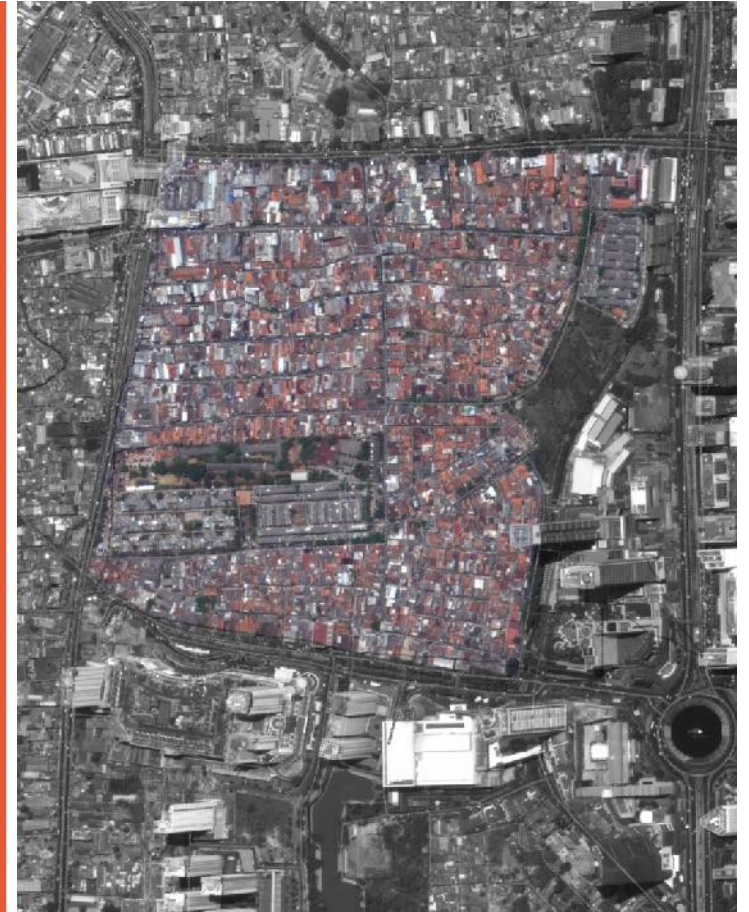


Implementing TOD with Access to BRT in Jakarta

Green Building Expo 2014



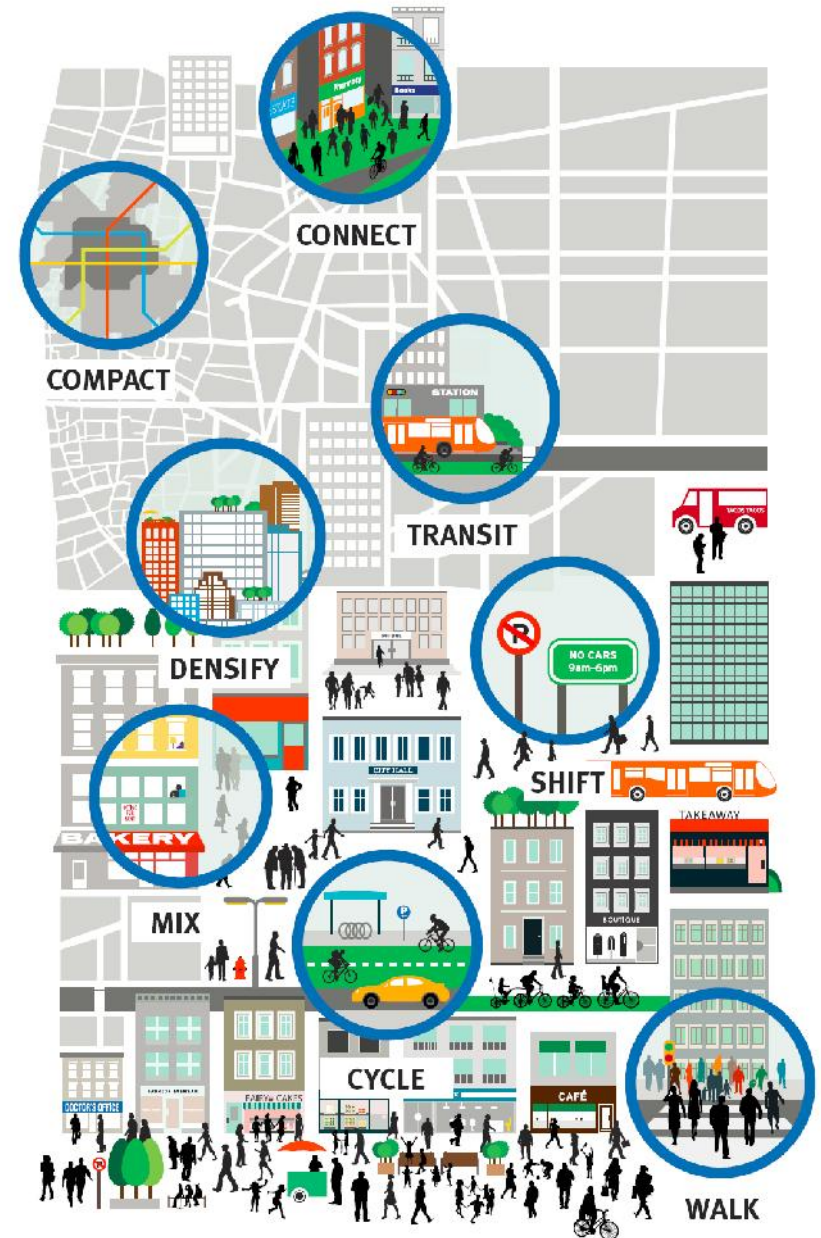
Yoga Adiwinarto, ITDP Indonesia

Overview



ITDP's Principles of Urban Development for Transport in Urban Life:

1. Develop neighborhoods that promote walking [**WALK**]
2. Prioritize non-motorized transport networks [**CYCLE**]
3. Create dense networks of streets and paths [**CONNECT**]
4. Locate development near high-quality public transport [**TRANSIT**]
5. Plan for mixed use [**MIX**]
6. Optimize density and transit capacity [**DENSIFY**]
7. Create regions with short commutes [**COMPACT**]
8. Increase mobility by regulating parking and road use [**SHIFT**]



