



**THE LOCAL GOVERNMENT OF TANGERANG CITY
REPUBLIC OF INDONESIA**

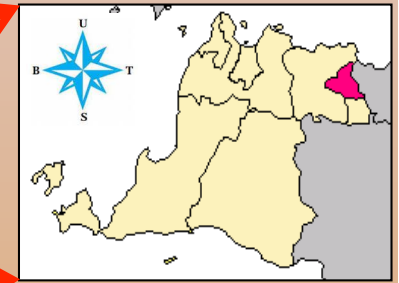
City Report

**Next Generation Solutions for Clean Air and Sustainable
Transport – Towards a Livable Society in Asia**

Colombo - Sri Lanka, November 20, 2014

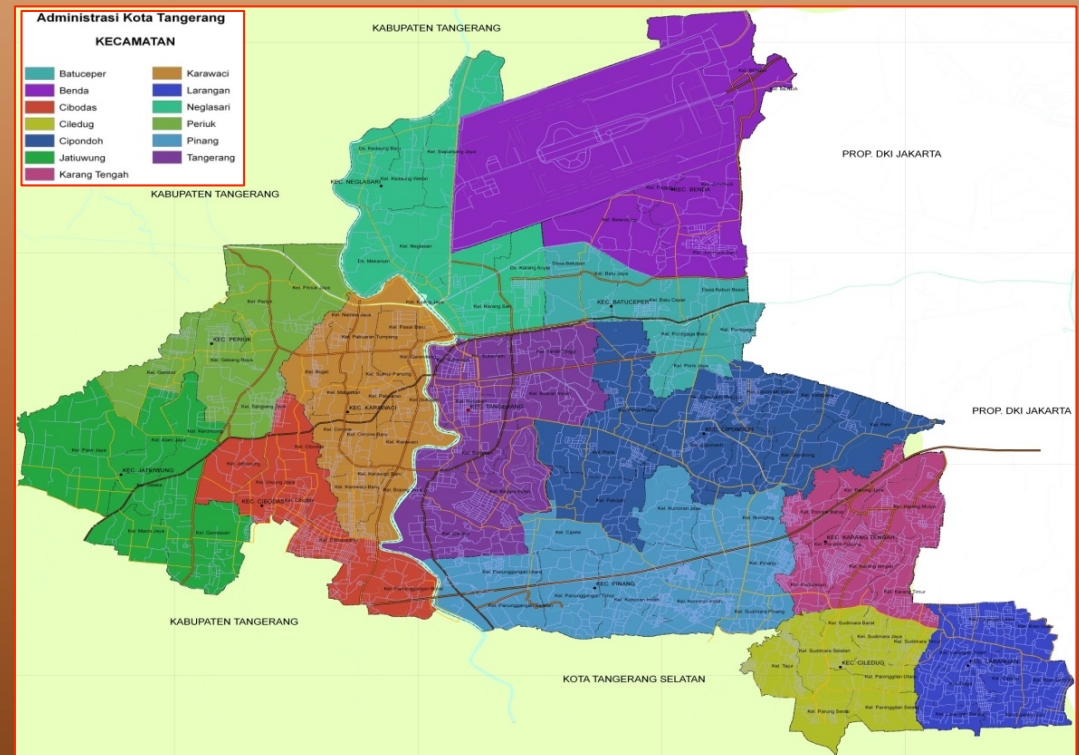
City Profile

Tangerang City, Indonesia



Vision of the mayor: To create the Tangerang City that is advanced, autonomous, dynamic, and prosperous, together with the society having akhlaqul karimah (high ethical behaviour).

- Consist of 13 Disticts, 104 Sub-Districts
- Area : 184.24 km² (Including Soekarno Hatta International Airport: 19.69 km²)
- Population (2012): ±2.0 million inhabitant
- Average density: ± 12.000 people/km²
- Population growth rate (2013): 7.83%
- Economic growth rate (2013): 6.96% (National: 5.78% (2012))
- Gross Domestic Products (GDP) per capita (2012): ± IDR 33.51 million at current price
- Human Development Index (2013): 76.99% (National: 73.81%)

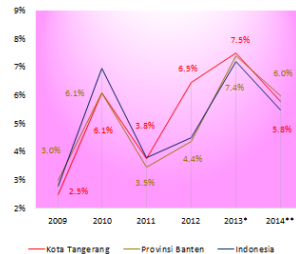


Source: Indonesian Statistic Central Bureau, 2013

General Challenge to the City

Performance of Economic (inflation)

