

Transport Challenges for the Poor:

A Study of 5 Slum Settlements in
Indonesia



Presentation framework

- Introduction
- Case Studies
 - ▣ Ancol, Jakarta
 - ▣ Penjaringan, Jakarta
 - ▣ Cilincing, Jakarta
 - ▣ Mancasan, Yogyakarta
 - ▣ Penjalen, Surakarta
- Government Perspectives
- Issues
- Conclusion and Recommendations



Introduction

- The role of urban transport system to deliver mobility and alleviate poverty
- Pro-poor transportation policy and inclusive transport planning
- Introduction to the case studies

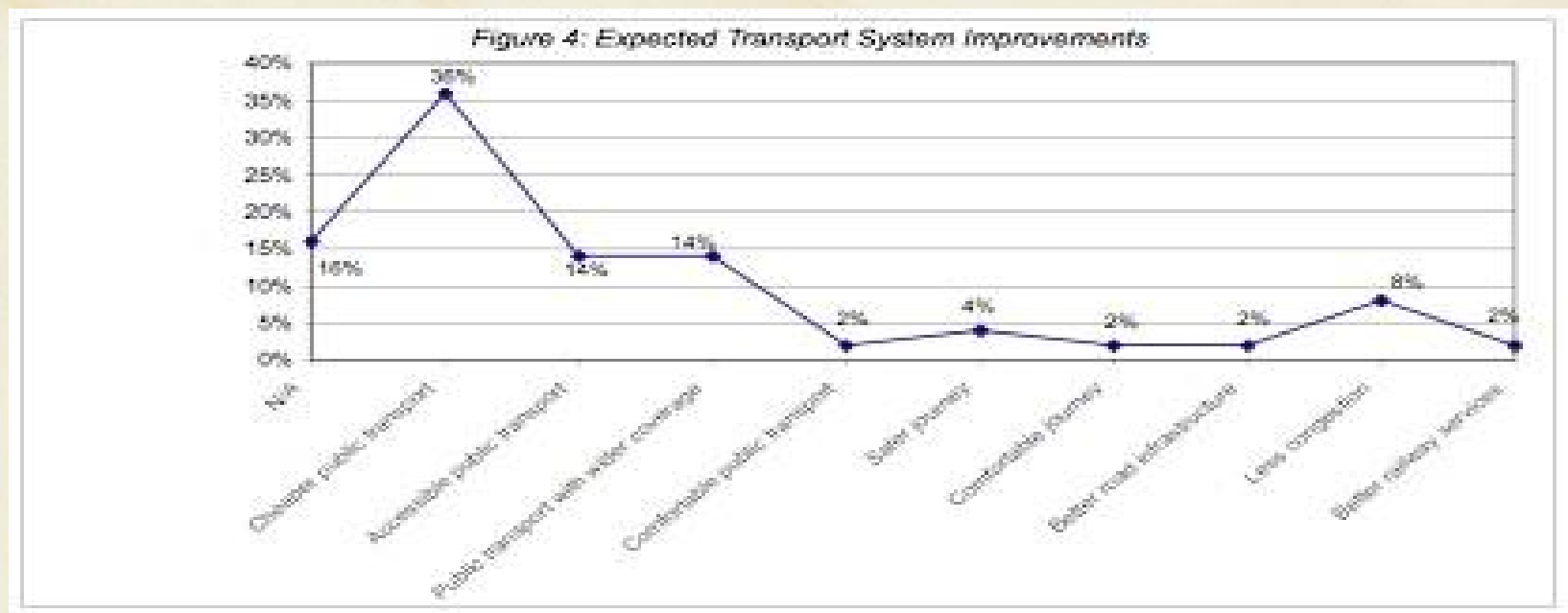
CS 1: Ancol, Jakarta



- Downtown area
- Next to Kota Railway Station
- High exposure to various public transport
- Trade-offs between living condition and shorter travel time

Ancol

- 72% took public transport mostly due to its affordability
- 90% traveled within the municipality
- 52% cited traffic jam as the biggest challenge
- 36% expected cheaper public transport



Ancol: NMT and walking

- One fifth used NMT (becak and bicycle) occasionally
- Walking as part of journey to work or school -under 2km
- Weather as the main concern
- Poor physical accessibility





Ancol

- 66% respondents expected improvements in public transport sector: affordability, accessibility, service coverage
- Road safety is a personal issue
- The roles of walking and NMT underplayed