Kebon Kacang Area

Tanah Abang

Transjakarta corridor 1

Plaza Indonesia

Thamrin City

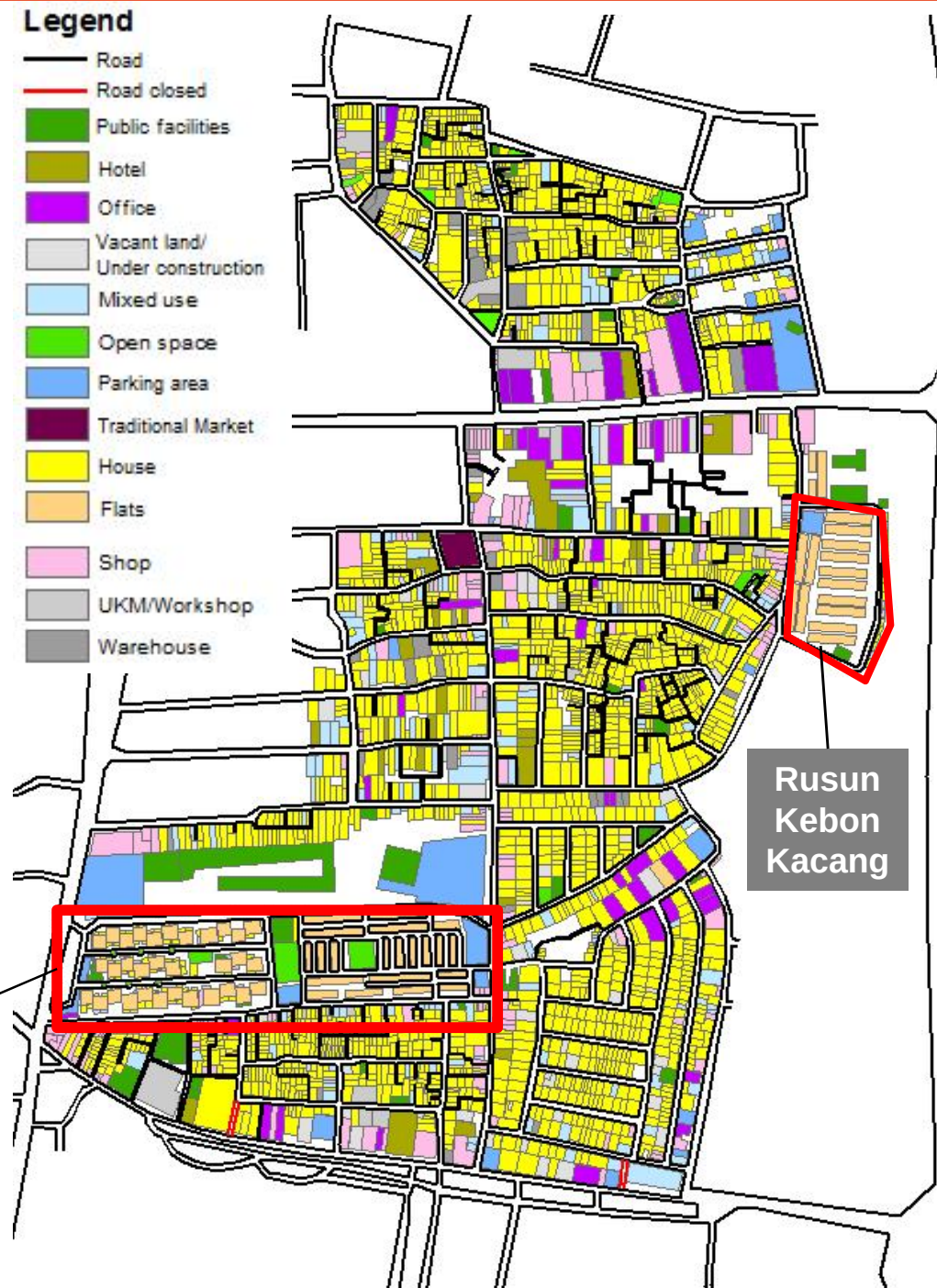
Grand Indonesia

▲ Mixed Use Development



Land Use

- Mostly residential with many boarding rooms for working class
- 2 large affordable public flats: Rusun Kebon Kacang & Rusun Tanah Abang
- Lack of green/open space
- High horizontal density