Tingkat Inflasi

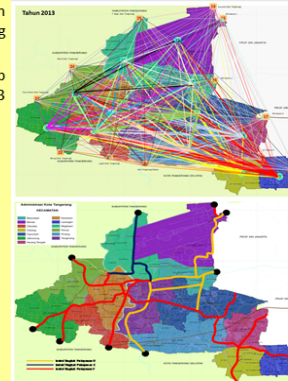


Sumber : BPS 2009-2013 dan Bappeda Kota Tangerang 2013

- Selama kurun tahun 2009-2012 terlihat bahwa Tingkat Inflasi Kota Tangerang melebihi tingkat pertumbuhan Provinsi Banten maupun Nasional
- Dalam kurun ini, rata-rata pertumbuhan ekonomi Kota Tangerang, Provinsi Banten dan Nasional secara berurutan adalah; 4.71%, 4.23% dan 4.51%
- Kondisi ini perlu diwaspadai karena berdampak buruk terhadap pertumbuhan ekonomi yang telah dicapai

High Demand Travelling (comuting)

- Bangkitan dan tarikan perjalanan tahun 2013 sebesar 1.132.358 orang per hari.
- Angkutan umum baru dapat menyerap perjalanan sebesar 7,89% atau 89.343 orang per hari.
- Sisanya sebesar 92,11% atau 1.043.015 perjalanan orang per hari menggunakan angkutan pribadi
- Berdasarkan survey okupansi yang telah dilakukan, okupansi rata-rata kendaraan pribadi yaitu sepeda motor sebesar 1,32 orang dan mobil penumpang sebesar 1,55 orang.
- Pada tahun 2023 diperkirakan hampir seluruh jaringan jalan Kota Tangerang memiliki kinerja yang buruk

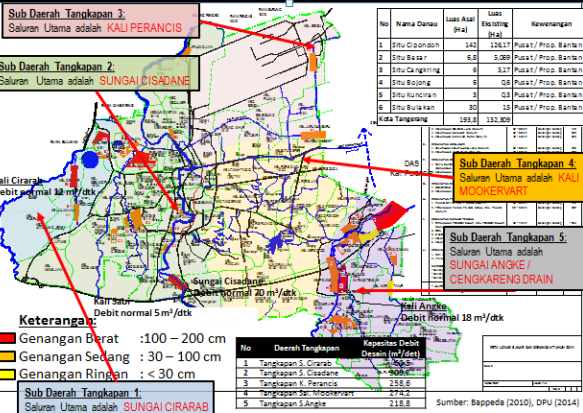


Limitation in Public Open Space

No.	Kecamatan	RTH EKSISTING	
		TOTAL RTH PUBLIK	RTH PRIVAT
1	Tangerang	902.990,51	2.108.514,04
2	Cipondoh	331.138,58	312.587,36
3	Batucapeer	163.819,10	1.486.692,66
4	Benda	15.611.457,99	1.300.306,70
5	Neglasari	1.115.862,67	461.470,91
6	Pinang	466.150,40	1.396.074,00
7	Ciledug	179.934,50	1.477.640,06
8	Karang Tengah	349.922,87	709.926,00
9	Larangan	153.854,31	1.222.873,72
10	Karawaci	473.403,73	809.829,57
11	Cibodas	211.463,30	819.702,50
12	Jatiuwung	134.337,01	2.945.348,65
13	Priuk	343.956,45	812.677,70
Jumlah		20.408.291,42	15.863.643,85
persentase terhadap luas wilayah =		11,16%	8,68%

