JAKARTA’S RESPONSE TO COVID-19
[WALKING INFRASTRUCTURE]

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

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”

PRE COVID-19 PANDEMIC

POLICY / PROGRAM OF PEDESTRIAN PATH REVITALIZATION

DOCUMENTATION

RPJMD 2017-2022
RTRW/RDTR
Regulations

EXECUTION

KSD (REGIONAL STRATEGIC ACTIVITY)
Collaboration

APBD & NON-APBD

± Rp. 1,2 trillion
± Rp. 360 billion

RPJMD 2017-2022
RTRW/RDTR
Regulations

Collaboration

APBD & NON-APBD

± Rp. 1,2 trillion
± Rp. 360 billion
**JAKARTA’S RESPONSE TO COVID-19**

**PEDESTRIAN PATH NETWORK IN DKI JAKARTA**

**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**

<table>
<thead>
<tr>
<th>Year</th>
<th>Volume (m²)</th>
<th>Length (km)</th>
</tr>
</thead>
<tbody>
<tr>
<td>2016</td>
<td>15,079</td>
<td></td>
</tr>
<tr>
<td>2017</td>
<td>27,317</td>
<td></td>
</tr>
<tr>
<td>2018</td>
<td>32,869</td>
<td></td>
</tr>
<tr>
<td>2019</td>
<td>31,211</td>
<td></td>
</tr>
<tr>
<td>2020</td>
<td>8,588</td>
<td>2</td>
</tr>
<tr>
<td>2021</td>
<td>7,920 (plan)</td>
<td>26 (plan)</td>
</tr>
<tr>
<td>2022</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Length (km)**

- **343**, 13%
- **2,257**, 87%
JAKARTA’S RESPONSE TO COVID-19
[PEDESTRIAN PATH INFRASTRUCTURE]
JAKARTA’S RESPONSE TO COVID-19
[PEDESTRIAN PATH INFRASTRUCTURE]

DOCUMENTATIONS OF PEDESTRIAN PATH REVITALIZATION (2019)

APBD

Before

After

Jl. Otto Iskandardinata

Jl. Danau Sunter Selatan

Jl. Yos Sudarso

Before

After
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

JAKARTA’S RESPONSE TO COVID-19 [PEDESTRIAN PATH INFRASTRUCTURE]
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)]
JAKARTA’S RESPONSE TO COVID-19
[PEDESTRIAN PATH INFRASTRUCTURE]
INvolvement and collaboration of station area’s revitalization

<table>
<thead>
<tr>
<th>Actor</th>
<th>Role</th>
</tr>
</thead>
<tbody>
<tr>
<td>Jakarta Transportation</td>
<td>Leading Sector, Design</td>
</tr>
<tr>
<td>PT MRT Jakarta</td>
<td>Design</td>
</tr>
<tr>
<td>PT KAI</td>
<td>Provide land</td>
</tr>
<tr>
<td>Jakarta Public Works Agency</td>
<td>Pedestrian Path Revitalization</td>
</tr>
<tr>
<td>Government of DKI Jakarta</td>
<td>Collaborator, Budget, License</td>
</tr>
<tr>
<td>Communities/ Societies</td>
<td>Aspirations</td>
</tr>
</tbody>
</table>
JAKARTA’S RESPONSE TO COVID-19
[PEDESTRIAN PATH INFRASTRUCTURE]
DOCUMENTATIONS OF TANAH ABANG STATION’S AREA REVITALIZATION (2020)
### Indicative Locations of Pedestrian Path’s Revitalization Plan 2021-2022

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

BEST PRACTICE IN THAILAND

**EQUATION 1.0**

**EARLY STAGE OF PEDESTRIAN PATH** MEET THE BASIC NECESSITY.

- SUFFICIENT INFRASTRUCTURE
- BUDGET
- HEALTHY POPULATION GROWTH
- CLEAR & STRONG INSTITUTION
- CULTURED & WELL BEHAVED SOCIETY
- MAINTENANCE & MANAGEMENT CAPACITY
- PUBLIC INFRA: PROVIDE PROPER SPACE FOR PEDESTRIAN CONNECT ORIGIN TO DESTINATION CONVEY URBAN MOVEMENT

*INITIAL HYPOTHESIS & NEED TO BE ELABORATED MORE*
THANK YOU