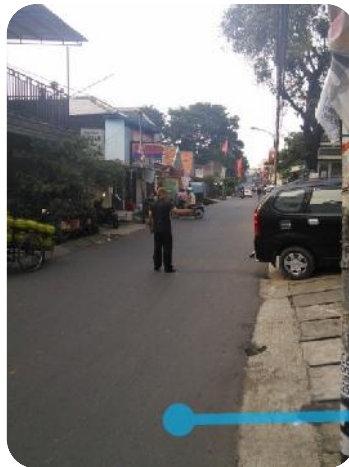
Housing



Public Bathroom



Shops

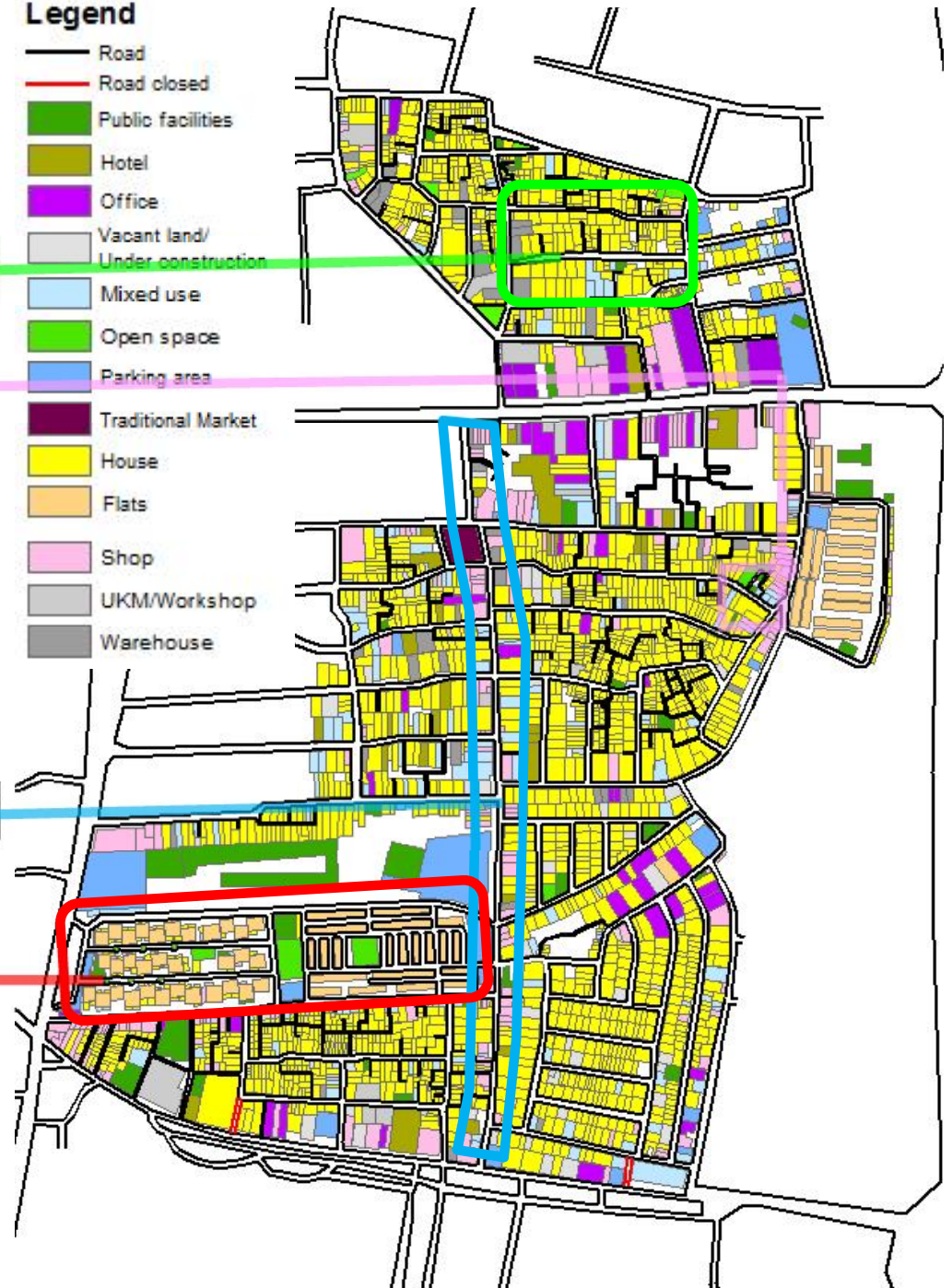


Flats



Legend

- Road
- Road closed
- Public facilities
- Hotel
- Office
- Vacant land/ Under construction
- Mixed use
- Open space
- Parking area
- Traditional Market
- House
- Flats
- Shop
- UKM/Workshop
- Warehouse



Low Vertical Density Housing



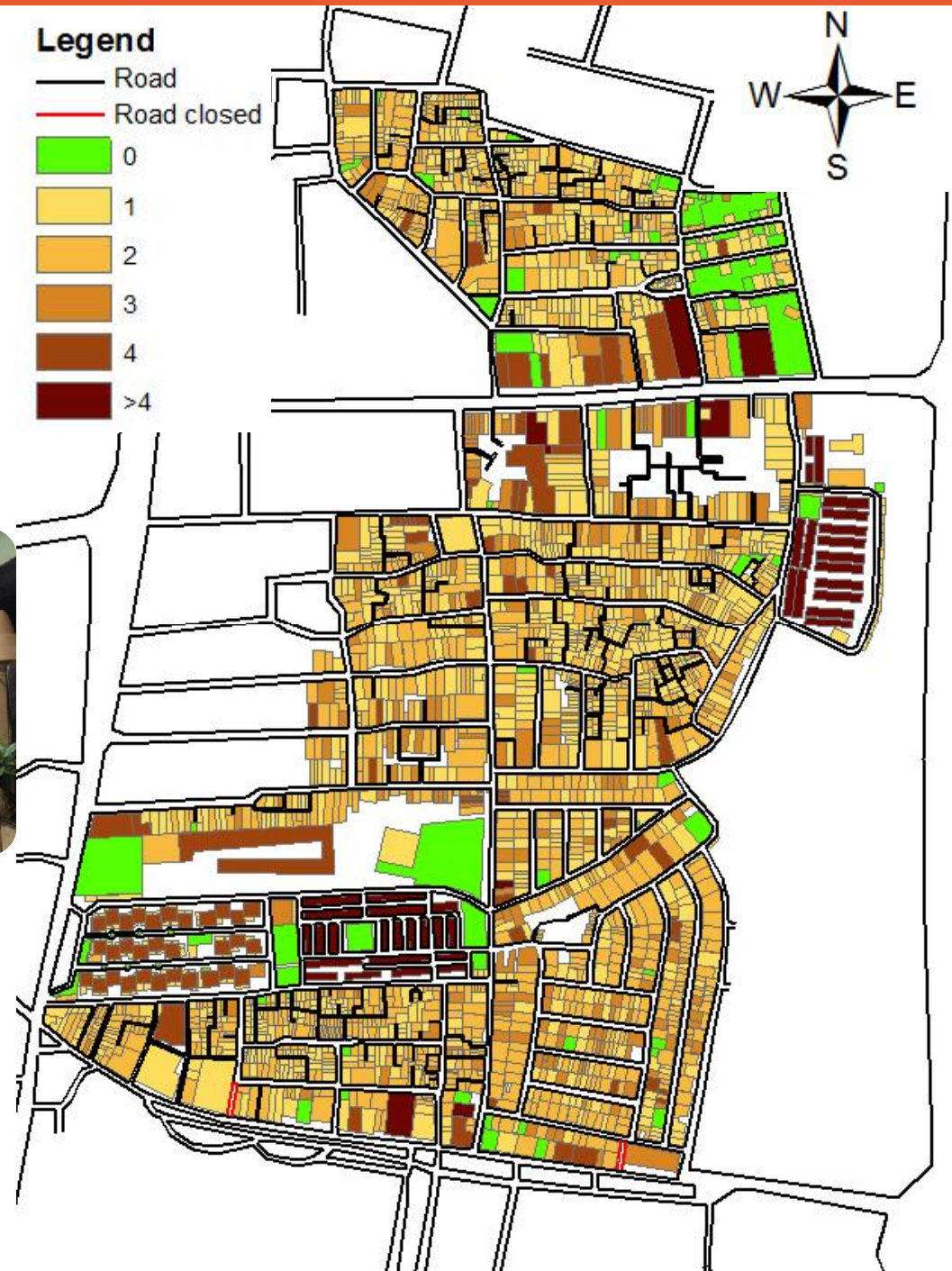
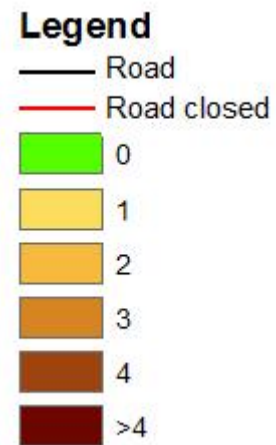
**Buildings
1 – 2 floor**