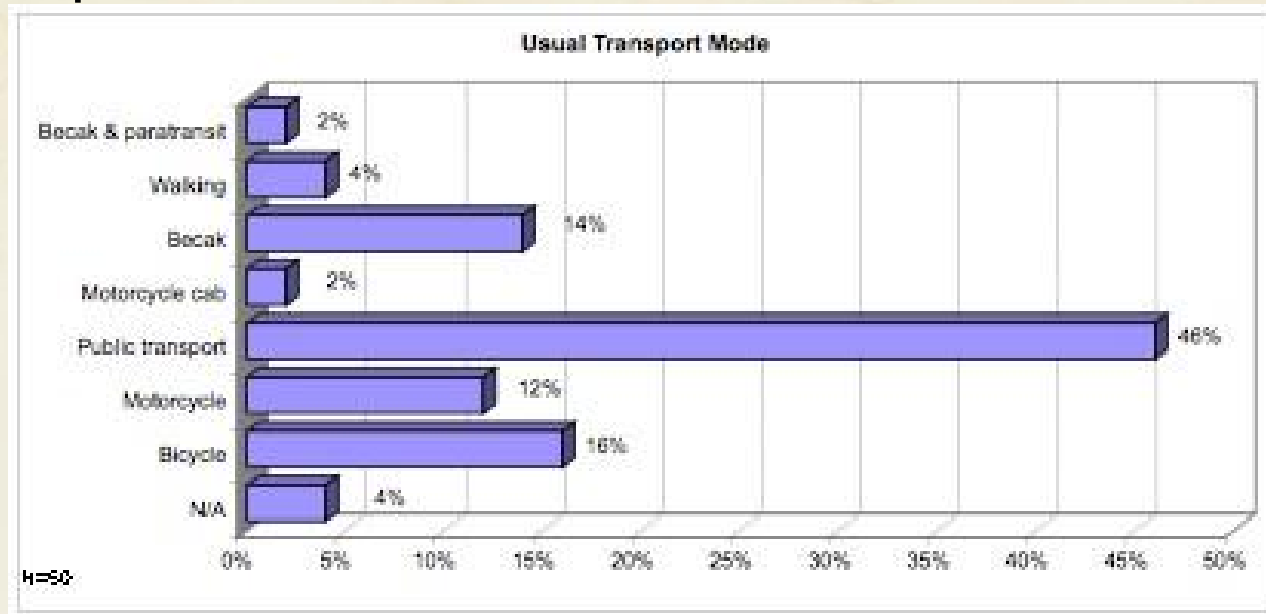
CS 2: Penjaringan, Jakarta



- Close to Kota Railway Station
- Next to a traditional market
- Becak operating in the area
- Small neighbourhood streets
- Flood prone area

Penjaringan

- 46% using public transport
- 76% traveling within the municipality, mostly to adjacent sub-districts
- Affordability is the main concern and the biggest expectation



Penjaringan: NMT and walking

- 26% walking as part of their working travel
- Walk to school
- Mostly travel under 2km
- Becak for shopping purposes
- Weather is an issue: comfort and accessibility

