

POLICY SUPPORT ON WALKABILITY IN MALANG CITY

Erna Winansih^{1,2}, Antariksa³, Surjono⁴, Amin Setyoleksono⁵

¹Department of Architecture, Merdeka University

²PhD Student of School of Environmental Science and Technology, Brawijaya University

³Department of Architecture, Brawijaya University

⁴Department of Urban and Regional Planning, Brawijaya University

⁵Department of Biology, Brawijaya University

Jl Terusan Raya Dieng 62-64, Malang Telp. 081233091083

e-mail: erna.winansih@unmer.ac.id

ABSTRACT

Walkability refers to how the pedestrians are facilitated and regarded as the users of the street (mode of transportation due to the public transportation walkability strategy). Malang plays a significant role as the second largest city in East Java Province. The Malang city shows some street problems recently. One of them is the lack of infrastructures for pedestrians. The congestion seems to be greater every year and lead to jaywalking pedestrians. The street activities show the motorized vehicles a lot. It seems that the pedestrians are being neglected. One of the components of walkability is the policy support to guarantee the pedestrians rights as the users of the street corridor. The study is aimed to analyze the walkability policy support. The existences of the policies and how they are implemented is the matter of the study. The component shows the degree of policy supports in order to respect the pedestrians. The collected data about the policies from national to local levels are evaluated using content analysis method. Among some policies, there are the presences of the related policies in national and local level. The number 79 of Government Regulation in 2013 about Traffic Network and Road Transport regulates the facilitation of the pedestrians in extension of the number 22 of Traffic Network and Road Transport Act in 2009. At local level the pedestrians consideration is regulated by Local Regulation, number 4, in 2011 about the Malang City Master Plan 2010-2030. The quality of the policy support is still poor due to the pedestrians needs compared with the motorized ones. The presence of the number 03/PRT/M/2014 of Ministry of Public Work Regulation about The Guidance of Pedestrians Network Infrastructure Planning, Providing and Using in Urban Areas is specially designed in order to fulfill the pedestrians needs. This regulation respects the walking activity and facilitate pedestrians in a manner of convenience, safety and security. Because of the recently existence as the regulation so that the implementation has not done yet. But learning from some cases about street-traffic that had happened recently in Malang city, it can reflect the ignorance of the walking activities as the mode of transportation in accordance with improved public transportation. It recommends to revise City Master Plan of Malang which has the better planning of pedestrian facilities as an integration of transport network planning. There is an interesting finding about how much the act and regulation pay attention to the pedestrian needs. It shows an extreme leap that need to be examined on other next research.

Keywords: walkability, pedestrian rights, policy support

INTRODUCTION

Walkability refers to how the pedestrians are facilitated and regarded as the users of the street (mode of transportation due to the public transportation walkability strategy) (Krambeck 2006),(ADB, 2011) (Efroymson 2012). Walking is possible as the mode of transportation for short trip and people in developing countries often do it, although there is not enough attention on planning neither budgetting. Pedestrians issue become significant factor in spatial ordering and planning (UITP 2001), (Fang 2005), (Abha Sadana 2012) ,(Efroymson 2012). Maybe walking is the only choice for the poor to do trip without any necessary cost, (Gwilliam 2002) (WHO 2009). Walkability strategy offers the integration of mass (rapid and comfortable)

transportation and improved pedestrian facilities. Walkability components consist of the convenience, the safety and security and the policy support. The policy support ensure the users to have the same rights in order to use the public space such as street corridor. The policy support on walkability is aimed to guarantee the pedestrians rights as the users of the street corridor.

Malang as the second largest city in East Java Province afford increasing activities, so that it is more crowded nowadays. The traffic jam often occurs and become longer during the rush hours. The street problems of Malang pay attention a lot and need to be solved immediately, because it have decreased the Malang city convenience recently. One of the street problems is the lack of infrastructures for pedestrians. The

congestion seems to be greater every year and lead to jaywalking pedestrians. The pedestrians way doesn't afford the pedestrians' needs in convenient way, because they have to compete with other users, such as the vendors and motorbike park that often take part on the sidewalk. The street activities show the motorized vehicles a lot. It seems that the pedestrians are being neglected, even more the diffable and elderly users.