**Buildings
2 – 3 floor**

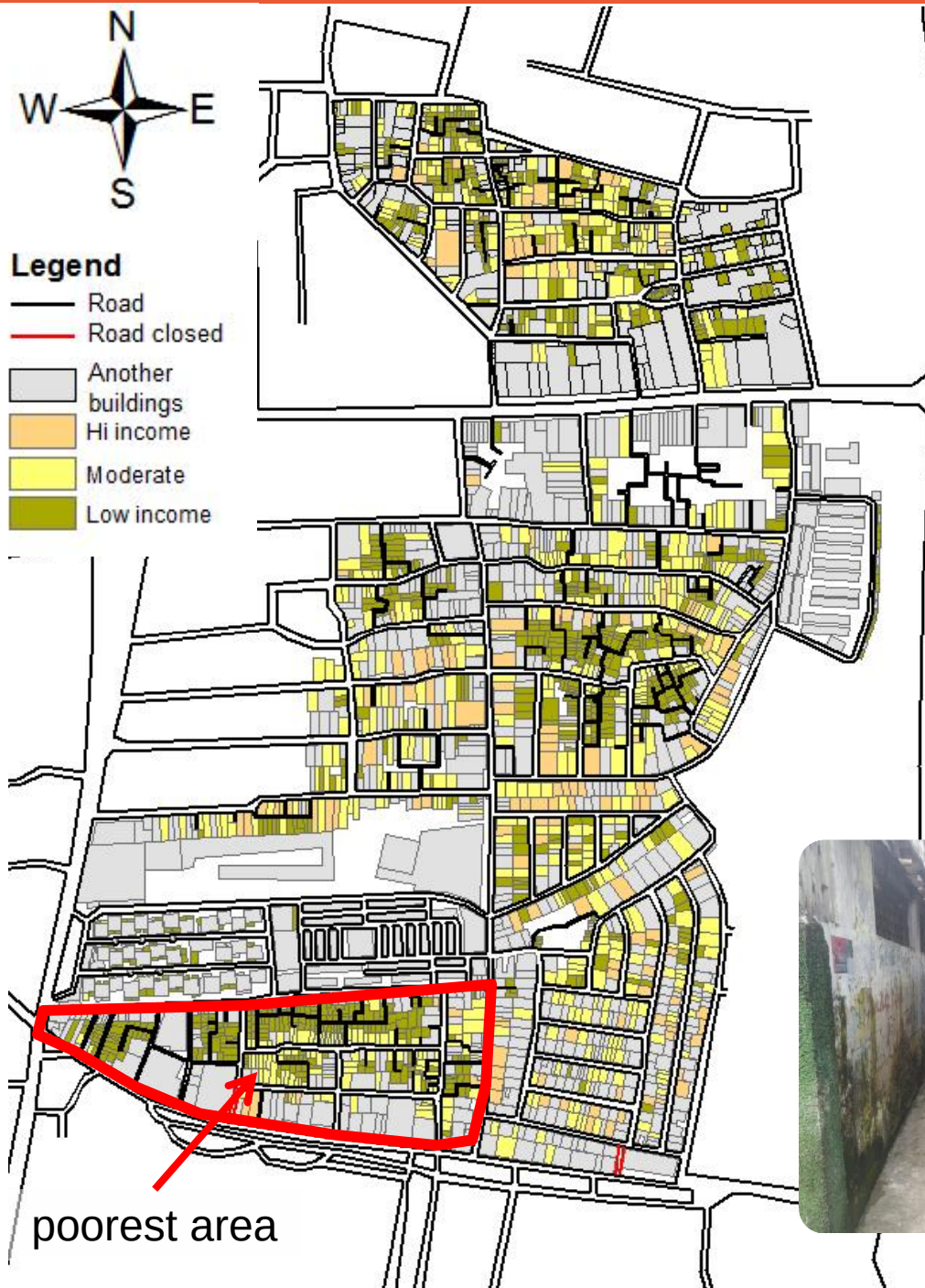


**Buildings
> 4 floor**



Housing Characteristic

- Low income housings are centralized in a very dense area with low accessibility to the major road
- These houses are accessible through some very narrow streets.
- According to statistics office data, poorest area can be found in the Southwestern area.



