

Sustainable urban transport to improve city performance



Presented by

City of Surabaya

Asia Mayor Policy Dialogue
Kyoto, 23-24 April 2007



Contents of presentation today

- General pictures about Surabaya
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Typical of developing city

Surabaya

Population

Day time : 4 million

Night time : 3 million

GDP per capita (2005): approx. US\$ 645/yr

Area (326 sq. km)

Vehicle fleet (2005):

180,000 cars

640,000 motorcycles

300 large buses

5,000 microbuses

60,000 trucks (large & small)



City Trends

- Motor vehicle ownership is growing faster than population.
- The average distance travelled per vehicle is increasing
- Traffic congestion is intensifying.
- The environment is deteriorating.
- Safety and security of travellers is low
- Comfortable is far behind



City Problems

Due to transport

- Inefficiency of energy
- Air pollution
- Inadequate of city service



What to do to face the problems

- Doing nothing, life is worsen
- Do something, improvement is coming



Attractiveness of a city:

- Strategic location
- Taxes system lower tax, more attractive
- Infrastructures
- Rule of laws and clean government
- Flow of information
- Skilled human resources, work force
- Lifestyle



Conceptual Vision

SURABAYA

A comfortable and reliable service city

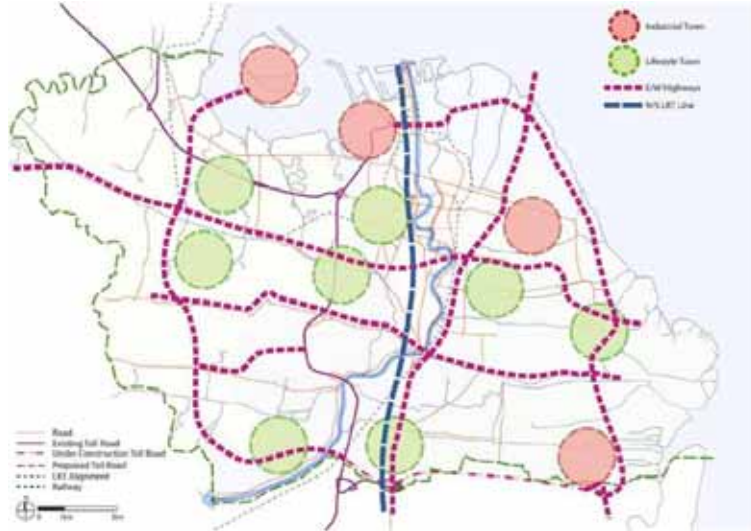


Conceptual Mission

- Improve a competitive business environment
- Improve urban infrastructures to provide good accessibility in an environmentally sound manner
- more missions...

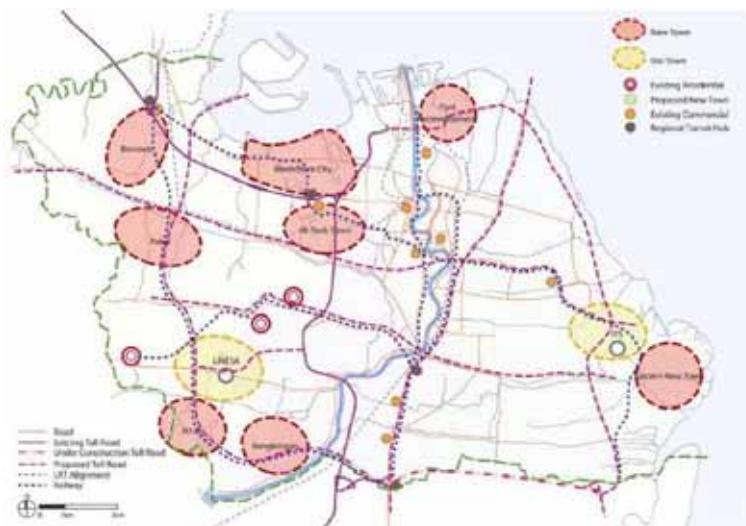


Balanced Spatial Plan



Surabaya

Distribution of function



Surabaya

City vision and mission
Sustainable Urban Transport

- City should be designed human happiness.
- Transport mode depends on how the citizen want to live in their city.
- We may have choice : car restriction during peak hours or a green city with more pedestrian.