- Kewajiban pemenuhan RTH Publik sebesar 20% dan RTH Privat 10%

Floods Hazard

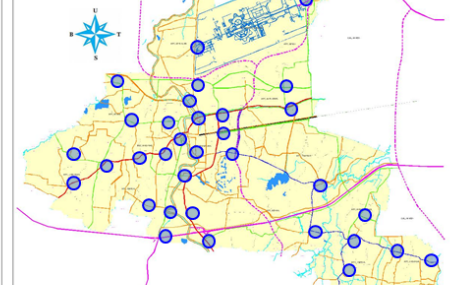


limitation in providing housing

- Lahan semakin terbatas dan nilai lahan semakin meningkat.
- Adanya ketidaksesuaian jumlah hunian yang tersedia dibandingkan dengan kebutuhan masyarakat yang akan menempati
- Ketidakmampuan masyarakat miskin dan berpenghasilan rendah untuk mendapatkan rumah yang layak huni dan terjangkau serta memenuhi standar lingkungan permukiman yang sehat dan aman di sekitar lokasi tempat bekerja.
- Masyarakat tinggal di permukiman padat yang tidak memenuhi syarat-syarat permukiman yang sehat, sehingga muncul kawasan-kawasan kumuh (slum area)
- Kasus ketidakpastian status hukum penguasaan/penggunaan lahan, menempati lahan yang tidak direkomendasikan sebagai daerah hunian dan lahan publik.
- Pada kawasan kumuh mudah terjangkit berbagai persoalan penyakit serta sarat masalah sosial dan kemiskinan.

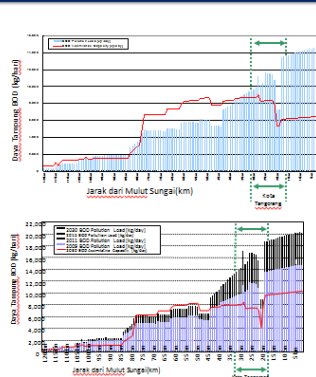
Traffic Jam

Kepadatan lalu lintas terjadi pada ruas-ruas jalan utama yang menghubungkan kawasan-kawasan pusat kegiatan dan akses menuju luar Kota Tangerang → pergerakan antar kota bercampur dengan pergerakan dalam kota/komuter yang dipengaruhi oleh sistem dan pola jaringan yang belum efisien



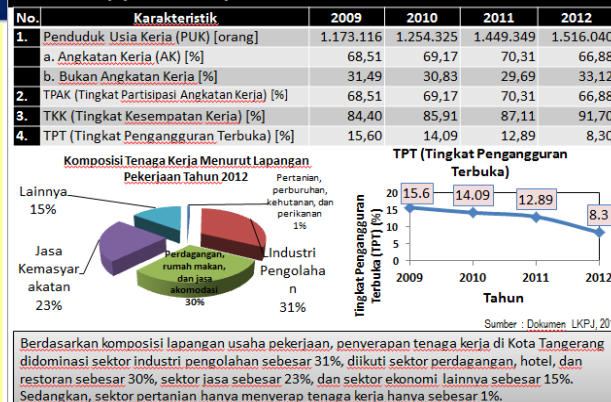
Kepadatan lalu lintas terjadi pada beberapa persimpangan jalan dan persimpangan sebidang jalan dengan rel kereta api → kebutuhan persimpangan tidak sebidang (fly over/underpass) pada jalur utama (arteri primer dan arteri sekunder)

Water (basin) Pollution



- Sungai dan situ menjadi sumber air baku untuk air bersih yang diolah PDAM
- Beban pencemaran yang masuk ke S. Cisdane saat ini telah melewati Daya Tampungnya
- Sungai menjadi muara dari buangan air limbah domestik
- Tanpa adanya pengelolaan di masa yang akan datang, maka kualitas air akan semakin memburuk
- Disamping sungai, kondisi situ-situ pun menerima beban pencemaran yang besar dari aktivitas di sekitarnya

Work Opportunity and Labour



Enhancing Tourism

- Budaya, politik, dan pendidikan masyarakat Kota Tangerang sangat heterogen
- Secara ekonomi, Kota Tangerang sangat menarik bagi kaum urban
- Edukasi/internalisasi nilai-nilai kebersihan kepada masyarakat heterogen dan kaum urban tidak mudah

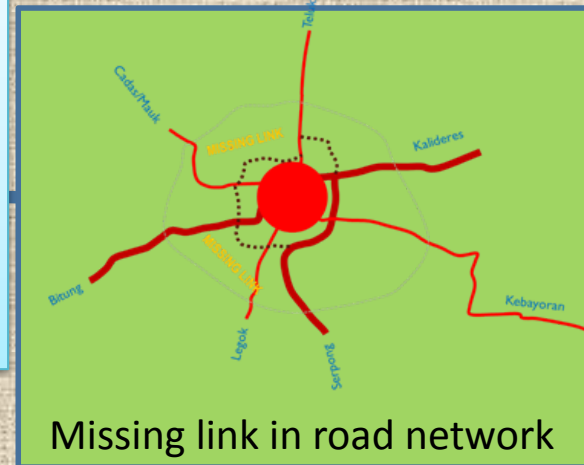


Critical Challenge (related to EST)

image of social status: using private vehicles are higher than those using public transportation