Low Income

Observations

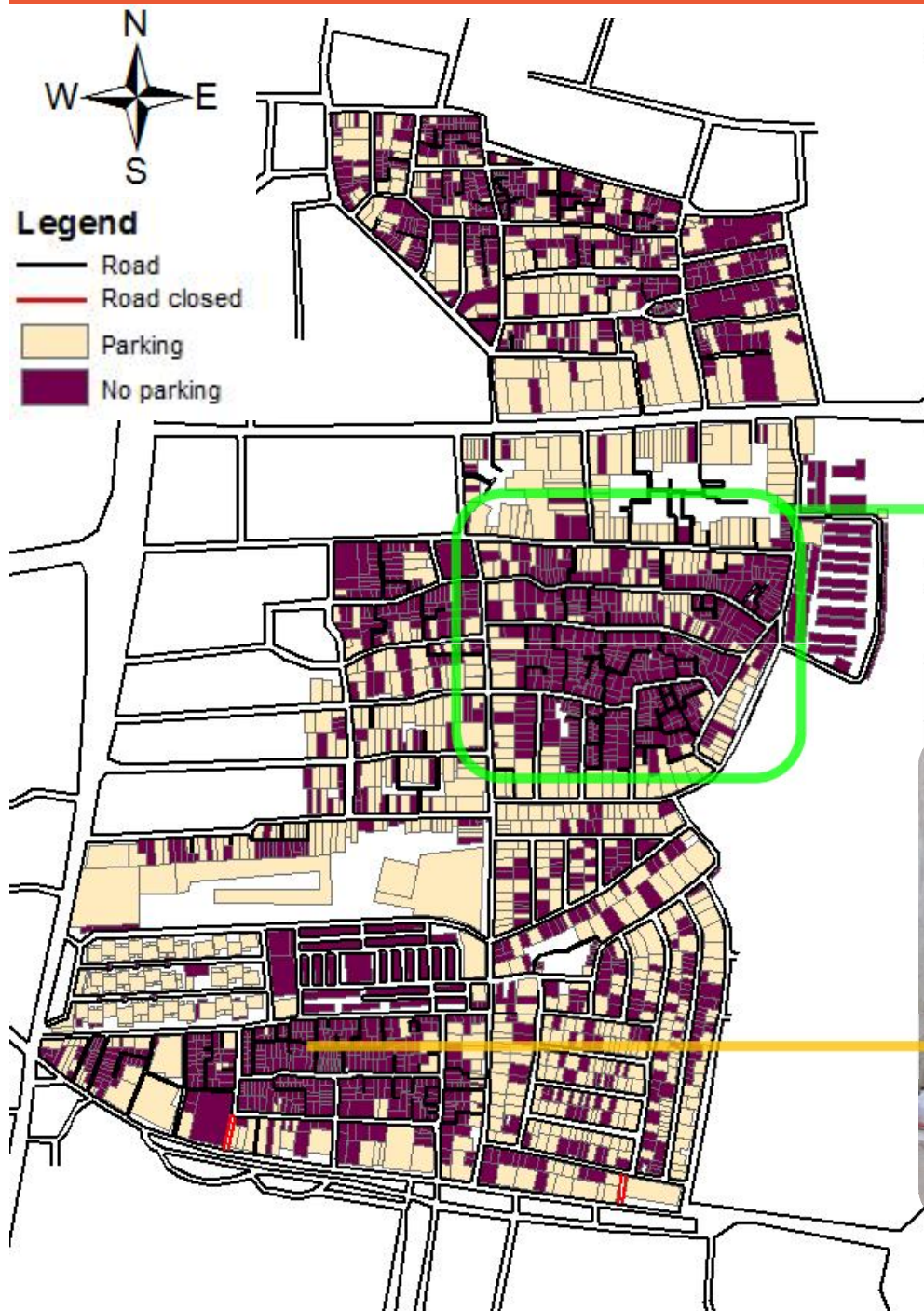


Streets Condition

Streets are mostly narrow and residential.

Exclusive sidewalk are hardly found, as the streets were historically “belong” to pedestrians, not cars.





Garage Availability (Car Access)

- Many parts of this area isn't accessible by car.
- This shows that the both streets and early development in this area are originally built without car ownership mindset.
- Thus making NMT infrastructure an essential part of this area.





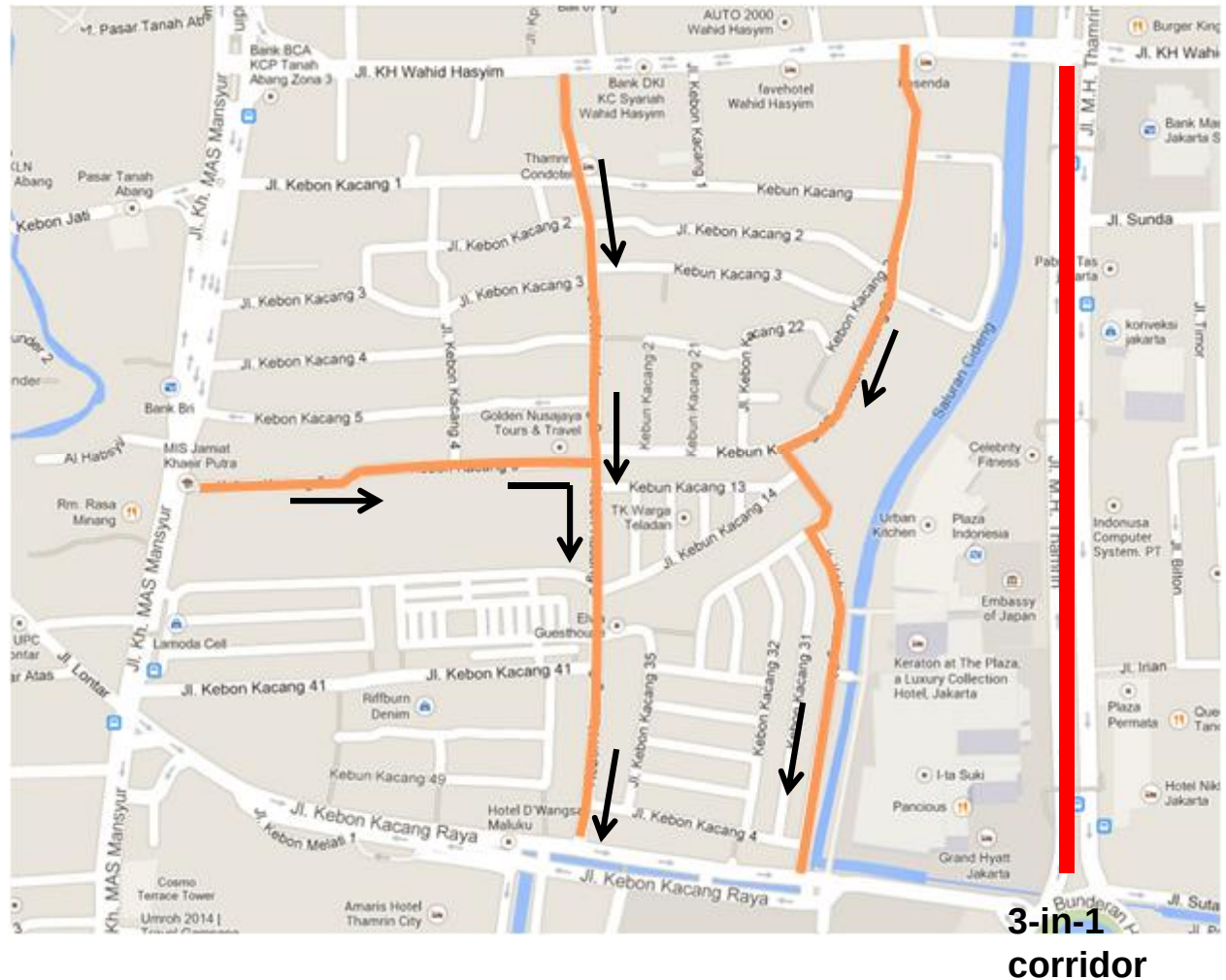
Pedestrian are pushed to the side of the road with motorization.