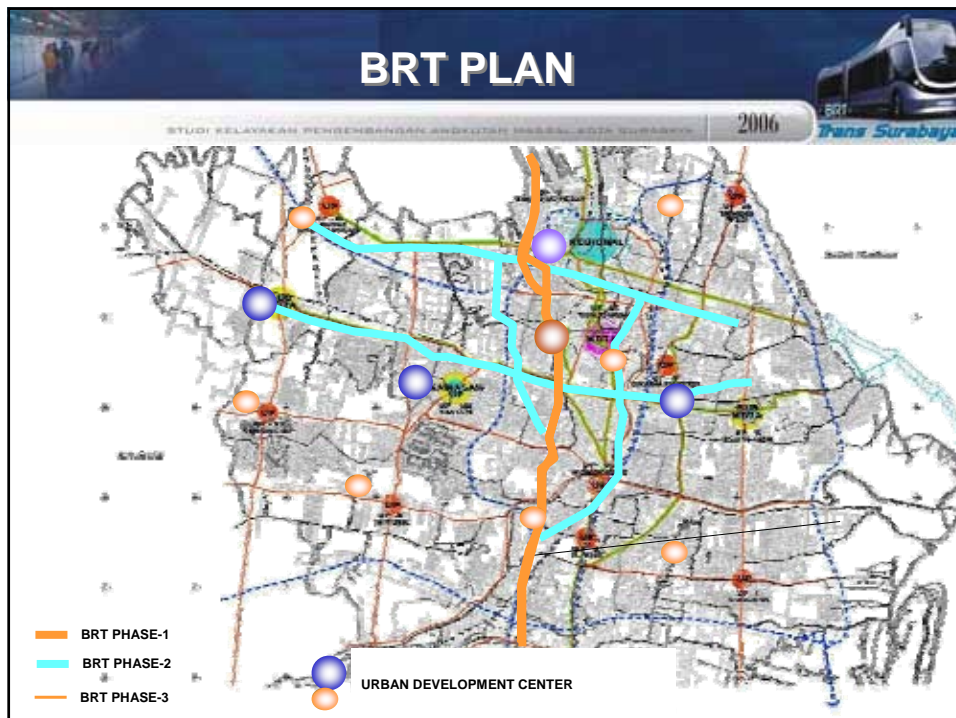
Principles
Sustainable Urban Transport

- Highest priority should go to public transport.
- Environment should not be polluted
- Safety is a pre-eminent concern affecting the viability of non-motorized transport.



Developing Solutions Technical measures


- Feasibility study for BRT system in 2006 in Surabaya
- 2007 for additional study and legal arrangement
- Develop political support
- Detailed action plans
- Strong stakeholder commitment



BRT SPECIFICATION PLAN

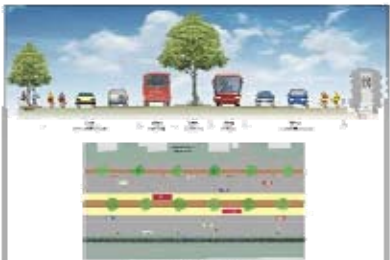
STUDI KELAYAKAN PEMBENANGAN TRANSPORTASI MASSAL DI DAERAH SURABAYA 2006 *Trans Surabaya*

Length	: 40,7	km
Terminal	: 1	unit
Shelters	: 47	unit
Distance between shelters	: 500	m
Peak hour demand	: 3,868	per/hr/dir
Low demand	: 1,627	per/hr/dir
Operatioanal hour	: 5.30 - 21.30	(16 hour)
Seat cap of bus	: 85	Person
Headway	: 1,5 - 5	minute




TYPICAL OF CROSS SECTION

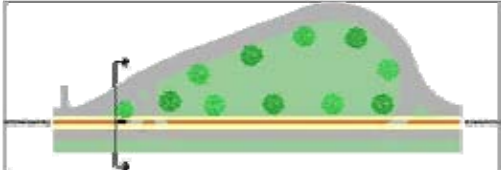
STUDI KELAYAKAN PEMBENANGAN TRANSPORTASI MASSAL DI DAERAH SURABAYA 2006 *Trans Surabaya*




SECTION PERSIL 2, 300



SECTION PERSIL 2, 300



SECTION PERSIL 2, 300




INSTITUTIONAL DEVELOPMENT

STUDI KELAYAKAN PENDEKHBANGAN ANDKUTAN MASSAL ADA SURABAYA 2006 

- ESTABLISHMENT OF INDEPENDENT MANAGEMENT
- SUPPORTED BY APPROPRIATE ACT/ORDINANCE TO SUPPORT AN EFFECTIVE OPERATION MANAGEMENT
- TRANSPARENT OF PROCUREMENT




IMPLEMENTATION SCHEME

STUDI KELAYAKAN PENDEKHBANGAN ANDKUTAN MASSAL ADA SURABAYA 2006 

Private sector provides :
management operation
purchase of buses

Government provides :
infrastructures
regulations



FINANCIAL ARRANGEMENT

- ❖ Local government
- ❖ Central Government
- ❖ International Agencies/donors
- ❖ Private Sector

Arrangement for financing should be determined based on mutual agreement among agencies



Closing Remarks

- Policy commitments have been included in the Urban Development Program 2006-2010
- Continuing support is needed
- The Surabaya sustainable urban transport approach may be suitable for developing cities
- Much can be learned from successes and failures in other cities.
- The success in developing sustainable transport is a direct result of the real interest and concern of stakeholders.



**Thank you
for your attention**

