



JAKARTA'S RESPONSE TO COVID-19

[WALKING INFRASTRUCTURE]



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Dinas Bina Marga Provinsi DKI Jakarta



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POLICY / PROGRAM OF PEDESTRIAN PATH REVITALIZATION

PRE COVID-19 PANDEMIC

DKI JAKARTA'S VISION
2017-2022



“Jakarta is a developed, sustainable and cultured city, whose citizens are involved in realizing civilization, justice and prosperity for all”

DOCUMENTATION

RPJMD 2017-2022

RTRW/RDTR

Regulations

EXECUTION

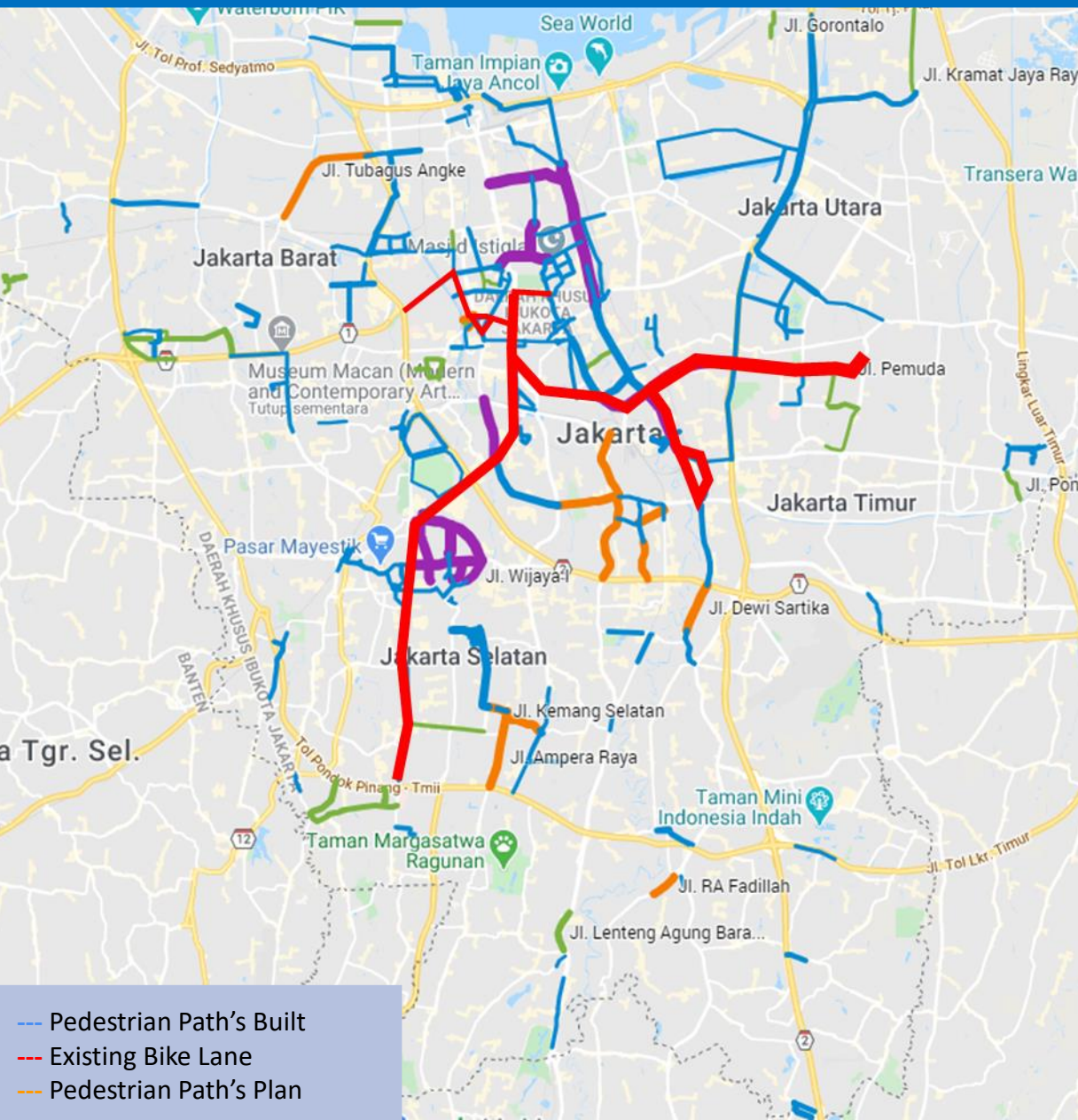
KSD (REGIONAL
STRATEGIC
ACTIVITY)