Where it exists, sidewalk is merely just covered gutter.

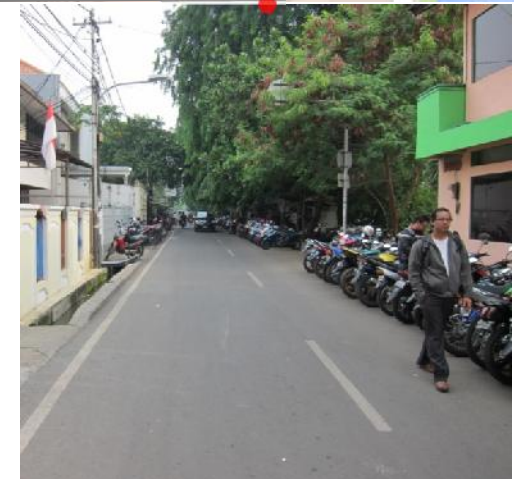
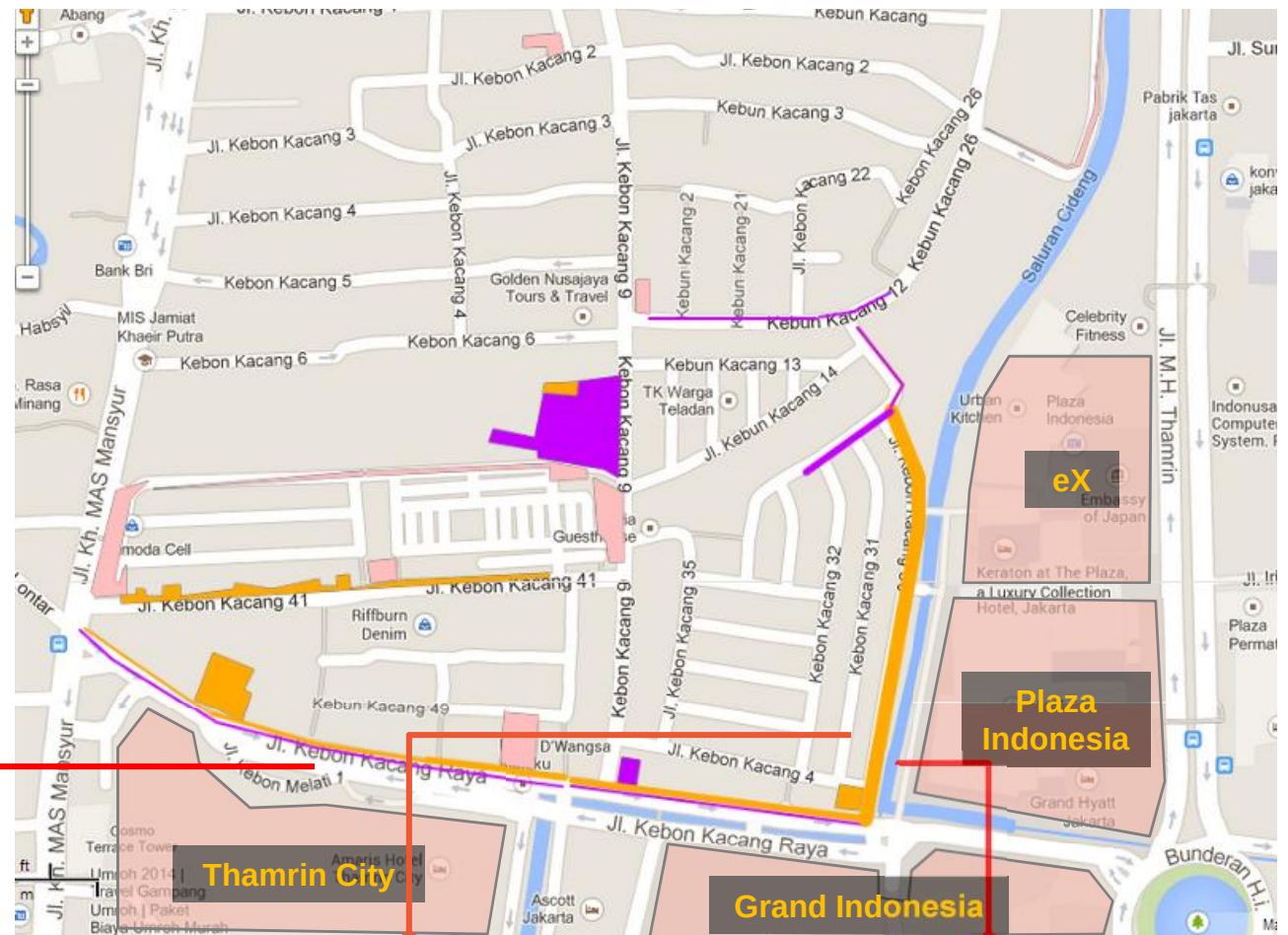
Through Traffic

- But, up to 70% of the trips in peak hour are through traffic.
- People use the area to avoid the congested main roads and the 3-in-1 corridor (HOV corridor).
- The main through traffic routes are shown in orange color.



