ANTICIPATION STRATEGY FOR URBAN CONURBATION IN SEMARANG - SURABAYA CORRIDOR

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OUTLINE

About Project
Economic Corridor Theory
Benchmarking: Jakarta-Cikampek Corridor
Semarang-Surabaya Corridor
Strategy for Urban Conurbation
Conclusion
The Owner of This Project is Ministry of Public Works and Housing

**Project’s Background**
Semarang-Surabaya Toll development has the potential to bring regional impact

**Urban Conurbation**

**Project’s Goal**
Arrange Anticipation Strategies and Infrastructure Program to Control Urban Conurbation in Semarang-Surabaya Corridor

**Project’s Scope of Work**

**Ministry of Public Works and Housing**

**Scope of Work**
Project Owner

**Field of work**
- Water Resource
- Roads
- Settlement Infrastructure
- Housing Provision
- Construction
- Infrastructure Financing
- Regional Infrastructure Development Agency

**Urban and Regional Planning Consultant**

**Scope of Work**
Project Consultant

- Collect, analyze, and synthesize data
- Policy review
- Arrange strategy and program of infrastructure development

**Project’s Duration**
8 months
The Concept Gained Popularity in The Late 1990s through an Asian Development Bank (ADB) Project to Develop the Greater Mekong Subregion (GMS) in Southeast Asia.
ECONOMIC CORRIDOR: CONCEPT

It is a Route Along Which People and Goods Move, and The Efficiency of This Movement Stimulates Economic Growth

Components of Economic Corridor

Source: Asian Development Bank, 2014

Transport Corridor

Development Strategies to Create Economic Corridor

Source: “Repaving The Ancient Silk Routes”, PwC, June 2017

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Jakarta-Cikampek Urban Conurbation Starts After Operation of Jakarta Cikampek Toll Road

- The urban conurbation of Jakarta - Cikampek is influenced by the existence of the Jakarta - Cikampek Toll Road which has been operating since 1988.
- The growth of the built-up area along the Jakarta-Cikampek corridor increased by 13% in 20 years.
- Cropland is inversely proportional to the built-up area, its growth has declined over a period of 20 years, which is reduced by 23% from 1995.
- Vegetation growth decreased by 36% over a period of 20 years in 1995-2015.

Source: Global Land Cover Analysis, 2018

Built up Growth at Jakarta – Cikampek Corridor

- 2015
- 2005
- 1995

0 200 400 600 800

non Built up Area  Built Up Area

(hectare)
BENCHMARKING ON JAKARTA-CIKAMPEK CONURBATION

Jakarta-Cikampek Urban Conurbation Starts After Operation of Jakarta Cikampek Toll Road

- Cikarang urban area has 4 exit points in the range of every 2-3 km, it is causing unstoppable urban sprawling
- there is no green belt that limits the city due to the rapid urban growth around the toll exit

The growth of a built-up area can still be retained because of the existence of protected forest on the south side

Source: Global Land Cover Analysis, 2018
Semarang-Surabaya corridor is the backbone for economic growth of Central Java and East Java. This corridor also plays a role in *national economic growth*.

- Semarang Surabaya corridor has huge potential in the *industrial, agricultural and tourism sectors*.
- Semarang-Surabaya corridor development is expected to create positive externalities, such as *creating spillovers in urban areas along the corridor*. This corridor is supported by providing national road, airport, seaport and toll road (plan)
NEED AN ANTICIPATION STRATEGY TO REDUCE TOLL ROAD IMPACT ON URBAN GROWTH

- Demak regency Spatial Plan has not considered the growth of built-up area due to the construction of the Semarang-Surabaya toll road.
STRATEGY FOR URBAN CONURBATION IN SEMARANG-SURABAYA CORRIDOR

- Arrange Detail Spatial Plan
- Arrange Zoning Regulation
- Increase The Capacity of The Feeder Road That Link to Toll Road
- Develop Water Resource Infrastructure to Maintain Agricultural Land
- Control Activity Around Interchange

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CONCLUSION
Beside Infrastructure Development Strategy, A Spatial Control Strategy is Needed to Prevent Urban Conurbation
THANK YOU