Collaboration

APBD & NON-APBD

± Rp. 1,2
trillion

± Rp. 360
billion



TARGET

2.600 km 2 sides of pedestrian path along arterial road in DKI Jakarta

146.400 m² = 60 km/ year Target of Strategic Plan Public Work Agency 2017-2022

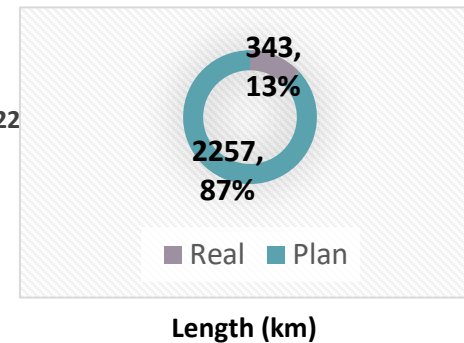
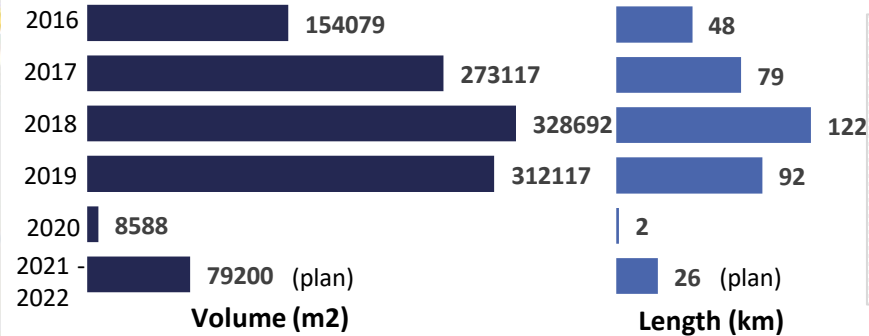
BASIC CONCEPT OF PEDESTRIAN PATH REVITALIZATION

1. Strategic Plan of Public Works Agency of DKI Jakarta 2017 – 2022
need 43 years for reach the target (2600 km)
2. Road Map
plan 100 km/ year, and need 26 years for reach the target

PROCUREMENT

1. Public Works Agency of DKI Jakarta
2. Public Works Agency of 5 Jakarta's regions

Pedestrian Path Construction's Data



DOCUMENTATIONS OF COMPLETE STREET REVITALIZATION (2019)

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APBD

Jl. Kemang Raya

SEBELUM



Jl. Cikini Raya

Before



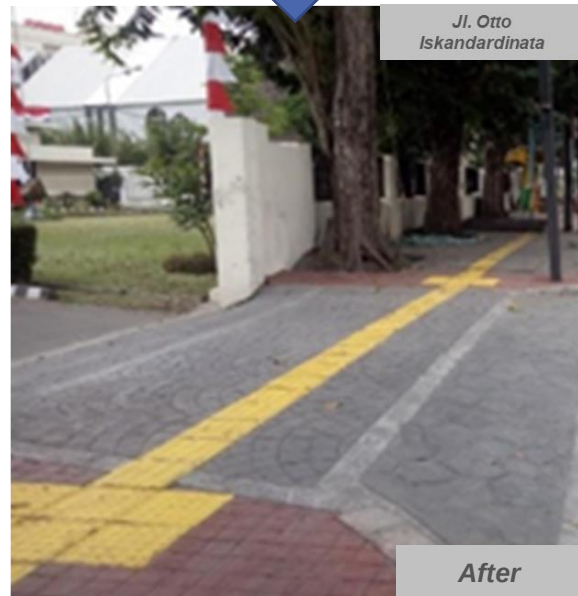
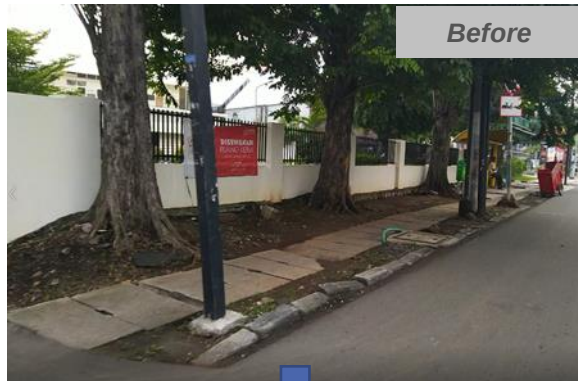
Jl. Salemba Raya