The study is aimed to analyze the walkability policy support. The existences of the policies and how they are implemented is the matter of the study. The component shows the degree of policy supports in order to respect the pedestrians.

RESEARCH METHOD

The data about the policies from national to local levels are compiled by searching the secondary data of the acts or regulation related to the walkability policy support. The collected data are evaluated using content analysis method to find the articles of acts and regulations that containing the walkability support. The comparison analysis method is used to recognize the implementation of the policies. This method compares the factual happenings on the street corridor due to users of the streets including pedestrian and how the policies rule the users supposed to be.

RESULT AND DISCUSSION

The hierarchy of regulations based on Act number 12/ 2011/article 7:1 says that it consists of: Basic Act of Indonesian Nation 1945 (1945 Act); People Consultative Assembly Decision (PCAD/Tap MPR); Act/Government Regulation as Acts Substitute (Act/GRAS); Government Regulation (GR); President Regulation (PR); Province Regulation (PR); and Local Government Regulation (LGR). The acts and the regulations related to the walkability support are listed from the national to the local level. The sums of the articles that contain the walkability support show how much attention on the pedestrian needs. Among some policies that related to the walkability support, there are significant regulations due to the pedestrians' needs. The presence of the number 03/PRT/M/2014 of Ministry of Public Work Regulation about The Guidance of Pedestrians Network Infrastructure Planning, Providing and Using in Urban Areas is specially designed in order to fulfill the pedestrians needs and support walkability. This regulation respects the walking

activity and facilitate pedestrians in a manner of convenience, safety and security.

Because of the recently existence of number 3/PRT/2014: Government Regulation: Ministry of Public Work Regulation about The Guidance of Pedestrians Network Infrastructure Planning, Providing and Using in Urban Areas as the regulation so that the implementation has not showed significancy of the facilitation yet. The comparison of the factual happenings and what should be about the walkability according to the regulation reflect the obvious gap. That means it will take long time enough to implement.

Learning from some cases about traffic that has happened recently in Malang city, it can reflect the ignorance of the walking activities as the mode of transportation in accordance with improved public transportation. Some happenings that can be listed are the failure of one-way traffic operation because of the citizens and the city public transportation drivers strike, the problem of school bus transportation operation that give tension between Malang City Local Government and the association of the city public transportation doers. By experiencing of one way traffic operation that had occurred along Dinoyo district before, there is an interesting finding about how the pedestrians realized that it was so difficult to cross the street, because the motorized vehicles seemed to drive faster than when the two ways traffic operation. The pedestrians have to wait longer to cross safely. On the other side, the sidewalk fail to afford the walking activities and tend to lead jaywalking pedestrians because of the poor foot path quality.

Table 1. Acts and Regulations of Pedestrians Facilities Content

Type of Significant Act and Regulations Exist	Hierar-chy/ Level	Total Articles	Pedestrian articles	Value (%)
1 3/PRT/2014: Government Regulation: Ministry of Public Work Regulation about The Guidance of Pedestrians Network Infrastructure Planning, Providing and Using in Urban Areas	GR	20	1,2,3,4,5,6, 7,8,9,10, 11, 12, 13,14,15,1 6,17,18,19, 20	100
2 79/ 2013: Government Regulation	GR	126	1, 26, 42, 54, 102, 105, 106,	9,5

	Type of Significant Act and Regulations Exist	Hierar-chy/ Level	Total Arti- cles	Pedestrian articles	Value (%)
	about Traffic Network and Street Vehicle			113, 114, 115, 117, 118	
3	04/2011: Local Government Regulation about Malang City Master Plan 2010-2030	LGR	17	1	5,9
4	22/2009: Act about Traffic Network and Road Transport	Act	326	1, 106, 131, 132	1,2
5	26/2007: Act about Spatial Ordering and Planning	Act	80	20	1,3

Source: Researcher's analysis based on secondary data compilation.