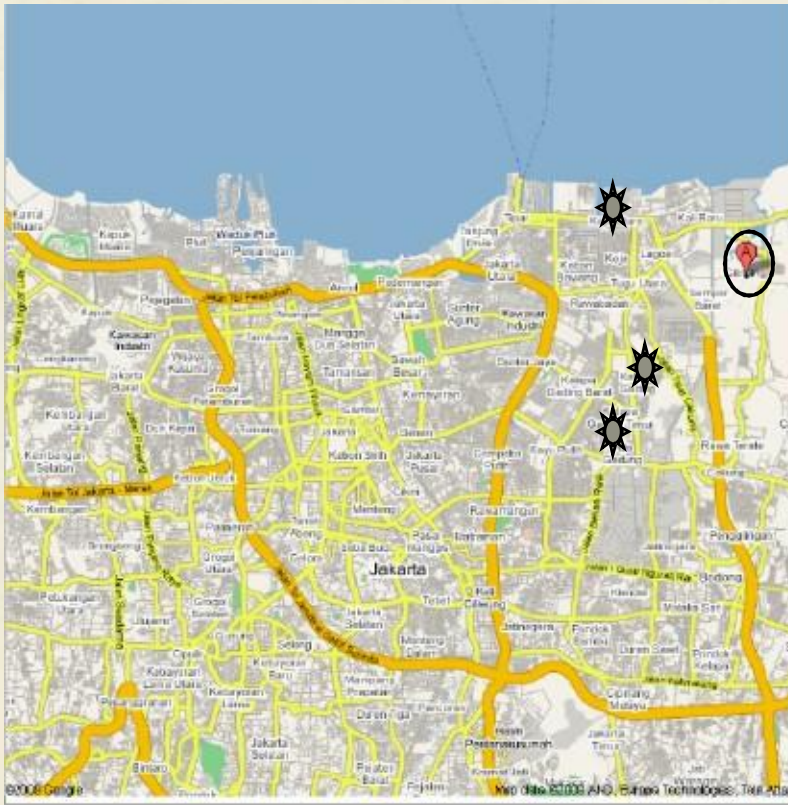




Penjaringan

- Lower level of public transport utilization (compared to Ancol)
- Home-business and proximity to market reduce travel needs
- Safe access to school?
- Little attention on local transportation system: pedestrian and NMT facilities

CS 3: Cilincing, Jakarta



- Close to Bekasi City
- Heavy private motorised vehicle traffic at the outer roads due to its proximity to Pulogadung Industrial Area, Kelapa Gading CBD and Priok International Harbour
- Close to Pulogadung Bus Station as major transport hub in eastern North Jakarta

Cilincing

- 56% owning a motorcycle
- Travel cost efficiency as the main reason
- Within no proximity of public transport services
- Motorcycle taxi phenomenon
- 46% expecting accessible public transport





Cilincing: Motorcycle taxi

- Isolated settlement
- Motorcycle as the only feeder transport and often the main transport
- Significant increase of transportation expense
- Prevent public transport operation in the area
- Motorcycle taxi as job opportunities for the locals



Cilincing: NMT and walking

- Small roads (2.5m wide)
- No dedicated facilities for pedestrian or NMT
- Safety?
- Goods cart as an alternative



Cilincing

- Public transport still the most affordable choice
- Transport choice availability influences economic opportunity and area development
- Motorcycle provides greater travel coverage
- Land use conflict hampers intervention: supposed function and the reality

CS 4: Mancasan, Yogyakarta



- Thriving local business
- Isolated location
- Geographical barrier
- Riverside settlement
- High social cost

Mancasan

- 48% owning a bicycle
- 44% owning a motorcycle
- 38% usually using public transport
- 46% using motorcycle as part of their daily trips -mostly for shopping purpose



Mancasan: NMT and walking



- 54% does walk
- 56% prefers to use bicycle for an NMV
- Around 50% walk and bike to shops
- Around 90% travel under 3km
- Around 70% cite no problems during the trips
- No dedicated facilities
- Geographical situation may become a barrier



Mancasan:

- Residents still expect improvements in public transport sector
- Motorcycle able to provide fast, affordable and reliable choice
- Bicycle and becak remain an important parts in urban transport system

Penjalaran, Surakarta



- Illegal housing settlement
- Flood prone area, riverside settlement
- The main road around 2.5m wide
- Difficult to access the location --> emergency vehicles and public transport

Penjalaran

- 52% owning a motorcycle
- 38% still using public transport daily -especially for long journey
- 70% citing no problem during the daily trips



Penjalan: NMT and walking



- No dedicated facilities - mixed traffic
- 3km distance to reach the nearest public transport service
- The main local transport mode: local public facilities
- 90% citing no difficulties



Penjalan

- Residents still expect improvements in public transport sector
- Motorcycle is a reliable choice
- Road safety is not the main concern
- Local trips being undervalued
- Difficult location to access
- Local policy on public transport provision



Government Perspective: In-depth Interview

- Government's perspective on pro-poor transport policy: targeted policy and affordable means of transport
- Top-down vs. bottom-up approach:
 - ▣ Conflict of interests
 - ▣ Capacity of local administrators
 - ▣ Lack of human resource to supervise local development
- Public transport affordability as the solution
- Limited development of pedestrian and NMT infrastructure



Highlighted Issues:

- Conceptualising pro-poor transport policy: urban poor and government sides
- Public transport as an affordable choice: fare, coverage and connectivity
- Re-examining the roles of walking and NMV
- Government intervention v.s. public initiatives



Conclusion and Recommendation

- Transportation is important for the urban poor in terms of affordability
- There is no targeted policy for the urban poor
- Road safety is a personal issue
- Evaluate public transport network, fare, and level of service
- Prioritise walking and NMV at neighbourhood/local transport system