Before



DOCUMENTATIONS OF PEDESTRIAN PATH REVITALIZATION (2019)

Jl. Otto Iskandardinata



Jl. Danau Sunter Selatan



Jl. Yos Sudarso



DOCUMENTATIONS OF SUDIRMAN – THAMRIN PEDESTRIAN PATH (2018)



NON- APBD

CULTURE SPOT ON JL SUDIRMAN-THAMRIN (2018-2019)

NON- APBD



JAKARTA'S RESPONSE TO COVID-19
[PEDESTRIAN PATH INFRASTRUCTURE]

WASTAFEL FACILITIES

NON- APBD



Kendal Tunnel
(West Side and East Side)



Ratu Plaza Halte



Tosari (UOB) Halte



DPRD Halte



Senen Station



Jl. MH Thamrin (Sarinah)



Jl. Kebon Sirih



City Hall Halte



Le Meridien
Halte

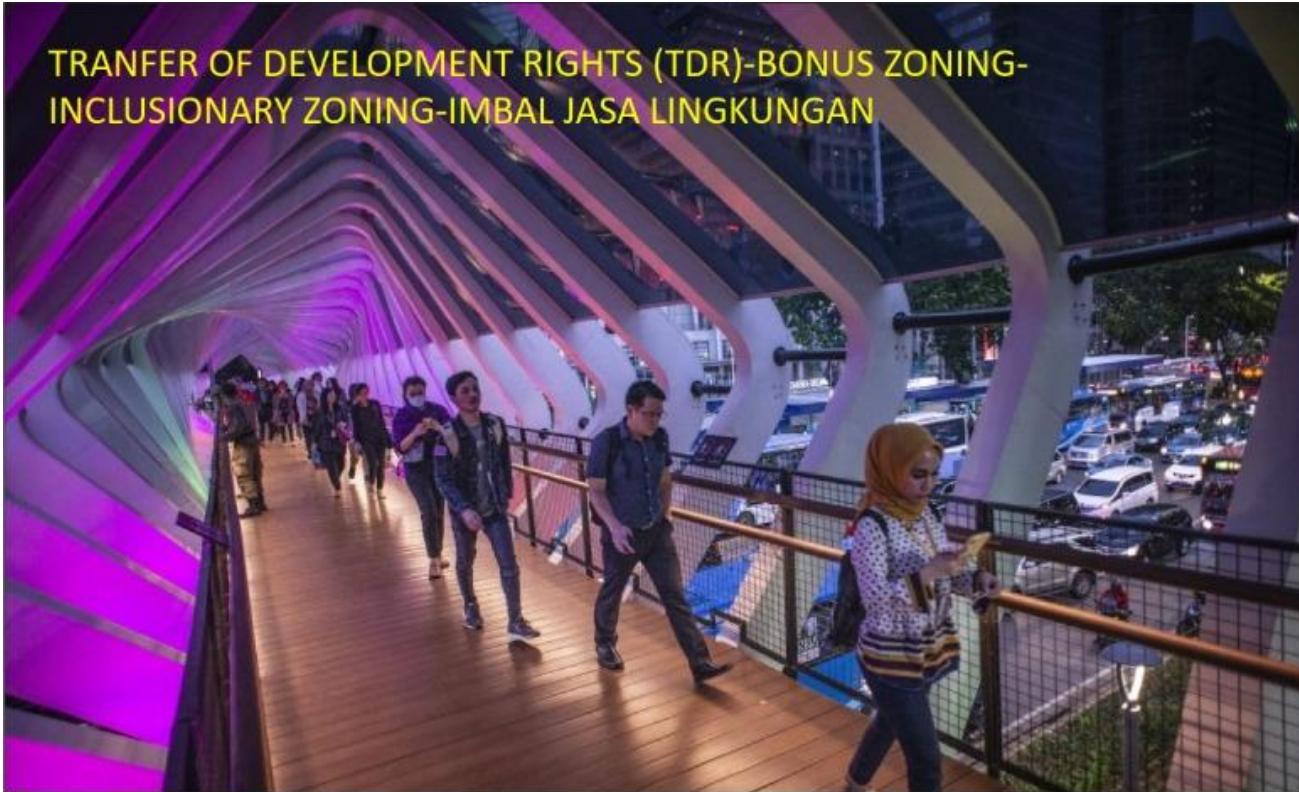


Tanah
Abang
Station



COLLABORATION BETWEEN GOVERNMENT OF DKI JAKARTA AND PRIVATE PARTIES

TRANSFER OF DEVELOPMENT RIGHTS (TDR)-BONUS ZONING-
INCLUSIONARY ZONING-IMBAL JASA LINGKUNGAN



INVESTMENT OF APBD 2020



APBD REALIZATION OF DKI JAKARTA
PUBLIC WORK AGENCY 2020
(INFRASTRUCTURE)
Rp. ± 850 billion



APBD REALIZATION for PEDESTRIAN
PATH REVITALIZATION
± Rp. 1,2 trillion -> ± Rp. 15 billion
(efficiency covid-19 pandemic effect)

2021's plan use fund from Third
Parties: Kota Tua's Area

at 6 LOCATIONS

1. SENEN'S STATION AREA
2. TANAH ABANG'S STATION AREA
3. JL. JATIBARU BENGKEL
4. JL. TAMAN JATIBARU
5. JL. BENDUNGAN WALAHAR
6. JL. MEDAN MERDEKA SELATAN
[NATIONAL MONUMENT (SOUTH AREA)]

DOCUMENTATIONS OF PEDESTRIAN PATH REVITALIZATION (2020)

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Jl. Jatibaru Bengkel



Jl. Taman Jatibaru



Jl. Bendungan Walahar



Jl. Medan Merdeka Selatan



INVOLVEMENT AND COLLABORATION OF STATION AREA'S REVITALIZATION