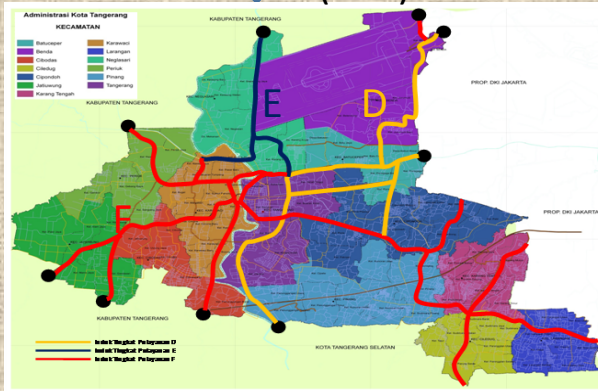
Percentage of the usage of private vehicles is about 92.1%, while the rest of that (7.89%) using public transportation

Growth of number of vehicles has some gaps to that of road capacity



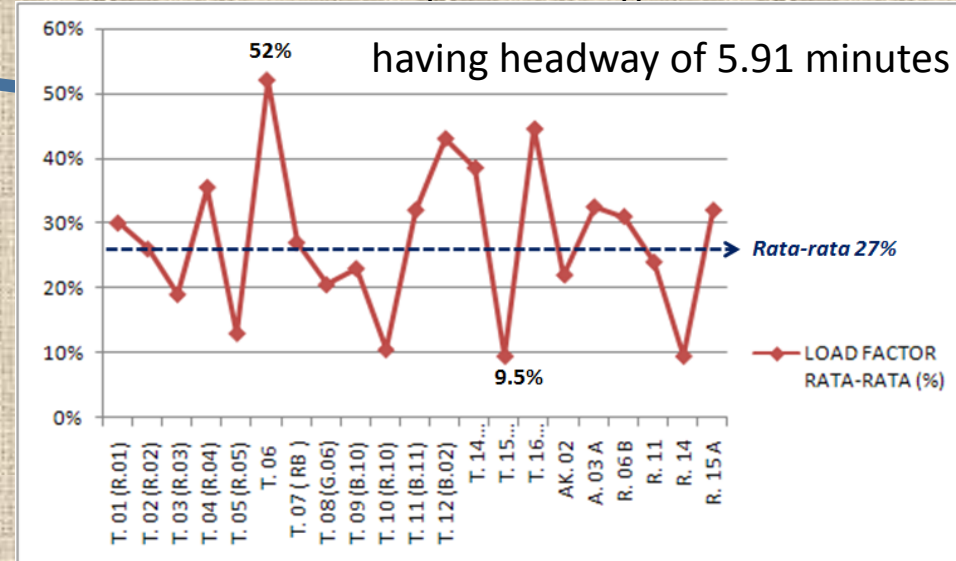
Performance of average speed in the city in the peak hour is about 21.6 km/jam

Level of Service (LOS)



