



Best Practice Summary Bekasi, Indonesia

Country:	Indonesia
Local Government:	Bekasi
Type:	Municipality
Best Practice Title:	Traffic Congestion Reduction in Bekasi City
Aspect of Governance:	Thematic Area 3: Inclusive urban public services
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Start Date:	2001
Website:	http://www.bekasikota.go.id/ (in Bahasa Indonesia only)

Description:

Background

Bekasi is located just outside the Special Capital Region of Jakarta, giving it a strategic role for the development of the region. The city has been defined as a center of activity in the Greater Jakarta area, meaning that the potential for growth is huge. Bekasi also borders Bogor district and is part of Bekasi district, both home to many industrial estates. The town is busy, having become a crossroad for workers, both those living in Jakarta and working in surrounding areas, but also for those living in Bekasi and working in Jakarta.

The population of Bekasi is 10 million and most of the residents work outside the city, mainly in Jakarta. That has a direct impact on traffic conditions, especially during the main commuting hours: on average it takes 1½ hours to reach Jakarta which is less than 20 km away. The level of traffic congestion is high, reaching a peak in the morning rush hour (between 6am and 8am).

Before the project started, no inventory of road condition data, traffic conditions or accidents existed. There was also no software for transportation modelling, so it was not easy to identify traffic patterns in the region. The traffic lights were not coordinated and integrated with each other, which made congestion worse. They also did not have a timer programme that would enable to change the light settings according to traffic flow at different times.

Results Achieved and Relevance to Public Life

The following results were achieved within the first two years of project implementation:

- 1) A database of road conditions, traffic conditions and accidents exists and data is regularly monitored in the three key intersections as part of a pilot project: Area Traffic Control System (ATCS).
- 2) Bekasi obtained software for transportation modelling from Gresham City, which it is adapting to fit the circumstances in Bekasi. It is used for the modelling of traffic in these three intersections.
- 3) The traffic lights in these three intersections have been integrated and programmed to take into account the different traffic conditions at different times of the day.
- 4) Traffic congestion at these three key intersections has been reduced, leading to a decrease in the number of traffic violations by impatient drivers.

Main Activities

- 1) A partnership programme with Gresham City, Oregon, USA, was started, facilitated by the International City/Country Management Association

(ICMA) in August 2001 to identify transportation issues and to manage traffic congestion.

- 2) In the preparatory phase, surveys were carried out and research was conducted on traffic congestion in roads and intersections in Bekasi to determine which of these were in worst conditions; these were selected for the pilot project of monitoring, traffic mapping and integrating traffic lights.
- 3) A proposal was prepared to build new traffic lights for a number of intersections that could be coordinated with lights in other areas of the city as and when the regional budget of Bekasi allowed for the rolling out of this scheme.
- 4) A proposal was submitted to the Regional Development Agency, the Regional Financial and Wealth Agency as well as the Economic Affairs Division for funds allocation. Approval was sought from the Regional Legislative Council.
- 5) An Area Traffic Control System (ATCS) was established in the following phases:
 - a) Phase I: Rejuvenating controller;
 - b) Phase II: Intersection improvement design and engineering;
 - c) Phase III: Establishing ATCS control room and computer installation;
 - d) Phase IV: Installing communication cables between the mounted local controller and control room;
 - e) Phase V: Rejuvenating controller and connecting communication;
 - f) Phase VI: Installing CCTV (Closed Circuit TV) at the prioritized intersections to monitor the traffic conditions. Installation of new monitoring cameras was conducted at three intersections of the pilot project;
 - g) Phase VII: Maintenance Contract.

Lessons Learnt

- 1) Partnerships with cities in similar circumstances are very helpful to city governments for improving city management and services;
- 2) Surveys and research to produce up-to-date and valid data is essential for good traffic management;
- 3) Making decisions based on proper analysis will result in more effective and efficient policies.

Sustainability

Traffic structuring, management, and engineering will continue to be developed in other locations or intersections in Bekasi City. As described above, the implementation of the program will continue until Phase VII.

Note: the documentation of this practice was conducted at the Phase III of the program. A budget has been made available for the foreseeable future.

Transferability

This project can easily be transferred to another city facing traffic problems, especially cities that are part of busy and growing region. The use of software can help regional governments to analyse data and facilitate intelligent decision-making.

Photo: The same intersection before and after the congestion reducing activities