ACTOR	ROLE
Jakarta Transportation	Leading Sector, Design
PT MRT Jakarta	Design
PT KAI	Provide land
Jakarta Public Works Agency	Pedestrian Path Revitalization
Government of DKI Jakarta	Collaborator, Budget, License
Communities/ Societies	Aspirations



DOCUMENTATIONS OF SENEN STATION'S AREA REVITALIZATION (2020)

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Mendukung Integrasi Antar Moda



DOCUMENTATIONS OF TANAH ABANG STATION'S AREA REVITALIZATION (2020)



INDICATIVE LOCATIONS OF PEDESTRIAN PATH'S REVITALIZATION PLAN 2021-2022

No.	Year	Location	Length Estimated (m)
1.	2021	Jl. Ir. H. Juanda, Jl. Pecenongan	1900
2.		Senopati Area (Jl. Senopati, Jl. Suryo, Jl. Cikajang, Jl. Wolter Monginsidi, Jl. Trunojoyo)	5339
3.		Jl. KH Mas Mansyur, Jl. Kebon Kacang	3225
4.		Jl. RA Fadillah	1050
5.		Jl. Pintu 2 Mabes TNI AL	762
Total 2021 (m)			12276 m
6.	2022	Jl. Matraman Raya – Jl. Proklamasi	3100
7.		Jl. Bendungan Hilir	1950
8.		Jl. Mangga Besar	1970
Total 2022 (m)			7020 m
Total 2021 + 2022 (m)			19296 m

BEST PRACTICE IN THAILAND

**INITIAL HYPOTHESIS & NEED TO BE ELABORATED MORE*

EVOLUTION 1.0

EARLY STAGE OF PEDESTRIAN PATH . MEET THE BASIC NECESSITY.



MACRO FUNDAMENTAL

- SUFFICIENT BUDGET
- INFRASTRUCTURE
- HEALTHY POPULATION GROWTH

PRE-REQUISITE

- CLEAR & STRONG INSTITUTION
- CULTURED & WELL BEHAVED SOCIETY
- MAINTENANCE & MANAGEMENT CAPACITY

INTENTION

- PUBLIC INFRA : PROVIDE PROPER SPACE FOR PEDESTRIAN
- CONNECT ORIGIN TO DESTINATION
- CONVEY URBAN MOVEMENT

BEST PRACTICE IN THAILAND



THANK YOU