Public transport: average load factor 27%

having headway of 5.91 minutes

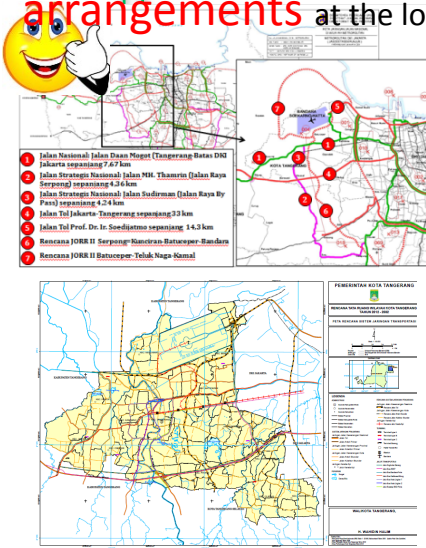


Number of mobility: 78.7%

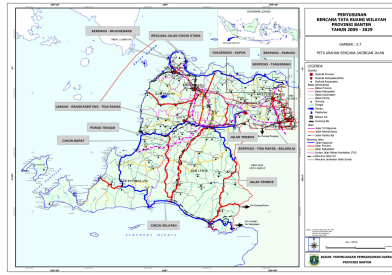
ANGKA MOBILITAS		
penduduk 2011	1,868,197	jwa
Penduduk 2012	1,934,292	jwa
luas	164.66	km 2
Kepadatan 2011	11,445	jwa/km2
Kepadatan 2012	11,755	jwa/km2
Kategori IV	2	km/10.000 jwa
Panjang jalan 2012	304,477	m
	304.48	m
Angka mobilitas	1.57	km/10.000 jwa
Pencapaian SPM	78.71%	
Panjang jalan seharusnya	380	km
Kekurangan jalan	81.52	km

Voluntary Progress/Achievements/Major Initiatives (Goals of Bangkok 2020 Declaration)

1 Formally **integrate land-use and transport planning** processes and related institutional **arrangements** at the local, regional, and national levels



Have documents of spatial planning



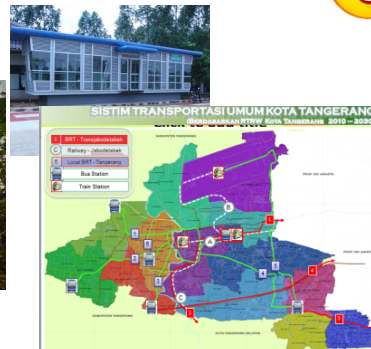
Land acquisition

2 Achieve **mixed-use development and medium-to-high densities along key corridors** within cities through appropriate land-use policies and provide people-oriented local access, and actively promote transit-oriented development (TOD) when introducing new public transport infrastructure

Starting BRT



Limited road having enough space



3 Institute policies, programmes, and projects supporting **Information and Communications Technologies (ICT)**, such as internet access, teleconferencing, and telecommuting, as a means to reduce unneeded travel



Still need to widen the coverage area

4 Require **Non-Motorized Transport (NMT)** components in transport master plans in all major cities and prioritize transport infrastructure investments to NMT, including wide-scale improvements to pedestrian and bicycle facilities, development of facilities for intermodal connectivity, and adoption of complete street design standards, wherever feasible



Have bicycle lane and pedestrian



bicycle lane (left), pedestrian (right)

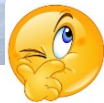
Still need to widen the coverage area

Voluntary Progress/Achievements/Major Initiatives (Goals of Bangkok 2020 Declaration)

5 Improve public transport services including high quality and affordable services on dedicated infrastructure along major arterial corridors in the city and connect with feeder services into residential communities



In 2014 semester II, develop Poris Terminal – Palem Semi corridor



Limited road having enough space

7 Achieve significant shifts to more sustainable modes of inter-city passenger and goods transport, including priority for high-

quality long distance bus, inland water transport, high-speed rail over car and air passenger travel, and priority for train and barge freight over truck and air freight by building supporting infrastructure such as dry inland ports



Already have the Grand Design Traffic Management Engineering



Limited road having enough space

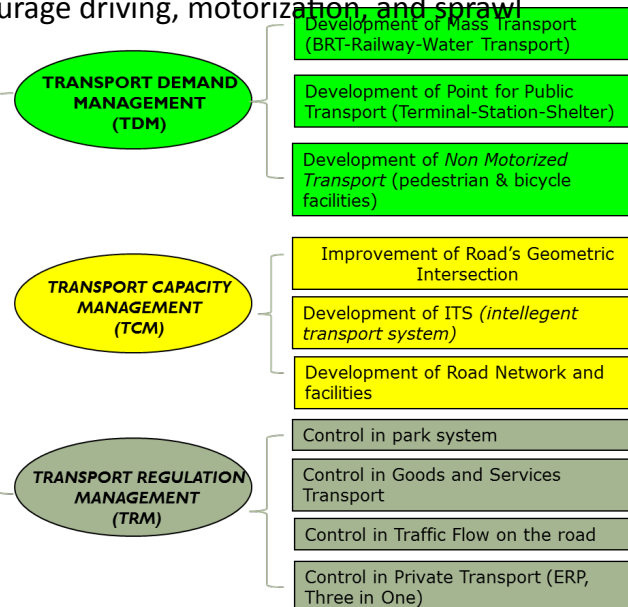
6 Reduce the urban transport mode share of private motorized vehicles through Transportation Demand Management (TDM) measures, including pricing measures that

integrate congestion, safety, and pollution costs, aimed at gradually reducing price distortions that directly or indirectly encourage driving, motorization, and sprawl



