few infrastructures like street, water, electricity and sewerage; they cannot entirely take over to convalesce the Payang Sari quality. The municipal has enforced to let it development by the owners when all infrastructures wrecked, the government feels slightly irresponsible to improve those location but on other sides, Payang Sari is an accepted marketplace in Palangka Raya and so important for public needed. Therefore, the market seemingly shabbier and have not maintained properly. The development theory said that when development have implemented for the first time then planning run after it, will impossible to improve and get more benefit from those location faster. The economic will slowly grow when planning come after the occupation (Baross, 2005). Answering those problems, city government with loan from the World Bank builds a new marketplace as represent of government notion. They entitled it as *Pasar Kahayan*. The theory of planning had implemented for the first step then it followed by the occupation but whom occupied the market? Unfortunately, the bazaar has segregated and dominated by government servant. Then, afterward they rent the blocks to the merchant so costly, a small trader mostly cannot afford to lease those blocks, therefore some blocks of the marketplace still empty up to the present time. Can we imagine that those sooks have slowly grown to get benefit for municipality taxes? Absolutely nothing. It has resulted the same condition with Payang Sari souk.

Backstreet City of Palangka Raya.

When Palangka Raya grows up as a new town with its facilities. The front parts have thrived as a modern city following the municipality regulation. It covers shops, markets, hotels and all buildings. Palangka Raya is not an inaccessible city any more, people from other regions in Borneo has easily come to Palangka Raya thru the mainland road by car, bus and others, even they were coming from other countries such as Malaysia and Brunei Darussalam. Many international events and organization have initialled in Palangka Raya to promote the city as if to become a new capital of Indonesia. Every organization and new movements always bring new challenges to push Palangka Raya as a develop city. The more develop, the more back street

have growth. Some areas have become fast growing than the others. New settlement has flourished the economy and influenced its back-street neighbourhoods. Front area is always good looking but on back street quarters are oftentimes forgetting such as sub-street, house and some facilities laid in left behind and poorness of quality, particularly in the districts of old city such as berth of Flamboyan, Rambang and around the riverbank. Meanwhile on the new vicinity sides, the development of some streets has significantly augmented, especially by private houses and other new facilities. The street like Yos Sudarso, Tjilik Riwut, RTA Milono, Diponegoro, Imam Bonjol, Murjani and Ahmad Yani are the city main streets that also linked to its back-street vicinage.

As we know that before some roads constructed, Palangka Raya was one of the remote cities in Indonesia. As a result, when the roads have blossomed, Palangka Raya enhanced its city wards to become several regions of development including some three poles city expansions, one as a centre for west side aggrandizement and the other as a centre of East and North. Those three poles are representing of nearest cities orientation. Westside is a direction of Sampit city and other cities such as Pangkalan Bun, Pontianak, Kuching and several big cities at there. Meanwhile, on the East side, is oriented for Banjarmasin and other cities such as Kuala Kapuas, Balikpapan or Samarinda. The rest is the North side region that connects numerous cities such as Kuala Kurun, Buntok, Muara Teweh, Puruk Cahu and also connect to Samarinda, Banjarmasin and Balikpapan. Therefore, is easy to prejudge that the city has three-centre points. However, on the reality, the national road that have been connected to those cities just a uniquely connection street and is not satisfying completed yet. Local government have not driven a good access to improve those roads satisfied. So that, sometimes on certain locations the flood comes covered



Figure 25: Seth Adji backstreet (Source: 2018)



Figure 26: Rajawali backstreet (source, 2018)



Figure 27: Rindang Banua backstreet (source, 2018)

On the north side of Palangka Raya, many people occupied the land but they have obtained many difficulties to improve its land benefited. It happens because the land is in the conjunction of Kahayan river, so that sometimes it occurs flood on besides the road which actually for settlement. In dry season, the north side of Palangka Raya is a location of hot spot. Hence, when those locations burned, will produce huge haze whom fretfulness the citizen. Consequently, only little occupant can use the land for its settlement compare to other regions in Palangka Raya such as on West side and East area.

On the west region of Palangka Raya ensues a magnificent development, particularly around the Tjilik Riwut road to Sampit City. Many hotels and government offices have developed on this precinct. Therefore, on the back street neighbourhood such as on Rajawali Street has become a thrived region for trading and housing. Formal development has increased on this district. Some companies have invested their products such as, Toyota, Daihatsu, Ford, Chevrolet, and Suzuki. This side is promising quarters for better future development, not only because of its development

have increased but also because its land is better than other zones. The sand with soft particulate and still surrounded by rainforest that encourage this scene will easy develop.



Figure 28 : RTA Milono Road (source, 2018)



Figure 29 : Tjilik Riwut Road (source, 2018)



Figure 30 : Kahayan Road (source, 2018)

Meanwhile, is not different from the Westside, on the east side the land development has thrived by trading expansion, particularly on the RTA Milono street which is connecting the city of Palangka Raya to Banjarmasin and other cities on the east side of Kalimantan. It is mostly growth concentrating on varies of hotels, market, dept.-store, hospital, shop house and other products of Toyota, Yamaha, Honda and Mitsubishi. Consequently, grows a back-street district such as Letkol Seth Adji street along 4 km which is occupied by shop house, housing and have thrived to become the most favourite bazaar in Palangka Raya. On this side, the Tjilik Riwut Airport has announced to become an international destination in 2023, especially for Haji departures.



Figure 31: The National Park of Sabangau (source: wwf, 2018)

So, what happen on the Southside of Palangka Raya? It has already existed a National Park of Sabangau, which covered by peat swampland and rain forest area. This field is not good for development because of its land resilience so low. So that, does not any developments have occurred in this corner. Nevertheless, this side directly connected to the city centre of Palangka Raya, particularly the University of Palangka Raya that set on the Yos Sudarso Street. Just like many other cities, city centre is always full of development, people around will enrich its land to become business spot such as hotels, boarding houses and shop houses. In this surrounding area, some hotels, universities and hypermart have increased the land price to become an interesting market.

SUMMARY

Overall, from the little drama in Palangka Raya, would we have an imagination to enhance the city become well or disaster in the future?

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