



Track 10

Track Sustainable Urban Mobility

# Planning Concept of Transit Oriented Development Area for Sustainable Urban Mobility (Study on Bekasi Barat's Light Rail Transit Station Area)

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# Background

- The severe congestion that occurred in Metropolitan Jakarta was one of the reasons for the development of Jakarta, Bogor, Depok and Bekasi's Light Rail Transit (Jabodebek's LRT).
- This development is expected to reduce the density and break down the congestion of the Jakarta Cikampek Toll Road, as well as Jagorawi Toll Road. Plans for the construction of the Jabodebek's LRT include the line of Cibubur-Cawang, Bekasi Timur-Cawang, and Cawang-Dukuh Atas.
- This implementation of Jabodebek's LRT in order to achieve sustainable mobility.

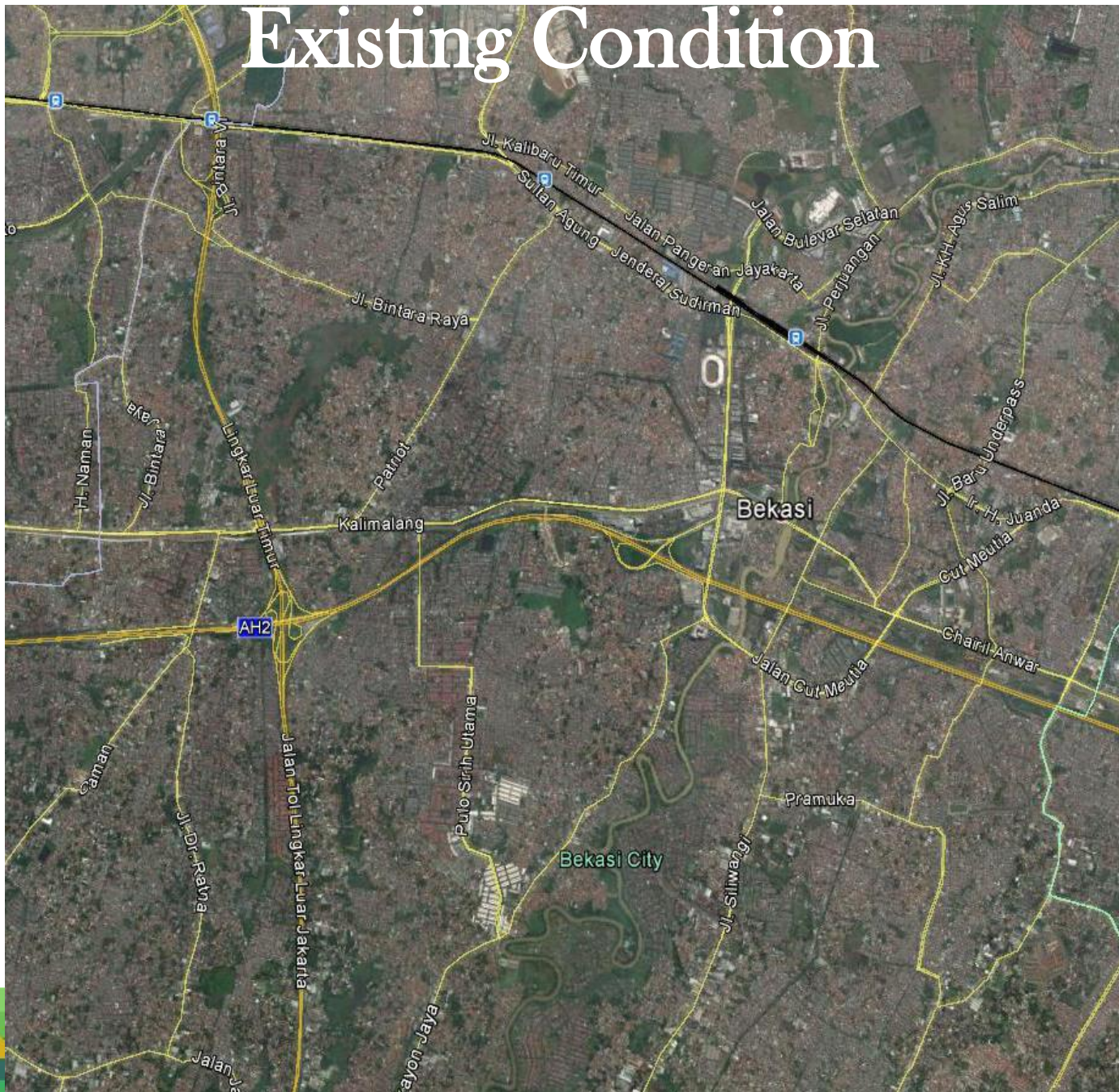
# Aim

This study aims to formulate planning concept for the Transit Oriented Development Area of Bekasi Barat's Light Rail Transit Station Area for Sustainable Urban Mobility

# Method

1. This research method uses a quantitative approach.
2. The data collection methods: field surveys to collect primary data, and agency surveys to obtain secondary data.
3. The analytical method used is a quantitative descriptive analysis method that refers to the Permen ATR/BPN No. 16 Year 2017 concerning Guidelines for Development of Transit-Oriented Areas.