Already have the Grand Design Traffic Management Engineering

Grand Design in Traffic Management Engineering of Tangerang City (2013)



Limited road having enough space

8

Diversify towards more sustainable transport fuels and technologies, including greater market penetration of options such as vehicles operating on electricity generated from renewable sources, hybrid technology, and natural gas



Follow the national policies

Voluntary Progress/Achievements/Major Initiatives (Goals of Bangkok 2020 Declaration)

9 Set progressive, appropriate, and affordable standards for fuel quality, fuel efficiency, and tailpipe emissions for all vehicle types, including new and in-use vehicles



USAGE SOLAR CELL AND LED



GD. PUSPEM



GD. PUSPEM



GD. SATPOL PP



Limited budget to development

10 Establish effective vehicle testing and compliance regimes, including formal vehicle registration systems and appropriate periodic vehicle inspection and maintenance (I/M) requirements, with particular emphasis on commercial vehicles, to enforce progressive emission and safety standards, resulting in older polluting commercial vehicles being gradually phased-out from the vehicle fleet, as well as testing and compliance regimes for vessels



test of tailpipe emission:



Have concept for freight



Prepare the resources

11

Adopt **Intelligent Transportation Systems (ITS)**, such as electronic fare and road user charging systems, transport control centers, and real-time user information, when applicable



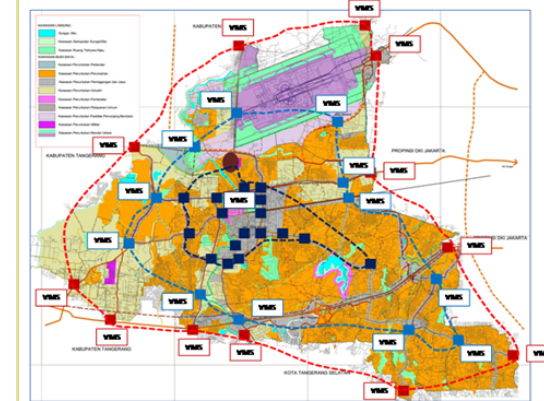
ITS is already planned.



Prepare the resources and budget

TRANSPORT CAPACITY MANAGEMENT (TCM)

Developing ITS (INTELLIGENT TRANSPORT SYSTEM)

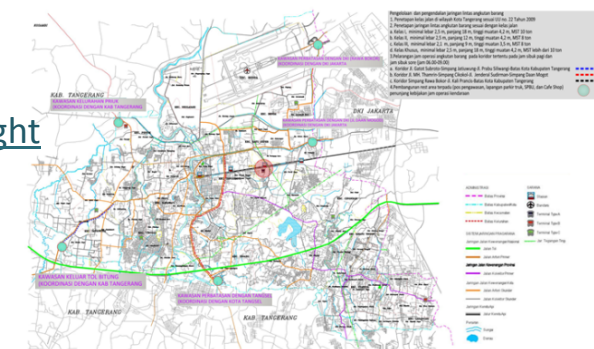


12

Achieve improved **freight transport efficiency**, including road, rail, air, and water, through policies, programs, and projects that modernize the freight vehicle technology, implement fleet control and management systems, and support better logistics and supply chain management

TRANSPORT REGULATION MANAGEMENT (TRM)

CONTROLLING IN FREIGHT



Voluntary Progress/Achievements/Major Initiatives (Goals of Bangkok 2020 Declaration)

13 Adopt a **zero-fatality policy** with respect to road, rail, and waterway **safety** and implement appropriate speed control, traffic calming strategies, strict driver licensing, motor vehicle registration, insurance requirements, and better post-accident care oriented to significant reductions in accidents and injuries



KOTA METROPOLITAN:
SURVEY –Road Safety



Executing survey of road safety

14 Promote monitoring of the **health impacts from transport emissions and noise**, especially with regard to incidences of asthma, other pulmonary diseases, and heart disease in major cities, assess the economic impacts of air pollution and noise, and devise mitigation strategies, especially aiding sensitive populations near high traffic concentrations