Parking Activity

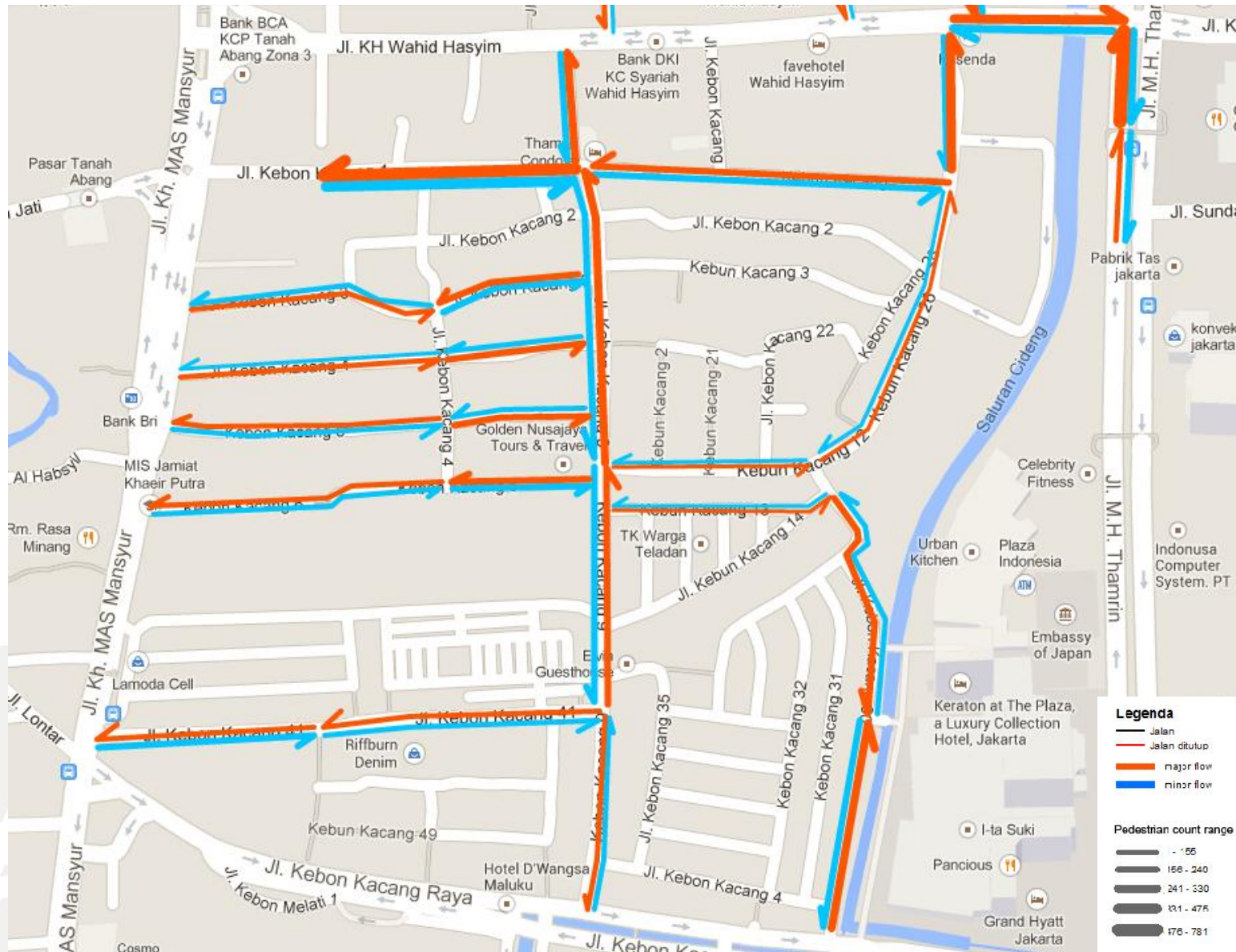
Unsustainable developments around the area causing illegal parking activities, especially motorcycle parking