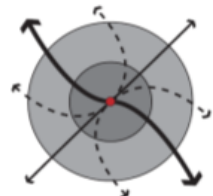
# Existing Condition



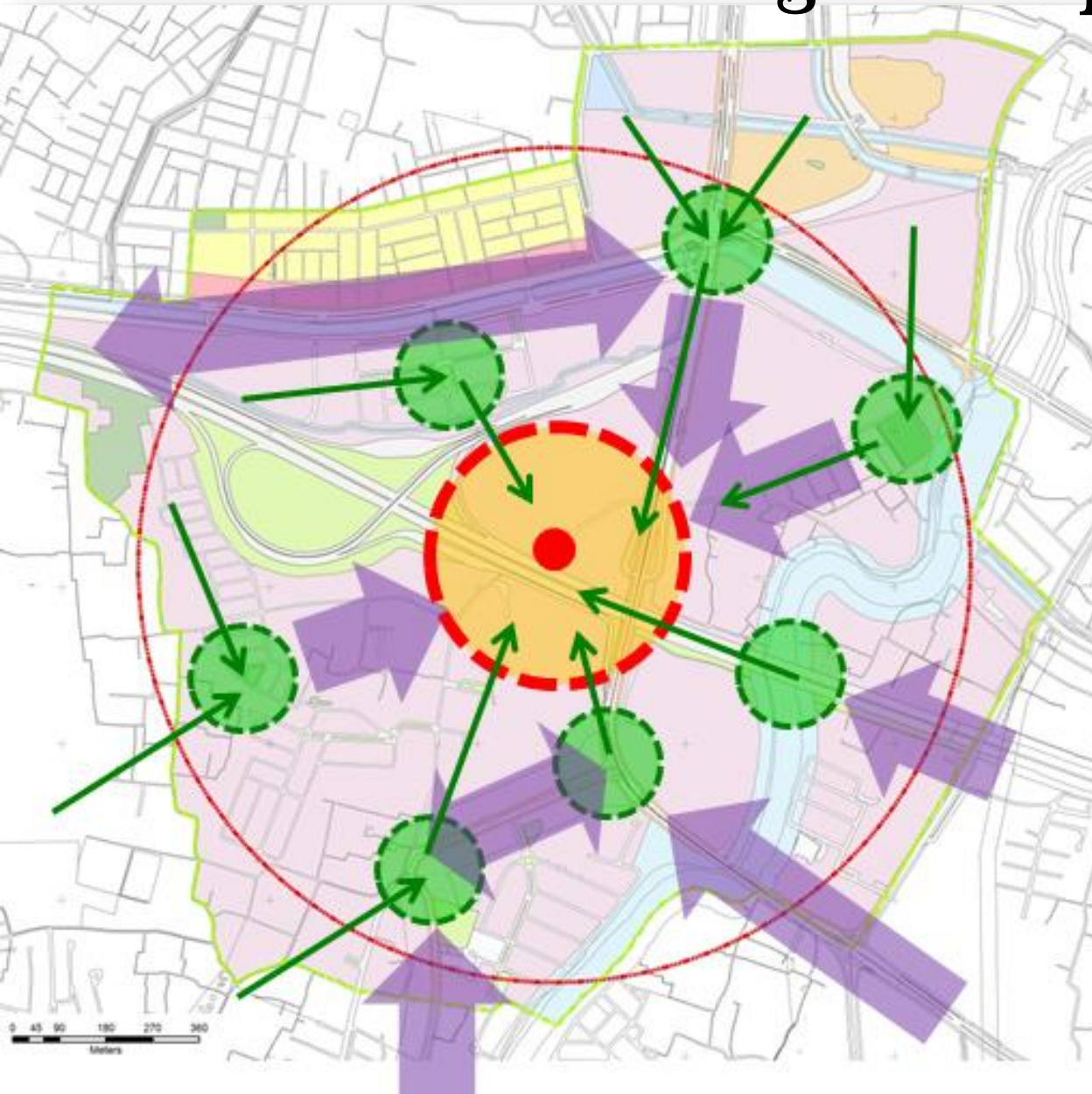
# Existing Condition







# Analysis

KAWASAN	TOD BEKASI BARAT
TIPOLOGI KAWASAN TOD	TOD SUB KOTA-SUB PUSAT PELAYANAN KOTA
Karakter Pengembangan	Pusat ekonomi khususnya untuk fungsi sekunder dan budaya regional.
Jenis kegiatan pemanfaatan ruang	Minimal 4 jenis: Campuran perumahan, komersial, perkantoran, budaya baik dalam satu bangunan atau bangunan tersendiri dalam kawasan TOD
Tipe Hunian	Ketinggian sedang ( <i>Mid-rise</i> ), ketinggian rendah ( <i>low-rise</i> ), sedikit bangunan tinggi ( <i>high-rise</i> ) dan <i>townhouse</i>
<b>KEPADATAN</b>	
Populasi	450-1500 jiwa /ha
Pekerja	40-200 /ha
<b>INTENSITAS PEMANFAATAN RUANG</b>	
KLB	3.0 - 5.0
Pola Kepadatan	Sedang - Tinggi
Jumlah Lantai	> 3-15
Maks. Tutupan tanah ( <i>Land Coverage</i> ), KDB bisa lebih kecil	70% (RTH privat minimal 10%)
<b>PARKIR (DIBATASI JUMLAHNYA)</b>	
Pola parkir ( <i>Shared/Single Use Parking</i> )	<i>Shared</i> (parkir bersama) Berada di belakang bangunan dan diperbolehkan on s
Park & Ride	Tidak
<b>ALOKASI RUANG UNTUK SISTEM TRANSIT</b>	
Ruang untuk pengembangan Moda Transit	<i>Heavy rail transit, light rail transit, BRT, Bus Lokal</i> (ferry dimungkinkan)
<b>POLA JARINGAN JALAN</b>	
Dimensi Blok	70-200 meter
Pola Jaringan	Rencana/perancangan kawasan TOD harus mengalokasikan ruang untuk pengembangan pola jaringan sistem transit yang terintegrasi
<ul style="list-style-type: none"> <li>● : Stasiun Transit</li> <li>↔ : Transit Primer</li> <li>↔ : Transit Sekunder</li> <li>← → : Feeder</li> </ul> 	

# Planning Concept



-  Pusat Transit
-  Koneksi landuse lainnya dan ruang terbuka
-  Koneksi Campuran
-  Arah Pertumbuhan Campuran

# Thank You