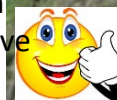


Free (& on the street) medical check up



15 Establish country-specific, progressive, health-based, cost-effective, and enforceable **air quality and noise standards**, also taking into account the WHO guidelines, and mandate monitoring and reporting in order to reduce the occurrence of days in which pollutant levels of particulate matter, nitrogen oxides, sulphure oxides, carbon monoxide, and ground-level ozone exceed the national standards or zones where noise levels exceed the national standards, especially with regard to environments near high traffic concentrations

16 Implement sustainable low-carbon transport initiatives to mitigate the causes of **global climate change** and to fortify national **energy security**, and to report the inventory of all greenhouse gases emitted from the transport sector in the National Communication to the UNFCCC



Executing Car free day



TANGERANG GARDENING



Voluntary Progress/Achievements/Major Initiatives (Goals of Bangkok 2020 Declaration)

17 Adopt **social equity** as a planning and design criteria in the development and implementation of transport initiatives, leading to improved quality, safety and security for all and especially for women, universal accessibility of streets and public transport systems for persons with disabilities and elderly, affordability of transport systems for low-income groups, and up-gradation, modernization and integration of intermediate public transport



Friendly & green pedestrian.

ASEAN Environmentally Sustainable City (ESC) Award:
Certificate of Recognition "Clean Air for Big City"



18 Encourage innovative **financing** mechanisms for sustainable transport infrastructure and operations through measures, such as parking levies, fuel pricing, time-of-day automated road user charging, and public-private partnerships such as land value capture, including consideration of carbon markets, wherever feasible



Starting financing concept in Monorail & parking building

19 Encourage widespread distribution of **information and awareness** on sustainable transport to all levels of government and to the public through outreach, promotional campaigns, timely reporting of monitored indicators, and participatory processes



Campaign in car free day, enhancing BRT, green pedestrian, bicycle lane



20 Develop dedicated and funded **institutions** that address sustainable transport-land use policies and implementation, including research and development on environmentally-sustainable transport, and promote good **governance** through implementation of environmental impact assessments for major transport projects



Not yet, but starting to set up a collaboration with universities



Thank you

TRANSPORT DEMAND MANAGEMENT (TDM) bus rapid transit (BRT)

Peningkatan dan pengembangan layanan angkutan umum :

1. Optimalisasi BUS LANE APTB Poris Plawad-Kalideres-Mall Taman Anggrek
2. Penyelenggaraan Angkutan Umum Massal Kota Tangerang :

BRT : Ciledug-Blok M

BRT : Tangerang-Puri Kembangan-Harmoni

BRT Lite Koridor 1 : Terminal Poris Plawad-Terminal Priuk (11,53 km)

BRT Lite Koridor 2 : Terminal Poris Plawad-Terminal Jatiuwung (11,09 km)

BRT Lite Koridor 3 : Terminal Poris Plawad-Super Mall Lippo Karawaci (12,49 km)

BRT Lite Koridor 4 : Terminal Poris Plawad@Alam Sutera (10,71 km)

BRT Lite Koridor 5 : Terminal Poris Plawad-Terminal Ciledug (11,39 km)

BRT Lite Koridor 6 : Terminal Poris Plawad-Bandara Soekarno Hatta (07,10 km)

BRT Lite Koridor 7 : Terminal Poris Plawad-Terminal Cibodasari (11,39 km)

BRT Lite Koridor 8 : Terminal Ciledug-STA 11-Bandara Soekarno Hatta (18,56 km)

BRT Lite Circle Dalam Kota Tangerang :

Terminal Poris Plawad-Jl. Benteng Betawi-Jl. Maulana Hasanuddin-Jl. Hasyim Asyari-Jl. Veteran-Jl. Moh. Yamin-Jl. Perintis Kemerdekaan-Jl. Promenade Cisdane-Jl. Otista-Jl. Daan Mogot-Jl. Maulana Hasanuddin-Terminal Poris Plawad (A) (24,91 km)

Terminal Poris Plawad-Jl. Benteng Betawi-Jl. Maulana Hasanuddin-Jl. Daan Mogot-Jl. Ki Samudra-Jl. Promenade-Jl. Veteran-Jl. Hasyim Asyari-Jl. Maulana Hasanuddin-Terminal Poris Plawad (B) (21,50 km)