Designing A Gold Standard TOD in Kebon Kacang



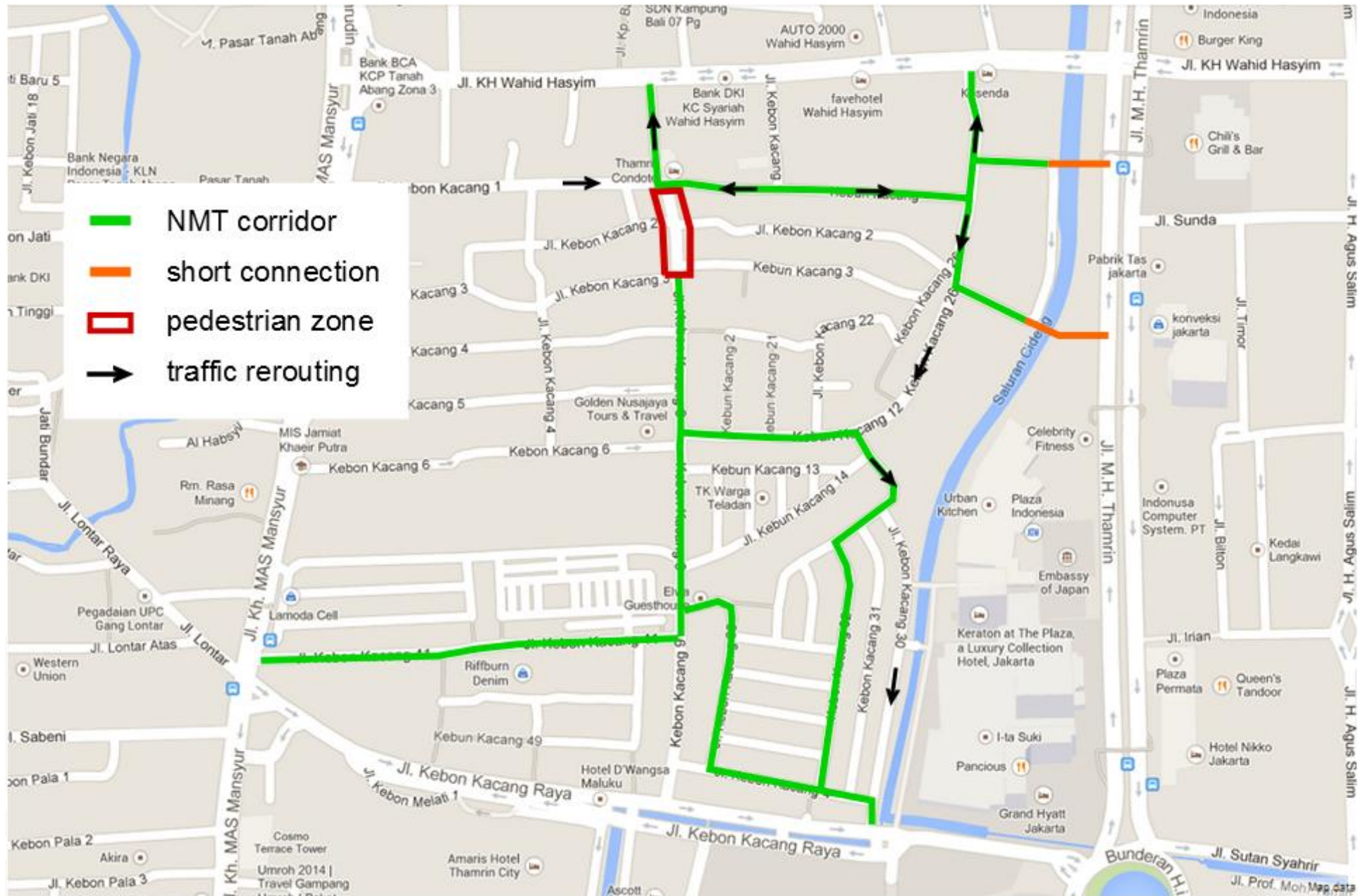
Current Pedestrian Movement Pattern



Proposed Interventions

- **Improving connectivity for Non-motorized trip**
 - good quality sidewalk
 - provide shorter and more direct connection (bridge, alleyway)
 - traffic re-routing to prevent through traffic
 - improve neighborhood with public/community space.
- **Develop Gold Standard Transit Oriented Development**
 - transform current affordable housing into more mixed use development (example: Saint Giles Development, London)
 - possible sites: Rusun Kebon Kacang, Rusun Tn. Abang, Lippo Homes (new)
 - improving connectivity to transit stations (BRT, railways, metro)

NMT Accessibility Corridor

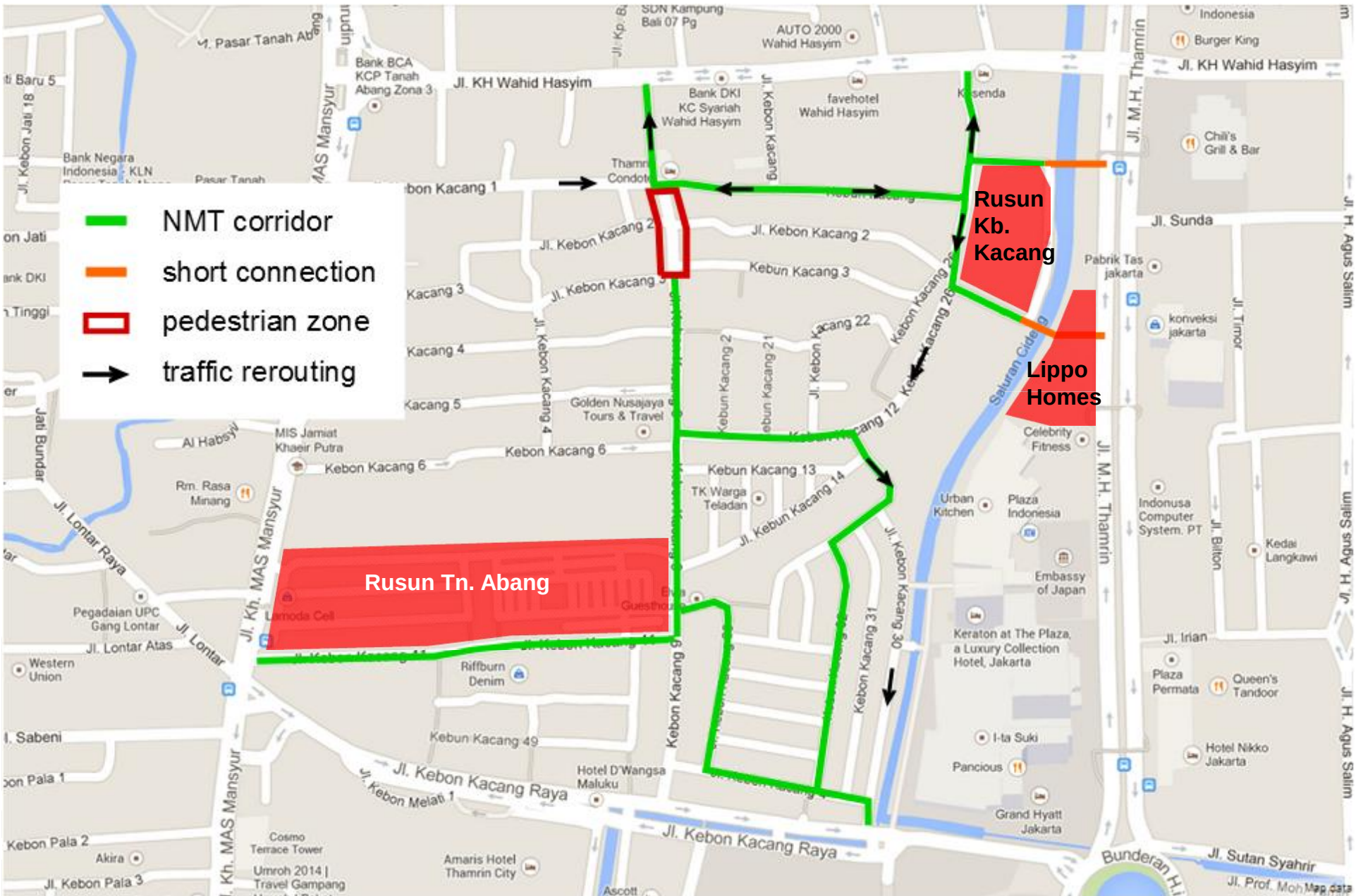












Central St. Giles Court, Central London

Gold Standard TOD



Thank you