CONCLUSION

The policy support on walkability in Indonesia are shown by the existences of some acts and regulations that contain warranty of pedestrians' and nonmotorized needs regarding as the users of street corridor. The existence of number 3/PRT/2014: Government Regulation: Ministry of Public Work Regulation about The Guidance of Pedestrians Network Infrastructure Planning, Providing and Using in Urban Areas at national level gives a hope of walkable city, that local government has to refer to. At local level the number 4 of Local Government Regulation about Malang City Master Plan 2010-2030, has not prepared the transportation plan with the pedestrians and nonmotorized vehicle integrated.

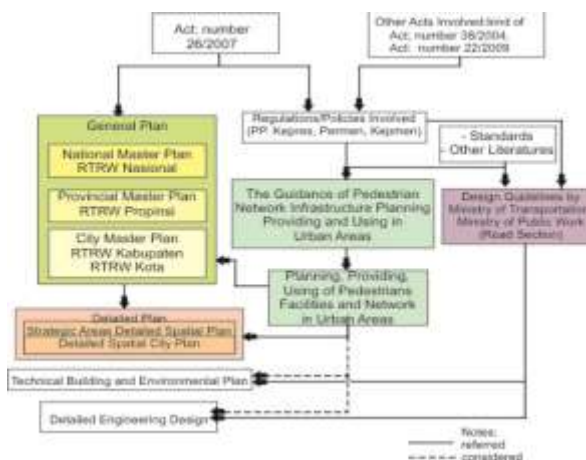


Figure 1. The position of number 3/PRT/2014 in accordance with the Spatial Ordering and Planning from national to the local level.

(Source: number 3/PRT/2014: Government Regulation: Ministry of Public Work Regulation about The Guidance of Pedestrians Network Infrastructure Planning, Providing and Using in Urban Areas)

Implementing the regulation needs some steps because of the gap between what should be and the reality of walkability in Malang city. The Malang pedestrians' awareness of their rights and needs as one of the users of street corridor is still poor compared with them who live in the capital city such as Jakarta and Surabaya or Bandung, that's why the street problems that happen in Malang still focus on motorized vehicle. The traffic forum members look like it is unnecessary to include the pedestrians' agent as the member of the forum (Badami, 2009), (Abha Sadana 2012). It needs to conduct next research to examine why the gap between policy support and the implementation are far enough, and why there is a significant leap among the policies produced for less than a year (GR number 79/ established on December 2013 and GR number 3/PRT/ established on March 2014).

REFERENCES

- [1] Badami. Urban Transport Policy as if People and the Environment Mattered, Pedestrian Accessibility the First Step. Economic & Political Weekly , vol xlv no 33;2009.
- [2] Efroymson, Debra. Dhaka Bus Rapid Transit Walkability Strategy, Sustainable Urban Transport, Technical Assistance Consultant's Report; 2012
- [3] Gwilliam, Ken. Cities on the Move. Washington, D.C.: World Bank.;2002
- [4] Indonesia Government- Regulation number 79/ 2013. Traffic Network and Road Transport;2013
- [5] Indonesia Government-Act number 26/2007.Spatial Ordering and Planning;2007
- [6] Indonesia Government-Act number 12/ 2011. Hierarchy of Regulation in Indonesia;2011
- [7] Indonesia Government-Act number 22/2009. Traffic Network and Road Transport;2009
- [8] Indonesia Government- Ministry of Public Work Regulation number 3/PRT/2014.The Guidance of Pedestrians Network Infrastructure Planning, Providing and Using in Urban Areas; 2014
- [9] Krambeck. Global Walkability Index;2006

- [10] Malang City Government-Local Government Regulation number 04/2011. Malang City Master Plan 2010-2030; 2011
- [11] Sadana, Abha. A Sustainable Framework for Better Pedestrian Experience – The Case of Delhi, *European Journal of Social Sciences* ISSN 1450-2267 Vol.30 No.1 (2012), pp. 5-40© EuroJournals Publishing, Inc; 2012
- [12] UITP. Millennium Cities Database for Sustainable Transport. CD-ROM. Brussels, Belgium: UITP. United States Department of Transportation - Partnership for a Walkable America; 2001
- [13] WHO. World Health Organization. Global Status Report on Road Safety: Time for Action. Geneva: World Health Organization, p. 9; 2009.