

論文の内容の要旨
Abstract of Dissertation

**ANALYSIS OF POLICIES AND STAKEHOLDERS
IN TRANSIT-ORIENTED DEVELOPMENT (TOD)-BASED
STATION-AREA REDEVELOPMENT:
CASE OF JAKARTA**

(公共交通指向型開発(TOD)の駅周辺再開発における政策および
ステークホルダーに関する研究—ジャカルタの事例)

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Jakarta Metropolitan Area, or well known as Jabodetabek, has been experiencing rapid population growth and urban expansion following Indonesia's independence in 1945. The new growing Jakarta offered opportunities for employment and modern lifestyle, attracting new comers from all over the nation. The population growth of Jakarta has always been higher than its metropolitan region, only until the time this trend altered in the 1990s, when new comers started to seek for more affordable land and housing, and better living environment in the peripheries. Occurring at the same time of the development of intercity toll roads and new towns, the expansion of urban Jakarta followed the directions of the new road and toll network. As a result, an irregular, resource-consuming, unsustainable land development pattern occurred.

The growth trend has been continuing to present, accommodating many people to reside in the surrounding metropolitan region while employed in Jakarta. This results in a high number of daily commuters in the region. Unfortunately, the existing public transportation network and service has been insufficient in coping with the mobilization needs. Furthermore, there are significant number of new private cars and motorcycle pouring Jakarta's road every day with only road growth ratio of 0.01 percent per year. Jakarta is saturating and immediate countermeasures need to be taken.

Aware of the issues, the provincial government of Jakarta considers the importance of setting transportation as one of the strategic issues in the upcoming Jakarta 2030 master plan. Among the government's plans are to construct new rail-based public transportation networks and the idea to implement Transit-Oriented Development (TOD) as the development concept at station areas in Jakarta.

This research rises the main question on how TOD-based station-area redevelopments in Jakarta can be implemented, focusing on the policy and stakeholder collaboration aspect. The objectives of this research are: to discover existing conditions at station areas in Jakarta; to discover the existing policies; to discover the stakeholders, their role and relation; and to give suggestions on form of stakeholder collaboration, conducive policies and institutional set-up.

Literature reviews were conducted on the topics of TOD-based station-area redevelopment, policies aiming to promote TOD-based station-area redevelopment, stakeholders in station-area redevelopment, and lessons from Japan's experience.

In order to discover the existing conditions of station areas in Jakarta, case studies from were chosen among the areas of operating train stations in Jakarta. Areas of walking distance surrounding all train stations in Jakarta were analyzed based on their pattern of land holder. The station areas were classified into three: station areas where there are vast land for governmental or public use; station areas where the lands are owned by many small-scale private sectors; and station areas where there are large plots of land owned by large-scale private sector. One station area from each classification was chosen as case study: Jakarta Kota, Buaran, and Dukuh Atas respectively. Questionnaire surveys were held during October to November 2011 to samples of residents and business owners at the case study areas, aiming to understand their support level towards station-area redevelopment, perception towards physical conditions of their area, perception towards the concept of rail-based TOD, understanding towards policies and important stakeholders in the station-area. In addition, path analysis was conducted to discover what variables affect people's support towards TOD-based station-area redevelopment.

In order to obtain an understanding on the implemented policies which are supportive towards TOD-based station-area redevelopment, study on spatial plans and regulations were conducted together with interview to the local planning authority. In order to discover the existing stakeholders, their role and relation, result from literature review was compared with result obtained from questionnaire survey. Further literature review and interviews with land owners, private developers, transit operators, academicians and local government were conducted in order to obtain a better understanding and to obtain suggestions for better collaboration. Conclusions and recommendations are given in the end of the dissertation.

This research contributes on the lack of literatures on TOD-based train station-area redevelopment in Southeast Asian cities. TOD has been a popular topic in the field of planning in the US since early 1990s, followed by the growing research on cities in Australia, where TOD in these countries were commonly built from scratch in order to counter sprawl. Cities in Japan on the other side, has been unintentionally adapting rail-based TOD. Meanwhile, TOD in

developing cities were mainly concerning bus-based TOD in cities of Latin America. Jakarta, representing the developing cities of Southeast Asia, is special since TOD is to be adapted in an already spatially developed and highly populated growing city where public transportation is marginalized by motorization. In Southeast Asian cities, rail has been realized to be the best alternative for public transportation and shall be the backbone for public transportation.

Furthermore, most studies and literatures were conducted from transportation planning point of view. Limited researches were focused on the redevelopment of the built station-area. This research also contributes in answering the current issues of Jakarta, having originality of taking into account perspectives from a wide range of stakeholders.

Keywords: *Policy; Stakeholder; Transit-Oriented Development (TOD); Station-area; Redevelopment; Jakarta;*